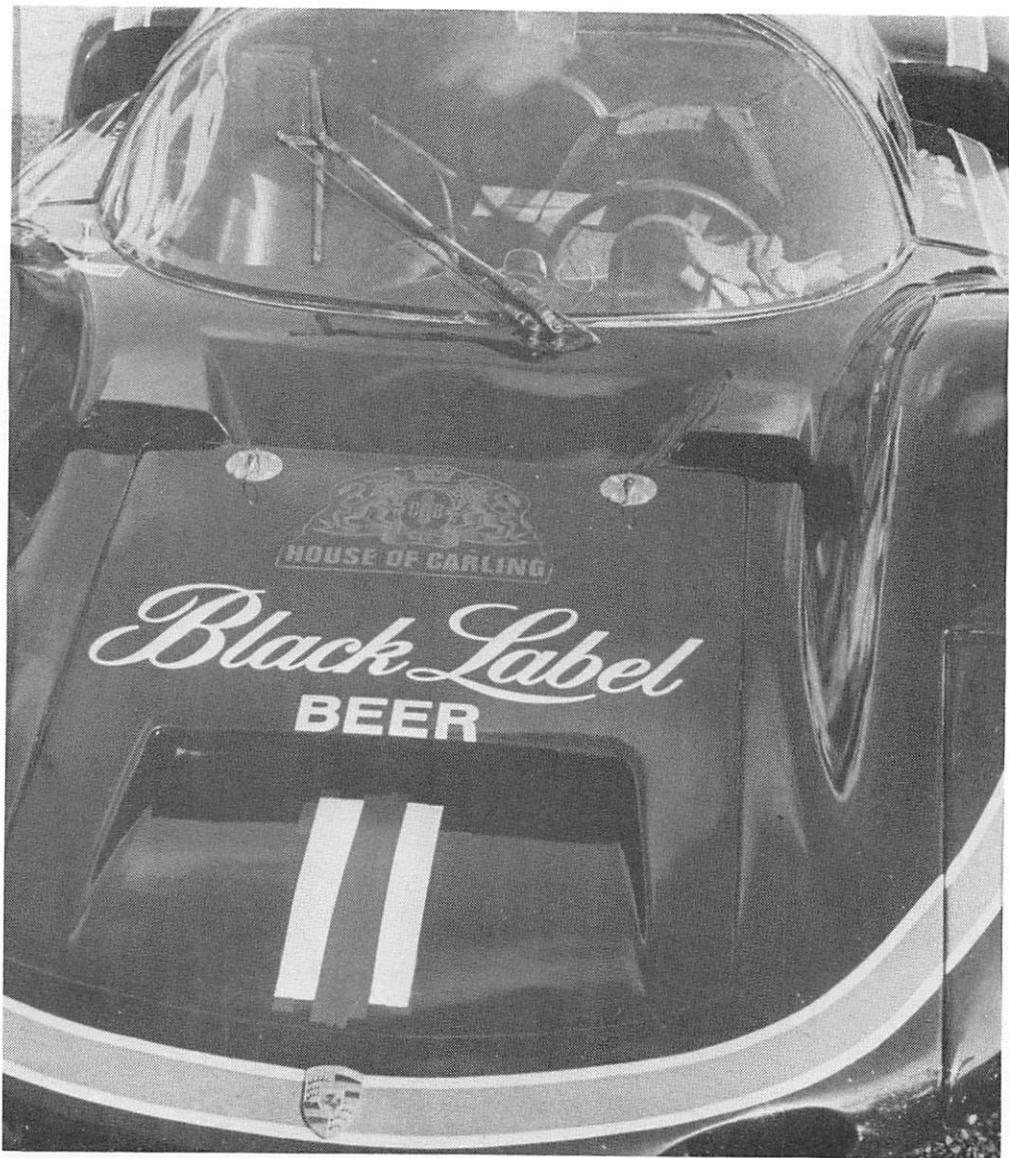


DER GASSER

OCTOBER 73



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Editor - Vern Lyle
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CALENDAR OF RIESENTOTER EVENTS FOR REMAINDER OF 1973

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

14 - Tour to Zimmermann's Museum
24 - Dinner Meeting
28 - Hare and Hounds Rally
31 - Halloween, scare a Datsun!

18 - Giant Killer I Rally, you will receive details in a flyer.

8 - Annual Banquet

Other things to do

Oct 13-14 - PHA, Weatherly. The EP Porsches will run on Saturday

Oct 14 - DVSA at Cornog

Oct 21 - DVSA at Montco College

Oct 27 - PRCA Championship Rally

Nov 4 - PRCA Championship Rally

Nov 11 - PRCA Championship Rally

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Pennsylvania Hillclimb Association
Representative - Jess Holshouser,
215-766-8201

Delaware Valley Sprint Association
Representative - Ted Apple, 215-
885-4925

Pennsylvania Rally Championship
Association Representative - Lance
Priddy, 215-353-1323

1974 Porsche Parade Coordinator -
John Chatley, 1479 Glenbrook Drive,
West Chester, Pa. 19380 Phone 215-
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COVER PHOTO BY STU BAIRD: Dr. Ed
Morin's BSR 906 at Pocono SCCA
Nationals. Pretty, but unfortunat-
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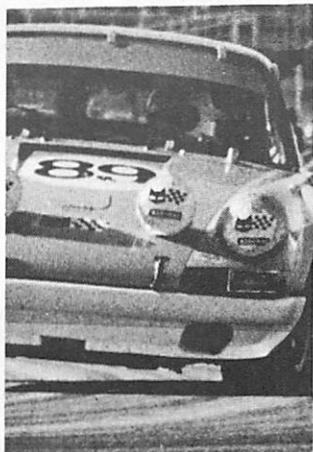
President's Message

Whew!! This 'message' is for the October DER GASSER already. This year has really flown by. When you look back on the calendar of events for the past nine months, you will realize that there were really very few non-Porsche weekends during the past summer. There have been auto-crosses, concours, parades, trips, Porscheramas, but no rallies. I can already hear the grumbling, "I don't have a stopwatch; I don't have a Curta, so how can I rally?" Well, friends, upcoming in the very near future is a 'Hare and Hound' rally for which you need absolutely no equipment, no real skill, but much luck and good humor. This event is so named because the object is to 'catch the hare' as it travels from start to finish. The hare leaves a trail of markers for you to follow. That sounds really simple! There's only one catch and that is, that a marker at an intersection means the hare turned - but nobody tells you

which way, you have to guess. As you can see, there are more wrong guesses than right, which of course makes for the fun. The person finding the hare at the finish soonest is the winner. This is really a fun afternoon.

The following rally is of a more serious type, but is designed for the novice or beginning rallyist. The object of this type of rally is to complete a measured distance in a given time. Penalty points are given for being either early or late. Again, this is an enjoyable way to spend an afternoon seeing the countryside and driving your Porsche.

These rallies, the trip to Zimmermann's Museum, the October dinner meeting and the annual banquet are all that remain on the activities calendar. We hope that as many of you as possible will take advantage of them.



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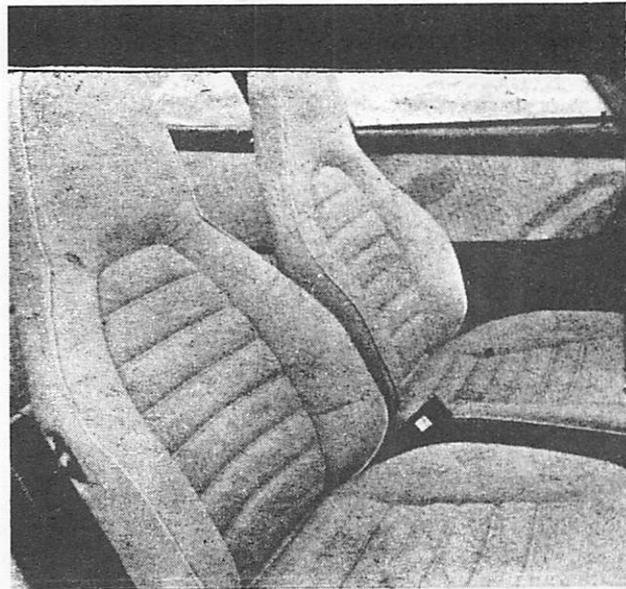


DISTINCTIVE new wheels identify the latest Porsche 911S, which in common with the 1974 range has a 2.7-litre engine.

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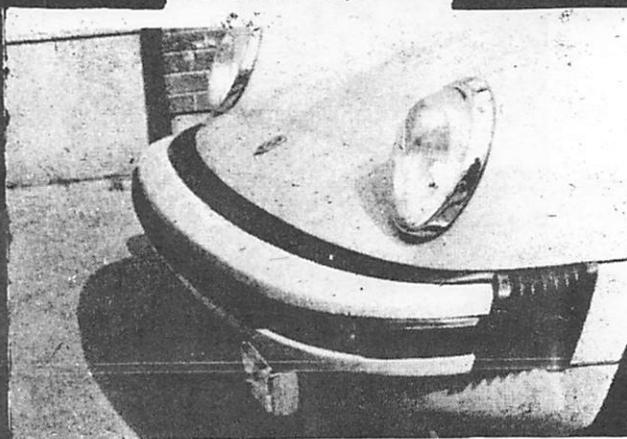
ALLENTOWN, PENNA.



NEW SEATS in the Porsches have cloth upholstery, occupants being restrained by Repa inertia belts.

THE PORSCHE 911 range has been given a complete revision, and all models will in future have 2.7-litre engines, along with greater fuel capacity, new seating, lighter clutches, and impact absorbing front and rear bumpers.

ENERGY absorbing bumper bar on the Carrera version has shock absorbers behind the front assembly.



Minutes

Jean Russo

The September meeting of Riesentoter Region, PCA was held on Sept 26 at Beck's Restaurant, King of Prussia.

Following the introduction of officers, President Bob Russo announced that the tallying of Riesentoter points will end on October 15. The award will be presented at the banquet in December.

Elections will be held at the October meeting. Wayne Flegler, the Chairman of the Nominating Committee, read the proposed slate of officers for next year:

President - Herb Oberson
Vice-President - Bob Koerbel
Secretary - Nancy McCullen
Treasurer - Bob McCullen
Membership - Bob Patton or
Lee Herskowitz
Activities - Eric Koch
Newsletter Editor - Vern Lyle

This is the first time we have had two nominees for one position. The nominations are now officially closed. Installation of the new officers will take place at the December banquet. Appointments will be made for certain additional positions.

Bob Holland, Social Chairman, informed us that our October meeting will be held at the Picket Post Restaurant in Gulph Mills. Dinner will be served at 7:30. If anyone would like to come for the meeting only, he should plan to arrive by 8:45.

Trophies were awarded to the winners of the Tri-Region Sprint Series held at Xmas Village. First in class went to Ted Way and A.J. Ahrens; 2nd in class to Bob Ahrens and Chuck Walter; 3rd to Wayne Flegler and 4th to Bob Koerbel, Bob Patton and John Tiedeck.

An attempt to start a new region of PCA in the Pocono area is being made. John Stolma has written our region requesting that we relinquish certain counties to make up this new region. Rocky Williams made a motion that we officially notify our membership in DER GASSER that we plan to relinquish these counties. The motion was seconded by Tom Edmunds and carried unanimously.

We have received a letter from PCA National stating that they have rearranged the zones. This affects us in that they have removed Ohio from our zone (2) and we are now without a Zone Representative. Dennis Thovson, Zone 1 rep, spoke about the qualifications for the position and urged us to select a representative. The Zone Rep has the power of proxy of all the Regional Presidents and represents them at National meetings.

Dennis then spoke about the recent Parade at Monterey and a general discussion followed.

Herb Oberson and Vicki Chatley presented a slide show of the 1972 Parade at the Playboy Club, Lake Geneva, Wisconsin.

Nominations

The following people have been chosen by the Nominating Committee to be your Officers for 1974. These are the people, in the opinion of the Nominating Committee, who have the experience, ability and enthusiasm to handle their respective positions on the Executive Committee. The Nominating Committee is not usually deluged with volunteers, hence, one name per office.

President - Herb Oberson
Vice-President - Bob Koerbel
Secretary - Nancy McCullen
Treasurer - Bob McCullen
Activities - Eric Koch
Membership - Lee Herskowitz and
Bob Patton
Newsletter Editor - Vern Lyle

You will notice that for next year there are two names for Membership Chairman. This is a first in our club and we hope it is a sign of things to come. Following is a statement from each of the would-be Membership Chairman.

First, Bob Patton.

Hi! I'd like to take this time to introduce myself. I'm Bob Patton. Maybe you've seen my Signal Yellow 911T (with black wheels) at some Riesentoter events. I'm a relatively new member myself, having joined only a month before Pocono 1972. When I was first approached for the position of Membership Chairman, I was a bit apprehensive, but then I thought, why not - what better way

to get acquainted with more Porsche freaks? So I decided to accept the nomination, assuming I would run unopposed as everyone in the past has done for all elected positions. Now for the big surprise.

For the first time in Riesentoter history, I'm told, there are two people running for one office on the Executive Committee. Lee Herskowitz and myself are vying for the position of Membership Chairman, which Bob Ahrens currently holds. The election will be held at the Dinner Meeting on October 24, (see notice, Sept DER GASSER). So come on out and vote in a real election.

And now, Lee Herskowitz.

Running for an office, especially in the face of severe opposition, requires some avid campaigning, so here goes: it has been pointed out by several veteran members that this is a first for the club; it has also been pointed out that this may be good for the club in terms of stimulating interest among our members. I'm not sure I agree with this philosophy and perhaps this is one of the reasons I am interested in the office of Membership Chairman.

After 3 years as a member of Riesentoter Region I have observed a considerable amount of badgering of semi-apathetic members. Reconsidering the situation, I don't believe it is one that should exist. If members do not wish to participate,

that should be their option. This does, however, make it difficult for interested members to carry off an event. I believe that many (myself included) have been leery of expanding the membership to extensive proportions. However, it is obvious that a large number of our members are only interested in getting a PCA badge on their car and a PANORAMA in their mailbox.

An all-out and non-exclusive membership drive could be a partial remedy to promote increased member activity. There will always be a group who will join and never show up, but there will also be a percentage of new Members that will mold the backbone of the club.

Bob Ahrens, our current Membership Chairman, has done a great job in drafting new members; I would aim to increase the number of members that Bob has added. That way, by the time our membership list has swelled to 500+ members, we can have a full house at meetings and events on a regular basis.

By the way, something we all should consider, regardless of who is Membership Chairman, we all can be our own mini-Membership Chairman. Don't hesitate to stop and talk to any Porsche owner you may meet and then acquaint him with our club and its activities. Frequently, this is the source of our most active members. Remember, the nicest people drive Porsches.

Get with it.



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Hillclimbing

Jess Holshouser

Rose Valley Hillclimb, Aug 18-19

Some had it wet; some, dry. The wet was Saturday which included the EPl Porsches. It started off wet from overnight rains then began to rain near the end of the first timed runs and continued through the day. The pits were a great quagmire and many tow cars had to be towed themselves when the day was over.

Rose Valley is a nice hill full of challenging curves, including a moderately tight uphill righthander, a very tight left, a sweeping left that's a decreasing radius and a 90 degree right at the crest of the hill. The last turn makes for an interesting finish because it can only be taken as a late apex. For the early-apexers, the outside is cambered to the outside with trees, a utility pole or an open field to collect the drivers. Between the major turns are small left-rights which can be straightened out. There were plans to pave the road, but it didn't happen and the drivers had to live with a very bumpy course.

Riesentoter finishes: Jay Schneider, 1st Touring 1; Jess Holshouser, 1st EPl; Dick Sweigart, 2nd EPl; Connie Sheldrake, 5th EPl; Dick Weiss, 2nd CP; Ted Klaus, 2nd Formula 1.

Pagoda Hillclimb, Aug 25-26

The second running of the Pagoda climb at Reading was smoothly run.

The climb consists of the first part of the Duryea climb course - ending at the Pagoda instead of the tower. It incorporates all the great turns including 8 tight turns, one fast sweeper and one long straight. In spite of sunny weather, most drivers found the course slippery - due to either tree juice or oil drippings.

Riesentoter finishes: Jay Schneider, 1st, Touring 1; Jess Holshouser, 3rd EPl; Dick Sweigart, 5th EPl; Connie Sheldrake, 6th EPl; Dick Weiss, 2nd CP; Ted Klaus, 3rd Formula 1; Tom Beil with trans trouble, 7th Mod 2.

Tuscarora Hillclimb, Sept 1-2

PHA journeyed to McConnellsburg for the sheer fun of running this hill in the 95 degree temperature, high humidity heat wave over the Labor Day weekend. It was really something else - considering that most drivers were wearing double-layer Nomex driving suits. Probably most of us lost a few pounds after the all-day sauna. Dick Sweigart and Connie Sheldrake didn't start when Dick's engine seized on the touring run. The damage was done at the last hill when the oil cooler let go, dumping all the oil. Connie was driving at the time and apparently there was too much engine time logged with no oil. The event was run so well that Saturday cars received five timed runs.

Riesentoter finishes: Jess Holshouser, 4th EPl; Dick Weiss, 3rd CP; Dave Darecola, 6th Mod 2; Al Derecola, 7th Mod 2; Ted Klaus, 3rd Fl.

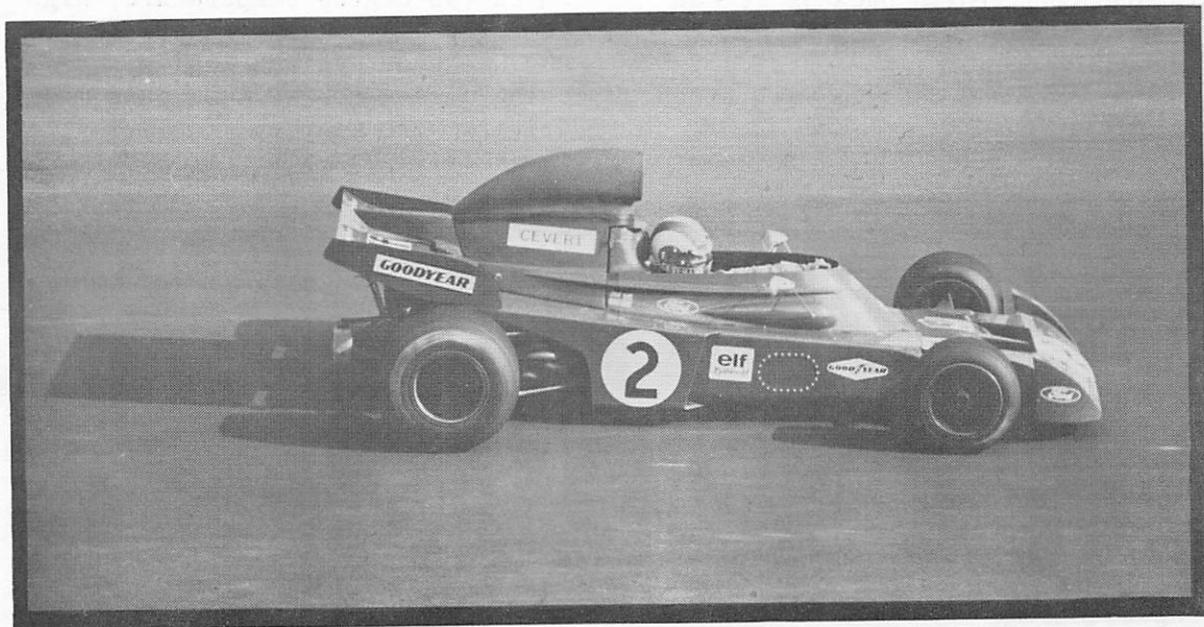
Activities

Chuck Walter

The end of the year is fast approaching and our club events are drawing to a close. During the past year, if nothing else, there was a variety of events to try and please everyone. For those who feel that other events might have more appeal, please take the time to let your future officers know NOW rather than the middle of next year. Often people think that no one wants to listen to new ideas but nothing is further from the truth. Let somebody know what you would like to do - what kind of event you would enjoy. I believe that the main purpose of our club is to meet people, share and enjoy what we have in common and the Porsche marque.

I want to thank all those who have helped me this year with the events. Some of them might never have gotten off the ground without your help.

Hare and Hounds Rallye - October 28
A low keyed, great fun and family type event. No prior rallying experience necessary (see President's Message). We will start in the upper parking lot of Strawbridge and Clothier at the Plymouth Meeting Mall (at the Norristown exit of the Pa. turnpike). First car off at 10:45. Chairman - Tom Edmunds, MI6-0763



FRANCOIS CEVERT, killed in a practice session for the Watkins Glen Grand Prix, October 6, 1973. Another good man done gone.

RUST and the Porsche

Wayne Flegler

There have been numerous articles written about the cause, prevention and repair of rust in regard to the Porsche, but I feel compelled to add to this subject as I am in the midst of repairing the rust damage on my own Porsche. This is the 1st in a series of 'rust' articles.

Rust in a Porsche is not to be taken lightly. The body-chassis is constructed almost entirely of sheet-metal, welded and stamped into a one piece unit. Construction of this type uses many closed, boxed sections and multi-layered panels. It results in light weight with great strength, but it also lends itself to condensation and water buildup. The factory admits that nothing was done to rustproof the 356 line beyond the undercoat and caulking, which served more as a sound deadener and stone cushion.

The Porsche body is pretty much watertight - both ways. If water gets into the interior of the car, the only way it can be removed is by evaporation or manual drying. Porsche used rubber mats and hemp sound deadener that served to keep

the moisture from drying out. You can prove it to yourself by pulling back the floormats after several dry days and finding moisture still there working away at your floorpan.

The second area concerns the many box sections where condensation works on unprotected metal. Rust in these areas is serious because of the structural importance. Doors, fenders, headlight and taillight wells and rocker panels all rust due to poor drainage and trapped dirt which retains moisture. The rubber drains sometimes clog leaving these areas wet for long periods. Battery box locations rust away due to the action of spilled acid on the undercoating which leaves the unprotected metal exposed to the elements.

Probably the most serious rust problem exists in the area of suspension. These areas should concern everyone because of the safety (or lack of it) aspect. There are cases of suspension mounts pulling away from the body. All other rust areas can be classed as cosmetic, but rust in these areas deserves immediate attention. Next month we will look into the prevention of rust in some specific areas.

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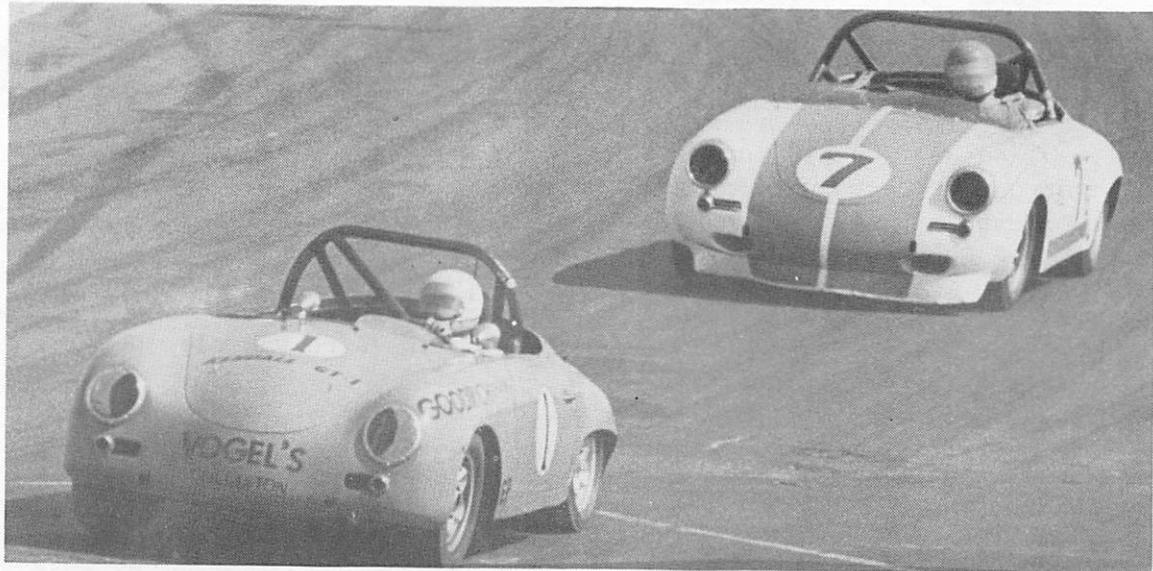
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Pocono action by Stu Baird: Bill Schmid about to lap Fran McAllister

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