

DER GASSER

OCTOBER 1984

OKTOBERFEST MOVED

TO NOVEMBER 7TH

Place: Rheinland Inn
Time: 7:30 (Dinner)
Date: Wednesday, Nov. 7

For those of you who attended the Oktoberfest last year, I don't have to tell you how great the food is at the Rheinland Inn. The menu is unchanged - plenty of beer and fantastic German cuisine - Knockwurst, Bratwurst, Sauerkraut, German potato salad - served in an authentic German atmosphere. The food is home-made by the owners, Klaus and Liesel, and as they say, "quality takes time." If anyone is in a desperate hurry to eat and run they will try to accommodate you, otherwise, just relax and enjoy the atmosphere and the good company. The cost is \$7.50 per person and desserts are a la carte.

We'll also have elections and finally, the auction. Donate something Porsche-related, old or new, for the fun-type auction, proceeds going to the club treasury.

- From Quakertown exit of the Northeast Extension; south on Rt 663 toward Pennsburg approximately 3.7 miles, then left onto Geryville Pike. Approximately 1.5 miles, turn left at sign for "Pennsburg Miniature Golf Center" (you're still on Geryville Pike), 2.3 miles to the Inn.

- From Pennsburg (Rt 29 & Rt 663); north on Rt 663 approximately 1.5 miles, right onto Geryville Pike (no sign from this direction) then see directions above.

- From points south; north on Rt 202 to Sumneytown Pike (William Penn Inn) near Lansdale, west (left) on Sumneytown Pike past the Lansdale exit of the turnpike

NOTHING VENTURED NOTHING LOST

by Michael Stolper

Little known fact: dead batteries can be revived by dropping from a height of 3 feet to the ground. How could I have known that twice as high was not twice as good. And so began our weekend in early August at Bridgehampton.

Our 911 had sat motionless during the two weeks since our Summit Point driver's school. There, I had converted \$800 worth of Yokohama tires into chopped beef while perfecting my too late, braking technique. Consequently, my wheels and tires were sent out to get them back to some semblance of round from the various geometric shapes they had lately acquired. This simple yet elegant process involves shaving off most of the useable tread. But the results, which are bald tires and a pile of little rubber chips are apparently much sought after and so I was delighted. The sensation prior to this operation was resistable. At 60 mph things started vibrating. 70 mph made my scalp itch and at 80 mph my brains commenced to leak out my nose.

With a four and one half hour ride to the Hamptons looming ahead, I had to decide whether to succumb to my electrical shortcomings (punt) or roll start my Porsche-turned-glider and blaze new trails north. Which reminds me
cont on pg 2

through Harleysville and Vernfield (this is Rt 63). After you cross Rt 563, you'll descend a 1/2 mile long hill and as you approach the Sumneytown Hotel, bear right onto Geryville Pike, approximately 2.1 miles to the Inn on the right.

PRESIDENTS MESSAGE

This will be a short message as I am presently writing it en route to Hong Kong on September 25.

Fall 1984 is election time. Regional and PCA National elections occur within several weeks of each other in late October, with our region's elections in early November. All of these elections have one thing in common, voter apathy. In national elections, on a good day about 50-60% of the eligible voters go to the polls. This is a country mile better than PCA National does, as only about 10% of the members, 2,000 out of 20,000, bother to send in the ballot which will be in the October issue of Panorama. This year there are choices to be made as there are multiple candidates for several offices, so tear out the ballot and mail it in with your selections.

On the regional level, your nominating committee proposed a slate of officers which was printed in last month's Der Gasser. Unless some nominations from the floor were made at the September meeting, (which I doubt happened) the slate will be unopposed and therefore was elected at the close of the September meeting. The Oktoberfest 'election' is a mere formality. The executive committee can only presume that you the members are giving tacit approval to the administration of the region by your silence.

By the time you read this, some of you will know that the region is now the owner of a Ford Econoline van in which the track equipment will be transported to autocrosses and drivers' schools. Our van was

cont on pg 2

RIESENTÖTER REGION

PORSCHE CLUB OF AMERICA

president cont from pg 1

purchased from the Northern New Jersey region, which used it for similar purposes, for \$1,000. This solves the perennial problem of how to get equipment to the events and where the equipment will be stored when not in use. Although it is basically in good condition, we do anticipate having a tech session early next year in which it will be the center of attention in preparation for the 1985 season. We had considered buying an enclosed trailer (cost \$300-\$500) when this van was offered by NNJR which is getting a new one. If for some unforeseen reason the van concept proves unworkable, we believe the region can sell it without incurring a loss and that it was a sound purchase.

Well, the plane is starting its descent into Seattle for a fuel stop so I will close and mail this report to Mike.

See you at New Members Night.

Bill

nothing lost cont from pg 1

very little of something that happened to me on my return trip from the Bridge in 1983. On that incredible journey I suffered the consequence of having replaced my clutch at track side. As is frequently the case with such endeavors, I had a few parts left over when I finished, included among which was the ring gear. You can imagine my dismay when on the Long Island Expressway in rush hour, bumper to bumper traffic, in the dark, I stalled with no provision for restarting the beast other than divine intervention or a push start. Richard Van Zijl, my hapless friend was obliged to abandon his 911 (it was directly behind mine) to run behind me for approximately 300 feet trying in vain to extricate me from my predicament while I popped the clutch over and over again to no avail. Wheezing and perspiring from the ordeal, his car consumed by traffic, he shrugged and ran back into the sea of lights. I, meanwhile, coasted aimlessly and inert down the expressway when suddenly it occurred to me to check the position of the key. Apparently in the confusion immediately after I had stalled, I had tried to restart the car with the key and left it in the off position when my efforts failed. Realizing all of this, I turned the key to on and popped the clutch, upon which my Porsche roared once again to life.

We received the following letter from Sandi Misura, Secretary of PCA:

25 Sept. 84

Dear John -

I came home from my office early today because my 7th grade daughter has a touch of the flu. Feeling a little frustrated because of the piles of work that will have to wait until tomorrow, I picked up the mail and sat down to read "Der Gasser".

Your article was beautiful! Your 12th grade idea of the good life is still true today! (In my case, substitute "an intelligent man" for "a blonde in a black silk dress" though). Your mention of the Porsche engine instead of the usual comments on appearance was super - my sentiments exactly.

Even as adults, we need our favorite things and situations for relief from the pressures of adult life.

Thank you for giving me such a nice moment today. To your "A" and "cultural A", may I add "philosophical A!!"

Sandi

PORSCHE
Fahren in seiner schönsten Form

This of course did little for poor Richard who was still loping back up the expressway towards his car.

But into the fray with me. We embarked at 5:30 after a few tersely worded exchanges between the various members of our convoy and a roll start. Some test stalls after an hour into the trip, and attempted but failed restarts at speed with the key suggested that the battery, had like Icarus, flown a bit too close to the sun. Restarting the Porsche after an Italian repast on Long Island could be likened to a team sport with the Andersons, Galbraiths and Van Zijls lending a hand. This, by the way is a great way to induce indigestion.

We arrived in South Hampton relatively unscathed at 12:00 midnight, only to be confronted by Ghengis and Sylvia Kahn at the Hampton Heritage. While my Carrera idled in the lot, Richard and I tag wrestled with the Heritage's proprietors who salivated uncontrollably at the thought of charging \$90 per night for the five of us to share a closet sized cell. Mrs. Kahn, who bore a striking resemblance to Heidelberg man, an early Pleistocene man known for a massive fossilized jaw of distinctly human dentition, informed us that she would be happy to rent the room to someone else less likely to impugn her advertising practices. We negotiated a \$5 per night discount and accepted the accommodations.

Richard and I briefly discussed the Heritage and our hosts' heritages as we crossed the parking lot to our cars.

The room exceeded our wildest expectations. Its odor conjured up memories of an embrace with a cigar smoking poultry farmer. To add insult to injury, Chris Galbraith charged off into the night with the Van Zijl's car in which their toiletries had lately resided. The mood back at the room was ugly. But a heart rending telling of "if the log rolls over we'll all be dead", a favorite in my family for many generations, helped sooth many a frazzled nerve ending. ---to be continued.

NEW MEMBERS

Riesentoter Region welcomes the following new members:

Don Widdoes
Gradyville, Pa.
1984 944

Lewis Lodge
Trappe, Pa.
1984 Carrera Coupe

Frank Sinicropi
Wilmington, De.
1977 924

Robert Wallace
Erdenheim, Pa.
1969 912

Jody Tzirlin
Philadelphia, Pa.
1984 Carrera Coupe

D.R. Snyder
Coopersburg, Pa.
1972 914

Calvin Robinson
Reading, Pa.
1976 914

Fred Kelley
Doylestown, Pa.
1972 914

John Fadel
Ivyland, Pa.
1982 911 Coupe

Larry Hadley
Reading, Pa.
1984 944

John Hebden
Wayne, Pa.
1984 Carrera Coupe

John Wilson
Barto, Pa.
1982 928

N. Craig Baumm
Ambler, Pa.
1981 911SC Coupe

Ray Delany
Langhorne, Pa.
1973 911T Coupe

Edward Arnold
King of Prussia, Pa.
1983 944

James Shacklett, Jr.
Lafayette Hill, Pa.
1984 928S

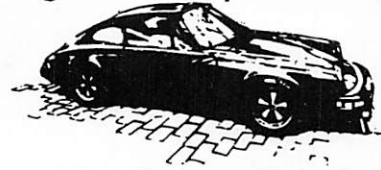
Rene Guerster
Maple Glen, Pa.
1984 Carrera Cabriolet

THE DEADLINE FOR THE NOV.-DEC. ISSUE OF DER GASSER IS NOV. 1st. ADDRESS CHANGES SHOULD BE SENT TO THE EDITORS. CLASSIFIED AD SPACE IS AVAILABLE TO MEMBERS AT NO CHARGE AND NON-MEMBERS AT \$10/MO. THE EDITORS INVITE MEMBERS TO SUBMIT MATERIAL FOR PUBLICATION. PHOTOGRAPHS SHOULD BE BLACK AND WHITE OR HIGH CONTRAST COLOR PRINTS.



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ALL TYPES OF INSURANCE

LATE BRAKING NEWS

by Bob Russo

Since I joined the club in 1969 it seems that I have been in charge of, or close to the person in charge of the pylons, flags, timers...for the competitive events. Through the years I've stuffed all this equipment into a 356, a 912, and recently an El Camino and a Chevy Suburban. I've always thought that there should be a better way!

Well --- the club has finally come up with a solution! Some of the money from the proceeds of the drivers' schools has been allocated to purchase a van to transport the equipment. Those of you who have been to a Northern New Jersey PCA event have probably been driven to your flag station in their van. Coincidentally they were selling the van to move up to a new van to use up some of their treasury. After checking it out we decided it would be ideal for us. It is a 1973 Ford, $\frac{1}{2}$ ton van with a 302 cubic inch engine and automatic transmission. Northern New Jersey purchased it originally from a "LEGGIS" sales person and had it rust proofed, painted and outfitted. Consequently it is in extremely good shape for its age.

Although everything seems in good order, we would like to go over the entire vehicle thoroughly. We are planning a 'van day' at a service facility. We would like as many 'helpers' to pitch in as possible. There are a few spots that should be touched up before the winter weather takes its toll. Anybody who has any interest in helping out with this project, please contact either Al Anderson or myself. Any kind of help that you can give would be greatly appreciated. We will need help cleaning, polishing, sanding, painting and making mechanical repairs. Plan to be a part of this activity.

And now ladies and gentlemen -- the glossary! Originally, I intended to do the entire glossary at one time, but I realize that it will not work that way. Instead, we will make this an ongoing thing with several definitions each month. Hopefully we will clarify some commonly used but often misunderstood words. (We will try to keep this in alphabetical order.) If there are any terms that we miss in the glossary and you would like defined, write, call or see me at a meeting.

Apex: Here's a word thrown

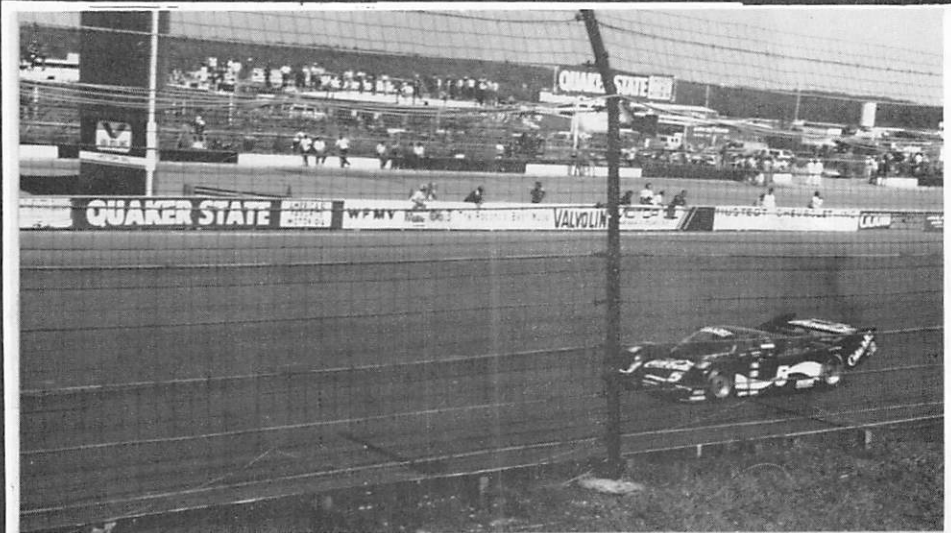
around alot, but I'm not always sure people know what it means. By pure definition the apex of a turn is the geometric center point of the turn. It is the point at which the car is closest to the inside edge of the track as it passes through a turn. Depending on certain situations and the actual type of turn, the driver may want to 'apex' before the geometric 'apex'. This is known as an 'early apex'. The driver can also 'apex' after the geometric 'apex' which is known as a 'late apex'. Using the apex point to drive the straightest line (largest radius) through the turn, allows the smoothest 'line' and therefore the quickest time. Remember the apex is a point or spot, not a large area.

Anti-Sway Bar (Sway Bar): A device consisting of a bar linking the suspension on one side of a car to the other, the purpose of which is to reduce the amount the vehicle leans in a corner. For example, a vehicle negotiating a right turn will lean to the left (to the outside of the corner). The resistance of the sway bar to twisting (torsional rigidity) will tend to raise the left side of the vehicle, thereby reducing lean.

Aspect Ratio: This pertains to a tire; the ratio of the sidewall height to tire cross section width. A tire whose sidewall height is 50% of the tire width is called a 50 series tire. For example, a 155/50 x 15 tire has a cross section of 155 millimeters and a sidewall height of 97 $\frac{1}{2}$ mm. The lower the aspect ratio (series), the shorter the sidewall.

Well, enough for this month. Keep those cards and letters coming.

B. Aiken practices for Pocono Camel-500. Photo S. Van Zijl



PICNIC CONCOURS RESULTS

by Debbie Richards

The second annual "Top-Only" Concours brought out even more enthusiasts this year at the picnic. Many different classes were represented, but trophies were awarded for the three cleanest cars in the eyes of the judges and for the People's Choice. Top honors went to George and Joyce Bukovsky with their red 944. They were really serious about this event and had been preparing the car for 2 weeks. (That puts me to shame, since I've never spent more than a few hours preparing the interior of our car for the Parade Concours D'Elegance!) Maybe we can convince George and Joyce to visit Maine in 1986 so they can bring home top Parade honors, possibly the first for the Riesenotter region. Second place went to Ted and Judy Wittmer with their silver 911S with lobster interior. Ted helped prepare the Division I winner at this year's Parade and with that color interior he should be an easy winner with those folks from the Downeast Region in 1986. Vern and Melody Lyle took home the third place trophy with their Burgundy 911T. They informed us that having just returned from 'Rennfest' where the competition is as tough as the Parade, "T-FOR-2" had to be clean. Since that was a week and over 1000 miles ago, some dirt had to accumulate. The People's Choice trophy was awarded to Craig and Frances Ebner for their cheery red Speedster. I'd like to thank my judges Bill Cooper, Tony Checkowski and Wayne Flegler, because without their help the event would not have been possible. For all of you who participated, thanks for your efforts and maybe you learned a little more about what the Concours is all about.

CLASSIFIED ADS

FOR SALE: 1977 911S Coupe, #9117200226, silver/lobster (leather), sunroof, 5 speed, forged alloys, Konis, fog lights, Frankfurt AM/FM, 4500 miles, mint concours winner, original owner with all documentation, \$22,500. Call Ted Wittmer at 867-0286.

FOR SALE: 1973 911E Targa, sepia brown/tan (leather), S trim package, air, AM/FM stereo, good condition, \$11,000. Call Carolyn Garrett days at 581-3577 or evenings at 353-9689.

FOR SALE: 1981 911SC front A arms, turbo steering wheel, 2 6x16" forged alloy wheels, priced to sell. Call Stephen Syderman at 624-1487.

FOR SALE: 1970 911S Targa, #9110310144, maroon/black, 85k miles, never any rust, new paint and engine rebuild at 68k by Holberts, new batteries, alloys, AM/FM, cover, bra, records, always garaged, excellent condition, \$11,500/obo. Call Robert Carroll days at 365-1900 or evenings at 609-795-3412.

FOR SALE: 1983 944, guards red/black, 7" forged alloy wheels, tinted glass, mats, bra, 13,000 miles. Call Nick days at 564-1991 or evenings at 565-8819.

FOR SALE: 1970 911T Coupe, blue/black, air, forged alloys, rebuilt transmission, new tensioners, new factory heater boxes and shocks, needs rockers, \$6500. Call Nick days at 564-1991 or evenings at 565-8819.

FOR SALE: 1984 911 European Carrera, triple black, air, sunroof, full leather, climate control, sport suspension, front chin spoiler, H4's, Alpine stereo, 15" 7's & 8's Comp TA's, Recarro driving seat, Momo wheel. Euro features include: pistons and cylinders, transmission oil cooler, amber tail light lenses, side markers, bumpers, and autobahn light. Also lowered Euro ride height. 230 hp, 7,000 miles, \$37,000. Call Michael Stolper days at 496-2267 or evenings at 696-6018.

FOR SALE: 911 parts: pair black (cloth inserts) Recaro Ideal N seats, like new, \$600; Racemark steering wheel, steering rack, fuel tank for pre-'74 911, 19mm front torsion bars, windshield wiper assy. with motor, blower assy. for ventilation system. Call Bob Holland at 436-6577.

FOR SALE: 914 parts: 4 6x15 aluminum wheels (non-factory), \$200; 4 5½x15 steel wheels, 2 4½x15 steel wheels. Call Bob Holland at 436-6577.

FOR SALE: 1973 914 2.0, silver/black, 105,000 miles, 4k miles on \$2000 prof. rebuilt engine, new Mahle P & C, valves, clutch, new rear rotors, 911 master cylinder, new Bilsteins,

Fuchs mags, front & rear bars, console, runs perfect but needs paint, \$4000. Call Skip Corey days at 766-8109 or evenings at 874-3201.

FOR SALE: 1976 911S, sunroof, black/red leather, sport seats, alloys, new black headliner, sport wheel, sportomatic, Bilsteins, sway bars, \$12,500. Call Bob Holland at 436-6577.

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CHRISTMAS BANQUET

by Skip Corey

It's hard to believe, but this year's activities are coming to a close. But do not fret because the premier event of the year is coming soon, our Christmas Banquet. The date is Saturday night, December 1st at the Kimberton Country House Inn, in where else but Kimberton, Pa.

The Kimberton Inn did a great job with our Wine Tasting Dinner/Meeting, so I know everyone will be looking forward to the dinner along with the rest of the evening's activities. After a scrumptious meal, we will present our annual awards to the members who have contributed so much to the past year's activities. We will also have a good number of door prizes. And yes, there will be dancing.

This is an event that even people who are new members of Riesentoter can really enjoy. So, why not mark December 1st on your calendar and start the holiday season the right way. Keep an eye on your mailbox for your banquet invitation. I hope to see you there.

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185/70VR15	106.42	205/50VR15	171.06
205/60VR13	106.42	225/50VR15	192.53
195/60VR14	116.63	P245/50VR15	208.42
215/60VR14	123.47	P265/50VR15	224.32
205/60VR15	130.21	205/55VR16	200.59
215/60VR15	138.21	225/50VR16	212.95
RADIAL 60		RADIAL 70	
205/60HR13	83.16	175/70HR13	74.53
195/60HR14	89.68	185/70HR13	77.05
215/60HR14	92.53	185/70HR14	80.74
235/60HR14	100.32	195/70HR14	83.16
205/60HR15	91.47	205/70HR14	89.06
235/60HR15	103.58	225/70HR15	104.21

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185/60HR13	74.69	195/50VR15	90.37
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185/60HR14	77.31	225/50VR15	148.90
195/60HR14	89.52	205/55VR16	150.85
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P-6

P-7

185/60HR13	75.72	195/50VR15	153.50
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185/60HR14	79.80	225/50VR15	184.65
185/60HR14	86.91	285/50VR15	248.54
195/60HR14	97.07	285/40VR15	239.90
205/60HR14	101.20	345/35VR15	274.45
225/60HR14	114.36	205/55VR16	188.72
225/60VR14	130.63	225/50VR16	210.41
195/60HR15	101.66	265/50VR16	239.90
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205/60VR15	125.04		
215/60VR15	142.83		
235/60VR15	175.35		
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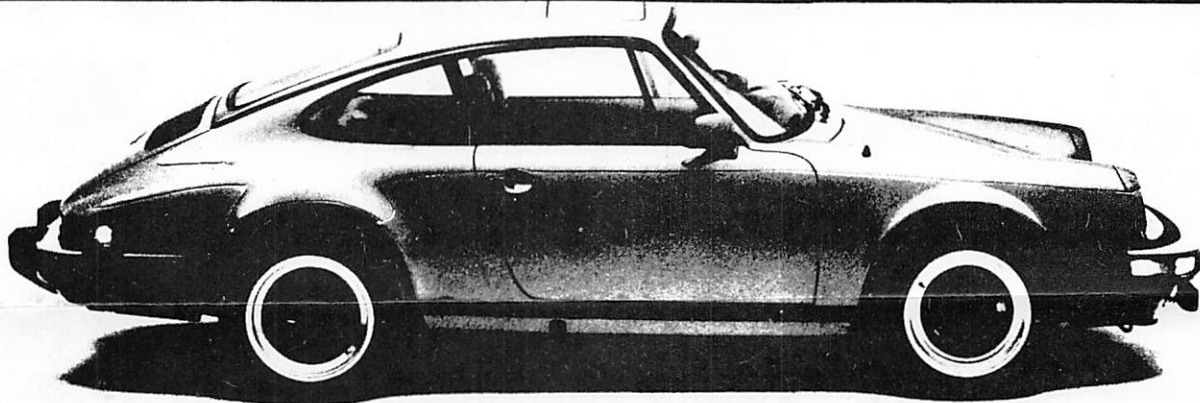
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 25 26 27 28 29 30

COMING ATTRACTIONS

November 7: Oktoberfest at the Rheinland Inn. See front page for details. Please note that this has been moved from the last Wednesday in October (the 31st) to avoid a conflict with Halloween.

December 1: Christmas Banquet at the Kimberton Country House Inn. See page 6 for details and watch the mail for your invitation.

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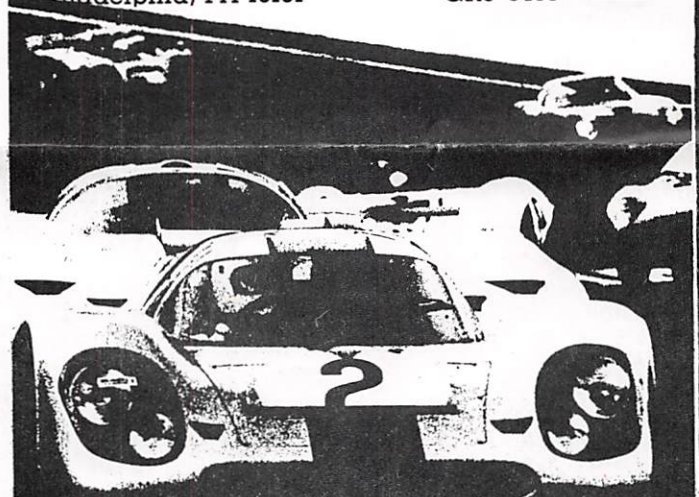


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