

DER GASSER



FEBRUARY 1992



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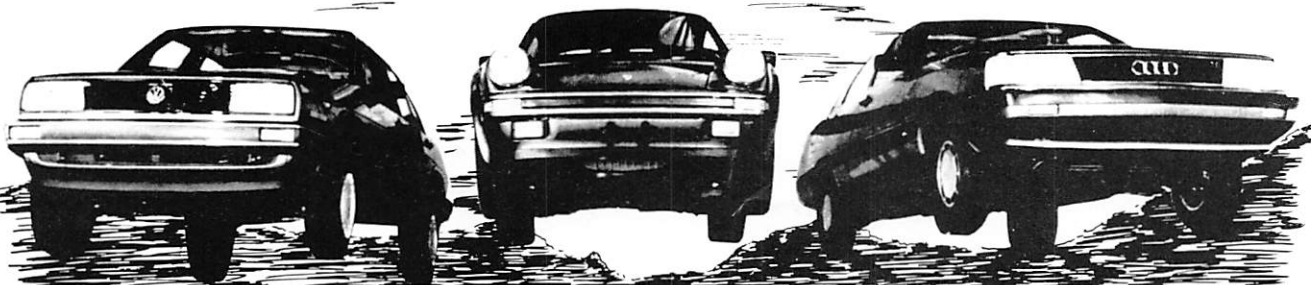
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PRESIDENT'S MESSAGE

February brings us days of sub-freezing temperatures, days of snow and ice, and yes, days of thunder.

The first signals that the ever-shortening winter season is over have come and gone. Both the Daytona races are now a matter of history, and so IMSA and NASCAR have running starts to their '92 seasons. Being a NASCAR fan myself, I just can't resist the temptation to bring our portable TV to the Track Clinic to watch the 500. I really like the Dale Earnhardt team, but Harry Gant is getting it together as well. Maybe with some of that Penske team magic Rusty Wallace will be able to recoup some of his past glory. Who knows, perhaps some day we'll even see a Porsche stock car out there on the oval. I bet it would be a killer on the road courses.

What a full schedule of track events and autocrosses this year! The opening events are getting earlier and the closing events are getting later every year. You can start highspeeding it at Charlotte over President's Day weekend and keep trucking right through Thanksgiving. And autocross is just as busy: start in March (February if you want to do Pro Solo), and drive through the first snowfalls of December. Throw in a few social get-togethers and you've got something to keep you busy every weekend of the season. The point is, whatever you enjoy doing, get out there and do it! You are running out of excuses! And if you've never tried something, here is your chance. Take driver's education, for example. Try it out at the Pocono event in May. It's close to home and it's a safe track on which to begin. Same goes for autocrossing, The school is just that; a place to learn some of the skills you need with no competitive pressure. You learn car handling techniques in a low-speed, safe setting.

One more thing you're going to have to take care of in the off-season is car preparation. Do it while you've got the time. It's much harder once the season is underway and you're watching all the events go by, and you can't go out to play. Or worse, you're trying to drive a not-right car. There isn't a printable word to describe the feeling of pressing the brake pedal, locking the brakes, and watching two gates get chewed up underneath your tires. Check out a couple of Bill Dougherty's (in)famous tech sessions; he can help you out. At the very least you'll have a nice

doughnut breakfast.

Stay posted for updates on our planned 35th anniversary bash. We have been hearing from people with leads and offers of help, both of which are very welcome. We are looking forward to seeing many new and "long-term" faces at this gala affair so don't miss it. This event should be a party the likes of which haven't been seen for some time. So please, come out and support the club and visit with some people you haven't seen for awhile. With a car show/concours, a rallye, a special evening social affair and an autocross, there is something for everyone. Help us make this affair live up to it's name, Giant Killer of a weekend.

Remember, the first event is just around the corner. Go take a peek under the car cover just to remind yourself. And mark your calendars with all the great Riesentöter events. plan to be there, so you can see for yourself why it,s so much fun. See you out there!



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FEBRUARY

- 26 General Meeting, Casa Maria: 7:30pm,
Tech Roundtable
29 Tech Session, Dougherty Automotive:
9:00am-3:00pm, Do-It-Yourself

MARCH

- 25 General Meeting, NTW: 7:30pm, Tire
Wars or Where the Rubber Meets the
Road
29 Tech Session, Dougherty Automotive:
9:00am-3:00pm, 911/944 Motronic
Demonstration Tech

APRIL

- 11 Tech Session: Pre-Pocono Tech
25 16th Annual Porsche Swap Meet, Central
Penn Region
29 General Meeting: TBD

AX EVENTS:

Apr 26 RTR AX School NADC

AX CONTACTS

RTR (Riesentöter), Brad & Judy Carle (215)
948-2257

TRACK EVENTS:

Mar 7-8	Car Guys	Summit Point
Mar 14-15	Potomac	Summit Point
Apr 3-4	Metro	Limerock
Apr 3-4-5	NNJR	Bridgehampton
Apr 11-12	Car Guys	Charlotte
Apr 23-24	NNJR	Limerock
May 1-2-3	Metro	Bridgehampton
May 2-3	RTR	Pocono
May 8	Schatt	Limerock
May 9-10	Car Guys	Roebbling Road
May 22-23-24	NNJR	Pocono
May 25	Potomac	Summit Point
May 30-31	Car Guys	Atlanta Speedway

TRACK CONTACTS

METRO, Peter Portonova (718) 428-3441

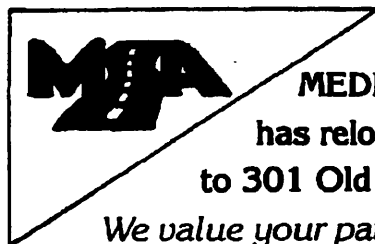
NIAGRA, Mike Bohan (716) 227-7519

NNJR, Ken & Carol Gieger (W) (201) 337-3883,
(H) (201) 327-9029

POTOMAC, Ed Nork, 1029 N. Stuart St. #207,
Arlington VA, (H) (201) 884-1944

RTR (Riesentöter), Ron Lego (215) 855-1679

SCHATTENBAUM, Chris Brown (H) (609) 768-
7364, (W) (609) 234-7969



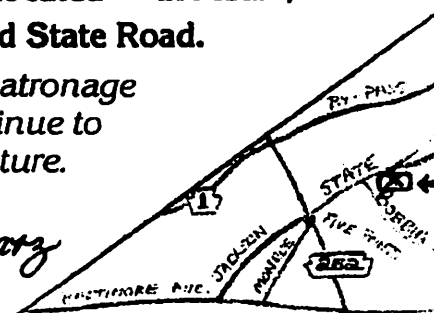
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FEBRUARY MEETING

TECH ROUNDTABLE

WEDNESDAY, FEBRUARY 26 7:30pm

CASA MARIA

★ Note New Meeting Location and Time! ★

Here's your chance, to get the answers
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Round Table discussions on Autocross, Track Events, Hillclimbs, 911, 924, 944

Bring your questions from A to Z!

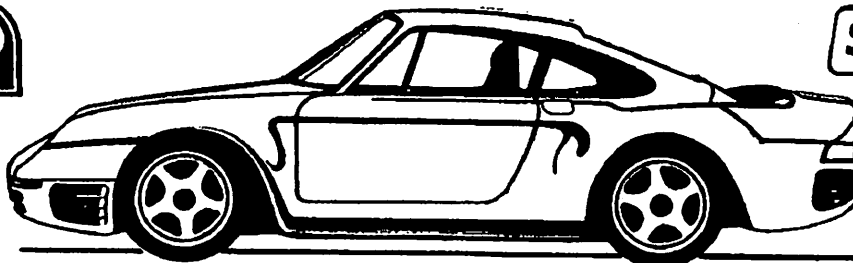
DIRECTIONS to Casa Maria Restaurant on Rt. 202 in King of Prussia:

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MEMREVS

John Kingham

Membership as of 2/1/92 is 817

Welcome to the following new members:

Richard Patrone 91 911 Turbo
Norristown

Doris Robinson 78 911S
Willow Grove

Scot Karkenny 87 944 Turbo
Glen Mills

Louis Mazzio 90 911C2
Gladwynne

John & Andrea O'Donnell 91 911C2
West Chester

Albert Dombrowski 86 911 Targa
Philadelphia

George & Velma Kistler 78 911Sc
Emmaus

Treasurer's Annual Report for 1991

Don Applestein

During 1991, for the first time in the Region's history, the Executive Committee adopted a budget. In recent years the Region's annual income has exceeded \$70,000.00 and the Exec felt that it should adopt a budget, rather than just expend funds and hope there would be enough money at the end of the year. Also in 1991, the Region's finances were computerized and budget categories were developed and were used in the year-end report which was published in last month's **DERGASSER**.

Since last year was the first attempt to budget the Region's finances, no one really knew what to expect. Obviously, some expenses should have been budgeted but were not because it was a first attempt and we simply could not foresee everything. Also, as we all know from our home budgets, some expenses could not be anticipated regardless of how much experience we had!

As the last month's report indicated, we started 1991 with \$12,644.24. Income for the year was \$75,417.99 and expenditures were \$80,760.15 (or a \$5,342.16 deficit). As a result, the Region's balance at the end of the year was \$7,322.08. All of the \$5,342.16 can be accounted for by two items. First, the Exec approved spending \$4,000.00 from the Region's "cash reserves" to purchase computer hardware which is now being used to prepare **DERGASSER**. Second, because of the cancellation of the September Pocono track event, we incurred a fee of \$2,000.00. Taken together, these two items totaled \$6,000.00 in unanticipated expenses. When you take into consideration the total of these two items (\$6,000), we actually did very well against the budget. The budget had a planned deficit of \$1,695, but the actual deficit for anticipated expenses was only \$657 - less than .9% off.

Looking to 1992, the budget categories will be slightly changed to reflect the knowledge we gained last year. Also, I expect that we should be able to predict individual budget categories with even greater accuracy.

This is your money and I am always ready to answer any questions you may have. Now, on to the real fun of driving the best cars in the world, and enjoying the club. 🏁

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SOCIAL:

WHAT'S NEW IN '92?

Betsi Lyle

What's new on the Riesentöter social scene this year? First of all, the social chairman, me. The Perlbers did an excellent job last year, so I have a tough act to follow. Fortunately, I'm really enthusiastic about doing this for several reasons: 1) I LOVE to give parties, 2) having just organized the ultimate party (Vern's and my wedding), I made a lot of good contacts and discovered some great ways to keep you "socialized" and 3) this is a Riesentöter anniversary year, so I'd like to make our events extra exciting to commemorate the event.

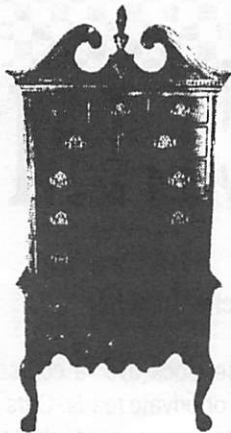
First of all, if you attended the Banquet and monthly meetings, you know that the Riesentöter ski trip to Killington, Vermont is coming up on March 6-8. This was in response to member requests and is arranged through a ski club on a very limited first come - first served basis. Although the trip is only about a week away, if you're interested in going give me a call immediately, there may be a few slots available due to cancellations. For more information, see the article elsewhere in this issue.

If all goes well, plans for the December Banquet will be finalized by the time you read this. In keeping with my intention of making the anniversary year events something special, this year's Banquet will be held in an exciting and exotic location. If you have not attended a Banquet in recent years, you will DEFINITELY want to attend this one! More details to follow.

It looks like the Giantkiller Anniversary Weekend may be held in conjunction with the Spring Social. We're considering holding the Social (and perhaps other Giantkiller Weekend events) at a site very similar to the Feretti's lovely estate (unfortunately, without the ultralights!). In addition to the traditional food and libation, I'd like to feature a limited wine tasting. Perhaps several wines of the same type but different style for you to taste (yes, just a taste) and rate. I'd really like your input on this, so let me know.

I'm also considering something new this year for Oktoberfest. The format for this event has been pretty much the same since I joined the club (in '83, I think). Although the Oktoberfest is always fun and possesses a German theme, I don't think we should be afraid to try something new - who

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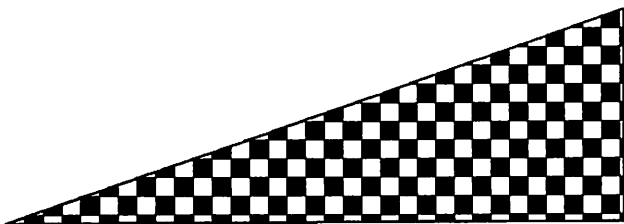
618 Second Street Pike Southampton, PA 18966 (215) 355-4800 Mon.-Fri. 9:30am-9pm Sat. 9:30am-5pm	6437 Rising Sun Ave. Philadelphia, PA 19111 (215) 745-5800 Mon.,Tues.,Thurs. & Sat. 9am-5pm Wed. & Fri. 9am-9pm	8th & The Blvd. Ship Bottom, NJ 08008 (609) 494-8127 Mon.-Sat. 9am-5pm
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All stores closed Sunday. Free delivery. Major credit cards accepted.

knows, change may bring out new members we've never seen before and bring back some old ones too! I received suggestions that we celebrate the "other" October event - Halloween. So unless there is a tremendous outcry, I will pursue this theme and try a Halloween party this year. Sounds like a lot of fun to me.

Another suggestion I received from a member is a Mystery Weekend. I'm sure you've all heard of them - you stay at a Bed and Breakfast (or on a cruise ship) where a "murder" is committed. There's a whole cast of characters playing the role of suspects, (frequently you don't even know they're acting, you think they're just other guests and your job is to investigate and find out who committed the "murder". These weekends are an incredible amount of fun because you really get into it. If enough people would like to give this a try, I'll investigate (excuse me, couldn't resist). Sorry though, it probably WON'T be on a cruise ship. There are a lot of places just a short drive away (perhaps the Poconos, Lancaster or the shore) with Bed and Breakfasts that stage these events. If anybody has information on possible locations, let me know.

So now you know what's new for '92. I welcome suggestions as the social program is for you. With your input, we can make this anniversary year's social program the best ever for all Riesentöter members, both old and new. ❄️



HILLCLIMB

George E. Heide, Jr.
Central Penn Region der Porsche Sprecher

A hillclimb is a race against the clock over a course of varying elevation held on public or private roads. Cars run in classes according to power-to-weight ratios, similar to autocrosses. The safety requirements, however, are more akin to that required for road racing, i.e., roll bars, flame retardant drivers' suits, Snell-approved helmets, three or four point seat belts and shoulder harness, fire extinguisher, driver's gloves, etc.

At one time in the '60s and '70s, hillclimbing was very popular. It was not unusual for over 200 cars to compete over a weekend at popular hills in the series. The series was run under the Pennsylvania Hillclimb Association (PHA) at that time, which granted licenses, approved new hills, took care of protests, etc.

Hillclimbing started to decline in popularity in the late '70s and early '80s due to restrictions placed on the use of public roads and other factors. Today only four hillclimbs remain. PHA is now defunct and all events are governed by SCCA rules. [ed.- actually the PHA is very much alive and well as anyone who has read the February issue of the Philadelphia SCCA region *Spokesman* can attest, and eight events are currently planned for 1992!]

In its heyday there were many classes of cars, from Touring I, II, and III (sedans), Showroom Stock A, B, and C, Formula Vee, Production Classes H, G, F, E-I, and E-II, D, C, B and A (H being the slowest and A the fastest), A sedan, Modified I, II, and III, Formula I and II. Some of these classes have since been combined. Originally the slower cars ran on Saturday and the faster cars ran on Sunday. Now entries have dropped off. If they get fifty to sixty cars on a weekend that is considered good, so now they run practice runs on Saturday and runs for the record on Sunday.

Communication with workers along the various turns on the hill is maintained by land line telephones, so accidents can be reported and emergency equipment can be dispatched. The corner workers also attempt to maintain crowd control, which can be a tough job at times.

A word about each of the hills: Weatherly Hillclimb is probably the best hill from a spectator standpoint - its many switchbacks permit a good view of the action within its approximate one-mile length. Duryea Hillclimb is two-and-a-half miles long, with many switchbacks and also some fairly straight spots where you can really get moving. It was my favorite hill and I held the Showroom Stock "A" record there for two or three years. It is a fairly good spectator hill at the bottom, but to see some of the upper turns and finish, you will have to drive around some of the back roads and streets of Reading and park and walk to get to them. It is held on Duryea Drive in Reading. Start line is in the city park. Pagoda Hillclimb uses the same course as Duryea but it is shorter, finishing near the Chinese Pagoda at the top, where as Duryea finishes further out along the hill near the observation tower. Giant's Despair Hillclimb near Wilkes Barre is one of the oldest hillclimbs in the U.S. It is a steep hill, spectator viewing is fair. The crowds tend to be unruly at times and have been known to throw beer cans and rocks at cars and drivers - recommended with reservations.

If you would like to visit a hillclimb, take some cushions or folding chairs. Also bring a camera and wear old clothing. Do not cross the course unless told you can do so by corner workers. To do so not only risks injury on your part, but may cause a driver to wreck his car trying to avoid you. Have fun - you may even see a 356A Speedster running in E Production class. 🍸

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ON LINE

Paul K. Johnston

In this issue of **DERGASSER** you will find the application for our May 2-3 high speed driver education event at Pocono International Raceway. This is our first event of the year and traditionally the event that attracts a lot of novice drivers. If you have thought about trying track events this is a good place to start. The track is relatively short and therefore easy to remember, although still plenty challenging to learn well. It is also very forgiving when it comes, shall we say, minor errors in judgement. The infield is wide open with nothing to run into and the wall on the part of the tri-oval we use is pretty hard to run into unless you deliberately make a left turn into it. So, if you're concerned about off course excursions this is a great place to be.

There is also in this issue the latest track schedule for 1992. As you can see there is no shortage of events for the serious speed addict. If Riesentötters three events aren't enough for you, all the other regions as well as Riesentötter welcome out of region entrants. I would

strongly encourage everyone to try other tracks especially Bridgehampton (my favorite) and Limerock.

The club race program continues to take shape with the rules now in final form. Anyone who attends the track clinic or who expressed an interest by their response to the survey form I sent out will get a copy of them.

The race program survey was sent to the 380 participants in RTR's driver education events. I received 150 responses so far and out of those 53% were interested in participating, 17% said "maybe" and 30% were not interested. That translates to 80 people who are interested in running the race program, which of course doesn't include out of region people who haven't run our events lately, but who might if there was a race involved. The level of interest seems to be gaining a lot of momentum and I'll continue to update this situation as things progress. ❄

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205/50-15	RAZ	3/32	90.00
225/50-15	RZ	8/32	95.00
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DRIVING

Chris Beery

I was both surprised and thrilled at my being named Riesentöter 1991 Driver of the Year. Those of you unfamiliar to our Driver Education events should take note because it wasn't that long ago I decided to see what I could do myself out there on the "Track". The first event I attended over two years ago was somewhat intimidating only for fear of the unknown. It proved more fun and excitement than I ever dreamed possible.

If you are truly interested in seeing how your driving skills can be improved (and they can) come out and join the fun this year. The term "High Speed" only means what you feel comfortable with, not someone else's interpretation.

I would like to take this opportunity to thank some of the people who have made this such an enjoyable activity for me and many others. First the organizers headed unselfishly by Bob Lamb these past couple of years. If you ever have an opportunity to have a breakfast or dinner with Bob, he is a wealth of information and provides excellent advice for beginners. Next, the Riesentöter Chief Driving Instructor, Bob Russo who presents the best classroom instruction of any PCA region I have attended. Even if you never get your car on the track, attending one of his 'lectures' makes the weekend fun and enjoyable. The instructors: I believe Riesentöter has the most knowledgeable group of drivers/instructors of any PCA Region around, you've nobody to blame but yourself if you don't take advantage of their skills whenever possible. The Inspectors: Bill Dougherty has put one hell of an effort into organizing and improving technical inspections both prior to and at our events. Compare a Riesentöter Tech Inspection to the chaos anywhere else and you gain an immediate appreciation for Bill's contributions for a successful event.

The Driving: by continually assessing your techniques, listening to instructors and applying what you learn progressively at each event, you can actually brake deeper into turns, accelerate sooner out of apexes and become smoother in shifting/acceleration. By the end of

two or perhaps three days of this your body feels like you've been through three cycles of your clothesdryer. You wish you could do the same thing every weekend. Alas, six time per year will suffice for now.

We'll, its mid-winter, I'm still going thru Driver Education withdrawals, and the 911 is at Dougherty's getting some slight modifications for this upcoming season. Can't wait for Riesentöter's annual boat show at Pocono in April (*ed.* - do to a conflict with Easter, the 'boat' show has been moved to May this year, who knows we might even be able to get the boats in the water if the ice has thawed!). See you there. ❄️



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Several of our autocrossers are making names for themselves and for RTR in both local and national competition. In the 1991 season of Philadelphia Region SCCA, we had three class winners; Betsi Lyle won 5 of 9 events to take Ladies 2; Rex Carle was 1st in ASP, (Lisa was second, besting more than a few guys); and I took A Stock. Bob Kingston was 6th out of 21 in a tough C Stock class. Brad Carle was just a hair out of first in D Stock. Rich Sweigart improved steadily all year and got a 5th in E Stock, maybe the most closely contested class out there. Bob and Judy Kingston alternated in their 914 and a super trick mod car that they just bought. Teething problems prevented showing its real potential.

At the Northeast Divisionals, where the level of competition is stepped up a few notches, Betsi won uncontested in A Stock Ladies; I won A Stock over last years national champ Mike Piera in a 911, and as it turned out, this years national champ Russ Wiles in a BMW; Rex was 3rd in A Street Prepared against national champion Craig Carr's Lotus Super 7, and Lisa was 2nd in ASP Ladies to Gloria, the other half of that national championship duo.

RTR AXers winning in SCCA

In the Harrisburg series, Rex and Lisa ran the same class and were 1st and 2nd. I was able to beat a couple of SCs, and Betsi was a real close second in her class, behind another national champ, Ann Hollis, being indexed against 18 other women drivers. "Wait til next year!", she says.

The Porsche Parade autocross in Boston was held on a big airport taxiway, and while it wasn't a very imaginative course, it did have a long straight so the speed freaks would be happy. The last third of the course included five distinct left turns that were linked over a large area so that it looked like one big turn at first glance. It obviously couldn't be driven that way, but while we were walking the course with Bob Russo we overheard someone enlightening their co-driver with the following: "it's just one big turn, except the radius changes a few times". Later, we watched as he plowed off course each time "the radius changed", Enlightening indeed. Betsi took a well deserved first in class, smashing Marcia Roof, an arch rival from Rennfest, by half a second. I was joking with Allan Roof (914/6 on Hoosiers) before we ran, about what it would take to win our class. Based on some other good drivers times, I guessed that 1:08.7 might do it, so he said he intended to run a .6. I said if you do, I'll have to go .5. Believe it or not, that's exactly what we ran.

For Rennfest in Atlanta, we took Betsi's car even though it wasn't sorted out, because we had decided to sell the white car and needed more seat time in this one. I figured the transition from a coupe to a Targa wouldn't be easy, but not impossible either. It gave us quite a few brake and suspension problems, in addition to Betsi running out of gas on one run, and she was second behind Marcia. I was able to beat Allan again, but it did not bode well for the impending trip to Kansas. Rex Carle ran super strong to win his class and had a shot at FTD, but a modified car just got by him. Lisa didn't let anyone by her and took FTD of all the Ladies with a time lots of guys were envious over.

We did a practice event in Kansas prior to the Nationals, but since we wanted to save the tires, Betsi drove and I watched. The Course was mostly left turns, and I tried to dial in the handling so the car looked and felt OK. But on the huge course for the national championship with much larger radius turns and a super sticky surface, the car looked awful and Betsi said it was almost undriveable. Particularly on right handers, the left rear suspension seemed to be collapsing, the right front wheel went 2 feet high, and the car just plowed. When I drove it, I was 4 seconds off the leaders - the same people I had beaten at the Divisionals in the white car. I tried a lot of quick fixes for the symptoms, but nothing helped. Overnight I added more negative camber, jacked the corner weights around, severely tweaked the sway bar and repositioned some weight as well. The next day, it wasn't much better, but Betsi drove it well enough to beat some other people, finishing a distant second to one Susan Hagaman. A multi-time national champion, Susan was driving a borrowed C4 that didn't exactly look right. Had Betsi been within striking distance we would have protested the car, but from 4 seconds back it didn't seem to make sense. Since the first days times are added to the next, I decided that it was pointless for me to thrash the car to try and finish 12th instead of last, so we packed it in. At home, I found that the spring plate in the left rear was so loose on the torsion bar that it could be moved almost an inch. A set of rear bars seemed to cure the collapsing rear, then I essentially started the sorting process all over again. Such is life when you compete in a 19-year old street car with original equipment!

In the Hershey winter series, the Carle's were just edged out by a real fast Datsun 260Z. In all fairness, they were making lots of changes to their car and it never was the same week to week. "Our" white car had a new home with Jim Hartman by that time, so we continued to struggle with the Targa. It's quite a job to change front shocks or replace a sway bar between runs. I was able to beat the SCs again, but the handling never felt good. We'll make it right, it's just taking longer than I thought.

Oh, for some test sessions before next season starts in March. ❄️

Vern Lyle

goody STORE

TIME CAPSULE OPENED!

In honor of Riesentöter's 35th anniversary, a few vintage Riesentöter beer mugs have been unearthed and are now available to the club.

These 20 year old genuine Riesentöter mugs can be purchased only at the Goody Store for the small sum of \$10.

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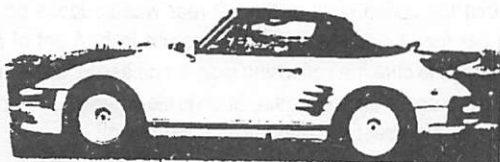
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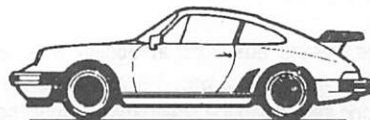
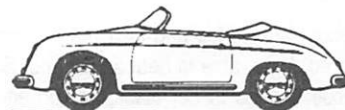
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AT FULL SONG

John Williamson

Boy do I feel silly. When Bill O'Connell gave me Vicki's new ad at the January Exec meeting and asked me to clean it up, I thought he meant minor touch-up....Not. I felt the hand drawn nature of the ad lent itself to a laid back Caribbean rastafaras kind of thing. Wrong. Anyway, my apologies and a cleaned up version can be found elsewhere in this issue.

My apologies also to Don Applestein since I jumped the gun and published the year end budget figures in last months issue before he had a chance to write the article which appears in this issue.

And, my apologies to Bill Dougherty. I guess I bashed him so bad last year for missing deadlines that he's gone on sabbatical. Come on Bill - I truly miss your recommended reading section, and to heck with trying to write mainstream articles for everyone - give the high speed junkies something to feast on.

Lastly, my apologies to Stu Davidson and Darwin Ottolini, whose ads did not appear in last months Garage Sales section. I received your copy after the Nov/Dec issue went to press, misplaced it over the holiday (Nyquil induced narcosis due to bronchitis), and found it after the January issue went to press. Oh well, if I was perfect I would be getting paid for this!

No more apologies, if I offend anyone else this year, tough.

It seems to me that Bob Russo is on the mark with his choice of name for our multi-event weekend: Giant Killer

or is it Giantkiller? (the subject of a fierce debate currently raging in my mind, Riesen töter or Riesentöter?). Giantkiller, the english translation of Riesentöter, came from a time back in the 50's when small displacement race cars from upstart Porsche were standing the orthodox automotive world on its collective ear. Finely engineered cars, in the hands of skilled drivers (our own Bob Holbert was one of them) were putting the big boys in the weeds. In todays era of Porsche bashing in the press: too old, too expensive, soon to be bought by Mercedes, BMW, Toyota (heaven forbid), et. al., it's time to return to our roots and celebrate our heritage. Giant Killer (Giantkiller) weekend it is!

Elsewhere in this issue are two new ads: Bill Cooper, who can find you a garage with an attached house, and Oskar-Huber who can furnish the latter! ❄

P.S. Paul Johnston has tossed the creative gauntlet down to the other Exec members by creating his own distinctive masthead for his column. Anyone else up to the challenge?

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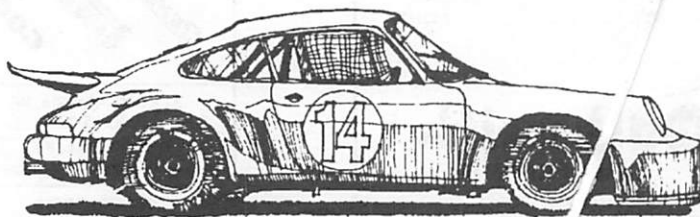
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1992 TRACK SCHEDULE

March 7, 8	Car Guys	Summit Point
March 14, 15	Potomac	Summit Point
April 3, 4	Metro	Limerock I
April 3, 4, 5	NNJR	Bridge I
April 11, 12	Car Guys	Charlotte
April 22, 23	Potomac	Summit Point
April 23, 24	NNJR	Limerock I
May 1, 2, 3	Metro	Bridge I
May 2, 3	RTR	Pocono
May 8	Schattenbaum	Limerock
May 9, 10	Car Guys	Roebing Road
May 22, 23, 24	NNJR	Pocono
May 25	Potomac	Summit Point
May 30, 31	Car Guys	Atlanta Motor Speedway
June 6, 7	Blue Ridge	Charlotte
June 8, 9	Niagra	Watkins Glen
June 12, 13	Potomac-Race	Summit Point
June 14	Potomac	Summit Point
June 25, 26, 27	Metro	Bridge II
July 4, 5	Car Guys	Summit Point
July 10, 11, 12	RTR	Watkins Glen
July 10, 11, 12	NNJR	Mid Ohio
July 24	Schattenbaum	Limerock
July 30	NNJR	Limerock II
August 8, 9	Car Guys	N. Carolina Speedway
August 13, 14, 15	Metro	Bridge III
August 14, 15, 16	NNJR	Watkins Glen
August 21	Schattenbaum	Summit Point
August 22, 23	Potomac	Summit Point
August 29, 30	RTR	Summit Point
September 10, 11	Metro	Limerock I
September 12, 13	Car Guys	Roebing Road
September 16	NNJR	Limerock II
September 25, 26, 27	Potomac	Mid Ohio
October 9, 10, 11	NNJR	Bridge I
October 16, 17, 18	Metro	Bridge I
October 22	Jersey Shore	Limerock
October 23	Hudson Champlain	Limerock
October 24	Schattenbaum	Limerock
October 24, 25	Car Guys	Charlotte
November 14, 15	Potomac	Summit Point
November 28, 29	Car Guys	Summit Point



As out-going President, **Bill O'Connell** turned over the Region Charter; the plaque we received from the factory on our 30th anniversary; and a certificate of recognition from St. Christopher's for our contributions to the hospital. Bill also noted that he is the Car Club Liaison for the Philadelphia Grand Prix Association.

Brad Carle proposed six autocrosses including the charity event, plus a school in April and possibly a Test & Tune day. We are still looking for potential new sites; give Brad a call if you have any contacts or ideas.

Mark Terlecky reports a good inventory in the Goody Store. Suggestions for new items to be carried are welcomed.

DERGASSER Editor **John Williamson** noted that we have lost two advertisers with no new ones in sight. Ad revenue and dues reimbursement from National have usually covered the newsletter expenses, but apparently the treasury will need to subsidize this year. To improve the quality of scanned photos, John suggested an upgrade to our printer, but due to budgetary constraints, this discussion was postponed. The Exec meeting is the new deadline for officer's reports. Only Garage Sale and urgent news items will be accepted at the general meeting.

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Tech chair **Bill Dougherty** has tentatively scheduled a tech session in March concerning the DME injection systems for 944s and 911s. He reported that Rosemont is now Don Rosen Porsche, and they may have Saturday service hours. Some new commercial shops have been added to the approved list of track event inspection sites.

In **John Kingham's** absence, the February Exec meeting was scheduled for his place, and this meeting was adjourned at 11:35.

Submitted by **Vern Lyle**, these minutes are subject to approval at the next Exec meeting. ✂

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GARAGE SALES

76 911S Targa, Red/red leather, great original condition, 101K, recent top end, new clutch, Carrera tens, pop-off valve, always garaged, just in time for spring, \$11,911. Herman Plenzick (215) 357-2961. 2/92

76 911S Targa, 9116211052, bronze/black, 76K miles, alloy wheels, 205/60/15 new, Blaupunkt AM/FM cassette, 5 sp., new chain tensioners, garaged, \$9,800. Fred Brubaker, 334 N. 14th St., Allentown, PA 18102, (215) 797-9282 (eve), (215) 434-8778 (day). 3/92

80 911SC Targa, 50K miles stock engine; It blue met/drk blue int w/leather Reacro seats; AJR blu leather steering wheel, shift knob & boot; custom floor mats; Sony stereo w/remote 10 disc player, ADS & Nakamichi speakers, 2 amps; Fuchs w/like new p7s; fog lights, Euro headlights taillights & speedo, 3rd brake light; everything works well - look at other cars first... this car looks almost new, \$21,750 - firm. Stu Davidson (215) 964-9020. 3/92

83 911SC Cabriolet, White/blacktop/full burgundy leather. Immaculate: no dings and only 35,000 miles. Cruise; 16" alloys; front spoiler; H-4s; Ungo alarm; short shift; Carrera tensioners; oil cooler; Sacramento; custom mats. \$27,500. Jim Hartman (215) 293-1916. 3/92

One of the fastest **911 Carreras** in the East. Holds track records at Summit Point, 129.8, and Lime Rock, 103.5. Lovingly prepared to perfection by Larry Herman and regrettably available for only \$24,000. Spare racing seat & wheels also available. Call (215) 646-6302. 3/92

76 912E Coupe, Brown/tan interior, alloys, sunroof, front & rear spoilers, cover, bra, spares including rebuildable engine, 2nd owner, non-smoker, 65K miles on new engine, \$9,950. Jeffrey Brueningsen, 690 Passer Rd, Coopersburg, PA 18036 (215) 282-2531. 2/92

84 944 "Club Sport" look-a-like, all updates & modifications have been professionally performed. Must see and drive to appreciate. Royal Copenhagen blue/beige interior. Strong and fast. \$7,995. Rob McLoud 692-8882. 3/92

911 Alternator, due to overstock from excess purchases at the Parade, I find I own an extra alternator. Porsche thinks it's worth \$1,085, I think it's worth \$325. What do you think? Bill O'Connell (215) 640-1675. 2/92

Parts, 2-8"x16" 944/928 "Club sport" forged alloy wheels - new in boxes - \$500 ea; 2-7"x15" & 8"x15" Fuchs forged alloy wheels with Comp TA R-1s, \$1200/set; 2-225/50 ZR16 & 2-245/45 ZR16 Comp TA R-1s \$150/set; Yamaha YCT-605 Tuner/Cassette Player \$200; Bilstein inserts for Boge front

struts \$100 pr; F.O.B. William G. Cooper, 19 Jacqueline Circle, Richboro PA 18954 (215) 364-2466. 2/92

Parts, 914: headlamp units, complete and working; front bumper (fair; 5 1/2" steel wheels w/fresh blast & paint; doors w/glass, all handles & keys; hood and deck lid, OEM muffler (new). 911: early hood (1 ding); pair rebuilt S front calipers (never used); 7 & 8x16 BBS SC offset. All this stuff is cheap!!! Darwin Ottolini, 367-2102, 791-9000. 3/92


911 Parts 81-89, BBS wheels, 3 piece modular; A-arms & teflon bushings; Workshop Service Manuals; Eibach sport springs Carrera 2 or 4; rear KONIs, brand new, gas outer adjustment with spring perch; Radar Detector, BEL Express 3, cordless. Stephen Syderman (215) 624-1487 or (215) 535-0112. 2/92

914 Parts, parting out '73 2.0: sway bars F/R, calipers 4, suspension parts, transaxle, seats, top, body parts, light motors, instruments and fog lamps. No Fuchs or motor. Dennis Angelisanti (215) 385-6602. 3/92 *XxFor Sale, two 205x15 Comp TAs w/ 7/32, \$40 ea; two 215x15 Comp TAs w/ 2/32, \$50 ea; two 6x15 Fuch mags very good condition, \$100 ea; sunroof w/ top from 67 911, make offer. Tony Checkowski 584-0776. 3/92

For Sale, 4 Pedrini alloys machined to fit all 914s, excellent condition, glass beaded. Long lug nuts are included, these bolts alone are worth \$144. \$390 takes the set, sold only as a set. Dennis Angelisanti (215) 385-6602. 3/92

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19 row oil cooler w/#10 AN fitting (Earl's or similar); early 911 oil pressure receiving gauge, or anything that will fit in factory gauge housing; 914 tailshifter in decent condition w/all synchros working properly. Darwin Ottolini 367-2102, 791-9000. 3/92

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Debbie Cooper
19 Jacqueline Circle
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Ron Lego
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Lansdale, PA 19446
855-1679

EDITOR

John Williamson
362 Thatcher Circle
Harleysville, PA 19438
256-9599 (H)

Deadline for submitting articles and photos for publication is the monthly meeting (last Wednesday of the month), for publication in the following month's issue.

ADDRESS CHANGES should be sent to the attention of the editor.

DERGASSER is the monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions and suggestions expressed are those of the authors.

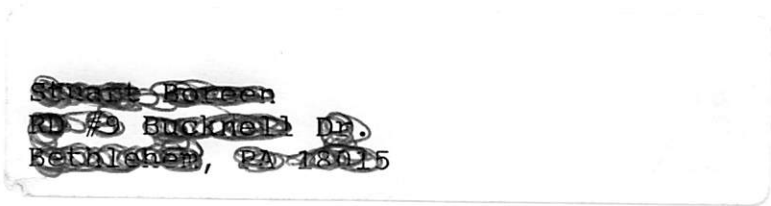
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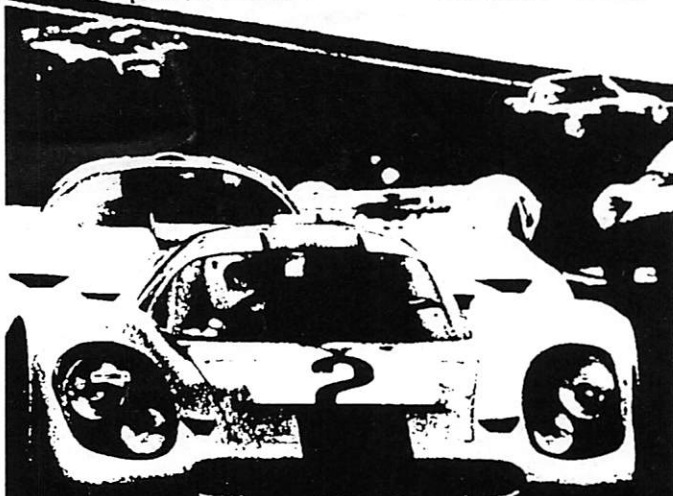
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