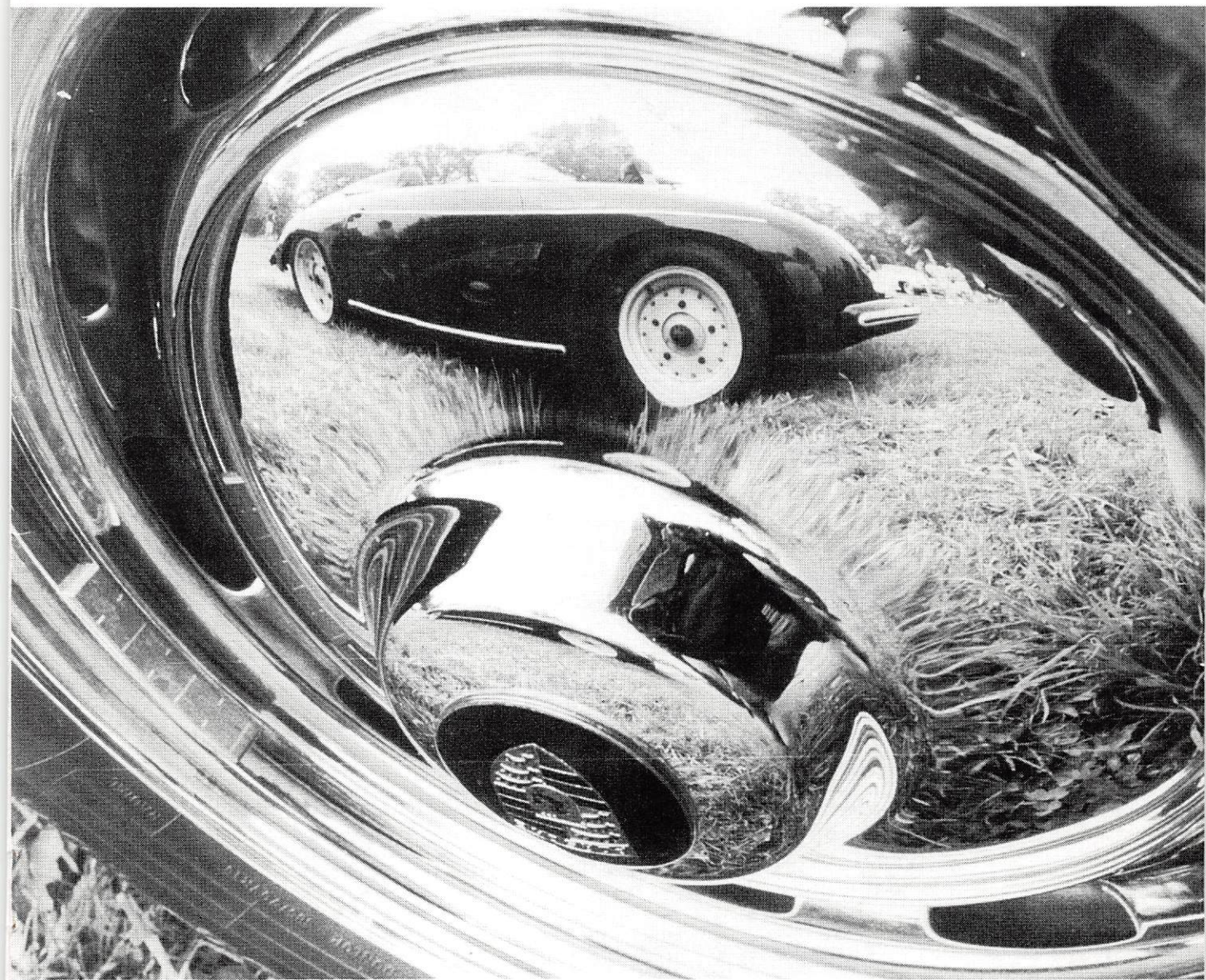


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PRESIDENT'S MESSAGE

Well, it appears that we are in the middle of a rather progressive period during our anniversary year. At our March exec board meeting a motion was passed that will open our Pocono event to non-Porsche sports cars. "What's the big deal?", you might be asking. I'll explain a little more.

This particular agenda item has been presented to past exec boards and has been voted down repeatedly. There have been many reasons for this. Concerns such as safety, lack of technical knowledge for tech inspections, and a sort of marque "purism" have been cited as reasons why events should not be mixed. All of these concerns are valid. After all, it is Porsche Club, right? I have to admit that I have not always been in favor of having open track events myself.

I suppose it was our former track chairman, Bob Lamb, who got the ball rolling last year. Perhaps rolling is not the appropriate word; it was more like a line drive hit. As a result, a Corvette Club member, Torn Sunday, and his 'Vette took part in our spring '91 Pocono event. (With no ill effect).

Feedback from many members was positive, but there was still a lot of resistance to further opening of events. Then came our fall Pocono attempt, which ended in a cancelled track weekend, and a substantial monetary loss due to under subscription. Experience is not an easy teacher.

Once again, the Corvette Club has expressed an interest in Pocono. To make a long story a little shorter, we will be accepting applications from non-Porsches for Pocono, subject to strict safety inspections and at the judgement of both Bill Dougherty and Paul Johnston. Porsches will be given priority at registration with other cars filling out the roster. This decision was not made easily or lightly, and of course it will be re-evaluated after Pocono based on the outcome. As always, we need your feedback on this issue.

I can see many advantages to having "open" events, including an increased awareness of how other cars perform relative to our own. It also presents an important

source of income to the club. Plain and simple, track events provide the funding for our social events. When we keep the till healthy, all of our other activities benefit.

Speaking of other activities, hope you enjoyed our first early Spring Social. The Pearl Buck House is a beautiful setting and provided a perfect backdrop to this rather classy event. And the first autocross event, the annual school, is also history now. Things are starting to gear up for another exciting season of Porsche Club fun. Come out and join us - see you there.



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APRIL

- 25 16th Annual Porsche Swap Meet, Central Penn Region: details this issue
 26 RTR Rally: 12:00pm, see Rally article this issue for further details
 29 General Meeting, Casa Maria: 7:30pm, Bob Russo, see page 3

MAY

- 2-3 RTR Pocono Track Event
 15-16 Zone 1 Concours & Swap Meet, White Plains NY: see article this issue
 16 Old York Road Sports Car Club, 1st Annual Road Tour: details this issue
 16-17 PHA Pagoda Hillclimb: Reading PA
 27 General Meeting, To Be Announced

JUNE

- 24 General Meeting, Holbert's: 7:30pm, New Members Night
 28 Philadelphia Vintage Grand Prix Association Auto Festival, Fairmont Park

AX EVENTS:

- | | | |
|--------|-----------|------------------|
| May 3 | Philly | Holbert Memorial |
| May 17 | Philly | Plymouth Meeting |
| May 31 | RTR AX #1 | NAWC |

AX CONTACTS

Philly (Phila Region SCCA), Andre Downey (215) 276-4739

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

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TRACK EVENTS:

- | | | |
|--------------|-----------------|------------------|
| May 1-2-3 | Metro | Bridgehampton |
| May 2-3 | RTR | Pocono |
| May 8 | Schatt | Limerock |
| May 9 | CVR(Time Trial) | Limerock |
| May 9-10 | Car Guys | Roebling Road |
| May 22-23-24 | NNJR | Pocono |
| May 25 | Potomac | Summit Point |
| May 30-31 | Car Guys | Atlanta Speedway |
| Jun 6-7 | Blue Ridge | Charlotte |
| Jun 8-9 | Niagra | Watkins Glen |
| Jun 12 | Potomac(Race) | Summit Point |
| Jun 14 | Potomac | Summit Point |
| Jun 25-26-27 | Metro | Bridgehampton |
| Jul 4-5 | Car Guys | Summit Point |
| Jul 10-11-12 | RTR | Watkins Glen |
| Jul 10-11-12 | NNJR | Mid Ohio |
| Jul 20-21 | CVR | Watkins Glen |
| Jul 22-23-24 | Potomac | Watkins Glen |
| Jul 24 | Schattenbaum | Limerock |
| Jul 30 | NNJR | Limerock |

TRACK CONTACTS

Car Guys, 1-800-800-GUYS

CVR, Bob Wolf (203) 488-7312, [fax] (203) 483-8316

METRO, Peter Portonova (718) 428-3441

NIAGRA, Mike Bohan (716) 227-7519

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

PORSCHERAMA, Cathryn Zambetti (914) 779-3709

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

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

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April Meeting



BOB RUSSO



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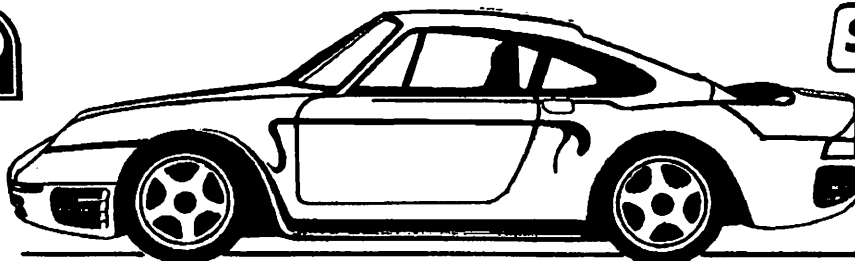
DIRECTIONS to Casa Maria Restaurant on Rt. 202 in King of Prussia:

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Take Rt. 202 north, past the Hilton, Casa Maria is on the right,
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PUT TO REST

Tony Checkowski

You are driving at 60 MPH. The road surface is dry, rather straight, light breeze, nice day. All of a sudden a rabbit runs out of the bushes in front of you. Action - step hard on the brake. Reaction - deceleration with weight shift to the front end of the car - yes or no?

You are strapped in the drivers seat; so you know you didn't move.

You are soon riding down the road again now thinking how did the weight shift from the rear of the Porsche to the front. You think Porsche builds good cars - solid cars - nothing moves other than the trinkets you put in the glove box, side pockets or luggage area. Everybody says the weight shifts during braking. Is something loose in the car so it can move back to front then front to back? Would CCTV catch this event. It would be neat to watch this shifting of car weight on TV. One could hang out-of-the-car looking for the shift - dangerous maybe, especially if you are doing the driving. Anyhow, I don't think you will catch it on CCTV or hanging out or any other way.

There was no shifting of weight under braking or specifically - deceleration. Then why did it feel like the front end got heavier and the rear lighter? It is force, not car weight. Car weight doesn't move as long as its center-of-gravity (c.g.) doesn't move, and it doesn't move (a tiny, tiny bit is possible as the chassis tries to roll around its c.g.).

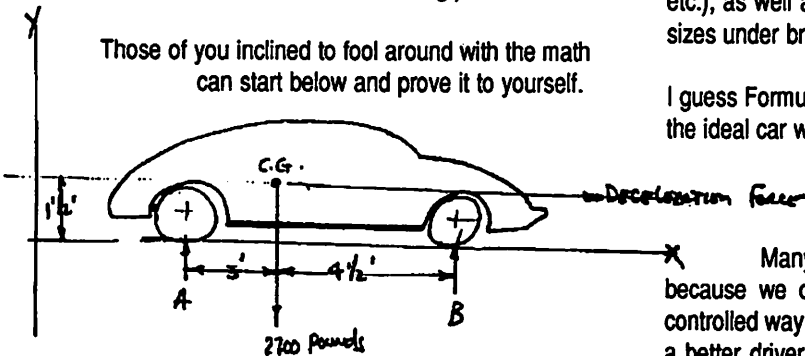


FIG. A.

Σ forces in X=0, Σ forces in Y=0, Σ moments at c.g.=0, F=MA. Weight of car=2700 lbs., c.g. 1.5 feet in Y and 4.5 feet in X from the center of the front wheels (est. for 911), weight distribution = 60% rear, 40% front. If you want the answers, write me. See Fig. A.

What I want to illustrate, aside from the misnomer of weight shift instead of a change in forces due to deceleration, is the chart on the next page (Fig. 1).

The horizontal axis (X) represents the deceleration in G's and the vertical axis (Y) represents the forces on the wheels during deceleration.

Using the figures which approximate a typical 911 as described before, you note that at 2 G's deceleration there is a 1500 pound force difference between the load on the front versus the rear. It decreases to about 600 pounds force difference at 1 G and interestingly, the forces are balanced around 1/2 G. That's right, using the data above, the 911, if decelerated about 1/2 G, feels like the front wheels have the same force acting on them as the rear wheels. Of course, at 0 G's or no acceleration or deceleration (i.e., at rest or at a constant velocity like driving on the highway, you will have the 60% rear and 40% front weight distribution on the wheels.

How does one decrease the differential in loading between the front and rear during acceleration or deceleration? This would result in a better balanced car. The math indicates the way. Simply lower the c.g. of the car (see Fig. 1 with c.g. at 1 foot), if you can't relocate the engine/transmission unit. Even if you had equal static car weights on the front and rear wheels, you will still experience differentials due to proportional brake-valving, variable weights in the car (self, gasoline, etc.), as well as a change in the c.g. as the tires deform in sizes under braking.

I guess Formula 1 cars approach this ideal condition. I think the ideal car would look something like Fig. 2.

How can you experience this 1 G force in a controlled way? Answer next issue. Many of us don't know the limits of our Porsche because we don't know how to develop the forces in a controlled way so we can experience the feeling. You will be a better driver if you can feel the limits of your Porsche. It does have a limit. ~~✂~~

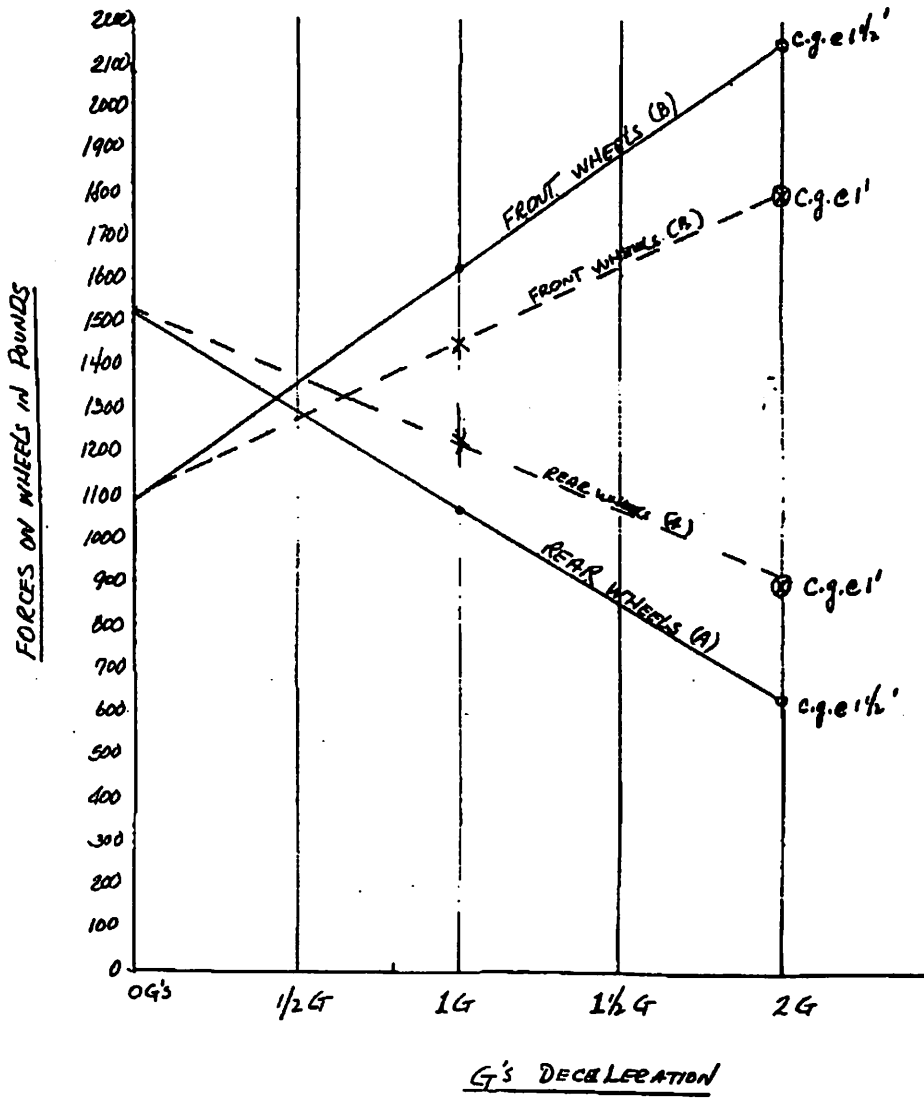


FIG. 1

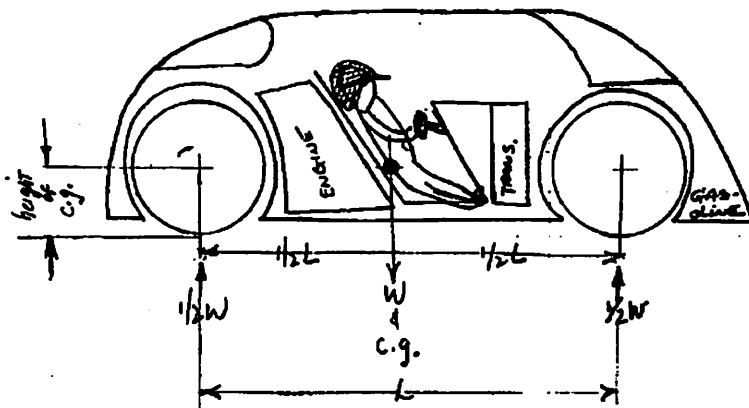
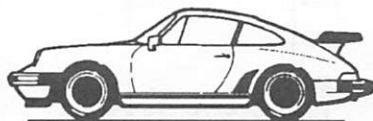
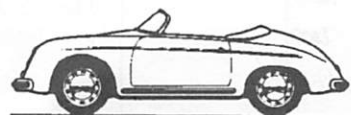


FIG 2.

RALLY

Bill Vaughan

The Riesentöter Retread Rally will be held Sunday April 26, 1992 rain or shine. The Riesentöter Retread Rally will begin in fifo form from the parking lot of Bagel Emporium at the Grape Vine. Registration begins at 12:00 noon. The Rallie itself will begin with the first car off at precisely 1:00 PM. You won't need a calculator. A map won't do you much good either. And, unlike some previous rallies, its perfectly okay with us if your car's interior is littered with junk. The only equipment that we recommend you bring along for this rallee is, of course, a Porsche. As was indicated in the March issue of this publication you will be directed to travel some country roads and answer a few questions about what you see enroute. A willingness to leave the Porsches occasionally for a stroll will be rewarded. Hey, is this easy or what?



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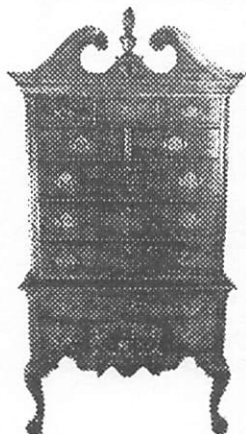
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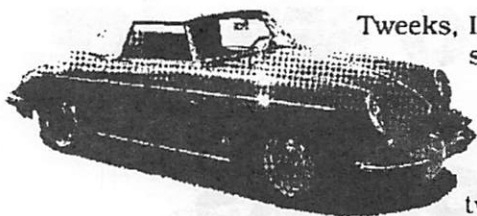
All stores closed Sunday. Free delivery. Major credit cards accepted.

Prizes will be awarded at the conclusion of the event based on percentage of correctly answered questions. Deviation from nominal transit time and mileage will also be a factor in the scoring. A bailout envelope will be provided to guide those lost souls who would like to rejoin the multitudes for food and refreshment at the finish. Family participation is encouraged. And remember, this is not a race.

Since we don't want anybody getting lost on the way to the rally, here are some unambiguous directions to the start. Bagel Emporium is located one mile ESE (as the crow flies) of the Downingtown interchange toll booths of the Pennsylvania Turnpike. It is on the south corner of Rt. 113 and Gordon Drive. This corner is roughly midway between Rt. 100 and the Rt. 113/PA Turnpike overpass. Bagel Emporium will be open for business. There will be a nominal entry fee for the rally. ❧

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235/60-15	RAZ	3/32	80.00
205/50-15	RAZ	8/32	95.00
205/50-15	RAZ	3/32	90.00
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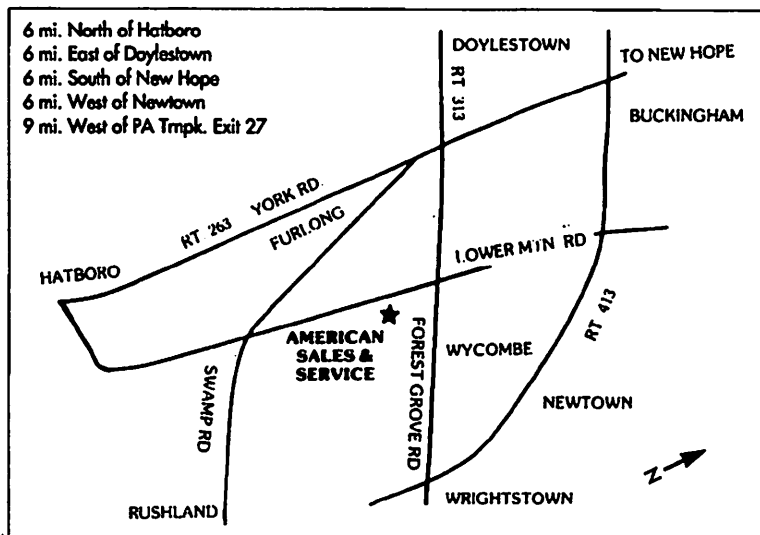
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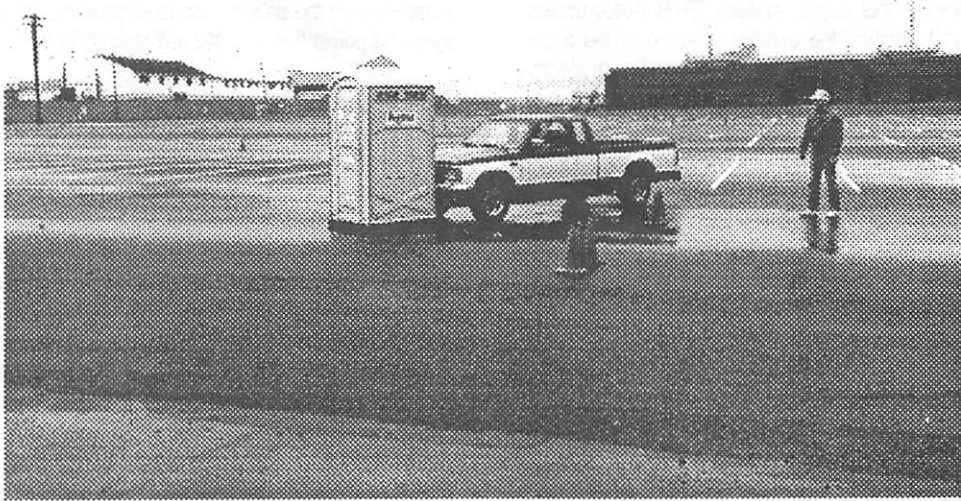
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AUTOCROSS



DARN - LATE APEX!
Rex Carle at the 1991 Autocross School

photo by Sybil Margaritis

Brad Carle

The autocross season has officially started. I've just returned from one held by our local SCCA at Plymouth meeting. I gotta get tires. Our own Dennis Angelisanti defended all Porsches against the Super Stock Corvette's by beating them all, straight time. Very good, Dennis. Coincidentally, there has been a proposal to ban yellow 914's from all autocross events, but the AX committee has not yet decided. By the time you read this, our famous autocross school should have happened. I hope those of you lucky enough to attend learned a lot about yourselves and your cars while having a good time with interesting people. I had lined up some of the finest autocrossers of the area to help as instructors. Our first point series event is May 31 at the Naval Air Warfare Center in Warminster. Registration opens at 9:15 am, the first car should be off by 10:30. Last year, we were usually done by 2:00, but plan to stick around a short while longer for fun runs. Directions to NAWC are as follows:

NAWC is located on Jacksonville Road and Street Road in Warminster. Take Exit 27, (Willow Grove) of the PA Turnpike, North on Rt. 611, Right onto Blair Mill Road, Go left onto County Line Road, cross York Road (Rt 263), and

go left onto Jacksonville Road. Cross Street Road, watch for us on the left. We are in the last N.A.W.C. parking lot on the left.

I hope to see many of you out there. If you have any questions and reservations about coming out, give me a call. Many people are worried that they will damage their car. What some people don't realize is that you are controlling your car while out on the course. You are the only car out on the course. You will most likely start out in 1st gear, promptly shifting into 2nd gear and leaving it there for the duration of your run. It is fun to drive your car as 'fast' as you can, with out the worry of some 'yo-yo' coming at you, tailing you, or trying to pass in some uncivilized manner. Autocrossing also causes you to inspect your car more closely, so you feel more confident while out on the course. I was shocked to see my CV bolts as loose as they were. Had I not been checking my car prior to the first event, I am sure I would have had a serious problem by now. The thought of dropping an axle while driving down 422 at even legal speeds is far from pleasant. See you May 31. ✖

AUTOCROSSERS II

In my last missive for this paper, entitled "RTR Autocrossers winning in SCCA", I detailed the exploits of some of the more active region members. I apparently left out some Riesenötters who also had autocrossing finishes that they were proud of, to wit: at the Parade in Boston, Bill Cooper was 2nd out of 9 cars, driving the family 944 Turbo.

Sorry for the omission, but we left the Parade before all the classes were finished running. Also, to date, the complete results of the Parade events have not been published. Is there anyone else we don't know about?

Vern Lyle

BRIDGESTONE SUPERCAR KICKS OFF SECOND SEASON WITH CADRE OF SUPERCARS

After a successful seven-race series in its inaugural season, the Bridgestone Supercar Championship has expanded into an eight-race lineup for 1992 and will see the addition of several new supercars to the field.

In addition to Porsche, Lotus, Corvette and Consulier, supercars joining the 1992 lineup include the new 1993 Mazda RX-7 and the Nissan 300ZX Twin Turbo.

"Our series began last year with a 14-car field, and as the series progressed, the competition got even tougher with the addition of four Lotus Esprit cars," said Bob Graham, Bridgestone's motorsports manager.

"This year, with a 26-car field at Miami and a strong TV package, we're expecting quite a second season," Graham said.

Austrian driver Hans Stuck won the opening round of the 1992 Supercar season at Miami on Feb. 23. He kept his Porsche 911 Turbo clear of two multicar mishaps and maintained his lead over Shawn Hendricks in a Corvette LT1. Stuck's teammate, Hurley Haywood, also driving a Brumos Porsche 911 Turbo, took third place in Miami.

Haywood, the winningest endurance driver of all time, is the champion of Supercar's inaugural season. He clinched last year's driving title in the series' sixth round at Road America, splashing to a dominating win in the rain and posting an imposing 50 second margin of victory. Porsche also won the manufacturer's championship in 1991.

Haywood is once again racing the famous No. 59, red, white and blue Brumos Porsche, the same number and paint scheme that he raced with legendary IMSA championship driver Peter Gregg.

The Bridgestone Supercar Championship Series features minimally modified versions of the world's finest exotic sports cars competing on the nation's top road courses. Race purses and a year-end points fund in 1992 will total \$555,000.

The inaugural round of the Supercar series was held at Lime Rock Park in Connecticut last Memorial Day. 1990 IMSA GTU champion Lance Stewart piloted a Consulier to victory, marking the Consulier's first foray into road racing.

From Lime Rock, the series had stops at Watkins Glen International Raceway, Laguna Seca Raceway, Portland International Raceway, Road Atlanta, Road America and Del Mar. Haywood was the only driver with multiple wins, with wire-to-wire victories at Watkins Glen, Portland and Road America. Consulier claimed a second victory at Laguna Seca with driver Chet Fillip.

Round five, at Road Atlanta on Labor Day, was marked by a record 19-car field. The Lotusport team made a forceful debut in the series, fielding four of the exotic sports cars. Actor and driver Paul Newman enjoyed his first Supercar competition, guiding his Lotus to a solid fourth-place finish, and Doc Bundy delivered the team its first Supercar win.

Stuck clinched the manufacturers' title for Porsche at the final race, held at Del Mar. Haywood finished in the top five, securing the driving title.

To help ensure a competitive race, supercars are equalized in weight based on relative performance. All supercars race on Bridgestone's top-of-the-line performance tire, the race-proven Potenza RE71. The tires are shaved to a racing depth of 2/32 of an inch.

"We are very pleased with the performance of our Potenza RE71 tires on the track," Graham said. "They've passed the test with flying colors."

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THE BAD NEWS:

As the saying goes there is good news and there is bad news. The bad news is that we will not be running a race at Watkins Glen, at least not in 1992. The powers that be at the Glen decided that they wanted to wait and see how the Race Program went before allowing the Porsche Club to run an event there. We will however still be running a Driver Ed event on that weekend, and if the turn out is anything like last year it should still be the highlight of our Drivers Ed calendar.

We have also been informed that the Glen will not be requiring five or six point harnesses and drivers suits for Driver Ed events in 1992. While I realize that some of you may be disappointed because you will not have this as an excuse to make a fashion statement with the latest hot pink and green drivers suits, you can always say you're running the race program and needed the suit anyway.

THE GOOD NEWS:

Now for the good news part. The good news is that we will run a race at Pocono on August 8 & 9 instead. What's that you say, same old boring north course? Guess again. Pocono is just finishing a whole new course. It will consist of the "Long Pond Straight" and a completely new infield. This will hence forth be known as the "East Course". This now gives Pocono the capability of running three events simultaneously, resulting in lower track rental fees. I will have more information about this next month.

What we need to do now is to make plans for running this race. This will require volunteers to help with timing and scoring, communications and a variety of other functions. If you or your spouse, son, daughter, aunt or uncle would like to volunteer please call me at 696-2164.

OTHER TRACK NEWS:

At the last exec meeting it was decided to allow cars other than Porsches in our Pocono Drivers Ed event. Please remember that this will be done on a very limited basis with the criteria being: 1) appropriateness of the particular

car (no four door Chevy Impalas, please); 2) run group density; 3) level of overall participation (if we have 120 Porsches, we don't need any other cars); 4) a limit on the total number of Non Porsche entrants (maybe 10 or 15 at most). All of this will be decided by the track chairman (who likes Porsches better than any other cars anyway) two weeks before the event.

Why are we doing this you ask? Simple - MONEY, if we can turn a break even or slightly unprofitable event into a profitable one and help support the other track events and the club overall by letting a few other cars in then why not. Other regions do this and there is no problem with insurance. Non-Porsches will be held to the same safety standards as Porsches are, with certain provisions made for tech inspection on cars outside of our immediate area. If anyone has any questions about this give me a call.

If you haven't signed up for Pocono on May 2 & 3 yet do it now. Early reports are that the event is filling nicely so don't wait. See you at Pocono. ✂

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Race Cars Take to the Street Once Again

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Vintage Grand Prix Auto Festival

On Sunday, June 28th 1992, Philadelphia's Fairmount Park will celebrate its unique history of motor racing for the second year in a row on the 1.5 mile road circuit surrounding Memorial Hall, W. Fairmount Park at the 2nd Annual Vintage Grand Prix Auto Festival.

According to Park officials and the Vintage Grand Prix organizers, last year's Festival was an outstanding success, worthy of and quite possibly to become, one of the most unique annual motoring events in the country.

"In our first year we made headlines in the national automotive press, and the Festival was televised on TNN Cable Network," stated Martin Shantz, the Festival's Executive Director. "Thousands of spectators relived the exciting early days of road racing in Fairmount Park, which occurred from 1908 to 1911."

The Vintage Festival will be expanded in '92 to feature at least four exhibition class events: pre-WWI (1917), 1918 to 1932 cars, 1932 to 1950, plus 1950 and later models. The largest number of entries is anticipated in the post 1950 race and sports car class.

Vintage Race & Sports Car Exhibitions will be complemented on the circuit's infield and pit/paddock areas by the display of some 400 antique vintage and classic cars from all eras with 34 area car clubs participating.

Ferrari will be the '92 Vintage Grand Prix Marque of the Year with the exciting 512TR and F40 as Pace Cars, enhanced by the presence of more than 70 Ferrari Club members' cars.

Last year's exquisite collection of Automobile Fine Art, displayed in Memorial Hall, will be expanded this year to include more than 1 million dollars in automobile art and memorabilia from the world-renowned Raymond E. Holland Collection, and select works from Jacques Vaucher's, "le art et le automobile," New York studio. Also adding "in no *small* way" to this year's Festival will be a large collection of motorcar miniatures, presented by more than a dozen dealers. The "Motorcar in Art" Exposition is presented by the Philadelphia Area Saab Dealers.

The Vintage Grand Prix Auto Festival will be sponsored, as it was in '91, by KYW Newsradio and an expanded coalition of new car dealer groups from the Delaware Valley. The Festival's New Car Show Field, which displayed more than 80 cars in '91, is projected to double in size for '92, making it the largest new car summer show in the nation.

Whatever one's interest, from 1900 through 1992, if it has to do with automobiles, the 2nd Annual Fairmount Park Vintage Grand Prix Auto Festival, June 28th, will serve it well in a style Philadelphia can be proud of.



Net proceeds of the Festival will benefit the Park's planned restoration of one of our City's most grand architectural treasures - Memorial Hall, built as the Philadelphia Art Museum for the 1876 U.S. Centennial Exhibition and site of the First Historic Fairmount Park Race in 1908.

For further details, contact Martin Shantz (215) 242-0547.





**1992 Fairmount Park Vintage Grand Prix Auto Festival
June 28th, 1992**

Car Club Participation Plan

- Plan A:** Supply the P.V.G.P.A. with your club's member mailing list on labels. We will make the direct offer (see below) by mail and provide you a list of your club member respondents. **MAILING DATE, EARLY MAY.**
- Plan B:** We will supply you with a complete mail offer which will include invitation, explanation, and return response envelope, all ready to go. We will also provide postage. Again, you will be provided a list of respondents. **CAR CLUB MAILING SHOULD BE COMPLETED BY THE SECOND WEEK IN MAY.**
- THEN:** When we receive all your club members' responses, your club will be assigned a specific, lawn area at the Festival to accommodate vehicles and activities. Erect your own tent, or if you would like to rent a tent or other facilities they will be available to you at cost. Signs, literature, flags, etc., are all appropriate for your compound area decoration.

To Register a Car Club Vehicle

A \$15 donation will be requested from each person who wishes to bring a vehicle. This charge will permit the car and all occupants admission to the Festival. (Admission charge for the Event is \$10 for Adults, \$5 for Children). A commemorative dash plaque will be provided each car entered.

Please fill out and return in enclosed envelope.

The _____ would like to participate in the Inter-Car Club Presentation at the Festival.

Please check one:

Plan A We are sending our members' address labels to: Bill O'Connell, Car Club Chairman, P.V.G.P.A. c/o Algar Enterprises, 1234 Lancaster Ave. Rosemont, PA 19010.

Plan B Please supply us with _____ (quantity) of invitations. Please deliver to:

Name _____ Phone # _____

Address _____

Notes:

- We anticipate more than 500 car club respondents to participate in the Festival. Prompt action on behalf of each car club & possibly a mention in your next newsletter, would assure proper representation.
- The P.V.G.P.A. reserves the right to *limit* overall and individual car club entries.
- The P.V.G.P.A. will be sending out special invitations to the Saturday evening June 27th - Premier Party/Automobile Fine Art Show/Sale and Auction. Again, we would like to invite your members. This offer will also be made in the car club mailing.

MILE MARKERS

4th Quarter PCA Membership Milestones:

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H. Carl & Barbara Weber

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Dale & Marjorie Smith

25 Years

Harold 'Skip' Chalfant

15 Years

Leigh Bauer
James & Mary Ann Farrand
Clifford & Regina Murray III
Don & Patricia Quay
Carl & Debbie Ulrich

10 Years

Al & Sonja Anderson
Joseph & Patricia Shemanski

5 Years

Christopher & Margie Beery
Joseph Fabiani
William Jordan
James & Thelma Kraftchak
Don Novick
Comelius O'Brien Jr.
Michael Porto
Timothy Radel
Gary & Ellen Wasserson


MEMREVS

John Kingham

Membership as of 4/1/92 is 766

Welcome to the following new members:

Savas Gerasimidis Upper Darby	72 911T
Scott Karkenny Glen Mills	87 944
Albert Lindner Bala Cynwyd	79 930
Arnold & Arlene Masters Huntingdon Valley	91 C2
John Panizza West Chester	83 928S
Christine & William Procarione West Chester	91 C2
Jeffrey & Dominique Reiff Gladwyne	91 C4
John Wolfington Merion	88 911



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John Wood Porsche is pleased to offer a wide selection of quality pre-owned Porsches. The experienced Porsche owner and shopper will quickly recognize that these vehicles are by and large original, and because of condition/mileage/price qualifications represents excellent Porsche values. We also want prospective purchasers to know that each of these vehicles was a "trade-in." This tells you something important about us and our commitment to Porsche and Porsche customers.

All Vehicles listed herein come with the standard John Wood Porsche 30 day/1,000 mile limited warranty. "Porsche Used Car Warranty" and other extended service plans available on select models. Call for details. All prices noted do not include Sales Tax or Motor Vehicle License, Title Transfer, and Registration Costs. Financing and Leasing available on certain models.

1988 Porsche 911 Targa

Red/Black Leather 32,254 miles

Factory Equipment includes A/C, AM/FM Cassette, Cruise Control and 15" Porsche Alloys. Very clean. All service records up to date. Half the cost of a new one! **\$31,995**

1979 Porsche 911 Coupe

Silver/Black Leather 99,838 miles

Equipment includes A/C, Sunroof, Porsche Alloys, AM/FM Cassette. John Wood Porsche did all service. Services up to date. This Porsche is very clean and strong. **\$11,495**

1989 911 Coupe

Grand Prix White/
Blue Leather 26,223 miles

BBS Alloys Painted to Match, Full Power Seats, Heated Seats, Front and Rear Spoilers, Cruise Control, Very clean PCA Perfect Porsche. One owner, all records and books. **\$34,995**

1973 911 Carrera RS 2.7

White/Black 11,241 miles

This is an authentic Carrera RS with 917 brakes, 908 oil cooler, and lightweight plastic fuel tank as original factory equipment. Car was outfitted as a "hillclimb" model with short gears (28/23 5th), Porsche Alloy Roll Cage, Recaro Racing Seats, 4 point safety harness, and special 3.0 litre pistons and cylinders on 2.7 case. Very fast, sound investment. quality car. **\$95,000**

1989 911 Turbo Cabriolet

Baltic Blue/
Silk Gray Leather 6,213 miles

One owner car. Power seats, full leather interior, AM/FM Cassette, Sold and Serviced by John Wood Porsche. All books and records. BBS and Factory Alloy Wheels. **\$69,995**

SPECIAL OF THE MONTH

1987 Porsche 911 Coupe

Marine Blue/Linen Leather 33,734 miles

Factory Equipment includes A/C, AM/FM Cassette, 16" Porsche Alloys, and Sunroof. Car sold new and always serviced at John Wood Porsche. All service records up to date. **\$27,495. Includes Porsche Used Car Warranty**

1989 Porsche C4 Coupe

Red/Black Leather 32,080 miles

Special Pioneer AM/FM CD with remote changer. Car sold new and serviced by John Wood Porsche. All service records up to date. Balance of factory new car warranty. Drive it home! **\$43,995**

1991 Carrera 4 Cabriolet

Guards Red/
Cashmere Leather 8,218 miles

This vehicle has "supple leather" option, and is indistinguishable from brand new in all respects. Sold and Serviced by John Wood Porsche. No Luxury Tax and remainder of Porsche New Car Warranty. **\$58,495**

1991 Carrera 4 Coupe

Amethyst/Magenta 9,972 miles

Porsche exclusive shop built this car for world famous tennis player. Sold and Serviced by John Wood Porsche. No Luxury Tax and remainder of Porsche New Car Warranty. **\$52,995**

1988 911 Turbo Cabriolet

Guards Red/Black 41,452 miles

One owner car. Always garaged. All books and records. Porsche Used Car Warranty for 1 year and unlimited mileage. **\$49,995**

1988 911 Coupe

Marine Blue/Gray Leather 37,901 miles

Factory Equipment includes 5-speed, Sunroof, Front and Rear Spoilers, 15" Alloys, Cruise Control, Sport Shocks, Reno Radio. Sold and Serviced by John Wood Porsche. **\$30,995**

1964 356 SC Coupe

Red/Black Leather 64,466 miles

This 3 owner car is one of the finest of its type. Car is 100% complete including owners manual, tools, original radio, etc. Most recent owner had car restored down to bare metal. Everything is new, 50 miles since total restoration. Seeing is believing! **\$34,500**

1993 Carrera 2 American RS

Lightweight, limited edition Carrera 2 Coupe. 17" Alloys, uprated engine, limited slip differential and rear wing. No frills. The "RS" model is the basis for the Carrera Cup racers. John Wood Porsche has the enthusiasts model available in RED, BLACK, or WHITE. Prices start at **\$53,900**

1991 Carrera 2 Coupe

Polar Silver/
Classic Gray Leather 5,253 miles

Purchased new and always maintained by John Wood Porsche. Recently traded on '91 Turbo. No Luxury Tax and remainder of Porsche New Car Warranty. **\$46,995**

LIME ROCK TRACK DAY

John Wood Porsche hopes to see you at Limerock on Friday, May 8th. Receive a "FREE PASS" to attend PCA Driver Training Event when you bring your car to John Wood Porsche for a NO CHARGE TECH INSPECTION.

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If your Porsche has more than 40,000 miles, check for the tail and pouch! Shock Absorbers perform a vital function in controlling the action of your Porsche's suspension. Worn shock absorbers contribute to diminished braking (safety), diminished tire life (expense) and sloppy ride and handling. Restore your Porsche's lithe and precise handling with new shocks. Save 10% OFF per pair and 20% OFF Set of 4. Call for specific quotation.



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SERVICE CLINIC

To ensure that your Porsche provides long and satisfactory service true to the Porsche tradition, John Wood Porsche invites you to our complimentary Porsche Service Clinic. John Wood is holding 2 Service Clinic Days this Spring, **Saturday, March 28th & April 4th, 9:00am to 3:00pm.** During this Service Clinic, factory trained technicians will perform a thorough inspection of your Porsche as you watch. If any repairs or adjustments are needed, we will provide a written estimate with no obligation. There is no charge for the Service Clinic. In addition, we are offering a free car wash and discounts on Porsche parts and boutique merchandise. Appointments are required. Please contact Frank Fay or Eileen Pinelli at John Wood Porsche 609-452-9400. We can offer appointments for March 28th and April 4th. A representative of Porsche Cars North America will be available to answer your questions. Refreshments will be served.

Come join us. We look forward to seeing you.

WHEEL ALIGNMENT SPECIAL

NJ's roads are among the worst in the nation. Keep your Porsche handling safely and well. Avoid the expense of premature tire wear. Our technicians will realign all 4 wheels for caster, camber, and toe. Ride Height Adjustments Corner Weight Adjustments. Sales tax not included.

\$69.95 \$99.95 \$99.95
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SATURDAY SERVICE HOURS

Factory Trained, ASE Certified Porsche Technicians are available every Saturday. For general repairs, routine maintenance, and warranty repairs. Appointments for your convenience 609-452-9400. Frank or Eileen.

Porsche Talk-Questions??

Got a problem repairing or maintaining your Porsche yourself? You can speak to our factory trained, ASE certified, Porsche Master Technicians. We will accept calls between 12 to 1 on 609-452-2256. There is no charge. Only ENGLISH language, please!

Conveniently located on US 1, approximately 8 miles north of Trenton and 15 miles south of New Brunswick.

Philadelphia Vintage  Grand Prix Association

PVGPA REP

We need someone to coordinate the efforts between RTR and PVGPA for the upcoming event (ed. see promo elsewhere this issue). If you are interested please call Bill O'Connell at 640-1675.

PVGPA will also need plenty of help during the event. Again, if you are interested please give Bill a call. ☘



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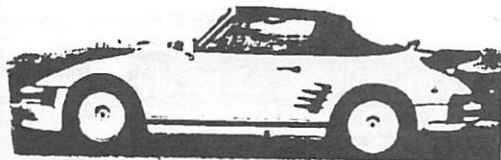
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**OLD YORK ROAD SPORTS CAR CLUB
1st ANNUAL ROAD TOUR**

May 16, 1992

This will be a three hour road tour From Bucks County to the Concours d'Elegance of the Eastern United States in Reading. We're involving several marque clubs from the Delaware Valley area which should give us a wide variety of cars. This will be the largest road tour of classic sports cars in the United States.

The Concours d'Elegance of the Eastern United States is the major automobile show in our section of the country, and one of the most prestigious in the United States. The show organizers will provide all road tour participants with a special parking area and a reduced ticket price.

We hope that all early sports cars are represented in this first road tour. Your participation is highly valued.

In order to participate a car must have been built prior to January 1974. All the participating cars must be street legal, and insured, to be driven on the road tour. This road tour will be limited to fifty cars. We urge that you involve your club as quickly as possible.

During the next week you'll be sent entry forms for distribution to your club. If you have any questions please call Richard Newton at 340-1184.

All Proceeds will be donated to the Burn Prevention Foundation

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★ DISCOUNTS FOR PORSCHE CLUB MEMBERS

Zone 1 CONOURS AND SWAP MEET
OPEN TO ALL PORSCHE PUSHERS

The 13th Annual Zone 1 Concours and Swap Meet will be held at the luxurious Stouffers Westchester Hotel outside White Plains, N.Y. on May 16-17. This is the largest combined Porsche concours and swap meet in the world. It is open to all Porsche enthusiasts. The two-day swap meet and Sunday concours will be held on the beautiful hotel grounds. In case of rain, the entire event will be moved into a covered parking garage--so come rain or shine.

Co-chairpersons John and Donna Paterek have again commissioned fine art trophies for the concours--awarded up to six-deep in class. This year's lithographs will be painted by noted automotive artist Richard Fuggetta.

Again this year, a portion of the proceeds of the meet will be donated to Paul Newman's Hole-in-the-Wall Gang Camp.

The Stouffers Westchester Hotel is built on the site of an old mansion and has excellent facilities including a pool, tennis and paddle tennis courts, hiking trails and more. Excellent shopping is closeby. Bring the whole family for a great weekend.

For more information and registration forms, contact Mrs. Donna Paterek, 33 Minton Avenue, Chatham, N.J. 07928; phone 201-635-5918.

GENERAL PENN SWAP MEET

AKA "Mechanicsburg" Swap Meet

16th Annual Porsche Swap sponsored by the Central Penn. Region and Autohaus Porsche. April 25th, Saturday, gates open at 7:00am. Food vendor and clean bathrooms available. Purchase/swap porsche parts and accessories. Porsche "Only" parking available. Rain or shine.

Located: Ski Rountop, Lewisberry PA

Contact: Steve Baun, (717) 938-5876 eves 7-9:30pm EST, no calls after 9:30pm please, or fax (717) 737-1787.

AT FULL SONG

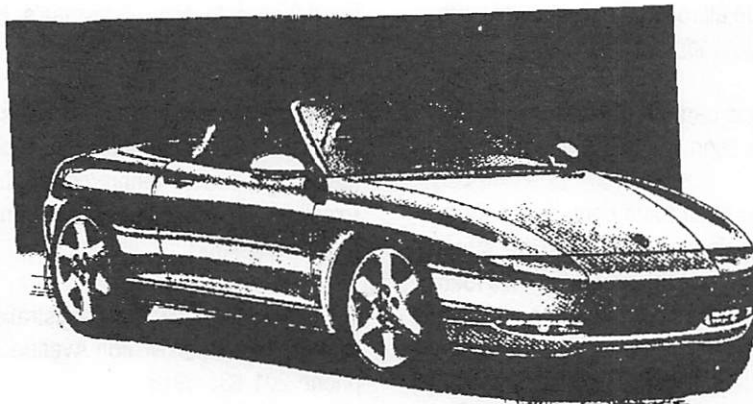
John Williamson

A small debate raged at the last Exec meeting concerning reimbursement to Bill O'Connell for a portion of his expenses as **DER GASSER** Staff Photographer (see the Exec Minutes in this issue). I disagree with a couple of points made in the minutes, not that the minutes don't reflect what was said at the time, but I've had more time to reflect on what was said. The Staff Photographer is not an Exec position, it is an appointed position by the editor. Bill is on the Exec by virtue of being Past President. No precedent for reimbursing Exec members for expenses is being established by paying Bill for a portion of his picture taking costs. Also, the fact that most members of the Exec incur some out of pocket expenses which are not reimbursed by the club, is not a fair comparison - I doubt that any of these miscellaneous expenses approach the cost of shooting and developing two rolls of film or more at a majority of club events. Bill gives the

pictures to me for use in **DER GASSER**, I give them to the club Historian Debbie Cooper who maintains the yearbook, and Debbie brings the rest to club meetings for members to browse through and take if they find one they like. The \$25 a month does not cover all of Bill's expenses, but I think it's a fair compromise. At 11 issues per year, this works out to at most \$275; not much more than the postage for the recent Spring Social special mailing.

The point raised in the minutes that we have had a newsletter for 34 years and it always had pictures, is true as far as I know, but with the club computer (and scanner) we can now afford to print more pictures than in the past. Since I've been Editor the number of photos per issue has doubled (not counting cover photos) from the number per issue in the 2 years Vern Lyle was editor and the year before that when Paul Johnston was editor. I used almost

all of the pictures that were given to me last year by club members other than Bill O'Connell, 24 photos in all. I also used another 74 photos from the several hundred provided by Bill. The point is I think club members by and large appreciate pictures of our events in the newsletter, and the scanner saves enough money to make this possible (before the scanner our printer had to make halftones for each photo, a halftone for one picture costs about \$10-12, so the 98 photos that have appeared in the last 14 issues would have cost about a thousand dollars). Without the additional photos from Bill, I wouldn't have been able to increase the number of photos per issue, although we now have the means to afford them.



1995 Entry-Level Porsche?

Reprinted from Road&Track

Apparently there is some confusion on the part of some members about who can submit photos for publication. Don Applestein mentioned that he was under the impression that only the Staff Photographer's pictures would be used. I pointed out at the Exec Meeting that the disclaimer in fine print in the back of

the newsletter states that articles, photos, ads etc. are accepted up to the last Wednesday of the month. Don pointed out that many people may not notice it there (actually that's why Vern moved it there several years ago, no one noticed it when it was in the front of the book!), so I will reprint a paragraph from last May's issue (it still applies):

"I'm still waiting to hear from volunteers looking to help with the newsletter. Even if you don't want to get involved in the nitty gritty of production and mailing; your articles, cartoons, photos and artwork would be appreciated. Don't be bashful, it's actually a lot of fun. I would be interested in hearing your opinions of the newsletter. Printing and mailing costs are pushing the **DER GASSER** budget near \$20,000 per year. Our advertising and disbursement from National currently pay the bills, but the time may come when we'll have to subsidize the newsletter from other

club events. Please give me your feedback on everything from size, shape, type of paper, photos, content, etc. This will help the Exec in planning for next year." So please, keep those cards and letters, and yes, **photos**, coming. The shop has been, and is, **OPEN** for business!

By the way, despite the ongoing recession, the advertising revenue from **DERGASSER** is shaping up nicely. Thanks are due to Jim Hartman, our Advertising Manager, and especially all our advertisers. If the Track events do well maybe we can upgrade our laser printer to improve the resolution of the scanned photos to eliminate the "fuzziness." Based on the savings over halftones, this upgrade would pay for itself in a short period of time.

Now for the serious stuff. The last few years for Porsche seem marred by indecision, or wrong decision, at the helm (guess I've been watching a little too much America's Cup sailing on ESPN). Abortive attempts at Indycar Racing and Formula 1, coupled with the continued decline of the aging 962 in IMSA GTP and Group C competition, have left those of us who reveled in the Zuffenhausen racing prowess with little to cheer about. The lack of racing success, or any clear competition direction, coupled with the spiraling increases in new car prices, has caused more than a few Porsche Club enthusiasts to scratch their heads and wonder what's going on? I'm happy to report that things seem to be sorting themselves out. The new and improved 911 Turbo made a successful debut last year, winning the inaugural season of the IMSA Supercar series, and is off to a good start this year (see **MOTORSPORTS NEWS** in this issue). The 944 model dominated the Firestone Firehawk series last year, and the 968 promises to be the car to beat this year. These racing events are perhaps not as prestigious as LeMans, Daytona or Indy; but at least the cars being raced are close to what you or I drive on the street, at track events and auto-crosses (no offense Rallymeister, but except for the joy of driving a Porsche, I'm not sure any given make of car has a real advantage at one of our rallies!). With a promising return being made to the company's successful racing roots, all that's missing is an affordable car in the tradition of the 356 and early 911. Not that these first cars were ever cheap, but the new cars are pricing themselves out of the range of the enthusiast. I agree with the following sidebar reprinted from **AUTOMOBILE MAGAZINE**, that Porsche needs a successor to the 356/911 lineage. The 928/924/944/968 branch of the family tree was a wrong turn in the road. The C2/C4 are nice cars, I'd like to have one. Come to think of it, the C4 would probably make the classiest track car tow vehicle in the summer, and a sure-

footed salt car in winter. What the club driving enthusiasts need is a new Giant-killer. The best handling mid-engined car in the world for under \$40,000 sounds okay to me:

Porsche's Handbrake Turn

Reprinted from Car and Driver

After three years of heated debate, the Porsche board has apparently killed the controversial four-door 989 hatchback.

The man who supported this critical change of direction more than anyone is the new chief engineer, Horst Marchart. The project had been the brainchild of his predecessor, Ulrich Bez. On January 24, the board announced the demotion of the new model, "which was positioned at the top end of the market that is particularly prone to fluctuations of the economic climate."

The 989 may not be completely dead, but it was seriously downgraded on the development list "in favor of the new model range that will be priced below the 968."

Although there is little doubt that the 989 would have turned out to be a dynamic and highly desirable car, chances were slim that it would have found enough takers at \$125,000. Although the annual output was to peak at 12,000 to 15,000 cars, internal calculations showed that 5000 to 6000 sales were more realistic.

"We have already spent more than \$200 million on this car, but losing part of the money is a lesser evil than putting the future of Porsche at stake, which is what the 989 might have done," said one Porsche official.

The announcement revealed no details of the new entry-level model except that "it will be based on a modified engineering concept." The secret Porsche may thus be the cooperative car described in our March 1992 story "The Future of Porsche," but it may also be a radically different, midengined vehicle.

If Marchart can push through his engineering philosophy, we can probably expect a relatively affordable reinvention of the 911. Our friend from HQ reckons that Porsche "doesn't need the 928 or the 968. Our reputation stems from cars like the 356, the 911, the 911 Turbo, and the 959. The 924/944 served its

continued ▶ next page

continued ▶ **FULL SONG**

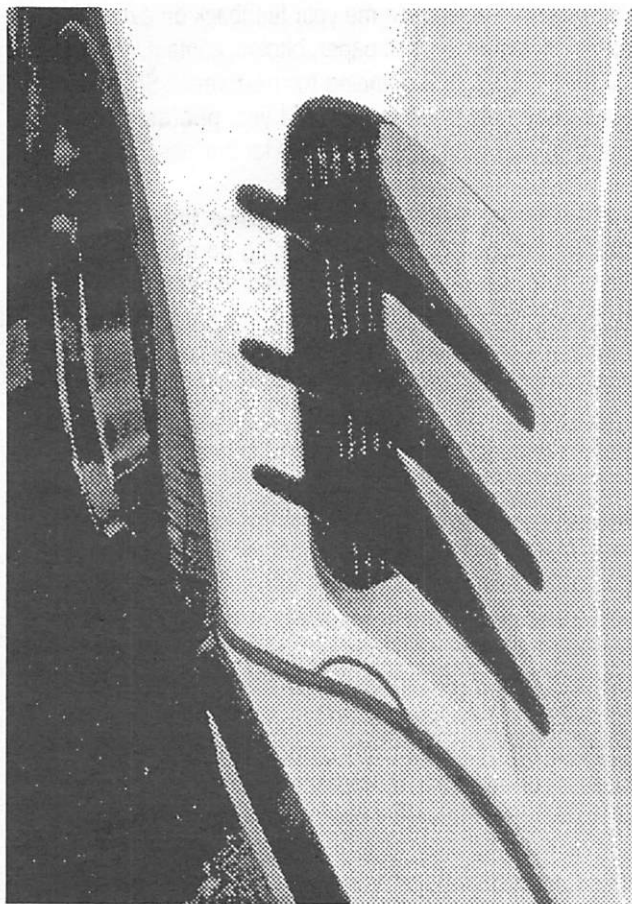
purpose, but now that segment is firmly in the hands of the Japanese. What Porsche should do is prove that it can build the world's best-handling midengined two-seater, and then sell it for under \$40,000."

Sales and marketing chief Dieter Laxy said recently that the board is examining at least three different avenues. "We will probably cooperate with other manufacturers on components, but I believe that the design and the development will be 100 percent Porsche and that the car will be built in-house."

Standby for more details as they emerge. The strategic decision is due in September.

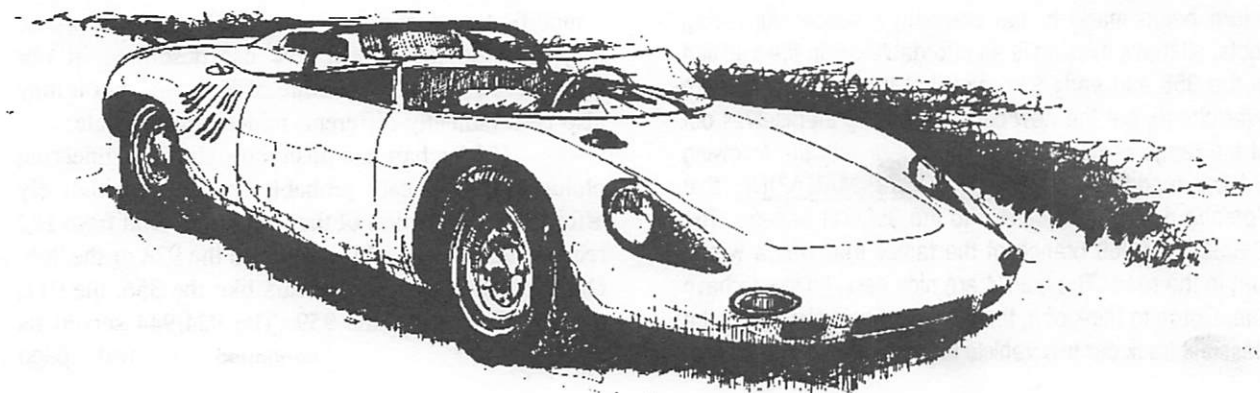
Georg Kacher

Various automobile magazines have reported on the rumors of the new entry-level Porsche. The April issue of **ROAD&TRACK** describes the 1995 Porsche/Mercedes connection, with the new car "based on a shortened Mercedes 190 platform, engine and mechanicals." The May issue of **CARANDDRIVER**, however, quotes Brian Bowler, President of Porsche Cars North America, as saying "We won't go to the parts bin of our company or others to make this car." The new Porsche will be priced "significantly less" than the \$39,468 Porsche 968.



But is it art?

I guess we'll just have to wait and see. ❄



Care, Diagnosis and "Murphy-Proofing" of Fuel Pumps

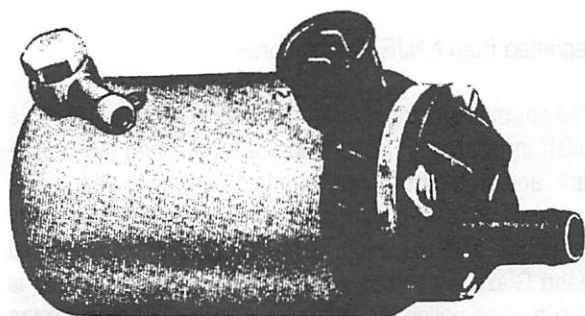
Joe Reid

reprinted from NNJR Porscheforum

When Porsche went to fuel injection in 1969 on the 911E and S they needed to increase the fuel pressure from the 3 to 5 psi range to about 10 times that. The roller cell type supply pump was used because of its high volume and pressure as well as its reliability and longevity. The subsequent changes in injection type from mechanical to CIS to electronic to Motronic have required only minor changes in the fuel pump design so the following applies to most all Porsche electric fuel pumps.

When roller cell pumps are new, they usually are quiet running and draw in the neighborhood of 8 amperes of electrical current under normal operating conditions. With use and time, they gradually draw more current in order to overcome increasing friction and to maintain needed pressure. If the fuel supply is clean from a particulate standpoint and contains no water or alcohols in addition to being driven regularly, these pumps will often last in excess of a quarter of a million miles. (I heard that from a Mercedes mechanic, none of us would know.) When the current reaches 14 to 16 amps, the pump is running on borrowed time.

Knowing the current life cycle can help prevent the ultimate embarrassment of having to have your Porsche towed to get the fuel pump replaced. By installing a 12 amp fuse in the hot lead to the fuel pump, because in some models the Good Doktor did not provide one, and

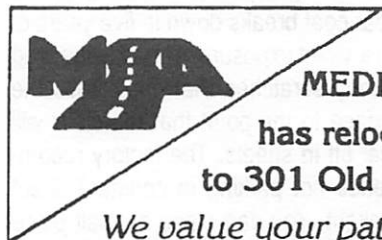


Roller Type Fuel Pump

carrying a 16 to 25 amp spare, you will know when it is time to think about replacing, or at least carrying a spare pump, as I do in my 1976 VW Bus.

For those of you who have carbureted cars, either the modified later cars or the real Porsches with pushrods, when your pressure pump fails you can remove the tube from your spare tire, (I have a tube in my Speedster spare, don't you?) remove the valve stem and squeeze the air out, then gravity fill it with fuel from your tank. Next you disconnect the hose from our non-functional fuel pump that goes to the carbs and force it over the valve stem of the tube. Finally, remove your belt and attach it around the spare just tight enough to exert a small amount of pressure, run the hose out of the engine lid and duct tape the spare to the back window. A 356 will get about 65 miles per tube full of gas, then you have to stop and refill the tube. I did this all the way from Dothan, Alabama to Cape Girardeau, Missouri one Easter vacation because my college roommate and I only had enough money left for gas. ❄

(ed. I'm not sure I would want to be driving around with a "bomb" strapped to my rear window!)



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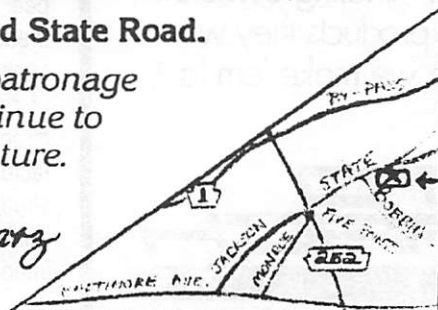
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Paul H. Schwarz

(215) 565-5535



Concours Corner

John Paterek

reprinted from NNJR Porscheforum

The enamel surface of a Porsche can be the most durable finish in existence. Solid colors are hard and fade resistant, and with proper care can last over thirty years. The secret is to use polish on the surface to remove tiny scratches and oxidation. 3-M Products makes Imperial Hand Glaze which can produce a fine luster. Buff-Eez is also a good polish for enamel surfaces. The moment the Cosmoline (used to protect the finish during shipping) is removed from a new Porsche, it is subject to surface scratches. Grit can be trapped in a wiping cloth and can cause dreadful results. These scratches can multiply with time to cause a hazy surface.

There is hope, however, to remove scratches using a clean section of terry cloth (well worn). The cloth should tear with little effort and be folded to the size of a tennis ball. The Imperial Hand Glaze is then applied to the cloth and buffed until the polish begins to disappear. It requires some aggressive buffing, to the point of generating a bit of warmth to the surface. Wipe with a 100 percent cotton t-shirt.

This can then be followed by a quality carnuba wax. The wax acts as a barrier to acid rain and minor abrasive action. The abrasion takes place when dirt is scrubbed off



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the surface during routine washing. The most difficult area to maintain on any model is behind the door handles where fingernails can mark the surface quickly. The 356's and earlier 911's and 912's had external push buttons that allowed easy access to the handle and reduced the scratching a bit.

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Metallic paint or two-stage, as it is referred to, needs the same polishing and waxing to protect the surface. The clear coat breaks down in five years of ultra-violet exposure. This is evidenced by tiny scratches that criss-cross the surface to the point that the clear will peel off in sheets. The factory recommends not parking in constant direct sunlight. You can place a small piece of construction paper (red or pink) in direct sunlight and watch the fade factor. If it turns quickly to a pale shade, the car is overexposed. This will help extend the life of the paint and interior panels. ❄

EXEC MINUTES

The March 20 meeting of the Executive Committee, held at the shop of Paul Johnston, was opened by President Lisa Carte at 8:00pm. Committee members in attendance were: Bill Vaughan, John Crowley, Bill Dougherty, Betsi and Vern Lyle, Debbie Cooper, Don Applestein, Paul Johnston, Brad and Judy Carte, John Williamson and John Kingham. Guests were Rex Carte and Bill Cooper.

Minutes of the previous meeting were approved as published.

Treasurer **Don Applestein** noted that our financial condition is good and will remain so, as long as we receive checks for **DERGASSER** advertising as anticipated.

Brad Carte reported that radios for autocross use cost \$350 each, so we will use the two we have for this year, and perhaps more radios can be budgeted for next year.

John Kingham has purged the membership list of non-dues-paying members and the final count is 765.

Editor **John Williamson** stressed in no uncertain terms that officers reports are due at the Exec Meeting. Anything later results in late mailing of the newsletter. Henceforth, publication deadlines will be adhered to whether articles are included or not.

On the track scene, **Paul Johnson** has received word from Watkins Glen that no race event will be held there without sanctioning from a recognized body such as SCCA or IMSA. Paul's attempts at comparing the PCA race program with the vintage racing groups apparently fell on deaf ears. This does not impact on our drivers ed event there. Further negotiations are in progress, but the outlook is not bright for a PCA race event at the Glen this year.

A long discussion was held on allowing other marques to participate in our drivers ed events (ed. see Presidents Message on page 1). Paul moved and it was seconded, that if the Pocono event was not fully subscribed, the event would be opened to a select group of other marques. The motion was passed 9-1, with 2 abstentions.

Betsi Lyle reported that all planning was completed for the Spring Social. A flyer was sent so that members would have ample time to respond before the deadline. The Picnic is booked at Lenape Valley Swim Club in Chalfont for August 23. Now you can bring your Porsche because there are no "suspension destroyers" in the driveway! Also, no hill to climb; a real right side on the softball field; a covered pavilion for our use, and 4 swimming pools. The Oktoberfest, Halloween Party and Elections will be held on Friday, Oct 30. The Banquet will be held at a new site on December 12.

Bill Dougherty's "super tech session" will be held later in the year at Holberts, since it could not all be worked out for the scheduled April 11 date. This might include free service inspections and test drives of new cars. John Crowley, Bon Pace and Jim Hartman will be tech inspectors this year. Bill clarified that drivers of any other

marque invited to Pocono would be put on a waiting list, to be accepted only if he and Paul agreed on the individual driver's credentials.

Bill also mentioned the importance of proper tongue weighting of trailers. An article will appear in **DERGASSER**.

Bill O'Connell reported that the Philadelphia Grand Prix activity would be June 27-28, with a rally on Saturday, a dinner dance that night and a staged "race" on Sunday. Since this will be held on the same day as one of our autocrosses, volunteers are needed to man our club tent and hospitality area.

Bill also gave August 8 as the tentative date for the 35th Anniversary Party.

John Crowley says the New Member meeting will be in June, with nothing yet scheduled for April or May. Several suggestions were made for improving the Tech Roundtable discussion the next time it is held. Other suggestions were made for some interesting speakers.

Rallymaster **Bill Vaughan's** April 26 Spring Rally will start near the Downingtown exit of the turnpike and end somewhere that only he knows. Awards will be gift certificates to the RTR Goody Store.

Historian **Debbie Cooper** requested authorization to purchase a file cabinet for club records. John Kingham volunteered that his company may have something available.

The budget line item of \$25 per month being paid to Bill O'Connell for photos for DER GASSER was discussed. On the pro side of the argument, the editor felt that he would not have any pictures without this arrangement. On the con side: it was pointed out that we've had a newsletter for 34 years and it has always had pictures without reimbursement to anyone; a formal arrangement like this gives the impression that other members should not bother to submit newsletter photos; and the reimbursement of Exec members for expenses could set a bad precedent. It was also pointed out that other people on the Exec are currently spending money for the Club without requesting reimbursement. John Williamson contended that the money was submitted as a line item in his DER GASSER budget and he felt that following this discussion, no formal motion was needed. No actual motion was made, but a vote was taken on whether to agree with the Editor's contention. This passed by a vote of 5 -3, with 4 abstentions. Judy Carte clarified the suggestions of several people that some mention should be made in **DERGASSER** that photos from other members are still welcomed and that this is not a "closed shop".

Meeting adjourned at 10:25.

Submitted by **Vern Lyle**, these minutes are subject to approval at the next Executive Committee meeting. ❁

GARAGE SALES

61 356 B Cab, Ruby/black. Photographically documented 3-year, 1200 hour restoration to museum quality. Engine transmission & instruments freshly rebuilt. No surprises. \$42,500. Joe Moore, 2142 Welsh Valley Rd., Phoenixville PA 19460. 215/783-0818. 4/92

80 911SC Coupe Weissach, plat. w/full lea, air, power sunroof, windows, ant, & mirrors. New clutch & tires, only 27K ORIG mi w/all recds, looks & runs like new, \$22,500 FOB. Tom Wells, 96 Mulberry Drive, Holland PA 18966. 215/860-2104 eve. 5/92

85 911 Carrera Targa, Meteor gray/blk. full lea. 16" Fuchs w/ Pirellis, new top, cruise, A/C, elec. seat, pwr windows and locks, alarm, Blaupunkt Monterey, no smoke, very clean, 41K miles, all service records. \$24,500 obo. Harry Lebow, 2 Garrison Farms Court, Baltimore MD 410/484-6511 eve. 5/92

89 911 Carrera Coupe, Baltic Blue/Cashmere, 16" alloys, sunroof, factory alarm, PWR Windows/Locks, all records, low mileage, extended warranty, absolutely pristine! Asking \$36,900. Joe Botta, 109 Arbor Place, Bryn Mawr, PA 19010. 215/527-5874 eve. 5/92

77 1/2 924, white w/ brown/tan interior, very clean. Sunroof, rear valance & spoiler. Automatic, 132K but many new parts and trans overhauled at Holberts. Perfect for the beginner Porsche enthusiast. Also 78 924 "part car", free if interested. Asking \$3500 obo. Joe Herwig 215/584-8102. 5/92

88 924S, Black/black Porsche cloth, 5 spd, sunroof, air, all options, new tires, 35K miles. \$9600. D.R. Snyder 282-1627. 5/92

81 928 Coupe, Red/tan leather, 5-spd, alloy wheels with new tires, sun-roof, power windows/locks, 86K miles, new Bilstein shocks, garaged - excellent condition, \$16,500. Jim Laird 215/751-7388 (day), 215/436-6180 (eve). 5/92

85 928S, auto, black leather interior/black exterior, 36K miles, all options, excellent condition, new rotors & pads, new air cond. and tires, must see - \$19,250. Ron Acker, Allentown area, 215/264-3837. 5/92

84 930, Red w/black, slant nose, 3.5 twin plug, group B cams, DFI, K27, DP intercoller and tail, roll bar, suspension upgrades, much more. Serious inquiries only please. Neil Fine 639-9292 days. 4/92

87 944 Turbo, White/burgundy leather, excellent cond., dual airbags & ABS, performance package, 44K miles. \$18,000 OBO. Terry 215/922-4500 day, 215/660-1925 eve. 4/92

Parts, 2 leather sport seats \$900, 2 7x15" phone dial wheels \$200 each. Kam Ho 215/254-1952 (W), 650-0658 (H). 4/92

For Sale, 356/911/914 parts: 356C Black D. door panel \$35, 911 duck tail \$110, 2-914 corbeau racing seats w/matching door panels \$300, 914 trailing arms w/axles \$35 ea., 914 painted rear bumper \$75, 914 rear trunk \$100, 914 steering rack \$50, early 914/4 & 6 interior parts and much more. please call with needs. Joe Shemenski 215/343-3766. 4/92

For Sale, (4) 6x15 ATS cookie cutter wheels with 205/60-15 BFG Comp TAs, approx. 1/2 tread left. \$80 ea., all four for \$300. Bob Patton 935-1725 (H), 583-9400 (W). 4/92

Parts, 1 pair 914 stainless heat exchangers \$275; 1 pair early 911 heat exchangers \$200; 2-7x16 and 2-8x16 928 forged flat dish wheels, concour condition, only 500 miles, asking \$1500 set; 2-7x16 and 2 9x16 GT forged alloys, only 1000 miles, fits 928/944T/C2-4, \$2400; 4-7x16 phone dial 928 wheels, perfect refinish, also fit 924, \$650; 2-225-50x16 and 2-245-45x16 Bridgestone RE-71R, track compound, \$375 set! D.R. Snyder 282-1627. 4/92

For Sale, late 930 style tail - black, \$375 OBO; one black leather electric sport seat, very good condition \$300 OBO; 1984 928S, guards red, black leather, loaded, 70K miles, excellent condition, automatic, \$20,000 - offer. Bill Ridge 458-8374. 5/92

911 Parts, 2 mint 16x8 factory wheels with black centers. A mint guards red engine lid with grill, an '81 guards red head-lamp unit, passport radar detector, Blaupunkt AM/FM cassette and tool kits. Best offer. Call 643-1186. 5/92

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OLD 3-ring bump stops for front KONIs on a 73 911, the shorter the better. For a set of well-worn, mashed down, even split open bump stops under 2 1/2" in height, I will trade you a never installed pair even up. Also needed for a 73 S Targa: rubber front bumper guards; drivers door glass; original uncracked dash; and Bosch CD. Vern Lyle, 287-5083 eves. 5/92

Used **racing seat and competition safety belt**, appearance not important but must be in good condition and low price. Kam Ho 215/254-1952 (W), 650-0658 (H). 4/92

Used **above ground car lift**. Art Rothe 873-2373 after 6:00pm. 4/92

Executive Committee and Appointed Positions

PRESIDENT

Lisa Carle
2 Allison Drive
Coatesville, PA 19320
363-7044 (W), 384-7539 (H)

GIANT•KILLER

Bob Russo
400 W. Monument
Hatboro, PA 19040
674-4756 (H)

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Paul Johnston
325 Westtown Road
West Chester, PA 19382
696-2164 (W)

PAST PRESIDENT

Bill O'Connell
2801 Stoneham Drive
West Chester, PA 19382
640-1675 (H)

AUTOCROSS

Brad and Judy Carle
563 School Lane
Spring City, PA 19475
948-2257 (H)

TECHNICAL

Bill Dougherty
614 Westtown Road
West Chester, PA 19382
692-6039 (W)

VICE PRESIDENT

John Crowley
316 Jefferson Avenue
Bristol, PA 19007
943-9520 (H), 785-6110 (W)

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Betsi Lyle
Box 363
West Point, PA 19486
661-7771 (W)

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3303 Keswick Way
West Chester, PA 19382
251-9181 (H)

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Vern Lyle
Box 363
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661-7011 (W)

TREASURER

Don Applestein
11 Furness Lane
Wallingford, PA 19086
565-5716 (H)

HISTORIAN

Debbie Cooper
19 Jacqueline Circle
Richboro, PA 18954
364-2466 (H)

RALLY

Bill Vaughan
35 Johns Road
Cheltenham, PA 19012
635-2478 (H)

GOODY STORE

Mark Terlecky
12 Cobblestone Dr.
Paoli, PA 19301
296-5641 (H)

TRACK REGISTRAR

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624 Weikel Road
Lansdale, PA 19446
855-1679

DERGASSER Photographer:

Bill O'Connell
2801 Stoneham Drive
West Chester, PA 19382
640-1675 (H)

DERGASSER Advertising Manager:

Jim Hartman
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Wayne, PA 19087
293-1916 (H), 687-4801 (W)

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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.

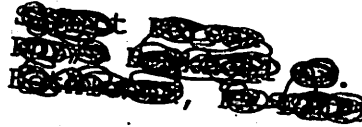
CLASSIFIED ADS are free to PCA members, non-members may submit ads for \$10/month, 5 lines maximum. Limited to Porsche cars, their parts and related items only, please. Ads should be sent to the attention of the editor, make checks payable to RTR/PCA. All ads are subject to editing for space considerations and the editor reserves the right to edit or reject any ad submitted.

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