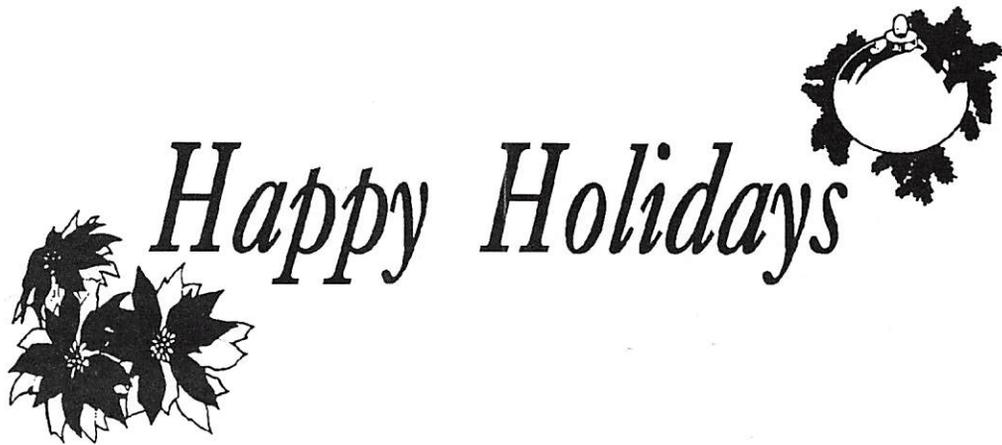


# DER GASSER



NOV/DEC 1992

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# PRESIDENT'S MESSAGE

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## Happy 35th Anniversary Riesentöter!

Last month we commemorated our 35 year history with a special issue of *DER GASSER*, but this month we get to really celebrate! Are we in for a grand affair on December 12th. Betsi Lyle has pulled out all the stops for this anniversary celebration party. With that in mind, this new site for the traditional Holiday Banquet/35th Anniversary party can accommodate over 200 people, and I hope to see many of you out there. You won't be disappointed. We have to send out special thanks to our sponsors who are making this gala possible. Holbert's has generously subsidized a commemorative labeling of Chaddsford wine for everyone to take home. I understand it is a beautiful design, one which you will want to keep. So maybe enjoy the wine now, but definitely save the bottle as a memento.

It's come time to turn over the gavel to our newly elected President Don Applestein. I have enjoyed this year for the most part. It has been challenging, and I want to thank all of the 1992 Exec Committee members who made this anniversary year successful. Many Great events happened this year, including a record turnout at the Pearl Buck House for our Spring Social, our first ever Club Race event, and a successful charity autocross. All in all, it was a good year. As in any dynamic and growing organization, we had our share of problems, but we have come through stronger.

Congratulations and good luck to the 1993 Executive Committee:

President	<b>Don Applestein</b>
Vice President	<b>John Crowley</b>
Secretary	<b>Bill O'Connell</b>
Treasurer	<b>Art Rothe</b>
Membership	<b>Judy Carle</b>
Track Events	<b>Paul Johnston</b>
Social Events	<b>Betsi Lyle</b>
Autocross	<b>Brad Carle</b>
Technical	<b>Ron Pace</b>
Editor(s)	<b>Len and Pat Herman</b>

And the appointed positions:

Goodie Store	<b>Maria Wright</b>
Rallymaster	<b>Bill Vaughn</b>

Of course you're not entirely rid of me yet.. I'll still be hanging around as Past President, and I've signed up for a few other odd jobs that need doing.

Have a great holiday season. Hope you get all the goodies you wish for!



Lisa

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**ON THE COVER:** 20th Anniversary of the 911 Carrera RS, photo courtesy PCNA  
1993 Porsche 911 RS America (l.) 1973 Porsche 911 Carrera RS (r.)

# Up-Comin

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12 35th Anniversary Gala and Holiday Party, Greenfield Mansion at Sugarloaf, Chestnut Hill PA

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27 General Meeting, Vendor's Night

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Allen Friedman	Jim Newton	Bob White
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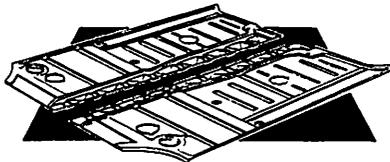
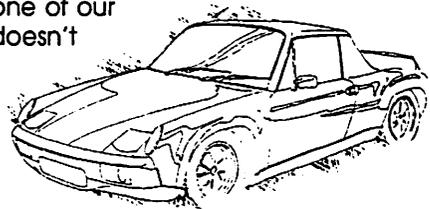


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To encourage you to come to Stoddard Imported Cars for your 914 parts we have lowered the prices of most of our 914 parts by 12%! These prices will be good until the end of 1992 (unless the response is great and then we'll make them permanent).

And... to help you place your order we will send you one of our Parts & Reference Catalogs for **FREE**. But, our catalog doesn't reflect all of the 914 parts we have available or in stock, so if you don't see what you're looking for just ask. Chances are very good we'll have it.

\*911 parts used on 914 & 914/6 are not included.



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# MY INTRODUCTION TO RALLYING

*I Had No Idea It Was This Much Fun !*



I haven't been to a highspeed driving event yet, but I understand you spend about 20-30 minutes on the track. This being the case, what amateur driving event, other than rallying, can you participate in (and I mean actual time piloting the vehicle) for anywhere from 2-3 hours? Isn't seat time what driving events are all about?

## **Joe Zglinicki**

When I first started college, I was interested in cars but with no companion with whom I could share my interest, my activities only went so far as my subscriptions to Hot Rod and Car Craft magazines took me. Then I met a friend, George. Typical of other males in the 16-25 bracket in our area of Philadelphia, we get involved in drag racing. In an early 70's Ford Torino (small block V8 pulling almost 4000 lbs) we weren't very competitive and the car was scary to drive on the street. Also, considering that our participation was over within a matter of about 15 seconds or less, it was mostly a spectator sport.

During a Sunday trip to Plymouth Meeting Mall, we were exposed to autocrossing for the first time. It looked like a lot of fun and the cars could actually negotiate a corner! The average run seemed to take anywhere from 45-60 seconds, 3-4 times what we were used to when drag racing, and we were guaranteed 3 runs compared to only 1 at a typical drag event at which we were usually eliminated in short order. Autocrossing seemed to require little preparation (this delusion eventually cleared like the morning fog) and it seemed to matter more who the driver was than what car was being driven. I still think that autocrossing is some of the best fun to be had without breaking the law.

George and I have known about rallying for a while now, but we really had no idea of what it was all about. It seemed like a regimented cross-country exercise during which we envisioned the greatest danger was participant's falling asleep behind the wheel. Due to autocross malnourishment (my 914 hasn't run well for some time now), a lack of any other automobile related activities we could participate in (the 914 is far from concours material), and general boredom, we entered our first gimmick rally about a year ago. It was a BLAST!

Rallying is not a sport that emphasizes a driver's technical ability. On the contrary, this is a team sport that involves at least two people who must work well together in order to succeed. You can leave your corner apexes and threshold braking at home. If there is one piece of equipment we've wanted on some of our rallies, it's been a camera to photograph the beautiful landscape of suburban and rural Pennsylvania.

Of course it helps to know how to drive, but a ralleyer's greatest asset is probably his/her cunning. The rallymaster is a devious beast. This person will have you second-guessing your own instincts before you're five minutes past the starting line. The rallymaster defines a set of rules that, if not adhered to in the strictest sense, will have you kicking yourself in the butt when you later realize the stupid mistakes you've made. Be forewarned, this may not be the best sport for husband/wife interaction. Split up and participate on separate teams and bring a good sense of humor. If you like puzzles and riddles, rallying may be for you.

We have driven in two kinds of rallies, Gimmick Rallies and Time-Speed-Distance rallies. The best way to picture a gimmick rally is to think of it as a scavenger hunt with your car. You're given a set of instructions telling you how to proceed from start to finish and you have to answer questions pertaining to what you see, or may not see, during your drive. The kicker is that you have to complete the drive within a specific amount of time. The rally can be completed in time without breaking any laws, but if you lose time trying to find a difficult answer... well, just don't dawdle or get caught violating any speed limits.

TSD rallies can be considered more of an exercise in navigation, but can be just as exciting as gimmick rallies.

continued ► page 10

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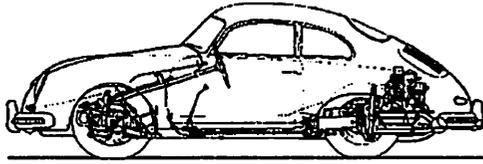
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## 356 PUSHERS

We had a beautiful drive through Chester County on October 18th. The route was set up by Jeff Amerine and consisted of little country roads winding through beautiful countryside and great fall colors. I am always amazed at how little I know of the nice driving possibilities in this area. Our thanks to Jeff for a great time. It has been a while since I have seen and heard a group of 356s winding through the gears on good roads.

We are moving into the technical informational mode for the cooler months. By the time you read this I hope we will have had a successful session at Eastwood. People have said that this is what they want most, so show your support by participating. ✖

### Basic Engine Adjustments and Tuning

Date: Saturday, December 12, 1992

Time: 10:00 am

Place: Classic Auto Restorations  
 2403 Monroe St., Wilmington, Delaware

Agenda: Introduction to basic engine adjustment work, tuning and troubleshooting. Hands-on demonstration on running engine out of the car.

Info: Call Dave Baker at 302/571-1825

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# A OPEN, CLOSE, UP, DOWN DEVISE

## Tony Checkowski

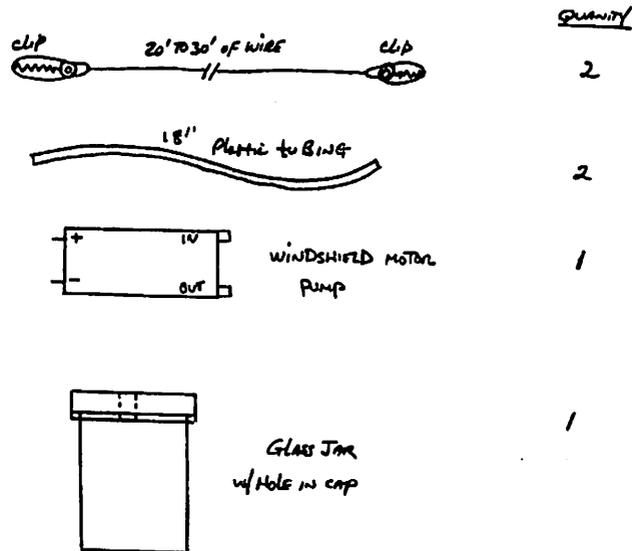
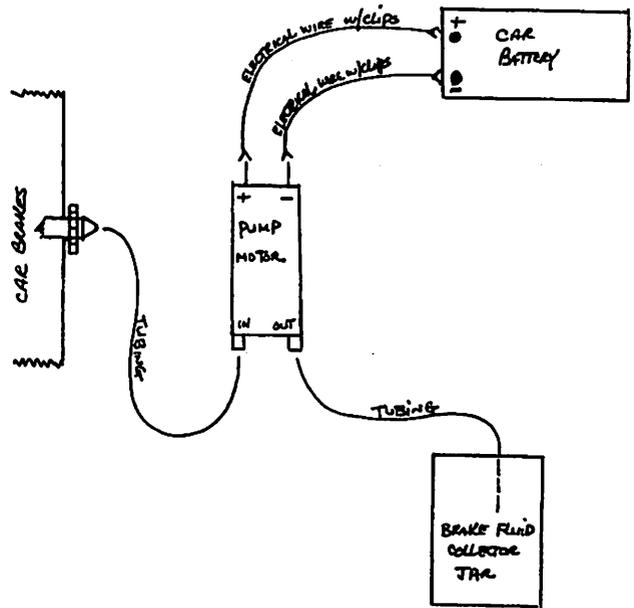
While at the last tech session, I noticed the two man brake bleeding team has now been reduced to a single person. The little hand-held pumping devise seemed easy to use and eventually did the job. No need for the brake and bleeder team with the vocal "open", "close", "up", "down". The old system was generally a good one except when a novice did the opposite of that required. Then you had air in the brake system and a soft pedal.

With my son soon to be married, hence leaving 'the coop', and a novice of a wife as part of the brake bleeder team, the hand-held bleeder devise seemed just what I needed. I decided to check the local auto stores for a version of this pump. No luck. I have seen them for sale in one of the Porsche catalogues for around \$30+ dollars, but no one carried an equivalent one around my area.

That Saturday was "work on the car day" and I decided that it was time for the annual brake bleeding ritual. With no reliable help and no hand-held pump, I wondered how to accomplish the job.

About a year ago I purchased a windshield washer pump for my wife's car but could not use it because of GM's design which restricted what make of washer pump could be used. The GM pump cost \$40 while the universal pump I bought was around \$10.

By hooking-up this universal windshield pump motor via some wire leads I made up to the car's battery and providing the necessary tubing and collector jar, I made a high speed brake-bleeding machine. I had to initially prime the inlet port of the pump with some brake fluid and then watch the brake fluid reservoir head south. In fact, the only thing to do is be sure to keep the reservoir full.



The cost is about \$10-12 for the windshield motor pump, \$1 for the electrical clips and some electrical wire about 14-16 gauge, an old glass jar w/cover and plastic tubing. You may get the tubing with the motor pump kit.

You can tape the motor to the outside of the glass jar and make things more compact. The fancy ones can also add an on/off switch as part of either the + or - wire leads. You can also tape the switch to the jar.

It's simple, compact, works quickly and costs less than the hand-held pumping one. ✂



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# MEMREVS

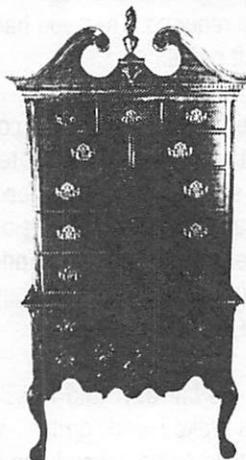
## John Kingham

Membership as of 11/1/92 is 803 !!!

Welcome to the following new members:

Mario & Kathleen Birardi Bensalem	84 944
Howard & Nancy Finkelman Springfield	60 356B
Celeste Harding Valley Forge	83 911SC
Eric Johnson Bethlehem	75 914
Eugene McGill Horsham	87 944
Jeffrey Meyer Kutztown	911
Anthony Orefice Philadelphia	80 924
Ernest & Scott Pescatore Southampton	87 930
Cort Wizorek Philadelphia	87 944
Kevin Callahan Glenside (from Schattenbaum Region)	80 924
Joseph & John Hafkenschiel Villanova (from Golden Gate Region)	71 911T

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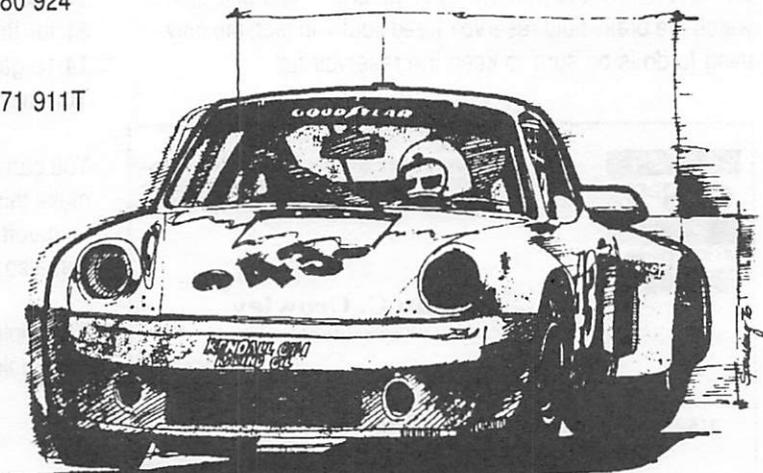


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# AT FULL SONG

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## John Williamson

Well, this is the end of the line. I hope you enjoyed the newsletter these past two years, and I'm sure everyone will give Len and Pat Herman the same support in their endeavor next year. I'd like to thank Jim Hartman who shouldered the advertising chores these past two years. Despite a generally pitiful economy, the **DER GASSER** ad revenue didn't miss a beat with Jim in charge. We tapped the national market, with Stoddards and Tweeks both joining the advertising ranks of our newsletter. At various times during the past year the following individuals and businesses have supported our newsletter with ads: Auto Research, Auto Styling International, Chase & Heckman Inc., Computer Service & Technology, Dick Horrigan Porsche, Don Galbraith Motoring Inc., Dougherty Automotive Services, Helen Constance Sweigart, Holberts, John Wood Porsche, Johnston Enterprises Ltd., Leitzinger Motorsports, Media Station Automotive, Mike Tillson Motor Car Service, NTW, Nick Plenzick Building Maintenance, Oskar Huber, Precision Motor Works, R. Kaller & Sons Roofing, Reed Racing Equipment, Stoddard Imported Cars Inc., TravelWorks Ltd., Tweeks Ltd., William G. Cooper, and alphabetically last, but not least - YBH Porsche. They supported us, see Jim's message on supporting them!

Also, a big thanks to Wild Bill O'Connell for keeping the constant supply of photos coming to highlight our club events.

Finally, I like to thank Michael Keeney and the gang at Kwikprint in Lansdale. They've printed our newsletter for the past four years, starting when Vern Lyle was editor and continuing on with me. If you need a quality job done at a reasonable rate, give them a call.

Maury Hamill, our Zone 2 rep, passed along some information from the National Board of Directors meeting at the San Diego Parade. He reports that Ed Triolo, of PCNA, stated that the new light weight, high performance, more affordable Porsche project team is very enthused about the concept - look for a '95 or '96 introduction. Thoughts and suggestions about the car are welcomed from PCA members - here's your chance to be influential! Something like a cross between the timelessness of the 356 Speedster and the brute nastiness of a 427 Cobra would be nice. It seems that the RS America is a direct

result of PCA member comments at the Boston Parade. A "new 911 or 911 successor", according to Ed, is to be introduced at the Frankfurt auto show next year. ✖

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## THANK YOU ADVERTISERS

### Jim Hartman

As we approach Thanksgiving, now is the perfect time to say "Thank You" to all the advertisers in **DER GASSER**. Many advertisers are fellow members, some of whom might place an ad more for the club than for their business. Others advertise because it is good business. How else can you target every month 820 +/- Porsche enthusiasts and owners in Southeast Pennsylvania?

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continued ▶



## RALLYING

The difference is that instead of simply having to find answers to jot down on your paper, these answers may determine the course that you take toward the finish line.

An example: A recent event had a rule that required you to completely execute the current instruction before moving on to the next. At one point we were instructed to increase our speed to 38 MPH for 0.25 miles and turn left onto Old Woods Rd. We increased our speed and soon saw Old Woods Rd. to our left. However we'd only traveled 1/8th of a mile. Do we turn and continue at 38 MPH or continue? Keep in mind that we were assessed a penalty of 1 point for each 100th of a minute we were early or late. Mistakes are costly. The next 1/8th of a mile was agony until we once again saw a road sign to our left for Old Woods Rd. Obviously this road was U-shaped. Those who took the first left, and there were many, wound up finishing that leg about a minute early. They tacked on another 100 points in an event where the lowest score wins and the winners had a final score of 98 points overall, less than one minute over a 2.5 hour drive!

It's not just the drive that has made rallying fun for us. Usually these events have finished at some pub or restaurant where the participants eat, drink, and mingle while the results are being tallied. Interesting people with varied backgrounds are laughing together. We're always surprised to see how many family teams there are. We

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found out that the above-mentioned rally winners were puttering around in a Suzuki Samurai, were from the Brandywine area, and had information on upcoming rallies from other car clubs. These people weren't allowed to have a rally computer. They just had a lot of experience and a good time.

This is the perfect off-season motorsport. During the Fall when autocrosses and track events are on the wane, rallies are beginning to pick up. You can rally in just about any street-legal automobile. This is a great sport for the 356 Speedster that's too valuable to be driven at highspeed around a race circuit, but would be a blast to drive through the hills of Bucks county on a clear, crisp, Fall day.

I could probably fill **DER GASSER** with my thoughts on rallying, but the purpose of this article is to shed some light on it for those people who know as little about it as we did. These events are put on by large organizations

such as PCA and the SCCA, but there are also many small, local clubs and events. There are the Allentown Area Corvette Club, the Buckingham Sports Car Club, and even the Port Richmond Road Rally. Yes, that's the Port Richmond section of Philadelphia. Don't bring the Speedster. A Chevy Lumina is more at home, and the more people you can fit into the car the better for this event. The food served at Pilsudski's is the same kind of kielbasa and sauerkraut you'd expect at a PCA festivity, except that it's made fresh just a few blocks away.

I hope to see you at an upcoming event, rally or otherwise. Keep those classic motors running. 🏁

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## EXEC MINUTES

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The October Exec board meeting was held at the home of Bill and Ms. Vicki O'Connell. In attendance were Brad and Judy Carle, Lisa Carle, Don Applestein, Bill Vaughn, Bill Dougherty, and our host. Guests in attendance were Margie Dougherty, Rex Carle and our hostess.

The meeting was opened at 8:40. Bill O'Connell commented that we need to reinforce that exec board members are expected to attend both general and exec meetings as part of their responsibilities. A strong commitment is required of each member. This is particularly important for the membership chairperson as this is the primary contact new members have with the club.

Bill Dougherty detailed the great success of the recent "Super Session" tech gathering at Holbert's in September. There was a very large turnout, with lots of new faces. Some famous cars were on hand including Scott Good-year's Indy car and the Lowenbrau 962.

Brad Carle noted that the autocross season is over for this year, and he is tabulating year end standings for trophies. We are still looking for a new site for next year, although we will still be able to use the NWAC runway.

Don Applestein reported that we have money. A spirited discussion ensued on allocating some of that money for a turnover meeting in the Bahamas, but that was quickly denied. There are still 2 social events to subsidize at this point in time. The excess funds this year come from successful cost containment efforts by John Williamson on DERGASSER expenses, and from the race event. We are reminded that we voted to maintain a 15% operating budget for 1993.

Rallye chair Bill Vaughn reported that the 2nd rallye will be held October 11th, and is all set up and ready to go. Bill has received calls expressing interest. Also, Bill requests that anyone able to suggest interesting roads or places for rallyes, please let him know for future use.

At 9:20 the shortest executive board meeting in history was adjourned. Respectively submitted by Lisa Carle, these minutes are subject to approval at the next Exec meeting. ✖

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The advertisement features a stylized line drawing of a Porsche sports car, likely a 911, driving on a road with perspective lines. The text is bold and slanted to match the car's angle.

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# GARAGE SALES

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**64 356C Coupe**, Irish green; 50 miles on rebuilt engine; new windshield, tires, floors, longitudinals, headliner, Moto-Lita wheel, Bursch exhaust, Auto-power roll bar (not installed). Needs interior & completion. \$6900 firm. Also 356C parts - short block, transaxle, front suspension, doors, engine cover, trunk lid. Paul Poore 215/795-2952. 11/92

**70 911T Targa**, new clutch; rebuilt transmission, engine; new brakes, master cylinder, carb's and more. Asking \$8500. 584-5300. 11/92 pd.

**70 911** Shell wide body, fiberglass fenders, quarters and bumpers. Full cage, no undercoating. In primer ready to paint. Call Paul at 696-2164 days. 11/92

**74 911 Coupe**, 59,000 miles, excellent condition, body totally restored, stainless steel heater boxes, Koni shock absorbers, Abarth exhaust system, Gotti wheels, color: Chiffon white. 215/584-0888 between 8:00am - 5:00pm or 215/646-5474 after 6:00pm. 11/92 pd.

**79 911SC**, Mocha Black (dark brown), fresh upgraded engine plus front-end oil cooler and paint by Auto Research, numerous performance upgrades. Asking \$15,000. Jim 688-0553. 1/93

**84 911 Carrera**, wide body, glass bumpers, full cage, fuel cell, turbo brakes, coilovers, w/fresh motor: 3.5L twin plug, crank fire ignition, haltech injection. BBS wheels shafer blue metallic. \$49,500. For further details call Paul at 696-2164 days. 11/92

**68 912 Coupe**, #12803767 shell, new floor longitudinals etc., totally rebuilt brake system. Shell \$1500. Shell plus assembly parts, i.e. interior, new rubber kit, lights, etc. \$2500. No motor. Richard C. Bogert, 3401 Oxford Circle South, Allentown PA 18104, 215/395-8657. 1/93

**78 924 Ltd. Edition**, collectors item, flawless condition, mechanically excellent, 18K miles. Dolomite gray metallic finish, pressure-cast alloy wheels, front seats - silver/black checkered velour inlay trimmed with black leatherette, stereo speakers and cassette, sun roof. Have all service records, serviced by Rosemont Imports. \$7,000. Grace 215/828-6204. 11/92 pd.

**87 930 Turbo Coupe**, Black/red interior. Set up for PCA Club Racing, or just for fun. This is a "legal car", class E champion, three races: two wins and one third. Looks, runs and is a great car. 19,700 miles. \$47,500 OBO. Tony Bonanni, 303 Powder Horn Rd., Ft. Wash., PA 19034, 215/828-9469. 1/93

**84 944**, 66,000 miles; Black w/ Black leather; 15x7 & 15x8 Fuchs just re-anodized; stripped/painted 6 mos. ago; new timing belt, rod bearings, radiator, rotors, wheel bearings; Alpine w/ CD player; Bursch exhaust. \$7900. Paul or Chuck 696-2164. 11/92

**88 944 Turbo "S"**, Maraschino Red/Beige Porsche Cloth, ABS, air bags, RE-71's, S/R, Blaupunkt Houston/Hi-Fi Sound, Cruise, 22,000 miles, Immaculate, Must sell - best offer. William G. Cooper, 19 Jacqueline Circle, Richboro PA 18954, 215/364-2466. 11/92

**Free Alloy Wheels** - 4 (Four) Porsche Factory Alloy Wheels for 924 free to good Riesentöter member home. Condition is excellent. Dick Weiss 215/278-9640 Eve. 11/92

**Stuff**, RUF intercooler, complete kit. Early tan 911 sport seats. 4 Pirelli P700 Z 225/50ZR 16, new, \$575 set. 930 fiberglass extended tail, \$500. 696-2164 days. 11/92

**Wheels and Parts**, 2-8"x16" 944/928 "Club Sport" forged alloy wheels - new in boxes \$475 EA; 930 front bumper \$150; 2-911 half-shafts \$75 EA; New style Escort D.S.P. \$200. FOB Debbie R. Cooper 215/364-2466. 11/92

**Tires**, Two Bridgestone winter radials, size P215/60R15. Virtually unused. Also, one Blaupunkt Lexington Radio. Make offer. Marc P. Weingarten 215/893-3404. 11/92

**FOR SALE: Four Yokohama 008 RSII**, 225/50x15; just 2 auto-crosses, 4-5/32 at two center grooves, make reasonable offer. Vern Lyle 287-5083. 11/92

**911 Engine**, 2.4 with 2.2 S pistons/cylinders, balanced rods, S cams, new bearings, etc. \$3300. D.R. Snyder 282-1627 or 360-6327. 11/92

Pamper your Porsche: One **garage space** left in suburban (Wayne) location. Heated and central security system protected. Jim Hartman 293-1916. 11/92

**FOR SALE: Four BFG Comp T/A R1** 225/50x16, (autocross compound); 2 - 3/32"; around \$180. Bob Miller 648-3543 days. 11/92

## Wanted

Tires 245/45x16. D.R. Snyder 282-1627 or 360-6327. 11/92

**1988 924S**, Auto or 5-speed, low mileage. Alpine white, Zermatt silver or almond metallic exterior color; almond first choice. Car should be well-maintained, stock, clean, and have some manufacturer-installed options. Top dollar paid. Ernest J. Porter, 9104 Blarney Stone Drive, Springfield VA 22152. Call collect 703/569-5126 evenings/weekends. 11/92

# Executive Committee and Appointed Positions

## PRESIDENT

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

## PAST PRESIDENT

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

## VICE PRESIDENT

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

## SECRETARY

Vern Lyle  
Box 363  
West Point, PA 19486  
661-7011 (W)

## RALLY

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

## **DERGASSER** Photographer:

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

## GIANT-KILLER

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

## AUTOCROSS

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

## SOCIAL

Betsi Lyle  
Box 363  
West Point, PA 19486  
652-7771 (W), 287-5083 (H)

## TREASURER

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

## GOODY STORE

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

## **DERGASSER** Advertising Manager:

Jim Hartman  
1157 Pugh Road  
Wayne, PA 19087  
293-1916 (H), 687-4801 (W)

## TRACK EVENTS

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

## TECHNICAL

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

## MEMBERSHIP

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

## HISTORIAN

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

## TRACK REGISTRAR

Ron Lego  
624 Weikel Road  
Lansdale, PA 19446  
855-1679

## EDITOR

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

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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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