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MAY 1993



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FROM THE DRIVERS SEAT

Pat & Len Herman

No this is not the President's Message. We realize that it usually goes on this page, but we thought we would try something new this month. That, along with the fact that the President missed the deadline for submitting articles. We felt being kicked off of the first page was an appropriate form of punishment. We just don't understand how a trip to Paris could take precedence over writing a column for our newsletter! Perhaps it was the anticipation of driving full out through Paris at dawn for a Rendezvous. To be fair though, it wasn't just out President who had a little trouble with deadlines this month. Several other members of the Exec also seemed to forget when their articles were due. Spring Fever perhaps? Just in case there is any question, **the deadline for submission of articles by the Exec or any other member is the monthly meeting.** This includes classified and paid advertisements. Your cooperation is extremely appreciated.

Returning to vacations for a minute, we recently returned from a week in Grand Cayman. We expected sunshine and warm temperatures but held out little hope of spotting any Porsche's since Grand Cayman is not known for their race events. But to our surprise, we spotted one on the trip from the airport to the hotel. A shiny black 928 parked all by itself in an empty lot with a For Sale sign in the window. Since we had already spent enough money on the vacation, we didn't inquire about the price, but if anyone out there is looking for a black 928, take a trip to Grand Cayman.

At this time we would like to apologize to Bob Koerbel for inadvertently omitting his advertisement from last month's issue. We are still not sure how it happened,

and we appreciate Bob's understanding. I guess there is something to be said for that old saying "You get what you pay for" when it comes to newsletter editors.

We would like to officially welcome a couple of new advertisers to DER **GASSER** - Moly Black Gold, who first appeared in the March issue and was the April meeting Goody Store special item, and RPMS which is Joe Mack's new business venture. We thank them for advertising with us and hope that you will support them as well as out other advertisers whenever possible.

In our continuing attempt to keep you informed, here's the latest from around the regions:

- Delaware Region is having a Spring Rally on May 22. It will be a scavenger hunt type rally on the back roads of southern Chester county and New Castle county. Contact Chris Ulsaker at 302/426-0930 or Tom McKenna at 215/388-2955 for more information.
- Nord Stern Region has announced that they will host a PCA Club Race at Brainerd International Raceway on August 26 & 27. Brainerd International Raceway is a 3 mile, ten turn road course that challenges drivers with its long main straight followed by a combination of high and low speed turns. If you are interested in attending, contact Bruce Boeder at 612/593-5544.
- Anyone interested in a Caribbean cruise. San Diego Region is sponsoring a cruise aboard Princess Cruises "Love Boat" to the Southern Caribbean. See their announcement in this issue for more information.

That wraps things up for this month. Enjoy the spring weather and we'll see you around. ✪

ON THE COVER: RTR Car of the Year competitor James Levitt's Slopenose Targa
photo by Len Herman

MARK YOUR CALENDAR

MAY

- 21-23 Chesapeake Challenge 24
 22 **Watkins Glen Tech Session, 9:00AM - 3:00PM**
Don Rosen Imports
 22 Spring Rally, Delaware Region
 26 **General Meeting, Casa Maria 8:00PM**
Autocross - What's It All About
 28-30 **Driver Education, Watkins Glen**

JUNE

- 6 **Autocross, Penn State**
 13 **Spring Riesenötter Rally**
 25-27 Philadelphia Vintage Grand Prix
 Fairmount Park - Philadelphia
 30 **General Meeting, Casa Maria 8:00PM**
Guest Speaker: Vince Evans

JULY

- 4-10 38th Porsche Parade, Cincinnati
 28 **General Meeting, Casa Maria 8:00PM**
Guest Speaker: Pete Tremper

PCA CLUB RACE EVENTS

June 5-6	Second Creek	Rocky Mountain
June 18-19	Summit Point	Potomac
July 9-10	Bridgehampton	NNJR
July 15-16	Elkhart Lake	Chicago
August 7-8	Pocono	Riesenötter
August 26-27	Brainerd	NordStern
September 28-29	Lime Rock	NJR/MNY/CVR
October 16-17	Heartland Park	Great Plains

CLUB RACING CONTACTS

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Conn Valley	Prescott Kelley	203-277-7770 (H)
Rocky Mountain	Jerry Schouten	303-777-3942 (H)
Potomac	Jim Loftis	703-241-7576 (H)
Northern NJ	Ken Geiger	201-327-9029 (H)
Metro New York	Peter Portonova	718-428-3441 (H)
Chicago	Arnold Zann	708-386-2864 (H)
Riesenötter	Paul Johnston	215-696-2164 (W)
Nordstern	Bob Fleming	612-926-4515 (H)
Las Vegas	Carl Young	702-876-9782 (H)
Great Plains	Jim Palmquist	402-625-2504 (H)
Orange Coast	Pat Paterie	714-642-9345 (H)

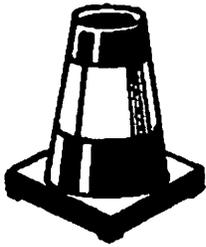
AUTOCROSS EVENTS

May 30	SCCA	Plymouth Meeting
June 6	PCA	Penn State AX-School
June 13	SCCA	Plymouth Meeting
July 18	PCA	Penn State
July 25	SCCA	Plymouth Meeting
Aug 1	SCCA	P.I.R.
Aug 8	SCCA	P.I.R.
Aug 15	PCA	Penn State



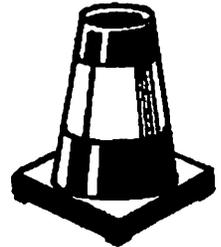
TRACK EVENTS

May 28-30	NNJR	Pocono
May 28-30	RTR	Watkins Glen
Jun 3	Metro	Limerock
Jun 7,8	Niagra	Watkins Glen
Jun 11-13	CVR	Mosport
Jun 18-20	Metro	Bridgehampton
Jun 25-27	NNJR	Ohio
Jul 2-4	Zone 1	Watkins Glen
Jul 3,4	Car Guys	Summit Point
Jul 5,6	Blue Ridge	Charlotte
Jul 17,18	UCR	Mosport
Jul 19,20	CVR	Watkins Glen
Jul 21-23	Potomac	Watkins Glen
Jul 29	NNJR	Limerock
Jul 30	Schatt	Limerock
Aug 5-7	Metro	Bridgehampton
Aug 13-15	NNJR	Watkins Glen
Aug 26	Metro	Limerock
Aug 27	Schatt	Summit Point
Aug 27-29	UCR	Mosport
Aug 27-29	Metro	Limerock
Aug 28,29	Potomac	Summit Point
Sep 25,26	Car guys	Atlanta Spdwy
Oct 1-3	Metro	Bridgehampton
Oct 2,3	UCR	Mosport
Oct 15-17	NNJR	Bridgehampton
Oct 23,24	Car Guys	Charlotte
Oct 28	Metro	Limerock
Oct 29,30	CVR	Limerock
Nov 13,14	Potomac	Summit Point



AUTOCROSS

What's It All About



WEDNESDAY, MAY 26 8:00PM
CASA MARIA RESTAURANT

Come to Autocross Night and learn everything you always wanted to know about autocross but were afraid to ask. Brad Carle, along with some of the club's renowned autocrossers, will be on hand to explain the Meaning of Autocross and answer questions. Brad and Judy might even bring their pylon costumes so we can practice the slalom.

Hope to see you there!

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

From Exit 24 PA turnpike:
 Take Rt. 202 north, past the Hilton, Casa Maria is on the right, about 1.5 miles from the Schuylkill Expressway and Valley Forge turnpike interchange.

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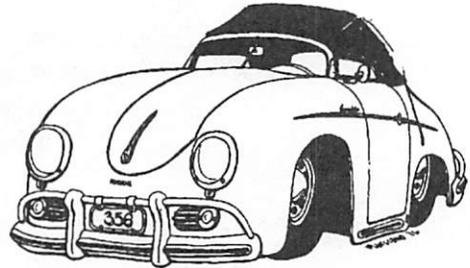
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PRESIDENT'S MESSAGE Don Applestein

A day ago Linda and I returned from a 25th anniversary trip to Paris. Being a confirmed "car-nut" I couldn't help but notice a number of things about Parisian traffic and cars. First, unless you're suicidal or very familiar with the streets of Paris, don NOT drive in Paris! The traffic goes very quickly and while most cars obey the lights and intersections, crosswalks are very much a game of "chicken" between pedestrians and vehicles, and occasionally between vehicle and vehicle. Second as some of you may be aware, the French have severely restricted the importation of Japanese cars - some say to allow the French car manufacturers time to improve quality. From a "cafe level" observation, you can really see the effects of this policy. We saw very few Japanese cars - and an overwhelming number of Renaults and Peugeots. Finally there were Porsches - not many, but some. What we found amazing was there seemed to be as many 356's as all of the other models combined. Not only were the 356's the most numerous model, all of them were in good condition and appeared to be driv-

en on a daily basis. One day while we walking from the Louve to the Opera House, there parked at the curb was a very nice medium blue Speedster!! Just sitting there, quite obviously being used and enjoyed. A moment later when we rounded a corner, a brown 356 SC went flying past. At the other end of the time line, the next day we saw a new Carrera 2 with turbo flares in a very bright metallic raspberry.



So much for the foreign scene. Domestically, we had a terrific event at Pocono thanks to Paul, Geof, and Ron, and a very dedicated bunch of volunteers who did a great job on tech. In addition, we had great weather - sunny and in the 60's. People were still wandering around on Sunday muttering to themselves that the sun never shines at Pocono.

Pocono was preceded by another super Spring Social (our collective thanks to Betsi) and the car show - thanks to Vern for organizing it and to Wayne Flegler, Bob Koerbel and Bob Patton for volunteering to judge the cars.

Now its on to Watkins Glen over the holiday weekend, and then the start of the autocross season. Don't miss them, they're going to be great times.

Time to catch up on some sleep.

See you out there! 

Don

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THE BUCK BACCHANALIA - APRIL 17, 1993

RIESENTÖTER'S WINE TASTING AND CAR OF THE YEAR COMPETITION

Betsi Lyle

Once again, the Pearl S. Buck Estate was the setting for Riesentöter's annual spring social. Friendly people, beautiful grounds, sparkling Porsches, mystery White Zinfandels and delicious food were the order of the day. Similar to last year, the event was filled to near capacity, thanks in part to the promotional efforts of the Executive Committee.

Guests began arriving while the Car Show participants put the finishing touches on their beauties. The weather, sunny but nippy, didn't deter anyone from venturing outside to see the glorious display of Porsches competing for Riesentöter Car of the Year honors. Meanwhile, hors d'oeuvres were butlered out to the show area to prevent growling stomachs from distracting the judges as they went about their duties. The winners of the competition are detailed in Vern's article elsewhere in this issue. Then back inside for the more frivolous business of deciding what would be Riesentöter's White Zinfandel of the year.

Those of you who attended last year's event, know that the Sutter Home Chardonnay was selected as the overwhelming favorite over 3 other Chardonnays with somewhat more distinguished pedigrees. Sutter Home also makes a White Zinfandel, so of course this wine was included in this year's blind tasting. Other contenders were Canyon Road, Oak Ridge White Tail and Ariel. Given last year's results, I was curious to see how the Sutter Home would fare, but even more curious about the Ariel, since this is a nonalcoholic wine (and calling it a wine is quite a stretch). Would the Riesentöter palates rise to the occasion and spurn the Sutter Home and Ariel in favor of their counterparts?

Well, yes and no. The Ariel, which tasted somewhat like Welch's grape juice, was the resounding loser. It

also generated some very entertaining comments from the tasters ranging from "disgusting" to "should be served with dog shins!" Nobody liked this one. In third place was the OakTail, which, in my opinion, had the best nose of the selections but left a slightly bitter aftertaste. While not necessarily an indicator of the quality of the wine, this was the most expensive of the Zinfandels.

The Sutter Home was the favorite in the early voting, but was not the repeat winner this year, finishing in second place. Despite my good-natured scoffing at the Sutter Home Chardonnay, their White Zinfandel was actually my favorite. However, I must admit to a sentimental bias as I drank this wine for the first time on a very sunny day sitting at the summit of Aspen Mountain. Under those conditions, even the Ariel probably would have tasted like a fine vintage! The winner this year was the Canyon Road. Although I'm not knowledgeable about White Zinfandels, this one struck me as having practically no nose but a pleasant taste slightly less fruity than the Sutter Home. Most likely a wine produced to have wide appeal - a conclusion affirmed by the Riesentöter members by a large margin.

In between wine sampling, tours of Pearl Buck's house and selecting personal favorites for Car of the Year, attendees sated their appetites at the grazing bars. Multiple trips were in order to sample all the goodies available - 3 salads, 2 pastas sautéed with your choice of 3 sauces, carved to order top round with 2 sauces, and my favorite, turkey tenderloin au poivre flambeed before my very eyes. And to wash it all down, plenty of beverages.

For myself and for the Club, I want to thank Vern for his flawless organization and execution of the Car of the Year Competition. Kudos also to the car show

continued ⇒ page 9

THE SUNDAY DRIVER Brad Carle

While attending the Central Pennsylvania Region Swap Meet, I was approached by numerous members mentioning their interest in the upcoming meeting concerning Autocross. It's nice to see a valid curiosity in an ever growing sport. I've recently read that autocrossing is the third most popular automotive competition, (1st and 2nd are Drag and Oval track), and gaining. Experts believe it is due to the initial low cost. I hope you are planing to attend the meeting, along with the AX school in Media on June 6. If, by some strange reason, you can't make it to the meeting Wednesday, please call me.

As I mentioned above, I was at the Swap Meet Saturday, April 24. That was the weekend Judy and I celebrated our wedding anniversary. Although it seems hard to beat the Swap Meet for an anniversary outing, we topped it on Sunday by picking up our new autocross tires at the Wilmington NTW, (and they say romance is dead). NTW has supported our region in the past, and they really do a good job. They matched Race BFG pricing and included shipping and mounting. I know this reads like an ad, but I am writing it to benefit you, not them. If you have questions, contact Greg Mynaugh, the manager and auto enthusiast, he'll answer any questions you may have.

On to Autocrossing. As I promised last time, I have listed some autocrossing terminology to help the novice driver. As before, these are highlighted terms from an article Vern Lyle had previously written.

Some Autocross Terminology:

Apex: The area of the turn where the car will be closest to the inside of the turn; often, but not always, marked by a cone. In autocrossing , this is hardly ever the geometric center of the turn.

Early Apex: Your actual apex is before the geometric center. This is generally used at the end of a straight.

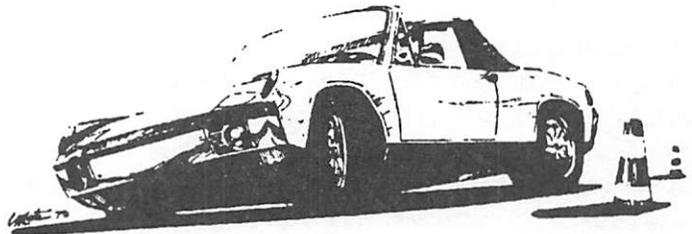
Late Apex: Your actual apex is after the geometric center. Generally used leading onto a straight.

Jerk: a sudden steering motion causing severe overloading of the suspension. Don't do it. This has lost more races than hitting pylons has.

Oversteer: a cornering condition in which the rear of the car is moving in a wider arc than the front. In a terminal state, the car would spin around and go off the road backwards.

Understeer: a cornering condition in which the car won't turn as much as you want. The front tires are sliding on a tangent to your intended arc, and ultimately, the car would simply go off the road nose first.

Roll: "body lean" - the centrifugal force in a turn causing lateral weight transfer which rotates the car on a longitudinal axis.



Some Basic Autocross Techniques:

Seating Position: 1st: be able to reach the pedals easily. With the clutch pedal on the floor, your knee should be slightly bent. Adjust the seat back portion so that you can reach the top of the steering wheel with your elbows slightly bent (also be sure that you can reach the most forward gear lever position). Pull the belts as tight as you can to prevent moving around in the seat. Be comfortable, but try to become part of the car.

Head Position: keep your head erect when cornering, tilting changes your perspective.

Hand Position: try to maintain a 9 and 3 o'clock position for stability and ease of movement in either

continued => next page

direction. Try to anticipate the hand position required in an upcoming turn and reposition your hands before you get there, so that you will have the 9 and 3 position for most of the turn. Make all steering movements gently, don't jerk the wheel!

Shifting: do it gently and precisely. You can beat the syncros (both from the standpoint of time and of abuse.) Gently is not to say slowly. Autocrossing is a game of finesse.

Accelerating: Only as much as the engine can take - too much is as bad as not enough. Don't "punch it" or jam it, squeeze it.

Braking: do it hard and at the last second, but do it smoothly. Ideally, your first application would be just to the point of lockup, then you can ease off and try to increase until you feel it about to lockup again, etc... This is called modulating and doses, indeed, take some practice. If you are not doing this, you are not using your brakes efficiently.

Tire Pressure: generally, increase pressure 4- 6 psi over street pressure. If one end of the car is sliding, increase pressure at that end or reduce at the other end ~2 psi. This is worth spending some time with because each car is different. Learn to chalk the edges and read what they're telling you. Don't expect miracles, most sliding is a result of your driving.

Turn leading onto a straight: generally use a late apex so that you can get to the gas earlier.

Turn at the end of a straight: generally use an early apex to maintain speed as long as possible and to brake later in a straight line.

Neutral turn: a turn between turns. Just try not to do anything wrong. You can waste a lot of time here by trying to hard. Use a line that puts you in the best position for the straight that follows.

Slalom or "esses" : this is where you spend the most time deviated from a straight line and may be the most important part of the course. Because the distances between cones is so short (usually 35- 40 feet) your

approach speed, the initial turn-in point, car position just prior to each following apex, the correct speed, and keeping the cars weight balanced on the contact patches, are absolutely crucial. This is done in second gear and looks easy when done right, the car almost dances through the cones. When it's not right, there is a lot of tire squeal, quick braking, jerky acceleration, a series of early apexes and progressively wider approaches to each cone. 🚗

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AUTOCROSS VOLUNTEERS

The general requirement for all participants is that they help out and be workers for that event. This includes corner workers, traffic control, staging, timing and scoring, and clean up. Having everyone help out keeps the events running smoothly and keeps from having a few people do all the work. In the past, not all have had to "work", but all are required to be available. We sometimes require help that goes above and beyond the call of the general requirement. These workers would be: those who come out and help prepare the course the day before the event, and the Tech Inspector, who has been appointed, and his helper, if required (to be appointed by the Tech Inspector, Dennis A.). We also need someone who can arrive early at each event who can help out with registration. So, if your Saturdays before each event are open, or, you would like to help out the day of the events because you arrive early anyway, give me a call. 🚗

Harvey Levy's Speedster Chosen Riesenötter Car of the Year!

Vern Lyle

What a beautiful sight was presented to the wine connoisseurs at the Spring Social! Twenty pristine Porsches were displayed for everyone's enjoyment and they did not disappoint.

I'm not sure why all those registered for the show did not "show". The Pocono tech inspection was scheduled on top of this event, but some of those folks made the show anyway. Perhaps the clouds were too scary, but any threat of rain went away early and the sun even came out as the judging was in progress. But the people who did bring their cars out to the show helped to make our day.

My first thanks go to the Judges; Wayne Flegler, Bob Koerbel and Bob Patton. They were given a tough assignment and spent a good deal of their time peeking and probing over the cars so we could select a winner. So they were a little late arriving - nobody said they were good rallyists! But they were good judges. Certainly couldn't have done it without you, guys, thanks.

We had planned to put the show cars on the grass where there is plenty of room, but rain during the week left it pretty mushy, so we chose a side parking



lot instead. It was carefully measured and marked off to fit all the cars and still give them room for final cleaning. But not many people took advantage of the extra cleaning time allowed. Guess they forgot Rule #1, you never have enough time to do everything. The

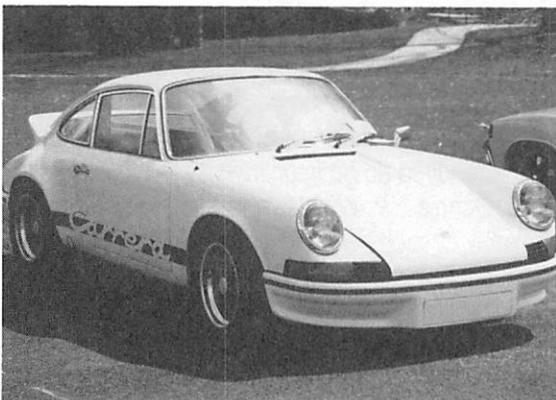
corollary, of course, is that if you're finished, you missed something!

A red Speedster, a white A coupe, an SC convertible, an Irish Green 912, and a red '69 autocross 911 made up the group of '50s -'60s cars. We offered the score-sheets to those who wanted to study them for the next time, so we don't have all the scores. But I'm sure if you ask them they will tell you. The scores were real close here: Harvey Levy's very clean '57 Speedster with 37.9, Marc Albanese 37.5, Rex and Lisa Carle 35.9, Roger Conroy 31.0; and Werner Pahl took his score card with him.

Group 2, Porsches of the '70s, consisted of two 914s, a bright yellow '72S, and a real 2.7 RS. The Carrera was well prepared by a father and young son team, and the Furman's took the award with 36.4 points, Kurt Falter 34.4, Bob and Linda Patton 27.0, Joe Bevaqua 13.3; and Dennis and Mary Alice Angelisanti took their card. Incidentally, Bob Patton did not judge his own car, this was done by Rex Carle.

The closest competition and the most diverse group was #3, the cars of the '80s. A slopenose Targa vs. a pair of 928s vs. a burgundy 944 turbo vs. a black 924, and a quintet of 911s. The judges had a tough time, but James Levitt's slopenose won out with 37.0, Jim and Liz Giranda 33.5, Jeff Ehrmann 31.0; all others, George Androsavich, Don and Linda Applestein, Fred

continued ⇒ next page



continued ⇒ **Buch Bacchanalia**

judges, Wayne Flegler, Bob Koerbel, and Bob Patton who unstintingly gave of their time. I sincerely appreciate all the members who came out and made this such a great party, and lastly, how could I not thank the Exec Committee for listening to my tirade at the Exec Meeting and their subsequent efforts on behalf of this event? See you at the Picnic, August 22! ♣

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continued ⇒ **Car of the Year**

Bonsall, Fred and Susan Wittmer, Jeff and Maria Wright, and Roman Fedirka took their scoresheets.

Alan and Kathy Hirsch had an easy time in Group 4 with their beautiful C2 cab when the other car in the class didn't show, but the 37.5 was impressive nonetheless.

Most everyone took a break while the group scores were tallied and we intended to bring the four winners up front for the final judging. Not getting a break were judges Bob Koerbel and Wayne Flegler who were trying to coax a certain white slopenose to life. It was real clean but it wouldn't start, and had to stay in place. (I think it even went home on a tow hook.) The group winning cars were inspected with clean scoresheets and the final scores were very close. Third runner up was Michael Furman's RS Carrera with 37.6 points out of forty, second runner up was the C2 of Alan and Kathy Hirsch with 37.9 points; and second overall was James Levitt's Targa with 38.1 points. The Riesentöter Car of the Year silver



plate was won by Harvey Levy with 38.4 points on his Speedster.

Congratulations, and thank you to all who participated. You did a good job and everyone enjoyed your cars. ♣

Dick
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FOR MEMBERS ONLY Judy Carle

NEW MEMBERS

Martin Barrett of Wayne joins us along with affiliate member Bundy Wist. He has a 71 914 and is interested in Technical, Social and Rallying.

Bill Burgchka is a project manager from Skippack and has a 1982 911SC. His interests are Technical, Autocrossing, Rallying and Drivers Ed.

Dr. Stephen Corson of Narberth joins us along with his 1990 C4.

Jack Earley and his wife Nancy reside in Mechanicsburg. They have a 70 914-6.

Ronald Gaffin of Southampton joins us along with his wife Linda. He is mainly interested in Technical and has a 1983 928S.

Vincent Gajardo and his wife Joyce join us with their 77 930 Turbo. They reside in Langhorne and have two children, Allison and Timothy.

Craig Garton of Chalfont has an 1988 911 Cabriolet. He is interested in Autocrossing and Rallying.

Michael Hirsch of Cherry Hill received this membership as a birthday gift. He has an 89 911 Targa. He is interested in everything - Technical, Social, Concours, Autocross, Rallying and Drivers Ed. He is joining us with his wife Robyn and daughter Nikki.

Timothy Holt has an 1985 911. He lives in Malvern and is joining along with his wife Leslie.

Gene Lilley and his wife Jan are from Wyomissing. They have a 71 911E Targa and are interested in Technical and Social.

Rodney McKenna of Glenside joins us with his 87 944S. He is a Mechanical Engineer and his interests are Technical, Social, Concours and Drivers Ed.

Marc and Marci Neff of Penn Valley join us with their 1991 C4. They are interested in Technical, Social and Drivers Ed.

Peter Ryan resides in Huntingdon Valley. He has a 62 356 Coupe. His main interest is Technical.

Thomas and Sherryl Sunday join us along with their 1970 914-6. They have three children and are interested in Autocrossing and Drivers Ed.

Dave Watson and Margaretta Frederick of Cochranville join us with their 72 911T Targa. They are mainly interested in Technical.

William and Elizabeth Yamarich reside in Paoli with their 89 25th Silver Anniversary Special Edition 911 Coupe. They have two children, Andrew and Jessica and are interested in Social and Rallying.

Please extend a warm welcome to our new members. ❄

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1993.



FAIRMOUNT PARK

Vintage Grand Prix

Jeff Wright

The Vintage Grand Prix is fast approaching and so we need to continue early registration of all cars that wish to be included in the Porsche "time line". Presently there are only a few 356's registered, so I am calling for owners of these cars to come and display their vintage Porsche's. I have also decided to arrange the time line to showcase the 356's as a center piece of the arrangement. We have high hopes of setting over 100 Porsches in this time line, so please give me a call. Be part of the history. Registration for the time line will end June 15. ❄️

Riesentöter Digs In and Helps PVGP

Skip Corey

Many thanks to our Riesentöter members who helped clean up Fairmount Park for our upcoming Vintage Grand Prix. On two Saturday's we collected over 200 bags of debris and really spruced up the Civil War Memorial and the front of Memorial Hall (site of the Concours). Lets hear the applause for:

John Crowley & Chris Sessa
Eric Lang
Bill Vaughan
John & Helen Phillips
Fred Wittmer
Richard Shenk
Jeff & Maria Wright

We'll need more volunteers to help weed and plant the gardens closer to the event. So if you are interested, please call me at 876-2262. Thanks. ❄️



LAST CHANCE TO SIGN UP

Bill O'Connell

By the time you read this, the Vintage Grand Prix will be right on us and hopefully you all will have signed up. As the host region, we will be running a tent to greet members from other regions as well as folks that have yet to join the fold. Maria Wright, our goody store prop, has a ton of stuff she is trying to get together for the event.

Jeff Wright is trying to get a time line of Porsches. He would like cars of all types and ages to fill it up so if your coming be sure to let him know so he can plan properly for the event.

You will all get a sign up form for all three days. If you are attending on Sat, there will be an area for you to park your Porsche in the club field with the other marques. On Sunday, the field will be totally Porsches so if you can only come one day make it Sunday!

Those of you that are helping and bringing your Porsche, you will get a separate form to get admitted free of charge. There are optional events you may wish to attend but this will all become clear with the forms (I hope). Feel free to give me a call if you have any questions about any of this. Remember, if you don't come you'll be missing a very historic event - real auto racing in Philadelphia for the first time in many a year.

Through the magic of computers, an incorrect telephone number was printed for the Vintage Grand Prix. The correct number is 527-7073. ❄️

RALLY

Bill Vaughan

Announcing the Riesentöter Spring Rally

Date: Sunday June 13, 1993 Rain or Shine

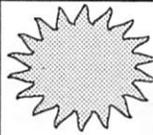
Time: Registration opens 12:00 Noon

Rallyist Meeting 12:45PM

First car off 1:00PM

Place: Start from Holbert's Porsche, Audi, VW, 1607 Easton Bd., Warrington Township, Bucks County. Holbert's is located on the east side of PA Route 611, Easton Road in a valley approximately seven miles north of the Pennsylvania Turnpike. The least complicated way to get there is to take the Pennsylvania Turnpike to the Willow Grove exit and go north on Route 611.

The Riesentöter Spring Rally is sited in Bucks and Montgomery Counties. Once again our emphasis has been on selecting a route that offers both enjoyable roads and scenery and that leads to a comfortable establishment offering both food and drink. This rally is also intended to introduce you to some of the history of the region. Rallyists will be guided by directions that are based entirely on readily observable landmarks located along the rally route. In order reduce the home



Shake off the car cover, spring is here!

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928 \$42.95 (Mobil 1 available)

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Castrol LMA Dot 4 Fluid \$29.95

AP 550 Racing Brake Fluid \$49.95

So, pick a dry sunny day and take advantage of these offers until 5/28/93!

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court advantage and discourage the use of maps no road names are used. I will reveal that the official elapsed time for this rally falls somewhere between two and four hours (mostly dependent on the drivers fearlessness and the navigators ability to simultaneously read, write, speak, and look out the window in a careening Carrara). But, for you folks that prefer to travel at well below the legal limit or who may disagree with my time estimate for other reasons, the good news is that in June we will have plenty of daylight hours. As always, you will not have a lot of

slack time as I intend to ask you some questions about what you see along the way. Bring the family if they'll fit. The Prizes will be awarded based on both the number of correctly answered questions and the minimum deviation from the official nominal elapsed time and mileage. This rally does use a couple of dirt/gravel roads but they are through nice settings. No high center but some dodgeable potholes. See you there. ❄️

THE GOODY REPORT Maria Wright

Hi! How is your summer starting out? Well, all of the fire extinguisher's are gone. I am looking into getting more and if you need one for an upcoming events please give me a call ASAP. Since new regulations will soon make Halon obsolete, I am investigating new alternatives, more on that as it develops.

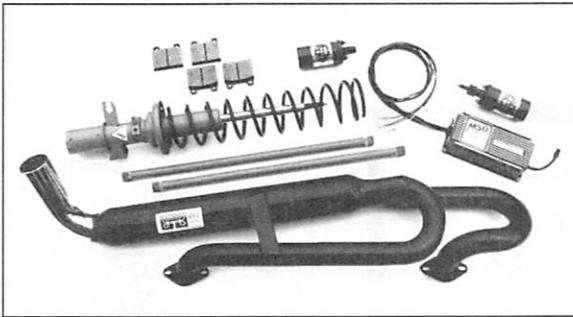
The May meeting special will be a "surprise" but I am sure you will love it. So come check it out along with all the (you knew I was going to say it) barrrrrrrgins at the Goody store.

I am very happy with the response I am receiving at the tech and monthly meetings and am always open for ideas. I am working on the ideas already given but some of this stuff takes time. More on that as it develops.

Stickers are on the way very soon and the special items for the Vintage Grand Prix are also shaping up. Wait till you see the new and different stuff that is coming.

I thought I would take this time to voice an opinion. As you read the DER **GASSER**, you see a lot of pleas for volunteers. The way I see it is that if you help you receive many things: 1) the satisfaction of helping to run a great event (whatever it may be), 2) a special party at the end of the year that you can attend for all your hard work, and 3) the chance to meet and get to know some real nice people. Jeff and I have made some very good friends while helping out, friends that will last forever. I have learned a lot too, things that I can use for my profession. Why don't you listen to the pleas and give the respective person a call in what ever event turns you on.

I also want to say hello to Nick (yes you Nick) and Melissa P. See you out and about. ✨



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ON LINE

Paul K. Johnston

Sunshine in the Pocono's?

That's right we were at Pocono and it didn't rain. I know there were probably some regulars who missed their annual wet weather driving practice, but hey, better luck next year. For those 130 drivers who didn't mind all that warmth and sunshine, we had two days of excellent driving weather.

I suppose you could say this was a warm-up for our next event which will be Memorial Day Weekend, May 28-30.

By the time you read this hopefully you will have signed up already. If not, do it now because you're about to miss some serious fun. In addition to our driving activities, we will be having dinner at the Glen Club, which is right at the racetrack, on Saturday night.

The next major track activity will be the race at Pocono on August 7th & 8th. We need volunteers for various duties during the race especially flagging and communications. If you would like to help out, please give me a call.

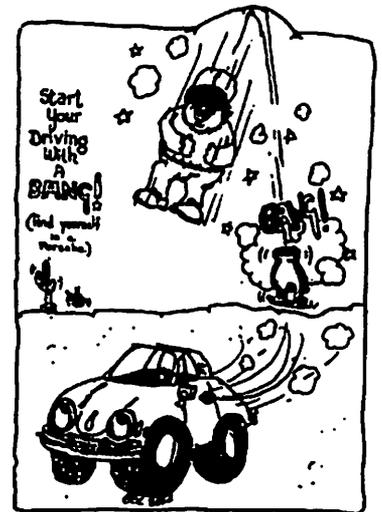
See you at the Glen. ✂

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POCONO A HUGE SUCCESS

Story & Photos by Bill O'Connell

Pocono, traditions abound - our opening track event of each season, never great attendance, snow/sleet/rain - or all of the above plus lots of cold. Well, some traditions are fine to retire. First event of the year is fine but low attendance and the crappy weather is another thing. We had a record turnout, in fact, even had to turn some people away. The weather you ask? Couldn't have been nicer. Have to admit some concern when it snowed on Thursday and we found some laying on the ground Saturday morning but we ended up with beautiful sunny balmy days. The event went very well and everyone seemed to have a great time. The Glen is coming up real soon so don't let this one pass you by! ❧



Mid Run Corner Worker Meeting

BUCKINGHAM SPORTS CAR CLUB 1993 RALLY SCHEDULE



Joe Zglinick

The Buckingham Sports Car Club is about to kick off their 1993 Rally season. I've written in *DER GASSER* before about how much fun these events are. Now it's your turn to join the fun. The tentative schedule is...

- 19 September - As The Goose Flies
A novice level map rally. Visit all required locations while covering the shortest distance.
- 3 October - Rallye 'Round Bucks County
A novice level Question-and-Answer rally.
- 24 October - Mountain Goat Rally
A novice level TSD (Time - Speed - Distance) rally.
- 14 November - November Nomad Rally
An intermediate level TSD rally.

You can enter any street legal four-wheeled motor vehicle. Events will run rain or shine. You must display

a valid driver's license, auto registration and proof of insurance and sign a liability release at registration. Fliers are mailed to everyone on the mailing list a month or more before each event.

To get on the mailing list send a note with your name and address to:

BSCC Mailing List
c/o Jerry Pirrung
525 Raab Street
Willow Grove, PA 19090

For further information on the club or the above events call club contact Mike Wiedemer (215) ES9-0277 or Rally Chairman John Campbell (215) TU6-0493.

I think you'll find these events to be a great compliment to our own PCA rallies. I hope to see you there. ✂

Who Else Has Made Such A Commitment To The 356?

We at Stoddard believe that the parts shown below represent the kind of commitment Stoddard Imported Cars has made to the 356 enthusiast. It seems more companies than ever are "dabbling" in the 356 market, but we'd like you to ask yourself this question: What company has made the most consistent, substantial, and long-term commitment to the 356 enthusiast? We hope your answer will be Stoddard.

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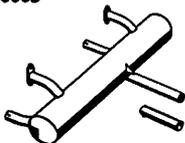
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Single-Pipe Sport Muffler 616.54.102 \$335.00
Dual-Pipe Sport Muffler 616.54.103 \$295.00
Chrome Tip for above 546.54.101 \$11.95



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All 356-356C 616.106.083.00
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Carb Preheat Air Funnel
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As a Ph.D. scientist, I am always looking for innovative ideas and products, especially if they can make my racing turbo Porsche go faster! The best product that I have found which increases horsepower, makes the engine run cooler and smoother, as well as last longer, is Moly Black Gold. Buddy Lazier's Indy car ran the fastest qualifying time last year at the Indianapolis 500 with Moly Black Gold; Jim Spencer finished 4th in Daytona 500 with Moly Black Gold.

*Dr. Nick S. Poullos
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EXEC MEETING MINUTES April 8, 1993

April's Exec meeting was hosted by the Carle's, Judy and Brad version. Those joining us were Don Apples-tein, Judy, Brad, and Lisa Carle, Debbie Cooper, John Crowley, Pat and Len Herman, Betsi Lyle, Art Rothe, and Bill Vaughan. Guests in attendance were : Rex Carle, Bill Cooper, Vern Lyle, and Chris Sessa.

John Hoey, a transfer member to our region, gave us an outline on the work he had done on setting up a golf outing. Len offered to find room for the article in the DER **GASSER** that was on it's way to press.

Don informed us Charlie Biedler's wife, Helen passed

away. As one of the founders of the region that was to become Riesentöter, her passing away had special meaning to us. We voted to send a donation to the American Cancer Society as Charlie had requested. Don will try to get together with the Riesentöter folks going to the parade to see if there is any interest in traveling as a group.

John tapped Bill O'Connell to give the April meeting on photography. It will cover basics of point and shoot vs. SLR cameras, types of film etc. Bill will attempt to recruit Mike Furmann to bring some of his world famous slides.

Brad on autocross. Season is getting ready to start. Still looking for site possibilities. Penn State is on as one. Charity event will probably be at Willow Grove on May 26.

Paul's Pocono event looks like it will be the largest one to date. Sign ups running much higher than ever before. Glen enrollment forms going out.

Membership is looking very good at 827!!!

Betsi noted that the sign up for the spring social was very low. She had concern that it would not be a good event and that perhaps having a tech session the same day was a problem. We decided to do a call campaign to recruit some folks.

Len noted we are printing more issues than last year but holding the price - good news. The printer is interested in our effort which helps us considerably. We picked up 2 new ads but lost a few. It's a shame to see some of our old supporters go due to these fine economic times.

Bill Vaughan will be holding a rally on the 13th. No tricks, just fun and sightseeing for the day.

Bill O'Connell reported the vintage event is well under way and the club members are coming forward to assist in great numbers. ✖

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65 356C Coupe, #222446, blue/black, motor # 717745, 4K on rebuilt motor, AM Blaupunkt radio, excellent condition, no rust. Fred Brubaker, 334 N. 14th Street, Allentown, PA, 18102, 215/434-8778 (day), 215/797-9298 (eve) 6/93

76 911S Speedway Green with tan interior. Rebuilt motor, new top, excellent condition. \$12,000. Phone Paul at 215/696-2164. 6/93

79 924 Petrol Blue, Club Racer, Three class wins in 92. 100% legal. Needs nothing. The perfect entry level racer or track event car. Excellent cond. \$7500 rock bottom price. Nick Plenzick, 215/343-0263. 5/93

81 911SC Coupe, 68,500 mi, lt blue metallic, blue Berber cloth, sunroof, AC, cruise, alarm, pwr windows, limited slip, 204 factory HP, 16" Fuchs w/Comp TAs. Euro model purchased in Germany and imported by owner in 86, EPA waiver, DOT certification, inspected/licensed in 3 states (NJ, NM, VA) in six years since import, fresh service, technalon cover, \$18,000. Jim Farris, Fairfax VA, 703/695-5512 day, 703/263-9733 eve before 10PM. 5/93

84 911 Carrera Targa, Ruby Red Metallic/Burgundy, 33,300 miles, Full leather, Sport seats, L/S, 16" Fuchs, F/R spoilers, H-4x, Cruise, AC, Fact. alarm, Hdt. washers, Pwr Amp, Always garaged, Service records, No snow/rain, Beautiful, Many extras. \$24,200. Steve Siegel, 215/391-2484 day, 215/391-1190 eve. 5/93

84 944, Guards red, 34,500 mi, blk leather, sunroof, sport suspension, painted wheel centers, Blaup cassette/AM-FM with 120 watt amp and stalk EQ, Porsche floor mats, rear valance, AC, Autothority chip and throttle response cam, Bursch headers and cat. tube, K&N air filter, updated motor mounts, headlight

washers, Escort, bra, dual alarms, new belts. Just serviced and inspected. no rain, snow, smoke; garaged. Must see and drive! \$11,750. Call Jim or Liz at 215/970-7259. 6/93

85 Carrera, beautiful dark blue, saddle interior, 32,500 miles, F/R spoilers, electric sport seats, telephone hard wired, alarm, all options, never driven in snow, winter garaged, excellent condition. \$24,000. Call for more details - Alan Blender 215/660-0838. 5/93

87 911 Targa, Guards red, Black int, Perfect condition, Comp TA's, Low mileage, Maintained, Garaged & covered, No smoke, No snow. \$32,000. Jake Jolly 215/436-6626. 5/93

911 Cabriolet AUTOCROSS car, 1990 FP National Champ, 3.5L with 46 IDA, MSD Ignition, Fuchs 8"X10" alloys, Goodyear slicks, 915 with Quaife, 88 Carrera brakes, swayaway plates, fuel cell, harness, roll bar, slope nose. Not street legal. \$18,000 delivered. Call Joe Shemanski 215/343-3766. 6/93

911 Vintage Racing Engine w/real 906 goodies. Won E.M.R.A. GT-2 Championship. \$6900/LBX - Trades. 2.4 911S Engine Fresh! \$3400/LBX. 930 T-Baars, 928 Phone Dials, Club Sport wheels, 911 Headers. D.R. Snyder 215/282-1627 or 813/788-5404. 5/93

75 914, 1.8L parts car, 90% complete. \$650. Marc Albanese 215/432-2324 day. 5/93

944S/944 Turbo: Front end bra with Porsche crest and two mirror bras. Package price \$60. Call Don Huber at 215/355-4800 (day). 6/93

911/944 STUFF: KRT Electronics (Keeno) performance "Stock-Plus" chip and valet chip (Rev. Limit = 3500 RPM) for 84-86 911, both for \$125; Blaupunkt Monterey cassette AM-FM, \$175; K&N air filter for 84-89 911, \$20. Call Jim or Liz at 215/970-7259. 6/93

continued => next page

continued ⇒ **Garage Sales**

Parts: Bridgestone Expedite S-01 Tires - New - 2 205/50 ZR17, \$195ea., 2 - 255/40ZR17, \$235ea.; Dunlop D40 Tires - 2 -205/55VR16, 75% tread, \$50 ea; 2 - 245/45 VR16, 60% tread, \$50 ea; 1 - 9"X16" Fuchs 930 wheel, white factory finish, \$450; New Style Escort D.S.P., \$200; 944 Turbo catalytic converter/exhaust pipe, \$200. F.O.B. William G. Cooper, 19 Jacqueline Circle, Richboro, PA 18954, 215/364-2466. 5/93

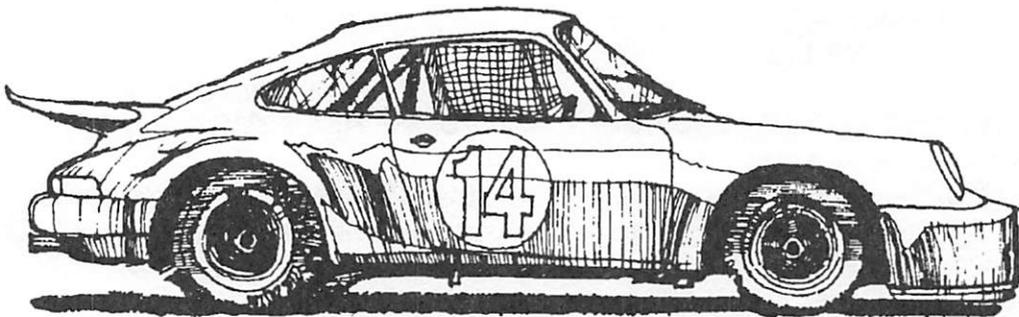
Parts: 1971 911E engine, \$1500. 1972 transmission, 5 speed, \$600. 4 Jack Macfee wheels, 14"x 6", \$25 each. Herb Barrett 215/544-4985 after 5:30PM. 6/93

930 Parts: DP Intercooler with all needed tubes, Kremer 3 1/2" muffler, Borla 3" muffler new, Set K-3 factory billet cams new very hot, good for CIS or EFI, K-27's, 1.0 Bar wastegate springs, 16" slicks, 1 cycle only, etc. Make offer. Call Tim Holt, West Chester, PA, 215/696-1999. 6/93

For Sale: Whale Tail from 83 Turbo, \$350. Front spoiler for 944 non-Turbo, never mounted, \$90. Inner rocker panel 914 right side, new from Resto Design, \$65. Front upper/rear fender repair panels, 914 both sides, \$85 or \$150 for pair. 944 Euro-style valance, never mounted, white gel coat, \$90. Porsche crest, painted fibre board 14" X 9.5 ", made to order, \$25. Joe Mack, RD3 Box 221, Elverson, PA 19520, 215/286-5672. 6/93

WANTED

One 15" Fuchs Alloy Wheel bent, butchered, broken or otherwise unservicable. Will pay reasonable price. Replica OK. Joe Mack, RD3 Box 221, Elverson, PA 19520, 215/286-5672. 6/93



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DER GASSER Photographer

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DER GASSER Advertising Manager

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Norristown, PA 19401
275-3340 (H)

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

ADDRESS CHANGES should be sent to the attention of the Membership Chairman.

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

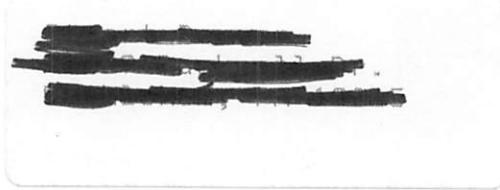
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