



DER GASSERL



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to the members of
the PCA*

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RIESENTÖTER REGION OFFICERS 1973

PRESIDENT Bob Russo	1351 Hi-View Drive Southampton, Pa. 18966	(215) 355-4610
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COVER PHOTO:

Dieter Oest and Mike Tillson's car at Daytona

UP COMIN

- March 18, Sunday - Gourmet Dining (See Article on Page 6)
March 24, Saturday - Ladies Tech Session, Holberts Porsche Audi
March 25, Sunday - DVSA, Fun, No Trophies, G.E. Valley Forge
March 28, Wednesday- Regular Monthly meeting, Holberts Porsche Audi Preview of Holberts 911 Carrera and possible PHA cars
- April 1, Sunday - PRCA Championship Event - Shad Moon Div. Lillian Hanna (215) EL 6- 6283
- April 8, Sunday - Sprint School - Christmas Village
April 8, Sunday - DVSA, Montgomery County Community College, Morris Rd. and Rt. 202
- April 8, Sunday - PRCA Novice Series Event - Fantastic Voyage William Lengel (215) 779-3889
- April 14, Saturday - Tech Inspection for Pocono - Holberts Porsche Audi
- April 15, Sunday - DVSA - Cornog
April 15, Sunday - PRCA Championship Event - Spring Fling Paul Ely (215) 348-5320
- April 25, Wednesday- Regular Monthly meeting - Flag School for Pocono
- April 29, Sunday - PRCA Championship Event - Black Gold - Patte Stephani (215) GL 9-2120 Jersey Devil - Shirley Cornforth (609)386-3476
- May 5 & 6, Saturday
Sunday - Pocono III

LATE DATES

- April 21, - Northern New Jersey Region Spring Drivers School at Limerock, Conn. Send check to Gene Peters, Peach Croft Driver, Bernardsville New Jersey 07924. \$15.00/couple or \$25.00 for Husband and Wife Team

Watch this section of Der Gasser for information concerning a three Region sprint series to be held at Christmas Village. Date and other information to follow.

PRESIDENT'S MESSAGE



As we move further into the Club calendar year, I can almost feel the upcoming events gaining momentum. If the wine and cheese party and the ski trip were any indication, it looks to be a really banner year! The enthusiasm of our members really seems to be contagious. Take a look again at the events scheduled in last month's Der Gasser and notice the variety of events. Add to this the very strong possibility of the 1974 Parade, hosted by our region in conjunction with Northern New Jersey Region! (More about this in future Der Der Gassers and at the meetings).

The interesting and most promising thing about our last two successful events was the good cross section of our membership that was represented. Both long-standing and recent members attended and shared in the fun and good times. It is most encouraging to me personally and to all the people of the executive committee to know that our efforts to move the club forward are not in vain.

Now is the time to begin your preparations for the upcoming warm months. Mark those events you most want to attend on you calendar and plan to enjoy as many as possible. Come to an event if only to watch and socialize. Perhaps this year more Riesentoter women will come to a sprint, not just to watch their slightly insane husbands thrash their Porsches about, but to take a few laps themselves. If you're not so inclined, come out anyway if only to chat.

See you all at our next event. Who knows, if things keep up the way they've started, we may just be the region with the highest percentage of member participation in P.C.A.

MINUTES - FEBRUARY MEETING, 1973

The February meeting of the Riesentoter Region was held on Feb. 28. The meeting began with the program first. Corporal Goddard of the Pennsylvania State Police gave an interesting talk and showed a film on highway safety.

President Bob Russo then called the business meeting to order. After introducing the officers, he urged members to pay their dues promptly.

Jess Holshauser gave a report on the hillclimb schedule for the season and asked whether anyone would be interested in joining the team.

Revisions to the calendar of events for the year which appeared in last month's issue of Der Gasser, were mentioned. We will publish changes as they become known.

Members were reminded of the events scheduled for this month which include a shortest distance rally followed by a dinner on March 11 and an Adventure in Gourmet Dining at the Jack Gleason's Fagleysville Hotel on March 18.

Bob asked for a volunteer to act as Competitive Events Chairman for Pocono '73. Jim Kelley volunteered. Vern and Louise Lyle will handle the Social side. Bob Russo will be Event Chairman.

Jerry Davis is attempting to establish a new region of PCA based in South Jersey, to be called Schattenbaum. Anyone interested should contact Jerry.

Bob Russo then spoke about the 1974 Parade. After giving background information, he said that unofficially, it looks as though we will be hosting the Parade in collaboration with the Northern New Jersey Region. John Chatley has volunteered to act as coordinator for our Region.

Lance Priddy distributed flyers for upcoming rallies.

Respectfully submitted,

Jean Russo

REFLECTIONS by Bob Holland

Reflections on the kickoff of the '73 social calendar are compelling me to write this article. Some 38 Porsche pushers enjoyed an abundance of wine, cheese and friendship and John and Vicky Chatley's. The party (in my estimation) was a big success.

Riesentoter needs new faces in order to prosper into a club which can provide diverse events suited to everyone's interests. The point is we saw very few new faces at the wine and cheese party, and this was very disappointing.

The next social event on April 27th will be a good opportunity for you to come out and enjoy acquainting yourself with the Riesentoter Region. The event will be a dinner meeting at a location to be announced in the next issue.

By the way, if you are not new but have been less than active, come out and find that Riesentoter is much more than Der Gasser.
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ADVENTURE IN GOURMET DINING by Joe Long

Most of the time we attend an event and get wrapped up with our cars. Here is your chance to treat yourself and your spouse to a true gourmet diner on Sunday, March 18th from 5:00 to 6:00 for cocktails and diner from 6:00 till ?, at the Fagleysville Country Hotel.

Jack Gleason and his wife are the owners of one of the four best restaurants in the Philadelphia area.. They have a Three Star Rating by the International Wine and Food Society, their highest award.

You will find a selection of gourmet appetizers ranging from Escargots a la Mode de l'Abbage to Chinese Spring Rolls. Entrees like Brochettes de Boeuf a la Baron Kessler or one of their Colorado Filets done the way you like it. There are also several fish or fowl entrees to choose from. Prices of the entrees range from \$4.95 to \$9.95. The wine list is comparable to the food. You may like to try something new, or you will be sure to find one of your favorites. You may select a Chocolate or Strawberry Mousse, or the Pineapple Flambeau may be what you would like to top off your delicious meal. The Irish Coffee is superb and the Espresso Demitass is excellent.

Reservations are required so Fagleysville Hotel may have enough waitress' on hand to accomodate your group. There are limited tables for parties of two, so please include your friends and make your reservation for four or more. To make your reservation, phone (215) 323-1425, The Fagleysville Country Hotel, indicate the number in your party and you will be with the Porsche Club Event.

Directions: From Norristown Exit of Turnpike, go west on US 422. Go through Collegville on 422 until you reach Limerick. There is a traffic light there with a Sunoco Station on the right and the Limerick Diner on your left. Make a right turn there onto Swamp Pike. Go approximately 3.9 miles to the Fagleysville Hotel.

NOTE: Only American Express cards are accepted.

MEMBERSHIP AND THINGS by Bob Ahrens

As I sat through our action packed January and February meetings, I could not help but reflect on the 22 months since I became a member of your club. Surely, there have been rough spots along the way and every so often, things didn't go as planned, resulting in the Club taking several half steps backward. But no one has ever been able to show progress without taking those half steps backward.

The January and February meetings were "living proof," as they say on television, of a giant step forward to start 1973. Over 280 persons have already attended a Riesentoter meeting or event in 1973 and we are still in the beginning of the year, in the middle of the winter. And what a kick-off for 1973 these people have had. They have talked, they have laughed, they have enjoyed, they were involved, and they were introduced to a calendar of events unequaled in club history.

There is no question in my mind that these meetings have set the pace for the entire year: snappy, modern, efficient, friendly and professional.

And what a beautiful cross section of members in attendance. In addition to the 70-85 people who seldom miss a meeting, there were new members, 23 have been welcomed since the first of the year, bringing our membership to 301; there were guests and friends of members, and there was a generous number of people who we had not seen for some time. And this group was particularly welcome.

Oh yes, 1973 is going to be a great year to be a Riesentoter and one can already feel the electricity, the excitement and the anticipation.

O.K. - Here's your chance, all the rest of you guys and gals out there. We can almost give you a written guarantee on fun. Join the crowd and find out what its like to enjoy.....

Riesentoter has it all together....

RIESENTOTER SKI TEAM by Bob McCullen

With the resounding success of the recent ski trip to Big Boulder in the Poconos, the Riesentoter ski team might just become a reality. We could have downhill sprints pitting the 356, 911 and 914 owners against each other as well as challenging the Corvette Club, etc. Seriously though, the trip was alot of fun and a good time was had by all.

We left for the mountains at approximately 7:30 AM with a caravan of five cars (3 Porsches, 1 BMW, and 1 Ford station wagon). We were traveling at a moderate speed, knowing that the radar traps would be out and waiting for us. Sure enough, the radar was stationed at precisely the same spot John Chateley was caught two weeks ago & myself about 2 years ago. Upon safely arriving at the mountain, we met 5 other cars (only 1 Porsche this time) and proceeded to purchase our lift tickets, etc. We were able to get the group rate only on the lift tickets as most of the group had their own skis. We had 20 people altogether with 15 skiing, 4 socializing and Vince & Pat Talese's 3 year old son Ray, having the time of his life just romping in the snow. We even had two non Riesentoter members join us when Wayne Flegler pulled up along side their 914 in the parking lot and asked them if they were with the Porsche Club. When they said no, Wayne proceeded to explain about the club and invited them to join us for the day.

Everyone was on the slopes as fast as they could get there, as the weather was perfect. The snow conditions were excellent and the lift lines very short. With each person possessing a different level of skiing ability, the group began to spread out across the face of the mountain. Ed Lynch and his son Dave, having just returned from a skiing vacation in Europe, immediately challenged the Expert Slope. Not only is Ed one of the fastest members behind the wheel, but on the slopes as well. Joe Long, the biggest member of the group, headed for the Bunny Hill, as he is still in the Snow Plow state, much to the chagrín of his date, Collen Gleason who is an excellent skier. However, he did manage to draw the biggest laugh of the day when he attempted to go off a small two foot jumb and forgot to keep the tips of his skis up. Ken Wolfgang and Nancy Moore just started skiing this season and with just 3 weekends of skiing experience behind them, one of them being a "Graduate Length" ski school in Vermont, they were really doing great skiing every hill and trail short of the Expert runs. The Ahrens family was out in force with Bob and Babe socializing with Earl and Evelyn Stone in the comfort of the main lodge, but all the while anxiously keeping an eye on the

rest of the family tumbling down the mountain. While Fran Demigan and Bob Young claimed they were skiing together all day, it sure seems funny that no one saw either one of them all day long. However, as small a resort as Big Boulder is, it is amazing how difficult it is to find someone on the slopes. Anyway, everyone showed up at the end of the day and we all proceeded to a small family style restaurant for a delicious dinner. Everyone enjoyed themselves and are looking forward to doing it again next year. Next time though, it might be for a whole weekend, with the hopes of getting more non-skiers to join us.

Get with it.



Y B H

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Dear PCA Member:

We are pleased to announce the appointment of Wes Shepherd as General Service Manager. Wes comes to us with twenty-five years experience in all aspects of automotive service. Since 1958 he has worked with Porsche as a line mechanic, shop foreman, and Service Manager. We are very proud that Wes has joined us and feel that his extensive experience will help us to serve you with even greater skill. If you have any service problems, technical questions or just want to talk - give Wes a call or better yet - stop in.

Sincerely,



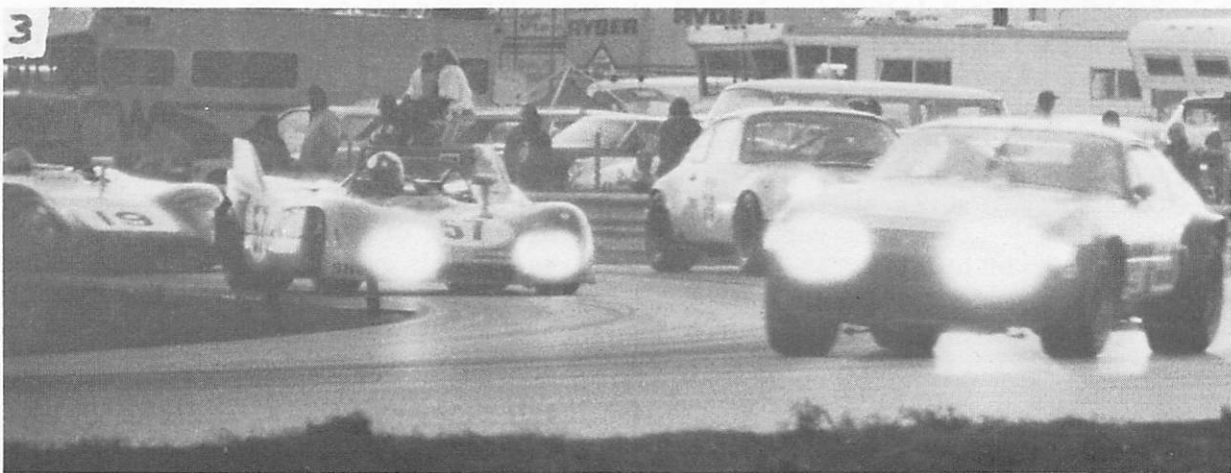
Larry Kappauf
Vice President

THE 24 HOURS OF DAYTONA by Bob McCullen

For the past two years, two Riesentoter members, Dieter Oest and Mike Tillson, have been waging their own personal battle of upholding the Porsche marque against the big bore American racing cars as well as the factory backed European racing teams. They have successfully competed in IMSA (International Motor Sport Association), SCCA and other FIA sanctioned long distance races, averaging between four and six hours long. For the 12 hours of Sebring and the 24 hours of Daytona, they have received the help of another Riesentoter driver, Al Holbert. During the 1972 season, they successfully competed in a number of races including a 16th overall at Sebring, 3rd in the Mexico 1000 and won the Pocono 4 Hour for the second year in a row.

For 1973, the Oest-Tillson team is campaigning a 1971 2.2 911 S, modified to include 906 cams, dual capacitor discharge ignition system, 46 IDA Weber carbs, factory styled GT fender flares and front spoiler adjustable racing shocks. Some of the safety features include a 31 gal. explosion and fire proof fuel cell, incorporating the new dry break refueling system, a full roll cage which also gives torsional strength to the body and an automatic on board Halon gas fire extinguisher system.

Qualifying for this year's race went smoothly with only one minor problem. Transmission oil was being forced out of the breather plug on the transmission case due to the use of a 914/6 housing. After many hours of labor, the solution was to go with the standard 911 casing. The team qualified 42nd out of 54 cars with an average speed of 100.825 MPH. However, the race did not go as well as qualifying. Just after the first hour of the race, Dieter Oest drove too fast into the first infield turn, skidded off the track and slid over a 100 yards on wet grass and mud into a steel guardrail. However, Dieter did manage to limp back to the pits. The pit crew, headed by the Van Volkenburgh Brothers, changed the entire left front and rear suspension and corrected extensive body damage in just over an hour. The teams excellent driving and pit work, along with a very reliable race car, had them in 18th position at the end of the 11th hour. Shortly thereafter, the eventual winner, Peter Gregg, accidentally hit Mike Tillson from behind. Gregg has just installed a new set of brake pads and the pads were not completely broken in yet. The impact blew the right rear tire and also caused body damage to the right rear which was corrected in a short pit stop. However, a pinched oil passage in the oil tank went undetected. The following lap the engine seized due to oil starvation. While the Oest-Tillson team was declared an official DNF, they still placed 33rd overall.

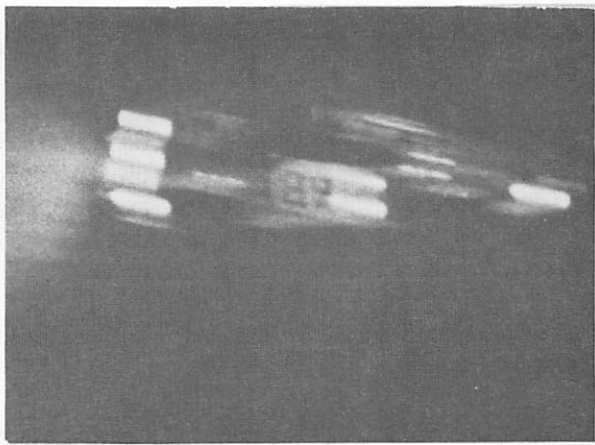




Daytona 1973

1. Dieter Oest & Fan.
2. Al Holbert, Dave Olimpi & Van Valkenburgh Bros.
3. Porsche Pack descends on a NART Ferrari Daytona.
4. Mike Tillson.
5. Eventual Winner.

Photos by George Coan



ACHTUNG FRAULINE!!

ATTENTION GIRLS !! by Wayne Flegler

Womens Lib has come to Reisentoter. March 24th at 9:30, a womens tech session at Holbert's Porsche Audi, Rt. 611 in Warrington will present you with everything you wanted to know about your Porsche but were afraid to ask.

A variety of things will be covered, such as emergency procedures, minor maintenance checks, and car cosmetics.

After this session, you will be able to drive with confidence, knowing that you can change a fan belt, a tire or set a flare without burning holes in your panty hose.

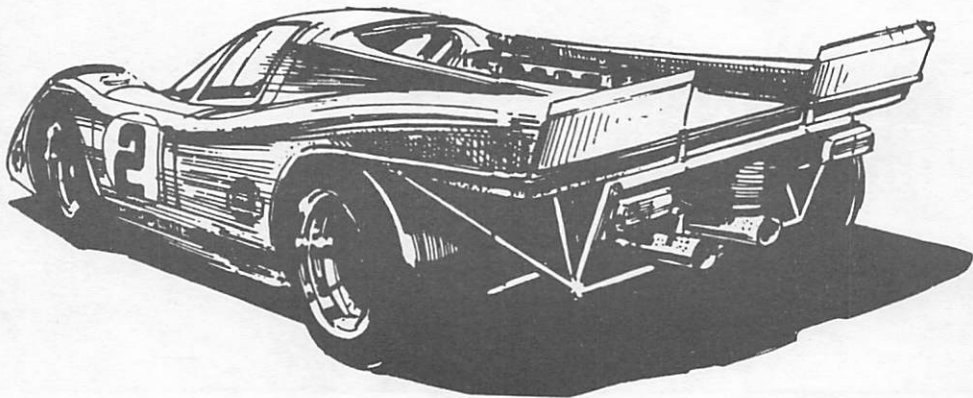
SPRINT SCHOOL/'73 by Rocky Williams

For the start of the 1973 Sprint Season, The Riesentoter Region has planned a Sprint School.

This will be a chance for the newer members of the Region to become familiar with the popular club sport of Sprinting and a chance for the older members to learn how to do it right. All kidding a side, we plan to have some of the more experienced members of the Region try to teach the proper way to drive the Christmas Village Circuit.

Also, there will be timed runs after the school to see what you have learned.

So come out and be part of the action that is happening in the Riesentoter Region.



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DVSA by Ted Apple

NOTE: THIS IS THE ONLY CALENDAR FOR DVSA EVENTS



March 25 Fun, No trophies - G.E. Valley Forge
April 8 Montgomery County Community College
April 15 Cornog
May 6 Championship - Wanamakers, Jenkintown (muffled exhaust re-
quired).
May 13 Cornog
May 20 Championship II, G.E. Valley Forge
June 10 Montgomery County Community College
June 17 Cornog
June 24 Championship III - Cornog
July 15 Championship IV - Cornog
July 22 Montgomery County Community College
July 29 Leeds and Northrup
Aug. 19 Montgomery County Community College
Aug. 26 Leeds and Northrup
Sept. 9 Cornog
Sept. 16 Championship V - Montgomery County Community College
Sept. 30 Leeds and Northrup
Oct. 14 Cornog
Oct. 21 Montgomery County Community College

PHA by Jess Holhauser

May 5 & 6 Camp Shand
May 19 & 20 Pine Grove
June 2 & 3 Duryca
July 7 & 8 Giants Despair
Aug. 4 & 5 Jefferson
Aug. 18 & 19 Rose Valley
Aug. 25 & 26 Pagoda
Sept. 1 & 2 Tuscarora
Sept. 22 & 23 Camp Shand
Oct. 13 & 14 Weatherly

SOLO I NORTHEAST SCCA REGION CALENDAR

June 23 & 24 Mt. Equinox Hillclimb
June 30 &
July 1 Watkins Glen Race Course
June 2 & 3 Duryca Hillclimb
July 7 & 8 Giants Despair Hillclimb
Oct. 13 & 14 Weatherly Hillclimb

PRCA by Lance Priddy

WHAT IS PRCA? The Pennsylvania Rally Championship Association is a group of people who are interested in improving and maintaining the high standards of sports car rallying in Southeast Pennsylvania.

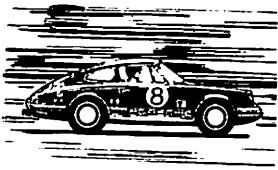
WHAT DOES PRCA DO? PRCA among other things, publishes a schedule of auto sports events, primarily rallies, submitted to it by interested clubs. In addition, approximately 10 rallies per season are sanctioned by PRCA, indicating that the rally in questions is of sufficient quality to deserve the adjective "Championship". This championship series makes up a competition amongst those two man teams that elect to participate in the three recognized classes: Equipped, Unequipped and Seat of the Pants (SOP). At the end of the season, suitable "championship" awards are made. PRCA also sponsors a "Novice Series" competition.

SO WHAT DOES ALL THIS MEAN TO PCA? PCA has elected to schedule certain events on the PRCA schedule for several reasons: 1. To generate more interest in rallying in the members of PCA, and 2. to publicize the existence of PRCA to Porsche Pushers who do not belong.

BUT I ONLY LIKE "FUN" RALLIES! The PRCA schedule includes all types of rallies; championship caliber, fun rallies, and gimmick rallies. So, if you are at all interested in rallying, try to outwit the rallyemaster.

There will be a limited number of PRCA schedules available shortly for those members who are interested. In addition, upcoming rallies will be listed monthly in Der Gasser with phone numbers to call for information.

For further information, I can be reached in the evenings at my home, 436-5343.



A MONTHLY SERIES:
GETTING SERIOUS

by
Ted Way

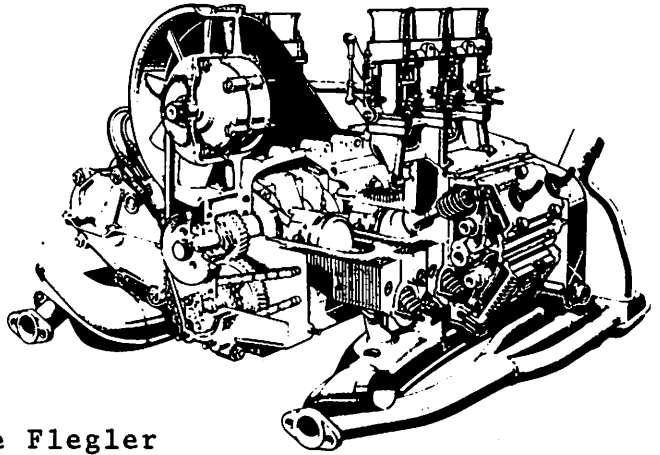
So you've decided to get serious about sprinting.

What does this mean to your resources? I'll repeat my assumptions from last month: That you've gone to several sprints with you car unchanged; that you've concentrated on learning how to handle the car; and that now you're ready to get serious about winning. I've seen several individuals spend considerable amounts of time and money in getting their cars "set-up" and, upon finally partaking in the first event, find that they don't like it, whereupon they chuck the whole thing! Attend a SCCA Driver's School some time and you will probably see someone pack up and go home after just a little while on the track. They just don't like it.

What's it going to take to get serious? By serious I mean that you want to win - & winning can be due to extremely minute & expensive changes in a car-driver system. A little added roll stiffness in the front, for example. From my experience, I'd say that my first full year of serious sprinting cost between \$2000-\$3000. This included some \$500 or so on one-time car preparations and the remainder on entry expenses, meals, tires and motels. I took part in about 45 events during a 9 month period (sometimes 3 events per weekend), sometimes traveling up to 400 miles one way for a major championship.

For each day of sprinting, I spent another day in the garage. So it should be readily apparent that if you want to become serious and partake in various club series, sprinting could become your major, perhaps only, weekend hobby. For example, in California, I ran 3 PCA club series (Goldengate, Loma Prieta, and Monterey Bay) the SCCA Solo II Series, The Norcal Championship Series and various special weekend events. It was fun, Nanci and I won our share and we met some fine people - but it does require a commitment that I don't know if I'd want to do it all again.

One last comment for this month. Ask questions. Watch who's going well and see if you can observe any differences in technique between what you're doing & what others are doing. Ask for a ride - I've found that people are generally willing to help. When it comes down to "tricks" or "secrets", there just aren't that many in sprinting. (Especially "stock" classes) so ask away. Besides, its a great way to meet new people and have a good time. GOOD LUCK!!



TECHNICAL POINTS by Wayne Flegler

For those hardy souls who brave the cold of winter to repair their Porsches, I am passing along some information found in a family health magazine. At low temperatures, the evaporative properties of gasoline can sufficiently lower the temperature enough to cause skin tissue damage. Be careful when handling fuel.

While on the subject of gasoline, an incident that I'd rather forget comes to mind. Bob Russo and myself were setting up a set of solex carbs on a 1966 911 after an overhaul and spilled a small amount of fuel in the process. When the engine was started, a carb backfired and ignited the vapor in the compartment. The suddenness with which a gas fire starts has to be experienced to be believed.

In that instance, Bob and I realized that we had forgotten a fire extinguisher. It was touch and go with a large quilt but 5 gallons of water finished the job of extinguishing the flames.

Result was minor burn on Bob's hand, some burnt plug wires and a massive dose of wasted adrenalin.

I have since come to believe that a 2½ lb. fire extinguisher would have been insufficient. This points out the need of at least a 5 lb. purple K or 5 lb. freon unit. More expensive but ask Bud Eiding what he would have given for one on that night.

SPRINT RULES FOR 1973

STOCK	ALTERED	COMP. & MODIFIED
1. N 356 S 914 1.7L	5	
2. S90 356 SC 914-4 2.0L 912		7
3. 914/6 911 2.0L 356 Carrera		
4. 911, All 2.2L & 2.4L 1967S	6	

* GENERAL:

1. Comp. Committee may reclassify any car they feel is not properly classed. May be appealed to Exec. board of Region.
2. Protests - to be submitted to Comp. Comm. for adjudication & appropriate sanctions.
3. "Friendly Club" concept applies-object is to have a good time. Enforcement of club rules up to membership.
4. Cars must pass safety inspection prior to competition.
5. Ladies run by Index or in men's classes.
6. To run for trophy, must be Porsche powered, & Porsche chassis.

CLASSIFICATION

Stock - Allows only the following:

- a) Ignition - any modification provided the original distributor is used; electronic systems such as transistors are permitted
- b) Updating - any update/backdate within a model series in the same class is permitted.
- c) Intake System - any modification prior to the venturi of carb (air intake to fuel injectors) is permitted.
- d) Exhaust System - any modification after exhaust head is allowed
- e) Tires - all NON-RACING, DOT APPROVED, tires that will fit on the following body dimensions (can modify int. fender lips).
 1. 4½" Rims - 356
 2. 5½" Rims - 912, 914, 914/6
 3. 6 " Rims - 911
- f) Suspension - any modification
 SUSPENSION DEFINED AS - from and including the shock mounts to wheel; from the torsion bar body mounting to the wheel (inc. the torsion bar); from transaxle side flanges to the wheel; from steering box to the wheel.
- g) Overbore - Max of 0.0472" is allowed
- h) Balancing - is permitted only to that extent needed to effect the balancing I.E. no lightening.
- i) Cock Pit Interior - permitted as long as the modifications do not affect performance.
- j) Removable tops and bumpers - may be removed
- k) Off-set rims and spacers - permitted, provided no other modifications to the car are required by their use.
- l) Oil cooler - any oil cooler may be installed.
- m) Spoilers - factory optional spoilers may be installed (primarily for 911's)

ALTERED: Allows all stock changes plus

- a) Racing tires and rims of your choice without other modifications except to fender clearances necessary to accept the rims/tires.
- b) One other engine or gearing modification over the normally available stock automobile.

(FOR EXAMPLE: Lightened clutch or close ratio gears or limited - slip, or increased compression, or modified heads).

NOTE: ANY OF THE CHANGES MUST STAY WITHIN THE LIMITS SPECIFIED BY SCCA-GCR FOR PRODUCTION CATEGORY VEHICLES.

MODIFIED & COMPETITION:

- a) A combination of modifications intended to greatly improve the car's performance.

NOTE: IN ORDER TO JUDGE WHAT IS "STOCK" THE FOLLOWING PRECEDENCE OF CODIFIED RULES APPLY:

1. PCA - Riesentoter Region Rules, then
2. PCA - PCR then
3. SCCA-GCR

NOTE: COMP CARS - 904, 914/6 GT, 911 Carrera, 356 Carrera GT, Factory Group 3, 911 R.

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WANTED: 5½" x 14" Factory mag wheels. Call Don Reinhard -
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'67 Porsche 912/5 (Purchased in July, 1967) Green - black leather
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carbs and many other replaced parts. Asking \$2700 - Call MU 8-4400,
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1971-911/T Dark Blue with black houndstooth interior, 22,500 mi,
new Michelin XAS tires, FM radio - Stereo tape "S" instruments,
asking \$5500. Dale Dries, Emmaus, Pa. (215) 965-9864 (Day) or
967-3805 (Night).

'67 - 911 white, webers, 76,000 mi, 5-speed, best offer over \$2000,
(rust), 4 goodyear racing tires, \$100. 3 American racing mags,
6 x 15, Fit 911, \$100. 2 racing seats, best offer. Don Heth -
(215) 949-3600 or 757-5907 after 6.

'71 (914/4) front end damage to the door, rear end of car still
in good condition Motor and 5 speed, 18,000 miles or wanted
complete front end, including door. Sandy Goldstein. 886-9323 or
884-0713

Brand new parts available: Front disc brake pads for 356C, early 911.
Clutch release bearing for B,C,911. Front suspension link pin kit
for B,C. Oil cooler for SC, 912. Battery box section for late B,C.
180MM clutch plate and disc. Used Parts: B engine case, crank. C
Front brake calipers and discs. Many miscellaneous 356 engine parts
including Zenity carbs, new sheet metal. John Tiedeck, Box 53,
Concordville, Penna. (215) 459-5063.

PORSCHE STORE (CONTINUED)

'67 912 Soft window, Targa Body #500300 with 1969 E 5 speed, Brakes, 2.0 E engine, Bosch CD, etc. Boge strut front end, Konis in rear. Factory front stabilizer bar., AM-FM (Brecker), wood wheel, Tommea cover, Alloys with 185 radials, Hella QI headlights, new cocca mats, front and rear bumper guards, Red with black interior, cosmetic rust (slight) 52,000 miles. \$5000, Dave Schiff, 367-1161 or 367-5528

4	356 B Chrome Wheels, Excel Cond. New Hub Caps	\$ 30.00@
2	S90 Cylinder Heads	NEW 80.00@
2	S90 Intake Manifolds	NEW 15.00@
2	912 Solex Carburetors	NEW 65.00@
2	Factory Alloy Wheels 6 X 15	NEW 85.00@
1	Factory Alloy Wheel 5½ X 15	NEW 70.00
1	Cable Type 5500 Tach	NEW 25.00
1	Tach Cable Insert	NEW 5.50
1	Factory Carrier Type Exhaust for 356 or 912 Engine	70.00
1	912/67 Engine - 45,000 miles (Engine can be test driven)	850.00

CALL: Franz Dengler (215) 539-6924

'69/911E, Burgundy, instruments and mag wheels, AM/FM, apperance group, 38,000 miles, Holbert maintained. \$5,200.00, George Coan TR 2-5534 (Nights) 665-0141 (Days)





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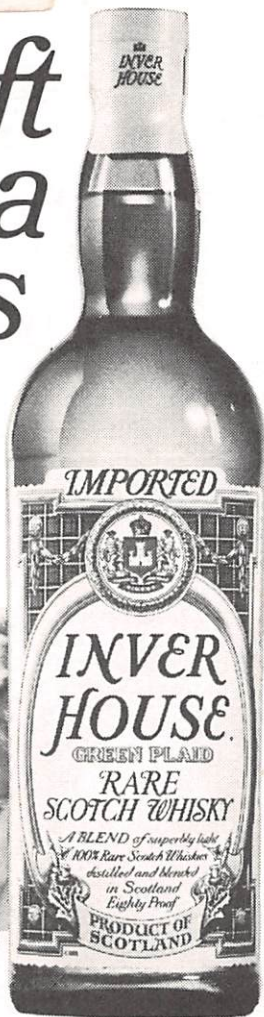
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