

DER GASSER

RIESENTÖTER REGION • JULY 73



PORSCHE CLUB OF AMERICA

HOLBERT'S

PORSCHE | AUDI

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to the members of
the PCA*

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JULY - AUGUST - SEPT CALENDAR OF EVENTS

July	15	16	17	18	19	20	<u>21</u>	
	<u>22</u>	23	24	(25)	26	27	28	
	△	29	30	31				
Aug					1	2	3	4
	○	5	6	7	8	9	10	<u>11</u>
		<u>12</u>	13	14	15	16	17	<u>18</u>
	▽	19	20	21	22	23	24	25
	□	26	27	28	<u>29</u>	30	31	
Sept								1
		2	3	4	5	6	<u>7</u>	<u>8</u>
		<u>9</u>						

<u>21-22</u>	Glen 6 hour/CanAm
25	Meeting at Beck's
△ 29	Xmas Village sprint series
○ 5	Picnic Camp Hideaway
<u>11-12</u>	New Hope Car Show
▽ 19	Sprint at Bushkill Pines
□ 26	PCA/DVSA at Leeds & Northrup
<u>29</u>	Meeting at Beck's
<u>7-8-9</u>	Porscherama Lime Rock

Other things to do

August 18-19 PHA, Rose Valley

August 19 DVSA, Montgomery County
Community College

August 19 PRCA Championship Rally

August 22 PRCA Championship Rally

August 25-26 PHA, Pagoda, Reading

August 26 DVSA, Leeds and Northrup

Sept 1-2 PHA, Tuscarora

Sept 9 DVSA, Cornog

Sept 15 PRCA Championship Rally

Sept 16 DVSA, Montgomery County
Community College

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PHA Representative - Jess Holshouser,
215-766-8201

PRCA Representative - Lance Priddy,
215-353-1323

DVSA Representative - Ted Apple,
215-885-4925

1974 Porsche Parade Coordinator,
John Chatley, 215-696-1657

COVER PHOTO BY LOUISE LYLE: Taken on
the tour to Longwood Gardens, thru
the rear window at about 55 mph. OK,
they're not all Porsches, but then
there was a chance of rain!

*After twenty-two
years of servicing
imported cars,
we don't work on
our reputation...
just on
Porsche and Audi.*

Moore

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of imported car
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Lesson in Survival

Joni Mitchell

Spinning out on turns
That gets you tough...
Only a reminder
That you're just not good enough.

President's Message

The most common topic of conversation in our region is probably the 1974 Porsche Parade.

But why is Riesentoter putting on the 1974 Parade when just over a year ago we decided not to host the 76 Parade? Those familiar with our decision to decline should remember our reasons. First, the instability of Pocono International Raceway raised fears that we would be without a site for our competitive events. Secondly, accommodations for the number of people expected with the combined Parade and proposed Bicentennial celebration could not be located. And most importantly, the number of volunteer workers necessary for a Parade could not be drawn from the number of active Riesentoters.

When Dennis Thovson first approached me about co-hosting the 74 Parade, my reaction was negative for the above mentioned reasons. However, after some further consideration, I realized that we have a good rapport with the NNJ people; Pocono would commit for the days that we needed; and Pocono Manor could handle the 300-350 cars we expect. These, along with the enthusiasm of many new members, were responsible for our reversal of position.

PCA National was very eager for us to put in a joint bid with NNJ to insure that more east coast people would be able to experience a Parade. In the past, Parades alternated be-

tween east and west; however, for the past few years the western states have hosted more than the eastern. Remember, the last east coast Parade was in Boston in 1970.

The Atlantic Region originally was to host 1974, but something happened and they lost the bid. Tennessee bid on it, but was refused because nobody from their region had ever attended a Parade. Boston then put in a bid, but withdrew due to intra-regional differences. This left the bid open and Rocky Mountain jumped at the opportunity. But several people were upset by the prospect of five consecutive western Parades! This was one of the major considerations which has brought about our cooperative 1974 effort with Northern New Jersey.

I strongly feel that we have made a wise choice! A Parade is really a unique week filled with many activities and opportunities to meet new people. It would be most unfair to deny the many new PCA people the opportunity to experience a Parade. The whole week does more toward fostering camaraderie among Porsche-pushers than any other thing - and isn't that what PCA is all about?



2.7 LITER

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ALLENTOWN, PENNA.

Minutes

The June meeting was held at Beck's in King of Prussia. Meeting attendance should increase if meetings are held in a more accessible location. Any comments about the meeting place would be appreciated. Next month's meeting will also be at Beck's.

President Bob Russo reported that the June 17 Brunch and Tour to Longwood Gardens was considered quite successful and we hope to have another trip of this type on October 14, when we head for Zimmerman's Auto Museum.

The DVSA Championship Sprint which our region hosted on June 24 was rained out and will be rescheduled.

Activities Chairman Chuck Walter, reported that the July 29 trip to Giant's Despair Hillclimb has been cancelled. The Annual Riesentoter Picnic will be held at Camp Hide-away on August 5th, 12 noon.

Vice President Bob Koerbel announced that Volume 3 of "Up Fixin' der Porsche" is available at \$3/copy, as is "Rallye Tips for Beginners" at \$2.50.

John Chatley, Riesentoter Parade Coordinator, distributed sign-up sheets to enable all present to volunteer to work in whichever area of the Parade they prefer. Ray and Ginny Ebert, who are chairing the Rallye, have suggested that we hold a rallye on tricycles in the parking lot to teach members how to run a checkpoint, etc.

Interregional events to note are the Chesapeake Challenge, Aug. 3,4 and 5 at Hunt Valley, Maryland and the Porscherama on September 7,8 and 9 at Lime Rock, Connecticut. If anyone is interested, contact Bob Koerbel.

Joe Long moved and Bob Young seconded that the official name of our region be changed from Eastern Pennsylvania to Riesentoter. The motion carried unanimously.

Herb Oberson introduced our guest speaker, Mr. Walt Chernokal, nineteen year winner of the Associated Press Photo Contest. Mr. Chernokal displayed several of his award winning shots and after giving an interesting talk, answered questions about various photographic techniques and problems.

Respectfully submitted, Jean Russo.



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Activities

Chuck Walter

Well, here we are almost halfway thru July. It has been quite an involved time for those active Riesentoters who have been enjoying all that the club has to offer. Due to a shortage of time (a poor excuse), I have not had the opportunity to personally thank those people who have helped or chaired our recent events, such as Bob Young at Valley Forge; Bob Russo, who makes the events possible by lugging the timer and pylons around; Wayne Flegler, our Tech Chairman, as well as Bob Koerbel, Bob Patton and many others too numerous to list. To those I express my sincere appreciation and gratitude.

Forthcoming Riesentoter Events.

August 5 - Riesentoter Picnic. Come and see the 356ers versus the 900 guys in our annual softball game.

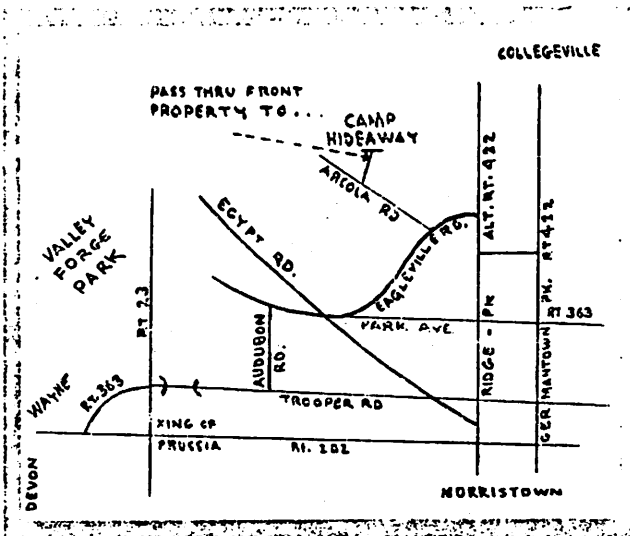
August 19 - Sprint at Bushkill Pines. Bushkill is a unique track that has turns to make you vary your driving style. Come out and watch if you don't feel like competing. Take Rt. 309 or the Northeast Extension to Rt. 22. East on Rt. 22 to Rt. 512 North. Go approximately 15 miles, and left at the Esso station. Bear right at the "Y" by the church; go around a big bend, then right at the barn onto a dirt road - this is about 1½ miles from the Esso station.

August 26 - DVSA Championship Sprint to be held at Leeds and Northrup.

This is a make-up for the Cornog rainout. Come north on Rt. 202 to Summeytown Pike (William Penn Inn), left into North Wales. After their one traffic light, continue .7 miles to L&N employee parking lot (just before a Sunoco station). Get teched early and start running about 10.

September 7-9 - Porscherama at Lime Rock, Connecticut. This is a chance of a lifetime to participate in a driver's school as well as 2 timed lap events on one of the best road racing courses in our area. There is a dinner on Saturday and a rallye and Victory Banquet on Sunday. Quite a few Riesentoters are planning to go, so please see me or Bob Russo if you are interested.

Map to Camp Hideaway for Picnic. See page 9 for details and pre-registration form.



Membership and Such

Bob Ahrens

NEVER BEFORE HAVE SO FEW DONE SO MUCH
FOR SO FEW WHO APPRECIATED IT SO MUCH.

Six months of 1973 are history and so far this year, Riesentoter has had 19 events. Nineteen events covering a tremendous spectrum of interests. We have had competitive events, social events, ladies events, skiing, rallying, wine tasting, brunching, teching, concouring, sprinting and everything.

Those who enjoy participating in our club's events, sometimes, perhaps, fail to realize that none of these happenings happen without tremendous "beyond the call of duty" effort on the part of a few super dedicated people in the club.

This is a non-profit organization in theory and in fact - and the only reward received by these few who expend so much energy and effort in our behalf, is the inner satisfaction of seeing their fellow Riesentoters having a good time.

Through the forum of DER GASSER, let me extend, for all the active members

of our club, our sincere thanks to the few of you who really keep it going. Thank you.

And now we start the second half, five months chock full of goodies for all the members. Those of you who haven't participated in anything yet are urged to jump in and enjoy, and find out what it's really like to be a Riesentoter. There are picnics and sprints, and dinners, and trips, and rallies, and just everything. Twenty more events designed and planned for your enjoyment.

Let's do something for ourselves. Let's start with the July meeting and let's make it the biggest turnout we've ever had. And then we'll keep it going with the August picnic, sprint and social trip. The months of September and October are sure to be two of the year's best. An outstanding summer and fall season of stellar events are planned. You new members, for gosh sakes, get involved. There was never a better time than right now, and never a better bunch of people waiting to welcome you, and never a better way to say "thank you" to the "little giants of Riesentoter" who make it all possible.

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MU-8-9632



Riesentöter Racers



Mike Tillson's 911S in the '90' at the Glen. Story page 15.



Al Holbert's Carrera at speed in the rain.



Dieter Oest entering the pit straight - on it! (Photos by Editor)

Picnic August 5

For those of you who like to eat, drink, swim, play softball, basketball, etc or just plain relax with your family or socialize with your fellow Porsche-pushers - here's your chance, at the Annual Riesentoter Picnic. The big event will be held Sunday, August 5, starting around noon at Camp Hideaway (see map p.6).

The picnic is the family event of the year, so be sure to bring everyone, including friends. The cost will be \$5/adult and \$2.50/child under 12 years old. This includes a full buffet chicken dinner with all the trimmings (served around 3), all the beer, soda, chips and such that you can eat during the entire day and the full use of the much improved facilities at Camp Hideaway. Included is a beautiful swimming pool with dressing rooms and a Red Cross life guard on duty from 12 til 6 pm. Horseback riding is also available at \$5/hr.

The outstanding feature of the day is the softball game between the six cylinder owners and the four

cylinder owners. The 'sixers' are seeking revenge for the pasting they received last year. Bring a glove if you have one.

Another fun event is the 'White Elephant' auction. The way this works is that each member donates one or more inexpensive automotive items, preferably Porsche oriented, that he normally wouldn't give to his worst enemy. Other members 'bid' on it with the proceeds helping to defray some of the cost of the picnic. Preregistration will be required and must be in by July 28.

This is the ideal time for you new members to meet the long time die-hards and vice versa. So mark your calendar now and plan to bring the entire family. If you have any questions, don't hesitate to call me at MU-8-4300 (day) or TR-7-1364 in the evening.

SEE MAP PAGE 6

Name.....
Address.....
Telephone.....
_____ Number of adults @ \$5 \$_____
_____ Number of children @ \$2.50 \$_____
Total \$_____

Bob McCullen
6420 Woodbine Ave.
Philadelphia, Pa. 19151

Please return this preregistration form to me by July 28. Make checks payable to Riesentoter Region, PCA.

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1974 Parade

John Chatley

Those of you who attended the regular monthly meeting held June 27th are aware of the plea made by Bob Russo and myself regarding the 1974 Parade. I briefly explained the scope of the Parade in general and specifically, the individual work assignments for our region. Our responsibilities include the following:

Parade Rallye
Tech Inspection
Door Prizes and P.R.
Trophies and Driver's School

It goes without saying that we need a great many workers to carry out our assignment. Rough estimates indicate approximately 50 to 60 workers for the rallye and approximately the same number for the driver's school. Tech inspection will be somewhat easier from a worker's standpoint. The amount of workers needed to assist the chairman handling door prizes will be minimal, but more difficult from a requirement of time involved.

At the June meeting, we circulated sheets for the various events or jobs with the idea in mind that the members could sign up for the event that most interested them. I am sorry to say, but was not really surprised, that not too many names were affixed to the lists when they were returned. There were approximately 85 people at the meeting and only 20 names were

on the lists. Those who did not sign up will be contacted either by personal letter or by phone within the next 4 to 6 weeks with a personal invitation to assume a small part in the Parade. It need not be during the week, as your help will also be required on 1 of the 2 weekends. Naturally, however, to thoroughly enjoy the Parade, you should plan on spending the week with us July 14 to July 20, 1974.

Please keep in mind that the participation of our region in this Parade is more than just a casual one. We must take an active participating interest. If every one of us would give just a few hours time, we would have no trouble whatsoever in filling the job requirement. Those who do not participate, will be making the burden more difficult for the rest of us, as the commitment has already been made and it will be fulfilled.

Here are the Chairmen:

Rallye - Ginny and Ray Ebert, 215-WI7-5829; Tech Inspection, Bob Koerbel, 215-SU9-0820;
Door Prizes and P.R. - Herb Oberson, 215-265-7666; Trophies - Dorothy and Lance Priddy, 215-353-1323;
Driver's School - Wayne Flegler, Bob Russo, and Bob McCullen, numbers on page 1.

Please select one of the above and call them directly - your cooperation will be appreciated. Direct any questions to either Vicki or me at home - 215-696-1657. Please HELP!

Wayne's Tech Stuff

Wayne Flegler

The following table is taken from the Federal Register, Vol.38, No. 34 and lists the emission test results of the 1973 Porsche models. The three figures are exhaust emissions (in grams/mile) of hydrocarbons, carbon monoxide, and oxides of nitrogen. All cars were injected models, of course, and are listed in a 2750# inertia weight class.

Model/engine/ trans	MPG	HC	CO	NOX
911T 2.2/4	16.8	2.3	18	2.2
911T 2.2/5	15.8	2.7	7	1.8
911T 2.2/auto	13.8	2.7	16	3.0
911S 2.2/5	14.3	3.0	18	1.9
911T 2.4/4	18.2	2.3	36	2.0
911T 2.4/5	18.8	2.4	25	2.2

The fuel economy figures listed are misleading since they are calculated by a computer from the emission test results. In my experience with such testing, they are 1-3 mpg lower than actual on-the-road figures.

In comparison with figures for other foreign makes, the Porsche figures are about average and possibly lower on CO results which means that the factory is doing a very good job of cleaning up their high performance engine. Someone told me just the other day that Porsche is the only production car capable of 0 to 60 in under 7 seconds.

How much longer Porsche will be able to meet the emission standards is anybody's guess, but the factory has

committed itself to remain as one of the best engineering firms in the world. Next year's solution is 2.7 liters to help keep the power up while meeting even more stringent emission standards. Beyond that, who knows? Five liters, 60 horsepower, water cooled, 0 to 40 in 30 seconds (40 being top speed)? The future of the automobile, while far from being over, will never quite be the same.

(Ed. note: I'll say the figures are misleading. The table lists the 2.2 as being 142.4 cu.in. and the 2.4 as 142.8 cu.in. Even without the actual cc figure, the conversion is like 134 and 146 - so all the figures must be suspect. Ah, you can trust the EPA - they are using such super accurate data to kill our cars. AUTOWEEK just reported that a big, front engine, water cooled V8 Porsche has been confirmed for production. See?)

914 Shifter

Owners of pre-73 914s have trouble keeping the shifter working smoothly. It seems that dirt, grit, grime and other unsavory fellows get into that little black plastic cover at the rear of the transmission where our shift rod goes thru a plastic bushing. How to keep it out? Put a speedo cable boot over the shaft and clamp it to the sleeve that holds the bushing. No more dirt or water and the shifter stays smooth longer. EL PORTAL - Yosemite Region.

914 Clutch cable

Flying road debris can easily bend the throttle cable housing at the point where the cable passes thru the firewall between the driver and the engine. A bent housing leads to chafing and sticking of the cable and eventual breaking. The cable is "easily" replaced as follows:

1. Remove carpeting and floorboard from driver's side and tunnel, marking the position of the clutch pedal stop before removing.
2. Separate the throttle cable ball and socket at gas pedal linkage, then remove the socket from the threaded end of the throttle cable noting approximate number of threads visible before removing.
3. Pull cable thru firewall underneath the car.

4. Remove air cleaner.
5. Loosen clamp at throttle end of cable.
6. Loosen clamp at base of air cleaner which holds the cable housing fixed. (the hard one to find.)
7. Remove cable.
8. Replace in reverse order.

When pushing cable thru firewall, be careful cable does not twist around clutch cable. This would be evident by a resistance in the gas pedal when the clutch is depressed. Also, a shift adjustment at the throttle end may be necessary to attain the previous idle rpm. Connecticut Valley CHALLENGE.

Get with it.



Y B H
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West Chester Pike
Edgemont, Pa. 19028
E1-6-9000 Ni-4-6222

Hillclimbing

Jess Holshouser

Duryea Hillclimb, June 2-3

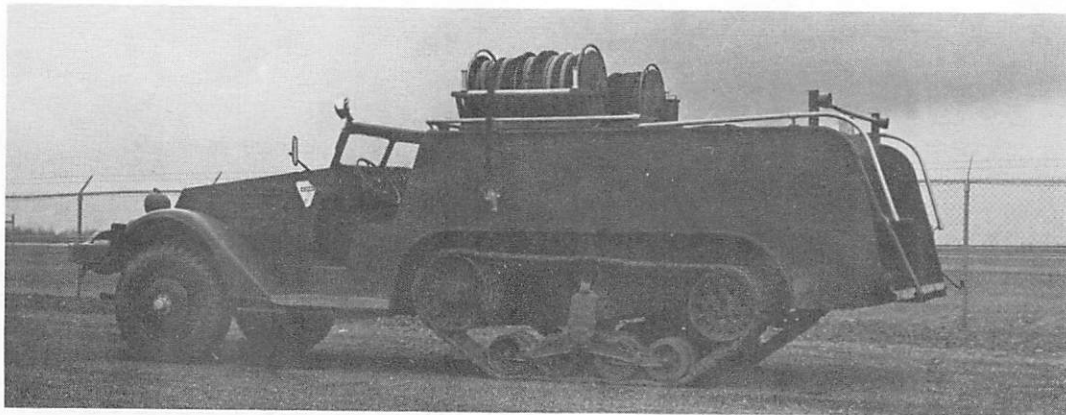
The weather was fine with the course dry and temperatures in the 70s both days. The Blue Mountain Region of SCCA with the Reading Jaycees did an excellent job of running the hill. The number of entries at Duryea is 40 below the usual weekend with only 160 allowed to compete. Therefore, some of our drivers were unable to enter even though they are consistent competitors. This situation should not hurt their individual chances or those of our teams since drivers drop at least 2 hills in computing their season point total. Tom Beil was having some trouble getting his engine together, but should be ready by the next hill. Jay Schneider got his Touring I Fiat together to take 2nd. Dick Weiss in his CP 911 did a great job in fighting off the Lotuses and a Jaguar(!) for a 1st in CP. Dave and Al Derecola turned in good performances in finishing 3rd and 4th respectively in the 11 car Mod II

class. Ted Klaus made his 1st hill of the season and took 4th in Formula 1 - only a half second out of 2nd.

Fastest-time-of-day on Sunday was a Corvette. This is most unusual since FTD is usually taken by a Modified II or Formula II car. This FTD was by Kerry Hitt of Harrisburg and was only a few tenths off the all-time record. One incident, really newsworthy, is about a corvette driver, Chuck Callis, who missed his second run to attend graduation at a local school in Reading, then returned to collect a 3rd in BP. I was told he wore his cap and gown over his driving suit! The spectator gallery was large and overall it was a fine event.

Riesentoter finishes:

Jay Schneider, 2nd Touring II
Jess Holshouser, 3rd EPI
Dick Weiss, 1st CP
Dave Derecola, 3rd Mod II
Al Derecola, 4th Mod II
Bill Rolland, 8th Mod II
Ted Klaus, 4th Formula 1



...and they said, "Konis or not, it just won't pass tech!"

Porsche Pit Stop

Bob McCullen

The end had to come sooner or later. The streak of five wins for the new Carrera ended in June. Mo Carter in a 350 c.i. Camaro won both the 500 mile IMSA race at Pocono as well as the fog-shortened TransAm at Watkins Glen. But the Carreras were right behind, placing 2nd, 3rd and 5th at Pocono and 2nd and 5th at the Glen.

The IMSA race had two Riesentoter teams running Under 2.5. The Mike Tillson/Dieter Oest Racing Team entered two 911S and were aided by local drivers, Dave Olimpi and Bill Kontes. The second team consisted of Dick Weiss and Hal Keck (of AP Cobra fame) in Dick's 911S. The Oest/Tillson Porsches ran flawlessly but the newly paved track which was breaking up proved Mike's undoing as he hit the wall. His crew changed a tire, hammered out a bent fender and by-passed the oil cooler in a matter of minutes, but the engine had seized from oil starvation. Dieter, meanwhile, continued to close the gap on the big cars, finishing 12th Overall and 5th in class. Dick and Hal had engine problems and retired when a piston disintegrated.

The TransAm race was very competitive with six drivers swapping the lead 7 times. Al Holbert co-drove with Mark Donohue in their co-developed Carrera. Al had qualified 8th fastest but the Carrera was moved back to the 7th row with Mark driving since he had not qualified. The race strategy was to let Mark drive the first two-thirds

of the race to try to overcome the poor grid position and Al to finish up the race. Mark charged through the pack to take the lead on the 56th circuit. On the 60th lap, he pitted for fuel and a driver change in a stop directed by Roger Penske that took only 15 seconds. On the 68th lap the rains came and while running 3rd, Al slid into a guard-rail while still running on dry tires. He made it back to the pits on 2 blown tires, but when he went back out another tire blew, (the problem finally diagnosed as a bent shock strut from the accident). As the car pitted again, the fog flag fell and the car was classed 8th, 3 laps behind the winning Camaro.

Mike and Dieter entered the two 911S in their second major race in back-to-back weekends. Their only major problem during the first half of the race, centered around the proper selection of tires to meet the ever-changing atmospheric conditions. However, on the 31st lap, the 2.2 driven by Mike DNFed with a packed up limited slip and the car was classified 33rd. Dieter's 2.0, which had started last on the grid, moved steadily up the ladder. The entire race ended quite unexpectedly when fog descended on the track so quickly that drivers could hardly see the red flag that ended the race twenty laps short of the scheduled 92. Dieter had completed 61 laps, giving him a 2nd in class behind a Ford Escort and 21st Overall.

Treasurer's Report

Bob McCullen

For Six Months ending June 30, 1973

RECEIPTS:

Goodies sales	\$ 252.25
DER GASSER advertising	1,320.00
New membership dues	222.00
50/50	49.50
Non-Porsche drivers	20.50
Savings account interest '72	17.91
Pocono '72 school fee	60.00
Wine and cheese party	20.00
National dues reimbursement	953.40
Shortest distance rally	40.00
Petty cash increase	31.27
Sprint school	38.00
Pocono '73 -	
Dealer's contributions	600.00
Driver's fees	2,508.00
May dinner meeting	360.00
Valley Forge event	106.00
DVSA Sprint	170.00
Miscellaneous	10.00
	<u>\$6,778.83</u>

DISBURSEMENTS:

DER GASSER printing	\$ 757.90
DER GASSER mailing	260.69
New membership stationery	70.27
New membership dues	222.00
'72 Banquet door prize	142.20
Club memberships	42.50
Monthly meeting rooms	70.00
Telephone bills	53.08
Flyers - mailing	91.72
Flyers - stationery	24.93
Pocono '73 driver's school	1,410.11
'73 Picnic deposit	100.00
'74 Parade	523.83
Petty cash increase	31.27
Wine and cheese party	17.00
Goodies supplies	253.50
Sprint school	26.00
'73 Banquet deposit	100.00
Rally trophies	47.27
Zone 2 President's Meeting	40.00
May dinner meeting	371.35
Valley Forge trophies	22.90
DVSA trophies	92.54
Bank service charge	2.16
	<u>\$4,773.22</u>

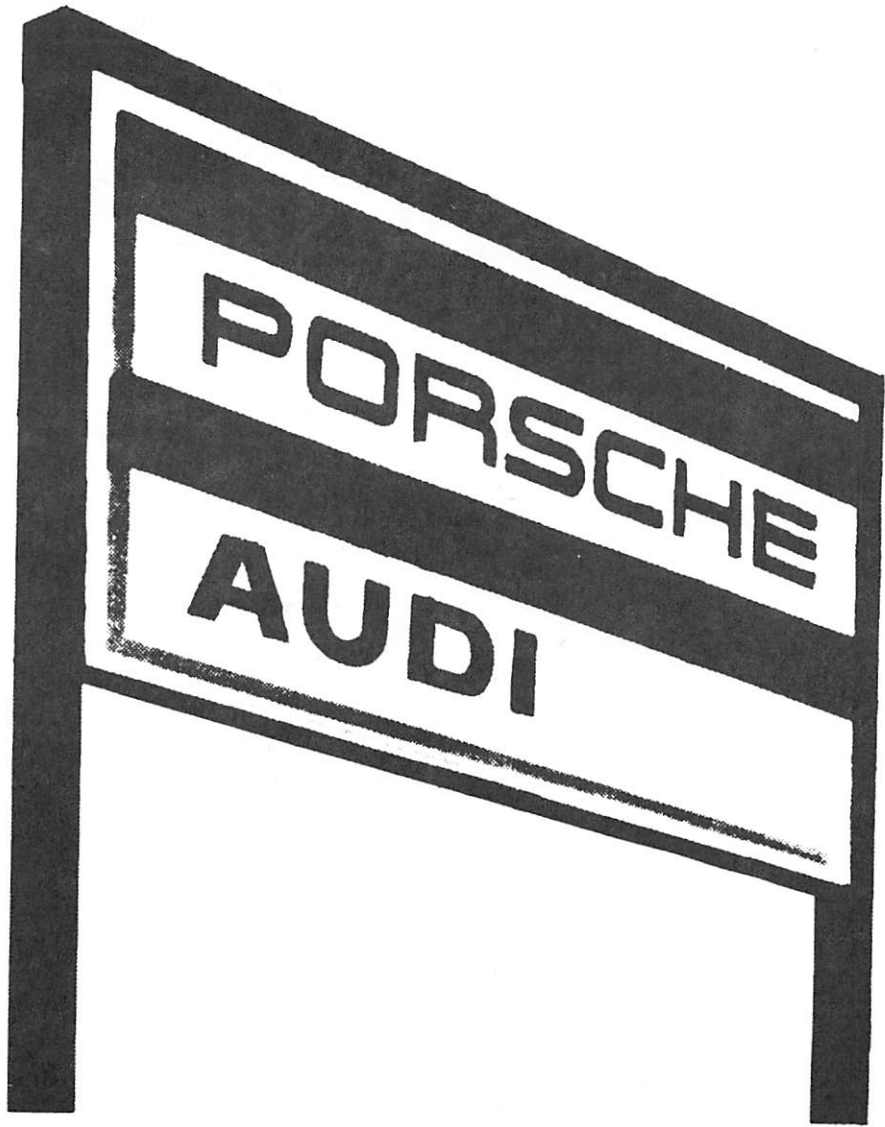
Balance from December '72	\$1,130.43
Total receipts-first half	<u>6,778.83</u>
	7,909.26
Total disbursements -	
first half	<u>(4,773.22)</u>
	<u>\$3,136.04</u>

Checking account balance	\$2,559.55
Savings account balance	526.49
Petty cash fund	50.00
	<u>\$3,136.04</u>

Porsche Store

Two Porsche rims (big bolt pattern), good condition, \$10 each or best offer. Jay Schneider, 215-822-2003

69 911S, new metallic brown lacquer, tan int with leather Recaros, many extras; also Abarth for B, Ken Camp, 609-443-6956 after 6 pm.



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