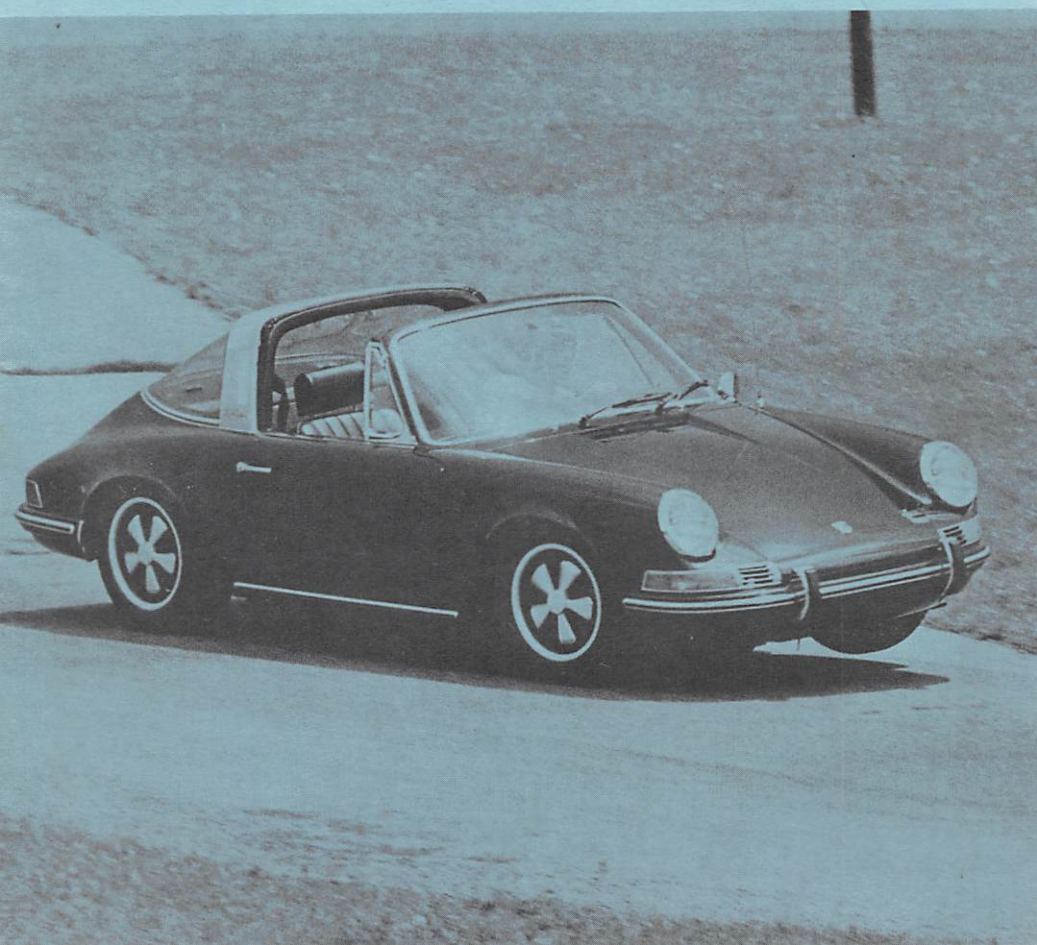
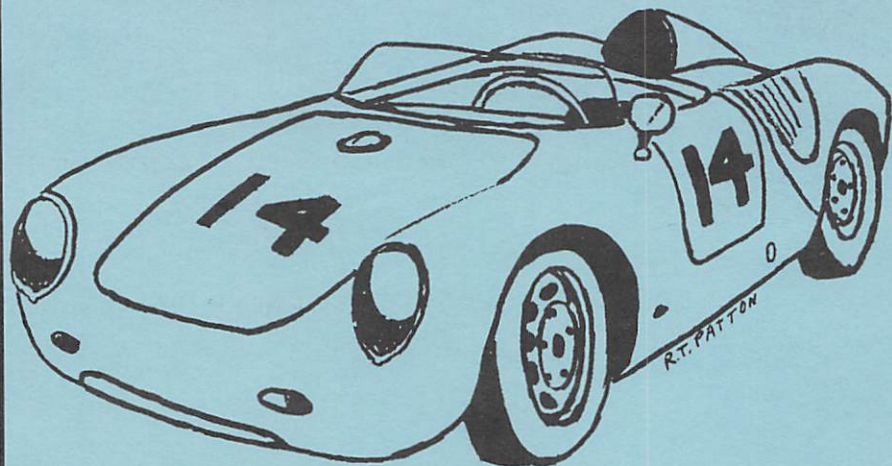


DER CASSEAR

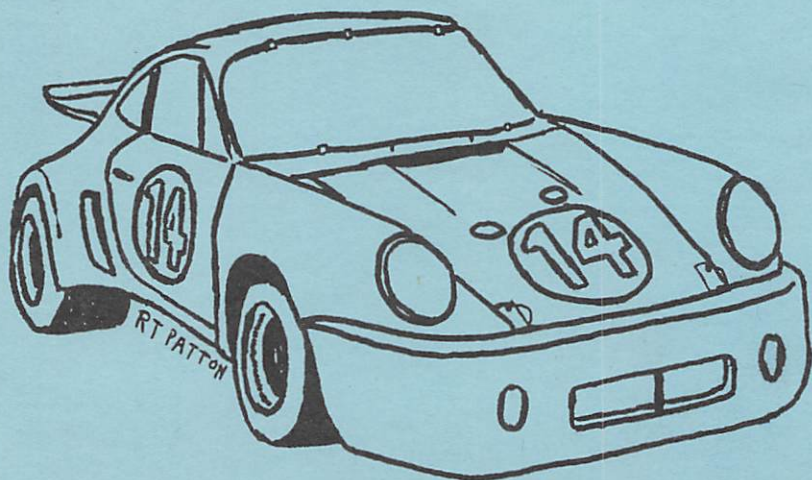
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SEPTEMBER 1976





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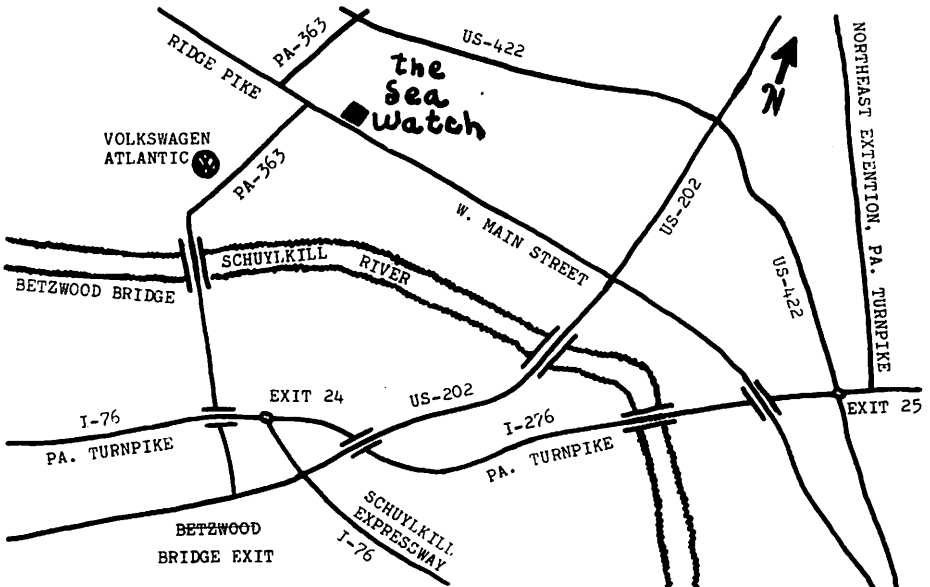
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PRESIDENT'S MESSAGE

It is the fall of the year--a time when Porsche Club events become very pleasant. The sun is not as hot when you are running a sprint. The pavement is cool, the car is cool, and if you keep your cool you can have a great deal of fun and help the Club as well. To that end, or next sprint will be September 19th. This is our last chance to put a bit of money into the Riesentoter Kitty. The trophies have been bought, the site is selected (Leeds and Northrup), the date is set. So come out and support the club.

On September 29th the nominating committee will be presenting the executive slate for 1977. As of December, it will be all over for my Bicentennial Bunch. It is time for a new group to take over and guide the Club for another year of fun and frolic with our precious autos.

There is still room for anyone who wants to help. If you are interested in putting forth some effort on behalf of the region (it's not hard), please contact me or either Herb Oberson or Bob Russo (355-4610), and let us know that you want to help.

As usual there are over ten different events to partake of in September, so off I go to clean and tune the car...

See you soon,

A handwritten signature in cursive script that reads "Nick". The signature is written in black ink and is positioned below the typed text "See you soon,".

ALGAR

PORSCHE
AUDI

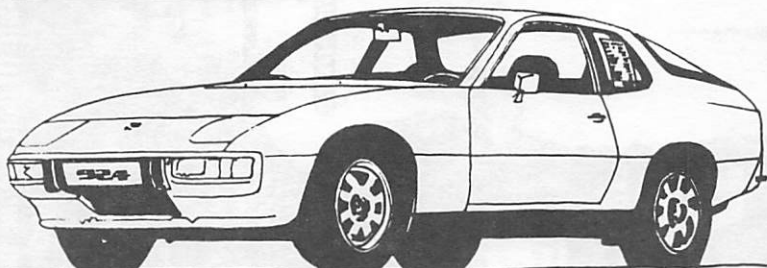
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Sun	Mon	Tues	Wed	Thur	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER

Sun	Mon	Tues	Wed	Thur	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
	31					

- Sept 17-19 Carrera Classic (St. Louis Region)
 18 Peking Duck Dinner -- see August D.G.
 18-19 Red Rock Hillclimb
 18-19 BSCC Night Stalker Rallye -- call ES9-0277
 19 DVSA/PCA Champ. Sprint -- see page 9
 19 Allegheny Region \$wap Meet
 19 Dr. Forsche's Birthday -- send him a card!
 26 DVSA/DVSCC Champ. Sprint -- Bucks College
 26 BMC Sprint -- All American Eng., Wilm., DE
 29 Meeting at Sea Watch -- see below
- Oct 8-10 Oktoberfest (Mid-Ohio Region) -- page 12
 9-10 Weatherly Hillclimb
 10 BSCC Rallye -- call ES9-0277
 17 DVSA/VFMC Sprint -- GE Space Center
 17 RTMC Rallye -- call GL9-2219
 23 SCCA Appalachian Nat'l Rallye -- 368-4603
 24 DVSA/SCCA Club Ch. Sprint -- Mont. Coll.
 24 BSCC/VFMC Little Appalachian -- 368-4603
 27 Meeting at Sea Watch
 30 VFMC Rallye -- call 233-1045

MEETING NOTICE

The September meeting will be held at Sea Watch in Jeffersonville, PA (see map on page 3) on Wednesday, September 29, 1976 at 8:00 PM. The program for the evening will be Mr. Roger Phillips, Sunoco's chief of Research and Development at Marcus Hook, and liason between Sunoco and Penske Racing. He will present a talk and a film about the relationship between Sunoco and Penske.

IN MEMORIUM GEORGE BEGGS

George Beggs, 60, former president and chairman of the board of directors of Leeds and Northrup Company, died Monday, August 16 at Abington Hospital. He resided in Warrington.

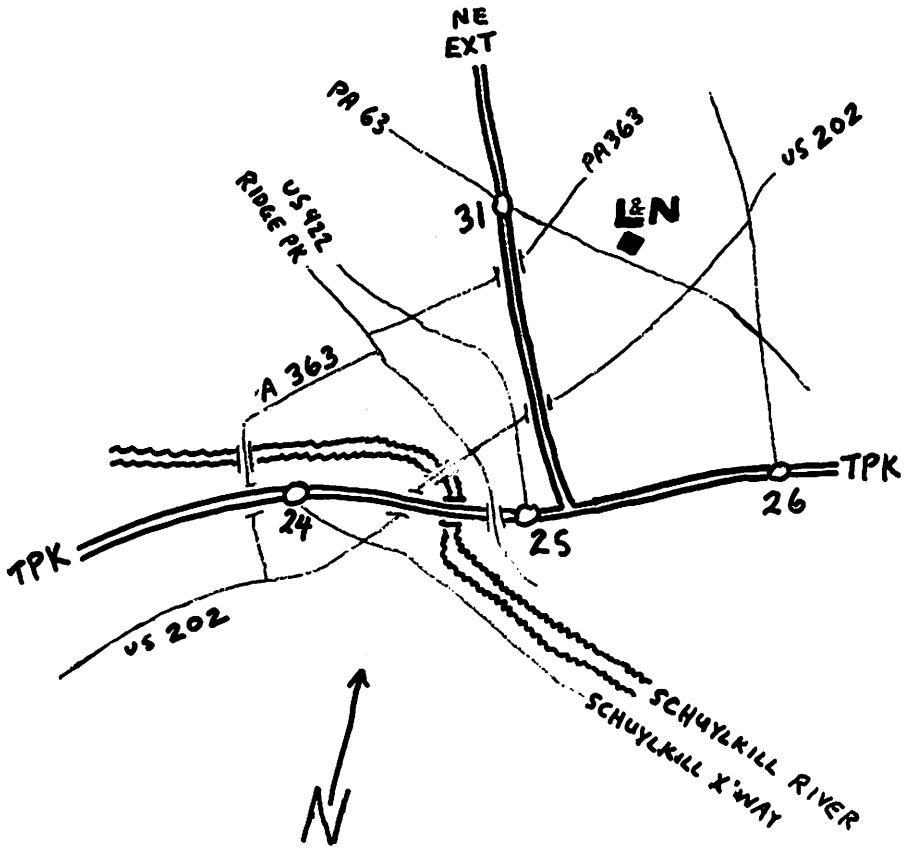
He was an active Porsche enthusiast, particularly in the early 1960's when he was an active member of the Riesentoter Region, Porsche Club of America. He was one of the key contributors to the 1963 Porsche Parade sponsored by the Region.

ONE LANE BLACKTOP - DVSA

Our annual DVSA Driver's Championship Sprint will be held on September 19 at Leeds & Northrup in North Wales -- come on out and enjoy blasting around in your Porsche and help us make some money for the treasury.

We can use some help with timing, registration, crowd control and such, and it's not really difficult work. You'll never get to know Porsche people better than to work with us for an afternoon.

We start setting up the course about 7:30 or 3:00 AM and registration opens at 9:00. If you can make it we would appreciate your help.



924 — A NEW KIND OF PORSCHE

Porsche has introduced not only a new Porsche, but a new kind of Porsche, the water cooled, front engine model 924.

The aerodynamically styled 2+2 coupe has its four-speed transmission and differential in a unit (a transaxle) mounted at the rear of the car for balanced weight distribution and handling. A fully automatic transmission is scheduled to be introduced early in 1977.

Powered by a two-litre, overhead cam engine, the 924 has CIS fuel injection as standard equipment for a good balance of economy and performance. In EPA tests, it averaged 31 mpg highway and 17 mpg city.

Yet it will accelerate from zero to sixty mph in just 11.8 seconds and, according to factory engineers, it has a test track top speed of 118 mph. The transmission ratios were selected for effortless long distance touring and good fuel economy.

In designing the 924, Porsche answered critics who have doubted the future of the sports car in an era of speed limits and expensive fuel. The 924 demonstrates that a sports car can provide not only driving fun, but also comfort, maneuverability and economy.

The power train of the 924 reflects the kind of creative engineering that has made Porsche famous. The engine, at the front of the car, is tipped 40° for a lower hood line and for better access to components. Running straight back from the engine is the driveshaft, only 20 mm in diameter to reduce weight and excessive use of passenger compartment space for its tunnel. The driveshaft rides on four bearings in a rigid central tube bolted to the engine bell housing and the rear transaxle.

Both the front and rear suspensions are independent so each wheel can soak up bumps without affecting the others. The steering is precise rack and pinion design and the turning circle for the car is only 30.8 feet.

Standing only 50 inches tall, the 924 looks low to the ground, but it has a practical six inches of ground clearance. The large rear window offers ex-

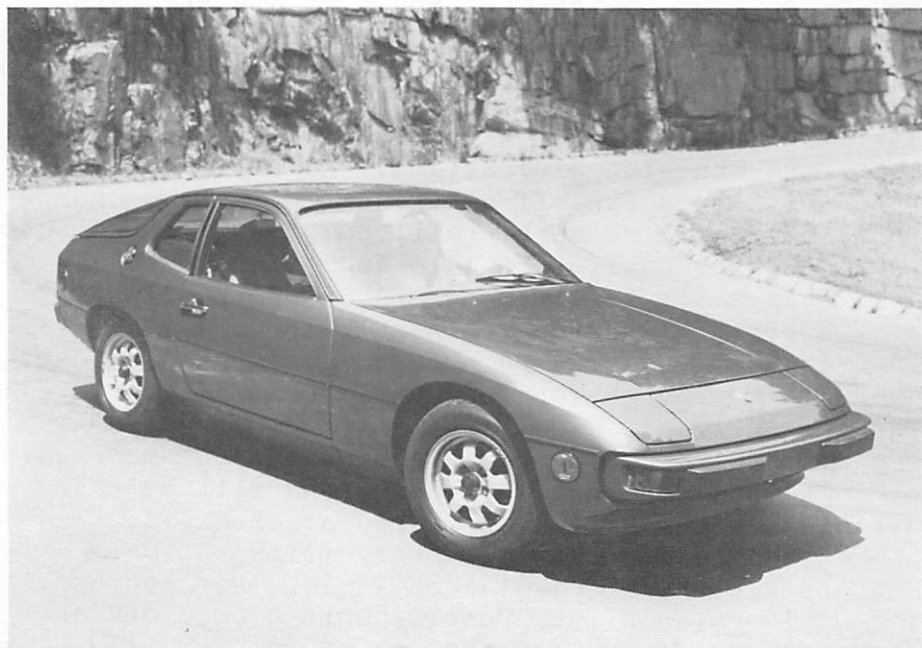
cellent rear visibility and hinges upward for access to the trunk and spare tire well. The rear seats can be folded down for increased luggage capacity. Like the front seats, those in the rear have a deep bucket shape. Both front seats recline.

Steel belted radial tires, power assisted front disc brakes, "hidden" headlights that pop up when turned on and an aerodynamically functional front spoiler are among the standard features of the 924.

The underbody of the 924 is treated with a special zinc process to reduce corrosion and extend vehicle life. Developed by Porsche engineers, this new process should retard corrosion in "hidden" areas for increased durability and added value.

The 1977 model 924 is scheduled to make its U.S. debut in late June and will be sold by a network of over 300 Porsche+Audi dealers. Like all Porsches, it has a warranty of 12 months or 20,000 miles, whichever comes first.

Specifications will be printed here next month.



1977 PORSCHE 924

MID-OHIO REGION, PCA PRESENTS OKTOBERFEST '76

Mid-Ohio Region has completed plans for this year's OKTOBERFEST, and it looks like a super Porsche weekend, with something for every Porsche enthusiast! Dates are October 8 - 10.

Registration begins at 3 PM on Friday, Oct. 8, at the Hilton Inn North, located on W. Wilson Bridge Rd., Worthington, Ohio, near Rt. 23N and I-270 interchange. On Friday night, there will be a new car showing and beer party, hosted by Porsche+Audi North.

The Concours d'Elegance will be held at MIDVO's executive offices in Dublin. There will be six concours classes, including novice (A novice is one who has never competed in any concours previously.).

Following the concours, MIDVO will co-host a brunch, which will be followed by a "regularity run" rallye Saturday afternoon.

Saturday night's activities will be the Art Show and a cocktail hour. Any Porsche related item may be entered in the Art Show. An elegant banquet with awards, door prizes and socializing will follow.

Sunday begins with breakfast at the Hilton, and then the autocross at Powell Speedway. This event will also be the final event in the IRAC (Inter-Region Autocross Championship) Series. As a final extra, there will be a run-off among the IRAC class champions, to determine an overall champion, in a Porsche 924 loaned by Capitol Porsche+Audi of Columbus!

Prices for the weekend are \$56.00 per couple, \$38.00 per person (single entry), for all events. Individual events may be entered at reduced prices. There is no charge for the New Car Showing or for the Art Show.

The DEADLINE for reservations is September 24.

Payment for hotel accommodations will be made directly to the Hilton Inn North at check-in.

See Nick Imperato for entry forms, or call Rebecca Wirwahn at (1-614) 889-9626. Her address is 10550 Riverside Drive, Powell, Ohio 43065, and she is the Oktoberfest Registrar.

PAGE 13

As I head down the home stretch on my final lap, I see there is no one yet waiting at the line to take the baton of editorship of this newsletter. The job is rewarding, albeit time consuming, in that it gives you a chance to be creative and to see the fruits of your efforts published and distributed virtually worldwide. We send copies to Germany, Hong Kong and Angola. We send copies to all other regions in the U.S. and to PCA VIP's nationwide.

I hope I have interested someone enough that they will call and volunteer to take over for next year.

On another note, regarding other regions "stealing" items from this newsletter, I take the following stand: I feel that anything in this publication is for the benefit of all members of the Porsche Club of America, and if other regions can benefit from material we publish, great! However, please credit Riesentoter Region and the author/artist. I have seen at least five or six different items from Der Gassers of the past two years appear in other region's newsletters, and I don't feel this has hurt us one bit. I'm sorry if some other regions feel that it hurts them.

Speaking of credits, last month's cover was by Joan Steklenski, who also did our June cover. The rear end of a Turbo was taken at Lime Rock. I somehow missed crediting Joan with doing the cover. Sorry about that, Joan.

This month's cover photo is by Vern Lyle, and shows Mel Feldman "getting it up" at Christmas Village. Porsche coupes often corner on three wheels, but it's rather rare to see a Targa lifting the inside front wheel. Mel was on his way to winning first in class, and being on the first place team in the Quad Regional Series.

Auf wiedersehen!

Editor

HILLCLIMBING—

Jess Holshouser

Pagoda Hillclimb was run on August 21 and 22 at Reading. It's a shortened version of Duryea Hillclimb with the finish shortly after the Pagoda. Our team did not do too well as you will see:

Dick Sweigart	5th	EP II
Jess Holshouser	7th	EP II
Connie Sweigart	9th	EP II
Dave Derecola	4th	Mod II
Al Derecola	6th	Mod II
Ted Klaus	1st	Formula I

Two of the four cars had clutch problems, thus eliminating three drivers from any further contention -- my speedster and the Derecola's Elva-Porsche. Ted Klaus has essentially wrapped up his class championship with this win. Tom Beil, not driving on our team this year, finished 2nd in Mod II to Dennis Frick, a Porsche pusher from the Central Pennsylvania Region.

Weatherly Hillclimb has been sanctioned by PHA and will be run about the second weekend of October. There is a possibility of running Hershey Hillclimb this year -- probably late October if things work out. The next climb is Red Rock, near Bradford, PA. on September 18 and 19.

In honor of Dr. Porsche's birthday this month, the Riesentoter Goodies Store is holding a fantastic sale. Riesentoter car badges will sell for only \$5, and ALL previous specials will be honored this month only. Come to the meeting and pick up on some great bargains.

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RIESENTOTER WINS QUAD REGIONALS

Joe Long

The racing team of Ahrens, Feldman, Lyle and Wood eased their hot sweaty bodies into the driver's seats of their Porsches to burn the asphalt at Bernville International Speedway for the last time of this competitive series. When the smell of burning rubber cleared the track, these Riesentoters were wearing the laurel wreath. Ferry Porsche and a beautiful Norwegian companion, Tege Porsche Bjorn-dotter were there to witness the event.

When the engines cooled, the crowd sipped golden Miller's and sparkling Bud until the Porsches paraded to a local picnic site for the trophy ceremony. Bob McCullen had graciously started five charcoal fires and chilled 14 cases of soda so the weary drivers could refuel their bodies.

Individual class winners were:

class M6	Bob Russo	2nd
I6	Bob Ahrens	1st
A6	Peter Wood	1st
	Alan Glickman	2nd
C6	Don Reinhard	2nd
D6	Mel Feldman	1st
	Ted Szczechowicz	3rd
	Don Applestein	6th
M4	Vern Lyle	2nd
B4	Bill Smith	1st
L4	Judy Smith	5th

\$3000 REWARD

For information leading to the arrest and conviction and recovery of the following described vehicle: STOLEN on August 13, 1976, a 1976 Porsche Turbo Carrera Coupe. Model number 930781. Serial number 9306800365. Engine number 6860378. Color: Copper Brown Metallic. Tan Leather interior with "Green McKenzie" plaid inserts in the front two Recaro Sport Seats. Car equipped with all standard Turbo Carrera accessories plus the following options: Electric sunroof, limited slip differential, gravel protection rear fenders, 1.5HP starter, Marchal Ampliux headlights, Recaro Sport Seats left and right, 8 & 9 inch Porsche forged alloy wheels with gold spokes and polished rims, fitted with Firelli P7 Series 50 tires (205 front and 225 rear). Car has been lowered. The owner has a series of "SPECIAL IDENTIFYING MARKS" on file with the Minneapolis office of the FBI which can be used in case the car's identification marks have been altered or changed by the thieves. When the car was stolen, it carried a Minnesota license plate on the rear only "NP9108." Direct your information to the following offices:

1. Your local office of the FBI.
2. Special Agent Vic Harvey
FBI
Federal Building
316 North Robert St.
St. Paul, MN 55101
(612) 222-6346
3. Chief Robert Burlingame
Maple Grove Police Department
Maple Grove, MN 55369
(612) 425-4525
4. Jack Zimmer (Ex-owner)
6120 Brooklyn Blvd.
Minneapolis, MN 55429
(612) 561-6160

The reward will be paid as follows: Information leading to the arrest and conviction of the thief or thieves...\$1500.

Information leading to the recovery of the car... \$1500.

All of the above...\$3000.

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2 lb. nectarines
1 pint blueberries
 $\frac{1}{2}$ tsp. grated lemon rind
1 tsp. lemon juice
 $\frac{3}{4}$ cup granulated sugar
3 tbsp. quick cooking tapioca
 $\frac{1}{2}$ tsp. cinnamon
 $\frac{1}{4}$ tsp. ground cloves
1 tbsp. butter, cut up

Topping

$\frac{1}{3}$ cup firmly packed brown
sugar
 $\frac{2}{3}$ cup sifted all purpose
flour
6 tbsp. butter, cut up

Line a 10" pie plate with pastry. Blanch nectarines in boiling water for 15-30 seconds. Peel and slice into large bowl. Add blueberries. Sprinkle with lemon rind and juice, sugar, tapioca, cinnamon and cloves. Toss gently. Spoon fruit mixture into prepared pie shell. Dot with butter.

Combine topping ingredients, working in butter with fingers until crumbly. Sprinkle over top of pie. Cover pie loosely with aluminum foil and bake at 425° for 30 minutes. Remove foil. Continue baking 15 more minutes or until streusel is set and juices bubble up. Cool pie completely on rack.

PORSCHE

924

912 E

911S

turbo Carrera

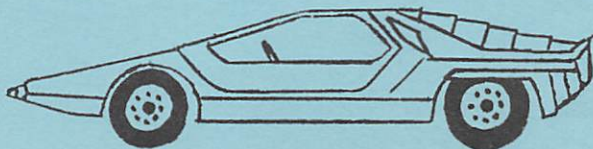
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