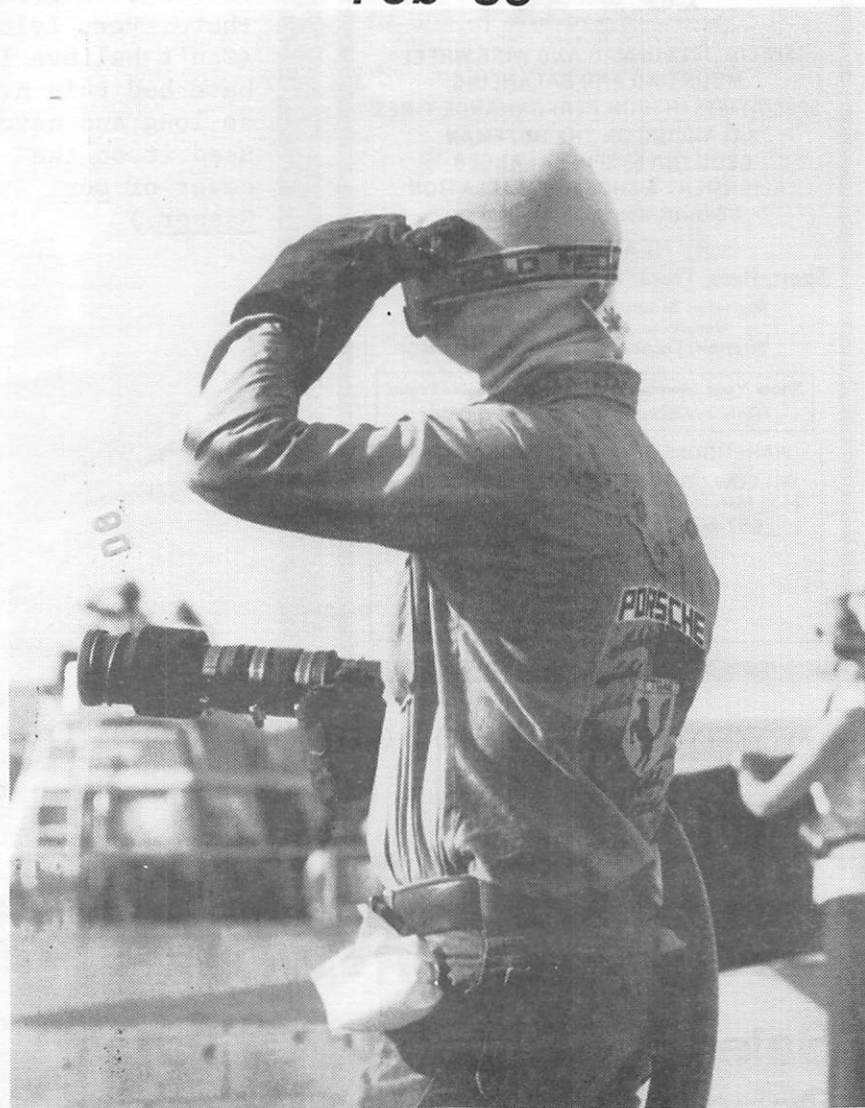


DER GASSER

*Riesentöter Region
Porsche Club of America
Feb 83*



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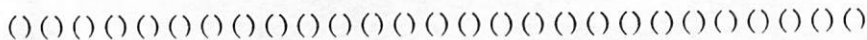
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COVER: Wayne Flegler waiting to fuel the Holbert White Ghost 914 at Sebring, ca 1975. Photo, Vern Lyle. (Can't believe I have had this neg so long and never used it on the cover of Der Gasser.)



precision

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President's Message

Don Galbraith

DONALD C. GALBRAITH
13 COBBLESTONE DR
PAOLI PA 19301



(Ed. note: He did make the deadline this time.)

I read an article in Car & Driver recently which rated the Porsche 911 as the car with the best fit and finish. Recently, I took my 911 apart for restoration and painting. In doing so, I found that the car is certainly put together to stay. It is truly amazing that so many parts could be scattered about my garage. I can tell you, if and when I ever get it back together, there won't be any awards in store for me.

We kicked off the season with a fine banquet and the year ahead looks good. Remember to join us at the new venue in February.

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Up Comin'

- Feb 23 - Riesentoter Meeting, see page 3
27 - Autocross at Plymouth Meeting, Corvette Club host, Vern Lyle 679-9262
- Mar 4 - Wine Tasting & New Car Show at Horrigan VW - BMW in Reading, see page 3
5-6 - Zone One Tech Tactics, Schenectady, NY, Randy Hubbard, 518-584-8628 days
6 - Potomac Swap Meet, HBL Porsche-Audi in Vienna, VA, Dan Rowzie, 703-768-3719
26 - Tech Session at Holbert's Porsche-Audi, Tony Checkowski, 584-0776
30 - Riesentoter Meeting
- April 9 - Tech Session at YBH Porsche-Audi, Bob Patton, 935-1725
10 - SCCA Solo II autocross at Plymouth Meeting Mall
17 - Brandywine Motor Club Autocross School, Gloucester County Community College
24 - Riesentoter DVSA Autocross #1
27 - Wine Tasting & Dinner Meeting
- May 1 - SCCA Solo II Autocross at Exton Mall
- July 16-17 - Riesentoter Driver's School at Summit Point Raceway

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Next Meeting : New Site Craig Rosenfeld

Ask anyone who attended our January meeting about the films we all enjoyed - some of the best racing footage you'll ever see.

The February meeting will be held at Casa Maria in King of Prussia, 8:30 pm, as always. The restaurant is on Rt 202, 1.5 miles north of the expressway and turnpike interchange (Valley Forge). Casa Maria used to be Valle's and is located across from Victoria Station.

Casa Maria serves Mexican food (also gringo), if you care to have dinner before the meeting. Come about 6:30 and join the early birds for nachos, enchiladas, burritos and other mouthwatering delights. They'll probably even have a cold beer or two on hand to help with your digestion. I'm getting hungry, Cisco, let's went!

***We Cordially Invite You To Our
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March 4, 6:30 - 9:30 pm***

***Dick Horrigan VW - BMW
1211 Lancaster Ave (Rt 222)
Reading, PA
RSVP By Feb 22
215-378-1181***

Head Count : 304

Skip Corey

Welcome to these new members:

Pete & Judi Kroeger
Allentown
67 912 Targa/63 356

Jonathan Baker
Kennett Square
73 914 1.7

Michael Loia
Phila
83 911SC

Ralph Zagrabbe
Gladwynne
83 928S

Charles & Carol Field
Phila
65 911

Jeff Schaeffer
Malvern
73 914

Marshall & Janice Cobin
Doylestown
77 924

Robert Burnett
Jenkintown
79 930

Eric Gossger
Phila
74 914

Robert Fritsky
Newtown
79 911SC

Steppin' Out

Special welcome to the three new members who attended our January meeting:

Eric Gossger and his friend, Donna Fedeli are looking for ward to autocrossing Eric's blue 914

Jeff Schaeffer is hoping to stuff a 2.4 engine into his 914 to blow the doors off Mark Miller's 914.

Isn't that what friends are for?

Carl Fronk has owned 6 Porsches in 10 years and his latest acquisition is a 944. He and Paula picked up the car on their honeymoon in the Fatherland. They also own an AC Cobra (heresy).

Get Involved With

Porschenalities

Melody Lyle

Barbara Patton is recovering from not one, but two operations - one on each hand. May be a little bit incapacitated for now, but we wish her a speedy recovery and a return to teaching Bob how to drive.

The Russo Racing Team is now official! Dodie & Bob were married on Lover's Day, February 14, and are spending two glorious weeks along California's sunny shores (and that's no FRAUD). I think we can speak for all of Riesentoter in wishing the best to our dynamic high-speed lovers. Congratulations, Mr & Mrs Russo.

Social Doings

Joe Shelanski

The Social Calendar for 1983 will hopefully include events of interest for all members of Riesentoter Region and their families. Successful and popular events from the preceeding years will be scheduled and will include the 4th Annual Wine Tasting and Dinner (this event is also known as The Vienna Orgy among those who have attended in the past), the End of Summer Picnic, and a Sunday Brunch, either by itself or in conjunction with a Rally or Tour. New events may include a bicycle tour making use of fancy bicycles that I have seen in the homes of many of our members (including a couple of Maseratis), but which I have never seen in actual use. The Fairmount Park system of bicycle paths seems to be a likely choice for this event.

Ideas and suggestions for both new and scheduled events are encouraged. Please let me know what your interests are so that we have a chance to accommodate your wishes before definite plans are made.

Your Porsche !!

On Track '83

Axel Shield

It's still winter, but things are popping already on the Porsche track scene. Riesentoter has finalized an agreement with Summit Point to rent that track on July 16-17. This will be solely our club's event so all of your support (as entrants and as workers will be required and appreciated. I have "voluteered" to be the chairperson for this event, so if you would like to help, please contact me at your earliest convenience.

As you know, there is a good possibility of a Time Trial Series this year and if this comes off, we will be running a time trial during our July weekend. Bob Russo has been organizing the series and has done a marvelous job.

Given the great interest already exhibited in the Time Trial Series, as well as the recent growth of interest in track events generally, it seems highly probable that this will be the biggest season for track events ever. If this is the case, you will want to stay on top of the schedule to insure that there is a slot for you and your Porsche at these events. Last year, people found that a week or two before some events was too late to register. Sending in your entry on the day registration opens (always recommended for the more popular events) may be a necessity this year. To do this successfully, you should check out PANO and Der Gasser for information ASAP. Also, I will try to have registration forms available at our meetings. If all else fails, please feel free to call me at any time for the latest info. I may also be able to help with directions, recommended motels, convoys (no mass tickets, please), etc.

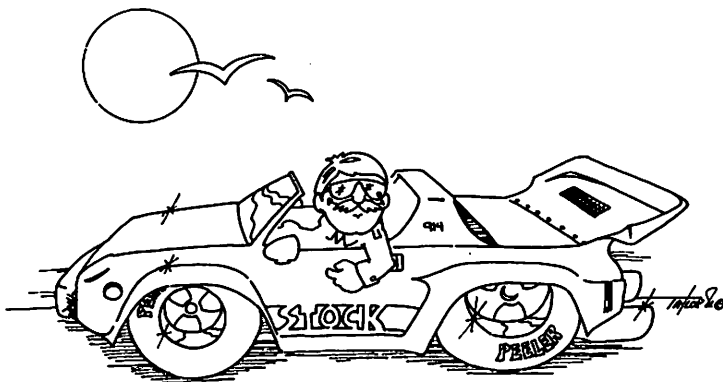
In the last Der Gasser of '82, President Don wrote about a race track disease he called the "Shield Syndrome". The name is wrong, that particular disease pre-existed me, it having been around since the invention of the wheel. For example, Ferry Porsche caught a bad case of it from the good Doctor at GP races in the 1920's. Many of the best people in PCA and Riesentoter have it. I caught it from Ted. Maybe they

should call it the "Sechowitz Syndrome". It is but one form of disease which comes with the great automobiles from Stuttgart. Porsche fever - catch it in 1983.

Track Dates - 1983

April 8-9 - CVR at Lime Rock, open event
April 15-16 - Metro NY at Lime Rock, open?
April 16-17 - NER at Bryar, open - time trials?
May 1 - Potomac at Summit Point, open
May 12 - CVR at Lime Rock, open, 1/2 day noon til 5
May 13 - STB at Lime Rock, open
May 14 - CVR at Lime Rock, open - time trials
May 27, 28, 29 - NNJ at Pocono, open - time trials
June 18-19 - Potomac at Summit Point, open? 19th?
July 16-17 - RTR at Summit Point, open - time trials
July 27-28 - NNJ at Lime Rock, open?
July 29-30 - STB at Lime Rock, open, 30th? time trial?
Aug 13-14 - NNJ at Watkins Glen, open
Aug 18-19 - CVR at Lime Rock, open
Aug 27-28 - Potomac at Summit Point, open - time trial
Oct 8-9 - NNJ at Pocono, open
Oct 16 - Potomac at Summit Point, open
Nov 5 - STB at Lime Rock, open, time trials?

—
NNJ - Northern New Jersey Region
CVR - Connecticut Valley Region
Metro - Metro New York Region
NER - North East Region
STB - Schattenbaum Region
RTR - Riesentoter Region



Late Braking News

Bob Russo

If things were really slow last month, and out of desperation for something to do you happened to read my article, you know that this month I should be telling you about the Time Trial Series. (Whew!! Would an English teacher love that opening sentence?!) We were supposed to meet on Jan 22 to discuss the series, but that day was not compatible with everyone's busy schedule, so we met on Jan 29. Look for the information next month. However, if the Series does come to be, remember that the first event will be April 16-17 at Bryar, New Hampshire.

In the meantime, this may be a good time to review some basic handling characteristics and how to cope with them, to hopefully make high speed events safer and more enjoyable for all. Those who have been doing these events may want to review; if not, see ya next month. Those with less experience, have at it!

Understeer and oversteer - probably the most confused of all basic handling characteristics. Understeer is the tendency of the car to follow a greater circle than the driver desires. In other words, the front wheels slide more than the rear, so that the car tends to drive to the outside of a corner, more or less in a straight line. In order to correct this, the driver turns the wheels sharper and therefore the car is understeering relative to the angles of the wheels. Understeer is engineered into cars for safety since most everyone can handle this situation. The normal reaction is to back off the gas and turn tighter, which will return the car to a stable condition. However, a person can "tune" the suspension to counteract the engineered-in tendency. The addition of a rear sway bar, or a larger than stock rear bar, will reduce understeer. Also, increasing the air pressure in the front tires will have the same effect, but to a lesser degree. Stiffer rear springs/torsion bars and/or shocks will also reduce understeer.

Oversteer obviously is the opposite. The car wants to steer a tighter circle than desired. That is, the rear tires slide more than the front. In this condition, the tail of the car wants to go to the outside

of the turn. This can be especially dangerous in a rear engine car (read 356/911) because of the same natural tendency to get out of the throttle, but -- this is the worst thing to do since it aggravates the condition by transferring weight off the rear wheels and the car will spin out. So now the driver must try to apply a little throttle and counter steer into the slide. Now to "tune" your suspension: do all the things you did for understeer at the opposite end of the car. You can, of course, do the opposite of what you did for understeer to the same end of the car. If I confused you, just disregard the last sentence.

Bump steer is a condition in which the car wants to steer by itself to one side or another when a front wheel hits a bump. - sounds logical! Engineers, and especially those at Porsche, go to great lengths to reduce bump steer as much as possible. And Porsche owners do their damndest to try and destroy their best efforts. How? By cranking the front end down so that the bumper/spoiler is on the ground! This raises the steering arm relative to the steering rack which throws in a bunch of bump steer. Now we have a car that darts and lurches any time a wheel hits a bump. Especially bad when trying to corner. The only way to eliminate this condition is to plot a toe change curve and then adjust the steering rack height to give the least toe change through total suspension travel. Since we are not all able to do this, a good rule of thumb is to adjust rack height so that the tie rods are close to parallel to the ground at ride height. There are rack spacers sold, but the only thing wrong with them is that the person who made them has no idea of how much your car has been lowered so you may not be any better off.

DVSA news - four clubs have met and I can report that DVSA does live! There will be a complete series. If we do not get our own site, we will share Gloucester County Community College, thanks to the generosity of Brandywine Motor Club. Rules and classes have been formulated and they're not all that much different from last year. The schedule will be finalized soon and the whole package will be ready for mailing. More on this next month.

See you at the track!

Hillclimbing

Jess Holshouser

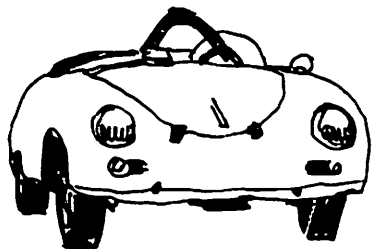
At the Pennsylvania Hillclimb Association Pre-annual Contest Board meeting in December, it was decided, after much discussion, to place PHA on inactive status for one year. A final ratification vote on this proposal will be taken at the Annual meeting to be held in February. As your Club Rep to PHA, I feel strongly that this is a wise move. There is full concurrence from Connie Sweigart (Alternate Rep), Dick Sweigart (Alternate Rep for Phila Region SCCA) and President Don Galbraith.

PHA is a shell of its former self. So our Club will vote for inactive status. The same Contest Board will meet next November to review the situation and decide where to go from there. During the inactive period, PHA will not license drivers, approve any events, or collect fees from drivers or clubs. There is sufficient money for caretaker activities and the PHA Board and Officers will continue.

The reasons are many, but fundamentally, hillclimbing events and the drivers have all but disappeared. We used to have 10 hills a year with 280 drivers at an event and 500 licensed drivers. In '82 we had two hills, run on successive weekends in October! The driver turnout was on the order of 40 to 50 with perhaps 100 licensed drivers. Last season, to make up a reasonable schedule, PHA recognized 4 flat-track SCCA Solo I time trials at Pocono, Watkins Glen and Summit Point. That's pretty sad for a hillclimb group. All these events were SCCA sanctioned and hopefully, with others, will continue for '83. Time will tell.

I've just received word that Duryea Hillclimb will be held May 21-22 for SCCA cars and the Vintage Sports Car Club.

Keep it between the trees.



Bolt check

Bob Patton

Perhaps you have noticed numbers on bolt heads on your Porsche - like 8.8 or 10.9. Did you ever wonder just what those numbers mean?

The International Standards Organization (ISO) has specifications covering the strength of bolts, and all metric bolts are graded by these specs. The number to the left of the decimal point is minimum tensile strength in hundreds of Megapascals (MPa). A Megapascal is 1 million Pascals, and is equivalent to 145 psi. The decimal represents the ratio of yield strength to tensile strength. Yield strength is the point where the bolt begins to stretch permanently; tensile strength is the point where it breaks.

Thus a bolt marked 8.8 has a tensile strength of 800 MPa (actually 830 MPa) or 120,000 psi, and a yield strength of $830 \times 0.8 = 664$ MPa or 96,000 psi. This is equivalent to an SAE Grade 5 bolt, which has three radial lines on the head. A bolt marked 10.9 has a tensile strength of 1000 MPa (actually 1040 MPa) or 151,000 psi and is equivalent to an SAE Grade 8 bolt, which has six radial lines on the head. The maximum strength bolt available is a 12.9, 177,000 psi.

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Quicker 914s

There are several things that can be done to fine tune a 914 engine for max horsepower or max economy. This article is concerned with max power. Let's assume that your points are good and the valves have been recently adjusted. Properly adjusted valves really can change the power characteristics of your car.

The 914 fuel injection is very adjustable to increase horsepower - most people think it's necessary to go to Webers, and for an all-out race car this may be so. But it is possible to have the best of both worlds with injection. The added bonus is that your car can run in Stock class at an autocross. The injection on the 914 is set by the factory to fairly lean mixtures. By increasing fuel pressure from 32 up to 38-40 psi, power can be increased. Most 914s have an adjustable fuel pressure regulator, so get yourself a gauge and you're all set. If you have a 1.8 don't worry about it - you have a vacuum operated regulator that will change pressure depending on where your foot is.

The "black box" proportions gas and air based on the electronic values it receives from temperature sensors and pressure sensors. By changing the values the box receives, fuel can be increased or decreased. Changing the temp values is done by placing a resistor on the wire to the cylinder head temp sender (1.8s came standard with a resistor so you can buy it at your local Porsche dealer). One west coast racer has an adjustable rheostat on his dashboard where he dials in resistance and therefore power as he drives. To change the value for atmospheric pressure, you need to put a gasket or two between the two halves of the pressure sensor. It is riveted together because it is not supposed to be altered, but some of the most dramatic changes can be had by not following your factory manual. Be sure to mark across the the two halves before you split it so you can get it back together in proper alignment. A 356 fuel pump or oil pump gasket works fine.

The black box proportions fuel by a set of internal

valves and if your box has a CO adjustment knob on top then you can adjust the internals. All the way left for power - right for economy. Don't lose your initial setting though. Count the number of clicks that you turn it from where it is.

Timing changes make a big difference also. Set it about 32° at 3400 rpm and all hoses disconnected from the distributor. Remember, the higher the altitude the more advance you can run. (Ed. note: This was written in Denver - you may want to run less here.)

So what does each of these mods do for horsepower? Increasing the fuel pressure is the easiest and does the most. I have completed practice sessions with low pressure and before time trials boosted the pressure - the change was astonishing. The resistor seems to do more than the gasket in the pressure sensor. Readjusting CO mixture does incredibly good things. One of our members got 71 mpg at a recent EconoRun.

Well, now that you know the secrets, let's see you hot shot 914 drivers at the next autocross.

(Edited from an article by Alan Ruff in RMR/Porsche, newsmagazine of Rocky Mountain Region.)

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Tech Sessions '83

Tony Checkowski

Time waits for no man, woman, child - or Porsche. It's time to plan for our tech sessions and take advantage of them. Use the auto lifts - get free tech advice - have access to plenty of tools - learn something about your Porsche. From past sessions, you know that you can: change oil and fuel filters, spark plugs, points and condensers, tires, brake pads, bleed brakes, etc. Others have worked on exhaust systems, steering wheels (all day, Vern?), instruments and suspensions. All we ask is that you are able to drive your Porsche out at 3-4 PM. You can do anything you can tackle, starting at 9 AM.

If you are just thinking of going to a Driver's School Bob Patton or I can "tech" your car for you. This can give you a better idea about the health of your car with no obligation to prove it. Those of you who are running Driver's Schools or Time Trials will have to get your car teched two weeks prior to each event. If Bob and I are not available, your nearby Porsche dealer will do the job for the hourly rate, in just about 1 hour. The cost at Holbert's is \$28.50 and other dealers in the area offer similar services at competitive rates.

In order to give more of us a chance at the Spring tech sessions, we plan to hold two (2) of them just two weeks apart. Those in the northern sections of our region may want to attend at Holbert's on the 26th of March, and those in the southern areas may want to go to YBH on the 9th of April. You are welcome to come to both, of course! Those heading to Summit Pt. in July can get their cars teched at our July 9 tech session at Holbert's. Other sessions will be added when our full schedule is established for 1983.

The July 9 session will include Tech Inspection for cars entering the time trials at Summit Point, as well as the routine work that all members can do on their cars. Parts department will be open and the Porsche mechanics will be on duty to advise and assist you with whatever you'd like to do to your car.

Of Mice and Men

Vern Lyle

Our daily transportation in the winter, a VW Square-back, is parked in the same warm garage that the 911 uses and that's also where the wild bird seed stays. Routine maintenance turned up about half a pound of seeds in the oil bath air cleaner of Old Yeller. It ran perfectly before and after the cleaning. You may think it was fun trying to get 'em out of there, but think about the amount of work it took for the resident mice to get 'em in there!

Anyway, after finding this, I checked out the Porsche just to make sure the little buggars weren't ensconced in there as well. The only trace I found was a neat little mound of seeds in the middle of the trunk. At least one of them had good taste and preferred a nice carpeted high rise to the grimy slums.

If your car is "stored" for the winter, even if you don't keep bird seed around, it would be a good idea to check for things like this. You wouldn't want to find that a nest had become permanent inside your Recaro. Or that when firing up in the spring, your engine's first gulp of air is environmentally dangerous to the 435 critters living in your air cleaner. Check it out now and you won't find out later that your car has become a real rat.

CIS Filters

Tim Berardelli, Der Vorganger

In addition to the expensive fuel filter in the engine compartment or hidden under the car, all 911s equipped with CIS fuel injection have a second fuel filter that is often overlooked and seldom serviced. In the bottom of the gas tank is a hex head plug, attached to which is a nylon mesh filter. Run the car til it is almost out of gas (don't run out of gas however; the high speed rotary fuel pumps used with CIS tend to self destruct when run dry), remove the plug and drain off the last gallon or so of gas. The filter can easily be cleaned and reused. A number of mysterious fuel feed problems have been cured by this cleaning.

Porsche Store

FOR SALE: Stainless steel heater boxes for 1.7 or 1.8 914; some suspension parts also available; Monza exhaust system for 2.0. Call Larry 215-233-5845

WANTED: For pre-A '54 Speedster: 1500N engine with two piece case, speedster seats, front and rear bumpers, repro floorpan and battery box, original or repro wiring harness. Eric Osmundson, 215-791-2492

WANTED: Male Porsche fanatic, 25-35 years of age, over 5'10", unmarried, outgoing with sense of humor.. for this typesetter (female, redhead, 5'9", outgoing, also Porsche fanatic, unmarried) who watches HCR social and track events go by month after month and dreams of attending! Patricia 518-370-4787
(Ed. note: this was published from the Hudson-Champ-lain region newsletter for anyone who might be interested.)

Pumping Station Closed

Vern Lyle

If you have been unable to stop the oil leaking from the lower valve covers on your 911 - your problems are over. After checking for nicks on the sealing surface, and a warped or distorted valve cover, I tried everything: asbestos gaskets, the cork type with wheel bearing grease, o-rings on the lower studs, careful torque on the nuts - I know these things work for other people, but not for me. The answer was found at Holbert's when I purchased the latest factory gasket. It has a thin bead of rubber on both sides that gets crushed as you torque down the cover, forming a much more effective seal. At about \$7 each they seem expensive - but on a 2500 mile trip to Alabama, the covers leaked not one drop of oil. Previously the covers lost \$7 worth of oil on that trip! And the gaskets are reusable. I've adjusted the valves two times since then and the gaskets are still holding.

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Ed. Plea

Der Gasser deadline is the first of the month for material to be published in that month's issue. Address changes or notification of non-delivery should also be sent to the Editors. Items for the Porsche Store are free to members, see deadline above. Photos and original or clipped articles are welcomed. Black and white prints are preferred, but we can use color prints if the contrast is sufficiently high. Potential advertisers are urged to contact the President or Vice President.

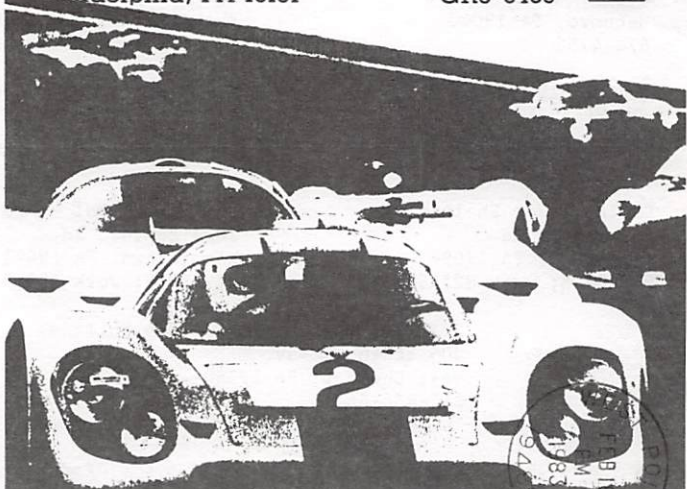
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