

DER GASSER

JULY 1984

PRESIDENT'S MESSAGE

July is a busy month for Porsche people. Headlining the month's activities are the Parade held this year in Appleton, Wisconsin, July 8-14 and the Riesentoter three day track event at Summit Point, July 20-22.

Those of you who have never attended a Parade should consider going to at least one. In my opinion, one of the best features is that it is in a different location every year, giving you a chance to see various areas of the beautiful USA. The organizers attempt to vary the location around the country to give all members the opportunity to attend. For example, next year the Parade will be held in the San Diego, California area. The 1986 Parade site will be selected at this year's Parade and I am told there is a good chance it will be in your First Lady's home state of Maine, giving more Riesentoter members a chance to attend.

This year's Parade will be the third which Debbie and I have attended and we really have enjoyed meeting new friends and reviving old acquaintances from other regions across the country.

This will be an interesting Parade for me from another aspect, as it will be the first that other members from my family are attending. My brother, Harry, a member of Pocono region, has just completed a ground up restoration of a 356C sunroof coupe which has taken three years of toil and trouble. While my approach to concours preparation has been a wash, wax and interior vacuuming for our 911, Harry's 356 is the first car in the family which has a serious chance at the Manhattan Trophy (best in show). Also, my father has just acquired his tenth Porsche, a Copenhagen blue 944. While a member of PCA (originally Riesentoter region) since 1967, he has been a member of Pocono region since its charter was granted. Although he hasn't participated in many events or activities, he is a dyed-in-the-wool

Porsche fanatic as anyone who bought a 356 Cabriolet new in 1954 has to be. It will be good to get him to his first Parade.

In other regional news, I must inform you of the recent resignation of our secretary, Nancy Rosenfeld. Fortunately, Jill Heckman has agreed to accept the office and its responsibilities for the remainder of this year and I welcome her to the Executive Committee.

At the August meeting, the nominating committee is to announce a list of nominees for regional offices for the upcoming year. We are always interested in attracting new faces to the Executive Committee and invite any member interested in volunteering to discuss his interest with any committee member at the July meeting.

Finally, just an update on the German metalworkers' strike. As this is being written, a vote is being taken by I.G. Metal to accept a 38½ hour work week with a 5.3% pay increase. If approved, the seven week old strike will end and Porsche production will resume.

Bill

MONTHLY MEETING WEDNESDAY JULY 25TH

Regretfully, the exact format for the July 25th meeting has yet to be determined. At this moment, most of the senior hierarchy of our illustrious organization is at the Porsche Parade in Wisconsin mingling with the cows. But do not despair. An emergency session of the National Security Council has determined that there will in fact be a meeting. As of this moment, the meeting, whose program is to be announced, will be held at the George Washington Motor Lodge off exit 25 of the Pa. Turnpike. It will commence at 8:30pm. **HOWEVER, THERE IS THE POSSIBILITY THAT THE MEETING WILL BE MOVED TO HOLBERT'S PORSCHE-AUDI IN WARRINGTON. CALL ANY MEMBER OF THE EXECUTIVE COMMITTEE THE WEEK OF THE MEETING TO VERIFY THE LOCATION.**

MURPHY'S LAW OR SOCIAL DISEASES

By Skip Corey

Our wine tasting dinner was a smashing success (no pun intended). Jeff Effgen, the manager of the Kimberton Country House Inn went all out to make our dinner very pleasant and very tasty.

We had a choice of five wines and at the end of the evening Jeff gave us a rundown on the vintage of each of these. (It's tough to tell the difference after the third glass). The fish appetizer and the filet tips were excellent and the strawberry mousse topped off a great meal.

The dinner was actually started with a rally when I forgot to include a turn in the directions. (No one let me forget it either). Everyone had a great time at the dinner and the good news is that we made reservations at Kimberton for our Christmas Banquet.

Our third event of the year was the tour of Baltimore's Inner Harbor on Saturday, June 9th. We met in Chadds Ford at 8:30 am and already it was 85°. It was the hottest weekend of the year. I was a little embarrassed leading a pack of 911s, 944s and 924s in my air-conditioned Cavalier, but the joys of 95° open air motoring in a 914 can't compare with air-conditioning.

When we arrived in Baltimore it was hotter still (96°). However, there was a nice breeze off the harbor and the twenty minute wait to enter the Aquarium was tolerable. Everyone seemed to have a good time in the Aquarium watching the various sharks and small fish and reading the information of the displays. Did you know that a large whale eats 4 to 8 tons of Plankton a day? Do you know what Plankton is? Well you can either take a biology course or go to the National Aquarium and find out.

cont on pg 5

STEP BY STEP CONTINUED

by Al Anderson

My Step by Step article series regarding modifications are temporarily on the back burner. As I have said in my articles, all of the modifications talked about so far have been done on my own car. I am going to finish the track season with the car the way it is set up at this time. My car feels good and I am pleased with the changes I have made. Now I have to make the car work!

The 944 is a superb track car. Ask any 911 owner who has followed Jerry Nelson around Lime Rock. I want to speak up for the 944 owners of America. This ain't no Audi!

In case you have not seen my car at an autocross or track event, let me describe just how high I am on the breed. I am slowly converting my 944 to a carrera; a combination 924 GTS Carrera and 944. If you have read my articles, the suspension has been completed. I am using the GTS hood scoop on my car (Holbert Racing) for cooling the head and exhaust manifold, rather than the inner cooler on the 924 GTS. Since my car has been lowered for the track, I am using the GTS 16"x7" and 16"x8" alloys for the street (a little more clearance for those dips and high curbs, plus a more comfortable ride) with 205-55 and 225-50 Comp TA's. I have installed antireversionary headers (Holbert Racing) and 2 1/4" exhaust tubing with free flow muffler from a 1963 GM Turbo Corvair. For safety and the attachment of a racing harness, a roll bar with rear supports was added. A Momo steering wheel and the repositioning of my dash gauges (tach in center) round out the cockpit comfort. I ordered my 944 with leather sport seats. Cosmetically the car is clean and business like and is driven daily for work, rain or shine. I removed all of the emblems and factory decals as well as those elephant ear mirrors. I installed a 935 mirror on the driver's side only. My wheels and the rear deck carrera emblem are color keyed, porsche Irish green and white. (You love it or hate it.)

There are more modifications to the suspension and motor coming. 944 freaks, stand up and be counted. Don't be afraid to take that first step.

See you at the track.

RESULTS OF FIRST TWO '84 PATTS EVENTS

DRIVER:	LIME ROCK MAY 5TH BEST TIME	PLACE	POCONO JUNE 3RD BEST TIME	PLACE
Class B:				
R. MATER	76.22	1		
Class C:				
S. LANGIUS	73.07	5		
S. WINKLER	70.28	2	100.028	2
J. SPACEK			98.071	1
T. BONANNI	72.85	4		
M. STOLPER	68.71	1		
B. MCQUISTON	71.88	3		
Class D:				
P. ARNOLD	71.55	1		
Class E:				
A. SHIELD	70.57	1	97.784	1
T. BENT	69.83	2		
Class F:				
S. SCHIFF	69.63	1	84.439	1
H. KINTZI			84.515	2
T. HAMILL			87.408	3
Class H:				
L. HERMAN	73.18	4		
F. KERFOOT	71.55	1	85.634	2
M. KELLER	72.63	3		
B. KELLER	71.75	2	91.407	4
D. THOVSON			83.925	1
M. HAMILL			91.057	3
Class I:				
M. KELLER			88.233	1
Class J:				
B. BUCHLER	79.65	1		
Class K:				
P. LAKIN	75.45	1		
Class G:				
J. GRIESENBECK			98.964	1
Class B/I:				
R. TUGBERK	70.27	2		
R. FOX	68.20	1		
Class C/I:				
R. BARTLETT	71.58	2		
P. TREMPER			102.798	1
H. LEIKEN	70.95	1		
A. ANDERSON	72.05	3		
Class D/I:				
T. SECHOWICZ	71.92	1	85.071	2
R. ROOKEY	73.34	2	86.122	3
B. CARRINGTON			83.870	1
Class Mod III:				
A. FRIEDMAN	67.67	1	92.541	1
B. BRAUNOHLER	70.66	2		
Class Mod IV:				
T. BAIRD	69.22	1	83.870	1

cont on pg 3

**HECKMAN'S MEMBERSHIP
MUTTERINGS OR CALL
YOUR CONGRESSMAN**

Question: What do Porsche enthusiasts, mechanics, dealers, and accessory and parts store owners all have in common?

Answer: The United States Congress is beginning to poke its collective noses into an area very dear to the hearts of all of these people.

Because President Reagan has held off on increasing taxes, congress feels that they are the ones to generate tax revenue. Enter the 'Luxury Car Tax Loophole.'

The evil idea here is to plug this loophole by limiting the amount of money that can be depreciated (or tax deducted) from a tax return for a business automobile. At this point, there is no limit. The proposed amount would be \$15,000.

To gain a clearer picture, let's use a basic for instance. Elmer sells muffler bearings out of the hatch of his 1984 928S to all of the muffler shops in the Delaware Valley. Uncle Sam says that Elmer may deduct from his taxes the purchase price of his 928 (a business car) over whatever useful life period Elmer chooses for the car, as long as that period is at least three years. Elmer chooses three years because the faster he depreciates the car, the larger his annual tax deduction.

Elmer bought his 928 from Holysmokes Porsche-Audi in Sawyacomn, Pa. for \$50,000. Using the straight line depreciation method on the 928 over three years (\$50,000 purchase price / 3 years useful life = \$16,666 tax deduction per year) Elmer takes a tax deduction of \$16,666 in each of the three years.

Now, let's say our illustrious elected officials get their way and are able to put a \$15,000 cap on the amount one is allowed to depreciate a vehicle over its useful life.

Using the same depreciation scale as above, if Elmer can only write-off \$5000 a year for 3 years on the 928, the car will end up costing him \$35,000 (\$50,000 purchase price less the \$15,000 total depreciation = \$35,000). That 35K will come right out of Elmer's after-tax pocket!

What will Elmer and other people like him do? They'll buy Regals, 'cause they can totally depreciate a \$15,000 Regal in 3 years.

cont on pg 5

Class Mod I:

cont from pg 2

B. RUSSO
T. PIO COSTA

84.801 1
102.888 2

Class L/H:

T. TUCCILLO 77.61

1

89.875 1

Class L/Mod I:

D. RUSSO

93.545 1

Class L/A:

R. PICILLO 72.57

1

Al Anderson
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RESULTS OF MONTGOMERY MALL AUTOCROSSES

DRIVER	APRIL 8TH SCHOOL BEST TIME	PLACE	MAY 20TH SPRINT BEST TIME	PLACE
Class A:				
L. BRUCE	49.178	1		
R. HUNSBERGER	49.500	2	53.940	1
P. RICHARDSON	52.656	3		
D. QUAY	53.420	4		
B. COOPER	53.548	5		
B. MCULLEN	54.240	6		
R. PATTON			55.746	2
S. KOZA			56.300	3
R. GOLOVEYKO			63.944	4
Class B:				
R. BOETTCHER	49.435	1		
J. HECKMAN	50.271	2		
M. WYCHE	55.332	3		
M. WYCHE, III	56.692	4		
R. KELLETT	OC	5		
S. RANKIN			53.481	1
B. MCNEIL			55.696	2
T. MILLER			58.677	3
C. DONOHUE			DNF	4
Class C:				
C. ROSENFELD	51.068	1		
T. MILLER	53.369	2		
E. TOLTZIS	57.603	3		
W. O'CONNELL	58.164	4		
T. DISQUE			54.751	1
Class E:				
A. CARNELL			54.943	1
Class F:				
J. HILTON			55.624	1
Class G:				
A. CUFF			60.466	1
Class H:				
S. CLOSE			52.305	1
M. HERBST			56.697	2
J. BELL			58.475	3
E. TEYSER			59.477	4
Class B-Prepared:				
F. MAVEAVI			58.611	1
C. MICITTO			70.781	2
Class D-Prepared:				
M. WEIDEL			52.282	1
Class A-Street Prepared:				
J. FINK			48.588	1
V. LYLE			49.822	2
M. LYLE			53.505	3
Class B-Street Prepared:				
D. MANNING			52.488	1
B. STAFFORD			53.387	2
D. FINK			54.213	3
J. GONZALEZ			54.431	4
D. WYKEF			55.912	5

cont on pg 5

ADDITIONAL 1984 RALLY INFORMATION

by Betsi Marsh

Judging from the success of the Scheuermann's recent rally, it appears there may be a contingent of Riesentoters interested in participating in additional rallies this season. Being an enthusiastic rallyist, I have some information on upcoming events which may be of interest to club members.

Buckingham Sports Car Club (based in the Doylestown area) offers several well planned and organized events. I've participated in their rallies for the last 3 years and recommend them highly. They are fun for novice and experienced rallyists alike. But be forewarned, many of their rallies use a few unpaved roads which can be rather brutal if your 'pride and joy' has low ground clearance! Also this year they have come up with some new innovations (see below).

July 29: "The Twist"

Info: (215) 379-0277
after 7 pm

August 19: "Summer Chicane"

Info: (215) 757-8584
or (215) 659-8350

This rally will have a special class for best sports car club team made up of 3 cars. Anyone interested in forming a Riesentoter team please contact me before August 9th as this class requires preregistration. Also, there will be an Antique/Classic/Special Interest car class.

Early October: "Mountain Goat"

Early November: "November Nomad". Exact dates to be announced.

South Jersey Region SCCA hosts the 1984 Road Rally Championship Series. I haven't run any of these but they are "lightly trapped TSD (time-speed-distance) courses of approximately 100 miles." Short segments of unpaved roads may also be used here. These rallies are part of a series for which awards are given at the end of the season, but participation in individual events is acceptable.

July 15: "Road Runner"

Info: (609) 663-0042

August 17: "August Bohemian"

Info: (609) 227-6414

September 30: "The Search for the Jersey Devil"

Info: (609) 228-3319

October 21: "Jersey Devil XXVII"

Info: (609) 386-3746

cont on pg 5

rally cont from pg 4

November 11: "Wild Turkey"
Info: (201) 238-5791
December 2: "Clam Digger"
Info: (609) 784-7777

Philadelphia Region SCCA: Fall TSD rally, date to be announced. (tentative)

If anyone would like more information on these rallies, or on rallying itself, please give me a call. Also if you know of any events not listed here, let me know. Days: (215) 661-7054; Evenings: (215) 368-8277.

Heckman cont from pg 3

What will Porsche enthusiasts, mechanics, dealers, and accessory and parts store owners do? They'll go broke trying to buy, fix, sell, or outfit these big ticket cars.

I urge you, call your Congressman and ask him to veto any legislation proposing a cap on the amount that can be depreciated on a business vehicle.

While you're at it, call these new members and urge them to come out and get involved.

Raymond & Jo Ann Donato
Abington, Pa.
1974 911 Cpe

John Evans
Colmar, Pa.
1972 911 Targa

L.J. Csernak
West Chester, Pa.
1984 Carrera Cab.

Stephen & Janice Olex
Allentown, Pa.
1973 911 Cpe

Carmen & Elke Belefonte
Havertown, Pa.
1983 928S

William J. Nicholson
Warminster, Pa.
1974 914

David & Stephanie Shaffer
Graterford, Pa.
1970 911T Targa

social cont from pg 1

After our informal tour everyone got lunch and turned on the air-conditioning for the ride home. It was a nice day thanks to everyone who attended. Remember to keep September 9th open for our annual picnic.

Class C-Street Prepared:

cont from pg 4

T. KANE	52.771	1
T. MCNARE	53.400	2
D. RAPPUCCI	53.406	3

Modified:

A. ROSSMAN	46.773	FTD
D. ROSSMAN	48.141	2
D. SWEIGART	59.926	3

Miscellaneous Class:

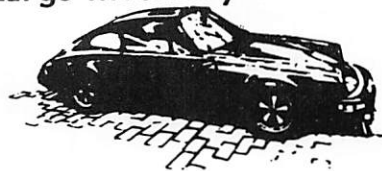
G. WHITEMAN	49.959	1
D. MARKMAN	53.802	2
J. CHATLEY	55.543	3

Places listed for the DVSA event listed above (May 20th) do not reflect depth of awards for DVSA purposes.



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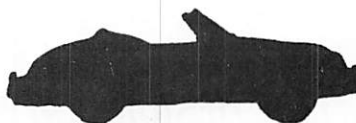
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FOR SALE: 1969 911T cpe, white/black int., very good body and interior, new clutch, tensioners and tune-up, \$5500, call John Lockwood at 435-3038.

FOR SALE: 1975 911S cpe, excellent condition, \$11,000, call Dan Schmidt at 536-0955.

FOR SALE: 1972 914, yellow/tan, 59,000 miles, concours winner, alarm, CB, bra, Fuchs mags, P3's, Ansa exhaust, Konis, new clutch, serviced at Holberts, am/fm cassette, will consider trade for Ferrari Boxer, call Geoff Magistrate at 886-0662.

MALIBU RACERS: We have been issued a challenge by Old York Road Sports Car Club to a Malibu shoot out. Details are sketchy, but potential team drivers would have to 'qualify' at some earlier date, then our 5 best drivers would run against their 5 best sometime in September. Anyone interested call Vern Lyle at 679-9262.

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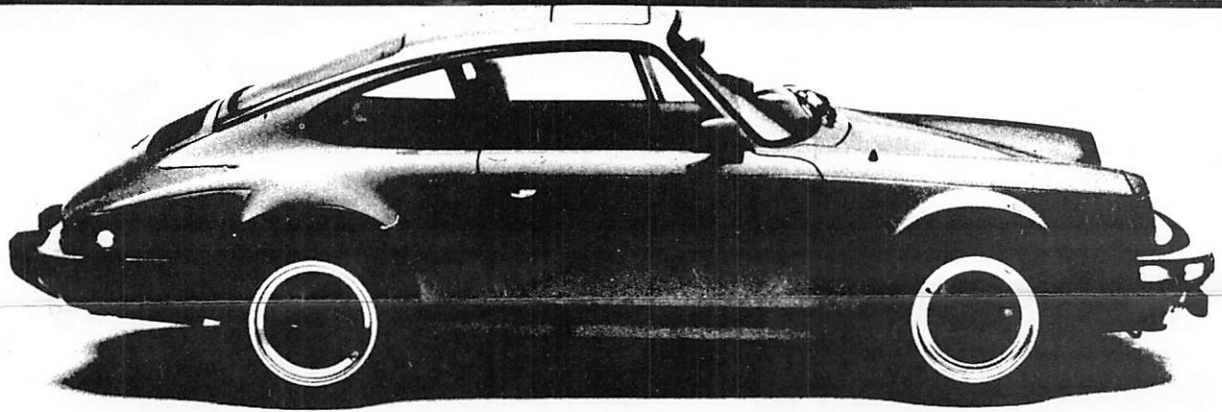
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BF Goodrich			IRELLI	
Comp. TA			P-6	P-7
185/70VR13 90.83	235/60VR15 147.26	185/60HR13 75.72	195/50VR15 153.50	
195/70VR14 100.94	255/60VR15 156.32	205/60HR13 86.05	205/50VR15 171.78	
205/70VR14 108.74	195/50VR15 140.42	185/65HR14 79.80	225/50VR15 194.65	
185/70VR15 106.42	205/50VR15 171.06	185/60HR14 86.91	285/50VR15 248.24	
205/60VR13 106.42	225/50VR15 182.53	195/60HR14 97.07	285/40VR15 239.80	
195/60VR14 116.83	P245/50VR15 208.42	205/60HR14 101.20	345/25VR15 274.45	
215/60VR14 123.47	225/50VR15 224.32	225/60HR14 114.36	205/55VR16 198.72	
205/60VR15 130.21	205/55VR16 200.59	225/60VR14 130.83	225/50VR16 210.41	
215/60VR15 138.21	225/50VR16 212.95	195/60HR15 101.85	265/50VR16 239.90	
		205/60HR15 108.25		
RADIAL 80	RADIAL 70	205/60VR15 125.04		
205/60HR13 83.16	175/70HR13 74.53	215/60VR15 142.83		
195/60HR14 89.88	185/70HR13 77.05	235/60VR15 175.25		
215/60HR14 92.53	185/70HR14 80.74	235/55VR15 161.83		
235/60HR14 100.32	195/70HR14 83.16			
205/60HR15 91.47	205/70HR14 89.05			
235/60HR15 103.58	225/70HR15 104.21			
FULDA Y-2000				
185/60HR13 74.69	195/50VR15 90.37			
205/60HR13 79.07	205/50VR15 128.17			
185/60HR14 77.31	225/50VR15 149.90			
195/60HR14 89.52	205/55VR16 150.85			
205/60HR14 96.62	225/50VR16 156.53			
205/60HR15 100.87				

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Bill Cooper
659 Brighton Drive
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H: 362-2770 W: 825-5257

VICE-PRESIDENT

Craig Rosenfeld
PO Box 313
Paoli, PA 19301
H: 644-4790 W: 775-0997

TREASURER

Tony Checkowski
822 Tricorn Drive
Lansdale, PA 19446
H: 584-0776 W: 638-1300

SECRETARY

Jill Heckman
709 Bethlehem Pike
Philadelphia, PA 19118
H: 836-9168

MEMBERSHIP

John Heckman
709 Bethlehem Pike
Philadelphia, PA 19118
H: 836-9168 W: 248-4445

SOCIAL

Skip Corey
108 Michaels Drive
Wallingford, PA 19086
H: 874-3201 W: 766-8109

ZONE 2 REP

Bob Holland
305 Staghorn Way
West Chester, PA 19380
H: 436-6577 W: 647-8100

EDITORS

Jane and Michael Stolper
1504 E Grand Oak Lane
West Chester, PA 19380
H: 696-6018 W: 496-2267

COMPETITION

Bob Russo
400 W Monument Avenue
Hatboro, PA 19040
H: 674-4756 W: 343-3131

Al Anderson
1015 Thomas Road
Norristown, PA 19401
H: 275-8605

TECHNICAL

Bob Patton
138 Merlin Road
Phoenixville, PA 19460
H: 935-1725 W: 648 2949

Larry Bruce
102 Waterview Circle
Havertown, PA 19083
H: 446-8042 W: 667-6115

PAST PRESIDENT

Don Galbraith
10 Cobblestone Drive
Paoli, PA 19301
H: 644-9079 W: 972-6829

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Michael Stolper
1504 E Grand Oak Lane
West Chester, PA 19380
H: 696-6018 W: 496-2267

attractions cont from pg 8

August 20: RTR DVSA Autocross at Montgomery Mall. Call Al Anderson at 275-8605.

Aug. 25, 26: Potomac Region: Summit Point PATTS. Contact C. McChesney at (301) 585-3490.

August 26: See July 29 for details.

August 29: Regular meeting. See next issue for details.

September 9: Picnic at Camp Hideaway. See next issue.

Sept. 14-16: Chesapeake Challenge 17. Contact Joanne Shap at (301) 442-2725.

DEADLINE FOR THE AUGUST ISSUE OF DER GASSER IS AUGUST 1st.

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Pricetown, Pa.

July							-1984						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
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											
August							1984						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
				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							

COMING ATTRACTIONS

July 25: Regular meeting. See page 1.
July 29: BMC DVSA Autocross at Gloucester Cnty. Coll. Call Jerry Fink at 566-3891.
August 3-5: Metro NY: Bridgehampton PATTS. (reg. closed)
August 5: BMC: E. Paul Dickinson Autocross School at Gloucester Cnty. Coll. Call M. Weidel, H: 399-1764, W: 561-0933.
Aug. 10-12: SCCA Divisional Championship in Harrisburg. Call Ellen Fogg at 867-0399. *cont on pg 7*

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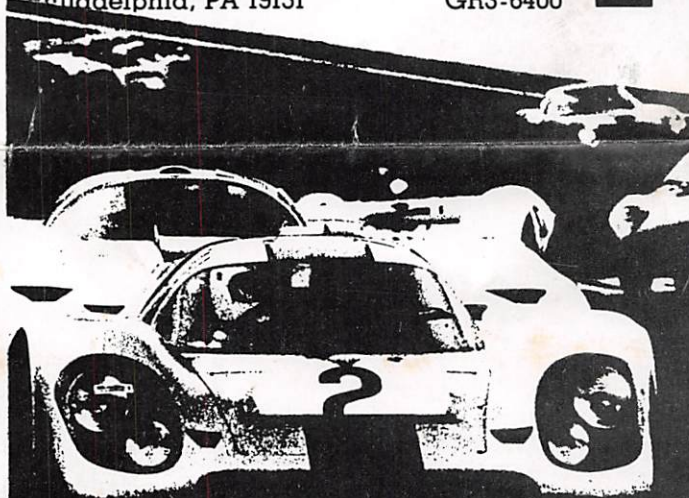


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