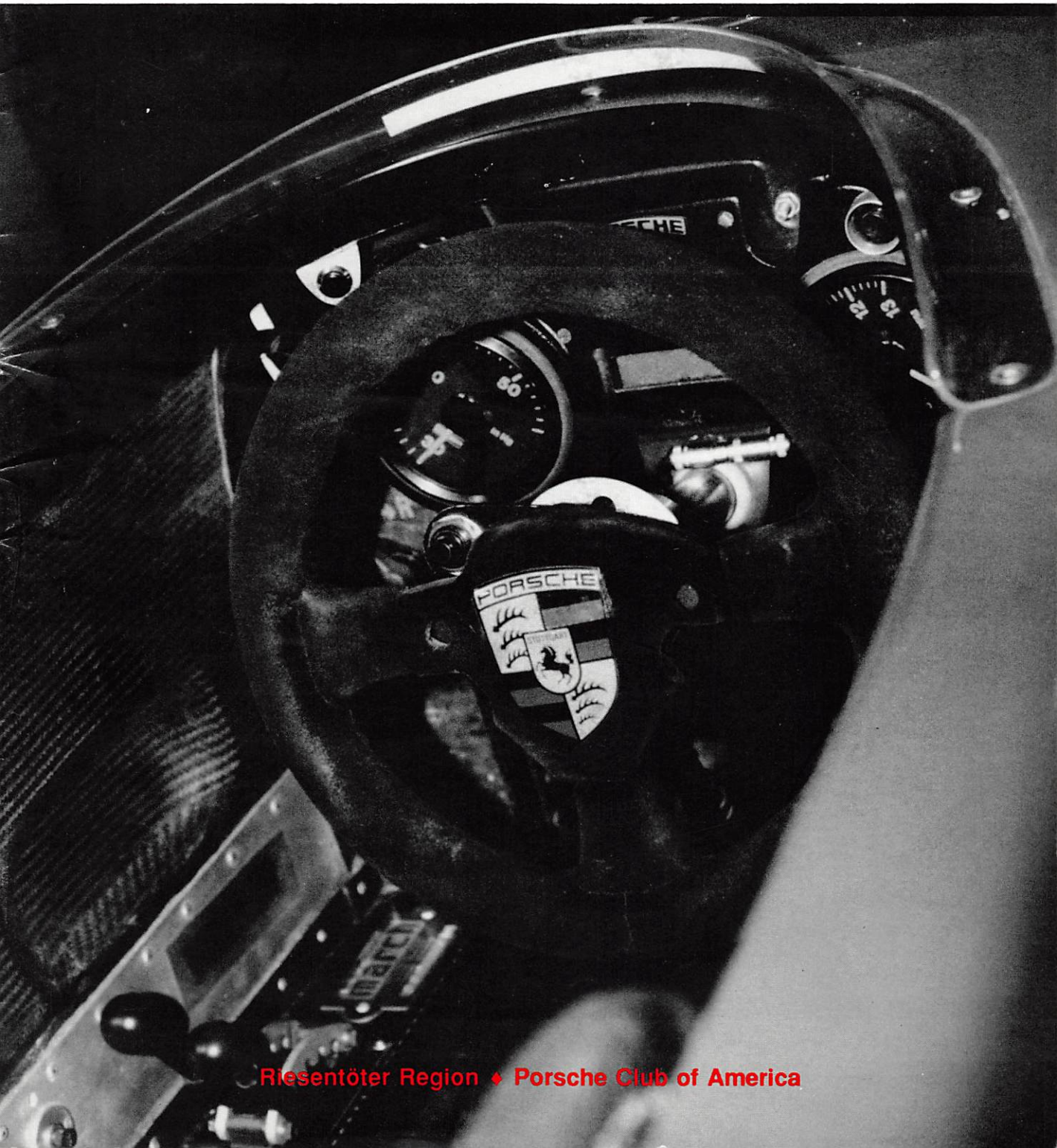


DER GASSER

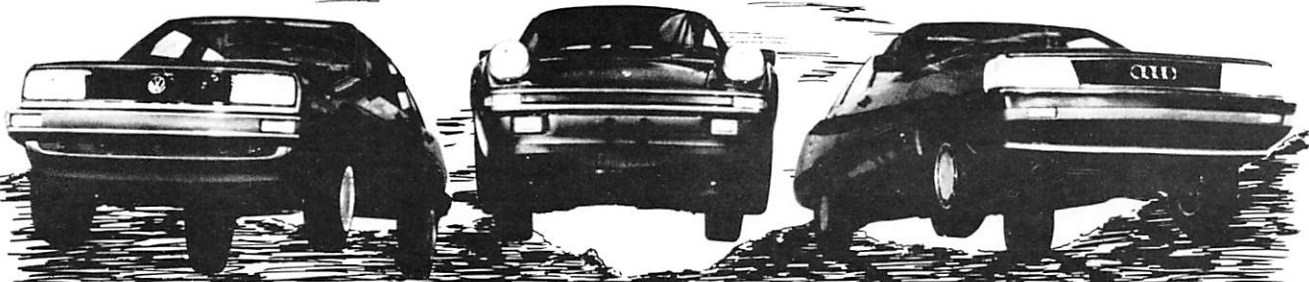


FEBRUARY 1991



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PRESIDENT'S MESSAGE

Are we getting cabin fever yet? Tired of the cold? Well this month has a few things to get your blood moving. It starts out with the Paul Johnston/Bob Lamb Track Clinic (which as you read this is but a fond memory in many of our minds). Based on last year's and the 130+ signed up for this year, it is sure to be a winner. We also have the winter Tech Session at Dougherty's with a host of experts to lead you down the proper path. And last but not least the annual Vendor's Meeting where you get to meet our advertisers face to face and check out their products. Not bad for a short but cold month.

For those that didn't attend the Jan Meeting, there was no support for the raffle as such it will not happen this year. As a sidebar, I was invited to talk to a smaller children's hospital in northern New Jersey. They heard about our good work for

St. Christophers and wanted to know how to get involved with their local region. Nice that your efforts have been recognized.

Still looking for people that want to help out the various committees on the exec. Great way to get more involved and, dare I say, run for a position for next year. With over 800 members, most if not all, committees could use the help. Plus fresh ideas are always welcome.

Plan to attend the Feb meeting and by the way, there will be a pop quiz on welding so I hope you paid attention at the Jan meeting. Ok, OK, no quiz but do come out. If for no other reason, all the pictures I took last year will be there for grabs. So if I took a less than flattering picture of you, now's your chance to get it and burn it before John gets it in Der Gasser. ❧

Bill



ON THE COVER: Indy car joy stick, Photo by the Editor

Up-Comin

FEBRUARY

- 23 Tech Session, Dougherty Automotive;
9:00am - 3:00pm
27 General Meeting, Paul Johnston Enterprises: 8:00pm, Vendor's Night

MARCH

- 27 General Meeting, Audubon Inn:
8:00pm, Insurance and Legal Issues -
John Heckman and Axel Shield

APRIL

- 24 General Meeting, Holbert's Porsche:
8:00pm, New Members Meeting and
Car Show

JULY

- 28-4 Porsche Parade 1991 at Boston,
Massachusetts

AX EVENTS:

- Mar 17 NNJR Test & Tune
Apr ?? RTR AX School

CONTACTS

NNJR, Missy Kunz, 2486 Vauxhall Rd., Union
NJ 07083

RTR (Riesentöter), Lisa and Rex Carle, (215)
363-7044 days

SCCA (Philly), Andre Downey (215) 276-4739

Pro Solo, Vern Lyle (215) 855-0662

TRACK EVENTS:

Mar 9-10	Potomac	Summit Point
Mar 21-22-23	CVR	Lime Rock
Mar 28-29-30	Metro	Lime Rock
March 29-30	Potomac	Summit Point
Apr 5-6-7	NNJR	Bridgehampton
Apr 12-13	CVR	Lime Rock
Apr 20-21	RTR	Pocono
Apr 25-26	NNJR	Lime Rock
May 9 & 11	CVR	Lime Rock
May 10	Schatt	Lime Rock
May 10-11-12	Metro	Bridgehampton
May 25-26	NNJR	Pocono
May 27	Potomac	Summit Point
Jul 19-20-21	RTR	Watkins Glen
Sep 7-8	RTR	Summit Point

CONTACTS

CVR (Connecticut Valley), Bob Wolf, 435
Thoreau St., Branford CT 06405 (203) 488-7321

Metro NY, Len Deutch, 345 E. 80th St., Apt.
27J, New York NY 10021 (212) 489-8600 work

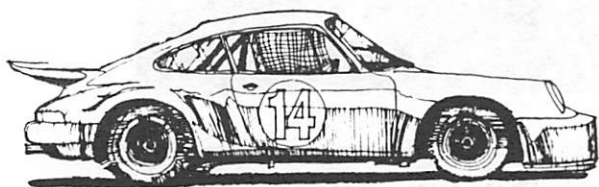
NNJR, Ken Geiger or Carol, (201) 337-3883
work, (201) 327-9029 home

Potomac, Ed Nork, 1029 N. Stuart St. #207,
Arlington VA 22201 (703) 527-1006

Ron Fox Enterprises, (201) 884-1944 evenings
8-11, and weekends

RTR (Riesentöter), Bill Miller (609) 486-0465

Schatt (Schattenbaum), Tina Tuccillo (215)
883-9747 work, (215) 492-7541 home



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VENDOR'S NIGHT

WEDNESDAY, FEBRUARY 27, 8:00PM

A repeat of the popular Vendor's Night, where you get to buy all the nifty stuff you didn't get for Valentine's Day. Not to mention spending a few warm hours in the company of your fellow Porsche owners to mutter about the long winter.

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Right at the stop sign

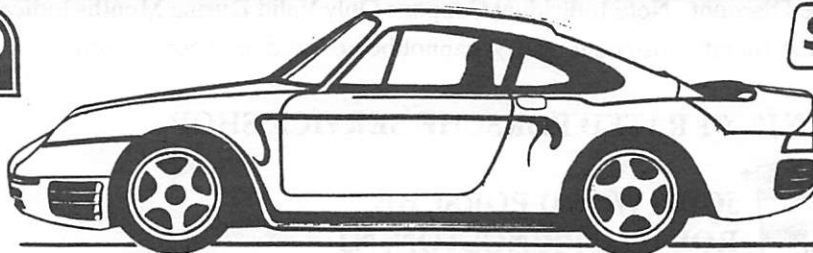
The first building on your right is 325

Paul's shop is the next to last group of doors

If you get to the traffic light, turn around and try again.

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<p>July/Aug 1991 Oil & Filter \$29.95 \$49.95 \$39.95 4cyl 6cyl 8cyl Tune Up Special* \$245.00 \$445.00 \$495.00 4cyl 6cyl 8cyl</p>	<p>Sept/Oct 1991 Oil & Filter \$29.95 \$49.95 \$39.95 4cyl 6cyl 8cyl Alignment Special*** \$69.95 \$99.95 \$99.95 4cyl 6cyl 8cyl</p>	<p>Nov/Dec 1991 Oil & Filter \$29.00 \$49.00 \$39.00 4cyl 6cyl 8cyl Antifreeze Flush \$44.95 4cyl/8cyl</p>

*Tune Up Special Includes All Engine Items in Mfg 30,000 Mi Svc.. Belts and Oxy Probe are Extra. Includes Oil & Filters. **A/C Systems Evacuated, Recharged, Leak Tested, Includes Freon. ***Alignment Includes Four Wheel Adjustment of Toe/Cas/Camb. Ride Height Extra. John Wood Porsche Uses Only Genuine Porsche/OEM Replacement Parts and Mobil 20W-50 Oil. Coupon page must be presented at time of Service Appointment with Valid PCA Membership ID to Receive Discount. Note Individual Coupons Only Valid During Months Indicated. Customary PCA Member discount of 10% cannot be honored on these coupons.

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ON TRACK

by Bob Lamb

In spite of the fact that it is the middle of the winter, there is some track news. As this is written, we have 105 people registered for our Track Clinic II on February 3. Of this number, 38 have not attended a track event. I hope they like what they hear and join us at the track when the weather warms up.

In addition to the three events we are running this year, we are talking with Pocono about a fourth event the last weekend in September. We should know by March 1 if we have the September date. The Potomac Region has secured a date at Mid-Ohio in late October and has proposed that we jointly promote it as we did last fall.

You will find an updated list of East Coast PCA track events and club contacts elsewhere in this issue. There are 35 events already scheduled. You should not be hesitant to attend others clubs' events. You will find you are welcome and will meet new people and drive different tracks. Simply call or write the appropriate club contact and ask for an application to the event you wish to attend. You should make this request 2-3 months before an event.

An application for our first event at Pocono is in this issue. The date is April 20-21. Registration opens March 11. Pocono is a natural first event of the season for a number of reasons. It is a great track for first timers. It is wide, flat and has plenty of run-off areas. All this translates into a safe track. The track is easy to learn. You can see around all corners. Pocono is also a great place for the experienced driver to work off the winter's inactivity. It is nearby (only 2 hours from Valley Forge). The accommodations are very reasonable and there are a number of good restaurants.

Again this year, we want to encourage first timers to try an event. It is not only a fun weekend, but you will meet new people. You will also have an

opportunity to learn how your car can really perform in a legal, organized program. Our events are not races. They are learning experiences. You will never know what they are really all about until you attend one. Come join us at Pocono in April.

Last but not least, congratulations to Gordon Nagle for being awarded the 1990 High Speed Driver of the Year Award. The award is made annually to the person who best demonstrates noteworthy enthusiasm, event participation and improvement in Driving Skills. ❖



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AUTOCROSS NEWS

by Lisa Carle

Planning is underway for the 1991 season. It seems like only a few weeks ago that we packed up the pylons for 1990! Lots of exciting things are scheduled for this year, like a real Porsche-Corvette challenge. We have several club contacts now so we won't let this gauntlet drop unnoticed!

At this point in time it appears we will be back at Penn State in Media. The hostilities in the Middle East have forced an increase in security at the Naval Air Development Center and they are not permitting outside groups on the base. However, we will be investigating other sites. If anyone knows of a paved surface that is not used on Sundays, please contact me. We are willing to reward the donor(s) of the fruitful lead(s) with free autocrossing for the 1991 season.

Look for a tentative schedule in the March **DER GASSER**. Our first event, the annual autocross school, will be sometime in April. Can't wait 'til then. ❧

Dick
HORRIGAN

PORSCHE

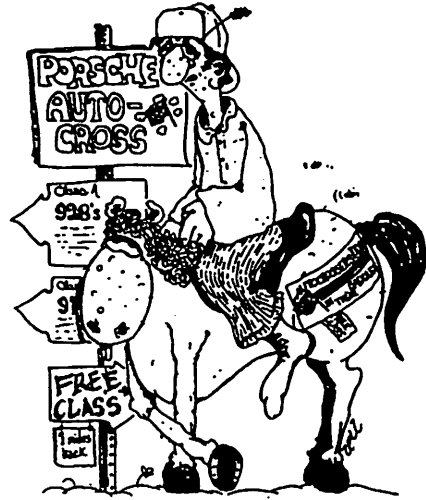
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DERGASSER Photo Contest

by Bill O'Connell

So, been taking some good pictures at club events and want the world to know about them? Well your chance is coming. Your editor has decided to start the 1st Annual RTR Photo Contest. Plans are not firm yet but basics seem to be:

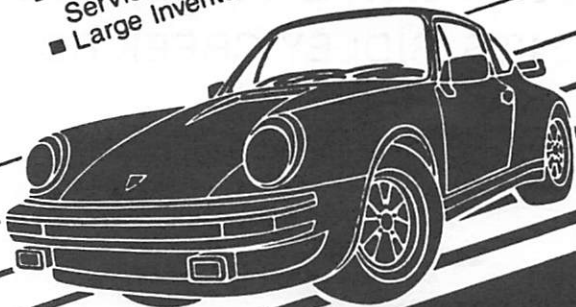
- Color or Black and White
- Any size up to 11x14
- Any subject, as long as it is RTR or at least Porsche related
- Limit of 1 or 2 entries
- Pictures will be numbered and those in attendance at the meeting will vote for the best
- Prize has not been determined yet but if nothing else, the winning picture will be on the following month's cover.

NOTE: You might consider vertical shots to make John's life easier

Any suggestions are welcome. We are not sure when it will be run, probably some time in the late summer or fall. ❧

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AUTOMOTION Tech Note:

Let's kill an old myth. Porsche torsion bars are not manufactured with built-in preload. The 'R' or 'L' on the end, designating the installation side, are there for the purpose of re-installing used torsion bars correctly. A used left torsion bar, for example, should always be reinstalled on that side. Reversing the load can weaken or break a torsion bar. New torsion bars are 'neutral', without any built-in direction, but should be installed on the designated side, in order to prevent future confusion or possible damage.

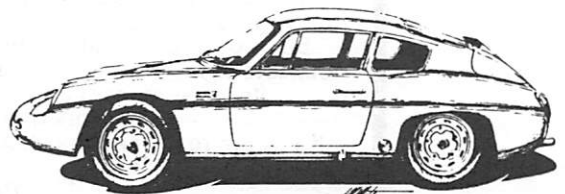
WELCOME

by Connie Sweigart

Membership as of 2/1/91 Is 789

Welcome to the following new members:

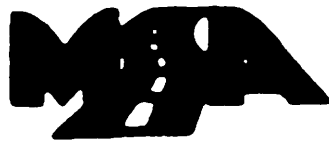
John Dillon Allentown	65 912
Thomas Ermlich Ambler	71 911T
Frank & Janice Ferrara Wyomissing	86 930
Randall & Elizabeth Hart Malvern	88 944 Turbo
Sam Kursh Kennett Square	82 911SC
Joseph & Vicki Nicoletta Bethlehem	72 911E
John & Rose Ann Novotnak Weatherly	68 911
Michael & Marilyn Radbill Cherry Hill	90 944 S2
Thomas Sauer Philadelphia	75 911



COMMITTEE HELP - RTR IS LOOKING FOR A FEW GOOD PEOPLE

by Bill O'Connell

As many of you may have noticed, the region is pretty stable at 800+ members. Now it comes as no surprise to those who have been on the exec for the last few years that we are understaffed in many areas and rely on the good nature of people that attend the various events to pitch in and help make it come off. This is fine but often puts unnecessary strain on the person in charge. What does this have to do with me you ask? Well this year we plan to expand the various committees and get 'official' committee people. What is your skill and desire? What area of the club are you most interested in and have some time to get involved with? For the most part, we are running the region with the same setup that was in place when there were 250 members but as we grow there is a need for much more pre-planning and organization. There are lots of areas that need a fixed staff to help them run with maximum fun and minimum grief. Autocross could use some extra hands that are guaranteed to show up early to set up cones, assist in tech, assist in registration etc to name but one. If you have the desire, contact the chairperson and get involved. You'll be amazed at the fun you can have. ❧



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Riesentöter WERKSTATT

by Bill Dougherty

Well, here we are in the dog days of late winter. The "all weather" drivers are dodging potholes and rinsing salt, salt dust and dirt off the trusty Porsche. The more preservation oriented among us are waiting for the spring equinox, sensible weather and any excuse to uncover, start up and take off! Autocrossers and driver ed folks are retuning, repairing, rethinking late apexes, and awaiting the "all clear" for the new season. Most people use their cars in some combination of all this. That's why it's tricky to recommend one maintenance schedule that applies to all our cars. In the manuals, "severe" service applies to much of our everyday driving - stop and go, short trips, idling 10 to 15 minutes, etc. "Normal" service, I think, doesn't exist except in the books. So, what to do? It's a real good idea to drive that Porsche at least once a week to full warm up. This keeps seals pliable, grease and oils moving, and coating bearings and gears to prevent premature failures. "Once a week" keeps excessive rust from building up on brake disks, and the calipers stay freed up - tires stay round and all those moving parts are happy! If you store your Porsche through the winter the oil should be changed before lay up. Used engine oil contains all sorts of contaminants, moisture and acids. We don't want to soak engine parts in this stuff for months. It's also essential to keep a full fuel tank to reduce condensation and scaling inside tanks. There's a lot more you can do, consult the manuals.

Much of the day to day maintenance is easy. A regular check of fluid levels is in order. Investigate telltale signs of leakage on the garage floor. Little leaks can get big real fast with devastating results. For example, oil leaking onto 911 heat exchangers are a real fire hazard. Any fuel leak is an invitation to disaster. 914 and 944 models have current factory campaigns to correct potential fuel leak problems - check it out! Do not ignore a gas odor! A recent factory service bulletin advises against lowering chassis height on 911 Turbo models. This can cause fuel line chafe.

If you are "lowered" inspect and correct fuel line clearance.

How often should we change oil? A good rule of thumb is 3 months or 3000 miles, whichever comes first. Track cars should change more frequently. Changing the oil and filter regularly won't break the bank - but a damaged engine will! It's one of the things a do it yourselfer can still do on a Porsche. If you've never tried, come to a tech session and do it. There's always guidance on hand to help you through it. Tire pressures..... it's amazing! Probably 75% of the cars that come into our shop have pressures that are "off" - way off. Too high, too low and in combination at all four corners. It seems unless it's noticeably pulling or the tire looks low, most people ignore tire pressure. Under inflation by 4 to 6 PSI can cost 1-2 MPG, and increase tire wear. With the cost of high performance tires and premium fuel being what they are..... 'nuf said. Meanwhile replace those worn/torn or streaking wipers on a nice day. Save the old for spares. Next time it rains you'll look great! Why not take a look at the drive belts. Over three years old, cracked, separating? Replace them, and keep with the old wipers for an emergency - probably someone elses. Rattles? Some can be deferred - others cannot. What's the difference? Most service places can check it out and advise you without a big deal. Frequently at "no charge". Don't ignore this kind of thing. A worn sway bar bushing, a blown shock, worn ball joint or loose wheel sound very similar. A bushing or shock can wait till next month. A ball joint maybe. A wheel probably won't make it home. A good service operation will advise you and if it's not urgent, schedule you when mutually convenient. The important thing is not to ignore cries of "help" from your car. Check fuses. More on this kind of maintenance next month.

continued ▶

Upcoming:

•March date to be announced at February meeting.

"Show and tell" at Don Galbraith Motoring - conducted by the loquacious and talented Donald himself - "911 valve adjustment" - some engine orientation/function, etc. A 944 topic will run at the same time.

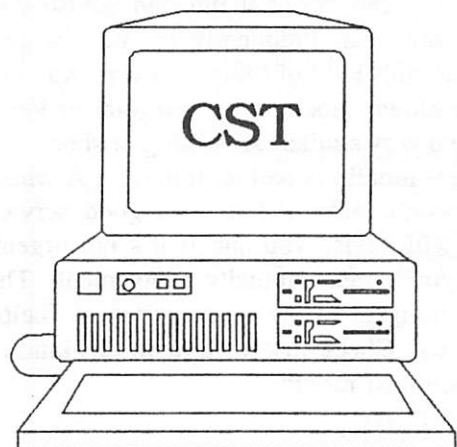
•A pre Pocono tech will be held in early April. Watch **Der Gasser** for the complete schedule.

•Volunteers needed for tech committee on a regular basis for AX, Driver Ed and tech sessions. If you can help out please let me know. (215) 692-6039 M-F 8 to 6.

Recommended reading:

Excellence magazine - Feb 91, "Chasing the Setup" article on 911 chassis drill for Ax but equally applicable to driver ed track sessions. Well written, easy reading and understandable. Some technical reservations, but well worth the "read".

Nuts, Bolts and Fasteners by Carroll Smith, his newest. Just about everything and anything we need to know about this stuff - includes plumbing/aeroquip, rivets, charts, scales, pictures ad infinitum - for the hard core Techno head. His earlier books are worth a look also. ❧



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AT FULL SONG

by John Williamson

The monthly meeting this month is our annual Vendor's appreciation night. These are the people who defray our newsletter costs with advertising and provide door prizes at our club events. Come see what they have to offer. Usually you can find a real bargain from their stuff on display. Two years ago I got a free AUTOMOTION catalog from Bill Dougherty's table, but several 20% off sales and a couple thousand dollars later, maybe it wasn't such a bargain!

In support of our advertisers, and in view of the current state of the economy, Jim Hartman and I took a long hard look at advertising rates. We were the highest of several comparable regions. The rates were raised several years ago when the club treasury was broke, and a member actually had to pay for the first issue of Der Gasser that year out of his own pocket (that would be about \$1500 today). Times and fortunes have changed, and we now have a cushion in the bank. Many of our advertisers, however, are facing a potentially tough year - if you believe the financial prognosticators. The Executive Committee at the January meeting listened to the facts, debated both sides of the issue, and agreed to reduce our advertising rates 20% across the board. This isn't a large sum of money to most of our advertisers, but we'll still make a fair profit and show our advertisers our thanks for their support when we were down.

Two new advertisers have joined us this month (actually one made it into last month's issue, but my column was already written). John Wood Porsche - who sells the cars we love, and American Collectors Insurance - who protects us from the crazies in their econoboxes, have new full page ads. Check them out, they may have something for you.

This month there is a slightly new look to **Up-Comin**, our calendar of upcoming events. Autocross and Track event schedules have been broken out from the normal three-month look

ahead, to make it easier to find what you're looking for. In addition, club contacts for both are listed. Items of general interest (meetings, tech sessions, rallies, social events, etc.) will continue to be listed as before. RTR sponsored events are highlighted. I will continue to publish the full track event schedule, and an autocross schedule when one is available, for another couple months. This will allow you to plan out most of your year. Please note that the abbreviated track event schedule published in **Up-Comin** lists those events you should be obtaining applications for now, in order that you don't miss the entry deadline (an application for RTR events will be published in **DERGASSER** in advance of the entry date).

This will be my last plea for articles. I haven't received anything, except committee chairman reports, from the members in our region. That explains the number of articles printed from other sources. The desktop publishing software I'm using to produce the newsletter is similar to the typeset a publisher would use, and as a result a full page in last year's newsletter only occupies a little more than a single column this year. I also switched to a lighter weight paper inside the newsletter (did anyone notice?) which allows us to add more pages without incurring additional postage - almost like getting something for nothing. I don't intend to fill the newsletter up with just quantity, but the 8th largest PCA region should have someone with something to share. Also, there are still openings on the **DERGASSER** staff. Someone to take charge of the mailing list, and club event reporters would be appreciated. Anyone have an idea for a monthly column they'd like to write? Any cartoonists out there? If you want to get involved, please give me a call.

In case you're not aware of it, Porsche Motor-sports operates a telephone hotline which provides pre-race, qualifying and final results of all major races of interest to Porsche fans. The number is (702) 348-3962. 🏁

BLEEDING THE CLUTCH ON A 944

by Frank Kerfoot, Jersey Shore Shoreline

As many of you know, the 944 (and its derivatives) has a hydraulic clutch. It is well known that the lifetime of hydraulic brake components can be greatly extended by regularly changing the hydraulic fluid, thereby removing the absorbed moisture. What is good for hydraulic brakes is also good for hydraulic clutches. Therefore, when I changed the brake fluid on my new (for me) '87 944S, I decided to change the fluid in the clutch as well.

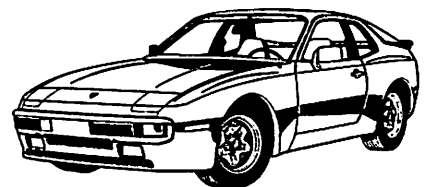
The clutch shares the same fluid reservoir used for the brakes. Therefore, after removing the old fluid from the reservoir, cleaning it, refilling with fresh fluid, and bleeding new fluid through to each wheel caliper, I bled fluid through the clutch system, using the bleeder nipple on the slave cylinder (next to the starter motor). As in bleeding the brakes, I used my homemade "power bleeder", consisting of an old reservoir cap (a 914 cap also fits the 944) with a tire valve in it. I pressurize the system to about 20 PSI with my air compressor using the compressor's regulator to limit the pressure (don't forget to reduce the pressure, or you will make a large mess), and an air chuck which clips onto the tire valve.

When I used this approach to bleed the clutch, I discovered several things. First, the portion of the fluid reservoir associated with the clutch is small (the reservoir is partitioned so a clutch leak will not result in brake failure). Second, when the left front of the car is raised (to get to the clutch slave cylinder) the fluid in the reservoir does not fill the clutch part very well. The result of all this was that I got air into the clutch hydraulics. After I made the above two discoveries, I jacked the car from the right side, kept the reservoir very full, and bled slowly, which allowed me to remove most (but not all) of the air, even after 2 cans of fluid and all the tricks I could think of. On calling Rich Bartlett for advice, I discovered that he had done exactly the same thing (helping me feel somewhat less stupid), had not found a

solution, and had taken his car to the dealer, who also could not get rid of the rest of the air. I decided to live with the problem, since it was only a little worse than when I started, and I couldn't think of anything else to try.

A few months later (I was getting used to the "funny" clutch pedal feel), in looking at a shop manual picture of the clutch system, the answer came to me. The master cylinder is at an angle, with the front higher than the back. The filler line to the reservoir is at the back of the cylinder on top, and the line to the slave cylinder is at the center of the front. This leaves room for a small triangular air pocket at the front of the cylinder which could not be removed by regular bleeding. The solution was now clear. I jacked up the back of the car (both sides) until the clutch master cylinder was level (as high as my floor jack and stands would go), so the air pocket would be near the line to the reservoir. I then used a pry bar to push in the slave cylinder through the access hole in the side of the bell housing, thereby pushing fluid back up to the reservoir (I had tried this before, but with the master cylinder at an angle, the air didn't enter the reservoir line). You could hear the bubbles pass out of the master cylinder into the reservoir line. I then waited for the bubbles to rise in the line (30 sec.?), and slowly released the pry bar, allowing the spring to draw fluid from the reservoir back into the master cylinder, now without air. Afterward, the clutch pedal was back to normal.

I don't know if all of this says something about "if it ain't broke, don't fix it", but at least I now don't have to worry about clutch component corrosion, and all of you know the tricks to do the job without my problems.✘



RIESENTOTER PCA DRIVER EDUCATION
POCONO INTERNATIONAL RACEWAY
LONG POND, PA

APRIL 20-21, 1991
SATURDAY AND SUNDAY

COST: \$100 per driver. Make check payable to Riesentoter PCA.

REQUIREMENTS: Valid driver's license; PCA Member; Porsches only; minimum age 18; one novice driver per car.

ENTRY DATE: March 11. No earlier postmarks. No metered mail.

SEND TO: Bill Miller, 5330 Laurel Avenue, Pennsauken, NJ 08109

REFUNDS: Refundable if notification received prior to April 8. Call (609) 486-0465 (evenings).

OTHER: Registration materials and information on accommodations near the track will be mailed 3 weeks before the event.

First Driver

Last Name _____
First Name, Initial _____
Street _____
City _____
State, Zip _____
Home # _____
Work # _____
PCA Region _____
Porsche Model _____ Year _____
Preferred Car Number 1st _____ 2nd _____ 3rd _____

Second Driver

Last Name _____
First Name, Initial _____
Street _____
City _____
State, Zip _____
Home # _____
Work # _____
PCA Region _____
Modifications _____

First Driver Experience

Years this car _____ Other Porsches _____
Last school: when _____ where _____
What run group? Beg/Inter/Adv/Inst
Pocono events _____ All tracks _____
Other High Speed Experience _____

Second Driver Experience

Years this car _____ Other Porsches _____
Last School: when _____ where _____
What run group? Beg/Inter/Adv/Inst
Pocono events _____ All tracks _____
Other High Speed Experience _____

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

Tracks where you have instructed:

Tracks where you have instructed:

Instructors' schools attended:

Instructors' schools attended:

RIESENTOTER REGION reserves the right to decline any application

I plan to attend SAT _____ SUN _____

Reducing Engine Temperature in Air-Cooled Engines

by Joe Reid, NNJR Porscheforus

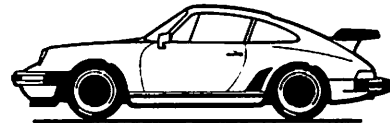
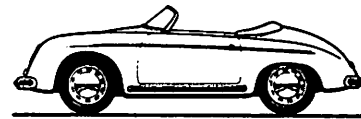
Early 911s were cold-hearted beasts. Normal operating temperature for a 2 liter was about 100 degrees F above ambient. That meant that you had to run very hard to get up to optimum oil temperature (186 degrees F) on anything cooler than a shirt-sleeve day.

In its original form a high percentage of the heat emission took place from the finned surfaces of the heads and cylinders. As the displacement increased to 2.2 liters in 1970, 2.4 in 1972, 2.7 in 1974, 3.0 in 1978, etc., more torque, power and heat were produced. Because cylinder location could not be changed without a complete engine redesign when bore size increased, the fin area on the cylinder was reduced. This in turn reduced the heat dissipating capacity just as more was needed. The solution was to depend more on the oil to remove heat by carrying it to the oil cooler. This worked well in the early iterations because of the designed-in margin for enhancement. Porsche has increased engine output on the 356 series engines from 40 hp in 1950 to 95 hp in 1965, basically from the same engine. I am sure Ferdinand Piech, who was the engineer principally responsible for the 901 (911) engine, fully expected its output to increase greatly also.

As the need became evident, an additional oil cooler was added in the right front fender, but the factory seems to have forgotten that they were quite successful with another approach as well. In 1964 the heads of the 356SC (and some C's, too) had the heat dissipating ability of the heads increased by black anodizing, an electrical process that is reasonably inexpensive and effective. Although not a panacea, it did make an improvement in the valve failure rate and was also noticeable in oil temperature control.

According to ALCOA's Engineering Handbook, an as-cast aluminum surface that has been black anodized to a depth of .0017 inch is more than ten times better in heat radiating ability than a

plain cast surface. If you have a temperature problem and you are not a concour crazy, you might want to anodize or even paint flat black the not insignificant amount of engine surfaces that could radiate heat better than they do in their as-cast form. ❖



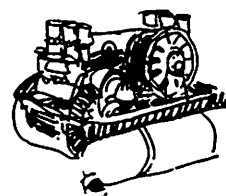
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January 28, 1991

**TENTATIVE
1991 TRACK SCHEDULE**

<u>DATE</u>	<u>SPONSORING CLUB</u>	<u>LOCATION</u>
MARCH 9-10	POTOMAC	SUMMIT POINT
MARCH 21-22-23	CVR	LIME ROCK
MARCH 28-29-30	METRO NY	LIME ROCK
MARCH 29-30	POTOMAC	SUMMIT POINT
APRIL 5-6-7	NNJR	BRIDGEHAMPTON
APRIL 12-13	CVR	LIME ROCK
APRIL 20-21	RIESENTOTER	POCONO
APRIL 25-26	NNJR	LIME ROCK
MAY 9 & 11	CVR	LIME ROCK
MAY 10	SCHATTENBAUM	LIME ROCK
MAY 10-11-12	METRO NY	BRIDGEHAMPTON I
MAY 25-26	NNJR	POCONO
MAY 27	POTOMAC	SUMMIT POINT
JUNE 6	METRO NY	LIME ROCK
JUNE 15	NNJR	PIR NAZARETH
JUNE 27-28-29	METRO NY	BRIDGEHAMPTON II
JULY 8-9	SCHATTENBAUM	WATKINS GLEN
JULY 12-13-14	NNJR	MID-OHIO
JULY 19-20-21	RIESENTOTER	WATKINS GLEN
JULY 22-23	CVR	WATKINS GLEN
JULY 25	NNJR	LIME ROCK
JULY 26	SCHATTENBAUM	LIME ROCK
AUGUST 15-16-17	METRO NY	BRIDGEHAMPTON III
AUGUST 16-17	CVR	NEW HAMPSHIRE
AUGUST 16-17-18	NNJR	WATKINS GLEN
AUGUST 24-25	POTOMAC	SUMMIT POINT
SEPTEMBER 5	METRO NY	LIME ROCK
SEPTEMBER 7-8	RIESENTOTER	SUMMIT POINT
SEPTEMBER 21	NNJR	PIR NAZARETH
SEPTEMBER 27-28-29	METRO NY	BRIDGEHAMPTON IV
OCTOBER 10-11	CVR	LIME ROCK
OCTOBER 18-19-20	NNJR	BRIDGEHAMPTON
OCTOBER 19-20	POTOMAC - RTR	MID-OHIO
OCTOBER 26	SCHATTENBAUM	LIME ROCK
NOVEMBER 1-2	CVR	LIME ROCK
NOVEMBER 16-17	POTOMAC	SUMMIT POINT

EXEC MINUTES

The January meeting was held at the home of Bill and Debbie Cooper. In attendance were Bill O'Connell, Bill and Marge Dougherty, Paul and Sybil Margaritis, Barbara and Dennis Perler, Don and Linda Applestein, Bob Russo, John Williamson, Lisa and Rex Carle, Janet and Jerry Weger, Bob Lamb, Connie Sweigart, Paul Johnston, Jim Hartman, John Kingham and Kathee Callan, and the Cooper's.

CHAIRMAN REPORTS

President: Bill O'Connell

Bill solicited input on whether there was interest in conducting a car raffle for charity this year. More interest was shown for continuing the charity autocross established this past year.

Social: Barbara & Dennis Perler

Saturday, December 14, has been reserved at the Bay Pony Inn for the 1991 Holiday Banquet. The Audubon Inn is interested in hosting the Oktoberfest again this year. It was suggested that for social activities the Club should receive payment in advance to avoid non-paying no-shows.

Treasurer: Don Applestein

Committee heads were requested to prepare budget requirements for the next Exec meeting. Past treasurer Jim Hartman reported a \$12,600 year-end balance.

Autocross: Lisa & Rex Carle

Six events are planned including a Porsche-Corvette challenge and a separate autocross school. Token trophies will be obtained for SCCA members who participate. In-car instruction is being considered.

Membership: Connie Sweigart

Our region membership contest will continue with a free membership being given to the winner. Connie hopes to get more old long-time members involved.

Tech: Bill Dougherty

The theme of this year's tech will be safety, with emphasis on checking oil lines, etc. Some other

ideas are to have a RTR/Porsche dealer interface and to obtain Snell 85 loaner helmets for track and autocross events. Jerry Weger suggested that we provide loaner tool kits at tech sessions; and that tech forms and stickers for track events should be redesigned, stickers should adhere to the inside of the windshield - and second-day grid tech identification should be clearer.

Ralley, Rally, Rallye, etc: John Kingham

An April Fools day rally is scheduled and has been run once. Cars will NOT hit bottom. Suggestions from the floor included: 1. panic envelopes to guide lost rallyists to the beer end more rapidly, and 2. that there be no lost rallyists.

Track: Bob Lamb

Event dates set for 1991 are April 20-21 Pocono, July 19-20-21 Watkins Glen, September 7-8 Summit Point. The club will get a 20% discount at Pocono for a multi-year commitment, or two dates within one year. A second event this year in the fall at Pocono will be explored. Bob requested that an officer of the day be assigned for each track event. Chief Instructor will be Bob Russo and Bill O'Connell will oversee flagging.

Der Gasser: John Williamson

The last Wednesday of the month (typically the monthly meeting) is the deadline for articles and advertisements for publication in the next issue. A motion was passed to reduce commercial advertising rates 20% effective the first of April.

Vice President: Paul Margaritis

General meetings will be held at the Audubon Inn. The first three meetings are set (see Up-Comin p.2).

Goody Store: Sybil Margaritis

Negotiations are underway for more Porsche oriented sports clothes. Track shirts and Bridgestone Jackets will be available.

Minutes are subject to approval at the next Exec meeting.

Respectfully submitted by Janet Long Weger. ✕

LETTERS

Chesapeake Challenge - The Rest of the Story

A large group of Riesentöters (Bob Russo, Melody Lyle, Scott Torrens, Paul and Sybil Margaritis, Lisa and Rex Carle, Betsi Marsh and myself) attended the Chesapeake Challenge back in September and acquitted ourselves quite well. Can you believe that RTR took the top 3 places in the rally? Rex missed FTD in the autocross by a couple of tenths, and nobody got a Concours trophy!!

But this concerns their post-event article in PANO. I think it was Lisa Carle who said "Is that the same event we went to?" The article called it a huge success and detailed all the hard work they put into it. I'm sure that happened, but the event didn't come off like they made it sound. Without kicking them while they're down, here are some of the details.

The rally was designed by a novice, and she neglected to pre-run the course to make sure that nothing had changed. Everyone soon found the bridge that had been closed for repair overnight and continued on the most frustrating rally I've ever seen. We found so many errors that we soon decided to assume that the rallymaster did not know what she was doing, and we'd just follow along as if we didn't either. At the Saturday banquet it was announced that Bob Russo and Paul Margaritis had won the rally and they received the awards and applause, etc. While the banquet was still going on, a scoring error was discovered and it was determined that Betsi and I had actually won. The "organizers" chose not to announce this at the banquet! The article said that Vern Lyle won the rally (alone?).

The autocross course was completed just before the drivers meeting, and they wanted to start right away

- with no walkthrough! We skipped the meeting to get a look at the course (very close to some curbing; and one car would be cornering hard uphill right next to the car in the stop box). You passed over sections of the course more than once, and their few course workers were instructed not to pick up a downed pylon until you were finished with your run because they had a close call once. I never could get an answer on their policy if you had to dodge the cone the second time around. They posted times without class designations so you didn't know who you were running against, but they didn't post all of them, so you knew even less! The article said that "all the drivers loved the course" and that takes me back to Lisa's comment. We all ran in the first group when the track was cool. A first-heat driver (who chose to run the second heat when it was warmer, despite a disqualification rule against that), just got by Rex for FTD. They didn't have a good answer for that.

The article pointed out that during the planning for the event "a little thing like an extension cord for the coffee pot could make a difference". What they didn't say is that IT DID! The Concours started at 8:00 and the coffee wasn't ready til 9:30. Facing a concours judge after a 1,300-mile drive from Kansas is hard enough, but to do it without coffee? No wonder we finished last!

At the brunch, auto-

cross awards were given out and all the RTR drivers got trophies, but the times still weren't posted so we were still in the dark. And they never mailed out results. I called a friend down there and he sent a copy of what was in their newsletter, two months later. I offered them our help in setting up the autocross for next year.

We have seen much better Challenges and they probably will be better again, but this one was just not up to their standards. And in comparison to Peachstate's Rennfest just a couple of weeks before - well, it didn't compare. I hope that the Chesapeake folks realize that they have a challenge of their own - the tradition of this event deserves better.

Vern Lyle

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59 356A Coupe, new floor, no rust, available as painted roller w/motor, needs assembly. Paul (215) 696-2164. 3/91

63 356 1600S Coupe, blue-grey, 47K miles; new interior, tires, shocks, brakes and front end; many extras; excellent condition, \$13,500. Fred (215) 434-8778 days, (215) 797-9298 eves. 2/91

64 356 SC Coupe, #217107, red, black interior, restoration by Bruce Baker 1981-2, very original car, completely rebuilt engine, new Solex's, same owner since 1970. Norm Robinson (215) 649-6822 days, (215) 525-7185 eves. 2/91

72 911 Track Car, narrow or wide body, available as painted bare body. For further details call Paul (215) 696-2164. 3/91

82 911SC, new guards red paint, no motor or trans. Paul (215) 696-2164. 3/91

84 911 Carrera, Ruby metallic, tan leather interior, excellent condition, BBS wheels, 70K miles, \$24,000. Jeff Brok (301) 263-1863. 2/91

86 911 Turbo-look Carrera Targa, silver, black interior, excellent condition, 25K miles, \$37,000. Walter Kristick (215) 962-0166 days, (215) 688-8347 eves. 2/91

90 911 Carrera 4 Targa, Baltic Blue, beige leather, new, available for sale or lease. Norm Robinson (215) 649-6820. 2/91

75 914, appearance group, 1.8, original condition, new exhaust, new paint, inspected, run great, \$3500/OBO. (215) 461-7907. 2/91 pd

81 924 Weissach commemorative limited edition (#268 of 400), metallic sandalwood, beige/brown interior, 5 spd, sun roof, power windows/mirrors/antenna, AC, Sony stereo; very well maintained, inspected, \$3900. Paul Freeman (215) 834-4031 days, (215) 969-8487 eves. 2/91

87 944 Turbo, red, 51K miles, mint condition; new brakes; full equipment; \$21,700. Jim (609) 345-0151 2/91 pd

87 944 Coupe, Diamond blue, 22K miles, black leather interior; very good condition, \$15,000 OBO. Theo Stewart (215) 986-7686 days, (215) 584-6289 eves. 3/91

88 944 Turbo "S", Maraschino red/beige P-cloth, ABS S/R, Reno w/Hi-Fi sound, Cruise, 10K miles, Factory Warranty till 8/91, like new \$34,500. Will consider open 356 trade +/- cash. Bill Cooper (215) 362-2770. 3/91

89 944 Turbo S, white, black interior, loaded, like new, 14 months on factory warranty, Yoko AVSs, Autobra, raised on Zymol and Mobil 1, 10K miles, \$29,000. Jack Hickson, 3230 Tayloe Ct., Herndon, VA 22071. Phone, work: (703) 764-7941, home: (703) 742-8349, please leave message. 3/91

78 928, Red, 5-speed, all power, 81K miles, good condition, \$9,500 OBO. (215) 576-0370. 2/91

911 Engine, 1975 2.7 liter with CIS, SS heat exchangers, 8000 mile Galbraith rebuild, \$4200. John Acuff (215) 687-6262 days, (215) 896-5030 eves. 2/91

911 Engine, 1977 2.7 liter complete, excellent condition, doesn't leak, clean, only driven at the mall on Sunday. Rex (215) 363-7044 days. 3/91

Recaro KRXT black cloth seat w/bracket, \$600; catalytic converter, \$300; SC muffler, \$100. Bill Cooper (215) 362-2770. 3/91

911 Parts, Set of Boge shock absorbers for 87 911; exhaust header and muffler system for 87 3.2 - like new, Blaupunkt Reno stereo cassette w/speakers; make offer. Chris Beery 793-3691 week-ends. 3/91

continued ▶

continued ▶ **GARAGE SALES**

906/911/930 Parts, Late Turbo style whale tail with OEM rubber & gasket, \$575; Pair black leather sport seats (the big ones), beautiful shape, includes brackets to adapt to early 911, \$1300; Complete 911S braking system; 1 early 911S aluminum rear deck & license plate panel; complete "S" trim package; 1 pair OEM 906 cams w/ Mech Fuel Inj & center oiling; Sport muffler for 911. D.R. Snyder (215) 282-1627. 2/91

911/944 Parts, Fiberglass boxed rocker 944 (new) \$150; Leather 4 spoke steering wheel (944) \$25; 944 Turbo (86) brake pads and oil filter - all for \$50; 911 (75) original steering wheel and other valuable parts suitable for framing \$10; misc. 911 Sportomatic parts - free to good home with my sympathy. Tom Sclafani 361-3610. 3/91

924 Parts, factory sway bars front and rear, 4 - 6x14 factory alloys with 215-60 Comp TA's, A/C complete, front and rear shocks, front and rear brakes, rotors, calipers, drums, spindles and more. Everything from 79 with 40K miles. Nick Plenzick 343-0263. 2/91

944 Turbo Parts, Crank, pistons, rods, bearings and turbo taken off during recent Andial upgrade. All perfect (14K miles). Also fog lights, ignition wires and coil. \$2500 for all, you pay shipping. Ron Pace (215) 648-8151 weekdays. 3/91

Cambermeister, 911 front strut brace by Weltmeister, still in shrink-wrap, 20% off list price, \$150/OBO. John Williamson (215) 256-9599.

Tires, 2 snow tires, Dunlop 215x60x15, fit all 944 83-89, used one season, cost \$195 - sale \$90 or best offer. Dov (800) 523-3731 days, (215) 757-1047 eves. 2/91

Tires, 5 Goodyear VR50 "Gatorback", 225 VR50 16, 1 new, 4 with 3500 miles, \$675 or offer. Jim Jandrlich (215) 539-8012. 2/91

Wheels, four 944 cookie cutters (7x15) with caps, all straight, great track wheels, \$450 OBO. Skip Corey (215) 874-3201. 2/91

911 Wheels, make a deal on my 16x7 Fuchs wheels, with or without tires. Nice wheels off a 20,000 mile car. Jim Hartman (215) 293-1916. 2/91

911 Wheels and Tires, set of 16" Factory Fuchs with Goodyear Eagles less than 6K miles. Hand painted caps and lugs included, \$1500 - will sell as set only. Chris Beery 793-3691 weekends. 3/91

Fuchs Alloys, 16x7 and 16x6, great condition; also Pirelli P7 mounted on wheels, will separate. Best offer. Mike Murphy 353-5070 days, 873-9488 eves. 3/91

924 Wheels, factory alloy 4-bolt, set of four mounted with shaved Goodyear NCT Eagles P185/70-R14, Carried as spares for the 1981 USRRC, \$200 OBO. Dick Weiss 278-9640 or fax 278-9642. 2/91

Wanted

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Stock torsion bars front and rear from 930 Turbo. Koni gas shocks (new) or info on best deal around. Mike Murphy 353-5070 days, 873-9488 eves. 3/91

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Deadline for submitting articles and photos for publication is the monthly meeting (last Wednesday of the month), for publication in the following month's issue.

ADDRESS CHANGES should be sent to the attention of the editor.

DERGASSER is the monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions and suggestions expressed are those of the authors.

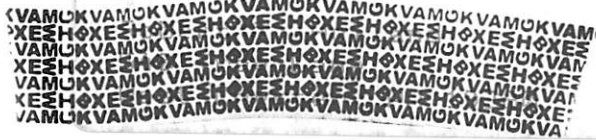
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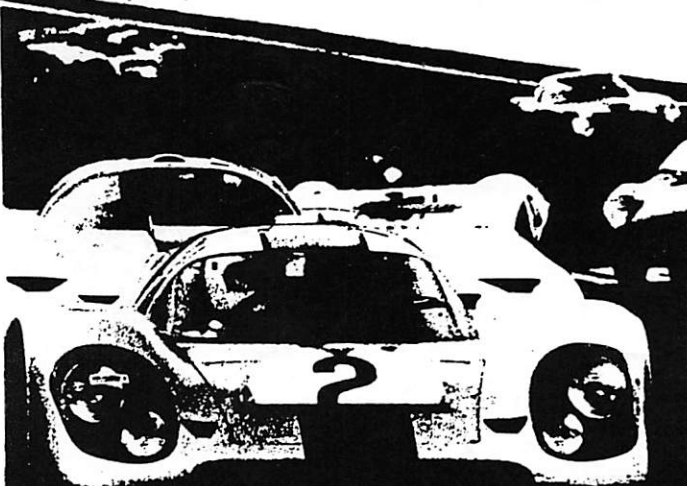
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