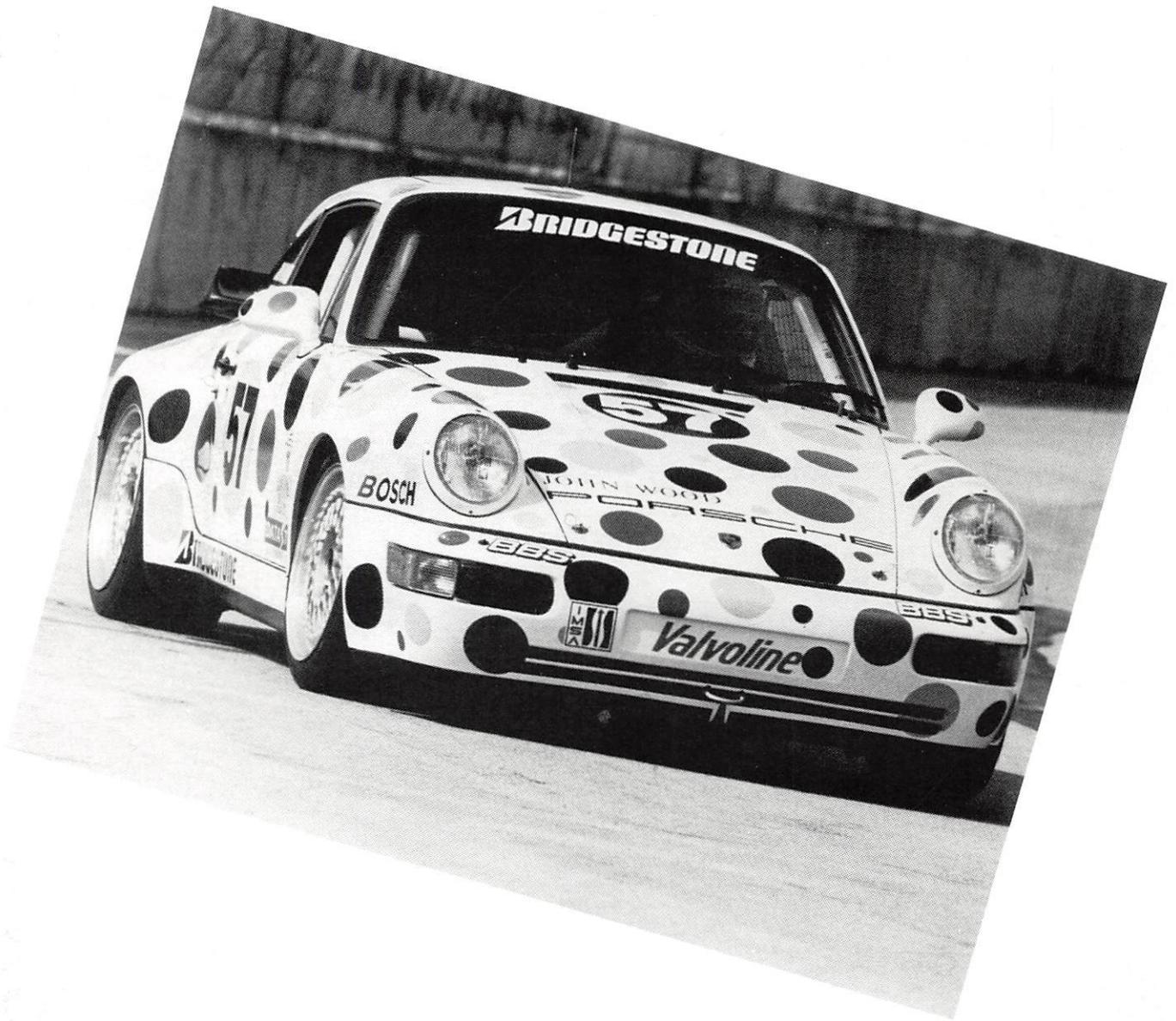


DER GASSER



MAY 1992



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HOLBERT'S

1607 Easton Rd.

Warrington, PA 18976

PRESIDENT'S MESSAGE

I'll tell you - some of the nicest people turn out at these Porsche Club events. We had a truly wonderful Spring Social last month at the Pearl Buck House. My thanks to Betsi Lyle who organized such a lovely day for us. And like all good hostesses, she spent most of her day greeting guests and seeing to the food and libations, and had very little time to enjoy her own party. It appears we all have a lot to look forward to, with our upcoming social events this year.

In addition to many of our old Riesentöter friends, we had a very large turnout of new friends at the Social. One of the most engaging couples I chatted with was Len and Pat Herman. I overheard Len discussing his decision to attend every club event this year (while Pat rolled her eyes heavenward). His philosophy seems to be "You won't know what you like 'til you try it". Of course, making every event is almost impossible for most people, but in a way Len is right. You need to try the events to see what interests you. The club offers many options and ways to enjoy your car: technical, competitive, or just purely social. No matter what event you go to, you will find other people who are there for the same reason.

Everyone who ventured out to our April meeting was met with lots of surprises as promised. Perhaps the most surprised of all was Vice President John Crowley who received a late afternoon phone call from scheduled speaker Bob Russo. Mr. Russo was on the way to Atlanta for some track time with the Corvette restoration he's been working on. I am beginning to worry about losing him to the Corvette Club; he seems to be enjoying this project a little too much.

Bob didn't leave us in a bind, however. Dick Muller et al put together an excellent last minute presentation on their dream project. Called Formula Driving Center, it combines the best of driver's education with the best of a country club. About the only thing missing is the golf course, but then again imagine trying that 10 foot putt as Chris Beery's open exhaust 911 thundered by. Not.

This venture is an exciting prospect to all regional car clubs. It won't be a race track according to Dick, the word

race is not in the vocabulary at Formula. It is intended as a learning center for everything from pursuit driving to high school driver's ed classes, with high speed driving being the mainstay. It differs from most tracks by taking the rest of the family (you know, the little people and the person you wake up next to) into consideration. Health club, child care services, tennis, swimming, and even a go-kart track round out the activities to be offered. For all the pessimists and naysayers, Dick says the financing is falling into place, and they are looking for a 1994 opening. If all goes well, we may have a new site in the Allentown area in the near future.

Some words of congratulations are due to a couple of Riesentöter members who were out defending the Porsche honor at the Holbert Memorial Autocross while the rest of you were busy at Pocono. Unfortunately, the top honors did not go to Porsche, but to a Rabbit (at least it was a German car). Rex Carle finished second overall, less than 0.1 second out of first, and Vern Lyle finished in third, just a couple of hundredths behind Rex. There were several other Porsche competitors as well, helping to make it a great benefit for Lehigh College.

Remember, whatever you enjoy doing, get out and do it!
See you out there!



Lisa

| | |
|--|---|
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Up-Comin

MAY

- 23&25 Inaugural Carrera Cup Race, Lime Rock Park, CT: see announcement this issue
27 General Meeting, Casa Maria: 7:30pm, Movie Night, see page 3

JUNE

- 24 General Meeting, Holbert's: 7:30pm, New Members and 356 Night
28 Philadelphia Vintage Grand Prix Association Auto Festival, Fairmont Park

JULY

- 11-12 PHA Giant's Despair Hillclimb: Laurel Run PA
29 General Meeting, To Be Announced

AX EVENTS:

| | | |
|--------|-------------|-------------------|
| May 31 | RTR AX #1 | NAWC |
| Jun 14 | Philly | Allentown PA |
| Jun 28 | RTR AX #2 | NAWC |
| Jul 5 | Philly | Nazareth |
| Jul 12 | Philly | Nazareth |
| Jul 26 | RTR AX #3 | NAWC |
| Aug 9? | RTR AX #4 | to be rescheduled |
| Aug 16 | Philly | Plymouth Meeting |
| SEP 20 | RTR Charity | NAWC |
| Sep 27 | Philly | Plymouth Meeting |
| Oct 1 | Philly | Plymouth Meeting |
| Oct 4 | RTR AX #5 | NAWC |
| Nov 1 | Philly | Plymouth Meeting |

AX CONTACTS

Philly (Phila Region SCCA), Andre Downey (215) 276-4739
RTR (Riesentöter), Brad Carle (215) 948-2257

TRACK EVENTS:

| | | |
|--------------|---------------|------------------|
| May 25 | Potomac | Summit Point |
| May 30-31 | Car Guys | Atlanta Speedway |
| Jun 6-7 | Blue Ridge | Charlotte |
| Jun 8-9 | Niagra | Watkins Glen |
| Jun 12-13 | Potomac(Race) | Summit Point |
| Jun 14 | Potomac | Summit Point |
| Jun 25-26-27 | Metro | Bridgehampton |
| Jul 4-5 | Car Guys | Summit Point |
| Jul 10-11-12 | RTR | Watkins Glen |
| Jul 10-11-12 | NNJR | Mid Ohio |
| Jul 20-21 | CVR | Watkins Glen |
| Jul 22-23-24 | Potomac | Watkins Glen |
| Jul 24 | Schattenbaum | Limerock |
| Jul 30 | NNJR | Limerock |
| Aug 8-9 | RTR (Race) | Pocono |
| Aug 8-9 | Car Guys | NC Speedway |
| Aug 13-14-15 | Metro | Bridgehampton |
| Aug 14-15-16 | NNJR | Limerock |
| Aug 21 | Schattenbaum | Summit Point |
| Aug 22-23 | Potomac | Summit Point |
| Aug 28-29 | PorscheRama | Limerock |
| Aug 29-30 | RTR | Summit Point |

TRACK CONTACTS

Car Guys, 1-800-800-GUYS

CVR, Bob Wolf (203) 488-7312, [fax] (203) 483-8316

Metro, Peter Portonova (718) 428-3441

Niagra, Mike Bohan (716) 227-7519

NNJR, Ken & Carol Gieger [W] (201) 337-3883, [H] (201) 327-9029

PorscheRama, Cathryn Zambetti (914) 779-3709

Potomac, Ed Nork, 1029 N. Stuart St. #207, Arlington VA, [H] (201) 884-1944

RTR (Riesentöter), Ron Lego (215) 855-1679

Schattenbaum, Chris Brown [H] (609) 768-7364, [W] (609) 234-7969

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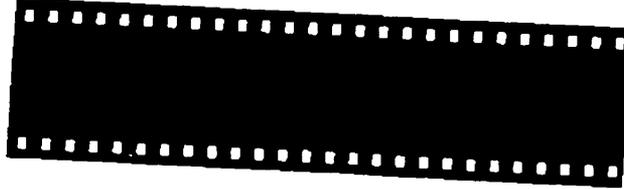
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THE MAY MEETING IS
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WEDNESDAY, MAY 27 7:30pm
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Sit back and relax
to the sights and sounds of our favorite cars in action.
John "Fellini" Crowley
has compiled some footage you haven't seen before.
Bring your popcorn (or nachos) and enjoy!

DIRECTIONS to Casa Maria Restaurant on Rt. 202 in King of Prussia:

From Exit 24 PA turnpike:
Take Rt. 202 north, past the Hilton, Casa Maria is on the right,
about 1.5 miles from the Schuylkill Expressway
and Valley Forge turnpike interchange

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RALLY

Bill Vaughan

As promised (threatened) the spring rally was held April 26 rain or shine. Intrepid travelers undaunted by drizzle put their Porsches on the roads of Chester County for a Sunday drive in the Riesentöter Retread Rally. Surprisingly, the weather smiled on Porsche Club events this particular weekend. Not only did the sun break through for our rallyists during the afternoon, but it shown brightly the day before on the crowds at what is often a sodden affair, the PCA Central Penn Region Ski Roundtop swap meet.

Following a briefing Rallyists were released from the Bagel Emporium parking lot at precise three minute intervals. That was about the only thing precise about this rally. One entrant was spotted going off course at the very first turn. Some rallyists reported not seeing another entrant the entire time out. The directions took the rallyists through tunnels, covered bridges, cemeteries, and wooded stream side valleys in the vicinity of Downingtown. The rally concluded at the Maple Inn on Rt. 322 just east of Honey Brook, bordering the farms of Lancaster County.

Although no single driver-navigator team successfully answered all the regular plus bonus questions, all regular and bonus questions were answered correctly by at least one team. Entrants did an astoundingly good job at estimating the height of the concrete cross on route 82, some coming within 5 percent of the official indisputable

36.5 foot correct answer. The official scoring committee however could not accept the response "big and old" in place of "Sycamore" as a type of tree. The scoring method permitted some trades of speed and accuracy, a property that will be retained in the fall rally. No team chose to use the bail out envelope and only one team was unaccounted for at the end of the day.

The First Place winners, Guy Bowers and Patricia Walker, at 80.00000 points, received a \$30 gift certificate to the Riesentöter Goody Store. The Second Place winners, Doris Robinson and Ken Schneider, at 75.02315 points, received a \$15 gift certificate to the Goody Store. The Third Place winners, Bill and Debbie Cooper, at 72.22222 points, received a good map of Chester County. The Dead Last But Still Finished award recipients, Al Abrevaya and La Donna Hill, at 58.21759 points, received a slightly out of date map of Indianapolis.

Rally entrants suggested ideas for future rally contents. We will act on their suggestions. The fall rally will incorporate a greater variety of types of instructions. And yes, there may be more questions of the "Boy Scout" variety. ❄

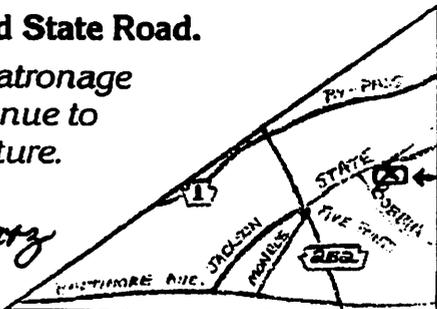


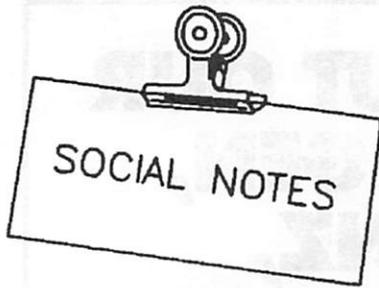
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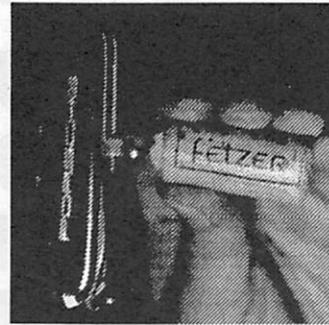
(215) 565-5535





SOCIAL NOTES

by
Betsi Lyle



wallop and a delicious nose characteristic of the grapes.

The blind tasting led to considerable speculation about which was the "good stuff" and which the "swill". The tasters used score sheets to evaluate

the wines and the results were revealed at the end of the party. The winner, with 422 points was the Sutter Home with the Fetzer close behind at 414. KJ came in 3rd at 380 with the Lindeman's a distant 4th with 356. The results pretty much confirmed my theory that Chardonnays are an acquired taste and anyone unfamiliar with what they're supposed to taste like would prefer the pleasant, innocuous taste of the Sutter Home. The moral of the story is: just because it's expensive doesn't mean you're going to like it - call it the Trust Your Tastebuds Rule!

The evening ended with the traditional post-social dinner - this year held at Dembrosky's since Bubba's was too distant. My thanks to everyone who attended. We had a full house plus a waiting list of those who failed to heed the registration deadline. As I warned you, I love giving parties and your overwhelming response to the Social was all the motivation I need to make this our best social year ever! ❖



Green Hills Farm offered party-goers multiple opportunities to amuse themselves. In addition to strolling the lovely grounds, many took advantage of private tours of Pearl Buck's home. Some people decided to just party at the wine bar and light buffet featuring cheese, crackers, fruit and a sandwich station. The highlight of the party was the Chardonnay tasting in which 4 diverse styles were presented. Sutter Home, a California wine, was offered as an example of everything a Chardonnay should not be. As a "middle-of-the-road" selection, we chose Fetter Sundial, another California wine with a moderate amount of the oaky, dry taste characteristic of a good Chardonnay. On the top end, representative of what Vern and I think a good Chardonnay should taste like without costing a fortune, were Kendall Jackson, another Napa wine and Lindeman's Bin 65, very similar to the KJ but imported from Australia. Both of these wines packed a good oaky

Betsi announces the wine tasting results....



The tasters listen raptly to the identity of the wines they were drinking, and the "winner" and "loser" in the voting....



Photos by Don Applestein

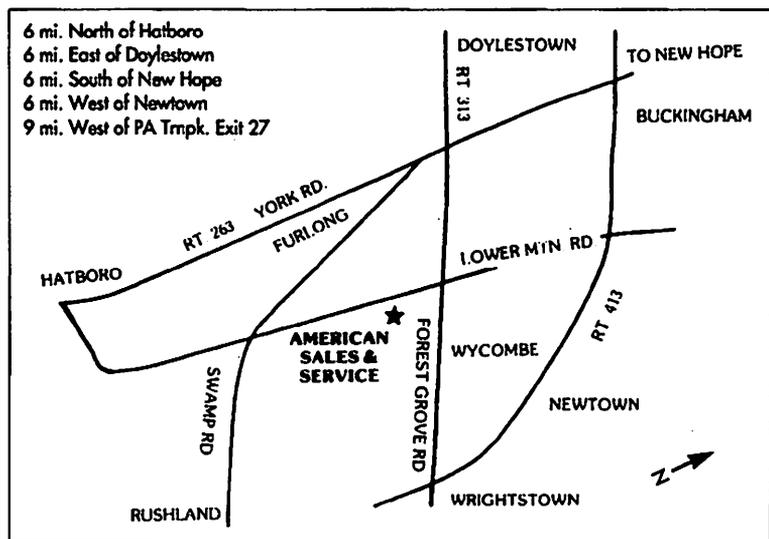
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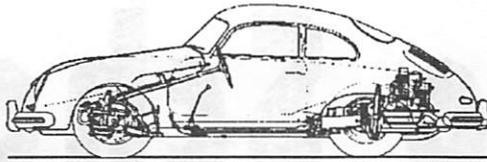
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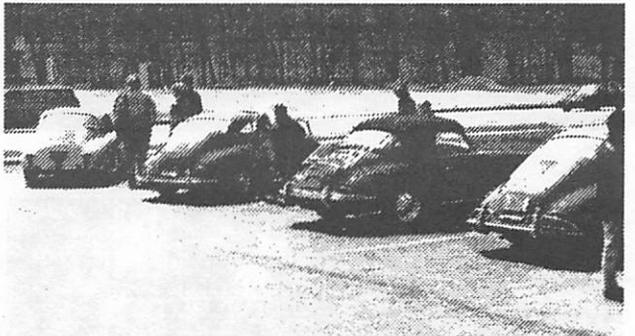


Dan Haden
143 W. Carpenter Lane
Philadelphia, PA 19119

356 PUSHERS

We had a good first meeting in early April despite the fact that the restaurant we met at had closed. About a dozen people showed up with a half dozen cars, ranging from a pristine '59 sunroof coupe, nice B cab and C coupe, to my frayed A coupe and an unusual flared fender B (?) coupe with a 5 speed and IRS. After we terrorized downtown Wayne with a motorcade to another restaurant we had an informal discussion about what people wanted out of a local 356 group. Some of the topics covered included: how to reach people who don't belong to Riesentöter Region; selecting some meeting locations out and away from Philadelphia; the advantages of a local 356 newsletter; what geographical area we should try to draw from and some others. We tentatively decided to try to contact as many 356 owners in eastern Pennsylvania as we could and to draw people from that general area. We will try to put out a newsletter of sorts and investigate possible sources of support to cover postage costs or we may pass the hat to cover them until we see how things are going and see if some sort of dues are advisable. If you are interested in being on the mailing list and you have not given me your name in the past, drop me a line and I'll add you to the list.

We have scheduled a second informal meeting for Sunday, June 7, 1992 at 1:00 PM to be held at the Denny's restaurant in King of Prussia, which is adjacent to the Valley Forge Music Fair on US route 202 south of King of Prussia/Valley Forge near Devon on the south side of the highway at the intersection of Valley Forge Road. For those who are not familiar with Philadelphia geography, King of Prussia is 20 miles west of Philly at the intersection of the Schuylkill Expressway (I-76) and the Pennsylvania Turnpike. Route 202 intersects both of these roads at this same intersection, so exit at King of Prussia and follow signs for 202 south towards West Chester. Denny's and the Valley Forge Music fair are about 2 or 3 miles down the road. Mark your calendar and tell your friends and try to encourage a good turnout. We plan to schedule a summer get together at some more enticing location with maybe some food and drink, so watch this space and finish up the loose ends on your Tub. ❧



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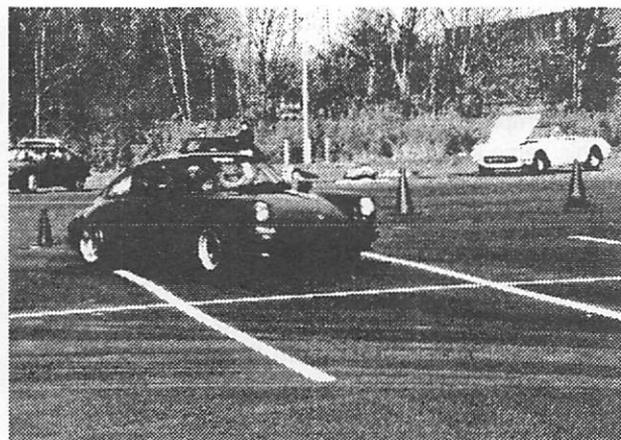
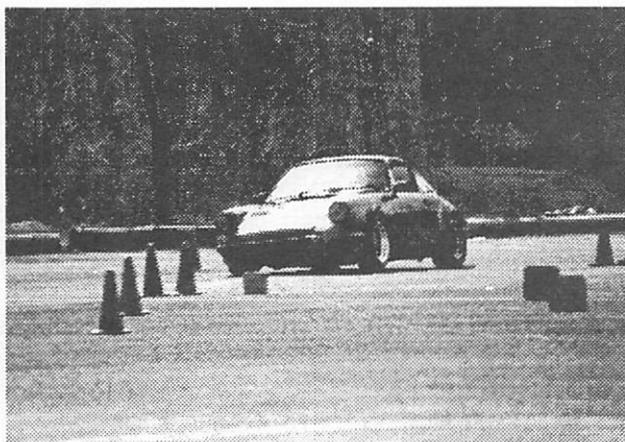
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Back to School



AUTOCROSS

Brad Carle

The 1992 Autocross School is history. Thanks to the help of many, it went off trouble free. Bob Russo started the event with an enjoyable speech which included the history of autocross, along with helpful suggestions on how to become a better autocrosser. Thank you Mr. Russo for all of your invaluable help. I would also like to thank our other instructors: Dennis Angelisanti, Lisa and Rex Carle, John Crowley, Andre Downe, Judy and Bob Kingston, Bob Koerbel, Sybil Margaritas, and Joe Zglinicki. Also thanks to Vern Lyle, who couldn't be with us on Sunday, but did come out Saturday to help set up. We had over 40 drivers and instructors. Not counting an early 911, green, in perfect condition, which stopped by the site in the morning, but soon disappeared. The school segment on Sunday consisted of the following:

Skidpad: A 90' diameter circle was used. Drivers would drive around the circle, as close to the cones as possible, slowly accelerating until the car could no longer stay in the circle. Once the car would start to leave the circle, the driver would back off the throttle and feel the car come back to the circle. Novice drivers were a little leery of driving fast enough at first, but with a little coaxing, they were driving their cars as fast as they could, it was almost scary.

Slalom: A slalom course was set up with pylons on ~40' centers. Here drivers learned the art of slaloming, keeping the car at a constant speed, while gracefully "dancing" through the course with smooth turns and transitions.

Acceleration & Braking: An acceleration lane 100 feet long was set up. At the end of the lane were three different gates, each approximately 15' apart, and a 130' braking lane. Here drivers would accelerate as fast as they could to the first, second or third gate, and brake as hard as they could. This gave them a feel for what the car could do, and what it took to stop it. They learned that any car can brake in a shorter distance than it took to accelerate to that speed.

Turns: A small "school house" course was set up. Drivers learned here that the fastest time between two gates is not a straight line. They learned the importance of the "late apex" turn, the most favored turn method in autocrossing, and why it is so.

Our school ran to 1:30, we then took a lunch break and invited all of our students for fun runs on a course we were setting up during the break. Almost everyone stayed. It was a fast course with what turned out to be a tight finish. I was amazed with how well everybody was doing. Novices were not afraid to drive fast. I think everybody had fun on Sunday. We finally left the site around 4:00. We were able to test our "new" radios during the school. Although I didn't use them myself, I understand they performed very well. In fact, I awoke to the sound of voices downstairs Sunday night around midnight. One of the radios was on and picking up our local police. We only have two, for now. If they perform well throughout the season, we'll try to get two more for the following seasons. Side note: We have 4 of the Radio Shack Handheld CB radios, but these are more trouble than they're worth. Anybody thinking of buying one of these for their personal use, contact Rex and ask him for his opinion first.

Our point series starts May 31. I have included somewhere in this issue, the autocross schedule, including the Philly SCCA region. As many of you now realize, one of our events is being overshadowed by a PCA race event at Pocono. I don't like to reschedule our events, but it would be in our best interest to reschedule this event. I will contact those who have pre-registered to get your comments on this. I doubt any of our autocrossers will be taking part in the race series, however, we will lose a lot of our help and support. I'll have the rescheduled date soon. If any of you disagree with this, call me and we'll discuss all views. See you May 31. ✖

Next Event: Sunday May 31
Naval Air Warfare Center (NAWC)
Street & Jacksonville Roads
Warminster PA

Registration opens 9:00am

Directions:

From Exit 27 (Willowgrove) PA Turnpike
Take Rt. 611 North
Right on Blair Mill Road
Right on County Line Road
Left on Jacksonville Road
Cross Street Road, proceed onto base
Look for signs on the left

MEMBERSHIP DIRECTORY

MEMREVS

John Kingham

Membership as of 5/1/92 is 772

Welcome to the following new members:

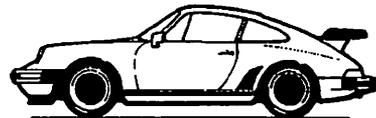
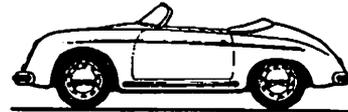
| | |
|---|----------|
| John & William Berlinger Wayne | 89 944S2 |
| Rita Anne Ciccarone King of Prussia | 91 C2 |
| Thomas Di Mayo Saylorsburg | 85 928S |
| Frank & Janine Eckley Malvern | 79 928 |
| Joseph & Verna Ilacqua Norristown | 89 911 |
| Byron Kallend Wyncote | 87 928S4 |
| Henry Nassau Malvern | 87 911 |
| George & Marcella Orndorff Philadelphia | 78 911 |
| Robert Puglisi Huntington Valley | 71 911T |
| Peter & Bonnie Schorsch Meadowbrook | 90 C4 |
| Clayton & Lesley Undercofler Malvern | 90 944S2 |
| Douglas & Joy Wible Shillington | 86 944 |
| Gerry & Luba Chastelet Newtown (from Schattenbaum) | 88 930 |
| Cathy Crelling Milford (from NNJR) | 82 911SC |

There has been some discussion among the exec committee about publishing a directory of our membership. The information would include name, both home and work phone numbers and possibly type of car.

As membership chairman, I get all of the **DER GASSERS** back when people move, this accounts for a minimum of 10 people per month. When I update addresses, I am not furnished phone numbers, so I'm sure that our database is sorely in need of updating. Therefore, in August the mailing label will contain the information we need for the directory. I will set up a code so that the phone numbers are not obvious.

If the information on the label is incorrect, please send me a card with the new information on it - **DO NOT CALL ME ABOUT YOUR NEW NUMBER!!!!** Also, if you don't want your name and phone number published this can be easily arranged by again sending me a note.

Thanks in advance for your input, and we are hoping to make the membership directory the January issue of **DER GASSER**. ✖



CHASE & HECKMAN, Inc. is a full service Insurance Agency/Brokerage featuring markets for Commercial, Life, Homeowners, and Automobile coverage including Exotics. New for 1991, we are pleased to announce an association with American Collectors Insurance. Please call John Heckman for details, or see him at the next club function.

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All Vehicles listed herein come with the standard John Wood Porsche 30 day/1,000 mile limited warranty. "Porsche Used Car Warranty" and other extended service plans available on select models. Call for details. All prices noted do not include Sales Tax or Motor Vehicle License, Title Transfer, and Registration Costs. Financing and Leasing available on certain models.

1989 911 Coupe

*Grand Prix White/
Blue Leather* 26,223 miles

BBS Alloys Painted to Match, Full Power Seats, Heated Seats, Front and Rear Spoilers, Cruise Control, Very clean PCA Perfect Porsche. One owner, all records and books. One Year Porsche Used Car Warranty. **\$33,995**

1973 911 Carrera 'RS'

White/Black 13,012 miles

Authentic and Original Carrera RS. Factory equipped with massive 917 brakes, 908 oil cooler, lightweight pieces, plastic fuel tank, aluminum roll cage, etc. Outfitted as 'hill climb' model by original german owner. Fresh twin-plug 3.0 litre engine, very sound, investment quality Porsche. **\$87,000.**

1990 Porsche 944S2 Coupe

Silver/Black Leather 35,151 miles

One owner, original sold and serviced by John Wood Porsche, Sunroof, AM/FM Cassette, Rear Wiper, Cruise, AC, Power Windows and Door Locks. Services up to date, all books and records. One Year Porsche Used Car Warranty. **\$25,995.**

SPECIAL OF THE MONTH

1988 Porsche 911 Targa

Red/Black Leather 32,254 miles

Original Factory Equipment includes A/C, AM/FM Cassette, Cruise, 15" Porsche Alloys. All Services Up to Date. One Year Porsche Used Car Warranty. Half the Cost of a New One. **\$31,995.**

1964 356 SC Coupe

Red/Black Leather 64,466 miles

This 3 owner car is one of the finest of its type. Car is 100% complete including owners manual, tools, original radio, etc. Most recent owner had car restored down to bare metal. Everything is new, 50 miles since total restoration. Seeing is believing! **\$34,500**

1989 Porsche C4 Coupe

Red/Black Leather 32,080 miles

Special Pioneer AM/FM CD with remote changer. Car sold new and serviced by John Wood Porsche. All service records up to date. Balance of factory new car warranty. Drive it home! **\$40,995**

1988 911 Coupe

Marine Blue/Gray Leather 37,901 miles

Factory Equipment includes 5-speed, Sunroof, Front and Rear Spoilers, 15" Alloys, Cruise Control, Sport Shocks, Reno Radio. Sold and Serviced by John Wood Porsche. One Year Porsche Used Car Warranty. **\$30,995**

1993 Carrera 2 American RS

Lightweight, limited edition Carrera 2 Coupe. 17" Alloys, uprated engine, limited slip differential and rear wing. No frills. The 'RS' model is the basis for the Carrera Cup racers. John Wood Porsche has the enthusiasts model available in RED, BLACK, or WHITE. Prices start at **\$53,900**

1987 Porsche 911 Coupe

*Marine Blue/
Linen Leather* 33,734 miles

Factory Equipment includes A/C, AM/FM Cassette, 16" Porsche Alloys, and Sunroof. Car sold new and always serviced at John Wood Porsche. All service records up to date. Includes Porsche Used Car Warranty. **\$27,495**

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John Wood Porsche hopes to see you at Limerock on Friday, May 8th. Receive a "FREE PASS" to attend PCA Driver Training Event when you bring your car to John Wood Porsche for a NO CHARGE TECH INSPECTION.

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Porsches are high performance cars and characteristically wear tires. The parts department at John Wood Porsche can generally match discount prices on high performance tires sold by mail order sources. Trust your Porsche to John Wood's ASE Certified, Factory Trained technicians for correct tire installation and fit. Call Eileen or Frank for quotations on your choice of tire. Mounting, balancing and alignment are extra. Free tire pressure gauge with sell of four.

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Let John Wood completely clean and detail your Porsche. All painted areas carefully polished to remove stains and light scratches. Special 4 step cleaning and sealing application helps inhibit paint damage from acid rain, sun light, tree sap, and airborne contaminants. Interior is dry shampooed, deodorized, and dressing is applied to vinyl and leather. Engine, Transmission, and Under Carriage is steam cleaned. Alloys are cleaned with mild chemicals and coated with colorless preservative.

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Courtesy Daily Rental and Loaner Cars

For your convenience, John Wood Porsche has its own fleet of courtesy rental vehicles. These vehicles are available for Service Customers on a RESERVATION BASIS ONLY. The nominal cost is \$25.00/day. However, John Wood Porsche offers these cars to VIP's and select customers on a no charge basis. Speak to our Service Advisors for details.

VIP Porsche Pick Up Service by Flat Bed Truck

Too busy to bring your Porsche in for repairs or service? Let us pick up your Porsche with our special flat bed truck. We charge 1/3 the customary rates for commercial towing when your Porsche comes to John Wood Porsche for repairs. The cost is 50 cents/mile, minimum charge is \$25.00. Speak to our Service Advisors for more details.

Collision Damage and Accident Repair

Unfortunately cars are involved in collisions. John Wood Porsche is affiliated with superior collision repair and restoration shops. Your Porsche deserves a "perfect repair," and you do not need more headaches or hassles. Speak to our Service Advisors for more details.

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This includes all manufacturer recommended engine ignition, fuel injection and valve adjustments, oil, gaskets, spark plugs, and filters required at the 30,000 mi. service interval. Not included are belts, oxy probe, or general chassis service. Sales tax not included. (Turbo Models add \$75.00)

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ON LINE

Paul K. Johnston

IF IT'S SUNNY THIS CAN'T BE POCONO

That's right it wasn't a dream. You were at Pocono and it didn't rain. Despite predictions of possible rain on both days the only time it actually did rain was at night. Saturday was sunny and warm and Sunday, while a bit cooler and breezier was still sunny. Does anyone remember the last time it didn't rain or snow at Pocono? Now I realize that some members may frown on this break from tradition, but after last year's two day drenching I think we deserved a break.

As I mentioned last month, we decided to allow other cars in to the event. Of the 96 drivers who attended there were 11 cars of other makes including four corvettes and three BMW's. I think everyone agreed that all of our "foreign" guests acquitted themselves quite well especially the BMW people who displayed not only their driving ability, but their willingness to help out where ever needed. I believe that allowing other cars into the event worked out well enough that we will do this again at Watkins Glen on July 10, 11 & 12. If you know anyone with a "sports car" who might be interested give them a copy of the application or have them call Ron Lego or myself.

An event like this can't happen without the help of people like Registrar Ron Lego, Safety Chairman Rich Cole and Tech Chairman Bill Dougherty, all of whom did a superb job. Also helping out this weekend was Don Galbraith who substituted for Chief Instructor Bob Russo. Thanks for a great job.

WATKINS GLEN - JULY 10, 11 & 12

In this issue of **DER GASSER** you will find an application for our Drivers Ed event at Watkins Glen on July 10, 11 & 12. For those of you who got a taste of track events at Pocono this is your chance to experience a 3.4 mile world class road racing course.

In addition to the Drivers Ed activities there are plenty of sightseeing opportunities including the Corning Glass Works and a hike up the gorge in the town of Watkins Glen.

This is always the highlight of the Drivers Ed calendar so don't miss it.

RACE PROGRAM

On June 12-13 Potomac Region will host the first race in the PCA Race Program at Summit Point. If you haven't signed up yet **DO IT NOW!** This should be more fun than a barrel of Margaritas'.

Our own race event at Pocono is scheduled for August 8-9. I'm already getting requests from out of region people for applications.

The new course, which I had a chance to slowly drive around at the Pocono Drivers Ed event, looks like a real fun layout. It's as wide as the north course with one long straight and several short straights. It is fairly tight with 13 turns so it should be a good handling course rather than a high speed horsepower course. If you're worried about being blown away by cars with more horsepower this looks like the place for you.

BRIDGEHAMPTON

As many of you may have heard Bridgehampton is being sold some time in May. While this is certainly bad news and may spell the end of racing and track events there, this years events will not be affected. So if you've always wanted to run Bridgehampton this will probably be your last chance. Don't miss out! Bridgehampton is one of the most exciting, challenging and historic race tracks in the United States. The next event there will be June 25, 26 & 27 with Metro region. See you there. ✖

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RIESENTOTER PCA DRIVER EDUCATION

WATKINS GLEN INTERNATIONAL RACEWAY

JULY 10, 11 & 12 1992 Friday, Saturday & Sunday

COST: \$135.00 for 2 or 3 days
REQUIREMENTS: Valid drivers license; minimum age 18; one novice driver
ENTRY DATE: May 20, 1992
SEND TO: Ron Lego, 624 Weikel Road, Lansdale, Pennsylvania 19446 (215) 855-1679
REFUNDS: Refundable if notification received prior to June 26, 1992
TECH INSPECTION: All cars must be tech inspected two weeks prior to the event by an approved tech inspection facility.

RIESENTOTER RESERVES THE RIGHT TO REFUSE ANY APPLICATIONS

I PLAN TO ATTEND: FRIDAY ___ SATURDAY ___ SUNDAY ___

Form with two columns: FIRST DRIVER and SECOND DRIVER. Fields include Name, Street, City, State, Zip, Home Phone, Work Phone, PCA Region, Porsche Model, and Modifications.

List number of events you have driven at the following tracks: Car Number _____

Table with 3 columns: Track Name, First Driver, Second Driver. Rows include Pocono, Watkins Glen, Summit Point, Lime Rock, Bridgehampton, and Other Tracks.

Other high speed experience: 1st driver: _____ 2nd driver: _____

Last RTR run group: _____

Tracks where you have instructed: _____

I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

1st driver's signature: _____

2nd driver's signature: _____

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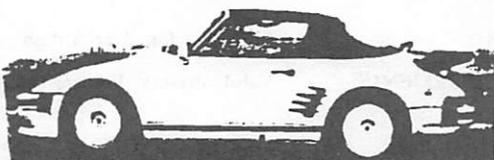
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| 235/60-15 | RAZ | 8/32 | 85.00 |
| 235/60-15 | RAZ | 3/32 | 80.00 |
| 205/50-15 | RAZ | 8/32 | 95.00 |
| 205/50-15 | RAZ | 3/32 | 90.00 |
| 225/50-15 | RZ | 8/32 | 95.00 |
| 225/50-15 | RAZ | 8/32 | 95.00 |
| 225/50-15 | RAZ | 3/32 | 90.00 |
| 205/55-16 | RZ | 8/32 | 100.00 |
| 205/55-16 | RZ | 3/32 | 90.00 |

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AT FULL SONG

John Williamson

Whoa!, Dan Haden has kicked this design your own masthead thing up a notch - check out the 356 Pusher article, if you haven't already, earlier in this issue. I modified Dan's design slightly by putting his name and address behind the 356 Coupe (he is after all the number one 356 pusher pusher). Maybe I should put his name in the back of the book, but where would it stop? I think for now this arrangement is working just fine. If a special interest splinter group of the club wants to use the newsletter to publicize their events, I think that's why it's here.

It's time to dust your camera off and start taking pictures for the Second Annual **DER GASSER** Full Color Cover Photo Contest. I think the response last year was phenomenal, and everyone, from entrants to viewers, seemed to enjoy it. The idea is to have fun - so the rules will again be simple:

1. Entries should be Porsche or club event oriented.
2. Preferably color (the winning photo will again appear on the October cover of this newsletter).
3. Size of the photo entered is unlimited - if you want to construct a mural at Casa Maria go to it. Conversely, miniature entries should come equipped with a magnifying glass. However, regardless of what size snapshot you enter, the printer will require a 3x5, 5x7 or 8x10 print to make the color separations from. If you enter a 17x30 poster, it wins, and you don't provide a smaller copy, the second place photo ends up on the cover.
4. Titles (to be supplied by the entrant) are optional, but preferred.
5. Entry fee is \$10 payable to the Editor in cash - just kidding.

In addition to the winning photo which ends up on a color cover, the top runner-ups get a black and white cover (maybe even color - if the club coffers swell due to an unexpected windfall). I also used a number of other entries last year inside the newsletter. By the way, there isn't a panel of international judges considering each photo based on subject matter, composition, etc. The winner is picked by the members in attendance at the monthly

meeting. So mark your calendars for the August general meeting, and in the mean time - let those shutters fly.

I know for most members the current club year is just beginning, but believe it or not, it is time to start planning for next year. The club needs a volunteer to be the editor next year. I've done it for two years and that seems about right. After a while those creative juices start to dry up, and a fresh perspective and new ideas are welcome and needed. The hardware and software necessary for the task are in place, and if you want to keep things pretty much as they are now (in terms of newsletter layout), I have things set up such that almost anyone could hit the ground running. A little computer experience wouldn't hurt, but I'm willing to teach anybody that's interested. If you have ever thought you might like to dabble in desktop publishing, here's a chance to try without any out of pocket expenses! Such a deal. If you're interested give me a call, the number is in the back of the book. ✂



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Keep the weekend of June 27-28 open for the Philadelphia Vintage Grand Prix event. This year will be much better than the first event last year, and the RTR club space will be in an excellent spot!

If anyone is interested in helping at the Car Club Area, or anywhere else for that matter, give Bill O'Connell a call (215/640-1675). ❀

As a club, we have the opportunity to handle Race Operations at the Philadelphia Vintage Grand Prix on Sunday, June 28. If you would like to participate, please contact Jim Hartman (home 215/293-1916). You should have race flagging experience either in club events or in SCCA activities.

Participants will gain free admittance to the event, and entry to a catered VIP tent. ❀

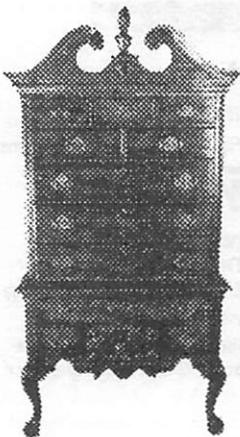
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PORSCHE PARADE

Closer to Home!

Come on out for a good old fashioned parade. Chester County is 100 years old and as part of the celebration there will be a parade in West Chester June 6th (rain date June 7th).

They expect a huge parade with a little bit of everything. The people running it think a group of Porsches would be great, so here's the pitch:

If you're interested in spending an afternoon being part of this, give Bill O'Connell a call at 215/640-1675. This looks to be a great event. ❀

Bill

JOHN WOOD

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RACE REPORT

The opening round of the Bridgestone SuperCar series served notice that the John Wood Porsche Racing team is one to be reckoned with. At the Miami Grand Prix on February 23rd, by the end of qualifying, the John Wood Porsche Racing team was ready to contest for the victory among a very prestigious field of entries and world renowned drivers.

Jeff Purner, driver of the John Wood Porsche entry, shared the front row with legendary driver, Hans Stuck. Purner had led the early qualifying sessions until a last minute attempt by Stuck grabbed the pole from Purner. It was to be a Porsche Carrera 2 Turbo front row!

"It was important to me that we achieved our immediate goal," said team owner, John Wood of John Wood Porsche. "We showed that we are a contender from the first race. It was an enormous achievement for our team. I expect that the other teams will close the gap over the course of the season but they are now playing catch-up, precisely where we had hoped they would be."

The John Wood team is the little team that could. Engines are built internally by dealer staff. John Wood, a former race car driver himself, with many notable race victories including the 24 Hours of Daytona and 12 Hours of Sebring, takes an active role in the management of the team. Driver Jeff Purner, while not yet a household name, is quickly establishing himself as one of America's bright new stars. The John Wood Porsche team is a close knit group of highly motivated and enthusiastic members, with deep understanding and appreciation for the Porsche marque. It is obvious that the combination is strong.

But in all good plans can lie misfortune. Miami was not to be the race where John Wood Porsche Racing would capture its first victory. Driver, Jeff Purner was innocently involved in a false start crash that resulted in serious injury to Jeff Purner and massive crash damage to the John Wood Porsche Turbo. Purner suffered a break of a thoracic vertebra which will keep him out of a race car for six weeks but back in time for the Road Atlanta event on April 26th.

Miami served notice. Road Atlanta may be the event where it becomes obvious. The John Wood Porsche Racing team is a top contender for the IMSA SuperCar series championship. A fully recovered and former Road Atlanta chief driving instructor, Jeff Purner is undeniably quick at Road Atlanta, some would say phenomenal, a repaired Porsche Carrera 2 Turbo that has already demonstrated the ability to start from the front row, an enthusiastic and confident crew that understands the performance ability of Porsche, all combine to make the John Wood Porsche Racing team aspire to continue the tradition of Porsche - the plateau reserved for the best, the top stair of the victory podium. ❀



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EXEC MINUTES

The April 10 meeting of the Executive Committee, held at the home of Bill and Marge Dougherty, was opened by President Lisa Carle at 8:25pm. Committee members in attendance were: John Crowley, Paul Johnston, Bill Dougherty, Betsi and Vern Lyle, Don Applestein, Paul Johnston, Brad and Judy Carle, John Williamson and Bill O'Connell. Absent were: Bob Russo, Mark Terlecky, John Kingham, Debbie Cooper, and Bill Vaughan. Guests were Rex Carle, Linda Applestein and Marge Dougherty.

Treasurer Don Applestein related the 'minor' financial crunch we just went through with the required deposits at Pocono and the Glen. It all stems from the fact that we have a much smaller cash flow than in previous years.

While it was a great success, the Spring Social was discussed as something that can happen to reduce the treasury. The Exec Committee had proposed a \$1750 subsidy, anticipating the same number of participants (75) as last year. The cost to members goes for the food caterer with the Club picking up the rest of the tab. Actually there were twice as many participants (149) as were budgeted for, costing the Club \$195 over budget. A \$285 flyer also had to be sent since notice had to get to members before **DERGASSER** was due out. So the income was higher, but also the expenses. Including the flyer, the event cost the Club \$480 more than anticipated. It was mentioned that since twice as many members were served the extra cost seemed worth it.

Less than the number of expected entries for Pocono raised some questions about potential financial problems with this event.

Bill Dougherty suggested dropping the cost of the Club fee for mailing other people's promotional pieces from \$200 to \$100. A motion was made, seconded and passed unanimously. An informal amendment was that the Exec Committee could decide whether to accept any particular ad. Jim Hartman will notify all current advertisers of the reduced price for this service.

Paul Johnston indicated that we would continue to mail registration forms for track events to out-of-region people. Usually 20-30 of these people participate. There are 70 entries for Pocono, including some other marques.

A new policy from the management at Pocono, still somewhat vague, is that the track rental fee is based on the number of entries. A \$1000 deposit, and \$1000 per day is the current cost.

The entry fee for our Race event in August will be based on the number of entries at other race events in the area. The break even point will be set conservatively. There was much discussion about the fee structure at Watkins Glen, some feeling that it was too low. Consensus seemed to be that \$135 for three days there was still a bargain. Other events will be reviewed prior to a final decision.

John Crowley announced that Bob Russo would be the speaker at the April meeting, with May being a movie night. June will be the New Members Meeting at Holberts, and John will encourage owners of 356s and other exotics to display their cars.

Betsi Lyle noted that we had a phenomenal turnout for the Spring Social, due primarily to perceived value: an exciting new site, the same price to members as last year, and the addition of an actual wine tasting. Other social events for the year have been planned to be within original budget figures, but possible budget restraints will have to be considered. Dilemma arises over accommodating more people than budgeted for, versus subsidizing a larger amount from the treasury than anticipated.

Bill O'Connell mentioned that John Wood Porsche is campaigning a Porsche race car and they are open to possibly speaking at a meeting.

Riesentöter will have a dedicated area at the Philadelphia Grand Prix festivities. A motion to supply labels for their car club promotional mailing was passed unanimously.

John Williamson says that **DERGASSER** ads seem to be going very well even though we don't have all the money yet. He has also instituted some successful cost saving measures in the newsletter.

Bill Dougherty gave some details on the Super Tech Session at Holbert's later in the year. Watch for more info. Ron Fox and Terry's Service Center in Fairless Hills are now recognized tech inspection shops. Bill will look into the possibility of holding a parts swap meet in conjunction with a tech session.

Brad and Judy Carle reported that some people have already preregistered for the autocross season.

John Williamson suggested that the "transfer" meeting between old and new Exec Committees be held in December rather than January, to give the incoming group more time to plan. After much agreeable discussion, Don Applestein moved that the meeting be held in November to facilitate planning, offer some guidance and iron out any problems for the transfer of power, which actually occurs on the first of the year. Motion passed unanimously.

Meeting adjourned at 10:35.

Submitted by Vern Lyle, these minutes are subject to approval at the next Executive Committee meeting. Copies of the most current minutes will be available at the general monthly meetings. ✂

GARAGE SALES

76 911S Targa, Bronze/black, 76K miles, alloy wheels, 205/60/15 (new), Blaupunkt AM/FM cassette, 5 spd, new chain tensioners, garaged, \$9800. Fred Brubaker, 334 N. 14th St., Allentown PA 18102, 215/797-9298 eve., 215/434-8778 days. 6/92

80 911SC Coupe Weissach, plat. w/full lea, air, power sunroof, windows, ant, & mirrors. New clutch & tires, only 27K ORIG mi w/all recds, looks & runs like new, \$22,500 FOB. Tom Wells, 96 Mulberry Drive, Holland PA 18966. 215/860-2104 eve. 5/92

85 911 Carrera Targa, Meteor gray/blk. full lea. 16" Fuchs w/ Pirellis, new top, cruise, A/C, elec. seat, pwr windows and locks, alarm, Blaupunkt Monterey, no smoke, very clean, 41K miles, all service records. \$24,500 obo. Harry Lebow, 2 Garrison Farms Court, Baltimore MD 410/484-6511 eve. 5/92

89 911 Carrera Coupe, Baltic Blue/Cashmere, 16" alloys, sunroof, factory alarm, PWR Windows/Locks, all records, low mileage, extended warranty, absolutely pristine! Asking \$36,900. Joe Botta, 109 Arbor Place, Bryn Mawr, PA 19010. 215/527-5874 eve. 5/92

77 1/2 924, white w/ brown/tan interior, very clean. Sunroof, rear valance & spoiler. Automatic, 132K but many new parts and trans overhauled at Holberts. Perfect for the beginner Porsche enthusiast. Also 78 924 "part car", free if interested. Asking \$3500 obo. Joe Herwig 215/584-8102. 5/92

88 924S, Black/black Porsche cloth, 5 spd, sunroof, air, all options, new tires, 35K miles. \$9600. D.R. Snyder 282-1627. 5/92

81 928 Coupe, Red/tan leather, 5-spd, alloy wheels with new tires, sun-roof, power windows/locks, 86K miles, new Bilstein shocks, garaged - excellent condition, \$16,500. Jim Laird 215/751-7388 (day), 215/436-6180 (eve). 5/92

85 928S, auto, black leather interior/black exterior, 36K miles, all options, excellent condition, new rotors & pads, new air cond. and tires, must see - \$19,250. Ron Acker, Allentown area, 215/264-3837. 5/92

83 944, new tires on 911 wheels, turbo suspension, street or track use, must sell - make offer. Rob McLoud 692-8882. 6/92

89 944 Turbo S, Glacier blue/white lea., 38K miles, dual airbags, ABS, cool brakes, new Comp TA's, new clutch, no smoke, garaged, immaculate. \$25,500. Jay Rishell 215/777-5951 eve. 6/92

Streetable Track Car, 70 911S coupe with carbide 3.2, 915 trans. "Humped", torsions, sways, SS lines, S brakes, flares, 7" & 8" alloys. Recaros, rollbar. Plus, goes fast and stops super fast - \$19,500. 964-0477. 5/92

Parts, 1 pair 914 stainless heat exchangers \$275; 1 pair early 911 heat exchangers \$200; 2-7x16 and 2-8x16 928 forged flat dish wheels, concour condition, only 500 miles, asking \$1500 set; 2-7x16 and 2 9x16 GT forged alloys, only 1000 miles, fits 928/944T/C2-4, \$2400; 4-7x16 phone dial 928 wheels, perfect refinish, also fit 924, \$650; 2-225-50x16 and 2-245-45x16 Bridgestone RE-71R, track compound, \$375 set! D.R. Snyder 282-1627. 5/92

For Sale, late 930 style tail - black, \$375 OBO; one black leather electric sport seat, very good condition \$300 OBO; 1984 928S, guards red, black leather, loaded, 70K miles, excellent condition, automatic, \$20,000 - offer. Bill Ridge 458-8374. 5/92

911 Parts, 2 mint 16x8 factory wheels with black centers. A mint guards red engine lid with grill, an '81 guards red head-lamp unit, passport radar detector, Blaupunkt AM/FM cassette and tool kits. Best offer. Call 643-1186. 5/92

911 Parts, Heavy duty Camber-Truss (nearly new) for 930 Or 911 - \$167 (70% list); new factory brake pads for Carrera - \$35 (34% list); new spark plugs for Carrera - \$6 (34% list). Jim Hartman 215/293-1916. 6/92

For Sale, High performance component system: Alpine radio 7385, pre-amp tuner, digital AM/FM cassette, slide out anti-theft; speakers - Boston Acoustics 751, matched pairs, tweeters and mid-range; amp - ADS TQ10 power plate 160 watts; sub woofer - Alpine 6190 6x9; graphic equalizer - Denon Pro DCE2150. Steven Syderman, 6279 Souder St., Phila. PA 19149, call or write 215/624-1487. 6/92

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OLD 3-ring bump stops for front KONIs on a 73 911, the shorter the better. For a set of well-worn, mashed down, even split open bump stops under 2 1/2" in height, I will trade you a never installed pair even up. Also needed for a 73 S Targa: rubber front bumper guards; drivers door glass; original uncracked dash; and Bosch CD. Vern Lyle, 287-5083 eves. 5/92

Owners of Porsches or other cars needing to rent heated, security equipped garage space in suburban (Wayne) location. Jim Hartman 215/293-1916. 6/92

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

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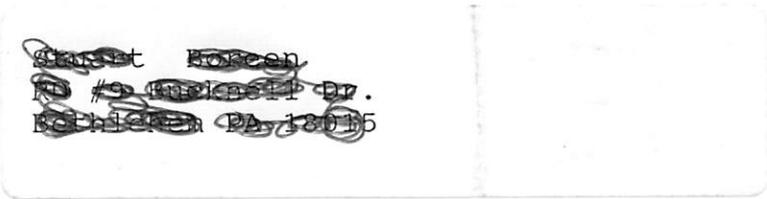
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