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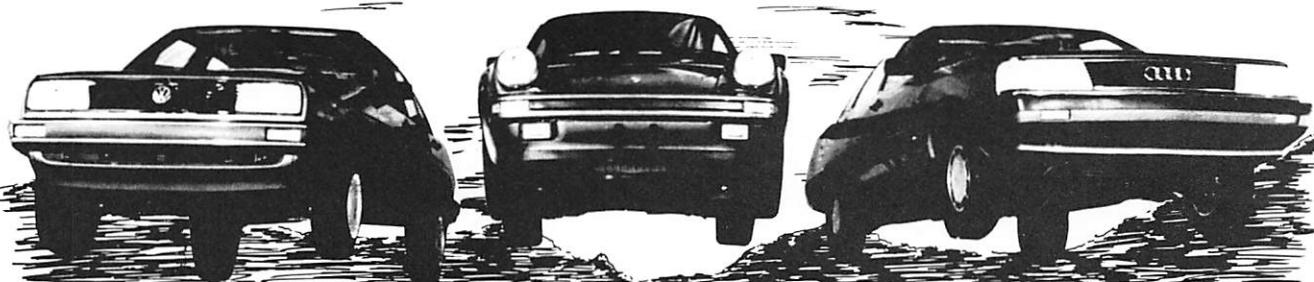
GOOD YEAR

der
GASSER

Riesentöter Region ♦ Porsche Club of America

35th ANNIVERSARY ISSUE - OCTOBER 1992

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Warrington, PA 18976

PRESIDENT'S MESSAGE

It's hard to believe that the year is almost over. The elections are this month and the only meetings left are our two social events in October and December. You won't want to miss either one of these affairs. Betsi has been busy setting up fun and surprises for all of you to enjoy. This is the first year in a long while that the Holiday banquet site is capable of handling a very large group, and we will also be celebrating the region's 35th anniversary. It sounds like a very special evening, and it is also a bargain. Let's see if we can fill the place!



35 YEARS

And if you didn't notice, John has put together this anniversary issue of **DER GASSER**. Check out the article from Debbie Cooper detailing some of the club's exploits throughout its 35 year history. And once again, a beautiful color cover from the photo contest. Congrats to winning photographer Bill O'Connell.

Many thanks to everyone who came out or sent donations for this year's Charity autocross for the Make-A-Wish Foundation. Because of your generosity, we were able to raise over \$2500 for this special organization that grants the wishes of seriously ill children. I believe that we have a responsibility to the community in which we live, and with the continued support we get at our annual charity events, it seems that many of you agree. For those of you who were not at the September NTW tire meeting, Make-A-Wish Foundation of Philadelphia president Debbie Galbraith (no relation to our own infamous Don Galbraith) came out to express her personal thanks for our efforts.

I also want to express thanks to the staff at NTW Wilmington for hosting our September meeting. Thanks also to the Pirelli and Dunlop reps for their demonstrations, not to

mention the giveaway tires! I was pretty excited when my raffle ticket number was matching the winning number - until the last digit that is. Hope that Mark Terlecky and John Williamson enjoy the free rubber!

Remember to cast your vote in this year's election. You can do that by coming out to the Halloween party or by using the ballot appearing in this issue. There is one position, Membership Chairperson, which has two candidates. Both Judy Carle and Connie Sweigart are good people for the job. Read their thoughts on the position and the club, and you decide!

See you out there!



Lisa

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ON THE COVER: RC Cola 962 at the Glen, 1992 photo contest winner by Bill O'Connell

Up-Comin

OCTOBER

- 23 PHA Hillclimb, New Hampshire International Raceway
30 Halloween Party, Lenape Valley Swim Club: 7:30 - 12:30pm

NOVEMBER

- 14 MidAtlantic 356 Pushers Metalworking demonstration, Eastwood Company, Malvern PA: 9:00am - noon

DECEMBER

- 12 35th Anniversary Gala and Holiday Party, Greenfield Mansion at Sugarloaf, Chestnut Hill PA

AX EVENTS:

Nov 1 Philly Plymouth Meeting

AX CONTACTS

Philly SCCA, Andre Downey (215) 276-4739

TRACK EVENTS:

Oct 29	Metro	Limerock
Oct 30-31	CVR	Limerock
Nov 14-15	Potomac	Summit Point
Nov 28-29	Car Guys	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

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

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"Thanks for going the extra mile to find the correct heater blower motor for my car."—Bob Jones, Pittsburg, TX



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The October Meeting is Mischief Night!

TIME IS RUNNING OUT!! The Riesentoter Halloween Party is fast approaching. The Lenape Valley Swim Club in Chalfont will be the location for an evening of ghosts, goblins and Halloween tricks and treats. Full details were in the Sept. Der Gasser, but just in case your forgot, here's what's in store!


COSTUME CONTEST

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PICTURE CONTEST


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ELECTIONS

Date: October 30 Time: 7:30-12:30 Cost: \$12 costumed; \$14 non-costumed
Call BETSI LYLE 287-5083 (h); 652-7771 (w)

Directions: Rte 202 N out of King of Prussia/Norristown area. Continue on 202N through Montgomeryville 5-point intersection (Rtes 202, 309, 463 intersect). When you reach Rte 152N, turn left, then go approx 1/4 mile to left on Westview Ave. Club is on the left.

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HAPPY 35TH ANNIVERSARY RIESENTÖTER!

Debbie Cooper

Let's all rallye through memory lane.

It was in February of 1957 when seven Porsche enthusiasts met at the Bull Tavern to discuss chartering a Pennsylvania region of PCA. They included: Charles and Helen Beidler, Jack and Ginny Case, Phil Cowen, Lee Kauffman, and Bob Sacks. The successful result of this meeting was the chartering of Eastern Pennsylvania Region of PCA on August 24th, which included all of Pennsylvania and southern New Jersey. The membership totaled 15 and Jack Case was elected the first president.

By the end of 1958, the membership had more than doubled to 35, which then led to the first publication of *DER GASSER* in February of 1959, the first editor was Harry Nowak. It consisted of a folded single sheet, with a bold German letterhead and six paragraphs of information including the results of The Rose Tree All Night Rally, some personal notes, tech tips and the following question; "Does anyone know of a hill, preferably on private property, the club could use for a hill climb?" Also in 1959, the Riesentöter Award was created to recognize the competitive skills and outstanding contribution to the club of a member. The inscription on the 12" pewter bowl reads:

**Porsche Club of America
Eastern Penna Region
Activities Champion
Der Beste Riesentöter Des Jahres**

The first recipient was none other than Charles Beidler. Many types of competitive events were held such as rallies, gymkhanas, drag racing at Vineland, ice racing in the Poconos, a drivers school at Baker's acres. Eastern Pennsylvania Region members Beidler, Grimm, Holbert, Ott, Price, Stover, and Watt drove to many victories in these early days. Other events included an engine "teardown" at the local Porsche dealer's shop or picnics at Tohicken State Park.

During the 1960's there was much discussion concerning "Normal" vs. "Super" Porsches in all types of competition, even including the annual picnic softball game. The following was an ad which appeared in a 1962 issue of *DER*

GASSER: "Porsche Super 90 Special, space frame, all aluminum body, super 90 engine mounts in front of reversed transmission... Has terrific acceleration and is set up perfect for hillclimbing, short course racing and stop light drags. The nearest thing you will ever come to a push rod Spyder. Complete car and trailer...\$2,700, Charles Beidler, Jr."

Many members of the region attained recognition for their victories in SCCA events, including Bridwell, Everett, Frey, Kresge, Scarborough, and Stover. Bill Mayberry helped prepare Donohue/Penske cars along with others. Charles Beidler covered races at Sebring and Watkins Glen for WFIL films. Bob Holbert was asked to drive at Le Mans for the Porsche factory team, finishing in 5th place with Matson Gregory and was named Sports Illustrated driver of the year in 1961.

The national spotlight was focused on Eastern Pennsylvania Region in the summer of 1963, which hosted the 8th Annual Porsche Parade at Split Rock Lodge in the Poconos. This was the largest Parade ever with over 300 of the approximately 2,000 PCA members attending the Parade. Eastern Pennsylvania received the region of the year award in 1964 for the outstanding efforts in organizing a very successful Parade.



The mid-sixties saw the introduction of the 911 and 912. There was concern and reservation with these new designs - how could they really replace the 356's. In November of 1965, Bill Singer with his new 911 entered a fun gymkhana that "turned a time which would have been good for about 5th in E production (the 356 class), but after much discussion by the officials, he was placed in his

proper class of C/D production, which was good for 1st place! Needless to say this caused much consternation among the MGB and TR-4 drivers..." Also in 1965, the first "autosprint" was held at Christmas Village go-kart track. Dick Sweigert, later known as "King Gymkhana" turned the fastest time of the day with a 100.2 (3 laps), unfortunately Paul Sweigert had blown his engine in the morning practice session.

In 1968 the nickname Riesentöter, which loosely translated means "Giant Killer", was adopted by the regional membership, as was the checkered flag and Speedster insignia. Under this symbol, the members had many successes in national SCCA racing, Pennsylvania Hillclimb Association and other competitive events. The official change to Riesentöter came in 1973.

Bringing this decade to a close saw the formation of the Delaware Valley Sprint Association, with Riesentöter being one of the nine member clubs. Events were held nearly every weekend from March to November. The hillclimbs were still very popular, the 1969 team consisted of 14 drivers including: Charles Beidler, George Fowle, Jim Haas, Jess Holshouser (who is still an active hillclimber today), Charlie Keller, Dick Merriman, Bob Pethick, Russ Poole, Jan and Fred Remick, and Paul and Dick Sweigert.

In 1970, **DER GASSER** changed its format from the two page mimeographed flyer to a pamphlet, complete with photographs and advertisements. During 1971, membership nearly doubled, due to the efforts of Wayne Flegler as activities chairman. In this same year, the first driver's school (one day event) was held at Pocono International Raceway, with nearly 100 cars attending in spite of the rain. The success produced a two-day event including a driver's school and competition event in 1972. This was also the year that the Bill Schmidt Broken Crankshaft Award came into existence, the first recipient being Rocky Williams. During this time the 914's were introduced and Howard Reed received the first Battered (at some later unknown date became Tattered) Helmet Award for buying the first 914 in the region.

In 1973, the interest of the members was changing from competition to social events and the social chairman's position was created to bring a new dimension to the club's activities. Functions including dinner meetings, wine tastings and tours as well as brunches were primary interests.

Once again Riesentöter was in the national spotlight with Northern New Jersey, hosting the 19th Annual Porsche Parade in the Poconos. Over 500 cars were in attendance and it was a huge success even with the gas crisis. The organizers agonized as to whether to hold the driving event, but gas or no gas, the roar of the engines was heard around the race track. Another highlight of 1974 was the guest speaker for the April meeting, and only honorary member of Riesentöter - none other than Mark Donohue. For those of you who were there, I'm sure it is a meeting you will always remember.



Later in the 1970's the first front engine Porsche was introduced, the 924 which was underpowered and in many minds couldn't really be a Porsche, since true Porsches were rear engine cars. (Note: The winner of the Manhattan Trophy for best of show at the Porsche Parade in 1987 was a Martini and Rossi 1977 924.)

The 1980's brought many changes to the club, probably due to the growth from under 300 members in 1980 to over 600 members by 1987. In 1981, Vern and Melody Lyle added a new annual award, the "Mighty Nitto" award. They bought their 911T complete with Mighty spark plugs and Nitto tires on Saturday, and Sunday they autocrossed the car and both took first place trophies home. This award is given to a member who makes the best of a bad situation, and as owners of Porsches those situations arise more often than we like.

We had a direct line to PCA National when Bob Holland was elected Zone 2 representative in 1982 and was re-elected in 1984. During 1982, Porsche introduced the 944, which was more powerful than the 924, the flared fenders allowed more tread on the road, and was "affordable", base priced under \$20,000. August brought the 25th Anniversary celebration and we were fortunate enough to have Bruce Jennings join us.

continued ► p. 25

SPEND THE HOLIDAY WITH FRIENDS



AT RIESENTÖTER'S 35TH ANNIVERSARY GALA !!

Back in the 1800's, social events were characterized by a certain opulence and style we seldom experience today. The house party is a perfect example. Guests were invited to spend the weekend at the host's spectacular mansion, where they were treated to a weekend of fine dining, partying and entertainment. Riesentöter Region and Holbert Motorcars of Warrington, PA invite you to return to this era of elegance in commemoration of Riesentöter's 35th Anniversary.

Join us on Saturday December 12th for an Anniversary Party and Holiday Banquet that promises to be THE most memorable social event in Riesentöter's long history. Just like the house parties of old, our celebration will be held at the historic Greenfield Mansion at Sugarloaf in Chestnut Hill, PA. But what kind of house party would this be if you couldn't spend the night in the Mansion once the party was over? Yes, you can make advance reservations to check into the Mansion at 3 PM on Saturday. Relax until party time, then don your best party attire (black tie invited) and make your grand entrance down the sweeping circular staircase into the Reception Hall. The festivities will begin with a cocktail hour from 6 to 7 PM in the wood-paneled Library. As you might expect when a guest in a friend's home, beverages will be complimentary for everyone during the cocktail hour. We'll then move into the opulent Dining Room for the annual awards ceremony where the best - and worst - of Riesentöter's past year will be duly recognized. Dinner will be served at 8:00. Fitting the special nature of the occasion, the Chef will prepare your choice of three gourmet meals: Beef Wellington, Chicken with Dijon Sauce or Flounder Stuffed with Crab

meat. Dinner will conclude with a not-to-be-forgotten Riesentöter 35th Anniversary Cake created by noted cake artist Ann Natter. After our gourmet meal, we'll adjourn to the specially decorated Ballroom (courtesy of John Heckman of The Insurance Offices of Chase and Heckman Inc.) Where we'll dance 'til the wee hours to the exciting sounds of DJ Ron Jax.

But that's not all there is to this celebration! Through the generosity of our major sponsor, Holbert Motorcars, party-goers will receive a unique 35th Anniversary memento - a bottle of Chaddsford Proprietor's Reserve Chardonnay. The bottles will carry a specially-created label commemorating the long association between Riesentöter Region and the Holbert family. Unavailable anywhere else, these bottles are assured of becoming collector's items. Riesentöter Region, along with the generous support of our major sponsor and associate sponsors, has pulled out all the stops for our 35th Anniversary Party. But there's one last surprise in store. The cost for this gala celebration is only \$20 per person IF your RSVP is postmarked by November 21 (no metered mail, please). After that date the cost will increase to \$25 per person. Checks may be made payable to RTR-PCA. Should you wish to reserve a room in Greenfield Mansion, please send me a separate check payable to Sugarloaf Conference Center for \$69.00 single/double. I will make a reservation in your name. Please note that the number of rooms is limited. Questions? Call me, Betsi Lyle, at the numbers listed on the inside back cover of this issue. Don't miss this opportunity to celebrate this important milestone in Riesentöter history in the style and elegance of a bygone era! ❄️



DIRECTIONS FROM PA TURNPIKE - exit Norristown #25. Take Rte. 422 E (Germantown Pike) approx. 4.5 miles to Bells Mill Rd. and Germantown Ave. Driveway to Sugarloaf is on right 25 ft. before intersection.

DIRECTIONS FROM SCHUYLKILL EXPRESSWAY - exit Lincoln Dr. Bear right to Ridge West. Follow to top of hill (4 lights) - cross straight onto Hermit St. Proceed on Hermit 1/4 miles to Henry Ave. Left on Henry, go 3.8 miles to Bells Mill Rd. Right onto Bells Mill, Sugarloaf is at intersection of Bells Mill and Germantown Pike.



RIESENTÖTER REGION
35TH ANNIVERSARY GALA
December 12, 1992
at
Greenfield Mansion at Sugarloaf
Chestnut Hill, PA

Number attending _____

Name _____

Phone _____

Dinner Selection

___Chicken with Dijon Sauce

___Flounder Stuffed with Crabmeat

___Beef Wellington

\$20 pp postmarked by Nov. 21, \$25 pp after Nov. 21. Room rate \$69.
Mail to Betsi Lyle, Box 363, West Point, PA 19486

MILE MARKERS

3rd Quarter PCA Membership Milestones:

25 Years

Halsey & Elisabeth Frederick

20 Years

Roderick & Nancy Dech
David & Nancy Kintsfather, Jr.
Joseph & Lisa Long
Robert & Linda Patton
Guy & Dorothy Provenzano

15 Years

Paul & Louise Mudrick

10 Years

Jack Crawford
Rick & Linda Hofman
Todd & Sandy Hollander
Ron Kirschner
William & Linda Pistoll
Michael & Jane Stolper

5 Years

Michael & Lisa Blank
Thomas & Judy Cross
George & Cathy Crozier
Wesley Dunnington, Jr.
Richard & Mary Glazewski
Larry & Janice Guistwite
Blaine & Suzanne Hartweg, Jr.
Jeffrey Hayes
Jonathan Kane
Kenneth & Patricia Lennon, Jr.
Harvey Levy
Milt & Jennie Michaylytza
Wallace Peacock
Howard & Marjorie Silverman
Thomas & Dee Upshur
Susan Woehrl

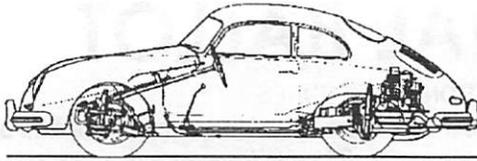
MEMREVS

John Kingham

Membership as of 10/1/92 is 794

Welcome to the following new members:

Daniel Bonsall Drexel Hill	71 914
Paul & Rachel Caskey Norristown	81 911
John & Carol Cole Kempton	86 944
Jeffrey Corson Bala Cynwyd	82 911T
George & Janet Harrison Warrington	84 928
James & Dawn Kraus Coatesville	83 944
Dennis & Andrea Lambert King of Prussia	86 944
Luis & Sharon Martinez Emmaus	81 911
Ian & Barbara Cottrell Yardley (transfer from Kentucky)	87 944S
Kurt Faller Dublin (transfer from Eastern Buckeye)	76 930
Stephen & Jennifer Krause Norristown (transfer from Chesapeake)	73 911
Herbert & Marion McDonald Wayne (transfer from Golden Gate)	89 928S
Robert & Mary McQuinn Downingtown (transfer from Musik Stadt)	87 944S
Michael & Shannon Saldi Doylestown (transfer from San Diego)	76 930



356 PUSHERS

Dan Haden
143 W. Carpenter Lane
Philadelphia, PA 19119

A lot has happened since my last contribution here. The first issue of our local 356 newsletter was sent out and the second should be out by the time you read this. We have received a good response both from car owners and advertisers and seem to be off to a good start. We are organizing a number of events in the coming months, many of which will be of interest to all members of PCA not just 356 owners. An example is the Eastwood Company presentation announced below. We encourage non-356 people to come out to our events - who knows, you may go home with a Speedster. Many of the technical events planned deal with bodywork techniques that will be of interest to 914, 911, 912 owners, even people fixing up Nash Ramblers. If you have any interest in learning more about 356 Porsches, these events are definitely the place to do that. We have a core group of people who show up at most events and we usually get an equal number of new faces, many of whom are long time Porsche pushers. Since the prime interest of most who have expressed an opinion is in technical matters, we will be trying to concentrate on those kinds of things rather than less structured "social" events. The events we have planned for the next couple of months are:

Chester County Scenic Drive

Date: Sunday, October 17 1992
Time: 10:00 am
Place: Meet at Visitor Center parking lot of Valley Forge National Park at intersection of routes 422 and 23 in Valley Forge, PA (Valley Forge is west of King of Prussia, PA)
Agenda: Approximately 60 mile drive through beautiful areas of Chester County ending up at Hopewell Village National Historic Site adjacent to French Creek State Park for a picnic lunch. Fall colors guaranteed.
Bring: Car, companion(s), picnic lunch, map (?)
Weather: Sun or clouds. If it rains, the drive is cancelled. No rain date.
Info: Call Jeff Amerine 215/935-9524

The Eastwood Company Metalworking Demonstration

Date: Saturday, November 14, 1992
Time: 9:00 am to Noon. Optional afternoon videos depending on interest
Place: The Eastwood Company
580 Lancaster Avenue
Malvern, PA 19355
Agenda: Demonstrations of metal and bodywork techniques and the use of metalworking tools
Incentives: Eastwood is one of, if not the, premier source of specialty tools and supplies for auto restoration in the country. They are willing to tailor their presentation as much as possible to the interests of the participants, so bring your questions and problems. Eastwood is offering a 10% discount on all of their merchandise to participants on the day of the demonstration and for 30 days thereafter. They have asked for a minimum body count of 25 so mark your calendar (it is a long way off) and invite your neighbors and brother-in-law to make sure we have enough people. ❄



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OFFICIAL BALLOT

ELECTION PROCEDURES

If you attend the Halloween Party, you can cast your vote there, we will have copies of this ballot on hand. If you cannot attend, you can still vote in the election. Just mail in this form, or a copy of it if you don't want to destroy the newsletter. Seal your ballot in an envelope, and enclose that in another envelope with your name on the outside so your membership can be verified. Mail your absentee ballot in time to reach our Election Official by Thursday, October 29. The sealed envelopes will be opened at the Halloween Party and counted with those votes cast in person. Our bylaws require a simple majority of votes cast to win an election. Every vote is important. Mail absentee ballots to: Bill Cooper, 49 Jacqueline Circle, Richboro PA 18954

YOU MAY WRITE-IN YOUR CHOICE OF CANDIDATE FOR ANY POSITION

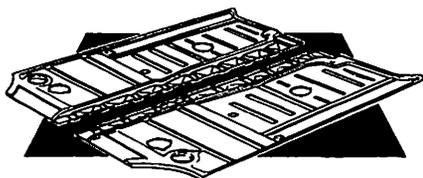
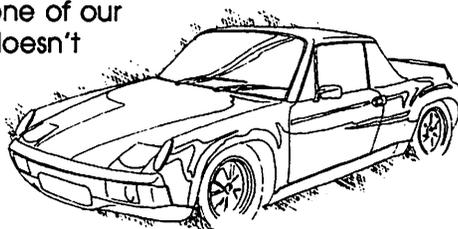
President:	<input type="checkbox"/>	Don Applestein	Editor:	<input type="checkbox"/>	Len & Pat Herman
Vice President:	<input type="checkbox"/>	John Crowley	Social:	<input type="checkbox"/>	Betsi Lyle
Secretary:	<input type="checkbox"/>	Bill O'Connell	Track:	<input type="checkbox"/>	Paul Johnston
Treasurer:	<input type="checkbox"/>	Art Rothe	Autocross:	<input type="checkbox"/>	Brad Carle
Membership:	<input type="checkbox"/>	Judy Carle	Tech:	<input type="checkbox"/>	Ron Pace
	<input type="checkbox"/>	Connie Sweigart		<input type="checkbox"/>	

We're Lowering Our 914 Prices!

To encourage you to come to **Stoddard Imported Cars** for your 914 parts we have lowered the prices of most of our 914 parts by **12%***! These prices will be good until the end of 1992 (unless the response is great and then we'll make them permanent).

And... to help you place your order we will send you one of our Parts & Reference Catalogs for **FREE**. But, our catalog doesn't reflect all of the 914 parts we have available or in stock, so if you don't see what you're looking for just ask. Chances are very good we'll have it.

*911 parts used on 914 & 914/6 are not included.



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ELECTION '92

CAMPAIGN STATEMENTS

Candidate for Secretary:

Wild Bill O'Connell

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Just when you thought you were rid of me, I reappear. That's right folks I'm running again but this time for a new position, that of Secretary.

I was approached by some of our members brandishing torque wrenches, tire irons, etc. and to my surprise it was because I was NOT running for anything. They suggested Secretary since they were pretty sure I couldn't screw it up, I guess.

For those of you unfamiliar with me, I have been on the Exec for the past few years. I have served as Editor, Vice President, President, and of course, Past President and am a recipient of the Riesentöter Award, which I hold in high esteem.

So come election day think how empty it would be without my charming wit.

Candidates for Membership Chair:

Judy Carle

For those of you who have not met me, I am Judy Carle and presently I am running for the position of Membership Chairperson. Currently, I am Co-Chairman, along with my husband, Brad Carle, for Riesentöter Autocross. As I write this, I am still overwhelmed from the Annual Charity Autocross this past weekend to benefit the Make-A-Wish Foundation. Such an outpouring of good spirits and generosity really makes me proud to be a Riesentöter member. The Autocross events have allowed me to meet a number of people who may not have the opportunity to attend the monthly meetings.

Although I have been a member of Riesentöter for only two years, I enjoy being involved in the club. I feel that when introducing new members to the club, a good first impression is important. Our club has a lot to offer it's members, and I believe there are a number of ways for new members to feel welcome.

I have spoken to a number of members, fossils as well as non-fossils, to determine what encouraged their participation when they first joined the club. As Membership Chairman, I plan to do the following at monthly meetings: 1) Have a membership table set aside with copies of Panorama, Der Gasser, and other brochures, and descriptions of important upcoming functions and membership information; 2) Provide the "New Members Brochure" again (this was a booklet which was given to new members and described the major activities of the club); 3) Re-instate the "Greeter" at the door to direct new members to their table and to their "buddies" - (see below) and 4) order official Riesentöter name badges.

The Buddy System - I cannot claim that this is an original idea, it has been done in the past, but I think that it is an excellent one. Each new member would be paired up with an active Riesentöter volunteer to encourage the new member to participate in upcoming events. For new members who attend a meeting before I receive membership information, they would be paired up by the Greeter at the meeting with their "Buddy", to discuss their interests and to learn a little about the club. I will be asking for volunteers as "Buddies", to call and encourage the new members to participate in the upcoming events, so I will ask you all to volunteer.

Another "old" tradition is to have the New Member's Meeting separate from the regular monthly meeting. I see this as a more interactive session with activity chairmen leading organized discussions of the club's functions with the new members. A smaller group setting will encourage more questions, discussions and hopefully more enthusiasm and continued participation.

Over the past two years, Riesentöter has provided me with great experiences and I would like to continue to give a little back to the club as Membership Chairman. Thank You in advance for your support.

Connie Swelgart

As a long time member of the region (read: Riesentöter Fossil) I am more than willing to serve again as membership chair (I last held the position in 1991). I'm a former driver, current worker-official in road racing, rallying, autocross and hillclimbing; and from that bring to the club information that may prove useful in our various activities.

I enjoyed the contact with new and long time members as membership chair in 1991 and I hope to resume that relationship in 1993.



by
Betsy Lyle

PICNIC WRAP-UP

The Riesentöter Annual Picnic was held on Sunday August 23 at the Lenape Valley Swim Club in Chalfont. As the date neared, it appeared that we might have a soggy picnic, but the weather gods definitely smiled. The weather could not have been better - sunny and warm - perfect for enjoying the beautiful facilities at Lenape Valley. Attendees chatted under the pavilion enjoying their favorite beverage while Tony Bonnani slaved over the hot grill preparing the 'burgers and 'dogs. Kudos to Tony - he not only generously provided the food, he also cooked it too! Len Herman was on hand coaching Tony and displaying his fire-fanning abilities.

Once everyone was fed to satisfaction, it was time to play. It was difficult to choose between tennis, the jacuzzi, 3 pools, volleyball, horseshoes, basketball, shuffleboard, softball and, for the kids, the play ground. Maria Wright opted for the Jacuzzi - be sure to ask her about her "floating pockets"! Thanks to Maria also for helping check people in. Lots of Riesentöters headed for the traditional air-cooled vs. water-cooled softball game. As the teams formed up, I heard rumors that the air-coolers thought they had it in the bag. However, it ain't over 'til the fat lady

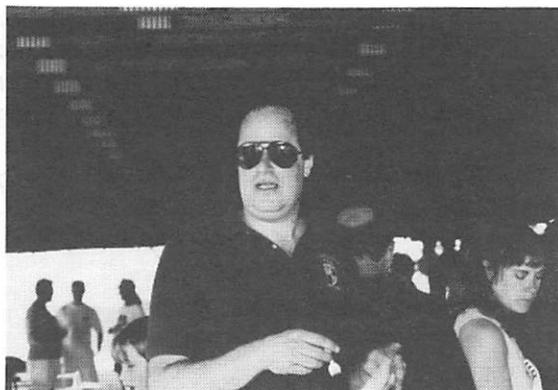


Photos by Tony Bonnani

Lisa, Bill, Jim, Debbie & Kathy

sings and the water-cooled team pulled out a stunning victory. Congrats to the victors!

After everyone had worked off their lunch, it was time for the Dessert Olympics. Original plans called for 3 categories. However, all the entries except one were in the chocolate category so they were all judged together and prizes awarded for 1st, 2nd and 3rd. Desserts were evaluated by a team captained by judging perennial Joe Long assisted by Christine Galbraith and myself. Not only were the desserts delicious, they were very creative. The chocolate pizza was a real favorite. Prizes of one year subscriptions to Bon Appetit, Gourmet or Cooking Light Magazine were awarded as follows: Kathy Williamson took first place with a delightful creation of bananas, whipped cream and cherries. Second place was captured by the chocolate cake liberally laced with rum prepared by Jan Jandrich. Delicious! President Lisa Carle bakes as well as she drives, taking third place with her Bailey's Chocolate Cheesecake. Once the judging was completed everyone dug in, led by a phalanx of eager young Riesentöters.



Jerry Weger

"The Water-Cooled Nolan Ryan"

Thanks to everyone who attended and to those who lended a hand to make everything run smoothly. A special thanks to Vern Lyle who undertook the formidable task of transporting the kegs and assuring that they stayed cool. For those of you who missed the Picnic, we'll be returning to the Lenape Valley Swim Club for the Halloween Party on October 30th. ❖

FOR THE RECORD: The water-coolers have won two out of the last four Picnic softball games. The '91 contest ended in a disputed tie.

MECHANICAL FUEL INJECTION

RPM TRANSDUCER

Robert Patton

The 1969-1973 911S has Bosch mechanical fuel injection, one of the most complex and responsive gasoline injection systems ever built. An integral part of this system is the stop solenoid, which cuts off fuel to the engine when your foot is off the throttle and the engine speed is above 1,500 RPMs. This prevents the system from loading up with fuel when the throttle is closed, thereby preventing fouled plugs, reducing emissions and reducing the tendency to backfire.

There are three basic components to this system. A microswitch is mounted to the left throttle body and is actuated by the throttle linkage. This switch is wired into an RPM transducer, a small silver box mounted on the left side of the engine compartment, near the voltage regulator, CD box, fuse block and relays. This transducer is wired to the stop solenoid at the front of the fuel injection pump.

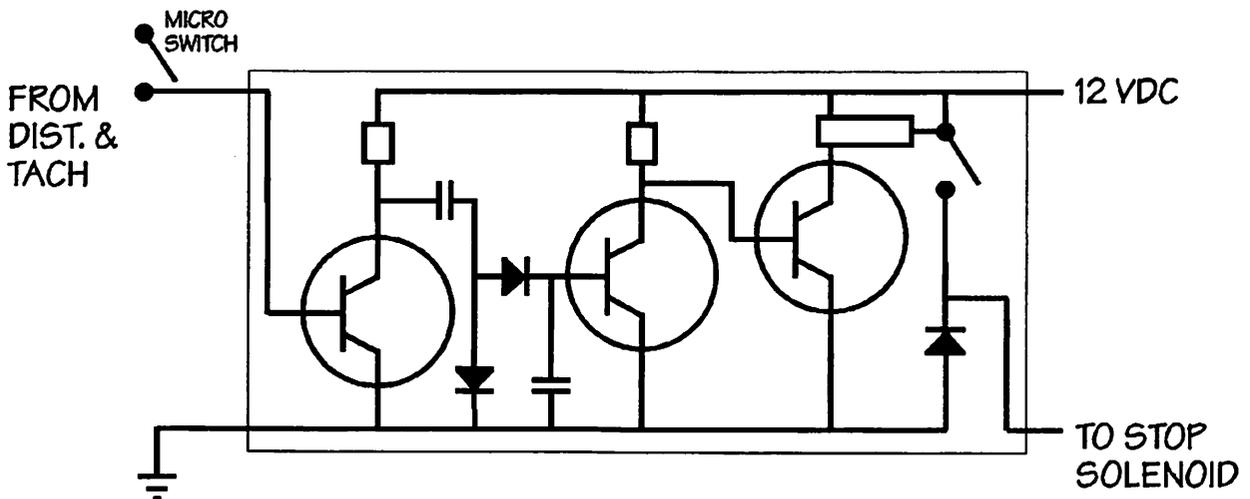
This system can be easily tested by starting the engine, setting the speed to 2,000-3,000 RPMs with the hand throttle, and pressing down on the microswitch. The engine speed should immediately drop to about 1,300 RPMs, and then "hunt" between 1,350 and 1,520 RPMs. If the engine speed does not drop, something is wrong.

The microswitch is easy to check out. With the engine off, connect an ohmmeter across the two terminals. The initial reading should be high, but when the switch is depressed,

the ohmmeter will drop to near zero. If not, replace the microswitch. To check the RPM Transducer, connect a DC voltmeter to the wire leading to the stop solenoid (terminal 30 in the rear end fuse box). Start the engine and depress the microswitch. Slowly accelerate the engine by moving the throttle linkage while keeping the microswitch depressed. At approximately 1,500 RPMs the voltmeter reading should jump to 12 volts (activating the stop solenoid). Release the throttle. When the engine speed drops to about 1,350 RPMs, the voltmeter reading should drop to zero (deactivating the stop solenoid). If the voltmeter does not change, the RPM transducer is bad. If the voltmeter says the transducer is good and the engine does not hunt between 1,350 and 1,520 RPMs, the stop solenoid is bad. This can only be replaced by Bosch, and is major work.

However, the RPM transducer, while rare and expensive, is also easily fixable for very little money. Remove the screw that holds it in place and pull it out of its socket. Pry back the four crimps in the aluminum cover. Slide out the circuit board and inspect it. Virtually all failures involve one or more transistors having one or more leads broken. There are three transistors, all of which are NPN type, number 2N2222. You only need to replace the ones with the broken leads ("if it ain't broke, don't fix it"). The schematic below shows how this unit works.

If the engine stalls at intersections, the Porsche Mechanical Fuel Injection book recommends replacing the RPM transducer with the unit for the carbureted 911T engine. The part number is 901.615.113.00, and is distinguished by a green paint spot. This unit is used on all 2.4 liter 911S's after April 17, 1972 starting with serial number 9112301279 for coupes and 9112310689 for Targas. ❌



AUTOCROSS

Brad Carle

CHARITY AUTOCROSS

I would like to thank all Riesenötter members for their support in this year's Charity Autocross. We raised over \$2500 for the Make-A-Wish Foundation, which I think is quite good when you consider we did not have our site verified until one month before the event. We had some special entries in this year's event. Many of you saw Paul Johnston edged out by Colin Dougherty's final run in the Team Volvo challenge. Our index champion this year was Beth O'Connor in a borrowed screaming yellow rabbit. You know a driver's good when they beat the owner, huh Dennis.

And speaking of good drivers, check out the indexes of our "Novice" drivers, they're out for some serious AX'ing. I was delighted to see many first time autocrossers out doing "fun runs". It was also nice to see the president of Make-A-Wish attend the event. Once again, special thanks to all of you who came out and supported our event.

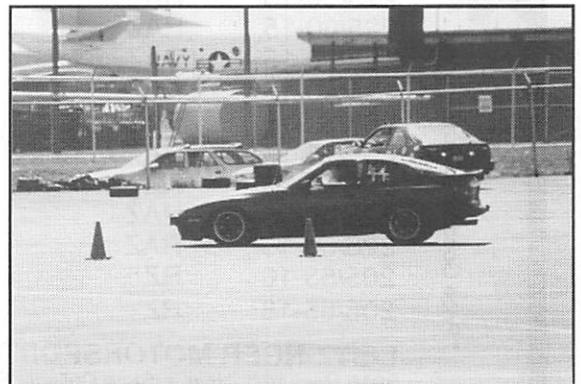
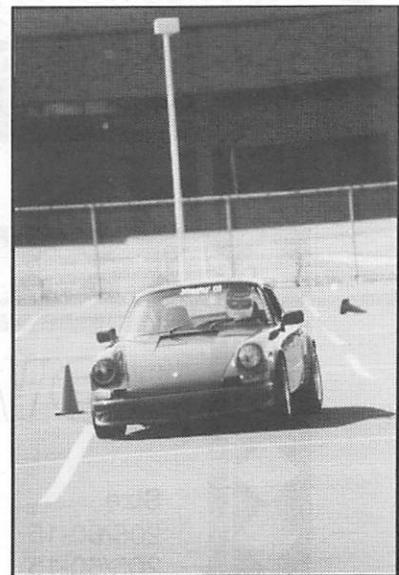
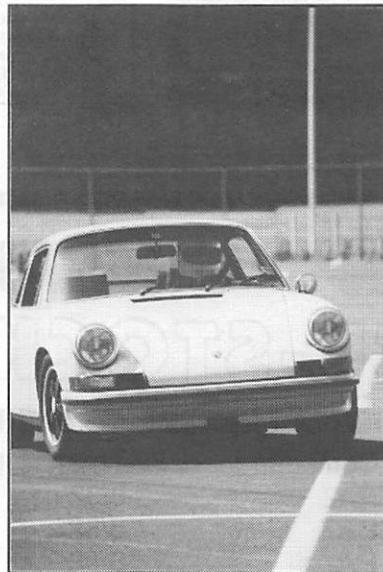
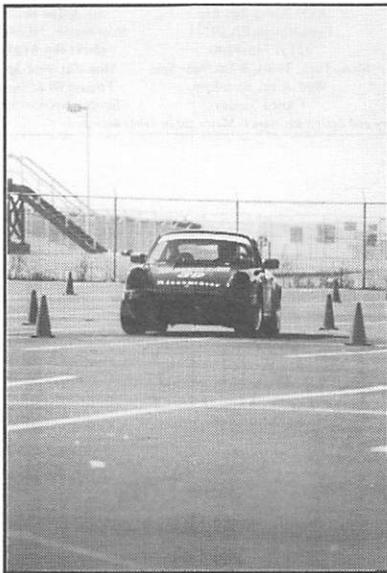
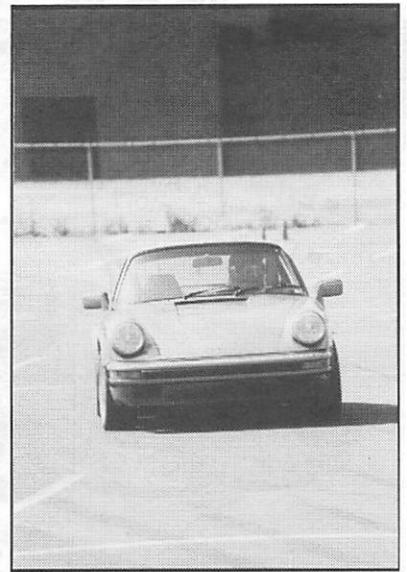
LOST OUR LEASE

Because we no longer have a site, our point series had to end less one event. Class winners will be judged on the best 4 out of 5 events, with a minimum of 3 events entered. The results will be printed in next month's **DER GASSER**. ❄️

AUTOCROSS RESULTS

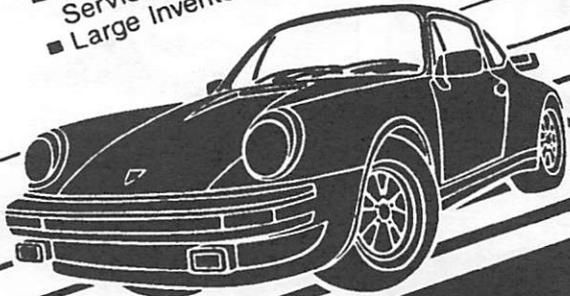
CHARITY AX 9/20/92

<u>Modified</u>	<u>Time</u>	<u>Ladies</u>	<u>Class</u>	<u>Time</u>	<u>Index</u>
Rex Carle FTD	36.334	Lisa Carle Ladies FTD	Mod	38.228	1.017
Chris Beery	38.800	Melissa Plenzick	F	46.517	1.055
John Crowley	39.351	Judy Carle	H	44.726	1.105
<u>Class A</u>		<u>Ladies Novice</u>			
Geoffrey Ehrman	38.684	Pat Herman	E	45.196	1.050
Gus Ehrman	51.065	Michelle Fitzpatrick	E	53.317	1.239
<u>Class B</u>		<u>Mens Novice</u>			
Barry Butler	42.064	Greg Lapore	B	41.304	0.968
Don Applestein	43.263	Tom Ermlich	B	41.374	0.970
<u>Class C</u>		John Phillips	C	41.191	0.974
Walter Harrington	42.276	Peter Fitzpatrick	E	43.665	1.015
<u>Class E</u>		Len Herman	C	43.766	1.035
Joe Mack	42.410	Joe Hurwig	E	45.580	1.059
Lorry Cozad	43.638	Joe Shemenski	H	47.693	1.179
Tom Yanowsky	45.782				
<u>Class F</u>		<u>Team Volvo</u>			
Nick Plenzick	44.088	Colin Dougherty		45.829	
<u>Class H</u>		Paul Johnston		47.138	
Brad Carle	40.066	Bill O'Connell		48.300	
Dennis Angelisanti	38.866	Tony Bonanni		49.284	



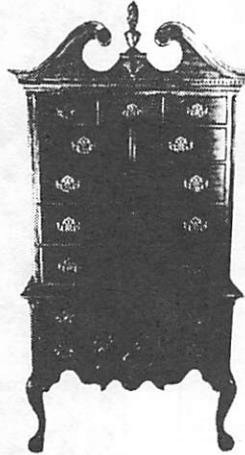
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235/60-15	RAZ	8/32	85.00
235/60-15	RAZ	3/32	80.00
205/50-15	RAZ	8/32	95.00
205/50-15	RAZ	3/32	90.00
225/50-15	RZ	8/32	95.00
225/50-15	RAZ	8/32	95.00
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"THE EARLY DAYS OF EASTERN PENNSYLVANIA REGION"

(later known as Riesentöter)

Conversation with Charlie and Helen Beidler

As with all of us Porsche enthusiasts, Charlie became involved with Porsche because he was infatuated with the car. He lacked the funds to buy a car originally, so he went over to Holbert's, copied down the serial number of the car and sent in his registration form, and he was a member of PCA. Others in the area learned that Charlie had an interest in Porsches, so he was asked if he would like to attend a meeting to discuss chartering a region. Now this was a little unexpected and he realized that he couldn't be a "founding father" without a Porsche, so he sold his Volkswagen, took out a loan and became the proud owner of a 1957 1600 Normal Coupe, the price being \$3745. According to his recollection, the initial discussions about forming a region took place at Jack and Ginny Case's house in Levittown, with Bill Sacks and his wife along with Charlie and Helen. (As documented history goes, the official start of Eastern Pennsylvania Region took place at the Bull Tavern). The first president of the region was Jack Case and Charlie was the vice president. At that time **DERGASSER** was not even a thought (The first publication went to press a couple of years later). The beginnings of Eastern Pennsylvania really centered around technical issues. Everyone got together to help each other tune and fix their cars. The social aspects of the club developed later.

The first annual banquet was held in November of 1957 and was attended by "the big guys" from national and Porsche. Bill Scholar ("the father of PCA"), John Holmes, Herbert Drumm, and Eric Killis were in attendance.

In 1958, Charlie became editor of Panorama, since Bill Scholar thought that at 28, Charlie was a little too young to become National President. Earl Kirschbaum was elected president that year. Charlie wrote most of the articles, with a few submitted by the membership at large. Helen's job was to type all the articles (into the wee hours of the morning), which were then sent to Bill Scholar for layout and final production. After two years in charge of Panorama, Charlie had paid his dues and was considered age eligible to assume the national helm. He served as national president from 1961-1962.

One of his important responsibilities as a member of the executive committee was to attend the national Parade. In 1960, the Parade was held in Aspen, CO. At first blush that sounds terrific, but Helen added a different perspective. Helen's "mission" (and she didn't have a choice about accepting or rejecting it) was to figure out how to pack the car with three children aged 2, 5, and 7, along with the necessary gear for a week of Porsche festivities and transit to and from Colorado. She realized that she would be successful, but the ride would be less than comfortable for the two oldest children sandwiched in the back and for her, with the youngest child on her lap. (Note: I think she deserves a first place Parade trophy for her efforts!)

At this time, there was competition between the East (PCA) and West (Porsche Owner's Club) to determine which club would dominate at the national level. The East coast (PCA) "won," although the enthusiasm from the West coast was strong then and still is today. Charlie had great things to say about Bert Propp who was "the first to show how to put a Parade convention together and to do it right." The location was Carmel, CA.

In 1963, Charlie found himself "with nothing to do," so he met with the other region members to discuss hosting the 8th Annual Porsche Parade. Given that the region was so small, he insisted that there be "no free loaders" and everyone would have to pour heart, soul, and many long hours to put on the most successful Parade to date. They agreed to give it their all and they were awarded the Parade. Their organizational meetings were held in the homes of the members (remember this was a small group). As we all know, the dedicated enthusiasts from Eastern Pennsylvania Region invited PCA to share the fun and festivities of Split Rock Lodge, located in the Poconos. Charlie designed the Parade logo, based on a conversation with a real estate agent who told him that the best colors to combine were black, red and white. The logo was found on the patches of the Parade jackets, on the red blazers worn by gracious hostesses from our region and on the car decals. George Begs, the head of Leeds and Northrup was in charge of the rallye and he informed Charlie that he should keep his nose out of it. Charlie agreed and left it all up to George, who put on a very successful rally. In case you didn't know, it was a drag race (although Charlie didn't mention one way or the other if this was his idea, it wouldn't surprise me if it was). ❌

Der Gasser

Eastern Pennsylvania Region Porsche Club of America, Inc.

February, 1959

GREETINGS FELLOW PCA'ERS may I introduce "Der Gasser" official publication of Eastern Pennsylvania Region Porsche Club of America. This paper is designed to bring you news of people, Porsches and happenings within your region. In order to accomplish this, I must be furnished information about you. . .a post card will do. My address is 200 Montgomery Avenue, Oreland, Pa. Let us hear from you folks who find it difficult to attend meetings. . .let us know what you are doing. . .Here goes. . .

PCA TEAM FINISHED as follows in Rose Tree all night rallye: Charles Beidler and Rad Ware 16th, Kurt Ritthaler 54th, Tuck Machette 67th. . .other PCA'ERS who participated were Jim Moyer 50th, Norm Fort 74th and "Doc" Art Silvers 28th. . .nice try fellows!

MOVEMENT IS UNDER WAY to form a council of sport car clubs in this area. The idea is to have one voice represent all the clubs before state and other public organizations. The thought is a good one and we trust something will come of it. Let us know your ideas on this important matter.

DOES ANYONE KNOW of a hill, preferably on private property, the club could use for a hill climb? These events are always interesting and would make an excellent club project. . . keep your eyes open!

CARBURETOR BALANCE TUBE connections, located immediately behind each carburetor, will cause erratic idling and poor acceleration (car will just about run) if they become loose or cracked! Check yours. . .particularly if your car is an older model.

IS YOUR PORSCHE BLIND at night? If so, here is the answer. Install a headlight relay. This device eliminates the present headlight wiring circuit and allows current to flow directly from the battery to the lights. . .cost is low, results are bright!

RUMOR HAS IT that Rad Ware may be selling his speedster. We hope not Rad, after all, you're our V.P.

WHO WANTS TO SELL something? Or buy? Or trade? Let us know, we will give you high priced advertising, free.

NEXT MEETING February 25th at Springhouse Tavern, Springhouse, Pa., 8:30 P.M. Important bylaw proposal. See you there. . .Kendall Oil Company movies of Watkins Glen.

Harry W. Nowak

AT FULL SONG

John Williamson

By now you've probably deduced the winner of the Photo Contest this year. If not, take another look at the cover and read the credit on the bottom of page 1. Congratulations Bill! You deserved it. A total of 12 photographers submitted 32 entries in this year's contest. Thanks to all those who entered. The top five finishers were as follows:

	<u>Title</u>	<u>Points</u>
Bill O'Connell	RC Cola 962	42
Bill O'Connell	#48 356	30
Dennis Angelisanti	Sailing Porsche	26
John Heckman	#123 914	26
Tony Bonanni	Pocono Stampede	22

The "esoteric" scoring formula can now be divulged: 3 points for a first place vote, 2 points for a second place vote, and 1 point for a third place vote. Ties are decided by the photo receiving the most first place votes. However, no matter how you scored it, the winning photo received the most first place votes, the most votes overall, and truly

deserved to be on this special color cover for our 35th anniversary issue.

Before I forget, many thanks to Debbie Cooper, our Historian, who took time from her busy schedule to pour through old newsletters and files to compile the great 35th anniversary articles. ❁



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7th Place Photo - 1992 Contest, by Doris Robinson

What "Plowing" In A Turn Really Means!

CHAIN TENSIONER WOES

911/930 OWNER ALERT

Bill Cooper

Many 911/930 owners are aware of the benefits of the so-called "Carrera Chain Tensioners" which have significantly reduced the problems of chain tensioner failures through the use of engine oil pressure to support the chain sprocket jackshaft tensioning system. This system became standard on the 1984 model year Carreras with the 3.2 liter engine and on 930's produced from model year 1984 onward. What is not commonly known is that there has been a problem with this system due to vibration induced stress in the small metal lines which feed oil pressure from the cam-tower oil lines to the tensioners. Under certain conditions, these lines can crack, bathing the engine in oil and eliminating the oil pressure supply to the tensioner, possibly causing the engine to jump timing, with rather expensive consequences. I have personally witnessed two cars which have had the left side line fail at track events and the result at best is an oil coated engine which cannot be driven without repairs. The worst case would be total loss of engine oil and seizure. Our friends at the Porsche factory have recognized this problem and began installing an updated system with support brackets on 1987 model cars produced after January 9, 1987, Serial #64H04818 (Carrera models) and #68H00730 (Turbo models).

Hydraulic
chain
tensioner



Unfortunately, this was not the subject of a factory recall on 84-87 models. Worse yet, many owners of older cars have installed these so-called "Carrera tensioners" at considerable expense and believe their engine to now be "bullet proof." Well, folks, believe me if the Porsche factory felt it necessary to modify these tensioners, you should also.

The good news is that the parts needed to perform the modification are inexpensive. The individual part numbers are listed below and can be ordered from your local dealer. Additionally, all of the parts are available in kit from several Porsche specialty catalogs. For example, Automotion offers the kits, their part no. 93010739990, currently priced at \$36.95 (page 134).

Installation of the left side modification on the Carrera is quick and easy. Installation on the 930 Turbo is more difficult. Installation of the right side is difficult on both 911 and 930 unless the car does not have air conditioning, because the A/C compressor and mounting brackets must be removed. I would recommend installing this modification on any car equipped with the hydraulic chain tensioner system as soon as possible. Furthermore, because of the extended high RPM use of the engine in track event situations, I would suggest that all track event cars have them installed as part of our technical inspection process. As soon as I found out about this modification I installed it on Annie... you should too. ❄

Parts List

Quantity	Description	Part Number
1	Right Oil Line	93010734809
1	Right Bracket	93010734201
1	Left Bracket	93010734100
2	Hose Clamp	99951117402
2	Screw (4MM x 10MM)	90011905902

Note: The left side oil line is not changed. This modification does not apply to 964 models (C-2 & C-4).

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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.

1993

Carrera Cup

Limited Edition Vehicle. *The Cup* racer on the cover of *Autoweek*. Special equipment includes Turbo brakes, adjustable front and rear sway bars, stiffer springs (European spec.), special shocks (European spec.), aluminum hood, special transmission ratios, high performance U.S. legal DME unit, partial leather interior, clean body/no undercoating, roll cage pads. This car is Carrera Cup racer #1. Street legal for those who dare.

VERY, VERY, VERY FAST!

1973

911 Carrera RS

White/Black 13,012 miles
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\$85,000

1993

Carrera 2 RS America

Limited production, light weight version of Porsche Carrera 2. Purpose built for track event enthusiasts equipment deleted to save weight: AC, Sunroof, Power Steering, Radio, and Sound Insulation. Special Equipment includes Limited Slip Differential, Sport Seats, Whale Tail, 17" Porsche Alloys, and Sport Shocks, Springs, and Bars. Very quick. (Reminds us of 1971 911S!).

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924/944/944T/958	911/911T/C2-C4	928 S4/928

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All Models!

944/968	911	928	C2/C4
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\$245.00	\$445.00	\$495.00	\$495.00
924/944/958	911	C2/C4	928

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Potomac Does Pocono

Tom Walker

Potomac Region *der Vorgänger*

August 8th and 9th saw the first ever PCA Club Race north of the Mason-Dixon Line. This event was hosted by our neighbors, Riesentöter Region. We ran the north road course, which uses turn 3 of the tri-oval. The course has 7 turns and 2 straights, the longest is about 1,700 feet. The course varies in width from 30 to 60 feet. The 60-foot portion is the corner of the tri-oval and the 30-foot portion is the infield part of the Course.

Twenty Regions attended with approximately 73 drivers. From Potomac Region, 15 Club Racers arrived at the gates at Pocono International Raceway at 7 am, anxious to get Race Number 2 started. The weather was overcast most of the day on Saturday, with temperatures in the 80s. At around 5 pm the sky opened up and it rained all through the night. Sunday morning it started to clear, but showers threatened throughout the day. The schedule was changed and Race Group 4 was sent out to "clean off the track." I guess the guys in those modified cars can't drive on a slippery course. After the morning qualifying races the track was again ready for the races.

In Class A (heavily modified 6 and 8 cylinder cars), Martin Snow from the Intermountain Region, driving a '72 911T, took first place with a fast lap of 59:43, and an average speed of 80.565 mph. Second place went to Greg Randall from NCR driving an '86 930. Jonathan Stone, from Northern New Jersey, drove his '88 944 turbo cup car to third place.

In the B modified class, Will Pyle of the Delaware Region, in an '82 911 IROC took first place. Second went to Colin Dougherty from Riesentöter Region. In C modified, first was Don Galbraith (*ed.* Riesentöter of course) in his '72 911. Second was Potomac's Dove Coleman, and third went to Barry Rudolph also from Potomac.

Classes E and F are for the more or less stock Porsches. In Class E, first place went to Tony Bonanni from Riesentöter in his '87 930. Second was David Farber from Allegheny, and third was Don Dazzo, another Potomac

member. In Class F it was Monte Smith first across the finish line. Monty is from the Intermountain Region - he drove a new '93 RS America! Second was Bob Slawson from Metro New York Region. Third went to our own Bob Williams in his '86 944 turbo.

In Class D, John Hlywak from Riesentöter in his '58 Speedster took first place. Second went to Allen Duff in his '59 356A Speedster. Allen is from Metro New York.

First place in Class G, went to Jeffery Burger of Hudson Valley Region. Jeff drives a '79 911SC. Second place went to another '79 SC, driven by Peter Portonova from Metro New York.

David Handza of the Allegheny Region driving a 944S took first place in Class H. Second place went to John Heckman of Riesentöter in his '72 914 GT. Third place went to Gil Coshland from Potomac.

In class I, first place trophy went to (your's truly) Tom Walker in his 914 KAZOOM, followed in second place by David Stromeyer from Green Mountain Region in his 924S.

Driving a '79 924 from Riesentöter, Nick Plenzick was awarded first place in Class J; while second place went to Russell Kaller from Schattenbaum, driving a '68 911T.

These are the unofficial results - the official results will be mailed to all the drivers in the very near future. The next Club Race will be at Lime Rock Park on September 16th and 17th. ✂

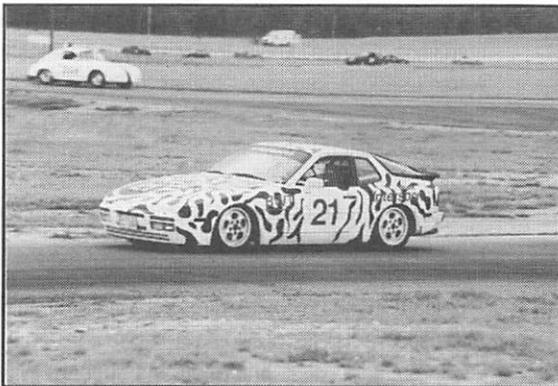
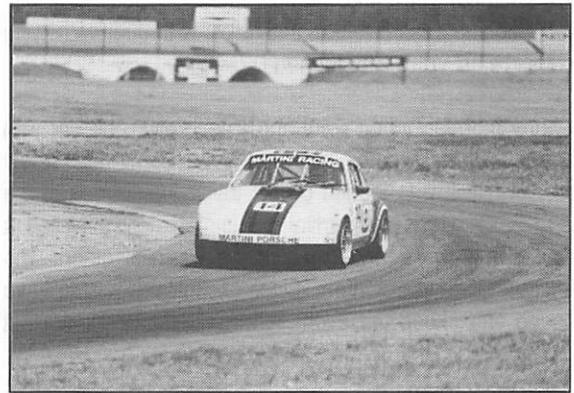
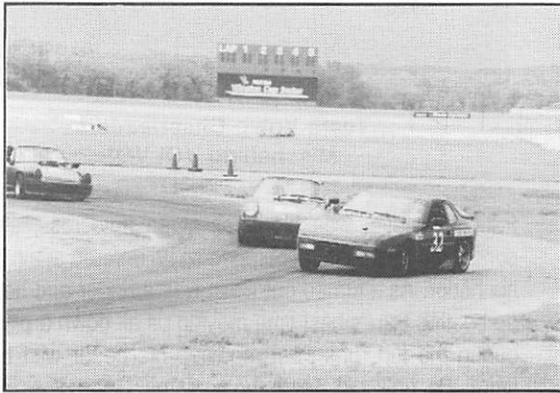
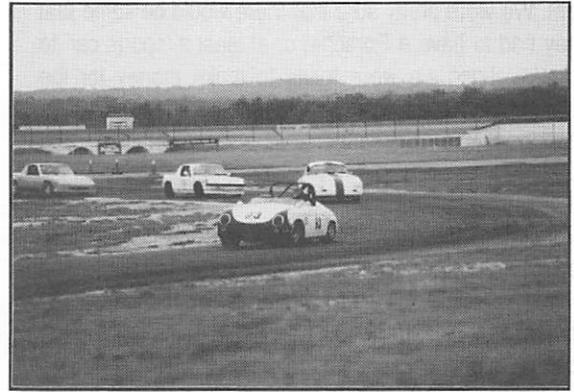
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THE VOLVO FROM HELL

Bill O'Connell

Team Volvo at the Charity Autocross

As some of you may remember, and some may wish to forget, for the first Charity Autocross Paul Johnston and I brought an ex-cop car in the best of the Blues Brothers tradition. The reason was simple. We wanted to encourage others in the crowd to enter their cars, no matter what they brought. We were pretty sure that there would be some that felt they had to have a Porsche; or at least a 'sports car' to participate. Since we were trying to make money for the hospital we wanted as many people entered as possible. We did manage to coax a few others out, and best of all, we had a good time after all, isn't that why you attend these events?

Fast forward to this year. Paul's new car, the Grey Ghost, started making nasty noises and Tony's Turbo Toy developed a problem as well. Since we all wanted to support the Charity Autocross, Paul and I decided it was time to bring out another vehicle that might again encourage others to join in. Being his normal fussy self, Tony responded with, "hey, I'm in, I don't care what car you bring. Surprise me". Bill Dougherty was drafted to supply said vehicle and he came through with flying colors. Team Volvo was formed.

Sunday morning found Paul and I decorating the car with various racing stickers, and a window net (a nice safety touch) while it was loaded on his trailer for the trek to the Navy Base. Upon our arrival we immediately attracted a group of followers, and I'm sure the wrath of others who didn't understand our intent. Since our mission was to have a good time, keep the event light for those attending that



TEAM VOLVO

Colin Dougherty Paul Johnston
Bill O'Connell Tony Bonanni

were not regular autocrossers, and raise a few bucks for the Make-A-Wish group, we ran in the first run group (serious autocrossers don't like the first heat for various reasons). Paul, Tony, and I took turns, continually shaving seconds off our previous times and adding pain to our bodies. The Volvo From Hell was more than a hand full on the course, with it's old tires, poor alignment, and plain old age. Each run was like driving a Mac truck, but we were having fun. By the end of the session, Paul had managed to come in first with me second and Tony a very close third. During lunch I managed to convince a 4th person to join the team. Colin Dougherty, prodigal son of the car's provider.



Team Volvo Cheerleaders Misspelling VOLVO!

Paul has never won his class at an autocross, and was concerned he might get bumped so he entered again to keep his honor. As it turned out Colin was a ringer and he ended up beating Paul's best time moving us all down a place (but during the fun runs Paul regained his honor with a super time). So how did Team Volvo fare? Good question. We managed to get 5 entry fees and two fun runs out of it for Make-A-Wish, and we all had a great time. As far as our standings, we don't know, the scoring committee thought we weren't serious and didn't bother to factor our times. Colin thinks he actually won the trophy for best time. Should we have brought the Volvo From Hell? Sure, why not? It brought another level of fun to the event, raised a few extra dollars, and besides, one of our best autocrossers and spouse now drive their non-Porsche at the events.

The team thanks Bill Dougherty (or Dogherty as he is know at these events) for providing a super ride, and the cheerleader squad for their fine effort and support. Without them, we never could have done it! ❄️

continued ► 35th Anniversary

The competition events became important in terms of involvement of the members as well as a terrific revenue generating source. Many members have been infected with a disease known as "TRACK FEVER." Bill Scott, owner of Summit Point was a guest speaker late in 1982 and gave us a great deal on a three-day track event in 1983. Ever since then we have put up with dust and the excessive heat of summer events at Summit Point. (We really must be sick!) A spin off from this track enthusiasm was PATTS (Porsche Atlantic Time Trial Series) conceived by Bob Russo to stimulate driver participation at the various tracks along the East Coast. The regions involved were Riesentöter, Potomac, Northern New Jersey, Connecticut Valley, Metro New York, and Schattenbaum. Perhaps some of this enthusiasm was due to Al Holbert being one of the 956 drivers winning at Le Mans. In 1984, Al Anderson was the first recipient of the High Speed Driver of the Year award, created to recognize the most improved driver on the track.

In 1983 a new event was introduced (with some skepticism) at the annual picnic by yours truly - a Top Only Concours, which drew a total field of seven. Jim and Jan Jandrlich took home the first place award. In 1987, we had over 20 entries, two sets of judges and awarded an overall trophy.

Although autocross may have taken a back seat to the track events, we were not without our national stars. In 1987, Vern and Melody Lyle placed fourth and fifth at the SCCA Solo II (Autocross) Finals in Salina, Kansas. This year also saw the gala 30th Anniversary celebration orchestrated by Bill and Ms. Vicki O'Connell. The highlights of Saturday included a magnificent car show and banquet at Radnor Hunt Club and Sunday brought our annual picnic. We received outstanding sponsorship and many door prizes. How many of you still can find the 30th Anniversary lapel pins or car decals?

In the late 1980's, the club saw a resurgence of hillclimb interest led primarily by Jess Holshouser who challenged Bill O'Connell and Al Anderson to "do a hill." We continued to sponsor the Charity Car Wash for Children's Hospital and tried something new - a 944 charity car raffle. This was arranged in conjunction with Jimmy Hanna at YBH Porsche who provided a 944 to us at dealer cost. We raised over \$5,000 for St. Christopher's Hospital and the lucky winner was one of Riesentöter's members, Frank Pilotti. One of our more imaginative members rose to

royalty after running at Road Hawaii, yes you guessed it, the Pineapple Princess was born. On the last day of September, 1988, we had to say good bye to Al Holbert; a very sad day for us all.

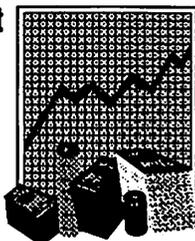
In 1989, drag racing returned and the event was held at Atco Dragway. New enthusiastic members Catherine (Calwell) and Brace Ferreti graciously hosted the first of three Spring Socials at their magnificent home surrounded by beautiful gardens and lawns. This year also brought the club into the computer age - the membership list was transformed from "3 x 5" index cards to a on-line access for all club mailings. Dave Reiter introduced many of us to Vintage car racing. He wrote articles for **DERGASSER** and he also spoke at one of our monthly meetings. He competes in Vintage (V)SCCA events with other marques. To be eligible for VSCCA competition, the cars had to be manufactured in 1959 or earlier. After 14 years, Bob Russo was re-elected to the Riesentöter oval office.

In January 1990, we held Track Clinic I and if you've forgotten the time and the place it was 12:30PM at Johnston Enterprises, Ltd. The Naval Air Development Center was secured with the help of Ken Helmsin as our new autocross site; we are still using the site in 1992. Team Malibu Grand Prix was born and if you remember the rules, each team was supposed to have one woman driver. I'm not sure which one of the winning team members of Paul Schwartz, Mike Murphy, Tom Cross and Ron Lego, played the role of the leading female driver. The first Holbert Memorial SCCA Autocross was held on May 6, 1989 and won by Vern Lyle in "Split Second", a 1972 911S, with an engine borrowed from Bob Russo. In May, we had to say goodbye to one of our active and enthusiastic members, Dick Sweigart. We all miss you very much King Gymkhana. The design queen herself - the Silver Streak, the Pineapple Princess, Dusty Roads, legal name - Janet Long Weger, presented the first official "Riesentöter Fossil" t-shirts to Bob Russo and Vern Lyle at NTW. To receive a Fossil t-shirt you must be a member of the club for at least 20 years, and now we recognize these Riesentöter enthusiasts at the Holiday Banquet. John Williamson our Membership Chairman organized a membership drive and we topped the 800 mark. The 800th member was Mark Terlecky, our current Goodie Store proprietor. Fall brought Oktoberfest and we rallied in search of the Great Pumpkins. We never found all those pumpkins - did you? The end of the year banquet at The Bay Pony Inn was hosted by Paul and Sybil Margaritis, a

continued ► next page

Budget Report January 1960

Muriel Watson
Treasurer



Balance 12/16/59	\$182.00
Receipts:	
None	
<u>Total Receipts</u>	\$182.00
Disbursements	
Jan. issue DERGASSER	
1200 sheets printed	\$13.50
Bank Service Charge	<u>\$1.38</u>
<u>Total Disbursements</u>	\$14.88
<u>Balance 1/26/60</u>	\$167.12

continued ► 35th Anniversary

gala event to end a great year for the club. All attendees received wine glasses etched with the club logo. I hope everyone enjoys their glasses as much as I do.

In 1991, Bob Lamb became the official Riesentöter male model. At nearly every event he was featuring his "Fashion Track Wear" collection - from jackets to hats to shirts - but remember, never buy a shirt with pleats in the back! The "Dirty Dozen" took on Road Atlanta in April and a "Vette" encountered a Porsche for the first time at a RTR driver education event. (This year we welcomed all Marques - my how things change over the years!) Our editor John Williamson held the "First Full Color Cover Photo Contest of the Modern Riesentöter Era", winner Vern Lyle. We saw the first envelope to the editor. Sender: Silver Streak Racing; Recipient: Margaritis Used Car Lot and Dump. It was stamped, "RETURN TO SENDER".

After a rocky start and only a car show in 1990, the 1991 Vintage Car Festival was held on a hot day in Fairmont Park. Fortunately for me Joe "Squirrel Cage" Johnston and

Harry Nowak (first newsletter editor for **DER GASSER** in 1959) arrived at the Riesentöter hospitality suite. They entertained me with stories from the old days of the club with special tales of Charlie Beidler's escapades. For me it was a special tour down Riesentöter memory lane. The last picnic was held at our "official" site at Camp Hide-away. We all moaned and complained about the long walk up the hill to the soft ball field, the bees, but I think deep down inside we all will miss that quaint setting. The fall brought the election of our first women president in the 34-year history of the club - Lisa Carle.

Alan Friedman introduced us to the new concept of the PCA Race Program; the first races were held in 1992. Riesentöter sponsored the third PCA race event at Pocono and it was a great success. The participants had a great time and we raised a lot of money for the club. Congratulations Paul Johnston! A "new" model was introduced by Porsche the 1993 RS America \$53,900 - only door pulls, no back seats and a great handling package. After driving one, I was almost ready to sell Annie, then I came back to my senses. A true wine tasting encouraged attendance at the Spring Social held at the Pearl S. Buck estate. What Betsi Lyle found out was most Riesentöter wine drinkers don't like a true oaky Chardonnay, the Kendall Jackson and the Australian entrants were not among the favorites.

Trying to capture the highlights of so many years is very difficult and I could never capture all of the memorable events. I'm sure all of you can think of important names and events that I haven't mentioned and if I have erred, forgive me. Please help me as historian to gather the facts and fill in the missing data, because without this information we all are the losers.

I owe a great deal of thanks to Melody Lyle whose hard work back in 1982 provided a great deal of information from the early days. Since I cannot say it better than Melody did, I'll end this article with her words. "True membership and common bond, motivated by a demand for integrity, the drive of competition, and the love for this German car and the people who are so devoted -- a quality of spirit so few can understand." 

THIS MONTH IN PORSCHE HISTORY: The 911 Turbo, officially known as the Type 930, was introduced at the Paris Salon in October of 1974. The 930 price, announced in January 1975, was \$27,400!

EXEC MINUTES

The September 18 meeting of the Exec Committee was held at the home of Lisa and Rex Carle. Members present were Lisa Carle, Don Applestein, John Crowley, Brad and Judy Carle, John Williamson, Betsi and Vern Lyle, Bill Dougherty, Mark Terlecky, and Bill O'Connell. Guests were Marge Dougherty, Len and Pat Herman, and Rex Carle. Absent were John Kingham, Bill Vaughan, and Paul Johnston.

Lisa opened the meeting with a discussion on proposed recipients of year-end awards. Several recommendations were received.

Lisa is also in contact with Peter Dicks from PCA National regarding the recommendation that all regions should file for non-profit tax status. Lisa and Don Applestein to investigate the procedure.

John Williamson suggested making label-preparation part of the Membership Chairman's responsibilities. There was informal agreement.

Don Applestein distributed copies of the current financial position showing treasury with a good balance.

Betsi Lyle noted that with previously agreed upon subsidy for the banquet, plus the enhancement to also make it a 35th Anniversary celebration, the cost to members can be lower than last year. There was some discussion on the potential for increased participation due to lowered cost. This could present a problem since the facility can accommodate only 225 people. John Williamson suggested a stepped registration fee with metered mail - \$20 by cutoff date, \$25 thereafter. General agreement.

John Crowley mentioned that he is looking for a new meeting site for next year, any suggestions are welcome. January will be the usual Vendors' Night, with a Tech Program planned for February.

Brad Carle singled out an SCCA member, Bill Sherwood, who has secured a ton of contributions for our Charity Auto-cross. He also noted that we probably will not have use of the Naval Air Warfare Center site next year, so everyone should be on the lookout for potential new sites.

Mark Terlecky has a line on some nice cotton t-shirts. Long and short-sleeved models will be available soon, hopefully for the Banquet.

John Williamson was pleased with the photo contest, 32 entries from 12 photographers. Winner was Bill O'Connell as you have already seen on the cover. A meeting between John and the new Editors will be held prior to the Exec Committee transition meeting. In this regard, Lisa urged all Committee members to turn over organized information and even some guidelines to their successors.

John received an anonymous letter from a member who was quite critical of the Executive Committee's handling of several aspects of the Club, mostly from a personal standpoint. The criticisms were discussed, but since the letter writer offered no alternatives, suggestions, or offered to help out in any way, all we could do was talk about it among ourselves.

Bill Dougherty noted that several Riesentöter members did very well at the race event at Lime Rock. There appear to be 15 requests for holding events next year.

Lisa encouraged everyone to try and attend the Parade next year in Cincinnati to be held July 4-10.

The meeting was adjourned at 9:20. Respectively submitted by Vern Lyle, these minutes are subject to approval at the next Exec meeting. ❄

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64 356C Coupe, Irish green; 50 miles on rebuilt engine; new windshield, tires, floors, longitudinals, headliner, Moto-Lita wheel, Bursch exhaust, Auto-power roll bar (not installed). Needs interior & completion. \$6900 firm. Also 356C parts - short block, transaxle, front suspension, doors, engine cover, trunk lid. Paul Poore 215/795-2952. 11/92

70 911T Targa, new clutch; rebuilt transmission, engine; new brakes, master cylinder, carb's and more. Asking \$8500. 584-5300. 11/92 pd.

70 911 Shell wide body, fiberglass fenders, quarters and bumpers. Full cage, no undercoating. In primer ready to paint. Call Paul at 696-2164 days. 11/92

84 911 Carrera, wide body, glass bumpers, full cage, fuel cell, turbo brakes, coilovers, w/fresh motor: 3.5L twin plug, crank fire ignition, haltech injection. BBS wheels shafer blue metallic. \$49,500. For further details call Paul at 696-2164 days. 11/92

84 944, 66,000 miles; Black w/ Black leather; 15x7 & 15x8 Fuchs just re-anodized; stripped/painted 6 mos. ago; new timing belt, rod bearings, radiator, rotors, wheel bearings; Alpine w/ CD player; Bursch exhaust. \$7900. Paul or Chuck 696-2164.

88 944 Turbo "S", Maraschino Red/Beige Porsche Cloth, ABS, air bags, RE-71's, S/R, Blaupunkt Houston/Hi-Fi Sound, Cruise, 22,000 miles, Immaculate, Must sell - best offer. William G. Cooper, 19 Jacqueline Circle, Richboro PA 18954, 215/364-2466. 11/92

356 C Parts all new in box: 1 muffler (ANSA) Marmite for Sc; 1 turnsignal switch (original plastic handle); 2 release bearings (throw out); 2 jack receivers; 1 handle with lock for hood (conv); 1 set hubcaps with raised chrome crest (used). Best offer on all parts. Werner 215/357-5743. 10/92

Stuff, RUF intercooler, complete kit. Early tan 911 sport seats. 4 Pirelli P700 Z 225/50ZR 16, new, \$575 set. 930 fiberglass extended tail, \$500. 696-2164 days. 11/92

Wheels and Parts, 2-8"x16" 944/928 "Club Sport" forged alloy wheels - new in boxes \$475 EA; 930 front bumper \$150; 2-911 half-shafts \$75 EA; New style Escort D.S.P. \$200. FOB Debbie R. Cooper 215/364-2466. 11/92

Tires, Two Bridgestone winter radials, size P215/60R15. Virtually unused. Also, one Blaupunkt Lexington Radio. Make offer. Marc P. Weingarten 215/893-3404. 11/92

FOR SALE: Four Yokohama 008 RSII, 225/50x15; just 2 auto-crosses, 4-5/32 at two center grooves, make reasonable offer. Vern Lyle 287-5083. 11/92

911 Engine, 2.4 with 2.2 S pistons/cylinders, balanced rods, S cams, new bearings, etc. \$3300. D.R. Snyder 282-1627 or 360-6327. 11/92

72 914 Parts (sold as package only): 2 seats; hood; trunk lid; heater and boxes; dash board with instruments; 2 door panels; grill; 2 head light assemblies; 2 bumpers; targa top (like new); original owners manual (like new); original key holder case; electric wiring diagrams (I, II, and III). Parts are in West Chester. Joe Dougherty 449-9852. 10/92

Pamper your Porsche: One garage space left in suburban (Wayne) location. Heated and central security system protected. Jim Hartman 293-1916. 11/92

Wanted

For 68 Targa: rear jump seats (back rest), front suspension pan (sheet metal) new, rubber windshield seal, Targa seals, misc. rubber seals, gaskets. Patrick Weber, 134 Andover Dr., Exton PA 19341; 594-8369. 10/92

Tires 245/45x16. D.R. Snyder 282-1627 or 360-6327. 11/92

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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.

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