

09/86

SEPTEMBER MEETING, by John Heckman
Porsche 1987 Street & Racing WED 09/24 8:00 PM
GEO. WASHINGTON LODGE, NORRISTOWN EXIT, PA TURNPIKE

The September meeting will feature Vince Evens of Holbert's Porsche and Bob Carlson, PCNA Racing Public Relations Director Attached to Porsche Motorsport (actual title). An informative and exciting format is being planned, and you will want to benefit from the knowledge these two experts will be bringing us.

Vince will have all the latest poop on the '87 Porsche production car line-up. Bob will be giving us an overview of the '87 Porsche racing season.

This promises to be great stuff. Don't miss it.

PRESIDENT'S MESSAGE by Richard van Zijl

Our annual picnic at Camp Hideaway brought out a good sized crowd which also resulted in a large turnout for the top only concourse. Wayne Flegler won the Peoples Choice with Neil Fine giving up some handicap points for having a professional team manicure his car on-site. The reward for the concouring participants was the opportunity to finally drive their cars in the rain - something we seem to be able to arrange year after year.

The six-cylinder vs other softball game was won by the six-cylinder cadre supposedly signifying the superiority of these vehicles. Bob Russo introduced some of us to a new game. It's know as 'Floundering round in the mud whilst pretending to play volleyball'. I believe it is a game which has its roots wayback in Bob's mud wrestling days.

Bob Akin addressed our August meeting while I was battling the elements off the Maine coast in preparation for an attempt to bring the 'CUP' to the Royal Ridley Creek Park Yacht Club. From what I am told, Bob did a superb job once again and in response I think we should support his suggestion that we write to Porsche A.G. asking them to continue their wholehearted support of the currently very successful IMSA GTP program.

The close of business at our September meeting will also signal the end of acceptance for nominations for the '87 executive committee. Please be sure to get your nominations in and seconded by then. Elsewhere, is a listing of the proposed slate along with the current contenders.

See you at the meeting!



DER GASSER

OKTOBERFEST
FRIDAY, OCTOBER 24th
VEREINIGUNG ERZGEBIRGE
by John Heckman

Back by popular request, our Oktoberfest will again be held at the authentic private German club, Vereinigung Erzgebirge in Warminster, PA. The menu will include appetizer and salad, saurbraten, spatzle, red cabbage, and last but certainly not least black forest cake.

A cash bar cocktail hour will begin at 7:00 PM with dinner being served at 8:30 PM. Traditional German music will be provided throughout the evening.

The cost for all this merriment is \$12.50 per person. You must preregister for this event by Friday, October 10 by forwarding your check made payable to RTR/PCA to the Vice President whose address is elsewhere in this issue.

The Oktoberfest takes the place of the regular October meeting. Don't miss it.

Directions:

It's simple: take PA Turnpike to Willow Grove Exit #27. Take 611 North to the first light and make a hard right onto Mill Road at the Sunoco station. Cross York Rd. Mill Rd. becomes Warminster Rd. Follow it to the dead end turning right onto County Line Rd. at another Sunoco station. Follow County Line Rd. for about one mile. Turn left onto Davisville Rd. at the WAWA. You are going to 130 Davisville Rd., and Vereinigung Erzgebirge is approximately 1/4 mile up on the left. It is not marked, but look for the Rotary International Sign at the beginning of the long lane. Drive between the stone pillars, and watch out for the speed bumps. Gemutlikicht!

AUTOCROSS NEWS
by Russ Hunsberger

Please note that the Porsche/Corvette Challenge will **NOT** be held Sept 28th as previously announced. It is now scheduled to occur on Oct 26th, still in the Harrisburg area and

hosted by the Harrisburg Area Corvette Club. Directions and more info will be in the next Der Gasser. We want a large number of participants in order to make a good showing against the 'Vettes. Please plan to attend and uphold our honor.

AUTOCROSS II

Sunday September 21
LULU Temple, Ambler, PA
Registration & Tech open 9:30
Drivers meet & Walk thru 10:45
First car off 11:00

Bring a helmet, a car with a street legal exhaust system, and a desire to have a great time.

This is a super time to tune up for the Porsche/Corvette Challenge!

1987 OFFICIAL SLATE, AND
CONTENDERS

The Nominating Committee herewith presents the candidates it recommends for the 1987 Executive Committee.

President	- Al Anderson
Vice President	- Bill O'Connell
Secretary	- Tony Bonanni
Treasurer	- Vicki O'Connell
Competition	- Bob Lamb
Social	- Craig Rosenfeld
Goodie Store	- John Dietterle
Autocross	- Jim Confer
Editor	- Paul Johnston
Membership	- Neil Fine

The following is a list of people nominated to run in opposition.

President	- John Heckman
Social	- Larry and Cheryl Herman
Social	- Bruce and Maragret Baringer

Nominations will close at the end of September's meeting. Those candidates running for contested positions will have the opportunity to write a small campaign speech to be printed in October's Der Gasser.

From the Parade
by Al Anderson

After the dust settled, Sunny and I walked over to the impound area to congratulate the drivers that so enthusiastically entertained us all afternoon. As we approached the Russos and the Lyles, Bob turned to Vern and said "I guess we can still do it...". Well that was an understatement but it summed up the days activities to a 'T', (but not necessarily for 2).

It was my first parade, and I was like a kid in a candy store. My attention was focused on the autocross events, primarily thursday, featuring the modified cars. This is the class where you see it all, from all-out race cars, to street cars on slicks. This is where the real drivers step to the front, where an under-powered car like "FRAUD" can run within a second of a twin-plug, 3.5 914 race car. You tell me, who's doing the driving! I think the bulk of the fast drivers in our region in both high speed track events and autocross, get the job done with "under-powered" cars, using driving skills, not gobs of horse power. That is a tribute to the competitiveness of our region. My wife and I were sitting in the grandstands, playing Monday morning quarterback and I noticed how apparent it was which drivers came from Riesentoter, they really stood out! We were well represented at the parade and I was proud to stand up and cheer the nearly flawless runs of the Russo's and the Lyle's, returning from a long layoff. As you look through the results in an upcoming Pano, take note of how many are from RTR and hold your head high! Remember, this was not the LU LU Temple parking lot, this was a national parade, with all the "Big Guns".

I havn't been to many autocross events lately, but it was clear to me at the parade events that these drivers really have it together. This is where the 'bull' stops and you have it, or you don't. You put

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it all on the line in less than a minute, no second chance at a difficult turn like you do in a track event. An autocross is an intensified time trial, you snooze, you loose!

I'm sorry I didn't see all the classes run, I missed some excellent driving by our region members. We brought home allot of metal. Hopefully the members that watched and cheered the drivers on will join our autocross program. We have an excellent school every spring, followed by events which lead up to the grand finale, the Porsche-Corvette Challenge. Come join us, it is great fun.

Questions, Answers, & Ramblings
from the 1986 Down East Parade
by Tony Checkowski

1. Terbatrol is the only oil cooler that really does the job.

2. The after market Japan heat exchangers are out to kill you, via CO.

3. New Borg-Warner transmission due in '87 for the 911 - more precise shifting will be key and can be retrofitted to other 911s.

4. Next Parade at Dallas/Ft Worth will have competition events end by 1:00 PM due to possible heat problems. Be sure you are an early riser if you go.

5. The better tires from all major tire manufacturers are so close in performance that unless you need to be a little bit better in one area, buy on price.

6. How does a 92 member region put on a Porsche Parade? Lots of work and lots of help from other regions.

7. How do you win an autocross at a Parade? Ask Betsi Marsh Liddy. How do you assure yourself you won't win the Concours? Ask BML again.

8. How do you win the Parades "Grand Prize" trip to the factory? Ask Bill and Debbie Cooper.

9. If you have 220 entrants in a rally, how many awards will be given? About 40.

10. Who is the fastest '86 Porsche Parade woman over 40 in the 3 mile sprint? Margaret Baringer.

11. How do you cook 1,000 lobsters at one time? You don't, try 250 in 4 beds of seaweed over 4 wood fires.

12. How do you keep 1,300 beer drinkers full? You have the Lowenbrau beer truck follow them most everywhere.

13. How does a 944 look if it gets backed into at the front and run into at the rear? See Gloria Auer.

14. It is not true that when it rains in Portland it rains lobsters.

15. How much does a Maine lobster trap weigh? Ask a Maine lobster for the best answer.

16. You ain't seen nothing unless you see the cars preped for a Parade Concours.

17. How far would you drive to get to a Porsche Parade? Ask the fellow from San Diego, Calif.

18. Who knows more about late 911's than any other Porsche pusher in the country - ask 1st prize winner Bill Cooper and his 1st prize winner wife, Debbie.

19. At a Porsche Parade where does the host region make its money? At the Goodie Store!

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PICNIC CONCOURS

by Debbie Richards Cooper

The Concours grew this year by leaps and bounds, with a total of 22 cars entering the event. As Halsey Fredrick commented, we are only missing a 924 and a 912E to have all the different models represented. The preparation of the cars was more intense, indicating that there is interest in the club for this type of competition. A perfect score of 235 points included the originality and cleanliness of the interior, exterior, storage, and engine compartments.

The first place trophy was awarded to George Bukovsky in his Guards Red Carrera with a score of 229.5, second place went to Jim and Jan Janderlich in their Black 911SC with 213.5, and third went to John Dietterle in a Slate Blue Metallic Carrera Targa with 208.5. Although Wayne Flegler was fourth with a score of 206.5, just missing a trophy, the picnic goers voted his Cherry Signal Red 356 the People's Choice.

I'd like to thank the judges who volunteered their services and missed the fun and games of the entire picnic; namely, Tony Checkowski, Bill Cooper, and Bob Koerbel. If you left before the results were tallied and would like your score sheet, just let me know.

Thanks, participants, for your hours of preparation and interest because everyone enjoyed looking at the beautiful cars on the grassy knoll. Also, if you have any suggestions or would like to be a judge for next year's Concours, which will be a part of the 30th Anniversary festivities, please let me know.

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THEORY OF RELATIVE OBSCURITY

by Larry Herman

Having been to college, and done my share of theorizing (sober or otherwise), I have found that most of today's scientific postulates were created from theorizing. More importantly, I learned that most theories came from inspiration, be it alcohol induced or otherwise, and from real-life analogies. Generally, I do not like the mornings after being in an inspirational condition, and have found that the more inspired I was, the harder it was to remember my new theories. Therefore, I now draw most of my theories from analogy. After all, Einstein did not have neutrons and electrons to bounce around, so most of his theories had to be derived through analogy also. Not that I am comparing my latest to that of Albert E. but I do feel that it may lead to some future understanding of something somewhere.

Oddly enough, this happened at the last track event at Watkins Glen. I was hammering around the track in the red run group, whilst all around me the turbo's were disappearing faster than hors d'oeuvres at a wedding. I was driving my 914 as fast as it would go, but the difference in straightaway speeds was so great that I felt like a moving pylon for the other cars to negotiate around. I don't think that I passed one car the whole event. This of course left me muttering about needing more horsepower, and never coming back to a horsepower track like the Glen again, etc. Then late in the second day it hit me "I haven't passed one car. I haven't been held up by anyone. I might as well have been on the track all by myself!". RELATIVE OBSCURITY! The condition where you are on an operative plane so far removed from everyone else that their actions or presence do not affect your own. As far as you are

concerned, they might not have been there at all. That's where I was, operating in relative obscurity. Everyone else was aware of me and where I was, but I was unaffected by their presence. It got to the point that I was almost unaware of their existence.

Since that fateful day when I ventured into this new dimension, I have observed many others slipping into it from time to time; at work, in stores, everywhere. How many times has someone bumped into you in broad daylight for no apparent reason. You saw them, but they didn't see you. I have heard people come up with dozens of excuses "I'm sorry I didn't see you, etc." but the truth is that for a moment they have slipped into the realm of relative obscurity. How many times have you placed your keys in one spot, only to find them moved to another. Maybe they moved by someone whose presence you were not aware of! Could we be relatively obscure of aliens that are operating among us on a routine basis? Could our entire universe be a micro-cosmic dot on a slide of a giant microscope in some laboratory somewhere? What reference point can we use to determine our degree of relative obscurity anyway?

As you can see, this is a powerful theory with thought provoking consequences. I caution you, don't dwell on it too long, as it's endless ramifications can consume your thought processes forever. I myself have to take a few Excedrin now, as even the mere writing of this article on Relative Obscurity has sent my mind reeling. "Is anyone out there going to read this? Will they be relatively obscure of my article?. Am I becoming relatively obscure of people? Is anybody out there? Help me!"

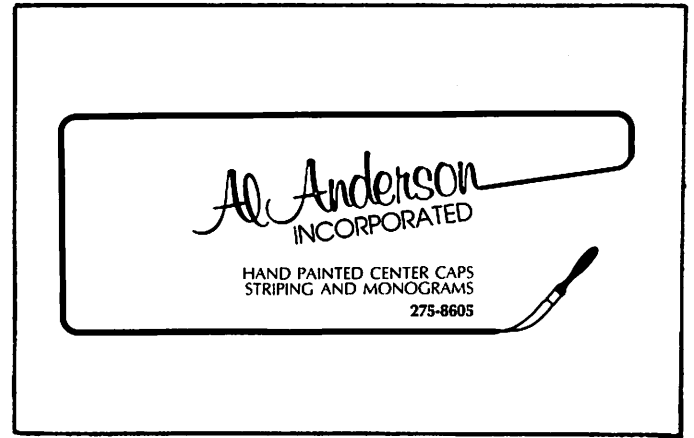
TENTATIVE 1986 EVENT CALENDAR

These events are subject to change and more may be added. Check the calendar on the back page each month for RTR updates. For more information on an event, contact the chairperson of the proper committee. For events not sponsored by RTR, contact the club holding the event. **IT IS IMPORTANT** that you respond early for all events as many fill on the first day of registration.

Events at Watkins Glen, Summit Point, Lime Rock, etc. are all High Speed, and when sponsored by a PCA region, are classified as a High Speed Driving School.

All events are run by PCA regions unless marked with an "*".

Prior to RTR driving events, we will hold a tech session to check out your car. Watch for the time and place.



<u>DATE</u>	<u>PLACE</u>	<u>SPONSOR</u>
SEP 21	LULU Temple	RTR Autocross II
OCT 17-19	Charlotte	Potomac (Tentative)
17-19	Bridgehampton	Metro NY - PATTS
23-24	Lime Rock	CVR
25-26	Summit Point	NNJR
26	Harrisburg	Porsche/Corvette Autocross
30	Lime Rock	* High Performance Drivers Club
31	" "	Hudson Champlain
NOV 1	Lime Rock	Schattenbaum
7- 8	" "	CVR
15-16	Summit Pt	RTR/Potomac
??-??	Bridgehampton	* Ron Fox



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 29 Fair View Ave.
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 201-423-1770

POT - Potomac
 Dan McChesney
 10407 Mountain Quail Rd
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 301-681-3712

SHATT - Schatttembaum
 Peter Tremper
 450 Glassboro Rd
 Clayton, NJ 08312
 215-339-6379 (W)

SCCA AUTOCROSS PHILA Etc.

These are SCCA not PCA events. They are subject to change, for more info contact Russ Hunsberger, our Autocross chairman.

SEP 14	Gloucester County (BMC)
15 thru 19	SCCA Nationals, Kansas
20 thru 21	Pro Solo Finals, Kansas
OCT 19	Gloucester County (BMC)

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(See Debbie)

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357-4930 (H)


ADDRESS CHANGES Should be sent to the MEMBERSHIP Chairman at least one month prior to your move.

MEETINGS are normally the last Wed of every month. The time, place, and topic is printed in **DER GASSER**.

CLASSIFIED and ARTICLES. Ads are FREE to members, \$10 per issue to others. They are NOT automatically reprinted. Articles and/or pictures dealing with RTR events, Porsches, or topics of general club interest are welcome. They should be type written, between 200 and 800 words in length. Pictures should have good contrast and be 3-1/2 x 5, color or black and white. The deadline is the 1st of each month and can be given to the editors at the meeting or mailed to the address listed in the EXEC committee.

DER GASSER is the official publication of the RIESENTÖTER Region of the Porsche Club of America. Unless otherwise stated, comments and/or articles are those of the author and not necessarily those of PCA or Riesentoter.



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NEW MEMBERS MEETING
10/15/86
 by Skip Corey

Did you spend \$30.00 on membership to PCA but you're not really sure what you get besides a nice magazine and a super monthly news letter? All those stories about high speed driving and late apexing, what are these people into? If you want some answers, come out to our New Member's meeting, Wednesday October 15th starting at 8:00 PM at Rosemont Porsche.

This is an annual event open to all new members who joined since Oct '85 and we usually have a large, enthusiastic turnout. The program will consist of an exhibition of various Porsche

models in Rosemont's enclosed garage along with a little history on each car. There will also be a description of the various events PCA has to offer and how you can get involved in the area of your choice. Refreshments will be served and you will have a chance to mingle with other new members and meet the Executive Committee.

This is a good excuse to get out for the evening and meet a lot of new friends so why not do it?

Rosemont Porsche is at 1234 Lancaster Ave (Route 30) between Villanova and Bryn Mawr at the intersection of Lancaster & Haverford Road. There is secure parking across the street from the AM-PM Market. See you at 8:00.

Welcome New Members!

James & Kathleen Zulick
 Nazareth
 '84 911

Donald G. Connell
 Allentown
 '80 911SC

Kenneth Alan Marks
 Wenonah, NJ
 '78 924

Jerry Cary
 Wayne
 '80 911SC

Richard & Lee Ann McHugh
 Lansdowne
 '83 944

William Vaughn
 Cheltenham
 '69 912

Dion Ronio
 Royersford
 '73 914

Richard Marhi MD
 Philadelphia
 '80 928

Larry Lewis
 Springfield
 '73 914

William & Jacquelyn
 Ankersterne
 Bryn Mawr
 '87 924S

Marc & Gail Weingarten
 Havertown
 '86 944

Michael O'Keefe
 Springtown
 '69 911S

William & Susan Wallace
 Wenonah, NJ
 '86 911 Carrera


John A. Di Silvestro
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David Donohue
 Paoli
 '78 911SC

William Neff Powell
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Safety

by Bob Lamb

At two recent track events that I have attended, there has been a rash of spins and crashes. These incidents have taken place primarily in the Intermediate Run Group. At Lime Rock on August 1st, in this group, on three successive runs, there were two red flags and a track-wide waving yellow prior to a premature ending of the session. In the two red flag situations, cars hit the outside guard rail at the beginning of 'No Name' straight. In the last incident a car lost it exiting 'Big Bend', then spun across the track and ended up in a ditch. Between the second and third incidents, all members of the Intermediate Group were called together and given a safety talk.

Earlier in the year, at our June event at Summit Point, there were numerous spins in the same group, particularly in the morning when the track was cool and slick. What is happening is that people are not driving within the limits; their own, their cars', and the limit of the track conditions.

The objective of our Drivers' Education Program is to learn how to drive with control, smoothness, and consistency. Spinning, by definition, is being out of control. We are all limited by our own abilities, the cars' abilities, and the track condition. The game is to learn these various limits and operate within them. It is impossible to be quick without being smooth and consistent. To learn smoothness and consistency, sometimes you have to go a little slower.

What about testing limits to improve skills and times? Wonderful, but do it slowly and gradually. As you explore different speeds in corners, do it gradually, two or three mph faster, not 10 or 20 mph faster. The secret of cornering is not how fast you enter, but how fast you exit, - in slow, out fast. If you want to try braking later,

explore in 20 foot increments, not 100 foot!

We are not racing, we are learning and having fun. Control, smoothness and consistency. If you are not in control you are out of control. If you are out of control, you are dangerous to yourself and others. Spinning and crashing is not only being out of control, but is inconsistent with the objectives of drivers' education.

EDITOR'S RAMBLINGS

Hill Climbs, Autocross, etc

Hill Climbs? Don't they hold them on dirt roads for old junkers driven by dirtballs? Why would you take a Porsche to one? I heard these comments after mentioning I entered the Duryea Hillclimb in Reading. This is one of the oldest hill climbs in the country and is put on by the Blue Mountain Region of SCCA using city streets in Reading. Our region used to field three teams of six cars - yes that's right, 18 RTR Porsches - for this event. Over the years for whatever reason, we have fallen off and only had 2 cars out of the 80 or so there. It was a great event! Probably one of the best I was in all year. What is a hill climb? As Jess Holshouser put it, it is sort of a combo of track/autocross event because you run one at a time, but you run at high speed (very high speed). Is it dangerous? Well, I didn't view it as such but the driver of the Dodge Colt with the new lower roof line might think so. People have been killed at these events so it is serious business but it is also a great way to use your Porsche the way it was intended.

Jess is a vet of the hill climb circuit and has been running his 356 for years, winning more than his fair share of events. This year, he has 2 firsts and 2 seconds. Not bad for 4 events! He lost a dispute with the timing at this one and settled for 2nd.

The hill record has been held by a Corvette for the past many years. I mentioned it to Bob Akin at the meeting and he allowed as he may bring his 935 to next year's event.

How does one prepare for one of these events? It is a SCCA event so you must hold a valid SCCA or recognized license. I joined SCCA and applied for my Novice license, a very easy task. Your car has to pass SCCA safety specs. My car is set up for our events and has; an approved roll bar, a fire bottle, a six point Luke belt system (which was just modified by Luke and works like a champ. It is almost as easy as the stock belts so there is no reason not to use it daily. Talk to Bob Russo if you want a super setup). The helmet must be Snell approved and in good shape, and you need a window net. A window net? There was a debate about this. Regional said I didn't need it but local said yes, so I snuck out to a department store and got a basketball net. I cut and formed it with racer tape (RED of course) then tied it on with tie wraps. Didn't look like anything you would see come out of Akin's or Holbert's but it made her happy. Next year I will have a real one, now that the secret is out.

Now, what you've been waiting for. My class was small, but made up of people who had done this before and had their cars set up - tires, suspension, headers, etc. The cars were; a for real honest to god ex-racing AC Cobra with 2 drivers, a Z car with 2 drivers, and an RX7 with the 13B motor. After seeing this group I just knew I was going to make an ass of myself and bring everlasting shame to RTR. The Cobra trashed his motor on the line thus taking out 2 that I really didn't want to face. As it turned out the RX7 was my downfall. He had that little sucker dialed in and ran it like a slot car. How did I do? I had a problem sliding in tight corners with my street tires so the crew in the Leitzinger

Motorsports Bridgestone trailer mounted and balanced a set of shaved RE71 225x50s all around for my last run and I shaved about 6 seconds off my previous best. Some of that time may have been getting used to the hill, but you can't take away the fact that I didn't slide anymore. I had acquired a fan club on the first 4 turns and they complained that the last run was not as exciting. I would love to tell you I set a new record on that run but alas, even though I came within a second of the old record, the RX7 set a new one. I'm told by the people that do this all the time, for my first hill climb I did very well so I figure, hey, they are the pros so I'll believe them and be proud of second place. I'll be spending some time learning the hill on our jaunts to mother-in-law's and come next year I'll know the track!

You have probably noticed that we have a few new sponsors. Be sure and mention DER GASSER/RTR when you deal with these people so they know their bucks were well spent. Contact me if you or someone you know want to advertise. We have great rates and we mail over 625 issues a month.

Please note our new address. Ms Vicki couldn't think of any other way to get me to clean up the garage so we sold the house and are moving this month (how do you get stuff from a big old house into a modern one?). She feels that I really don't need my collection of 'things' like all the misc parts from the RX7, various Mercedes, and MGBs etc. So it's a yuppie yard sale and off to the new house.

Some of you must read this drivel since I got some pictures of license plates. I plan to print them soon, so get me those license plate pictures and we can get the contest rolling - you'll love Stu's.

Wheelin' N Dealin'

CLASSIFIED

CARS FOR SALE

- '85 VW GTI, Red w/Black & Grey sport seats, Sunroof, A/C, Yamaha AM/FM/Cassette, 100% factory warranty until April '87. Any reasonable offer. Bill Cooper 362-2770 (H) 825-5257 (W)

- '84 944 Copenhagen Blue, grey/beige Porsche cloth sport seats, 15" 7s & 8s w/P6, limited slip, a/c, p/s, stabilizer bars, side molding, Blaupunkt, 3k miles. Intelligent offers. Bill Cooper 362-2770

- '84 944 Gemini Grey, black partial leather, 15x7 alloys, a/c, p/s, front/rear stabilizer bars, side moldings, power tilt roof, Alpine radio, 22k miles, immaculate, garaged, non-smoker, no animals. C. Wheeler 933-5370(H)

- '84 930 Turbo, Black, full black leather, every factory option, Recaro C seats, Ruf spoiler & oil cooler, dual outlet muffler, 2,500 miles, immaculate. \$45,000. Andy Rosen 794-3433

- '83 911 Targa, Guards Red/Black int, Front & Rear Spoilers, Limited Slip, Cruise, All factory options, 8k miles, Absolutely flawless. Shely Blank 947-9200(W) 947-9835(H)

- '78 928, Silver/black, 5 speed, power windows, air, new JVC stereo, Escort detector, excellent cond, garaged, \$17,900/OBO. Michael Sonstein 646-3889

- '77 911S Targa, Silver/red, Immaculate & pampered, lowered, new paint, A-008 tires, many other extras, 83k miles, \$16,900. Ed Murphy 293-4518(W) 431-0823(H)

- '74 MG Midget (I know, I know). stripped, de-rusted, red catalyzed enamel, black interior, new: top/tonneau/carpets/brakes. Replacement car is here, wife getting hostile - please help 13 year RTR member. Current PA classic tag \$4,000 or best offer, or interesting 356. Dave Reiter 896-0180 (W) 667-4190 (H)

- '71 911E Irish Green. Owned over 13 years. Never driven in rain or snow, always garage kept. A/C. All original except "S" front suspension. No rust. Relatively new XAS tires. 37,700 miles, service records complete and available. \$11,900. Irv Ross 649-3480(h) evenings.

- '70 914 Orange, black interior, 70k miles, 1.7 engine, no 1st gear, restorable, battery box solid, needs floor pan and rocker panels, must sell \$1,200 obo. Barry Franco 794-8657

- '68 911S Euro sunroof coupe (#11800808), Restorable rarity, Best offer! MUST SELL! Richard Leary 275-3199(H) 354-1124(W)

- '67 912, White, black, 52k miles, rebuilt motor at 47k, new: pistons, fuel pump, cylinders, starter, generator, master cylinder, clutch, battery. Alloys, Michelin XWX, body and pan in good cond, minor rust. Runs great, \$7,250. Fred Yavorsky 848-0574 anytime.

- '65 356SC Coupe, Red/Black, re-built engine, new Michelins, good floor. Nice driving car. George Watson 836-7338

- '63 Corvair pick-up. rare ramp-side model. new tires, 140 motor, inspected to 10/86. Running but needs work/restor. Any reasonable offer. AND

- '63 356B Coupe for restoration or parts. Complete w/S90 motor, camber compensator, wood steering wheel & possibly (?) airport gears. Package ONLY. Best offer. Tony Pizza 256-0506 (aft 6) 542-5183(W)

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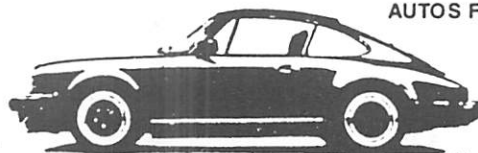


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PARTS FOR SALE

- Pirelli P-77s (2) 195/60x15 all weather, will fit 944 etc. Michael Stolper 696-6018 (h)
- Jensen 40w AM/FM/cassette, 5x7 Coaxial speakers. \$125
- 5 914 steel wheels w/junk Michelin tyres (good for towing) \$125
- 914 brakes, struts, Koni shocks, & assorted junk. Larry Herman 233-5845
- BFG COMP T/A, 2 215/60X15 & 2 245/50X15, best offer
- 914 5 speed '71, 70k miles, rebuilt at 60k, probably ok. \$300 obo. Bill O'Connell 687-9574
- 5 hp Campbell-Hansfield Air Compressor, like new \$500 or swop for selected Porsche parts
- Exhaust system for '75-86 911 (muffler, heat exchangers, crossover pipes)
- York/Sanyo adapter. Offers. Bill Cooper 825-5257(w) 362-2770(h)
- Set new 6" & 7" Forged Alloys w/ P-7s from '86 Carrera. \$1,300.00 Tim Holt 215-642-5940
- 911 Carrera sport seats (2) high back w/cloth inserts, excellent cond. will deliver. \$400 obo. Fred Brubaker 434-8778(w) 770-1282(h)
- '85 930 Targa parts. Front valance w/rubber & fogs \$350. 2 rocker panels w/out the rubber \$300 both. \$600 takes all. Jim Levitt 667-2595
- 4 Yokohama A008s 205/55 VR16 brand new, still have original factory seal. \$600. Mario Deguchi. 789-8299(h)
- '66 - 69 rear quarter panel, left & right, FREE, come and get them!
- '67 911 Right door, complete/repairable \$50.00
- '68 911 rear license panel \$20.00
- 911/912 air conditioner \$50.00
- '67 door panels black w/arm rest \$30.00
- hub caps, bumper guards, horn, grills, etc. Herb Barrett 544-4985
- 911 shaded windscreen, from '67 Targa. \$35.00 Tony Pizza 256-0506 (aft 6), 542-5183(W)
- 2 Fuchs 6 x 16 from '84 Carrera
- 2 BBS 9 x 15 w/Goodyear 10 1/2 by 23" diameter slicks, used once
- Heater boxes, muffler, American Motronic catalytic converter, complete Motronic injection system including distributor, cruise control complete, sell separately or together. H. David Smith 944-8913 day or night
- Set black leather seats from '77 930 turbo. John the Goodie store man. 357-4930 (H) 657-4070(W) or at the meetings
- 911 Chin spoiler
- Used halogen headlights good condition. John D. Maine 854-6000(W)
- 930 bra w/license cut out, used twice \$50.
- 4 BBS 1 piece wheels, Guards Red, 2 7" & 2 8" w/new Comp T/A 225x50 and 245x45. \$1,500 for all. Neil Fine 639-9292(W)
- 2 7x15 forged alloy Porsche wheels. \$350. Bob Holland 436-6577

PARTS WANTED

- 2 8x15 Forged Alloys. ASAP Al Anderson 275-8605
- 911 Sport Seats, will consider any condition, prefer needing re-upholstery
- 911 Carrera motor, any condition Bill Cooper 362-2770 (h)
- Goodyear NCT 195/60 HR 14 one or more in good cond Jim Schmoyer 767-6934
- 911 Recaro or sport seats
- Set of phone dial or cookie cutters for 911. Art Rothe 363-0775 (after 6)
- Decent black carpet set to fit '71 911 Targa. Russ Hunsberger 257-8777 (H) 345-9130(W)

MISC

WANTED: Good meeting site. We are looking for a place to hold our regular meetings. If you can be of some assistance, please contact John Heckman or any officer.

SWEATERS, hand knit with large Porsche emblem, all sizes, call for details. Chris Galbraith 644-4911 (w) 644-9079 (h)

CAR PHONE, portable phone in briefcase with rechargeable batteries, 3 antennas; magnetic, glass, and briefcase mount, D/C power cord. Includes phone number. Retail \$3,200, sell for \$1,600 OBO call for details on this once in a lifetime offer. Bill O'Connell 687-9574

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657-4070 (W)
357-3940 (H)

September

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28	29	30			11/15-16	
					??-??	

Autocross II, LULU Temple
 MEETING, Geo Washington N-TOWN
 New Members meeting, Rosemont Porsche
 Oktoberfest, Vereinigung Erzgebirge
 PORSCHE/CORVETTE CHALLENGE, Harrisburg
 RTR/POTOMAC at Summit Point
 Ron Fox at Bridgehampton

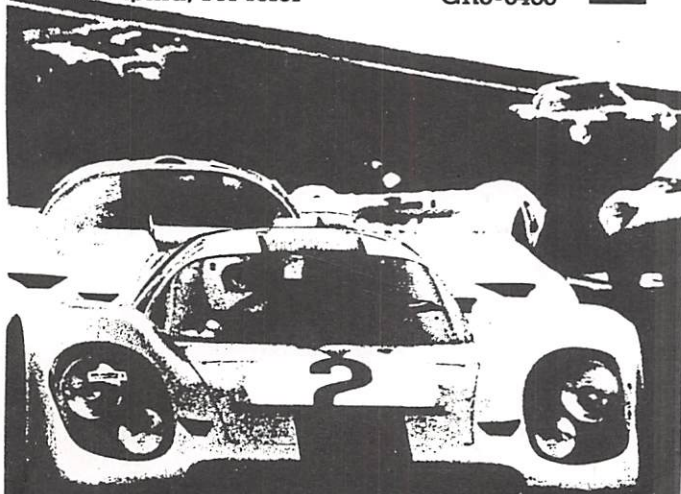
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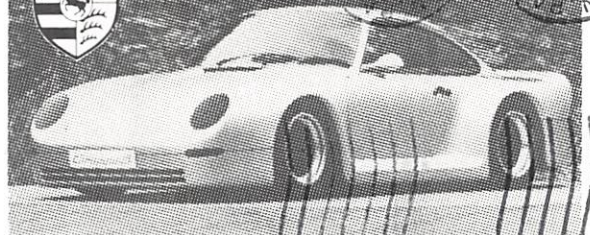
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