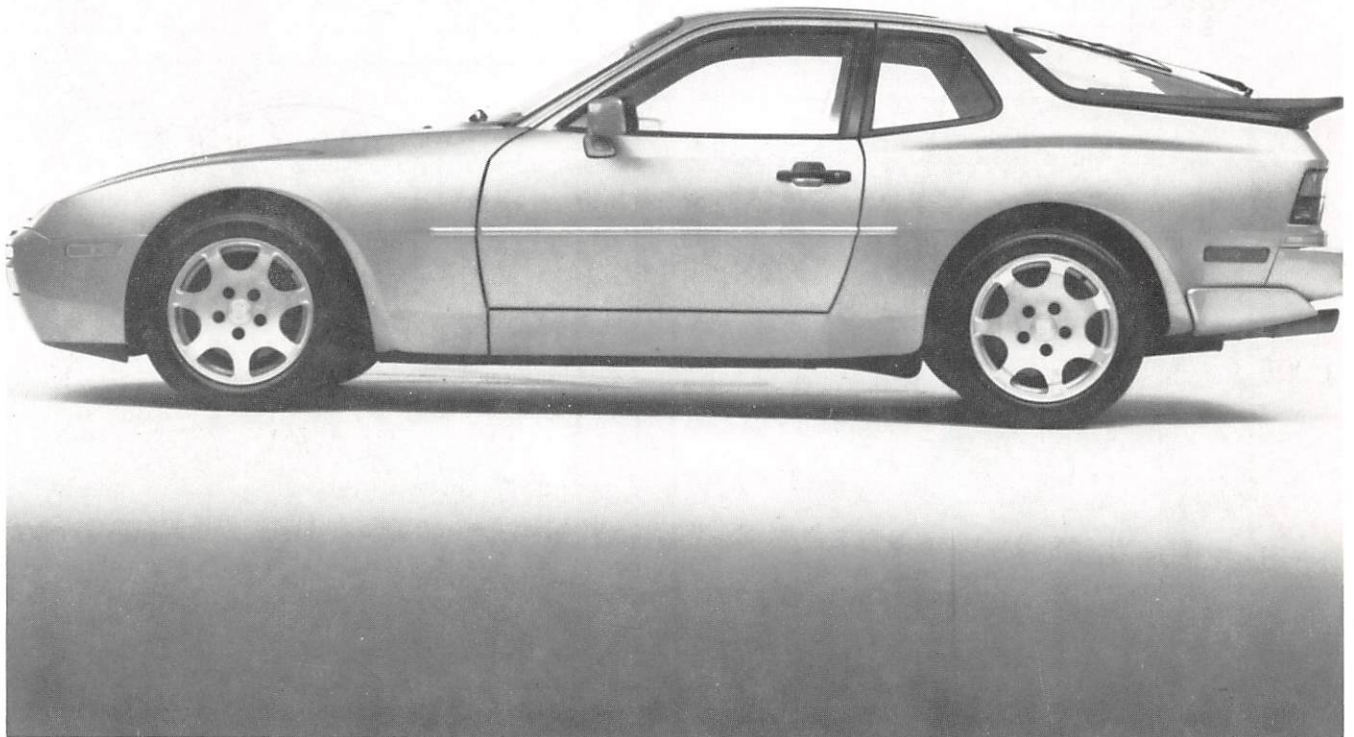


# DER GASSER

MARCH 1988

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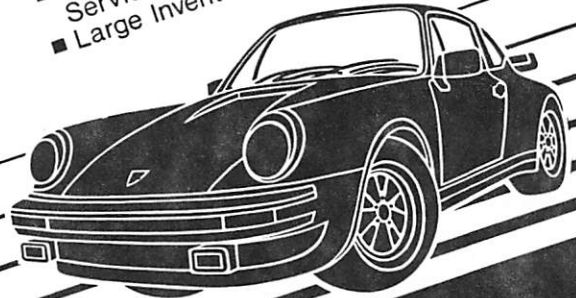
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**DER GASSER** is the official publication of the **RIESENTOTER** region of the Porsche Club of America. Unless otherwise stated, comments and/or articles are those of the author and not necessarily those of PCA or Riesenoter.

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**ON THE COVER** - 944 Turbo S  
see page 5

## MEETING SCHEDULE

The 1988 meeting schedule is listed below. Normally the meetings are held the **LAST** Wednesday of the month, except for special speakers or events. The meetings begin at 8PM with the business session followed by a guest speaker or event. Since there is the chance that a location or program will change, **PLEASE** check this schedule each month, so you don't miss out.

3/30	Bob Carlson - INDY car
4/27	Bill Scott - Summit Point Race Track
5/25	Art Show/Spring Social
6/29	Round Table Discussion
7/??	Ilse Naedele - World Porsche Club Coordinator
8/31	Movie Night
9/28	(?) John Paterek - Restoration
10/26	Oktoberfest
12/??	Christmas Banquet

## **MARCH MEETING AT CASA MARIA**

**WEDNESDAY, MARCH 30 - 8 PM**

**BOB CARLSON**

**PORSCHE MOTOR SPORTS NORTH AMERICA**

**THE INDY CAR**

**By Debbie Cooper**

The March meeting will be held at the Casa Maria Restaurant in King of Prussia. Following a brief business meeting, Bob will be speaking to us on the development of the INDY car. He will be showing us some movies, which will then be followed by a question and answer session.

For all of you who were unable to attend the February meeting, you missed a great time, so don't miss out again. As Richard Van Zijl said, the choice of the Indy program for "March" was very appropriate. (What body will Porsche run this year?)

Casa Maria is located on Route 202 in King of Prussia, 1.5 miles north of the Schuylkill Expressway and turnpike interchange in Valley Forge. Why don't you come early and join us for nachos, enchiladas and the like around 6:30 - the more the merrier. See you all there.

## **MECHANICSBURG 88**

The Central Pennsylvania Region of PCA, will hold its 12th Annual all Porsche swap meet at Ski-Roundtop near Lewisberry, PA. The date is April 23 and it starts at 7:30 AM. Vendor fee is \$15. Admission to buyers is free and refreshments are available. For mor information contact:

George Heide at (717) 838-1670

Days/Evenings/Weekends

John Carlson at (717) 764-0986

Evenings/Weekends

## **SOCIAL GATHERINGS**

**By Craig Rosenfeld**

By the time you read this article at least three Riesentoter people will have been awarded trophies for their participation in the Philadelphia Car Show. I'll have a full report next month.

The WMMR Louie Louie Parade Inquiry has raised considerable interest within the Club. There is still time to let me know your intentions, or give the parading crazies any advice as to appropriate decorations, versions of the hallowed song, etc. The exact date is not known as of yet, so keep your calendars open.

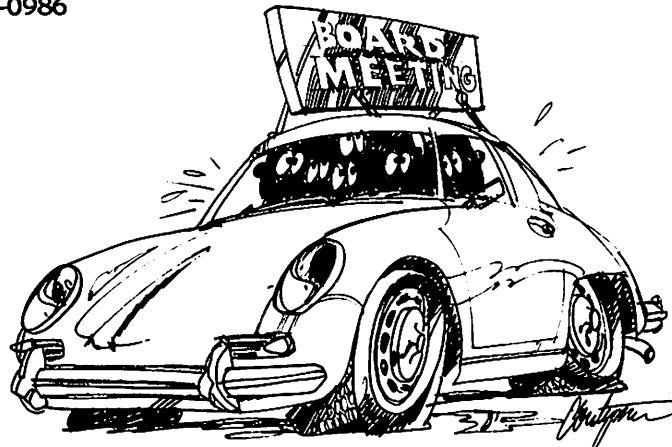
The annual Spring Social will be Wednesday, May 25 in lieu of the regular meeting. Randy Owens, to my mind the most famous contemporary automotive artist will exhibit may of his works and provide an excellent speaking program. Wine and cheese will be served for a \$5.00 donation. Algar Ferrari has offered us the use of their new dealership in Rosemont as the site.

Other social events for the year will be an evening at the Malibu Grand Prix, day trips to Baltimore Inner Harbor and to the Lebannon Renaissance Fair, and a possible dinner cruise on the Spirit of Philadelphia. Anyone wishing to help with the planning should call me soon.

The picnic site has been reserved for August 20, and the Christmas Banquet will be either the first or second Saturday in December at the Kimberton Inn.

Again, please let me know any ideas you may have or any events you would like to help organize.

Thank you.



**HIGH PERFORMANCE  
PORSCHE 944 TURBO S  
AVAILABLE IN LIMITED NUMBERS  
By Martha McKinley**

RENO, NV, FEBRUARY 19, 1988 - The 1988 Porsche 944 Turbo S combines enhanced performance with comfort in a limited edition version of Porsche's turbocharged, four-cylinder sports car. Only 700 vehicles will be available for 1988 in the U.S. beginning this month.

The 944 Turbo S has 30 more horsepower than the 944 Turbo, an anti-lock braking system from the Porsche 928S 4, an external oil cooler for the transmission and limited slip differential as standard equipment.

The 944 Turbo S has 247 horsepower, allowing it to accelerate to 60 miles per hour in 5.5 seconds, the same time it takes a 911 Turbo to get from 0 to 60mph. Its top track speed is 162 mph.

The chassis has been modified to accommodate the increased horsepower. It has firmer springs and shock absorbers, a thicker stabilizer bar and more rigid suspension bushings to deliver more precise and responsive handling.

The Porsche 944 Turbo S comes equipped with new and exclusive forged alloy wheels that are seven inches wide in front and nine inches wide in the rear. They are fitted with performance rated tires measuring 225/50 VR 16 in front and 245/45 VR 16 in the rear.

Standard appointments include an AM/FM Blaupunkt stereo cassette radio, dual airbags, an electric tilt removable sunroof, cruise control, headlight washers and a rear window wiper. Also standard are power-adjustable seats, split, fold-down rear seats, power steering, electric windows and central locking.

The Porsche 944 Turbo S is similar to the Porsche 944 Turbo Cup model that is the basis for the competitive European race series. In the series, drivers compete for prizes based on their skills behind the wheel since all cars are the same.

The manufacturer's suggested retail price of the car is \$47,432.

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## **PRESIDENT'S MESSAGE**

**By Bill O'Connell**

\$485.00, that's right folks, \$485.00 is what we got at this year's auction! That is nothing short of amazing! At the January meeting Craig Rosenfeld made a motion that this year's profit would be donated to a charity. The motion was passed and at the Feb exec meeting St. Christopher's Hospital in Philadelphia was chosen as the benefactor. I'm sure they will be more than pleased. The chief auctioneer, Bob Russo, outdid himself this year. We had a ton of stuff donated by the members ranging from used and abused to new and expensive. Some of our advertisers donated some pretty nifty items as well, like books, oil, upholstery repair, and body parts. The crowd was held spellbound for over an hour while Bob pulled his normal antics, like selling my old 944 steering wheel to Don Cox' son then pulling off the horn button and selling that separately to someone else. Bob also brought some "stuff" from Al's 962 - always a crowd pleaser. He managed to get a fair buck for things like bolts, plexiglas windows, and suspension parts. All in all I think everyone had a good time, especially Janet Weger who opened up the bid for a rusty, dented, spider infested piece of a '67 911 (which is sold and re-sold every year for 25¢ or 50¢) for \$5.00 - Bob was so astounded that he immediately declared her the winner. and went on to the next item. Again, thanks to everyone that donated items, and those that donated money and lugged things home - remember though, don't throw that stuff away, much of it has history and is expected back for next year's event!

The year continues to shape up. We are going to have a bunch of events for all of you to choose from, like the famous Louie, Louie parade in Philadelphia, 4 (or maybe 5) track events, an autocross series with special categories for novices, an art show/wine tasting/spring social, a serious concours perhaps with a parade, etc, etc. In short, there should be something for everyone to attend.

I hope to see a good turnout for the March meeting with Bob Carlson. See you there, right?



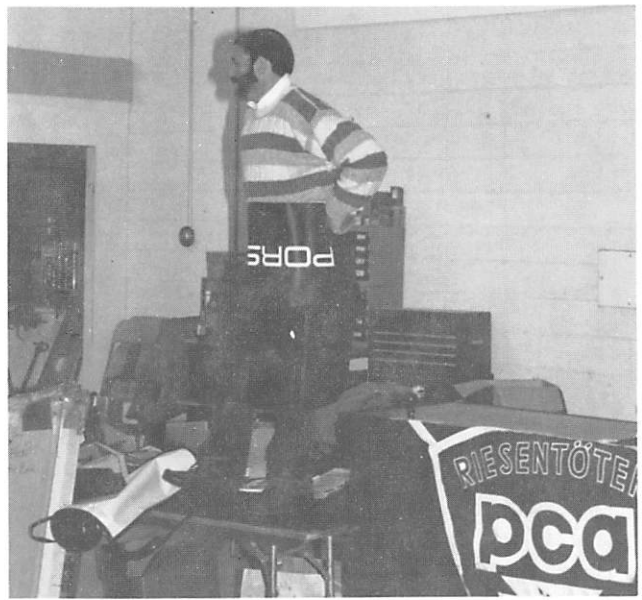
962 Windows



Make up your own caption.



Shaved to 0/32 at no extra charge.



The latest fashions on display.



After the meeting Janet Weger admires her valuable purchase while husband Jerry, Bob Russo, and Bob Koerbel look on.

A raised camera seconds before resulted in the purchase of this fine bottle of pre-opened wine. Was 1988 a good vintage?

Bob's Assistant Nick Imperato.



## **“STEP BY STEP” THE FINAL CHAPTER?**

**By Al Anderson**

---



For those of you who have been following my articles on “Step by Step”, project 944, the saga continues. This past year has been spent developing the final step, a GT-2 SCCA race car. I had run many Solo I time trials, and still hold the record for C-improved, while still working my way towards my final level with the same car, an SCCA license. Both the car, and driver have progressed “step by step”. It has taken 5 years to prepare both financially and mentally to take that step into racing.

Now, back to the car...my 944 was further stripped of extra weight, short of a fiberglass body. I am not running an expensive tube chassis, like Dave Finch's GT-2 national car (too expensive)! My present goal is to run regional competition, I do know my limits! To run GT-2 you have to outfit the car and driver with full safety equipment; a full roll cage, fuel cell, external ignition shut off, and much more. At this time I would like to thank Paul Johnston at Johnston Enterprises for all the late night preparation of my car. Paul did the fabrication work, of things like fuel cell installation, scatter shield, and much aluminum work. Remember, the trick is to be lite. 2180 pounds to be exact.

Now the car goes a few blocks away to West Chester Foreign Car Service, for Dave to work his magic on suspension, “stock” motor, and installation of on-board fire system, and more. If you intend to go racing, be prepared to spend many nights working well beyond midnight in car preparation,

not to mention dollars, dollars, and more dollars. Both Dave and Paul treated me kindly in the latter department. Another thing I will mention is my car is in a constant state of development, both mechanically and cosmetically. I hold to the theory that a car can look good, as well as run and handle well.

With car and driver ready, we head for Summit Point, with borrowed van, trailer, and crew...thanks Craig. We checked in and then headed for the Friday night classroom session and written test on the SCCA Bible, the GCR's. Saturday morning, up bright and early and head to the track. I felt like a proud peacock towing my car through the paddock area. We unloaded the car and gear and joined in on the drivers' meeting, just like PCA track events. We were told we would be watched very carefully all weekend and graded on our on and off track behavior. As things turned out, the weekend went rather well. Thanks to Dave and his past experience with team McLaren, my car was the best handling car at the school. I was able to hold my own with the other race cars, even though my engine was stock. We passed in all the corners, gave up a little on the straights, but all in all, the car really “worked”.

Practice and qualifying was a lot of work, sorting out mental mistakes, and pushing the car to its



limits. I ran 133 to qualify 6th on the grid of 32 cars. GT-1, 2, and 3 run together in SCCA. 133 is my personal best, but not good enough to be competitive next year, (more changes in weight, slicks, and more money) remember I am running, and will continue to run, a rather stock engine next year! Note...I was the only GT car at the school running shaved street tires.

The moment of truth, the mini-race Sunday afternoon. They gave us 2 practice starts and called us into the tin shed for another drivers' meeting. They told us to be aggressive but not to "trade paint". Remember we are being graded on our performance. If you are not aggressive or cause a problem on the track, you don't get a license. All drivers are required to do at least 2 schools, unless you apply for a waiver, in which case they watch you like a hawk. (I applied for a waiver.) I felt my past experience with PCA track events and time trials would be enough to get me my license in 1 school...Back to the track, the warm-up lap. I had noticed a lot of oil dry on the track in the chute from a car blowing its motor in the previous race, this worked to my advantage. While the other drivers were working out the jitters (I knew they were going to take the chute as fast as they could) I planned my passing off the oil line on the first lap... The green flag came out, 32 cars all storming into turn 1 flat out. I moved inside and got a good line through turn 1 and 2 passing 3 cars. Then it

happend, my motor sputtered, I lost a position. Up the short straight and through wagon bend. I took the chute as fast as I could, off line, avoiding the oil, and passed 2 more cars, while the last GT-2 car in my class (Don Webb's 914-6) spun in the oil. I took the left hander at the bottom of the chute into the carosel behind the GT-1 Camaro that was on the pole. I was on his bumper int othe esses, and then it happened. My motor sputtered again, and again. My mirrors instantly filled with cars breathing on my rear bumper while I coasted through turn eight. Panic struck, I pulled off line and limped up the hill through 9 and into the pits. This was "the PITS". Knowing we were being watched very carefully on our sense of not causing an incident on the track, I felt discession is the better part of valor. I watched the rest of the race from the sidelines. The GT-1 Camaro went on to win the race.

It turned out I burned up one of the dual fuel pumps I'm running, but as they say "that's racing." I did get my SCCA license, so all was not lost. No more schools, and off to a season of SCCA regional racing next year. Most of this was made possible through all the valuable track time and excellent instruction gained through our PCA track events. Keep up the good work instructors.



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## AUTOCROSS '88

### By Betsi Leidy

With the arrival of the new year, the mantle of leadership within Riesentoter has again changed, bringing you none other than me as your autocross chairperson. For those of you who may not know who "me" is, I'm Betsi March Leidy, a PCA member for about 4 years. I've been an avid autocrosser since even before acquiring my 911, so I feel very strongly about maintaining an active autocross program within my club (if you don't believe me, just ask Al Anderson about my kitchen counter). I hope you will support what I anticipate will be an exciting autocross season.

I want to thank Jim and Lisa Confer for an excellent job as last year's autocross chairpersons. They gave autocrossing a much needed shot in the arm and attracted record numbers of drivers to the events. I hope I can do as well. This year, I plan to start the season with our traditional autocross school. In Riesentoter, we have some incredibly good drivers and the school is a not-to-be missed opportunity to learn from these individuals how to make your Porsche really perform. Once you've all learned how to autocross, I want to follow the school with 4 more autocrosses in a championship series to encourage repeat attendance. Hopefully I can find a sponsor for the series (anyone interested?) and award overall trophies at the end of the season in addition to the Broken Crankshaft Award. I'm also going to separate the novice and experienced drivers so that newcomers can have a shot at the event and championship trophies. Last but not least will be the annual Porsche/Corvette Challenge, where we show the Chevy owners how to drive. Due to popular request, this event will be scheduled before the winter snows set in!

These ideas are in the planning stages, so if you have comments/suggestions, I'll be glad to listen (855-0360). The program will only be as good as you make it with your participation.

Watch future Der Gassers and mailings for dates and details on the Riesentoter autocross program as they become finalized. In the meantime, mark your calendars for the following autocross dates:

## 1988 AUTOCROSS SCHEDULE

### FOR EASTERN PENNSYLVANIA AREA

3/20	Hershey - practice event only	
3/27	Philadelphia school - novices only	
4/10	Plymouth Meeting #1.	Harrisburg, Stowe
4/17	Harrisburg	Pittsburgh Pro Solo
4/24	Plymouth Meeting #2.	Harrisburg, Stowe
5/1	Plymouth Meeting #3.	Harrisburg
5/15		Akron Pro Solo
5/22	Allentown area #4	
5/29	Harrisburg	
6/5	Pennsylvania International Raceway #5 & 6	
6/12	Plymouth Meeting #7	
6/19	Stowe	Harrisburg Pro Solo
6/26	Harrisburg	
7/10	Plymouth Meeting #8	Millwaukee Pro Solo
7/17	Harrisburg	
7/24	Harrisburg	
8/7	Harrisburg	
8/14	Northeast Divisional Championships Harrisburg	
8/28	Pennsylvania International Raceway #9 & 10	
9/14 - 17	National Finals in Salina, Kansas	
9/18	Pro Solo National Finals in Salina	
10/16	Hershey #1	
10/23	Dutch Wonderland #2	
10/30	Hershey #3	
11/13	Hershey #4	
11/27	Hershey #5	
12/11	Hershey #6	

**Allentown** area site (5/22) to be determined

**Plymouth Meeting** at Mall

Bob Miller

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**PIR** - (enter Gate 2) are double events a different course for morning and afternoon, double series points, and double entry fee.

Bob Miller

**Brandywine** -

Gloucester County Community College  
(cross Walt Witman Bridge, take 4th exit on 295 south) - schedule not yet available.

**Hershey** - at Hershey Factory, Visitors Center

Dave Walter

717-432-4018

George Bonawitz

717-566-8431

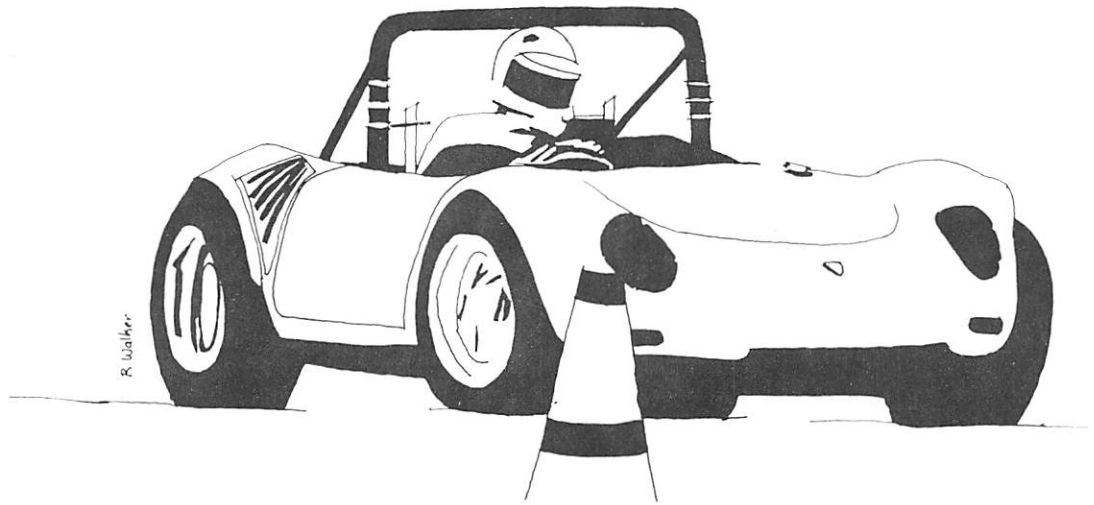
**Harrisburg** - Farm Show Complex

**Stowe** - (Corvette Club)

at Jarvis plantsite near Pottstown

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## Tentative 1988 Track Events

Date		Sponsor	Place
March 19,20 24,25,26	Sat,Sun Th,Fr,Sat	Potomac CVR	Summit Point Lime Rock
April 8,9 23,24 28,29 30 30,May 1	Fri,Sat Sat,Sun Th,Fri Sat Sat,Sun	RTR Blue Ridge CVR HC PIMSC	Lime Rock Charlotte Lime Rock Lime Rock Pocono
May 6,7,8 12 13 14 14,15	Fr,Sat,Sun Th Fri Sat Sat,Sun	Ron Fox CVR Shatt CVR POT	Bridgehampton Lime Rock Lime Rock Lime Rock Mid-Ohio
June 17,18,19 24	Fri,Sat,Sun Fri	Ron Fox NNJR	Bridgehampton Lime Rock
July 2,3 9,10 22 30,31	Sat,Sun Sat,Sun Fri Sat,Sun	RTR POT Shatt RTR	Mid-Ohio Glen Lime Rock Glen
Aug 12,13 26,27	Sat,Sun Fri,Sat	NNJR POT	Lime Rock Summit
Sept 12,13 16,17,18	Mon,Tue Fri,Sat,Sun	CVR Ron Fox	Glen Bridgehampton
Oct 8,9 20,21 21,22,23 22,23 27 28 29	Sat,Sun Th,Fri Fri,Sat,Sun Sat,Sun Th Fri Sat	RTR CVR Ron Fox PIMSC CVR H-C Shatt	Summit Lime Rock Bridgehampton Pocono Lime Rock Lime Rock Lime Rock
Nov 3,4,5 12,13 26	Th,Fri,Sat Sat,Sun Sat	CVR POT POT	Lime Rock Summit Summit



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## PORSCHIN' VERSUS VETTIN'

By James P. Hartman

---

As a newcomer to the Porsche world, I can observe the car, the people who own them, and the activities both engage in with more detachment than the long time Porsche devotee. Let me share some observations by lightheartedly comparing impressions of my first few Riesenoter activities with Corvette activities. (I am a long time fan of early and mid-year Corvettes.)

The Beer Factor. Porsche owners like to drink a beer or two when they get together. Corvette owners get together so that they can drink beer.

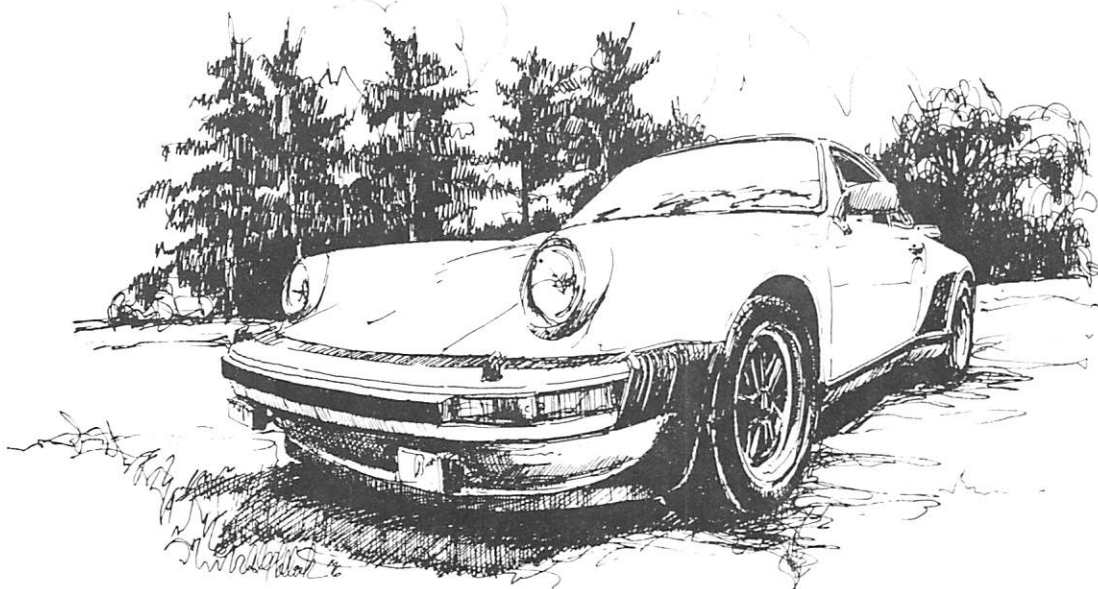
The Conversation Factor. Porsche owners love their cars and their families, business, etc. They enjoy discussing all subjects, and not confining the conversation to cars and car events. Corvette owners talk about cars, car shows, and beer.

The Grease Factor. No one needs 1/8 inch of grease buried under every finger nail to enjoy a Porsche. Many owners know their cars and how to drive them, without the least concern that they don't know how to drop the engine or to perform some other mechanical gymnastics. Corvette owners, on the other hand, relish telling how they bust a gut performing a task such as pulling the rear wheel bearings. They show a fair amount of grease under their nails.

The Original Factor. Corvette owners clamor for originality on something piddling like the chalk marks on the frame. Moreover, these are people driving their cars daily, not pure concours enthusiasts. Woe is the owner who has an incorrect manifold bolt! Even counterfeit engine number manufacturing systems have developed, so that a replacement engine block can be made the "original" block. I don't know yet how fussy Porsche owners are about the originality of every nut and bolt. I sense they would generally prefer a beautiful looking and correctly equipped car over a virgin car that is worn and tired.

The Performance Factor. Porsche owners speak of how their cars performed in an event. Corvette owners speak of how they performed in an event. Porsche owners enjoy autocrossing, rallying, and high speed track driving. Corvette owners enjoy laying rubber, and seeing how quickly a car moves from standstill to 60 MPH.

Corvettes excite many people--especially when they dip their toe into all those foot pounds of torque or they speak of the history of America's only true sports car. However, the above factors comparing Corvettes and Porsches, and their respective owners, have contributed to my disinterest in Corvette related activities. In contrast, Riesenoter activities observed so far suggest that Porschin' will be a lot of fun!



## **SEAT BELTS**

**By Bob Patton**

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All new Porsches come factory equipped with three-point inertia reel seat belts, as they have since 1968. These belts provide adequate protection under normal circumstances, but don't really hold the driver in position under hard driving.

To better hold the driver down in the seat, a six-point harness is needed. These are especially useful at autocrosses or track events. The 3-inch lap belt holds you to the seat, while the two shoulder belts keep you from moving from side to side. The submarine belt is not there to keep you from "submarining" or sliding under the lap belt (that would be impossible while seated in an upright position), but is there to keep the lap belt from riding up above the hips.

A properly fitted lap belt or three-point inertia reel belt alone shouldn't cause problems. But if a six-point harness is worn without the submarine belt, the shoulder straps will bull up the lap belt. This is because the shoulder belts on a six-point

harness attach to the center of the lap belt, while the shoulder belt on a three-point harness attaches at an end mounting point. The hipbone can withstand quite a loading from a seat belt but the driver and passenger are subject to internal injuries if the seat belt is lifted over the hips.

In the early 911's and 912's before the three-point inertia reel belt was introduced, there was a pair of seat belts installed. For some unknown reason, Porsche installed the belt mounting points way too high. These belts could actually cause severe internal injuries if worn during an accident. Therefore, anyone with an early 911 or 912 is strongly advised to relocate the seat belt mounting points to the floor of the vehicle, just behind the front seat. If you have any doubt where the new mounting points should be located, ask someone at a tech session or at any other event.

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## LIFE DURING THE DEAD MONTHS

By Jim Confer

December, January, and February can be the most depressing months of the year. The car is salted away for the duration and the female tenant at my place expects me to do house projects. I find it's a good time for a little technical research followed by a few car projects. Time, money, and that March journey to Lime Rock are the limiting factors.

After I target the project, I need to acquire the necessary parts. Then I research and plan the activities required with since it always seems to take two, four, or six times as long as I think it should. The research activity generally results in the purchase of more tools. Buying tools is one of the pleasures of working on you car because no matter how many you own there are always a few more you need.

I'm a firm believer in the clean start approach. The basement, garage, toolboxes, and car must start the project in a clean and well organized manner. After that, things go down hill fast which often necessitates a mid-project re-organization (just like at the office).

The learning curve is really a staircase with little or no progress followed by a sudden improvement in methodology that moves things ahead quickly to the next roadblock. I also find myself distracted as I examine other unrelated components of the car. I can't really justify the time and cost to do it myself but I find it rewarding.

I do have a helper, my dog Louie, he'll spend hours under the car and following me in my never ending search for tools. Since he's a Lab you would think I could teach him to retrieve them, but I haven't had any luck (...yet).

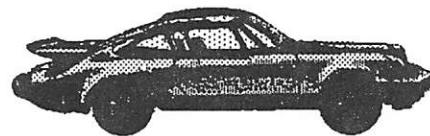
I sometimes venture into the house to search for food even though this is a risky activity. If I'm not careful, I hear voices mumbling something about floor tile installation or the Honda's squeaky doors. Then I know it's time to crank-up the space heater another notch and hurry back to the peace and solitude of the Porsche's underbelly with my pal Louie.

After all, that Lime Rock trip is almost here. Maybe I should pay somebody to install that tile. No, I'll have time any day now...

## RIESENTOTER SOONERS

I think a few of you must be from Oklahoma. Several Pocono event applications arrived in my mailbox PRIOR to the event open date. The reason we have an entry date is to give everyone equal access to the event. Early entries must be returned and the resulting mail delays could cause the entry to miss the opening date. Please check the entry date before mailing your entry.

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- '86 **Turbo Coupe** #WPOJBO938GSO51157, US Mod, black/champagne lea. int., sunroof, sport seats, AC, ltd slip diff, Blaupunkt Monterey with stalk equalizer, alarm, full power, always garaged and covered, 5 yr/50,000 mi. transferable warranty, 9700 mi., exc. cond., \$49,900. Call John R. Ferrara, days 327-1200 (x2940), evenings and weekends 489-6845.

- '79 **911 Targa** newly rebuilt trans and engine with upgraded pistons, new clutch. Very clean. \$19,500. Call Don Galbraith at 644-4911.

- '73 **914/2.0** 4732917403 Red/Black, no rust, prof. restored, pictured Nov. 87 PANO, page 38, rebuilt stock 2.0, Bilsteins, F&R sway, Momo, Console, Cibies, new 205 P6 tires, AM/FM/Cass, all new rubber, 911 master cyl., 120,000 miles, S.S. Ht Exc., Ttd Glass, Monza, alr horns, bra, cover, buying 944. \$8,250 - OBO Skip Corey 215-874-3201

- '78 **911 SC Targa**, Black on Tan, 6" and 7" alloys w RE71's, Euro Inj, Carrera chain tensioners, Recaros, frt spoiler, lowered, Euro clutch w less than 5,000 mi. \$18,500. David Azar 951-8667 days.

- '84 **BMW M5** (European) Blk on Champagne cloth. 13,00 mi, BBS frt spoiler and 16" wheels, ABS, 240/45 TRX's (new), valentine box, super stereo, very fast. \$35,500. David Azar 951-8667 days.

-'70 **914-6 2.0** - 80,000 miles original perfect condition, 2nd owner tangerine/black \$9,900. Barry Franco 215-794-8657.

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- '86 **944** 5spd, Guards Red/Black leather interior, sunroof, cruise, 15 inche forged alloys, limited slip, Monterey/cassette stereo, sport seats, stabilizers and sport shocks, 6,900 miles, garaged. ABSOLUTE MINT CONDITION \$25,500 FIRM. Call Randy Moore (W) 215-696-4300 (H) 215-296-0393

- '83 **944 Sapphire Blue Callaway Turbo**. New motor and clutch less than 1000 miles. Adj. sway bars, camber truss, extra tires and parts. Also available with car MGS Trailer with tire rack (pictured in MGS Trailer Ad). \$25,000. Ed Arnold 666-1900 (W) 354-9180 (H)

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- WANTED - For 1968 Porsche Targa - boot for soft window. Also early style hub covers (silver - three clip type). Call George at (215) 723-1737 between 6 & 10PM.

2 - 205/55VR16 + 2-225/50VR16 Dunlop D4's 3000 miles \$300  
Camber Truss for 944 \$135  
Black seat savers - pre '85 1/2 \$30  
Right side convex mirror (OEM) \$30  
Frank Pilotti 383-2397 (W) 384-9156 (H)

'72 2.4s motor - bottom half - pistons & cylinders, case crank needs rebuilding. \$1000 OBO. Call John 692-4337.

WANTED: Sport seat drivers side electric. Prefer Can-Can red. Call Tony Bonani 828- 8469.

WANTED: Transmission for 1976 Porsche 914 2 liter in good condition. Call C. Ebwer 215-643-4685.

- 911 Bra for late model. Openings for fog lights and headlight washer. Seldom used. \$20.00. Leo Nentwig 215-525-7445.

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