

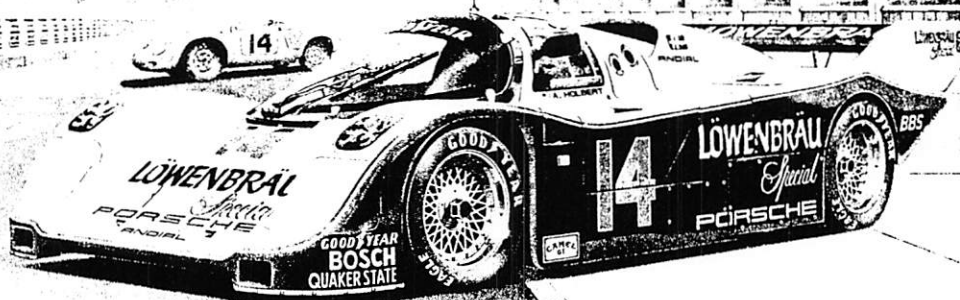
Der Gasser

MAY 1996



Riesentöter Region • Porsche Club of America

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President's Message

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"Ahh, this is better.

"You seem like the type of person who would really enjoy a good time. To occasionally get sideways, as they say. A group of my best friends and I will be going to a place on Wednesday, May 29 at 7:30 pm where we'll be able to get sideways as well as assume some other equally exciting positions. You'll want to wear something other than that spaghetti strap dress and heels. Jeans and sneakers are more like it. The pearls and diamonds should be traded for a pair of goggles and maybe some driving gloves. You may wish to braid that gorgeous mane that falls over your slender shoulders and cascades down your back. Don't spend a lot of time on makeup. Prepare to get down and get dirty.

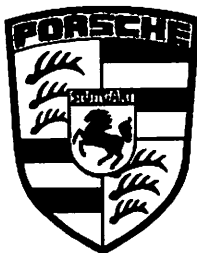
"It's the Speed Zone. It's in Reading. It's on the house. Mini Sprint Cars on a slippery oval track. Wheel-to-wheel racing with only two rules: no intentional hitting and have FUN!

"Oh. I'm sorry. It's not what you thought I had in mind? Oh well... I guess not everyone recognizes a great opportunity when they see one. Perhaps another time, then?"

Don't be like her and satchet away from a great time. Be at the Speed Zone on the last Wednesday of the month. We'll have a brief business meeting and then exclusive use of the entire facility for a couple of hours. Look elsewhere in this issue for Vice President Melissa Plenzick's article with directions and more details. Here's your opportunity to enjoy (someone else's) car and enjoy your Club!

Fond regards,

John Heckman



Help Needed Nazareth Speedway NASCAR/Supertruck Series - June 29 & 30

All racing enthusiasts are invited to help out at these races at Nazareth Speedway. As anyone who helped out last year at the Indy Car race can attest, these are the BEST "seats" in the house. You won't get any closer to the action without actually getting in the cars.

For info call John Chatley
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Down The Pike

MAY

29 Club Meeting at the SpeedZone, Reading, 7:30 pm

JUNE

8 Tech Session, Don Rosen Porsche, Conshohocken,
9:00 am

9 Autocross, Parking Lot "K", Camden, NJ

26 Club Meeting at Dougherty Automotive, West Chester,
7:30 pm Topic: Vendor Night

JULY

14 Autocross, Parking Lot "K", Camden

27 Tech Session, Mike Tillson Motor Car Service,
Philadelphia, 9:00 am

AUGUST

4 Summer Picnic, Camp Hideaway

18 Autocross, Parking Lot "K", Camden

SEPTEMBER

7 Tech Session, Dougherty Automotive, West Chester,
9:00 am

8 Autocross, Parking Lot "K", Camden

OCTOBER

12 Tech Session, Holbert Motor Cars, Warrington, 9:00 am

1996 TRACK EVENTS

MAY

24-26 Pocono (Driver's Ed, Host - NNJ)

31-6/2 Bridgehampton (Driver's Ed, Host - Metro NY)

JUNE

3-4 Watkins Glen (Driver's Ed, Host - Niagara)

8-9 Mont Tremblant (Driver's Ed, Host - Rennsport)

7-8 Mosport (Driver's Ed, Host - Upper Canada)

21 New Hampshire (Driver's Ed, Host - Northeast)

21-23 Watkins Glen (Driver's Ed, Host - RTR)

21-22 Summit Point (Club Race, Host - Potomac)

24-25 New Hampshire (Driver's Ed, Host - NNJ)

28-29 Brainerd (Club Race, Host - Nord Stern)

29-30 Bridgehampton (Driver's Ed, Host - Metro NY)

JULY

5-7 Watkins Glen (Zone 1 - 48 Hours)

5-7 Mid Ohio (Driver's Ed, Host - NNJ)

6-7 Stapleton (Club Race, Host - Rocky Mountain)

8-9 Watkins Glen (Driver's Ed, Host - Conn. Valley)

13-14 Putnam Park (Club Race, Host - Central Indiana)

20-21 Mont Tremblant (Driver's Ed, Host - Rennsport)

25 Lime Rock (Driver's Ed, Host - NNJ)

26 Lime Rock (Driver's Ed, Host - Schattenbaum)

26-28 Watkins Glen (Driver's Ed, Host - Potomac)

27-28 Mosport (Club Race, Host - NNJ/Upper Canada)

AUGUST

9 Pocono IMSA Course (Driver's Ed, Host - RTR)

10-11 Pocono IMSA Course (Club Race, Host - RTR)

24-25 Portland (Club Race, Host - Oregon)

SEPTEMBER

8/30-9/1 Road America (Club Race, Host - Chicago)

13 Summit Point (Driver's Ed, Host - RTR)

14-15 Jefferson Circuit (Driver's Ed, Host - RTR)

14-15 Hallet (1996 Parade) (Club Race, Host - Maverick)

OCTOBER

5-6 Heartland Park (Club Race, Host - Great Plains)

12-14 Pocono (Driver's Ed, Host - De. Val. BMW Club)

Contact Rich Cole (215) 379-2486

DECEMBER

7-8 Sears Point (Club Race, Host - Golden Gate)

7-8 Roebling Road (Club Race, Host - Carolinas)

**NOTE: Formula Motorsports Park Driver's Ed
TO BE RESCHEDULED.**

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Club Meeting Info

MAY

We are going to the **SpeedZone** in Reading for our May meeting. A brief business meeting will be held from 7:30 to 8:00, with the first cars off at 8:00. Helmets, gloves and driving suits are optional. SpeedZone is an indoor track, similar to go-cart, with cute little sprint cars that you drive in packs of 6 or 7 cars per timed heats. The Club is renting the track for 2 hours and we expect to have a great night. Sorry, due to the expected turnout, this will be limited to Riesentöter members and associate members and you must have a valid state driver's license to drive.

DIRECTIONS: Take 422 towards Pottstown. After Pottstown, the road divides for Business 422. Go to the right taking Bus. 422. After about 5 miles you will come to the intersection of 422 and 562. Take a hard right on 562 into the Antietam Valley Shopping Center (610) 779-9338.

JUNE

June's meeting will be held at Dougherty Automotive in West Chester. The meeting will be our annual **Vendor's Night**. Be sure to come out in support of our advertisers and other vendors who will be out to "hawk their wares."

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Silverstone™ spark plugs	\$7.95
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Brake Rotors OE - front	
911 '69-'83, 944 '83-'86.....	\$35 each
911 '84-'89.....	\$68.62
914.....	\$42.40
Brake Rotors OE - rear	
911 '69-'83.....	\$68.35
944 '83-'86.....	\$70.40
911 '84-'89.....	\$68.92
914.....	\$42.40

LUBRO MOLY

Ventil Sauber for clean valves.....	\$4.00/can
Jectron - cleans fuel injection systems.....	\$5.50/can
Motor Oil Saver - rejuvenates gaskets and seals.....	\$6.50/can
ATE Super Blue racing brake fluid.....	\$10.95/liter
E-Z Bleed and Auto-Fill - the one person brake bleeding system.....	\$39.50
SWEPCO Gear Lube	\$34.50/gal.

MEGUIARS

Final Inspection or Car Wash, Shampoo & Conditioner	\$18.50/gal.
Rebuilt water pumps	
928	\$115.00
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Maintenance Kits - oil, air, fuel filters and plugs	
911	\$64.00
944	\$39.00
944 Turbo motor mounts.....	\$117.00
911 Expandable return tubes, solid machine aluminum with Viton seals	\$24.00
911 valve cover gaskets - late style kit.....	\$15.02
911 Mahle oil filter with drain plug gaskets.....	\$7.80
964 Oil pump, new	\$598.00
Brake rotors gas slotted.....	from \$90.00
Repco & Pagid brake pads. Low prices.....	CALL
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Information 215-343-2158



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Notes from the Membership Computer
 by
John Crowley, Membership Chair

Please welcome the following new members who joined or transferred into RTR during April:

- James L Bee of Warminster
- David A. Berkowitz of Yardley
- Randy Ford and Jon Stein of Philadelphia
- William A Frame of Coopersburg
- Michael A Gabriel of Downingtown
- Garry J Olsen of Media
- Chris Polinski of Collegeville and
- Walter E Grube, Jr. of Morrisville, PA

Membership in RTR totaled 870 at the end of April after all the plusses and minuses (8 new members, 1 transfer in, 2 transfers out, 52 members renewed on time, 31 members did not renew on time and were dropped, and 14 members renewed late and were added back). **Renew early, don't risk missing an issue of Der Gasser or Pano.**

As space permits, I will be recognizing members with anniversaries coming up in 1996. The following people will have been members in PCA for 5 years.

- | | | | |
|------------|-------------|--------------------|----|
| Steven | Midgett | Devon, | PA |
| Susan | Robertson | West Chester, | PA |
| Keith | Rentschler | Hamburg, | PA |
| William | Grant | Virginia Beach, | VA |
| Thomas | Ermlich | Spinnerstown, | PA |
| Michael | Pucciarelli | Staten Island, | NY |
| Frank | Ferrara | Wyomissing, | PA |
| William | Nagle | Collegeville, | PA |
| Stephen | Palmer | Media, | PA |
| Douglas | Gutekunst | Whitehall, | PA |
| Michael | Bodner | Coplay, | PA |
| Ken | Weaver | Spring City, | PA |
| Mark | Eney | Lafayette Hill, | PA |
| James | Noone, MD | Rydal, | PA |
| Robert | Bobrow | Elkins Park, | PA |
| T. Richard | Cain | Newtown, | PA |
| Gregg | Frey | Macungie, | PA |
| Neal | Schneider | Bala Cynwyd, | PA |
| John | Burgess | Wayne, | PA |
| Benjamin | Murdza | Media, | PA |
| John | Allen | Shillington, | PA |
| Andrew | Beck | Ambler, | PA |
| Louis | Schwartz | Jenkintown, | PA |
| Bruce | Genter | Huntingdon Valley, | PA |
| Glenn | Porter | Havertown, | PA |
| Robert | Willauer | Wayne, | PA |
| Roger | Conroy | Quakertown, | PA |
| Thomas | Sacks | Schnecksville, | PA |
| Howard | Silverman | Horsham, | PA |
| John | Hoey | Drexel Hill, | PA |

- | | | | |
|---------------|----------------|------------------|----|
| Orville | Walls | Philadelphia, | PA |
| Richard | Rabuse | Narberth, | PA |
| Cleon | DeOliveira | Wilmington, | DE |
| David | O'Connor | Elkins Park, | PA |
| Gary | Hess | West Chester, | PA |
| Dennis | Gilbert, DO | Elizabethtown, | PA |
| Joseph | Shelanski | Gladwyne, | PA |
| Gregory | Lepore | Pennsburg, | PA |
| Jeffery | Wright | Chester Springs, | PA |
| Leonard | Marchinski, MD | West Reading, | PA |
| Anthony | Martino | Media, | PA |
| Richard | Piccinini | Newtown, | PA |
| Stephen | Gansky | Warminster, | PA |
| Douglas | Carmichael | Lumberville, | PA |
| Roland | Schlimm | Lansdale, | PA |
| Ted | Heinritz | Philadelphia, | PA |
| Frank | Taylor | Willow Grove, | PA |
| J. | Moore, III | Phoenixville, | PA |
| Joseph | Bevacqua | Phoenixville, | PA |
| Scott | Smith | Gladwyne, | PA |
| Peter | Burgum | Haverford, | PA |
| Robert | Mirabile, MD | Norristown, | PA |
| Karl | Burns | Philadelphia, | PA |
| John | Sorensen | Danville, | PA |
| Len & Pat | Herman | Santa Clara, | CA |
| Chris | Bennett | Philadelphia, | PA |
| Barry & Nancy | Yodis | Quakertown, | PA |
| Steven | Weber, MD | Doylestown, | PA |

Win a 1996 Porsche 911 in Reno Without Playing at a Casino.



Win-A-Porsche Benefit '96 is your chance to win a Porsche 911 Carrera Cabriolet, donated by Porsche Cars North America. The \$100 raffle ticket includes admission for two to the Gala Drawing on Friday, June 14, 1996 at the Reno Hilton Ballroom, where vintage Porsches will be on display. With only 1,996 tickets being sold, you better act fast.

For tickets call (702) 784-4831. For information call Paul Christensen of Porsche Club America, Sierra Nevada Region, (702) 747-1404.



Note that the purchase price of a raffle ticket is not deductible as a charitable contribution, as outlined in the Internal Revenue Code. Must be 21 years of age or older to win. Winner is responsible for all taxes and registration. Need not be present to win the Porsche.

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Autocross News
by
Geoff Ehrman, Autocross Co-Chair

April Autocross School

The 1996 Autocross School was enjoyed by all. The weather cooperated, although the forecast kept the crowd to a minimum. The venue included 4 skill development areas each manned by a very qualified mentor. Bob Koerbel, Brad Carle and Dennis Angelisanti tutored 16 drivers. It was like the assault of the 993s. Some 4-wheel drive and many new faces showed up. All the participants' skills improved immensely. Even some "track" junkies showed up. Now watch them drive that decreasing radius turn and out brake you into turn 8 at Watkins Glen!!

The timing equipment worked very well with the tender hands of ex-IMSA timer Pat Tillson at the controls. We were even able to successfully run 2 cars on the course at the same time!

After 4 timed runs for everyone, a certificate of accomplishment was handed out. (If you had to leave early, track down Mimi or me and we will send you one).

I would like to extend a special thank you to Dennis, Brad and my wife Mimi who towed the "little red wagon" and were all there before me to help set up the course. It is the volunteers effort that makes the day enjoyable for all. Thanks again.

Some of the times for the April autocross are listed below (yes, Brad did beat Dennis - Dennis is retired you know!)

Name	Car Type	Best Time
Ken Nubile	944 S2	100.17
Stephen Ramos	993	55.66
Jeffrey Cooper	993	55.69
Adam Cooper	993	101.58
Eric Shantzer	993	57.97
Jerry Shantzer	993	56.76
Dennis Angelisanti	911SC	55.49
Brad Carle	911SC	52.82
Geoff Ehrman	911SC	50.30

Autocross - May 12, 1996

Talk about competition.....Mother's Day was the ultimate. Even though we offered fresh donuts, coffee and free admission, the mothers seemed to have all slept in. Although it was a cool blustery day we managed to entice 14 drivers with varying skill levels. The limited number of participants allowed for 5 competitive runs along with a handful of fun runs. We were all on our way home to mother's house by 1:00 pm. The course was technically challenging for the more advanced, yet negotiable for the less experienced. We had remarkably few off courses.

The results are as follows:

Name	Class	Time	Place
Jeff Yoboshko	Novice	1.08.194	1st
Brock Nubile	Novice	1.11.392	2nd
Ken Nubile	Novice	1.13.211	3rd
Diana Armstong	Novice	1.26.205	
George Kasinkas	Intermediate	1.07.219	1st
Geoffrey Ehrman	Expert	1.02.205	1st FTD
Nick Betagh	Expert	1.02.484	2nd
Todd Sager	Other	1.04.592	1st
Jack Banha	Other	1.05.032	2nd
Eric Savage	Other	1.05.571	3rd
Todd Reid	Other	1.05.854	NO FEAR

Jeff Yoboshko receives the "most promising" award. He showed up in a concour 1986 911Turbo and after finding the course lowered his time from 1.26 to a time of 1.08. This was his first event and needless to say is showing great promise.

Hope to see more of you out there on June 9 in lovely Camden, NJ. - 8:30AM Registration, First car off 9:30am.

P.S. - Pat Tillson obviously fixed the timing equipment..... We ran two cars on course all day.. Thanks to my daughter and my wife Mimi for putting the fix in during my run in Nick's car. One more thing..... thanks for the ride Nick, your carless co-chair..... Geoff (that's *carless* not *careless*!!)

Respectfully submitted..... Geoffrey Ehrman

Tech Sessions Schedule

Tech Sessions will be from 9:00 to 3:00 on the posted date. Tech Sessions and Track Inspections are open to Porsches only, others need to be inspected by a professional of that marque. Breakfast and lunch goodies provided by the club. Be hungry! Prizes will be awarded for clean cars and engines.

Saturday, June 8, 1996 at Don Rosen Porsche, 1312 Ridge Pike, Conshohocken, PA (610-279-4100)

Saturday, July 27, 1996 at Mike Tillson Motor Car Service, 2097 N 63rd St., Philadelphia, PA (215-473-6400)

Saturday, September 7, 1996 at Dougherty Automotive Services, 720 E Nields St., West Chester, PA (610-692-6039)

Saturday, October 12, 1996 at Holbert Motor Cars, 1607 Easton Rd, Warrington, PA (215-343-1600)

ANNOUNCING

Something that's been missing from the Auto Insurance Market Place:

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Have you thought about participating in P.C.A. Drivers' Education Events but were concerned about your automobile insurance company's exclusion of coverage when you take your car **O.N T.RACK**? "Oh, I'll just *self insure* it."

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Turbo Driving Impressions

by
Stuart Boreen

I wanted to share some experiences I've had driving various models of the 911 turbo over the years. In 1980, when I first started driving in PCA, I had a 911SC and my father had a 1979 3.3 turbo. I used to like driving his car a lot! The big thing about the car was the engine and "The Boost." The car had less oomph off boost than the SC but once the throttle had been open for a couple of seconds and the revs got past 3000, watch out! You couldn't drive it on the highway for long without flooring it just to feel the boost kick in. On the racetrack, it was a real handful. At first, it had a lot of trailing throttle oversteer which was improved by lowering the car. The brakes were outstanding once a Cool-Brake kit was put on and we used DS-11 pads and good brake fluid. It had the hardest, most confidence inspiring brake pedal I've ever felt, but no ABS. It seems that ever since Porsche started putting ABS on the cars the brake pedals have gotten a little softer. One drawback with the car was the 4-speed trans. The synchros were OK but on the track, 2nd was often too low-- the back end would break free once the boost kicked in and 3rd was too high. 3rd was good all the way up to 120mph. If you wanted an older turbo I'd look for one that had the RUF 5-speed installed and I'd try to stick huge R1s or GSCS tires under it. It was a very entertaining car for track use with terrific non-ABS brakes but by the early '90s I was faster around a track in my '90 911C2. Better tires, the benefits of ABS on bumpy tracks, and the better suspension in the 964 series all helped.

Knowing how much fun the old turbo was, I had wanted one for a while and so had my father. This past winter I picked up a '94 3.6 turbo and my father took delivery of a new '96 twin turbo all-wheel drive. On the street, the cars' engines are very quiet (for a 911) but there is still a fair amount of tire noise. The '94 is actually a little quieter. The radios and air conditioning have gotten much better and the brakes are bigger and now have ABS. The '96 has ABS-5 which cycles extremely fast. The engine compression ratios are higher and off boost torque is better, but in the '94 there is still lag before you get "The Boost." As was the case 16 years ago you can't drive for too long without itching to get on the boost. The 5-speed is a wonderful improvement. Plenty of passing ability in 5th at 65, but you can use 4th for fun and 3rd for a great blast to 100. Even more fun is 2nd gear for passing a car going 35 in a 45 zone-- you are back in the lane in front of the car in the blink of an eye. The '96 with the new 6-speed feels different. The clutch and shifting effort are amazingly light. You could drive through a traffic jam and not get a sore left leg. With the twin turbos there is almost no lag so in some ways it feels slower. Both cars take about 10 seconds to go from 0 to 100. You get oomph right away and no sudden 200hp bonus when the boost kicks in. You can hardly tell when the boost kicks in. By the way, both new turbos use the digital computer for boost which is not as nice as the old analog gauge on the '79 car. The wide track makes the car feel more stable than the comparable narrow-

body cars. There is no understeer or FWD feel to the new car and I think the multilink rear is a real improvement when the power is on in a bumpy corner. The '94 still has a fair amount of Trailing Throttle Oversteer but less than in '79. The AWD '96 is just amazing: the car just puts the power down and goes. The differentials and AWD system and new rear suspension just do a fantastic job of allowing the power to be delivered without power-on understeer or power oversteer from overwhelming the rear tires although that is possible if you are brutal enough.

So what's it like at the track? I got to drive both cars on the north course at Pocono this past weekend. By the way, it was an outstanding event! Smoothly run and low key. Both cars were absolutely stock. Stock engine, ride height, suspension, even tires. I had mostly worn A008Ps and the '96 had new Pirelli P Zeros (not totally new- the car had 600 miles on it) The two big things about the cars were the engines and the limited adhesion due to the tires. Both were slower in the infield corners than the other cars out there on R1s and slicks. But even with terrible exit speed onto the tri-oval the turbos got so far ahead of most cars that I didn't see them on my bumper the next time around. Both cars could hit 140 by the time I had to brake for turn one off the oval. In the twin turbo I had to shift from 4th to 5th right at the apex in the tri-oval. As I was cornering at 120, putting 400hp to the road and taking my right hand off the steering wheel I thought how confidence inspiring the car was, but I still wished I had R1s or GSCSs. I have nothing to say about the brakes. They were always there at 140 and ABS can't be beat for braking on bumpy courses although the '79 car still had a firmer pedal. Perhaps the best way to describe the AWD is to say you don't realize it's there-- until you get back in the '94 car and punch the rear out in second around a hairpin! Different spectators all said that I was leaving a trail of four skid marks from my tires going onto the tri-oval. From in the car, I was just squeezing the throttle in 2nd gear and putting as much power down as the POs could muster. I could hear tire squeal but it was stable for me at the wheel.

Both turbos make hugely entertaining street cars and are very adept at racetrack driving. From '79 on, every model turbo is better than the last and the '96 is truly an amazing piece of engineering. You just don't want my tire bill!



Riesentöter PCA Driver Education - Application Form

EVENT	DATE	FEES	Student	Instructor
Watkins Glen	June 21,22,23		\$200	\$140
Pocono	August 9		\$90	\$70
Summit Point (only)	Sept 13		\$60	\$40
Summit/Jefferson	Sept 13,14,15		\$170	\$110

Please circle the event you wish to enter. A separate form is required for each event.

REQUIREMENTS: You must have a valid drivers license,
 be at least 18 years of age,
 have a Snell 90 or Snell 95 rated helmet,
 have a fire extinguisher mounted securely (metal to metal) in your car.

ENTRY DATE: Six weeks prior to the event. Non PCA members four weeks prior to the event.
SEND TO: Jim Foster, 127 Barley Sheaf Drive, Norristown, PA 19403-5301
 (610) 277-8207

REFUNDS: Refundable if **Written Notification** is received two weeks prior to the event.

TECH INSPECTION: Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility. RTR hosts a tech session two weeks prior to each event.

RIESENTÖTER RESERVES THE RIGHT TO REFUSE ANY APPLICATION

I plan to attend on: FIRST DAY : _____ SECOND DAY : _____ THIRD DAY : _____

Name _____		
Street _____		
City _____	State _____	Zip _____
Home Phone () _____	Work Phone () _____	
PCA Region _____	PCA Member # _____	
Porsche Model and year _____	Color _____	

List the number of days you have done at the following tracks:

Pocono _____	Watkins Glen _____
Jefferson Circuit _____	Summit Point _____
Other high speed experience _____	Last Riesentöter run group _____
Tracks where you have instructed _____	

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

Signature _____

Your registration will not be processed without payment enclosed.

EMERGENCY CONTACT INFORMATION

Contact _____	Relationship _____
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Rivalry Reborn at Le Mans (PCA Editors News Service)

The June 15-16 running of the 64th 24 Heures du Mans will live up to its annual claim: the most prestigious event of the racing season for prototype and grand touring racers from all continents. After the April 28 prequalifying trials at Le Mans—an uninterrupted eight-hour timed session to determine which 48 of the 70 accepted entries would be the fastest in their class and thus be allowed to participate in the 24-hour race over the 8.45 mile Sarthe circuit—the field has been set and only the starting positions remain a question to be settled during grid qualifying, June 12.

Even though grid positions are yet to be determined, which probably is less important given the duration of the race, the plot of this mystery is beginning to unfold. In the prototype category (13 entries), it will be seven Porsche-engined racers including two “old-new” TWR cars against the best from IMSA; in Grand Touring GT1 (25 entries), it will be two “new-new,” but also untried, Porsche 911 mid-engined cars of the future versus seven examples of last year’s winning McLaren BMW F1 GTR LM plus four Ferrari F40 racers; and, in Grand Touring GT2 (10 entries) it may merely be a question of which Porsche GT2 will claim victory after the 24-hour grind. The race will be terribly suspenseful—let’s set the stage.

In a December 19, 1994 press release, Porsche Cars North America announced a new open-cockpit two-seat Porsche racer would be built in cooperation with the Tom Walkinshaw Racing (TWR) Team based in Valparaiso, Indiana, to compete in the IMSA World Sports Car (WSC) category. Porsche had received assurance from IMSA that the new car would be accepted. Two cars, finished in IMSA-trim for the 1995 24 Hours of Daytona and brought to Daytona in January for testing, were powered by a three-liter turbocharged Porsche engine in a carbon fiber chassis designed in cooperation with TWR. The new cars weighed 1,950 lbs., and were equipped to race on 16-inch Goodyear tires, carry 80-liter fuel tanks, and utilize the Porsche 962 drive-line. Testing was successful, but they were never raced.

As the result of a surprising last-minute change in regulations made January 24, 1995 by IMSA which affected the two Porsche prototypes, Porsche AG decided not to field a factory team in the Daytona event saying the short-noticed limitations were so severe that Porsche would not be able to compete on an equal footing against Ferrari, its greatest rival. The cars went to the warehouse.

That Porsche rivalry with Ferrari, however, will be reborn this year at Le Mans. Brought out of moth-balls by the Joest Racing Team, both Porsche TWR cars made the cut during the April 28 Le Mans prequalifying and will race, finally, for the first time, June 15-16. As for “friendly” company, the TWR cars will race against two Kremer Spyders and three Courage C36s, all powered by the same Porsche 2994cc turbo engine. The “unfriendly” opposition includes the best of IMSA: two Ferrari 333 LM and

the series-leading WSC car, the Riley and Scott Mk. III, winner of the 1996 Daytona and Sebring events.

Porsche will not have the numbers in the Grand Touring GT1 class which will have no fewer than seven McLaren BMW F1, four Ferrari F40, and five 8-liter Chrysler Viper GTS-R cars to oppose the two new Porsche GT1 cars entered by Porsche AG, and two Porsche GT2 Evo cars, one each from the Rook Racing and Konrad Motorsport teams. Remember, it’s an endurance race—a GT1 car can win overall, as the McLaren BMW F1 did last year. In any case, it will be a grand race.

Prototype Category—the top seven pre-qualifying times.

Ferrari 333 LM	3:47.795
Ferrari 333 LM	3:48.608
Riley & Scott Mk. III	3:48.963
Courage Porsche C36	3:49.441
TWR Porsche	3:50.272
WR Peugeot LM 96	3:50.312
Kremer Porsche	3:50.334

Grand Touring GT1 class—the top seven pre-qualifying times.

McLaren BMW F1	3:50.246
Porsche GT1	3:50.995
McLaren BMW F1	3:51.233
McLaren BMW F1	3:51.484
Porsche GT1	3:52.207
McLaren BMW F1	3:53.171
McLaren BMW F1	3:53.746



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58 356 Coupe, Cream Yellow/Brown vinyl interior. Southwestern car no rust ever. Owned since 1990. New clutch, kingpins, brakes. VSCCA logbook car #653. Wonderful street car and vintage racer. \$17,750 Howard Silverman day (610) 667-1600, eve (610) 525-6153 fax (610) 667-3690, Email compu-tech@msn.com ^{2/96}

62 356B S90 Coupe, Ruby Red/Black interior. One owner for the last 25 yrs. Well maintained orig. cond. Solid pan, no body rust, good overall appearance. Chrome wheels, luggage rack, camber compensator. Low miles on complete engine rebuild w/ factory S90 pistons. \$16,500 O/NO Bill Smith (215) 953-2410 (day), (215) 757-0926 (eves.) ^{3/96}

67 911S Coupe, Red/Black interior. Original inc. paint. Engine/trans rebuilt. New webers. Orig. owner. \$15,000 Cliff Murray (610) 827-9382

67 911S Coupe, Sunroof. Semi project car. Body has factory steel flares & spoilers. Needs repaint. No rust. 50K mi. New engine out of car 2.5 liter professionally built. Too many projects! \$10,000 or offer. Bill Casey (908) 223-3086 eves ^{4/96}

68 911 Targa Soft Window, Black/Black interior. 68K mi. (3rd owner). Completely orig., all numbers match. 5-spd, interior excell. Strong running, needs paint & some body work. **Must Sell!** \$6,750 OBO. Ken Pac (610) 469-9322/9005 ^{3/96}

69 911T Coupe, White/Black interior. No Sunroof. Semi project...nice car, needs TLC and a home...and a mechanic. 85K mi. May need engine rebuild. No radio. 15" Fuchs w/ new tires, body in good cond., webers. Priced for fast sale. \$3,900. John Warren (215) 464-9300 day, (215) 794-8910 (eves./wknds) ^{5/96}

70 911T, Black/Black leather interior. Chrome. Showroom cond. Garage kept, rust free, antique plate. 120K mi. \$12,000 OBO Ken Chon (215) 885-8827 day, (215) 997-9254 eves ^{5/96}

71 911 RS-Look Coupe, Guards Red/Black interior. Bare metal paint prep, fresh 2.2 alum. case engine and fresh 901 5-spd. trans. '83 interior and doors w/ elec. windows and mirrors. 7 & 8 x 15 wheels w/ Comps. Perfect for street or track candidate. \$12,000 or offer. J. Winsor (610) 649-1872 (eves.) sales tax ^{3/96}

78 911SC Coupe, Petrol Blue/Cork interior. Both in excellent shape. Sunroof, garaged, no smoking. All original. Recent full service. 82K mi. \$14,500 Andy Reder (610) 688-1238 ^{4/96}

78 911SC Targa, Black/Black Recarro seats. Momo wheel. 98K mi., w/ less than 10K mi. on engine and trans. rebuild w/ records. Excell. inside and out. Almost new D4s all around. \$15,000 Bill Ray (610) 293-0292 after 6pm ^{5/96}

79 Targa, Bronze/Brown interior. Fresh bare metal repaint. Top end rebuild (rings & heads). Twin plug heads/single plug ignition. Carbs & cams. Custom front & rear treatment - looks like a 356C. Orig. bumpers avail. Light & fast. \$12,500 Tim Everett (215) 598-7269 (h), (800) 726-7429 (w) ^{2/96}

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80 911SC Targa, White/Tan leather interior. 50K mi. Never driven in winters. All orig. US car. Very good cond. \$17,500 Bruce McKissock (215) 246-2101 day, (215) 297-8058 eves. ^{5/96}

83 911 SC Coupe, Chiffon White/Brown Leather interior. 49K mi. New Dunlops, 16" wheels. Super clean ungo, front spoiler, pop-off valve, 4-way alignment, fresh service, new clutch. No dings. \$19,500 Fred Brubaker 610-434-8778 (w), 610-797-9298 (h) ^{2/96}

87 911 Turbo Cab, Guards Red/black leather interior. Heated/pwr sport seats, black pwr top, tonneau cover, pwr windows, climate control, central locking, Porsche alarm system, ltd. slip, Sony CD. No winters. 30K maint. done, Mobil 1. 29K miles. All original. \$42,900 Jim Jandrlich (610) 269-7902 ^{3/96}

87 944S Coupe, Silver/Black leather interior. Pwr sport seats, pwr windows, anti-lock brakes, 16" forged wheels, stabilizer bars, smaller diameter steering wheel. The other stuff: Sport chip, camber truss, cool brake, Koni shocks, 4-15" phone dial wheels w/ 8-15" Yokos and 2-15" Comp T/As, fire extinguisher, bra, car cover, etc. New: clutch, front rotors. \$10,900 takes all. George Kasinkas (215) 822-5705 home or (800) 522-2114 ext. 8923 voice mail ^{5/96}

89 944 Turbo S Coupe, Baltic Blue Metallic/Linen interior. PS, PB, PW, ABS, duel air bags, central locking system, alarm system, auto climate control, Blaupunkt AM/FM cassette, 10-speaker stereo system, ltd. slip rear & much more. Agency maint., garage kept, not driven in bad weather. 49K mi. \$23,500 Bill Hostelley Annapolis, MD (410) 280-0028 (10am to 6:30 pm Tues. - Fri.) ^{2/96}

93 911 C2, Guards Red/Tan interior. Pwr seats & windows, AM/FM cassette. Always garaged, very clean. 29K mi. \$44,800 Bob Simons, Lancaster (717) 569-4272 ^{2/96}

NON-PORSCHE CARS/ITEMS

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PARTS, ETC.

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911 Parts, Front fenders for '69-'73 911, straight & in excell. cond.; 22mm front torsion bars; 4-7x15 & 4-8x15 Fuchs 911 wheels, all with Carrera blue centers & w/ 225/50 x 15 & 245/45 x 15 Comp T/A R1s in fair cond.; pair of 911 type M rear brake calipers. Bob Holland (610) 436-6577 ^{5/96}

911 Parts, NOS Porsche kit to add front A/C condenser to those cars not having one. Includes condenser, wiring harness w/ relay, grill & guard, lines, rec/drier, etc. (missing blower) \$200. NOS Porsche rear condenser for '78-'83 911SC (may fit others?) \$150. Used engine lid off '82 911 SC, perfect \$175. Bill Kelso (215) 697-5629 work, (215) 233-5142 home ^{5/96}

911 Parts, Parting out entire 1973 911T Targa. 24 engine, mechanical injection, 70K mi., 4-spd trans., 6x14 Fuchs, SC rear flares, SC sport seats - black. Fred Brubaker (610) 434-8778 (w), (610) 797-9298 (h) ^{2/96}

81 911SC Parts, Fuel injection w/ repairable air box. Worked great before replacing with carbs. Orig. factory muffler, excell. cond. Ansa 4 tip muffler, only used 5000 miles. Heat exchangers, good cond. Converter test pipe only used for 500 mi. Peter Messikomer (610) 388-1835 ^{2/96}

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Parts, Rims, 8x16 - 2, 9x16 - 2 Ronal 5-spoke rims, polished lips & silver centers to fit every 944 & T, 911 & 930, \$600 set; 4 15x7 Phone dials off '87 944, \$400 set; Hoof off '87 944 - fits 924 & 944, \$200. Will consider trade on 914 body & interior parts. David Schamerhorn (215) 362-6927 eves. & wknds. ^{5/96}

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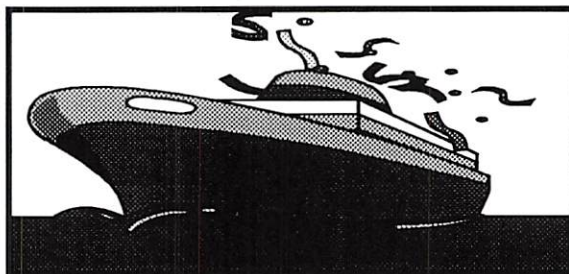
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