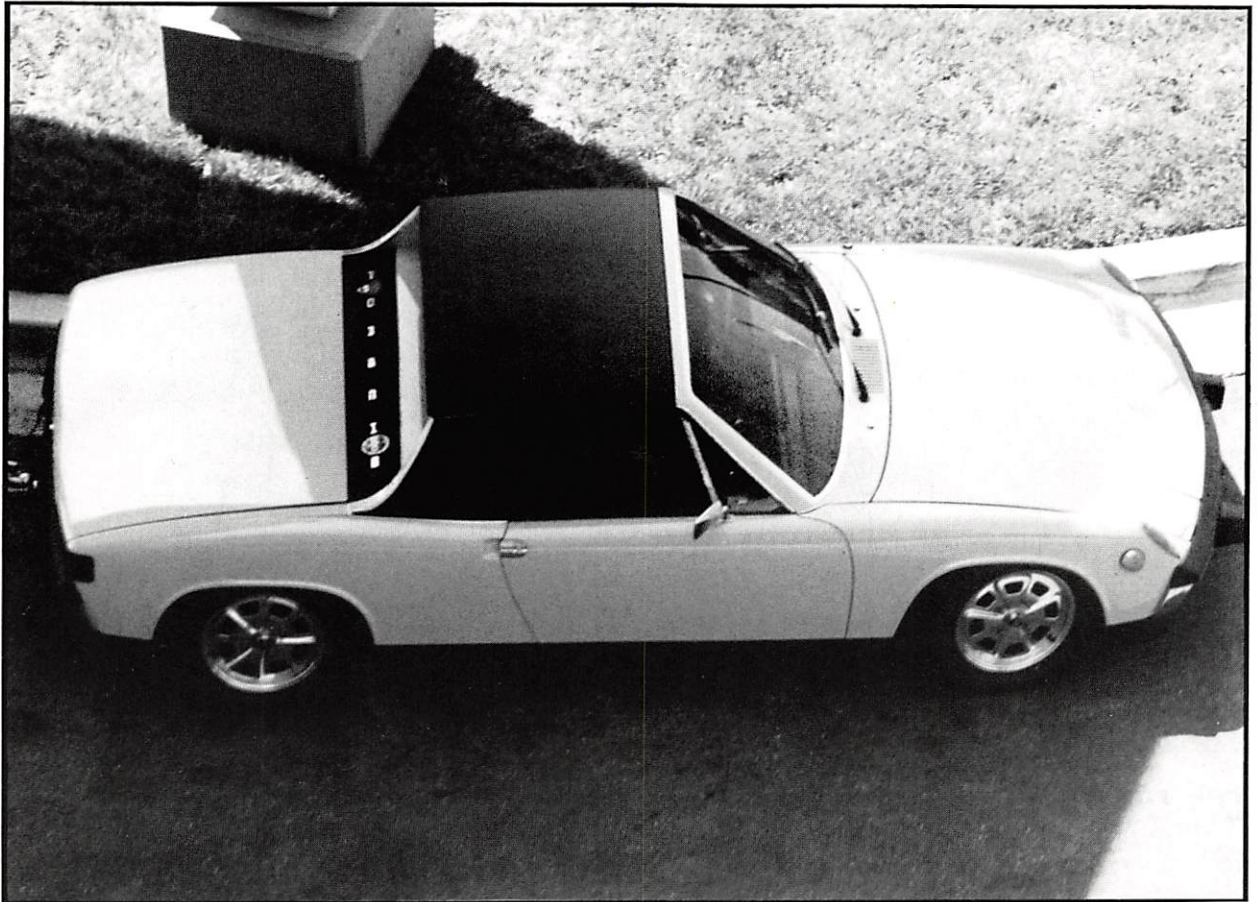


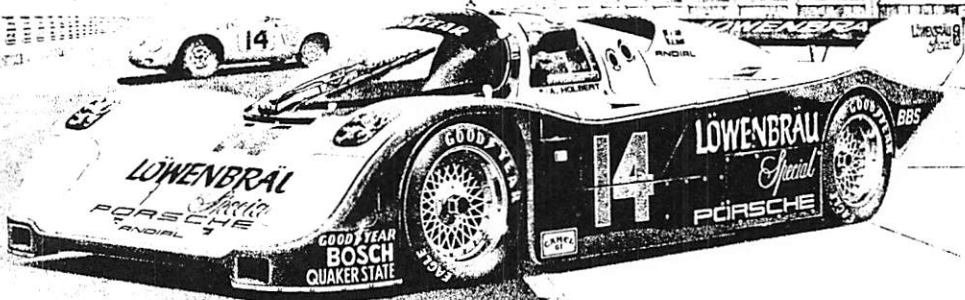
Der Gasser

AUGUST 1996



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President's Message

Few things in life can bring one to consider his own mortality more than the death of a contemporary. Riesenötter lost a good friend on the rainy night of July 24, 1996, when Mike Donahue was killed in his 911 in a street accident. The details are sketchy at this time, but two things are clear: he didn't suffer, and he will be missed.

I only knew Mike for about a year and a half, but our friendship was strengthening all the time. Mike and his lady, Robin Shiller, were active in RTR. Modest, honest, generous, kind, jovial and talented, Mike had a strong affinity for people and Porsches. In social settings, I always felt at ease around him. At our events, I was always comforted to know that Mike was around to help fix a broken car, be it mine or someone else's. I doubt he would have wished us to dwell on his passing. Rather, I think Mike would have wanted us to grieve his loss for a while, but then celebrate having known him. May each of us who knew him celebrate that in our own way.

I took my 356 to the Ehrman/Betegh Productions fourth rendition of the hit off-Broadway extravaganza "An Autocross in Camden" on July 14. Being able to obtain only a second place finish in the 4-Cylinder Expert class, I turned my attention to mooching drives in other peoples' cars. To me, the sheer adrenaline rush one gets when engaging the boost of a 930 on a highway or a race track is always one of life's greatest small pleasures. I can attest that doing so on a narrow, twisty autocross course, followed immediately with pitching the car through a 180 degree hairpin turn causes that adrenaline to produce shaky hands and knees when finished. Thank you Jim and Robin Zelinskie for allowing me to experience this in your 930. Now about that flat spot on the right front tire... And speaking of mooching drives, I hadn't autocrossed a 914 since attempting to do so in my own 914/4 at LuLu Temple about ten years ago. I think I only tried it about three times and never had much success. I just seemed to always do better in a rear-engined car. Well, either Dennis Angelisanti's 914 2.0 litre is set-up far better than mine was (probably) or I have gotten a lot better with age (maybe). You'll have to get the details from Dennis, but suffice it say that: 1) I loved it. 2) I can't wait to try autocrossing in my 914/6 when it's repaired. 3) I went like stink! Thank you Dennis. "An Autocross in Camden", renditions V and VI are scheduled for August 18 and September 8. Don't miss them!

See Club Meeting Info elsewhere in this issue for details on our August Meeting. It is "Racecars at Rosen's" on Wednesday, August 28th. We've done this before and it's a popular meeting. What with great cars at this great facility surrounded by great people, that's no big surprise. Be there and be part of the fun.

The weekend of September 13 through 15 will offer us Riesenötters the opportunity to drive three different race tracks in as many days. On Friday we'll run Summit Point. On

Saturday we'll do the adjacent Jefferson Circuit clockwise and on Sunday counterclockwise. Look for info elsewhere on this Drivers' Ed. event, and as Monty Hall would say, "Come on down!" Didn't he drive for Toad Hall Racing? Or was it Jim Hall Racing? Whatever. Monty or not, YOU need to be there.

They call Dougherty Automotive in West Chester "Bill's Fantasy Shop," it's such a nice place. Join your fellow Porschephiles there on September 7 for one of our famous tech sessions. Want to have a look under your car? Here's your chance. Come at 9:00 and come hungry for coffee and donuts. Show up later on and come hungry for pizza. Sorry, you're on your own for dinner as we will wrap things up about 3:00. But hey... Maybe we'll get a bunch of still-hungry techies to go out to dinner together. Join us. Together we'll find new ways to help you enjoy your car, enjoy your Club!

Fond regards,

John Heckman

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Down The Pike

AUGUST

18 Autocross, Parking Lot "K", Camden
28 Club Meeting, Don Rosen Porsche, Conshohocken,
Topic: "Racecars at Rosen's"

SEPTEMBER

7 Tech Session, Dougherty Automotive, West Chester,
9:00 am - 3:00 pm
8 Autocross, Parking Lot "K", Camden
27 Volunteer Party, Radnor Hotel, Radnor, PA

OCTOBER

12 Tech Session, Holbert Motor Cars, Warrington, 9:00 am
27 Fall Rally, Michael's Diner, Douglassville, PA
Registration opens at 10:30 am, first car off at noon

1996 TRACK EVENTS

AUGUST

14-15 Lime Rock (Driver's Ed, Host - Conn. Valley)
16-18 Watkins Glen (Driver's Ed, Host - NNJ)
23 Summit Point (Driver's Ed, Host - Schattenbaum)
24-25 Summit Point (Driver's Ed, Host - Potomac)
24-25 Portland (Club Race, Host - Oregon)

SEPTEMBER

8/30-9/1 Road America (Club Race, Host - Chicago)
7-8 Mont Tremblant (Driver's Ed, Host - Rennsport)
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)
16-17 Lime Rock (Driver's Ed, Host - Conn. Valley)
18 Lime Rock (Driver's Ed, Host - NNJ)
19 Lime Rock (Driver's Ed, Host - Jersey Shore)
20 Lime Rock (Driver's Ed, Host - Hudson Champln.)
21 Lime Rock (Driver's Ed, Host - Schattenbaum)
25 Lime Rock (Driver's Ed, Host - Metro NY)
27-28 Mosport (Driver's Ed, Host - Upper Canada)

OCTOBER

5-6 Pocono (Driver's Ed, Host - NNJ)
5-6 Heartland Park (Club Race, Host - Great Plains)
7 New Hampshire (Driver's Ed, Host - Northeast)
12-14 Pocono (Driver's Ed, Host - De. Val. BMW Club)
Contact Rich Cole (215) 379-2486
17 Lime Rock (Driver's Ed, Host - NNJ)
19-20 Mid-Ohio (Driver's Ed, Host - Allegheny)
25 New Hampshire (Driver's Ed, Host - Northeast)
25-26 Lime Rock (Driver's Ed, Host - Conn. Valley)

DECEMBER

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

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

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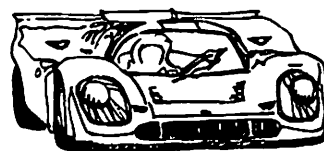
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HOME PAGE <http://www.Porscheplatz.com/philhome.html>

Congratulations to Chris Cleary Winner of the July Cover Contest

Yep, you guessed it, the July cover photo was of the gorge at Watkins Glen. Art Rothe had taken the photo after the torrential rains during the RTR Driver's Ed event in June.

I received many Emails and calls (all with the correct answer I might add), but Chris got his answer in first, barely beating Bill O'Connell by three minutes. All calls and Emails were time and date stamped to ensure fairness, as I was on vacation when everyone got their July *Der Gasser*.

Thanks to everyone who participated (looks like I'll have to come up with a more difficult photo next time), and congratulations again to Chris.



Club Meeting Info

August

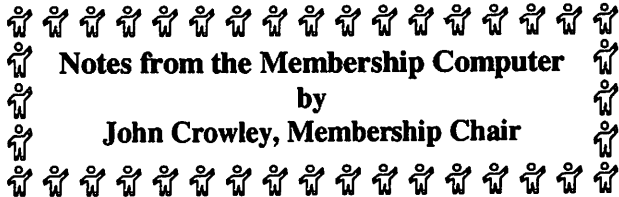
Wednesday, August 28 we will be repeating the fantastically successful "Race Cars At Rosen's" meeting. This meeting is held at Don Rosen Porsche, 1312 Ridge Pike, Conshocken. Included for your viewing pleasure will be Porsches dedicated to Autocross, Driver's Ed and Club Racing. The owner-members will be on hand for questions, ideas for your car, autographs and photo opportunities. We're guaranteed great parking so drive your Porsche to the meeting, and be eligible to win a Bonsall original T-shirt. Hope to see you there!



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Notes from the Membership Computer

by

John Crowley, Membership Chair

Please welcome the following new members to RTR:

Joseph Dotto of Allentown
Michael Ellis of Wayne
Carl Galantino of Prospect Park
Gregory Gelcius of Doylestown
George Hersch of Lower Gynedd
Gregory Hunt of North Wales
Michael Insozapa of Springfield
Kristofer Kartsotis of Oley
Dave Oswald of Mertztown
Michelle Palamarchuk of Philadelphia
James Phillips of Audubon
David Quester of Glenn Mills
Shawn Ryan of Levittown
John Teague of Ambler

Transfers from other regions:
Thomas Hoffman from Schattenbaum

Total membership as of 6/30/96 is 891

Pronunciation Gazetteer

by Mike Killian, Kansas City Region
(from DER SPOTWAGEN)

A guaranteed way to announce yourself as a complete dweeb amongst your fellow Porsche pushers is to mispronounce automotive words. We all know a couple (dweeb, not words), and the following is offered more as a guide to helping them diminish their dweebness than anything else. If there's going to be a serious piece in this satire, this is as close as it's going to get.

Marque. Pronounced "mark." This is the brand of car. A make. A "markee" is a thing over a theater entrance.

Bimmer. A four-wheeled BMW.

Beemer. A two-wheeled BMW. This is gospel. Just don't bring it up among BMW folks who don't own both. Most of them are clueless—as were the people who sold them their Beemers.

Concours. To "s" or not to "s." It used to be pronounced with an "s" like concourse, until about the time Renault's advertising people in this country decided we should be pronouncing "ault" as "ou." As in Renou. You may "concoor" if you like, but you better "d' Ellegahnze" too, or you'll be back in the dweeb category. If you're fluent in French you may, of course, pronounce it any way you wish, just as the French do. In the meantime, we expect all the "concoor" types to properly pronounce Luh Mahn (no "s") and Pairee (also no "s") as well. And don't forget Renou—even though everybody else in this country has.

Cabriolet. If you ever hear anyone mess up this one, run.

Dr.-Ing. Wendelin Wiedeking (President & CEO, Porsche AG). Too hard. Simply refer to him as "WW."

(Editor's Note: In keeping with this tome, SPOT has no "R" and is pronounced, "spoot.")

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**My Friend,
Mike Donahue**
by Nick Plenzick

"Hey, do you sell any hood shocks for a 911?" Sure do, was my reply. "What about that blue brake fluid that you sell, is that stuff any good?" It's the best, was my answer. "I'll be there in fifteen minutes" the caller said. It was early spring of 1995.

That was the beginning of an all too brief friendship with Mike Donahue. That first visit lasted 2 hours and after the second visit our friendship was locked in. Discovering Mike was like finding gold. Where did this guy come from? I wanted to tell everyone. I can remember telling John Heckman, "wait till you meet this guy Mike Donahue and just wait till you see this 914-6 that he's building."

Mike would do anything for you. It wouldn't just be lip service. He helped many people fix their Porsches (no pay), just because that's the way he was. He also got the biggest kick out of helping people with their cars, whether it was down and dirty in the garage or a telephone consultation. Mike worked many a weekend with Garry Wigglesworth (no salary), just to learn about Porsches. He helped me on more occasions than I can remember. Mark Winkle was going to be given a car rotisserie from Mike's tool library for his 914-6 project whether he wanted it or not. He was going to paint Randy Kohen's 914, he was going to help John Heckman with his 914-6... Well, you get the picture.

I'll miss Mike. I'll miss our early Sunday morning breakfasts. I'll miss that surprised expression on his face - like after we gave him the "tour" of Paul Poore's car collection (and Mike used to think he had a lot of cars!). I'll miss the relentless teasing that I used to do to him - like this past June at Watkins Glen when after one of his track sessions he came in grinning from ear to ear with how well his car was working, only for me to say "Yeah, but if only you could brake a little deeper Mike!" "Maybe someday I'll be as good as you," was his reply with the slightest hint of sarcasm and that boyish grin on his face. I'll miss that sarcasm. I'll miss that grin. I'll miss his one corny joke "did I ever show you where the horse bit me?"

Please do not feel sorry for Mike Donahue. He died in the 911 that he built and loved. Don't feel sorry for his friends and loved ones. The pain and the emptiness that we feel will heal with time, and we will be left with great memories. You can however feel sorry for the people that didn't get the chance to meet and know him. You missed a chance to meet a truly great individual. You missed the chance to strike gold!

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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

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brake bleeding system	\$39.50
SWEPKO Gear Lube	\$34.50/gal.

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Fall Rally/Oktoberfest !!!!!

by
Dennis Angelisanti, Rallymaster

The annual Fall Rally will be run on Sunday October 27, 1996. We will meet at Michael's Diner, located just past the terminus of the 422 by-pass at the intersection with Route 662, in Douglassville.

The rally will then proceed in the general direction toward the site of the Oktoberfest, tentatively scheduled to be held at a microbrewery near Downingtown. This site is tentative, the start point of the rally is not. See the Social Chair's column for further updates.

The rally will include a TSD (time, speed, distance) segment; therefore, bring a watch you can re-set to be in sync with the Rallymaster's time hack. The other portion of the rally will be an observational test of you and your navigator.

Registration will open at 10:30 am and close at 11:20 am, with the commencement of a drivers' meeting. First car will go off at high noon.

When parking at the diner please use the left or west side of the lot toward the rear of the diner. We do this so as not to impede regular Sunday Diner traffic.

Directions to Michael's Diner:

From greater Philly area: Take 422 west to its terminus at the intersection with Route 662. About 25 commuter minutes from King of Prussia. Fifteen minutes in a new Turbo.

From Reading Area: Take business 422 East to route 662 North. Left onto 662 to traffic light on the westbound lanes of 422.

From Allentown: Route 29 to route 100 South to the 422 by-pass West to route 662 intersection.

From Exton, Downingtown area: Route 100 north to 422 by-pass West to route 662 intersection.

Volunteer Party

by
Art Rothe, Treasurer/Volunteer Party Coordinator

We've set the date for the Volunteer Party: Friday, September 27th at the Radnor Hotel in Radnor, PA. All Riesentöter volunteers are invited. Invitations will be mailed out the week of September 9th. So, if you haven't gotten yours by the 14th, either you didn't volunteer for anything in the last year, or your mail is late. Call me at (610) 873-2373 if you haven't gotten an invitation by the 14th and you think you should have.

Hope to see you there!

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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, 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)

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Chesapeake Challenge 1996

by
Dennis Angelisanti

The challenge was issued for the weekend of May 31, 1996 through June 2, 1996 and Mary Alice and I responded. This event is a mini-parade held each year in our own backyard. It's a shame more Riesentötters do not participate.

The welcoming party was held at the U.S. Air Center in Landover, MD. We meet many old acquaintances from the 914 Owner's Group as well as member's of the Chesapeake Region we befriended previously at Parades, Challenges and Ski Round-top.

The car show was fair to good with one vehicle in particular that stood out. Dennis Frick of Central PA brought out a long-term project of his, a beautiful replica of a 904 built from the original molds. Front suspension was fabricated by Frick at his shop from original engineering drawings. The rear is essentially a 914 with a 2.7 911 motor installed. This is a well done machine. I'm sure it will be featured in *Pano* or *Excellence* one of these days.

The Rally was not pre-run and therefore mistakes marred the drive on an otherwise gorgeous Saturday. The rallymaster was executed that evening at an awards ceremony. A great barbecue dinner was served prior to the execution. **FOUR** sets of tires were given as door prizes and the Coopers won all four sets. (Just a joke!) They were not there or they would have won at least one set. My wife accepted a hat for me on the second to last drawing, not knowing that still another set of tires awaited the last ticket holder. It is a nice hat she says B.F. Goodrich.....sort of like tires.

The Autocross was a top notch event held at the U.S. Air Center's huge lot. It was a third gear course on at least two segments. 914s were plentiful and I did not finish in the gold. The event was held in conjunction with a regular series run in the Baltimore Area. Cars and drivers were fast. An excellent brunch was served and awards presented. We were on our way home by 2:00 pm. **CHECK THIS EVENT OUT NEXT YEAR!**



Dennis Frick's fabulous 904 (replica).

Porsche Builds Its 1,000,000th Car

Courtesy Porsche Cars North America
Bob Carlson, General Manager, Public Relations

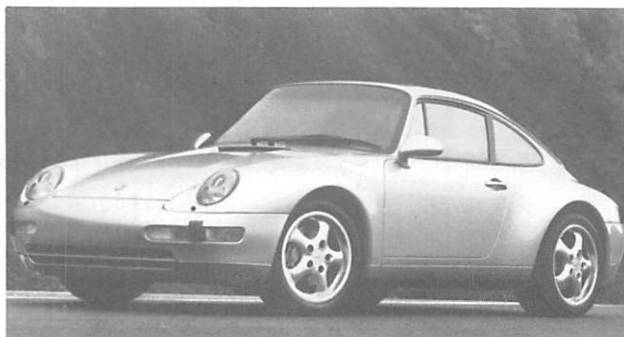
RENO, NEVADA, July 15, 1996 --- Porsche AG today produced its milestone 1,000,000th sports car. On hand for the momentous occasion at Porsche's Stuttgart-Zuffenhausen assembly plant were Professor Ferry Porsche, the honorary chairman of the supervisory board of Porsche AG, and Porsche AG board chairman, Dr. Wendelin Wiedeking. They presented the historic car, a police version of the 285-hp (DIN) Porsche 911, to the German state of Baden-Wurtemberg where it will be utilized by autobahn police.

Porsche AG has a long and proud tradition of designing and producing high-performance vehicles exclusively for the sports car market. The first sports car to carry the Porsche name, the Porsche 356, was built 48 years ago in Austria. A total of 50 examples of this model were constructed before the assembly facility was moved in 1950 to its current location in the suburbs of Stuttgart. For the next 15 years, 77,000 Porsche 356s were completed and delivered to customers in various markets around the world.

Numbering 419,000 units to date, the largest portion of Porsche's million-car total is made up of the 911 and its derivatives. Originally shown at the 1963 Frankfurt motor show, the legendary 911 retains its popularity with the 1996 model lineup of today.

From 1969 to 1975, 118,000 Porsche 914 mid-engine cars were produced before the series was replaced by the 924, Porsche's first front-engine water-cooled model. Including its successors, the 944 and 968, this car accounted for 325,000 units over the next 20 years. Like the 914, for capacity reasons these four-cylinder models were nearly all built at the Audi factory in Neckarsulm.

Rounding out Porsche's million-car production total is the prestigious 928. The only sports car of its time to be awarded the accolade of "Car of the Year," the Porsche 928 was sold to 61,000 customers during its 1977 through 1995 manufacturing life.



1996 C4 Coupe (Photo courtesy PCNA © 1996)

Autocross #4, July 14, 1996

by
Geoff Ehrman, Autocross Co-Chair

After an extensive course cleaning, the 26 participants (yes folks, even 3 or 4 TRACK drivers - who were given a serious lesson in driving!!) for Auto-X #4 were ready to go! The weather was a little warm, but the competition was hot. Notable drivers included Jim Zelinskie in a steroid 930 turning, by the end of the day, a 49.951 (even though it was during fun runs) and Mike Andrews winning Novice - 6 with a very respectable 50.497. Bob Weigand is getting far too close for comfort, turning FTD among "trackies" with a 47.674, only .12 of a second off overall FTD.

Well there are 2 more chances for all you wimpy track drivers to come out and challenge the technical experts!! Aug. 18th, and September 8th. The gauntlet has been thrown. The top 5 auto-x drivers vs. top 5 track drivers (must declare your allegiance at registration). Winners get free fun runs for the rest of the day!! Both events will be at the park-like setting in Camden, NJ - Parking lot K. See directions below. Registration opens at 8:30am ... coffee and donuts will be served.

Results of Autocross #4

Class	Name	Time	Place
Novice-4	Joe Ciro	59.013	2nd
Novice-4	Randy Chen	54.151	1st
Novice-6	Linda Womer	59.08	
Novice-6	Perry Dipietro	54.772	
Novice-6	Mike Andrews	50.497	1st
Novice-6	Adam Cooper	54.280	NO FEAR Award
Novice-6	Bruce Kinsey	54.327	
Novice-6	Robin Zelinskie	55.505	
Novice-6	Jim Zelinskie	51.308	2nd
Novice-6	Jeff Yoroshco	51.947	3rd
Novice-6	Susan Pfautz	56.350	
Novice-6	Don Pfautz	52.576	
Inter.-4	Ken Nubile	55.874	1st
Inter - 6	Tony Salloum	51.816	1st
Expert-4	Dennis Angelisanti	49.263	1st
Expert-4	John Heckman	52.127	2nd
Expert-6	Bob Weigand	47.674	2nd
Expert-6	Nick Betagh	48.447	3rd
Expert-6	Geoff Ehrman	47.515	FTD

Thanks for coming out. Hope to see all of you Aug 18th and Sept. 8th. Remember the challenge. Where else can you have so much fun for \$14.00!!!

Directions: From Phila - Cross Ben Franklin Bridge (676E). Immediate Right after tolls to Cooper Ave. Right on Cooper to Delaware..... Lot directly in front of you right on the river. (Lot sits almost directly underneath bridge on south side.)

Care and Feeding of Radiators

by
Jim Pasha, Diablo Region

Depending on the year manufactured, your 924, 928, 944 or 968 radiator may have plastic tanks. If the threads become stripped or the tank leaks, your best and most prudent solution is to buy a new radiator. Few radiator shops can correctly repair and reseal the plastic tanks. The radiator core can also become clogged over the years. As most were aluminum, proper repair or cleaning is also difficult for most local shops.

If you spring a leak in the core, DEVCON makes a sealing epoxy used in the air conditioning trade to repair condensers. This can effectively stop leaks in the core, providing there aren't any other problems.

If you strip the threads for the temperature switch, it will leak and in some cases the switch can pop out (more a VW problem).

If you decide to flush your cooling system, never, ever, use anything that contains caustic soda as the flushing agent. The soda reacts with aluminum and will cause unseen deterioration in your aluminum engine components— including your aluminum radiator.

Many Corvette owners lost their expensive aluminum Harrison radiators (not to mention heads, manifolds, etc.) because their mechanics flunked Chemistry 1A.

After cleaning, back-flush with fresh water, under pressure. This will dislodge particles that may be blocking radiator passages.

(Editor's note: Jim Pasha also writes technical articles for *Excellence, A Magazine About Porsche Cars.*)



ANNOUNCING

Something that's been missing from the Auto Insurance Market Place:
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Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

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Riesentöter PCA Driver Education - Application Form

EVENT	DATE	FEES	Student	Instructor
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 _____
Address _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____
Family physician _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____

FOR SALE

57 356A Cabriolet, Early 80s restoration with minimal use. Nice street car. \$20,000 Richard Bogert (610) 395-8657 eves ⁶⁹⁶

57 Speedster, Original floor. No rust. Restoration started. Car apart. 49K mi. \$29,000 as is. Cliff Murray (610) 827-9382 ⁵⁹⁶

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.) ⁷⁹⁶

67 911S Coupe, Red/Black interior. Original inc. paint. Engine/trans rebuilt. New webers. Orig. owner. \$15,000 Cliff Murray (610) 827-9382 ⁵⁹⁶

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 ⁴⁹⁶

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!** \$6,500 OBO. Ken Pac (610) 469-9322/9005 ⁷⁹⁶

72 911S Coupe, Grand Prix White. Orig. T from CA. w/ all S options. Rebuild of mechanicals, inc. stock 2.4S motor and trans., fresh paint 20K mi. ago. Ideal lightweight track or autocross car w/ roll bar, race seat & many upgrades. \$16,000/offers. Jim Hartman (610) 293-1916 ⁶⁹⁶

77 930 Turbo, Dk Blue/Blue Sport Leather interior. 3.3L, 425+ HP, 934 Cams/Mods, K27, adj. boost, huge intercooler, ltd. slip, big brakes/tors bars, adj. swaybar/springplates, camber truss, Fuchs 7 & 8s. Sunroof. Perfect paint/body. Box rockers. Nvr abused. \$28,000/OBO Vincent Gajardo (215) 752-4477 ⁷⁹⁶

79 928 Coupe, Silver/Black interior. V-8, A/C, A/T, cruise. Excell. cond., garaged. Classic lines - no tail/side stripes. 42K mi. \$10,500 John Schoenfelder (610) 584-6252 after 7pm ⁵⁹⁶

81 911 SC, Pacific Blue. Arrival of wide body cab forces sale. You have seen it on the cover of *Der Gasser*. You have seen it at RTR events. Now is your chance to own this historical car. It looks great, it sounds great, it runs great. What more could you ask for? The "NO BRAKES" special could be in your garage tonight (& Ms. Vicki will let me out of ours). Bill O'Connell (610) 640-1675 wocccc@aol.com ⁷⁹⁶

83 911SC, Ruby Red Metallic/Beige interior. Absolutely perfect, no dings, garage kept. 32K mi. Call Wil (610) 356-3995 days ⁶⁹⁶

83 944 Coupe, Red/Black interior. High miles but drive train is strong. Perfect track car candidate. Currently used as a daily driver. \$2,400 Jim (610) 878-5689/day, (610) 380-0426/eve ⁷⁹⁶

83 944, Guards Red/Brown & Tan tweed interior. Blaupunkt AM/FM cassette, auto trans. rebuilt by Holberts, sunroof. Nice cond. 71K mi. \$5,900 John Warren (215) 464-9302 day, (215) 794-8910 eves & wknds ⁷⁹⁶

85 911 Carrera Coupe (Euro), Black. Excell. condition, P700z, Blaupunkt Berlin, sport seats, leather covered dash. Always garaged and covered. No rain, winters, smoke or track. No oil leaks. Recent service, inspection, all records. 58K mi. \$21,500 Rob Caso, Boyertown, PA (h) 610-369-0822 (w) 610-889-4416 ⁷⁹⁶

86 911 Targa, Bronze/Tan interior. Rear spoiler, Alpine stereo, new tires. Excell. cond., garaged, no winters. 23K mi. Rob (610) 868-2495 ⁷⁹⁶

87 911 Targa, Black/Greenish-Gray interior. Always garaged. 25K orig. mi. Rear spoiler, custom 17" AZEV wheels, new top, A/C. Exec. cond. inside & out. Must see. \$29,500 Chris Littrell (215) 393-7553 ⁶⁹⁶

87 930 Turbo Coupe w/ Slant Nose Conversion, Venetian Blue Metallic/Tan leather interior. Boxed rockers, etc. Sunroof, pwr seats, central locking, climate control, Sony 10-CD deck w/ cassette & amp., Momo wheel and wood shift knob, A/C. New clutch, valve adj. & engine seals completely gone over while out, 4-spd. trans. rebuilt w/ PowerhausII "friendly gears"...1st higher, 3rd lower, 4th lower...All work by Holberts. Short shift. Perfect cond. \$42,000 John Warren (215) 464-9302 day, (215) 794-8910 eve ⁷⁹⁶

89 911 Coupe, Silver Blue/Burgundy leather interior. Pwr windows, front and rear spoilers, sunroof, alarm, central locking, Blaupunkt CD. Always garaged, very clean. 40K mi. \$31,500 Joe Alleyne (215) 886-0781 6pm-12pm or leave message. ⁴⁹⁶

89 944 Turbo S, White/Black Interior. Pwr steering, pwr brakes, ABS, dual air bags, central locking system, alarm aystem, auto climate control, CD player. New Dunlop SP8000 tires, removable Roof. 56K Mi. All maintenance records. Car is in mint condition. Mobil 1 every 3,000 miles. Extremely fast. Peter Criville (215) 361-0116 ⁷⁹⁶

90 C2 Coupe, Black/Tan leather interior. Sunroof, 5-spd., Blaupunkt AM/FM cassette. New tires & brakes. Very nice stock automobile. 50K mi. Perfect cond. \$35,000 John Warren (215) 464-9302 day, (215) 794-8910 eves. & wknds. ⁷⁹⁶

GTU/GTO 911, SVRA/HSR/PCA eligible. Race history w/ log book. SCCA: Blackhawk Farms, NE Ohio Regional, IRP, etc. IMSA: Lumberman's 500 ('80), Daytona 24hr ('81). Semi-roller, engine parts, many new parts, 2 sets of RSR bodywork (orig. paint scheme & decals), 3 sets of wheels. All plumbing,

electrics, glass, susp. Two 915 gearboxes. \$18,000 Bob Russo (610) 674-4756 796

Spyder Replicar, Red/Red Interior. Porsche engine. Nearly complete, many extras. \$14,500 (610) 459-5934 or (610) 690-2643 896

NON-PORSCHE CARS/ ITEMS

Champion Industrial Air Compressor, 3HP 2-stage 220v-1P-80 gal vertical tank-175 psi working press. Mfg'd 1984-5. Excell. cond. \$650 Frank Tagliaferi (610) 666-6463 796

93 Open Trailer, 16 foot bed, large storage box & tire rack. Total length 21 feet. 1,700 lbs empty w/ GVWR 6,000 lbs. Always get your car home from a track event. \$2,500 OBO Joe Ilacqua (610) 584-4821 696

TR-8 Coupe Prototype, Inca Yellow. Sun roof, auto. trans., A/C. Totally orig. Fully documented. Investment quality. One owner. Covered & garaged. 47K mi. Titled as classic. Appraised last June at over \$15,000. Offers considered. Must sell. Doug Gutekunst (610) 264-1449 596

PARTS, ETC.

911 Parts, 2-piece bra; 1 Allen Johnson camber truss; 1 set of Comp TA R1s; 2 - 245/45 16; 2 - 205/50 16. No reasonable offer refused. Jeff Brok (800) 346-6001 day, (610) 670-3177 eves. 696

930 parts, Complete exterior body panels from factory slope nose. Complete black interior. Sony head unit with 10-disc changer, Z-box speaker enclosures. Nakamichi amps. Ruf front carpets. Ruf front and rear bumpers. Ruf front spoiler. 3.8 rear spoiler. Complete factory exhaust with turbo and wastegate. Custom dual outlet muffler. 3.3 heads, 3.3 rods. Fuel distributor. Complete air conditioning system minus lines. Stable energies strut tower brace. Harness guide bar. Fuchs 7s & 9s. BFG Comp ZRs (225s & 245s). Bridgestone S-02s (225s & 245's). Dunlop Denloc (235s & 255s). Rear torsion bars (30s & 33s). Aluminum rear shocks. Stock sway bars and torsion bars. Recaro SPGs. Mike Andrews 215-986-5661 (day) 215-368-9362 (eves) 796

3.2 European Engine, complete w/ Motronic brain, wiring harness, SSI heat exchangers, 915 trans. w/ Quaiffe in car & can be test driven - \$7,500; 2.7 heat exchangers '77 - \$150/pr.; Carrera rear spoiler - \$500; 911 right Bilstein strut - \$200; 930S steering wheel - \$290. Bill Cooper (610) 793-9345 796

914 Parts, Two complete cars, one 2.0 & one 1.7. Mahle wheels, Black interior, perfect seats. Fred Brubaker (610) 434-8778 work, (610) 797-9298 home 796

BBS Wheels, Set of four. 15" silver w/ gold. Like new. Bill Ray (610) 293-0292 after 6pm 696

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 596

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 596

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. 596

WANTED

Trailer for 911, Must be 19'5" long to fit garage. Wheel rack & storage compartments are a plus. Preferably aluminum, but I will consider anything! Jim Reading (610) 933-8769 796

89 930 Cabrio, Prefer Black/Black. Must be in excell. cond. and have low mileage. Joe Ilacqua (610) 584-4821 696

Wheels, 16x8 (2 or 4) to fit '83 944. As far as cond. goes - they don't have to look great since they will be used primarily on the track, but do need to be structurally sound. Will carry BFG Comp T/A R1s. Brian Watson (610) 429-1000 day, (610) 768-5291 eves. 596

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See you at the next meeting!

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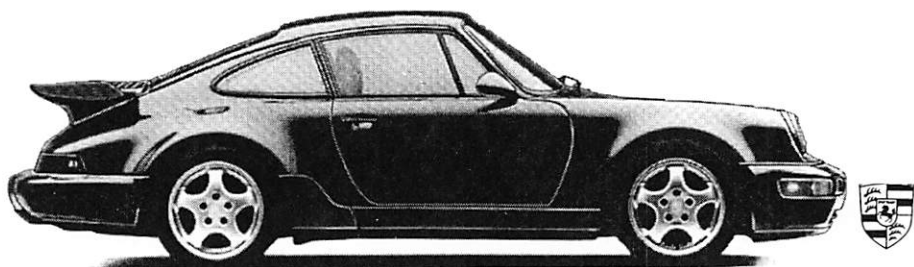
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PKRBP911	84-89 911 Carerra R. Pads	911-352-950-02	40.78	25.	19.95
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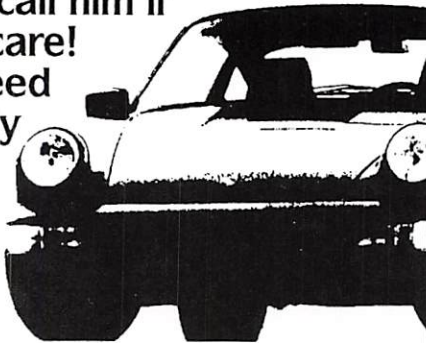


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