

Der Gasser

JANUARY 1998



50th Anniversary of Porsche 1948 - 1998



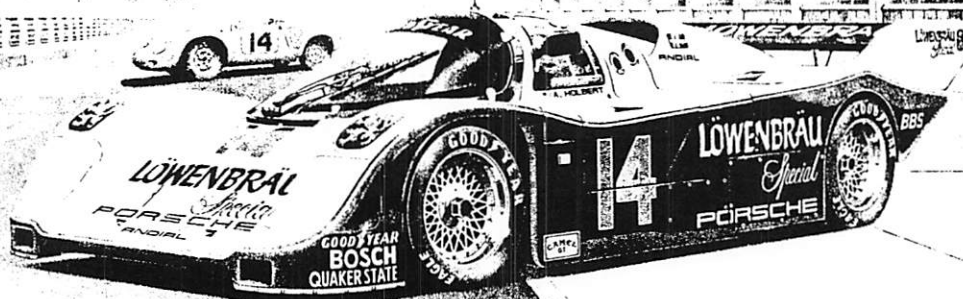
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President's Page

We had a super December - Saturday, December 13th was a busy day for Riesentöter. Thanks to everyone who was involved!

The Great Tour Lottery

The lucky 20 members who won a spot on the Penske Tour started the day at 9:00am with Craig and Nancy Rosenfeld, owners of Vision Porsche, Audi, Volkswagen in Reading, who hosted a delicious breakfast at their cool dealership. Those attending were munching on omelets and blueberry pancakes while roaming around the showroom checking out the fabulous rolling-stock. We all had a chance to chat with old friends and new friends. Long-time member Nagel Bridwell had some great stories about our region and the cars in the early days. (What came before a 356?) As we lined up for a photo session by the Christmas tree, Chip Grimes, Pete Fitzpatrick, Walter Grube and Len Clark led us in a rousing version of "Deck the halls." At 10:00 sharp, the Porsche wagon train pulled out for the Penske Shop Tour led by Bill Frame. (The Tour was so great that we had TWO members write articles about it - Randy Jameson and Mark Winkle. See their articles later in this issue!) If we all bug Craig enough, maybe we can have this become an annual event. Many thanks to Craig and Nancy, the super employees at Vision, the Penske Team and to all the members who participated.

Vince's Car Makes me Scream!

Saturday, 5:30pm. As we leave for the Riesentöter 40th Anniversary Christmas Banquet, I can't help thinking "Gee, I look good in this Boxster" and "Do you think Vince Evans at Holbert's will notice if I keep this neat car?" To heck with the dress and the hair - "I'M DRIVING A BOXSTER!!!!!" Vince and the kind folks at Holbert's lent us a Boxster to display on the portico at the Doylestown Country Club. We thought it was really appropriate for our special 40th Anniversary bash. If you came in the front door you saw it! (The problem was, I didn't want to get out of the car...)

In addition to the classy doorstep, Larry Holbert gave the Region a nice check to help sponsor our party. Thank you for your thoughtfulness!

The Holiday Banquet was a Blast

Member Rick Newman is the manager at Doylestown Country Club and he did a super job with our special banquet. (Kudos to Judy Mandronico at DCC for her TLC!) Not only did everyone have all the hors d'oeuvres they could handle, the food stations were fantastic and no one went home hungry. The band was terrific, the videos in the lounge were fun and the Stuttgarterita's were great! See my article later in this issue for more on the lovely Holiday Banquet.

agree that John Heckman has done an excellent job as President of our region for the past three years. John helped to finish the process begun several years ago of making Riesentöter a fun club that welcomes all members and has something of interest for everyone. John has had a real knack for helping people work together for a common goal - improving our club and getting members involved. On a personal note - thanks John, I have enjoyed working with you as vice-president and I look forward to working with you as president. (Also, I have really enjoyed your "spirited" driving at the go-kart track!)

My theme for the year? **Let's have fun with Riesentöter!** Do you have any suggestions for old, new or expanded events? Did you have fun at an event? Write to the "new" President's Page, c/o *Der Gasser*. All letters or notes will be published. Do you remember your first? Want to write an article about your first time? (Driving a Porsche) Want to send in a picture of your baby? (Car) Write in! We want to hear from you!

Best wishes to everyone for a super 1998 - see you at the "January" meeting at the Philadelphia Auto Show on **February 4, 1998**. See the article about the meeting by new Vice President, Nick Hatatski elsewhere in *Der Gasser*.

P.S. My first was a Petrol Blue '79 924 (see photo below).

It's 59° today - the beginning of January. Thanks El Niño for the super cruising weather. (Unfortunately, there is too much salt dust on the road to bring the '72 out.)



Me driving at Summit Point in September, 1991.
(Photo courtesy Melissa Plenzick.)

As your newly elected president, I will be the first to tell you I have some pretty big loafers to fill. I know all members will

Down The Pike

FEBRUARY

- 4 **January Meeting at the Philadelphia Auto Show**
25 **Club Meeting, details in the February issue of Der Gasser**

MARCH

- 7 **Supertech, Dougherty Automotive, West Chester, PA
9:00am to 2pm**

APRIL

- 25 **22nd Annual Porsche "Only" Swap Meet, Hershey
Park, Hershey, PA 7:30am to 4:00pm**

JULY

- 19-25 **43rd Annual Porsche Parade, Steamboat Springs, CO
Hosted by Rocky Mountain Region. Registration
opens January 26. See November, 1997 Panorama for
registration form.**



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This is an exclusive offer from Vision Porsche-Audi-VW and Liadis Travel. Extremely limited space is available for those not picking up a new Porsche.

Contact Craig Rosenfeld for information on overseas delivery of a new Porsche at 610-777-6501 or Vicki O'Connell for tour information at 610-353-8330.

1998 TRACK EVENTS

FEBRUARY

- 13-15 Sebring (Club Race, Host - Gold Coast/Suncoast)

MARCH

- 28-29 Texas World Spdwy (Club Race, Host - Lone Star)

APRIL

- 18-19 Road Atlanta (Club Race, Host - Peachstate)

MAY

- 2-3 Las Vegas (Club Race, Host - Intermountain)
8-9 Lime Rock (Club Race, Host - Conn. Valley)
16-17 Mid Ohio (Club Race, Host - Mid Ohio)
30-31 Pocono North Course (Driver's Ed, Host - RTR)
30-31 Putnam Park (Club Race, Host - Ohio Valley)

JUNE

- 21-22 Brainerd (Club Race, Host - Nord Stern)
27-28 Summit Point (Club Race, Host - Potomac)

JULY

- 4-5* GingerMan (Club Race, Host - SE Michigan)
17-18 Second Creek (Club Race, Host - Rocky Mountain & Alpine Mountain, in conjunction with Parade)

AUGUST

- 1-2 Mosport (Club Race, Host - Upper Canada, possibly July 15-16 instead)
8-9 Portland (Club Race, Host - Oregon)
14 Pocono (Driver's Ed, Host RTR)
15-16 Pocono (Club Race, Host RTR)
21-22 Indianapolis-IRP (Club Race, Host - Central IN)

SEPTEMBER

- 5-7* Road America (Club Race, Host - Chicago)
26-27 Willow Springs (Club Race, Host - Los Angeles)

OCTOBER

- 3-4 Thunder Hill (Club Race, Host - Sacramento Valley & Golden Gate)
10-11 Heartland Park (Club Race, Host - Great Plains)
31-11/1 Memphis (Club Race, Host - Mid-South)

DECEMBER

- 5-6* Sears Point (Club Race, Host - Golden Gate)
5-6* Roebing Road (Club Race, Host - Carolinas)

* These dates are based on the 1997 schedule; no final confirmation date has been received.

DER GOODY STORE

Jim Foster, Prop.

The Goody Store has RTR decals, hats, T-shirts and sweatshirts. I also have fire extinguishers, racer tape, posters and other great items.

See you at the next meeting!

Club Meeting Info

I hope everyone had a safe and happy holiday season. As your newly elected Vice President, I look forward to contributing to an exciting new year. If you have any suggestions or topics for our club meetings, please feel free to share your ideas with me.

Our first meeting for 1998 will be held at the **Philadelphia Auto Show on Wednesday, February 4th**. I urge all members to join us for an informative and exciting evening. We will be meeting at the Porsche banner located near the ticket sales booth at 7:30pm. Please remember to please show your colors by wearing your Porsche/Riesentöter attire. Our business meeting will be followed by complimentary admission to the auto show, thanks to our gracious host and Riesentöter member, **Saul Kun**. Saul is Chairman of the Philadelphia Auto Show and proprietor of Fort Buick-Pontiac, Inc. in Fort Washington, PA.

If you will be attending the meeting (family members are also welcome), please reserve your tickets by no later than Monday, February 2nd via email at vanh@sprintmail.com or leave a message at (610) 269-3467.

Our next club meeting will be held on Wednesday, February 25th. Stay tuned for further details in the next issue of *Der Gasser!*

Nick Hatalski
Vice President

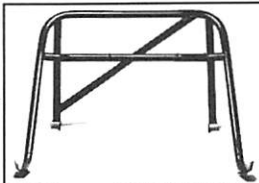
Help Wanted

We are looking for a Volunteer Coordinator to organize and manage volunteer workers for track events and the Club Race. We really need your help! Please call Melissa at (215) 343-0263 if you are interested.

We are also looking for a Riesentöter member Internet expert, willing to become the new WebMeister. Our current WebMeister (Jim Foster) is doing a great job, but now that he is Der Goody StoreMeister, his time is at a premium. We would like to get a new victim, I mean member, to help our club with this very important position. Call Melissa if interested (215) 343-0263.

Finally, we are looking for a Riesentöter member CPA who will review the club finances and provide assistance in forecasting our income and expenses for the coming year. No salary and no 401(k), but we will feed you pizza when you present your final report. Call Melissa if interested (215) 343-0263.

DAS-sportSYSTEM Bar
Leasing your car?, this is the roll bar for you! Whatever the situation may be, this PCA approved roll bar installs in your 911/993 without any modifications, no fine print! The bar is specially designed to bolt into existing holes and does not require any cutting, drilling of additional holes or any other changes to your cars upholstery. Construction features tig welding on seamless steel tube, loads are carried by the strong rocker sections, not the floor, and the original seatbelts remain usable. *This bar will remove and leave no sign it was ever installed.*



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- Get glued to the road...911/993/944 Fully adjustable front & rear anti-roll (sway) bar kits, special pricing all summer long, ends 9/30/97.

Porsche Service Reminders

- While you wait oil & filter change services! We'll use Agip's premium oil, genuine oil filter and a friendly technician.
- Clear your head!, or at least your control units with our "hammer" tool for on board diagnostics, used on your C2,C4 and 993.
- Has your air conditioning lost its cool?? AC service and repairs with r12 and the new stuff r134, and EPA certified technicians.


The 40th Anniversary Holiday Banquet
 by Melissa Plenzick, President

The Holiday Banquet at the Doylestown Country Club on December 13th was a rousing success. The food, company and music were fantastic. Many thanks to Rick Newman and Pat Tillson for putting on another memorable RTR event.

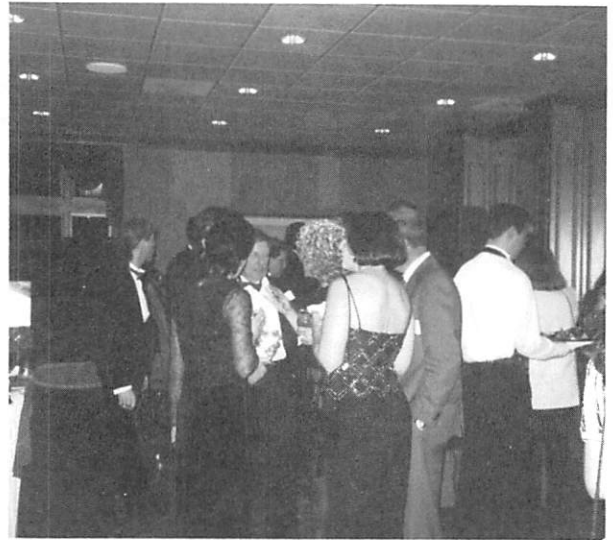
Everyone attending received a commemorative Riesentöter 40th Anniversary glass designed by Fred Bonsall. (The Goody Store will have these available for purchase.) The Club also sponsored a photo of each couple, taken by Dave "Freeze Frame" Newman. Thanks for taking such great pictures Dave! Is it true you have a very special picture of Pat Tillson? Pat did a super job welcoming all banquet attendees, regardless of whether they were with our banquet or the Wedding party in the other room. Thanks Pat for all your hard work! Mike Andrews and the lovely Liz Turner were first on the dance floor leading us all in the Conga Line. Charlie Beidler and his charming partner were also great dancers. Fred and Ginger would have been envious!

We had numerous friends of Riesentöter providing doorprizes for the banquet. They really helped make our evening exceptional. Ed Kress at Don Rosen Porsche/Audi sponsored a full car detail and a limited edition scale model set, John and Tracy Chatley sponsored a bucket o' cleaning supplies, Colin Dougherty at Dougherty Automotive Service sponsored several oil changes and alignments, Sheri Graham at Arnolds Karts sponsored several gift certificates for Arnold's, Bud Mauger of Mauger & Co. sponsored several hats and fleece blankets, Jeff Cox at Stuttgart Magazine sponsored a year subscription to the magazine and John and Chris Crowley sponsored a super picture signed by Derek Bell. Thank you all for your participation.

Congratulations to all those who received Awards at the banquet

- Riesentöter Award** - John Heckman
- Tattered Helmet** - Pat Tillson
- High Speed Driver** - Jim Zelinskic
- Mighty Nitto** - Bill and Debbie Cooper
- Broken Crankshaft** - Jason Mahoney
- The Door Prize** - Randy Jameson
- Case-Beidler Award** - John Heckman

Hope to see everyone at our future events! Don't wait until the next Christmas banquet to come out and have some fun with your club!



Hors d'oeuvres, drinks and mingling before dinner at the Holiday Banquet. (Photo courtesy of Bill O'Connell.)

911 Intake Leaks
 by Bruce Whittier, North Country Region

Vacuum leaks in the intake system of your 911 can be a major reason for rough idle and poor acceleration. Where as a carbureted model has few places in the intake system to leak, a fuel injected engine has many possible areas of trouble.

In my every day work, I find three areas that account for most of the intake leaks in the 911 fuel injected engine. The first is injector seals, these little rubber o-rings can let a large amount of air pass into the system if they are bad.

Next comes the CIS-type injection air box. If the upper and lower chambers are not sealed together tightly, air can seep into the intake. Lastly is the rubber boots that connect the intake runners to the intake box, the clamps may be loose or the rubber boots can be cracked.

All the areas mentioned above can be a source of unregulated air passing into the intake system. This air will change the air to fuel ratio, and this can lead to poor acceleration and rough idle.

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."

Have you thought about the premium savings of insuring your car through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions placed on the use of your car? "Whadya mean I can't drive my Porsche to work once in a while?!"

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?"

We think we may have just what you've been looking for: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy whose only use restriction is no *racing*. It's priced like the others, is easy to apply for, AND it provides O.N T.RACK C.OVERAGE for Drivers' Education Events! We at CHASE & HECKMAN, INC. call it the O.T.C. Policy. You'll call it peace of mind. Call us for a quote today. We think you'll be glad you did!

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The Penske "Lottery" Tour by Randy Jameson

It started with a phone call on Saturday, December 6th. Melissa said I was one of the lucky curiosity seekers chosen from the "Nick's Helmet Lottery System" to find out what actually took place at the Penske racing headquarters in Reading, PA.

On December 13th, the day started out at Vision Porsche with a breakfast buffet compliments of Craig Rosenfeld, Club member and proud owner of Vision Porsche-Audi-VW. The sales staff was on hand to show off their selection of new and fine used Porsches. After members were satisfied with Craig's hospitality, all were given maps to nearby Penske Racing, which was less than 10 minutes away. Soon, with a parking lot full of anxious members, the door opened. We were greeted by Tim Lombardi, a Penske Racing staff member since 1976. Tim explained how Roger Penske started out in 1972 with a staff of 20, working in the present location, with a building size of 10,000 square feet. At present, the building has increased to over 35,000 square feet with a staff of 80. Penske Racing also has a location in England that employs a staff of 80.

On display in the shop was a 1997 CART (Championship Auto Racing Team) racing car. These cars are built at their England location and maintained here at the Reading headquarters. As everyone took pictures and drooled worse than my 10-month old, Tim answered questions about this high-tech racing machine. As we moved on, Tim focused on each mechanic's work station area. He mentioned how serious Roger Penske was about cleanliness in the work environment. The shop was kept as clean as any hospital operating room. One area that impressed our group was the new "state of the art" computerized dyno room. The room, where engines are tested, can simulate actual race course conditions, thus testing engine demands. This and more, including various climate conditions, can be programmed and controlled from the adjoining sound-proof computer room.

The last part of the tour took us through the paint booth room and into the garage area where the enormous and very clean tractor-trailers sat idle along with other racing equipment. After every race, everyone involved returns to the Penske headquarters for a post-race meeting.

This was a visit everyone would not forget for a long time. We all thanked Tim Lombardi when leaving and for donating his personal time in making this tour a Club event to remember. The Riesentöter Region would also like to thank Roger Penske for allowing the Porsche Club of America in his facility.



The RTR Gang at Vision Porsche before going to Penske Racing.
(Photo courtesy Dick Bach.)

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A Visit to Penske Racing Mark Winkle, Tech Chairman

This was a real Porsche day. It started out with breakfast at Vision Porsche in Reading followed by a tour of Penske's Indy car facility (OK, this part wasn't exactly Porsche) and ending with the holiday banquet that evening. Craig laid out a nice breakfast spread for the Riesentöter club members among the new Porsches (along with a Ferrari and a couple of two-wheeled rockets) in the Vision showroom. We were careful not to get jam on the new models.

It is a short drive to Penske's facilities. We gathered around the door while we waited for everyone to arrive - it was a beautiful, sunny day. I saw that some people had brought cameras and thought that they were being terribly optimistic. I didn't even bother bringing one since I was SURE that they wouldn't allow any photography.

Finally, the door opened and our host gathered us around a '96 car at the near-end of the building to welcome us. It is a large

room with a wide center isle and bays on either side. The first thing you notice is that the place is clean - really clean. No grease, no dust, no tools scattered about, no discarded parts. Everything looks like the cleaning lady just left. Our host claims that is always looks like this. It is hard to believe that they get anything done here. Someone asks "Can we take pictures?" "Yeah, you can shoot anything you see on the tour" he answers. Rats! Next year I will bring a camera.

The car was on an 10-ton slab of steel that was used as the alignment plate in years past. It has been replaced by a portable plate but nobody has figured out how to get the old one out. Everyone stands back at first but then we realize that it is OK touch it. Some of the body panels come off and we get a good look at the front suspension. We spend quite some time here while the group gets a good look at the car and asks questions. Everything from brakes to graphics are discussed. The attention to detail on this car is amazing. These cars are as much art as engineering. It is hard to believe that it was ever on a race track.

We move down the aisle to a bay with a '97 car set up for road racing. The main difference is in the tail but we noticed others upon closer inspection. Another bay is full of springs arranged very neatly on tables by spring rate. We move into the dyno rooms. An Illmor V-8 is sitting near the entrance of the first room while the dyno itself is in climate-controlled room in the back with a separate control room adjacent to it. Looks like something from NASA. It is programmable to simulate driving on the track under a variety of weather conditions. We move on to the exhaust shop, shock room, and paint room. Even the paint room is clean. We learn that the old paint is stripped from the cars by hand with a razor blade. We get a tour of one of the transports in the truck bays and we are shown how everything is packed into the truck. On the way out our host points out a gym on the second floor for the pit crew. Part of their job is to stay in shape.

This tour gave a close look at the other part of racing - the part you do not see on TV. This was a group of people who enjoy these details and we were not disappointed. It was a rare opportunity to get such a close look at the cars and the facilities of one of the most respected teams in auto racing.

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You have heard of the Bridges of Madison County. Well, hold onto your helmets, our Spring Rally will feature the Bridges of Bucks County. Stay tuned to the next issue of *Der Gasser* for further information.

Bill Frey, Rallymaster

SUPERTECH Session

Date: March 7, 1998

Place: Dougherty Automotive Services
720 E. Nields St
West Chester, PA

Schedule of Events:

9am - 1pm	Bays open for car work
Noon - 1pm	Lunch
Noon - 2pm	Tech Discussions : 911 and 944 Maintenance Procedures

Dougherty's will be sponsoring the 12th annual SUPERTECH session on March 7 this spring. Their bays will be available from 9am - 2pm for club members who want to bring their Porsches in to do some work. You are also welcome to come in to see what others are doing to their cars and meet some of the other club members.

The Dougherty experts will be around to answer questions and the parts counter will be open just in case you forgot something. Lifts will be assigned on a first come-first serve basis (\$5 fee) and will be limited to 2 hours if things get crowded. Please limit your plans to maintenance and minor repairs in order to stay within the time limits. A lunch will be available around noon and we will start the Tech Discussion as soon as the everyone gets something to eat.

We haven't worked out all the details yet but the general theme will be maintenance procedures for 911s and 944s. Check next months *Der Gasser* for more details. The Dougherty team will always does a great job at these presentations. This is a great opportunity to get your Porsche ready for Spring and to get aquatinted with others in the club. See you there.

Mark Winkle, Tech Chairman


Notes from the Membership Computer
 by John Crowley, Membership Chairman

Please welcome the following members who joined RTR during the second half of 1997:

Edward Abate	Broomall
Debbie Albrucker	New Hope
Thomas Armstrong	Sellersville
Ranvir Bakshi	Lansdale
Louis Ballas	Ambler
Gary Bard	Philadelphia
Lawrence Bardfeld	Philadelphia
Walt Barnes	Philadelphia
Norman Barry	Huntingdon Valley
John Bayley	Fogelsville
Jeffrey Benner	Bethlehem
Hector Berrios	Philadelphia
David Black	Media
Anthony Blanchard	Doylestown
Stephen Bolt	Wilmington
Leslie Boty	Allentown
Chris Brady	Landenberg
Alan Bresson	Newtown Square
Peter Brevinger	King of Prussia
Tim Brien	West Chester
Thomas Brockman	Warminster
Barbara Cardi	Doylestown
Cecil Chappelow	Emmaus
Richard Chillemi	Chalfont
Frederick Ciabattoni	Reading
Terry Cobabe	Point Pleasant
Craig Conover	Andalusia
Joseph Costa	Washington Crossing
Robert Costello	Maple Glenn
Robert Craven	Bensalem
Thomas Curtiss, Jr.	Ardmore
Jonathan Daniels	Oreland
Michael Day	Devon
Richard DeGennaro	Glenside
Gregory Dean	Philadelphia
Joseph Denny	Wayne
Kurt Dietrich	Lansdale
James Dillon	Allentown
Robert Dollfus, Jr.	Berwyn
Daniel DuBois	Orefield
Barrie Duffield	Birchrunville
Jerry Dyer	Eagleville
Kenneth Earle	Richboro
Howard Ellsworth	Allentown
Alan Essreg	Marlton
Joseph Evanich	Philadelphia
Jim Foster	Norristown
Scott Franks	Downingtown
Charles Ganther	Kintnersville
Kevin Gildea	Upper Darby
Robert Glaser	Berwyn
Walter Grainger	West Chester
David Greer	Chester Springs
George Harrison	Warrington
Eric Haskell	Villanova

William Hegarty, Jr.	Wayne
Charles Hess	Chester Springs
John Higgins	Fort Washington
Dale Ickes	Collegetown
Donn Jacobs	Langhorne
Deepak Kakar	Hatfield
Raymond Kemmerling	Lansdale
Richard Koff	Richboro
Edward Kress	Wynnewood
Samuel Laird	West Chester
Leonard Lassin	Southampton
Alfred Lee	New Hope
Earl Macomber	Downingtown
William Malany	East Fallowfield
Robert McCaskey	Morrisville
Peter McGinnis	Morrisville
John Meehan	Willow Grove
Bernd Meiser	Bethlehem
Ernest Miller	Nazareth
Scott Miller	Sellersville
David Millman	Wayne
Matthew Mitch	Treichlers
Tom Morrissey	Havertown
Stephen Nell	Fort Washington
Peter Nikolopoulos	Warrington
Alexandr Nitterhouse	Reading
David Perri	West Chester
Elias Pery	Ambler
Elias Popek	Washington Crossing
Stephen Rade	Huntingdon Valley
Dennis Reynolds	Succasunna
Robert Ruchter, Jr.	Broomall
Betty Riggs	Wayne
Jeff Rohrbeck	Devon
Eric Roller	Northampton
Robert Rose, Jr.	Langhorne
William Rossman	Pine Grove
Ronald Russak	Horsham
Vincent Sanfilippo	Gwynedd Valley
Thomas Sclanfani	Lansdale
Jeffrey Seder	Coatesville
Robert Segal	Gwynedd Valley
Peter Siegl	Blue Bell
Robert Smale	Pottstown
Charles Soltis	Radnor
Roger Steerman	Gladwyne
Larry Suglia	Wynnewood
Dave Tappin	Wrightstown
William Thomas	Norristown
Robert Tigani	Wilmington
Dave Toppin	Bordentown
Thomas Trala, Jr.	Philadelphia
James Tricarico	Newtown
Harrison Tyson	Wayne
Karen van Hoven	Horsham
Peter Weintraub	Elkins Park
Amy Wright	Newtown
Scott Yarmark	Phoenixville

Sticky Tire Preview

by Henry Hoeh, Metro New York Region
(from *Porsche Post*)

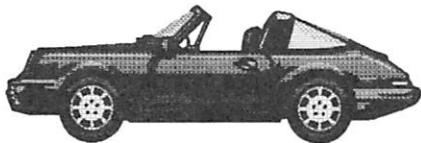
Thanks to some of my internet connections (no pun intended), I got to see a few words relating to the sticky DOT-tire offerings for 1998. BF Goodrich will be introducing a new high performance tire reported to be called the g-Force T/A R1. It will no longer be constructed using an asymmetric belt pattern that the Comp T/A R1 currently employs. It will come with less tread depth (reportedly only 3/32nds of tread) than the old R1s had and will have a tread block pattern similar to the Hoosier and Goodyear sticky tires, which is to say a non-existent or holographic-like tread pattern at best. It should be available first for 18-inch diameter wheels, which is great news for you twin-turbo and C4S owners out there who have had no 18-inch sizes available for the last two years.

I also heard that Hoosier will also be offering their sticky tire in 18-inch sizes for 1998 as well. The other tire manufacturers will follow, I'm sure. So, go ahead and order that new Boxster with the optional autocross-ready suspension and 18-inch, turbo-look wheels. We finally have shoes for you.

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PCNA Relocates Headquarters to Atlanta

ATLANTA, November 4 -- Georgia Governor Zell Miller and Porsche Cars North America, Inc. (PCNA) President and CEO Frederick J. Schwab formally announced the automobile importer's plans to relocate its administrative headquarters from Reno, Nev. to metro Atlanta's North Fulton County at a news conference this morning.

Deloitte & Touche/Fantus Consulting conducted the search for a new corporate headquarters for PCNA, Bob Farley, director of the Atlanta office of D&T/Fantus, said today. Farley said New York, Chicago and Dallas were the other contenders for the headquarters location. He cited five key reasons for the metro Atlanta's win:

- Atlanta's location offers better access to the parent company in Stuttgart, Germany, which in turn allows for better company integration.
- The move places Porsche in "the new center of the U.S. auto industry."
- Metro Atlanta offers good recruiting potential, which is important to a growing company; an excellent business climate that is international in scope; and a superior quality of life.
- The Southeastern U.S. location offers potential for expansion, with the added possibility of providing North American manufacturing capability for Porsche at some future date.
- Georgia is very responsive and supportive to the needs of business.

D&T/Fantus was retained in August 1997 by Porsche to conduct the search for a new corporate headquarters. Final location recommendations were made to Porsche in October 1997. PCNA's national Parts Distribution Center and one of its three Service Training Centers will remain at their Reno locations.

Annual payroll for Porsche in metro Atlanta will be in the range of \$8 million, with an economic ripple effect of up to \$30 million. Porsche expects to employ more than 90 at its Atlanta location when it begins operating from its new 32,000-sq.-ft.-headquarters site in early March 1998. The new headquarters site is slated to be in Lakeside Commons (the Georgia 400 - I-285 area off of Hammond Road).

(Courtesy Porsche Cars North America, Inc.)

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66 991, '72S engine w/ Weber 40 IDAs, SS heater boxes, Fuchs wheels, new Yokomama AV1-65i tires. Stored for 15 years, runs fine, pan solid, needs paint - some surface rust. Also orig. '66 engine set up for 2.5 ltr. kit, S heads, needs assembly. Will sell engines separately. \$5,900 Rod Mull (610) 775-4702 1/98

81 911SC, Off-white/Full saddle leather package. Sunroof. Limited slip diff. Engine rebuilt at 94K mi. New rings, bearings, seals, chain tensioners. Valve job, including valve guides. New Sachs clutch w/ aluminum pressure plate assembly, new front rotors, new driver-side CVs. Short shift kit, Ansa exhaust, also OEM muffler in good cond. 36mm Webber IDA3Cs (need re-jetted to pass emissions). Functional factory fuel injection inc. AC compressor not installed, but worked fine when removed to rebuild engine. Heater tubes not hooked up, exchangers in decent shape. 99K miles. Runs very strong. \$14,800 firm. Peter Messikomer (610)255-3683 or Foxbrook@bellatlantic.net 1/98

82 911SC, Black/Black sunroof coupe. Rear spoiler, racing seats (both sides) w/ 5-point harness belts, inc. Dunlops for street & 4 racing slicks for track. Est. 275 hp. Clean, top maint. Car is Race/Driver's Ed ready & streetable. Must see, must drive. Asking \$22,000. Christine (610) 325-4888 10/97

84 944, 5-spd, A/C, pwr sunroof & windows, headlight washers, black leather (pwr) seats, Autopower bar, 2 exhausts. Runs well but needs clutch work. \$2,700 Jason Vanatta (610) 777-4056 or (610) 914-7601 11/97

85 911 Carrera factory Turbo-Look Cab., Black/Black top/Red leather interior. Heated sport seats, tonneau cover, turbo tail. Certificate of Authenticity. Garage kept, immaculate! No chips, no bolt-ons, all orig. 48,000 orig. mi. \$31,800/OBO. Trade for late '80s coupe considered. Vince Tague (215) 542-9604 vktag@erols.com 1/98

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87 Carrera Coupe, Dark Blue. Front and rear spoilers. 49,000 miles, garage kept, well maintained. Extra set of wheels. \$24,500 call Rick, (610) 670-0632 1/98

87 911 Carrera Carbio., White/Black leather/Black top. 73K meticulously maint. miles. Garaged/no rain, smoke or snow. Full elec. top, elec. windows/locks/seats. Roll bar, Simpson 6-pt. harness. Momo wheel, Weltmeister strut bar. Alarm, Autothority chip. Sony ES in-dash CD w/ 400 watt amp, upgraded speakers. Bursch exhaust (also factory). Phone optional. Many extras. Service records. Inbound Boxster forces reluctant sale. \$27,000 Ed Gross (610) 378-4910 (w) or (610) 293-2332 (h) or EMail: eg911@aol.com 11/97

88 944, Burgundy/Burgundy leather interior. Sunroof, CD player, pwr everything. 17" wheels and Yokohama tires originals from 911 Turbo '97 (2) 225F and (2) 255R. All service by dealer. New timing belt. 40K orig. mi. No winters. Gorgeous. Must go to a good home. Omar (215) 546-7652 1/98

88 944 Turbo, Black/Black leather. 5-spd. 928 wheels. All records. Runs strong. Inspected for 8/98. Last Chance, reduced to best offer over \$9,400. Frank Tavani (215) 782-8827 11/97

88 944 Turbo S, Silver Rose/Burgundy plaid interior. 1 of 339 originals! 26,000 mi. Factory docs, perfect cond. All options, 247HP, M030 adj. sport suspension, S4 brakes, ABS, ltd. slip, dual air bags, 7 & 9 x 16 forged wheels, AM/FM/CD, pwr sunroof, mirrors, locks, seats. Cruise, rear wiper. \$23,500 Pete Fitzpatrick (215) 741-4228 (day) or (215) 493-7773 (eves.) 11/97

88 944 Turbo S Limited, Silver Metallic/Black Cloth/Leather interior. Limited Edition options. Sunroof. Always garaged. 83K mi. Excell. cond. \$15,000 Bill Duffy (215) 295-4026 11/97

88 928 S4, Black/Tan interior. 5-spd, sunroof. New paint and chromed GTS wheels. Must see! 99K mi. Well maint. Asking \$23,900. Derek Granieri (610) 666-7325 - leave message 11/97

89 944 TURBO PCA Club Racer, Ready to race in '98 or run street legal. Strong motor ('97 PCA Race poles & fastest race lap at Road Atlanta & Mid-Ohio, 3 podium finishes in '97).

Custom welded rollcage, full KMR suspension package (heim joints & poly bushings) w/ adjustable top strut mounts, coil-over struts & shocks (dbl. adjustable Konis), Fabcar A-arms, solid engine & transmission mounts, Eibach springs, Brey-Krause camber brace, Club Sport sway bars, external oil cooler, 40,000 miles. Spare parts, 2 sets of 17" wheels included. \$27,500. See online at <http://www.albany.net/~rhreed/71026002.htm> Jim Rench jl951@ix.netcom.com 1/98

89 911 Targa, Velvet Red Metallic/Black interior. Spoilers, short shift, auto heat control, sport shocks, rear wiper. Excellent cond., garage kept. 33K mi. \$29,950 Joe Ilacqua (610) 584-4821 1/98

90 C2 Cab., Rare Forest Green Metallic w/ Mahogany Top. 16" Fuchs, lowered, in-dash CD. 42K mi. No winters, garaged home & work. Don Rosen serviced. Perfect. \$40,000 Jeff Bellisario (610) 687-4945 10/97

NON-PORSCHE CARS/ITEMS

Zink C4 Vintage Formula Vee Race Car, Fuel cell, fire system, hydraulic clutch, Autometer, quick-steer, Lynx stub axles. Has both zero-roll with Koni coil-over and z-bar with Armstrong coilovers. Run either SCCA (current competitor) or vintage (won class at Lime Rock Labor Day '97). Three sets of bodywork, mounted treads and slicks. Frame-up in '92, fresh paint '97. \$5000/OBO/consider trade (A or earlier 356 - wife wants another old car around!). Dave Reiter (610) 667-4190 1/98

Mercedes 300E sport wheels (Borbet aftermarket) with Pirelli Winter S snow tires, Used one season. \$450 for set of 4. Dave Reiter (610) 667-4190 1/98

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911 3.8 Rear Wing, \$1,500/OBO. Joe Ilacqua 610/584-4821 1/98

993 Coupe Parts, New car take offs - 7"x17" & 9"x17" Cup-style wheels w/ tires - \$2,200; rear bumper cover - \$700; front wiring harness; ABS pump & computer; steering rack; steering pump; F&R bumper reinforcing bars & shocks; oil & A/C lines; right front suspension; 6-spd transmission; cashmere supple leather interior; Alpine AM/FM CD player; Hi-Fi sound system. Call for details/quote. Bill Cooper (610) 793-9345 1/98

'87-'94 928 S4 11-pc. Hose Kit, Brand new & still in box. Asking \$100. Derek Granieri (610) 666-7325 11/97

911 Carrera Parts, Original steering wheel from '87 Carrera, Excellent Cond. - \$50.00; Air Flow Meter + Air Box from '87 Carrera -Best Offer; New Fan belt for '87-'89 Carrera - \$10.00; One Piece Black carpet for top of rear seats (when seats are folded down)..New - \$15.00 Bill Frey (215) 297-9745 11/97

Konig CP700 Racing Seat (new), 4-belt set-up. Seat back adjustable. Black. \$195 Gunther Graber (215) 297-0213 10/97

Mobil 1 Oil, Riesentöter members \$22.50 per 6 pack, 0-30, 5-30, 10-30, and 15-50. Gear Oil \$5.50. Call Bill O'Connell (610) 640-1675 11/97

'84-'89 Carrera workshop manuals, New, in box. 5 Volume set. I just received them and then bought a '91 Carrera. My blunder can be your savior. \$395 cash. The perfect holiday gift for the needy... Larry Tractenberg (609) 883-5208 11/97

993 Sport Exhausts, 3 sets, used development time only. Special C2-C4 OEM exhaust. Joe Fabiani (215) 646-4945 10/97


911 Carrera Parts, Porsche Tire Inflator. Original, like new - \$30; Colgan Bra for 87-89 Carrera, never used, new in box - \$50; Original steering wheel from 1987 Carrera, Excellent condition - \$50; Air Flow Meter + Air Box from 87 Carrera - Best Offer; Brey-Krause Fire Extinguisher Mounting Bracket for Non-Pwr seat/Carrera - \$35. Bill Frey (215) 297-9745 10/97

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Swap Meet, Do you have pre-owned Porsche parts that you don't need anymore? Anyone out there interested in participating in a mini-swap meet on a Saturday in early March at Holberts? Call Melissa if interested (215) 343-0263 1/98

Rear Boot for 930 Cab., Black. Call Joe Ilacqua (610) 584-4821 1/98

Left & right fenders for a 1976 912E, or suitable equivalent fenders. No rust, but otherwise sound condition desired. Roy (215) 343-6389, or email manley912e@aol.com 1/98

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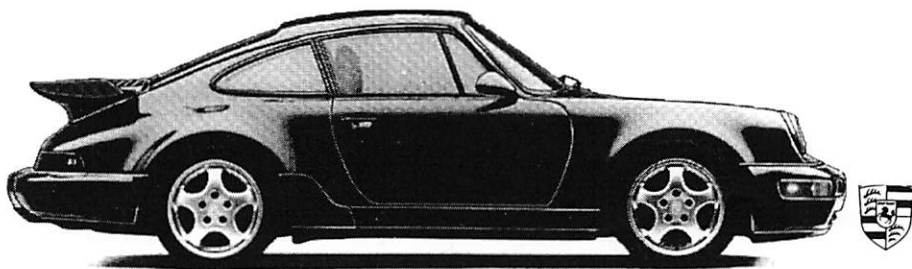
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