

"der Gasser"

Januar/Februar 2006

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ANNUAL DOOR PRIZE
PRESENTED BY JOHN HECKMAN
12-30-04

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1995 JOHN & SHERI TURCO
AND
LARRY & JACKIE BOYKIN
1996 ANGIE CASEY
1997 RANDY JAMESON
1998 DOUG MAHONEY
1999 TOM ZAFFARANO
2000 KEN SOUSER
2001 JOHN FLOYD
2002 SEAN BANFELL
2003 JACK KRAMER
2004 STEVE MANKOWSKI
2005 JEFF HUNTER



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„der Gasser“

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On the cover:

RTR Door Prize, Holiday Banquet, 2005

Photographer: Tony Scalies

„der Gasser“ is published with the goal of being in members' hands on the 15th of the month. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is required although photos may be sent for scanning. Editorial contributions and pictures are welcomed. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 times a year, monthly with combined January-February and November-December issues.

For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org

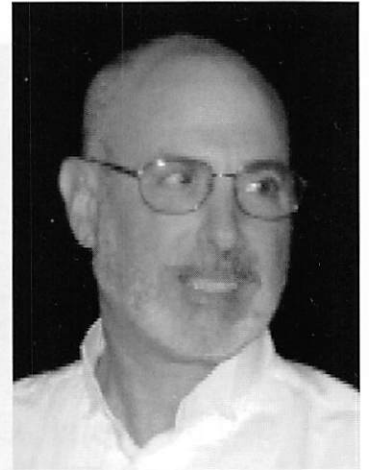
State of the Region

Tom Zaffarano, RTR President

Happy New Year!

Plans for 2006 look like they're shaping up to surpass last year's—more below, but first:

Congratulations to our 2005 award winners and many thanks to Robin Zelinskie for putting together a grand time at our Holiday Awards Banquet.



Now more on 2006. Our executive committee met in early December to share their plans. Some highlights:

- Jeff plans to make some changes in monthly meeting times and venues...
- Mike has added another DE event—this one to fill that empty space in August...
- Tom (that's me) is looking to improve the DE registration process...online maybe?
- Patrick already has 3 Valley Forge and 1 Bear Creek Resort dates for AutoX...
- Dennis has agreed to design and run another fun Rally...
- Francine is looking for a new design for the long sleeve DE shirts...

And Brian is planning more 'not just for new member' breakfasts...

Stay tuned...

Tom Zaffarano

The Calendar

Monthly Member Meeting

February Meeting

Wednesday
22 Feb 2006

***Details @ www.rtr-pca.org

Track • DE • Autocross

Tentative 2006 schedule published
on page II

Social Events

***none currently

I would like to officially announce that the
Goodie Store has been renamed, and is now:

Riesentöter Marktplatz

Thank you, and look for me at the next event!

- Francine

The adventure of a lifetime starts here.

Pre-Owned Inventory

- '99 Boxster, 5 Speed, Black/Black
- '01 Boxster, Tiptronic, Dark Green/Beige
- '01 911 Carrera, 6 Speed, Silver/Black
- '02 911 Carrera Targa, 6 Speed, Silver/Black
- '02 911 Carrera 2 Cabriolet, Tiptronic, Silver/Blue
- '03 Boxster, 5 Speed, Silver/Black
- '05 Boxster, 5 Speed, Silver/Grey

New Inventory Sample

- '06 Cayenne S, Tiptronic, Carmon Red/Beige
- '06 Carrera 4S Cabriolet, 6 Speed, Red/Beige
- '06 Cayman S, 6 Speed, Silver/Black
- '06 Cayman S, 6 Speed, Black/Black
- '06 Boxster S, 6 Speed, Yellow/Black



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Riesentöter 2005 Awards

Fred Bonsall, RTR

“Riesentoter Fossil” T-shirt - presented to each active 20 year member (membership since 2004). This year, there are fifteen RTR recipients.

Paul Cohen
Jeffery Yoroshko
John Mitroka
Norman Marcus
William Miller

Gerald Weger
F. Pilotti
L. Lien
S. Cori
Stanley Cohen

Henry Pompili
Glen Mast
William Boys
George Sprenkle
Mark Corbman

John Heckman’s “Annual Door Prize” - since 1994, presented to the most active new member.

Jeff Hunter (2005)

The “Mighty-Nitto” Award - originated by the Lyles in 1981. On a Saturday they purchased a 911 equipped with Mighty spark plugs and Nitto tires (neither one recognized as a go-fast goodie), and the very next day they both won their classes in an autocross. This award is presented to the person who “Makes the Best of a Bad Situation”.

Sandor Ferenczy (2005)



“Tattered Helmet” Award - first won by Howard Reed, who in 1970 purchased the very first 914 in our region. This is awarded to the person who somehow distinguishes him/her self in a less than glorious manner.

Patrick Wayman (2005)

“Case-Beilder” Award - presented for service as past president; originally presented to Charlie Beidler, Regional director in 1957.

Tom Zaffarano (2005)



“Press on Regardless” Rally Award - created in 2002 at the request of Steve Choi, our Rallymeister at the time, with a generous donation of a 70’s vintage Heuer stopwatch by fellow Riesentoter Jeff Meyer.

Frank Harrison and Kathy Wright (2005)

The “Broken Crankshaft” Award - originated by William C. Schmidt, an avid autocrosser, in 1972. Bill donated the crankshaft from his brown 1968 912 for this award. This heavy award is presented to the most improved autocross driver.

Fred Gorstein (2005)

The "High-Speed Driver" Award - originally presented to Al Anderson in 1984 and currently presented to the track driver who shows the most improvement during the year.

Tom Dymant (2005)



"Instructor" Award - presented first to Kurt Faller (2000).

Jack Kramer (2005)



"Riesentoter" Award - originally presented to Charlie Beidler in 1959. This award is the oldest and most coveted award of our region. This is presented to the person or persons who in the

opinion of their peers has/have made the greatest contribution to the club over a number

of years. Literally translated, "Der Beste Riesentoter Des Jahres" is "best Riesentoter of the year". It is interesting to note that the word Riesentoter, which loosely translated means "Giant Killer", was part of the inscription long before it was adopted as the official name of the region in 1973.



Ken Nielson (2005)

Many thanks to Bill and Debbie Cooper for their historical contributions.

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Dear Hanzy, mein Hanzy

John Killion, North Country Region www.ncr-pca.org

As you should know by now, my old, venerable and beloved 944 fatally chomped its factory-installed, rubber-nucleus clutch while hopelessly peddling its way around NHIS last fall, much to amusement of the far too haughty 911 crowd, who's obvious delight with my resulting straits would've embarrassed an adolescent male monkey. Feeling so much shame floating around, sticking to everything and insoluble to no known solvent, I had no choice but to park the car for the winter and bolt the garage door shut. This plan, though clearly and obviously flawed, worked well for several quite blissful and otherwise delirious winter months, until the empty bottles began piling up and the lengthening days betrayed my true undertakings and pursuits, so, in a typically half-baked effort at self-redemption, I've been spending a lot of time holding cold steel tools in my hand while loudly and creatively cursing in the garage.

Ever unbolt a 944 transmission before? Ever conjugate a nasty word at the top of your lungs in all its possible and erudite forms? It's only the first step in a long, Nordic-Think clutch replacement process and it is not an undertaking for the fainthearted or even the right-minded.. There are BIG bolts holding that monster in place, intimidating bolts, and after pumping my car into the springtime air, its lovely and familiar butt raised oh-so-carefully-high, I began to contemplate the magnitude of my intended and consequential mission. Fortunately, not all of those bottles were actually empty, and my resulting joy associated with that discovery clearly clouded my otherwise impeccable judgment and temperance while I was strutting and fluttering around my work bench, when, all of a

sudden, there was the ghost of none other than Dr. Porsche, resplendent in his white techno-geek apron with the obligatory blue pen stain spreading across his chest pocket.

"So," he says to me. "You sink you can fix zat heap vis your hammer und Craftsman locking wrench?" He snickered.

"Hey," I cleverly responded. "How did you get in here?"

His eyes were quickly and efficiently scanning the walls at my assortment of tooling implements and nudie girls and he was making sounds which I interpreted to be noises of disapproval more clearly focused on my mechanical weaponry than my choice of pictorial art. Then he said, "Never mind zat, Knucklehead, vee have more important sings to consider here."

Feeling briefly offended by his unkind characterization while privately admitting to myself that he was probably correct in his observation, I proudly and brazenly offered, "I think I have everything under control here. Ohhh, yaaaa," as I tossed something amber colored down my throat and warily thought about those big bolts.

He mumbled something under his breathe in German and reached up to turn the volume

down on my CD player, which was blaring some hillbilly rant about some dirt poor slob losing his truck, his dog and his wife – in that descending order of importance – and apparently that was just too much for Dr. Porsche to bear in ease. Immediately frustrated by the dozens of tiny buttons and complete lack of intuitive dial knobs littering the facade of my player, he seized the power cord and yanked it from the wall socket with a violent tug while saying, "Zees audio machine is from zee end of zee dog you do not pat."

Now Hanzy, I know you and I go back a long way and we've sought to puzzle out many deep and enigmatic mysteries along the path, and I'm fully aware that you have many, many valid and fundamentally correct reasons for questioning the, ha, say... portability of my table saw, but there I was, more or less sober, standing in my cold garage late at night, talking with the ghost of Dr. Porsche and all I could think of to say to him was, "Hey, do you think I can jam this 11/16 inch socket onto those 17 millimeter bolts?"

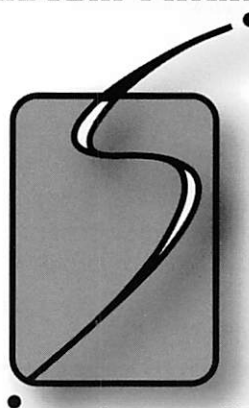
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He groaned loudly, and turned to face my 944's stable mate, a bright, arrest-me-red 928 S4 date-car and said, "Zat car nearly cost me my house." He walked over to my work bench and picked up the bottle I'd been working on and carefully wiped off the end before taking a long, slow pull on its nipple and said, "Schnapps it isn't. But Saint Peter is pretty tight about what gets past zee gates zees days." He took another swig.

"You know," he slyly asked, "Vat does zee designation S4 mean to you?"

"Four thousand pound Sweathog?," I suggested.

For the first time since I met him, he actually smiled. It wasn't a big ole American toothy smile, and was more like a tight and carefully controlled Germanic grin, or perhaps even a sneer, but considering that I wasn't sure if he'd even get the cultural reference, it was more than I expected, but, apparently, he's a long-time Travolta fan. Anyway, he took another swallow from my bottle and I could see a warm and fuzzy glow beginning to envelope his otherwise austere and composed persona as I tried to fit some extension pieces onto my rusted

ratchet wrench. "So," I said. "Security is tough even in Heaven?"

"Ja," he lamented.

"Too many heathens trying to sneak in?"

"Nien," he exclaimed. "Too many of us trying to sneak out!"

I was shocked. "Trying to sneak out? Why would anyone want to sneak out of Heaven?"

"Sink about it, Knucklehead. Vat is there to do for a fellow like me? Everyting works perfectly in Heaven. Zee car, it always starts und runs well. Zee oil never gets dirty und zee gas gauge is always on full. If I sink zee tires need an extra pound of pressure, zay already have it before I even finish my thought. I feel useless there."

I considered his problem for a moment, and the seriousness of his terrible and peculiar situation, and as it percolated in my mind I suggested, "Well, perhaps you should import an early Boxster."

"I thought of zat too," he said, clearly defeated. "But I can drill holes in zee crankcases all day long and it still won't leak. In fact, I

can run zem without any oil at all und zay still run fine. Nothing wears out in Heaven. Ever." He took another long pull from my bottle and I astutely recognized that he was indeed very troubled by his current condition. I warily looked over at my partly dismantled car, dangerously teetering in the air on mismatched jack stands, and discovered that I was having a difficult time working up any real sympathy for him, considering the earthy nightmare I had in front of me. But, smartly and quickly sensing a rare opportunity, I handed him a wrench and invited him to join me under my car. Now, Hanzy, let me tell you, he scampered like an elf under my 944 with an agility I never would've expected from a dead guy, and his hands moved so fast I could hardly even see them! Within moments, my transmission hit the floor with a heavy thump and I felt a strong wave of satisfaction crest and roll over me, which immediately inspired me to let loose a whooping victory cheer which I knew would annoy him greatly. As my joyful WooHoo vaporized into the same chilly air as all my previous and quite hideous obscenities had, I looked around the garage but Dr. Porsche was nowhere to be seen, and, sadly, neither was my bottle.

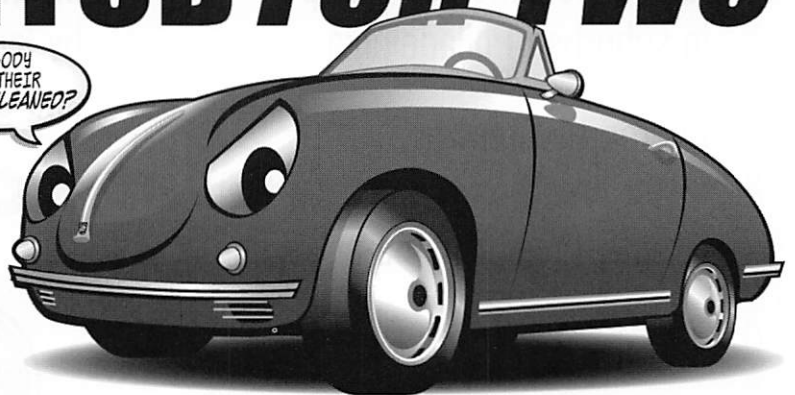
-John Killion, Car 168

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The Proper Care and Feeding of Your Instructor

Larry Herman, RTR

You see us frantically running from car to car, and then disappearing into our own rocket ships from time to time. Occasionally, you might even catch us huddled amongst our own, gesticulating wildly and laughing about some driving interplay. We are the illusive instructors, talented, experienced, and full of knowledge to be passed onto others, such as you. The problem is that we have a lot to do, but we don't have much time, and so we need to be managed, and cared for, and loved. What I would like to do here is explain to you novice and intermediate drivers exactly how you can get the best out of your instructor.

The first and foremost thing to do at the beginning of an event is to seek out your instructor. Most clubs have assigned instructors and usually include that list as part of your registration package. Your instructor most likely will have towed their car there, and will be busy unloading and getting ready. If you get your stuff done right away, and seek them out, it will be one less thing for them to do. It's usually not a bad time to introduce yourself, review your track experience, and get to know them. If that is not convenient for them, they will probably suggest a time to meet before your first run. That time can set the entire tone for your weekend. It gives you the opportu-

nity to discuss your abilities, deficiencies, and goals for the event. It also gives them time to discuss their instructing style, what they will be looking for, and how they can best teach you. It's a good way to understand each other. Some students like a lot of chatter, and some don't. Same with instructors, some talk a lot, and others spoon feed information as it's needed. This helps to put you both on the same page.

Pick up your instructor for your run session where they are setup, and be early. It gives

you spend directly before and after your sessions are where a tremendous amount of timely information can be exchanged. Alternatively, you might spend lunch with them discussing the whole morning, but do not be put off if they politely decline. After all, it is their weekend too, and many like to spend some time amongst their friends and family.

First time out in the car, take it easy! Impress your instructor with your smoothness, knowledge of the line and self control.



them time to talk to you. If they are involved with something, it helps as a reminder that it's time to go out, and once again they do not have to search for you. The few minutes

Don't think or act like you are the next Fernando Alonzo, you are not. Nothing can start you out on the wrong foot more than charging headlong into the first turn



with cold tires and an instructor who does not yet know your abilities. Show me how you can be smooth, and I'll show you how to go fast. If you are ragged and inconsistent, don't expect me to work on advanced techniques that require precise control and have a small margin of safety. You will spend the weekend plodding around on the line until I feel comfortable with you. And this is really the issue, comfort. Drive within your

comfort zone and I will be comfortable too, and probably more receptive to you going faster. Here is the real truth: we go as fast as we do because we feel comfortable with what we are doing, not because we are searing ourselves to death. I don't like my student scaring me either.

Do not be afraid to ask questions. Your

driving skills need to be built upon a solid foundation of knowledge and repetition. If your instructor assumes that you understand a particular skill, but you do not, it may very well impact all of what they are trying to teach you. Remember that it is more embarrassing to slide off the track and crash your car than it is to ask the same question a dozen times until you under-

stand the answer.

Be patient with your instructor. Just like not everyone can be a great driver, not everyone can be a great instructor. The difference is that one has to have a prerequisite amount of driving knowledge, skill, and seat time in order to be an instructor, and so they have much more experience than you do. Even if you may not agree with everything that they tell you, there are things that you still may learn. I still try different lines and techniques because I never know when I will find something just a little better than what I have been doing for years. Be receptive to different ideas. Just like you always hope to get an instructor that you really click with, we hope for the same in a student.

And finally, remember that your instructor is doing this for you because of their love for the sport, and their desire to help other similarly inclined drivers feel the same way. So, at the end of the event show them that you appreciate what they have done for you. Thank them, profusely. Buy them a beer, or if they are really good, a set of Pirelli P Zero Slicks (245 & 305 x 18 for me please).



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Riesentöter Driver's Ed 2006 Schedule

Mike Andrews, Track Chair

April 29-30	Shenandoah Circuit	
May 19	Pocono North Course	Advanced - Instructor Training
May 20-21	Pocono North Course	
June 24	Jefferson Circuit	
June 25	Shenandoah Circuit	
July 28-30	Watkins Glen	
August 24-25	Summit Point Raceway	
Sept 22	Pocono South Course	MAW
Sept 23-24	Pocono North Course	MAW
Nov 10-12	Summit Point Raceway	



Back in Flesh

Christopher Mahalick, RTR

The project started out simply enough. Remove the broken transmission from my Targa and replace it with a working one. Two weekends. Tops. How naive I was.

It was back in July of 2004. I won't bore you all again with the details. A post mortem automotive autopsy revealed that second gear was broken clean in half.....

And so began the odyssey.

Step one was to get the car back home from the track. The problem was that I didn't have a trailer. I still don't know who to thank more. Bill Dougherty and Patrick Wayman came together with a solution. I would drive Patrick's Turbo home, and we would put my Targa in the trailer. It was at a time that I really could have used some help, and they came through beautifully.

Once the car was at Dougherty's, I still needed to get it home to my garage. And again, help came along from another club member. Rick Owens just happened to be passing by my house on the way home from the shop in West Chester. And rather than drive by with an empty trailer, he and the Dougherty guys loaded up the car, and within an hour had it back home, parked

next to my garage.

Which is where it would sit for the next two or three months. I didn't have a lot of cash at the time, and was not having any luck finding a "GOOD"(Get Out Of Debt) job.

Bob Koerbel offered a transmission. A totally nice gesture from a totally great guy. But a quick look back at the havoc wreaked on my own transmission dictated that I take the high road with regards to his overly gracious offer.

And then it got embarrassing. Here was a perfectly good Targa(sans transmission) sitting under a tree all dusty and ratty looking. And if that wasn't bad enough, the interior looked like Sir Alexander Flemming's mold farm. If scraped properly, that interior could have singlehandedly wiped out all known bacterial infections world wide.

Se we dropped the engine and transmission in September of 2004, and put it on the floor of the garage, supported by an eclectic collection of mismatched two by fours. Nothing but the finest at the Taj Mahalick.

"So now what do I do?" Still no GOOD

job, and now I need a transmission(and may as well replace the clutch disc while we're in there).

Bill Cooper called one day and said he and his brother Harry had a transmission for sale at a reasonable cost. So I went to Dallas, PA and picked it up. "Now we're moving!" Until I noticed that the drive flanges did not match the bolt pattern of the rear axles.

And so began a series of obstacles that in the end would just crush my spirit.

Bill came through with the correct flanges within a few weeks, but I still needed a clutch. Again, Bill Dougherty stepped in with a fresh clutch plate(Honestly Bill, I'll settle up next week).

But before mating up the new transmission to the engine, I had to degrease said engine and perform a valve adjustment. I came back from the hardware store one winter afternoon armed with an arsenal of degreasing products filled with ambition(me, not the cleaning products). Which faded within a half hour. The engine was so dirty that I had to go in with a toothbrush, which not only agitated, but flung the filth in every

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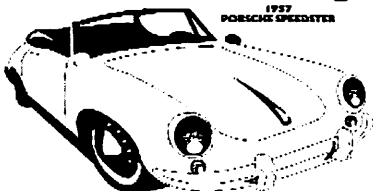
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conceivable direction, nearly rendering me sightless subsequent to this cleansing ritual. And I still had about three or four more similar assaults ahead.

It was at about this time I discovered the crack in the motor mount bracket. Lucky for me, Mike Pechstein (he's all right for a Ferrari guy) lives right around the corner. And luckier yet, he's a heck of a nice guy. With a bitchin' welding outfit! He generously welded the mount back up better than new. And when John Randolph found a crack in the "catalytic converter", Mike stepped in and fixed that as well.

So then all I had to do is clean up the engine tins, repaint them, adjust the valves, and bolt on the transmission. Ian Carpenter was nice enough to let me use his blast cabinet on the tins, as well as providing counseling services throughout the entire ordeal.

And believe it or not, I found a GOOD job along the way. I was ready!

This past October, on a perfect Fall afternoon, the engine was put back into the car. Thank goodness for Dave Ehm. No one else I know could get an engine and trans back in a car as fast as he does. And if mem-

ory serves me correctly, John Randolph and Tony Bonanni were there as well on that beautiful autumnal Saturday. So we got the engine back in and mostly hooked up. A few more hours the next day and I'd be driving a Porsche again!

I woke up on that Sunday morning armed with a smile and a fresh case of oil. First, I had to hook up the clutch. Took me about thirty minutes. I was flying. So I sat in the car and pressed in the clutch pedal. I felt some resistance. At this point a reasonable and prudent person would get back out of the car and check underneath again to see what was going on. So it was at this point that I instead applied increasing pressure on the pedal until I felt it hit the floor. "HMMMMM. I still feel resistance".

After nine months of looking at an engine on my garage floor, a mold factory in my yard, and a dusty car on jackstands for far too long a time, something snapped in my head! I stomped on that pedal with both feet in a fit of rage that would have challenged William "D Fens" Foster in that sentimental favorite, "Falling Down" (see Michael Douglas movies).

Which resulted in only bending the pedal shaft like a pretzel. Never said I was a ge-

nius. So I walked away. There the car sat, gathering sweatshirts and gasket kits on the roof for the next five and a half months. I had had enough.

Until the beginning of December. Thought that a swell Christmas gift to myself would be to get the Porsche back on the road. The new pedal shaft arrived in the mail during the third week of December. As well as a bronze bushing set, clutch cable and new pedal rubbers (Wipe that smirk off your face! We're all adults here). So on the Thursday night before Christmas, I set out to rebuild the pedal cluster. It was really going well until I somehow jammed the Delrin shaft spacer into one of the bronze bushings. No problem. I grabbed a socket larger than the spacer and tapped it out with screwdriver.....solidly into what I had thought was a larger socket. So there I was; the part needed was now solidly jammed inside a Craftsman 13/16 socket. Next, I proceeded to drive a small screwdriver down through the socket in order to displace the plastic spacer (in theory). Only the screwdriver embedded itself solidly into said spacer. Never to come out again. Time for "Mr. Yeungling". I may mount this symbol of stupidity for posterity.

Enter Steve (who turned out to be pretty

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cool) from J&J Motors. I called the shop and explained my predicament. Steve pointed me towards Don Galbraith's shop, where I met a great guy by the name of Tom(drives a Lotus!), who was accommodating enough to leave the part outside the shop for me to pick up after work.

I entered my garage on Christmas Eve at seven in the morning. With the pedal cluster together and back in the car(less than two hours!) it was time to install the new clutch cable. It went right in. Like automotive ballet. The pedal worked better than new. Psyche! Never again would I forget to flip the horseshoe spring on the transmission. Time to hook up the remaining stuff in the engine compartment and underneath.

Four o'clock and done. Turn the key. The engine turned over great but nothing else happened. Couldn't find anything wrong. But since it was Christmas Eve, I had to go visit my parents.

Christmas day. Still no progress. I went out to the garage again that evening and started to poke around in the engine compartment, where I found a bundle of brown wires next to the intake manifold. And a loose screw on the side of the manifold. I'm

no detective, but it looked like a clue to me. I hooked the brown wires back up. The car fired off on the first turn of the key. Success.

But every gray cloud has a grayer lining. At idle, the back end of the car jumped around like a ferret in a flour sack! Coupled with some major league hesitation and the "Heartbreak of Backfire-a-sis" led me to believe that from here on in, this car would be traveling to school on the "Short Bus". So I spoke with Jay Winsor, who insisted that the problem was worn intake gaskets. Which made me spend the next two weeks repairing vacuum lines to no avail.

So I finally took the car to Jay. Who promptly replaced the intake gaskets. And it was like having four impacted wisdom teeth removed. The car ran better than it did when I bought it six years ago. A virtual metamor-

phosis.

The awful project was finally complete, and once again, I was driving a Porsche.

It was like an eighteen month Marine Corp boot camp. This project tore me down. Only to build me right back up. So was it all worthwhile?

After a week of driving a fully functional Carrera, I can only say.....

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2005


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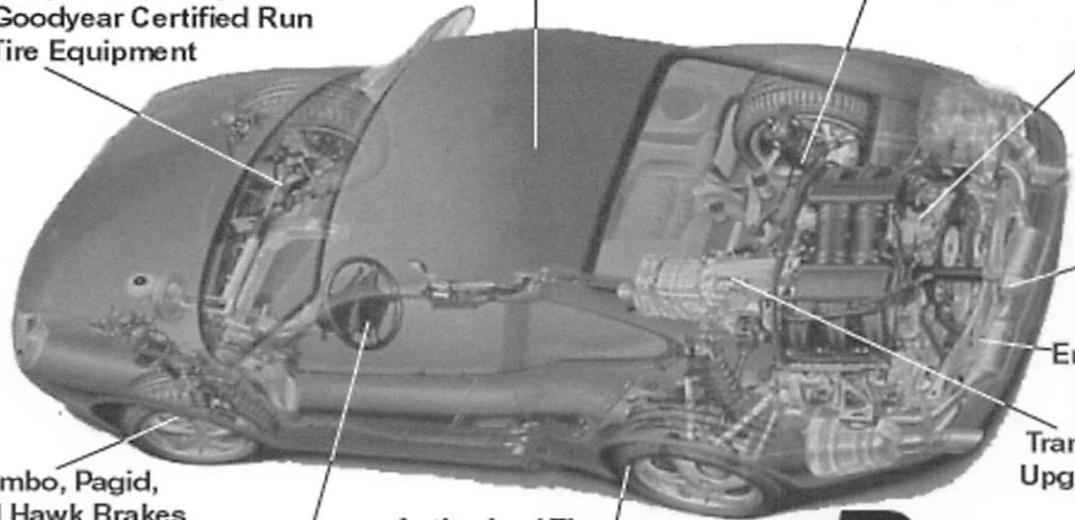
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Porsche Cars

1987 944

White/Burgandy and Black interior 120,000 miles 3rd owned. I have records of every nickel spent on this car from both prior owners. Way too much too list here but the short version is that everything is either new or rebuilt within the past 1000 miles. Major items; new wheels, tires, brakes, clutch, rotors, alternator, starter, battery, PS pump, seats, carpets, stereo (Sony CD) and speakers, etc., etc., and so forth. Car really does need nothing. Great car for someone's child, first Porsche, club racer, etc. Asking \$6995 and would really like to sell it as it's not been driven for over a year. Please contact Jim Levitt, Devon, PA jrl194@aol.com or 610 971 0707 [10]

1973 Porsche Targa 914

Red 1.8 litre, good shape, original wheels two sets, many extras, does run, front and back spoilers, great car for restoration or racing. E-mail Curt at Highbuspln@aol.com [10]

1986 911 Carrera Targa

Blk/Blk, 115K miles, lth int, sport seat, whale tail, front spoiler, Alpine CD, 16 Fuchs, H4s, ltd slip, fact alarm, no oil leaks, upgrades done at 107K by Performance Automotive rebuilt trans, new clutch, new press plate, new flywheel, Bilsteins, turbo tie rods, pedal cluster, lowered, corner balanced, looks and runs great - \$21,900. Call Ed at 610-458-8682. [11]

1995 993 Carrera Coupe

59000 miles. Midnight blue/light blue. 6 speed, limited slip, sun roof, all normal power accessories. Fab-Speed Maxi-Flows, strut brace, Cup Car airbox and filter. Never tracked. Very good condition. Asking \$37,500. Tom. 610-667-8199 or brerrabt@comcast.net.[2]

1972 Porsche 914/1.8,

86K mi., pro restoration mid 90's, no rust. Signal Orange, excellent cond., garaged, inspected, needs nothing. Original VW hubcaps included, much paperwork. \$8,500.00. Howard Greenberg <hgreenberg@ngsassoc.com> or 610.299.0850 or Dan 610-308-1854. [2]



2001 986 Boxster

Low mileage 14,000, unraced, unmolested but much loved. Always garaged and covered. Forest green, black leather interior, Pirellis tires, annual service and maintenance records, 6 player CD, heated seats. \$26,000 OBO. Call Mark at 484-886-1589. [2]

1979 911 SC

Light blue metallic w/ 96,000 orig. miles. Owner since 2001. Car is in near perfect condition. Upgrades include most new interior pieces incl. dash, vents, Alpine CD/Satellite stereo and 4 new speakers, sun visors, door pockets, steering wheel, shift knob/boot. Seats re-covered in 01 and carpets replaced in 01. Interior is a "9" Exterior has had minor paint work to remove scratches and blemishes and now looks new. H4 Headlights and new porsche crest badge. Engine mods incl. hydraulic



chain tensioners, SSI heat exchangers, 930 tie rods and airbox pop off valve. New 993 turbo twist wheels w/ Yokohama Sport tires. Have original Fuchs Wheels mounted on Pirelli Sport Tires. All service completed by Holbert Motor Cars since 2001. Jerry Gross believes it's one of the cleanest 911 SCs in Bucks County. Over \$25K invested, Asking \$17,000. Call Fran Taloriceco (215) 266-0229 - Doylestown, PA [2]

911 Turbo (930)

Drk. Blue Coupe w/ Burgundy&Blue Interior. RUF front "aero" and RS "cup" spoiler. Street Legal and Track Prepped for PCA DE. Interior fit w/ Recaro seats, K-Fab roll bar, seatback brace and TeamTech 5 pt. harnesses. Cyntex prepared 3.4l engine w/ Tee3 engine management controlling twin-plug ignition and sequential fuel injection. 4 hours since major rebuild. Prepared drive-train includes re-gearred 4spd. "930" transmission w/ Quaife differential, Wevo shifter, light-weight flywheel and Sach's performance clutch assembly. Track prepared suspension w/ Sanders hollow torsion bars, Bilstein "tuned" dampers and Smart Racing ARB's. Street and track wheel/tire set-ups. Exceptionally maintained example of a Porsche classic with its "fangs" back in-place. Serious inquiries to Jeff via phone at 610-256-8433 or e-mail at jwhaas@comcast.net. [2]



Porsche Parts

911 Parts

Fiberglass RS ducktail rear deck lid (\$150) and front bumper spoiler (\$100). High back seats for '74-'84 (\$100). Phil 610-967-2918 or eafuchs@aol.com [9]

993 wheels/snows

set of 17" cup wheels from 993 with Bridgestone LM22 Blizzacks. Rears 1/2 tread, fronts 3/4 tread. 3 wheels excellent, 1 (rear) with a curb rub. Photos available. Asking \$1000 for set plus shipping. Alan Einstein 215-421-7270 alane@cofcogroup.com [9]

993 OEM factory steel front hood. Perfect condition like new • 993 Front carpet set and 993 interior parts all like brand new • 993 rear hubs with everything.

993 stock mufflers. • 993 Sport seta s black. Like brand new Joe F. (p) 215-646-4945 [10]

911C2 front fenders - L & R

No rust - have been in storage 5 or 6 years. Minor dings from storage - PO had them in a closet! Fenders are black. Can be used with SC if the square indent at the rocker area is filled and a plastic type gas filler assy is used. Asking \$ 250 each. Pick up preferred-shipping not included. Frank 610-666-6463 or cyntag@comcast.net [2]

Porsche 2.9 Liter Race Engine

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Chester, PA, 70.4mm. Stroke, . 93mm. Bore, Carrillo Rods (3mm longer). Crank is boat tailed and drilled, Stainless Steel Valves (Intake is 2 inch), Approx. 13:1 compression, Elgin Cams, Pinned Flywheel, TEK Engine Management and harness, Only 8.5 Hours since full rebuild, Only 2 hours since all wear items were replaced (bearings, guides, seals etc), Revs into the 9's but the limiter is set at 7.4. All hardware is the best, no expense spared, Over \$20,000.00 invested in machine work and parts. 10,500.00 Firm. Shipping not included, Long Block will be on a pallet for shipping purposes. info@onqracing.com Phone: (610) 357-2373 Ask for Andrew [2]

Boxster 17" OEM Wheels

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1974 to present with a few 1973s and only 4 or 5 missing issues. Excellent condition (each issue has lived on my library shelf since arrival). \$1000 or best offer. David Reiter 610.667.4190 or bluesman@dr.com [2]

356 B/T6

All used, original parts - (1) Windshield washer plastic container (discolored but complete); \$20 (1) front parking light assembly/clear lens \$60; (2) top half of bumperettes \$40 each; (1) door top interior trim piece, black leatherette, for right door \$25; (1) turn signal assembly, complete but not working when removed \$125. Shipping not included. Bill Smith, Cape May, NJ 609-898-0844 [2]

Member Classifieds are free to PCA Members for occasional sales of personally owned items and run from date received for three issues unless cancelled. Porsche Vehicles For Sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US Mail, fax, or email. Other vehicles may be offered for sale by members at the cost of \$10 for three issues; check for payment made out to "RTR-PCA" must accompany your copy. "Commercial Classifieds" are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories; "Commercial Classifieds" are available at a cost of \$20 per issue, limit 25 words.

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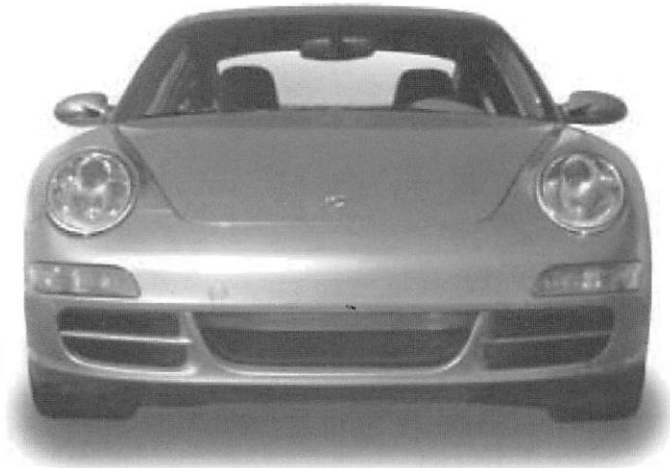
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