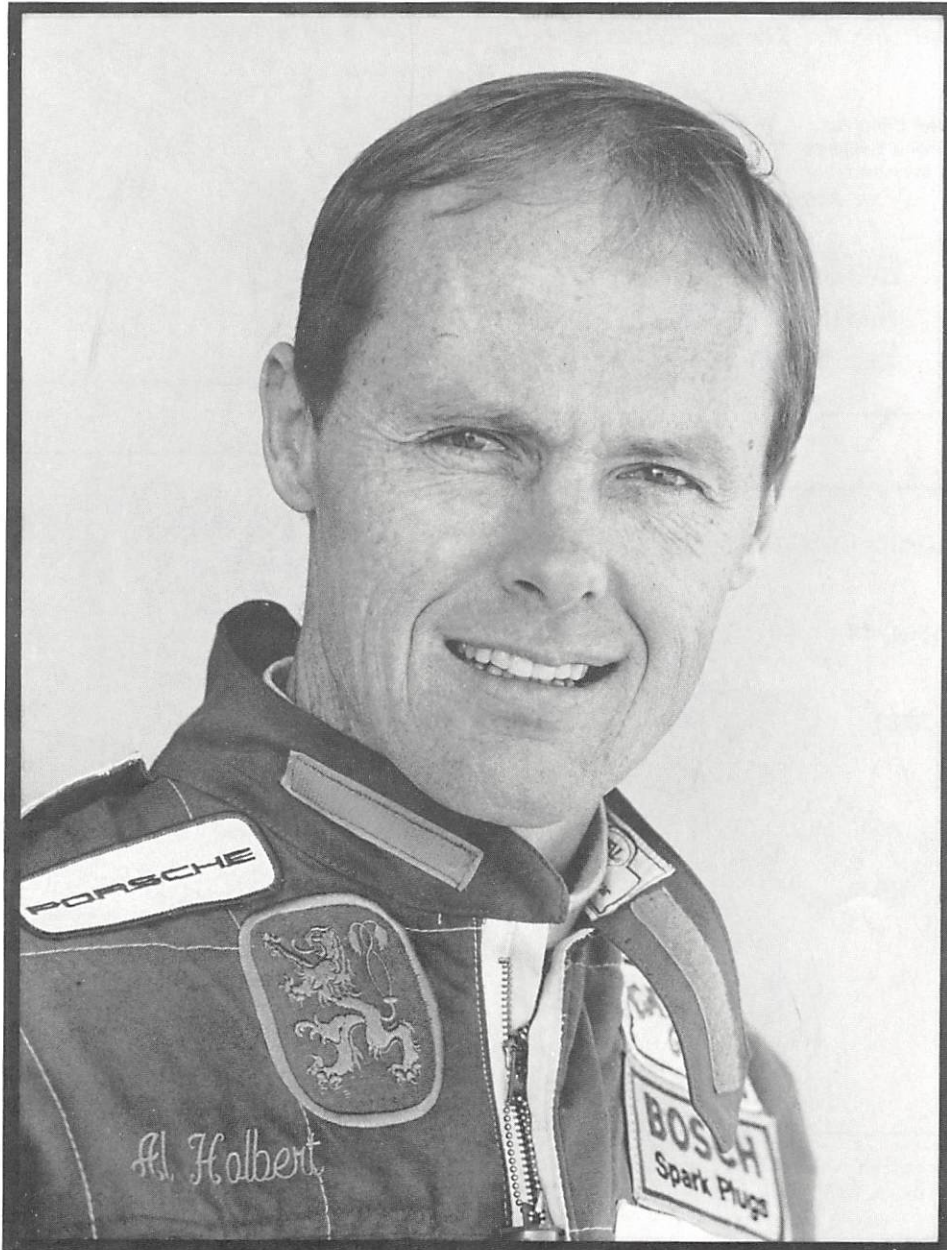


DER GASSER



OCTOBER 1988

RIESENTÖTER REGION PCA



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ADDRESS CHANGES should be sent to the MEMBERSHIP CHAIRMAN at least one month prior to your move. CLASSIFIED and ARTICLES. Ads are FREE to members, \$10 per issue to others. Articles and/or pictures dealing with RTR events, Porsches, or topics of general interest are welcome. Articles should be typewritten or they may be submitted on a 3 1/2" or 5 1/4" floppy disc. For further information on compatibility please call Paul Johnston (215)696-2164 days. The deadline is the 15th of the month prior to publication and can be given to the editor at the meeting or mailed to the address listed in the EXECUTIVE COMMITTEE.

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EVENTS CALENDAR

- Oct. 21 Sat Oktoberfest
Nov. 20 Sun Porsche-Corvette Challenge
Valley Forge Sheraton
Dec. 9 Fri Christmas Banquet
The Columbia Station
Phoenixville, PA

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

PRESIDENT'S MESSAGE

by **Bill O'Connell**

Fall is here! Can you believe it? Our string of 100 degree days which we thought would never end has dropped off to chilly nights and mist covered windscreen mornings. Time to start thinking about getting our jewels ready for the snow season. The Tech session on Oct 1st will be a good time for that, also history by the time you read this. This writing to have stuff to Paul by the 15th is not easy. But it does get the newsletter in your hands on time so...

Don't forget we have an important event on the 21st, the Oktoberfest and election. As you will read elsewhere, we have a pretty good slate this year. The people involved are committed to doing a good job and will strive to keep the club moving forward in spite of the drop in car sales and resulting potential lack of growth in the club as a whole. As it stands there is no opposition to the proposed slate. John Heckman was nominated from the floor at the meeting, but like our current VP, Deb, business and family demands will keep him from allocating the time he feels is required to do a good job so, he stepped out. In any event, please give the people running your support. The jobs are very time consuming. If it were not for the annual salary of \$90,000 and the use of the 911 Turbo Cab for the year, I don't know how I would have managed.

Summit is past (not as I write, but as you read) and it was over subscribed. Where were all you folks for Mid Ohio and the Glen? Both are super tracks but were not filled. Oh well, maybe next year. There are a few events left, Bridgehampton, Lime Rock, Summit, etc. Don't be afraid to go to another region's event. Many of our members do and enjoy them almost as much as ours. Remember, you can take your "other" car to Ron's

Bridgehampton events as well as Pocono Motorsports events.

As most of you are aware, soft sales led to the demise of the 924 and new level prices for the rest. I find it hard to believe that a base 944 will be at \$35,000 and the average 911 is about \$50,000. Makes one pause. From a club standpoint my concern is where will the new members come from. I had a conversation with Vince Evens at Holbert's and, super salesman that he is, he convinced me that the club as a whole will not suffer that much because of the vast supply of high quality used cars which will be passed along as people move up. It is true that the buyer of a \$120,000 slant nose turbo cab is unlikely to be an autocross or track person but as a whole, we should not see our membership shrink. Over the past few months the region seems to have stabilized with new members slightly ahead of drops. With our active recruiting we will probably continue to grow, just not at the rate we did over the past few years. My concern about expensive cars must seem strange to some of the older members. I was one of the people that got a 944 in '83, and it cost more than 911s did for years. At that time, there was grave concern about who would or could buy them and the \$30,000 911. Somehow a bunch of people did and given the current level of membership and event attendance it looks like we turned out ok after all. Perhaps it is similar to the way each generation looks at the next - sure that the end of the world is upon them with the music and attitudes. Oh well, hope for the best and keep up the club spirit. Enough doom and gloom. We still have plenty of events remaining - Corvette/Porsche Challenge, trip to Malibu Grand Prix, Holiday Banquet, etc. Enjoy them and see you at the next meeting.

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JOHN BAKER

AL HOLBERT

1946 - 1988

The loss of Al in a private plane crash on September 30th leaves a large void in motorsports. Al died on his way back from Columbus after the twin engine plane he was flying crashed soon after takeoff.

Al was a member of our region and the meeting he spoke at each year was always overflowing. He was a very unassuming person and was always amazed that we really wanted him to speak at a meeting, but that is what made him a special person.

Al started driving while working on the Penske Team and was greatly influenced by Mark Donohue. He grew up with sports cars attending races with his famous father Bob who also raced Porsches among other cars. I doubt you could find a Riesentoter member that had not heard of him and I could fill pages on his many racing exploits. The major highlights are:

- All time leading race winner in IMSA history with 49.
- 5 time IMSA Camel GT Champ ('76, '77, '83, '85, '86)
- Only he and Derek Bell have won four consecutive 24 hour Prototype races ('86 and '87 Daytona and Le Mans)
- Highest winning percentage in Camel GT at 35.5%, an astounding 49 wins in 138 starts.
- Most U.S. pro road racing wins at 63.

This is just a sample of the string of records he had in racing but he did so much more at the same time. He was one of the few that could design,

build, race, and sell the cars. As his longtime co-driver Derek Bell said, "Al was a tremendous man, he was a world class driver, very under rated, as well as a great engineer and team leader". Among his varied jobs, he ran the family Porsche/Audi dealership and Holbert Racing which ran his 962 program, he was President of Porsche Motorsports North America which ran Porsche's 962s and the Indy car program, and most important to him, he was a family man.

A few years ago, Al and his wife Joy became born again Christians and this became a very important part of his life. He admitted that he still lost his temper but he saw a goal here which would allow the other facets of his life to fall in place. As an example of his humbleness and devotion, the day after placing forth in his very first Indy 500 attempt in 1984, he was back home digging a ditch to help lay pipe for the church. To him, they were equally important, just like speaking at our meetings.

Another of his ventures was the strong assistance in the formation of Motorsports Ministries, a group of Ministers which provide chapel services at the track during race weekends. At his request, all donations should be sent to Motorsports Ministries, 4760 Thornton Avenue, Fremont Calif, 94536. As a region, we will be sending a donation in Al's name.

Without a doubt Al was a very special person and will be missed by many. His wife Joy, son Todd, 14, and daughter Laura, 13, will surely miss him most but to many of us, there is a void which will never be filled. Men like Al are very rare.

Bill O'Connell

AUTOCROSS '88

Betsi Marsh Leidy

The date and site for the 10th annual Porsche/Corvette Challenge have been set. Mark November 20th on your calendar in big red letters. The event will be held at the same location as autocross #4, the Sheraton Valley Forge Convention Center. Just in case you have recently dropped in from Pluto and don't know where the Sheraton is, see the map and directions accompanying this article. Registration will open at 9 AM and the first car should go off between 10 and 10:30 AM. If you've never autocrossed before, or are just a novice, don't let the fact that this is the Porsche/Corvette Challenge intimidate you. When I started autocrossing, I hesitated to drive in this event, thinking my crummy driving might be more a detriment than an asset when it came to the final standings. Not so! The more drivers we have: good, bad or mediocre, the more trophies we're going to take home and that's the bottom line. Besides, this is really a fun event with a lot of socializing with another group of car fanatics - even if their fanaticism is misguided!!! Since this is the tenth anniversary of the Challenge, I'm sure enthusiasm and friendly competition will be at an all time high. Not only will this event be the Porsche/Corvette Challenge, but it will be the fifth and final event in the Riesentoter 1988 autocross series. So, for those of you who have been competing hot and heavy all season for the overall

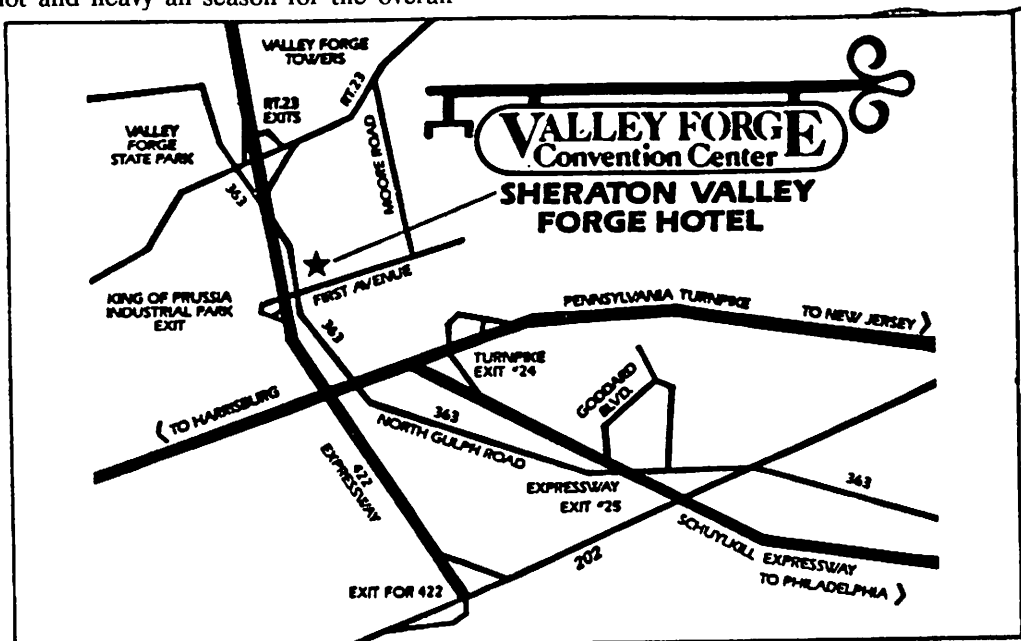
championship in your class, this event is a must, as the final standings in several classes will be decided at this autocross. Also, I'll be making my decision as to who will receive the William C. Schmidt Broken Crankshaft Award. This award has been presented at the Christmas banquet every year since 1972 to the best novice autocrosser. I have several people in mind as likely candidates: November 20th is your last chance to impress me. Incidentally, a couple of previous winners of this award have been Axel Shield, Russ Hunsberger and Dave Donohue (and I even got it one year) so if you get this award, you are in good company. Get psyched, get your Porsche ready (you MUST drive a Porsche in this event), and whatever you do, don't put it away for the winter until after November 20th! See you then.

DIRECTIONS:

FROM PHILADELPHIA: Take Schuylkill Expressway to Exit #25 (Goddard Blvd). Go right on North Gulph Road to First Avenue.

FROM TURNPIKE: Take turnpike Exit #24. Then Rt. 363 North (Valley Forge Exit to First Ave.).

FROM ROUTE 202: Look for 422 North (Betzwood Exit). Take Betzwood Expressway to Bridgeport (Rt. 23) Exit. Take Rt. 23 to Moore Road. Right on Moore Road. to First Ave.



OCTOBER MEETING

OKTOBERFEST

FRIDAY OCTOBER 21 - 7 PM

VEREINIGUNG ERZGEBIRGE

130 Davisville Road, Warminster PA

As you already know, you should have sent your checks to Rick Marshall for this festive occasion. Rick really deserves a round of applause for scouting all the local German restaurants, putting together a nice menu and seeing to all the details. I wonder if he didn't have some ulterior motive - what a great excuse to say that you have to evaluate the German cuisine for RTR.

Following dinner which will be served at 8PM, the election results for next year's Executive Committee will be announced. Given this is an elec-

tion year and we should all be participating in the political process, come out and vote for the candidates of your choice. Then it will be time to celebrate and bend the cars of the newly elected "officials".

For directions, please refer to the September issue of Der Gasser, page 7 for details. I hope to see you all there!!

Debbie Cooper



PROPOSED SLATE

FOR 1989

The nominating committee is proud to announce the following candidates for 1989.

President Craig Rosenfeld
Vice-President Lisa Confer
Treasurer Al Anderson
Secretary Vicki O'Connell
Editor Paul Johnston &
Bill O'Connell
Membership Jim Hartman
Social Rick Marshall

It should be noted that John Heckman was nominated from the floor at the August meeting by Tony Bonanni and seconded by Art Rothe but due to increased business demands and the potential for yet another Heckman to arrive next summer, John withdrew his name.

NEWSLETTER EDITOR - VERN LYLE

Being the Editor of Der Gasser is a difficult and thankless job that only gets noticed when things go wrong. So why would anyone want to do it? Because the Editor controls the one vehicle that can affect the entire membership. Only a small percentage of people come to the meetings, but almost everyone reads Der Gasser. Therefore, the content of the newsletter, the timing of publication, and the presentation of information is the glue that holds the club together month after month. What keeps us together year after year is appreciation of the Porsche car, with all its history, and the continued sharing of all Riesentoters in our own glorious traditions. Incidentally, I heartily support Bob Russo's candidacy for President, because our feelings about this are very similar.

At the September meeting the following members threw their hats into the political arena. Please give them your consideration for the offices for which they are running.

Remember, the election is at the Octoberfest.

President - Bob Russo
Treasurer - Bob Korbel
Secretary - Betsi Marsh Leidy
Editor - Vern Lyle

This club has been a part of my life for 18 years, so I have a deep sense of our tradition and our history and I want to do whatever I can to make it continue. For you who are relative newcomers, I was the Editor of Der Gasser in the early 70's and again in the early 80's - five years altogether, so I probably have more experience at this job than anyone else. I'd like to do it again. If you are not convinced, ask some "oldtimers" how they liked the newsletter when I did it - then come to Oktoberfest and VOTE. It's important to the club, it's important to me, and it should be important to you..

Thanks

A LOOK AT THE CANDIDATES FOR 1989

In order to better acquaint our members with the candidates for next year's executive committee, here is a short look at each of them.

President: Craig Rosenfeld. Craig has been active in the club for 8 years holding the positions of Social Chairman in 1983, Vice President in 1984 & 1985, and again Social Chairman in 1988, as well as Co-Chief Driving Instructor in 1988. He is currently an active SCCA Pro Racer and dedicated Porsche enthusiast.

Vice-President: Lisa Confer. Lisa has also been active in the club for the past few years as husband Jim's support when he was the Autocross chairman, registrar for track events this year, and Proprietor of the most successful Goody store in memory. She took over an idea and turned it into a profitable venture for the club. Her enthusiasm for the club is quite a plus and should produce great meetings next year.

Treasurer: Al Anderson. Al has been on the Excc for the past 5 years as Track Chair, President, and currently the past President and Safety Chairman. Those of you that know him know that his commitment to do the job means he will get it done, especially with his able assistant Sonny at his side.

Secretary: Vicki O'Connell. Vicki has been the assistant editor and chief proof reader for Bill when he was editor, the brains behind the very popular 30th Anniversary 3 day event, co-winner of the 1987 much coveted Riesentoter Award, co-chair of the charity raffle, and currently the treasurer. She says very little but gets the job done right.

Editors: Paul Johnston & Bill O'Connell. Paul has been editor for the past 2 years. In that time he has taken a pretty good paper and made it a very good one. He even went so far as to install a computer and a laser printer when he realized that his typewriter was not going to get the job done. That is something very few members would do but he feels that a club of 700+ deserves a decent newsletter. Bill should be familiar to most of you. He was the Editor prior to Paul, last year he was the Vice-President, chaired the 3 day 30th Anniversary and co-won the Riesentoter Award with Vicki. This year as President, he set up and ran (again with Vicki's help) the charity car raffle which earned \$7,000.00 for St Christopher's Hospital for Children. Between the two, you can expect a nice publication which will even get out on time.

Membership: Jim Hartman. Jim is a newcomer to the exec and the club. He is a reformed Corvette owner and is hot to set up membership on his computer. He will do a great job with his level of commitment.

Social: Rick Marshall. Rick comes to us after being the founder and president of the Trans Am club for 5 years. He spent this year helping Craig run social events including the very popular trip to Inner Harbor. He is very enthusiastic and will no doubt put on a great year of social events.

That's it folks, hope this helps you somewhat. Give these people a hand and a vote if necessary and remember, they are putting in a lot of time so you can enjoy the club.

A FALL RALLY

A rally? Yes, if there is enough interest. Vicki and I went on the SCCA "Go for the Grain" rally a few weeks ago and not only did we not get lost but we didn't come to violence and in fact were part of a 4 way tie for 1st. Unfortunately we ended up 4th but it did little to dampen the fun we had. Another club member, Kim Fleischer, WON! It started in Exton and ended up at Michter's Distillery in Schaefferstown, Lebanon County, the oldest continuously operated distillery in the country. It only takes a few hours to run. The speeds are low, and the roads are super. It is a TSD event with lots of questions and mileage to each instruction. You really have to try to get lost on this one! Jay Barry ran the event with only 1 contested clue. Hard to believe isn't it? I'm sure but it is true. In that EVERY car missed the clue, it didn't matter. The bottom line was, everyone got to the end at a reasonable time. Jay gave me permission to use the rally for us. All I need is a few helpers and enough people to make it worth while and off we go. So fill out the form below and let's go. There will be a limit of 30 cars, and yes Michter's is open on Sunday and can in fact sell it's product to visitors. You can tour the facilities, and enjoy their picnic area. Note, there is no food in the area so you might want to pack some goodies. Prizes will be given to the top finishing PORSCHEs.

DATE: Sunday, October 30th
PLACE: Marchwood Shopping Center
RT 100, North of Rt 30
SIGN IN: 11:30 TO 11:50
MEETING: 11:50
START: First car off at 12:00
FINISH: Michter's Distillery
CLASSES: RALLY; Driver and Navigator
TOURING; More than 2 in car
EQUIPMENT: No limit. Suggest a stopwatch and calculator.
COST: \$10.00 per car
DEADLINE: SATURDAY, OCTOBER 20TH

Send the form to: Bill O'Connell 2801 Stoncham Drive West Chester,
PA 19382. Make your check payable to RTR/PCA

DRIVER _____
ADDRESS _____

PHONE (H) ____ - _____ (W) ____ - _____
CLASS RALLY ____ TOURING ____

RENAISSANCE FAIR

by Bill O'Connell

The fair was a blast for the few that attended. The turnout was low for some reason but those that went had a great time wandering about the grounds. The crowd met at the diner as planned and then had a motorcycle escort over some great back roads to the fair by one of our stranger members, Bill Yeager. It seems that Bill and Brenda just got some low slung super bikes, and sold their Porsche and won't have their new one 'till spring, and thought that a string of Porsches following a bike would be neat, so... Anyhow, we arrived at the event and were directed to special parking which had more than enough room to keep our toys safe. Everyone split up after we arrived to go and see the various events from plays, to jousting matches, to wench sales, to public dunkings - yes many of them actually took the Nestle plunge. I took advantage of a juggling class and actually learned the fine art - in fact, I will be performing it in lieu of music at the Christmas banquet. After my lessons, Bill, Jim Confer, and I attacked the sporting area where they awarded badges for knife, axe, dart, and star throwing, bow and arrow shooting, and this strange contest involving a wooden horse high in a tree which slid down a rope while you speared a ring with a lance. (Bill was the only one to try, and won!) After we had

won 6 awards each, our mature partners decided we had enough.

The Yeager's had offered to host a party for all that attended and so at about 3 o'clock we headed to their house. They were prepared for as many as 75 people so Brenda went home after breakfast to prepare. We couldn't find everyone, so we put directions on the windshields of the remaining cars and off we went to play. Once there, Craig and I took the 1000 and 650 bikes out for a spin before dinner. After the dinner that Brenda slaved over all day while we played at the fair, we got out the remote control cars. Once we were done with this, the shed opened and out came a 3 wheeler, a 4 wheeler, and the biggest 650 trail bike I have ever seen. The seat came up to my waist. It didn't take long for the races to begin and I have no doubt it will take 5 years for his lawn to recover. This went on until dark after which we retired to the house to look at slides Vicki and I took that day (Polaroid) and slides Bill took at the factory and Octoberfest last year.

As you can see, it was a long day and those of you that didn't attend missed a great time. Thanks to Craig for setting it up, to Bill for letting us play, and to Brenda for feeding us and also for letting us play.

NEW HOPE

by Bill O'Connell

A few of our members entered their 356s at the annual Antique Car Show at New Hope this year and 3 of them returned home with trophies for their effort. For those that don't know what New Hope is about, it is a world class antique car show. As one of the writers for a popular auto monthly put it; the show in California is nice but very remote and much posturing to see who can out impress whom with a display of wealth, while New Hope is show where you wear jeans and you get close to the cars, many of which are driven to the event.

Harvey Levy entered his '57 which was the center of last year's picnic, Dale Dries had his Carrera Speedster, and Bud Mauger brought his

beautiful coupe (he insists all the credit goes to Wayne Flegler). I'm sure the fact they were red had nothing to do with the judges awarding them 1st (a tie between Dale and Harvey) and 2nd to Bud but it sure didn't hurt. The cars as you might imagine were beautiful. The show itself was one of the best in modern times. There were enough cars that no matter who you were there was something to go nuts over. Hundreds of them ranging from old Rolls Royces, Fords, Chevys, Jags, to new Ferrari TRs. Bruce Baker set up a display with some outrageous 911s and 356s.

The weather was beautiful and so were the cars. Congrats to Bud, Dale, and Harvey. See you there next August.

EMERGENCY THROTTLE CABLE LINKAGE REPAIR

by Bob Patton

I'd like to relate a story about a recent incident that happened to me.

About three miles from the far end of the North-east Extension of the Pennsylvania Turnpike, at midnight (and it was a new moon, not a full moon), the accelerator pedal on my 911 suddenly fell to the floor. This was not a case of "sudden acceleration," but rather a case of sudden deceleration. There is a rubber link in the throttle cable assembly which protects the cable in case the nylon stop under the pedal is not properly adjusted. This link will, in time, fail. The replacement part has a metal oversleeve around the rubber link, limiting the amount of cable extension to two or three millimeters should the adhesive fail. The old ones simply fail.

Now here I was, stuck out in the middle of nowhere, with a car that could only idle. What to do? I had duct tape and a Swiss army knife with me, but these wouldn't help in this situation. Fortunately, I also had a coat hanger, a pair of wirecutters, a pair of pliers and two flashlights with me. There was virtually no natural light, and to make things worse, this link is located just above the transmission mount, making it difficult to reach. Having only the original equipment jack did not make matters any easier, nor did being five feet away from turnpike traffic.

Anyway, here is the fix that got me going again:

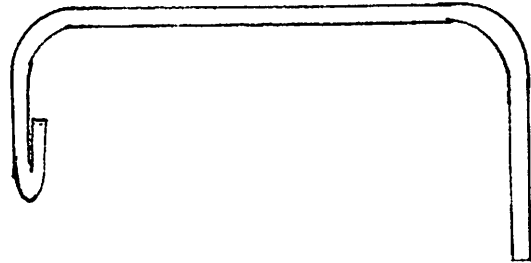
I cut a piece of coat hanger about four inches long. I then bent one into a loop about 1/4 inch in diameter, leaving it slightly open (see figure 1).

Figure 1



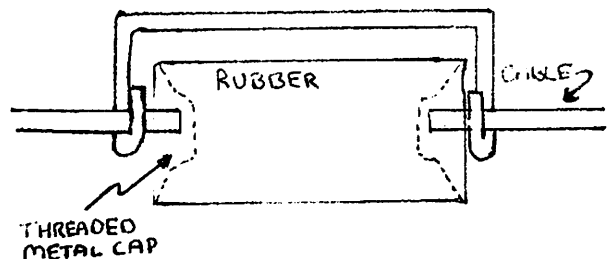
I then bent the piece at a 90 degree angle about 1/4 inch up from the loop. I made another 90 degree bend about 1 1/2 inches from the first bend, using the length of the rubber link as a guide (see figure 2).

Figure 2



Another 1/4 inch diameter loop in the second end, and I was almost finished. The failed end left a metal cap about 1/2 inch diameter on the end of the cable. Placing one loop of the coat hanger over the cable at this cap, and the other loop over the cable at the other side of the rubber link, the cable was now intact once again. Closing the loops with pliers and popping the rubber link back into the end cap (like a dislocated joint) completed the repair (see figure 3).

Figure 3



the car was once again on the road. The whole repair took about an hour, but would have taken considerably less time under more ideal circumstances (like daylight and a lift). This fix should be considered temporary. The replacement part with the metal oversleeve has been obtained (\$8.50), and I strongly recommend replacement of the original link with the new part to anyone who has an older 911.

JOE SOCIAL

by Craig Rosenfeld

The Renaissance Faire excursion on September 18 was even better than one had anticipated. After a hearty breakfast at Zinn's, Bill & Brenda Yeager escorted our caravan on their Moto Guzzis thru the Amish Country - beautiful pastoral scenery and great twisty roads. Immediately upon entering the faire grounds, Bill O'Connell did what all good Jesters (clowns? buffoons?) did in medieval times - he learned to juggle. While our president practiced with the balls, wild Bill Yeager hopped on the wooden horse to hone his jousting techniques (still in full motorcycle leathers). This, of course, got the competitive juices flowing, and soon we had our own Riesentoter Medieval Mini-Olympics with Yeager, O'Connell, and Jim Confer competing in archery, knife throwing, axe throwing, darts, and general debauchery. The end result was an unbelievable three way tie with six medals each!


After a great day - I heartily recommend the Renaissance Faire to all - The Yeagers had us all over to their house (more twisty roads) for a picnic. Thanks, Brenda and Bill. I hope the neighbors are speaking to you by Christmas.

Contrary to all popular misprintings, the Christmas banquet will be Friday, December 9 at the Columbia Station in Phoenixville. We will charge \$75.00 per couple (the club will subsidize the balance) and include a sit down full course dinner, open bar, and music. There will be a choice of menu plus reservation forms in the November "Der Gasser". I hope everyone attends. The Christmas Banquet is always the highlight of the year.

A 959 FOR CHRISTMAS

by Bill O'Connell

You have seen the pictures, and in fact, some of us even got to see the real thing! Now, you have a chance to own your very own at a fraction of the cost. OK you ask, what kind of scam is he up to now. Well, in various conversations, some of you have expressed a desire to own one of the remote control 959s kits but the \$500+ for the complete kit was a tad steep. I have found a hobby shop that will sell it to club members complete with Magnum Jr controller (steering wheel type, not joy sticks), 2 batteries, and a good quick charger for the stupendous price of \$400.00. Yes, I know that is a lot of money for a toy car but when you consider that it is \$100 less than the normal discount price and you are getting a top level controller, it isn't that bad. In any event the goodie store is not going to stock this item so if you want to make some "little" boy or girl very happy this Christmas, contact me. Delivery time now is within days but as Christmas gets closer supply problems happen.

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WELCOME NEW MEMBERS

A special welcome to the new members attending our August meeting!

by Skip Corey

Gary Oberholtzer of Landsdale owns an '87 944 Turbo. Tony Bonnani talked him into joining and I'm sure he'll be on the track soon.

Barbara Delnero of Holland, PA is a friend of Gloria Auer's who is really enjoying her first Porsche - a 924S.

Bill Weintraub of Villanova had planned to drive a Maserati this year but the phone company installing the car phone in his Maserati changed all that. After their accident they provided him with a new 911 Targa. Sometimes things work out for the best.

Howard Snitow of Villanova has owned a number of sports cars (TR4A, '67 Vette w/race engine TR-6). But this is his first Porsche. "There is no substitute."

Terry Bonk of Richbere purchased a cherry '72 911 which he had flat bedded from Colorado. That's one way of getting a rust free car.

Carol Crane of Kimberton recently purchased a '79 911SC and she's ready to learn how to work on it.

See you at the tech sessions.

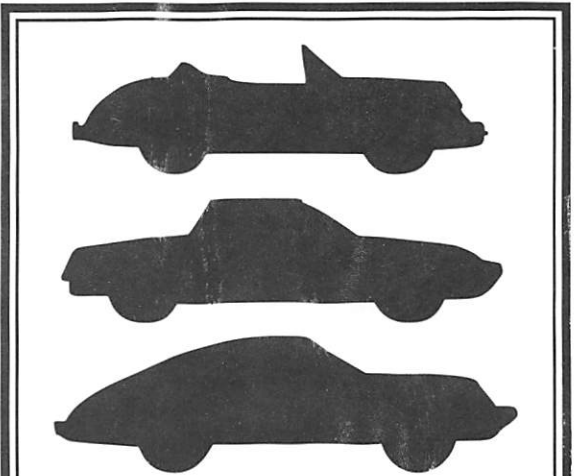
LIME ROCK DRIVERS ED

JERSEY SHORE REGION

Jersey Shore Region will conduct a track event at Lime Rock on Friday, November 11, 1988. Anyone who would like to attend can get further information by contacting:

Frank Kerfoot
52 Jean Terrace
Red Bank, NJ 07701

Registration is open immediately and closes Novmber 4.



CHASE & HECKMAN is able to insure your Porsche, regular autos and home by special arrangements with a major U.S. Insurance Company, at competitive prices, without using the Assigned Risk or substandard markets. Please call John Heckman for details, or see him at the next club function.

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NEW MEMBERS

Stephen Roy
Norristown, PA
'87 924S

Robert & Karen Hemphill
Westgrove, PA
'87 944

Joseph Bonafino
Ardmore, PA
'75 911S

Samuel Steinburg
Ft. Washington, PA
'88 944

Sam Kafrisen
Philadelphia, PA
'87 911

Delores & Bill Dristofits
Perkasie, PA
'88 924S

Steven D. Handler
Ardmore, PA
'88 944T

Harold Aranow
Philadelphia, PA
'88 944

Marshall & Rose Sager
Pottstown, PA
'84 944

James & Janet Reading
Malvern, PA
'84 911 Targa

Michael & Judy Kangiser
Newtown, PA
'87 911

Joseph & Joan Staples
Rosemont, PA
'77 911S

Steve Anders
Norristown, PA
'86 944 Turbo

Ken Mikolajcik
West Chester, PA
'79 911SC

Mark Eltzer
Philadelphia, PA
'85 911

Steven Kent
Philadelphia, PA
'83 944

Stephen A. Shaiman
Philadelphia, PA
'88 911

Ron Andes
Whitemarsh, PA
'86 944
transfer from Schattenbaum

Robert F. Horace Jr.
Warminster, PA
'72 911E
transfer from First Settlers

William Lutz
Philadelphia, PA
'86 944
transfer from Potomac

Craig Schneider
Levittown, PA
'88 924S
transfer from Peachstate

Eugene & Susan Flamm
Philadelphia, PA
'83 911
transfer from Conn.

Edward Morton
Bethlehem, PA
'73 914
transfer from Blue Ridge

Robert & Lori Paradis
West Chester, PA
'85 944
transfer from Eastern Buckey

Thomas Fitzpatrick
Dublin, PA
'75 911S
transfer from Maumee Valley

Charles Lawsen
West Chester, PA
'87 924S
transfer from Conn. Valley



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FOR SALE:

1984 PORSCHE 944 Guards Red ext./Black ints, 5 speed, moonroof, 28K miles, garage kept, superb condition. Price: Ask \$15,400.00. Phone: (215) 674-2913 days (ask for Bruce Waldron). (215)598-8194 nights & weekends.

1983 911SC Platinum. 33,000 miles, Ricaro's, 7 & 8" BBS wheels, Weltmeister suspension, turbo oil cooler, Tri-Ad exhaust, Camber truss. \$26,000. Paul Richardson 985-1053 evenings.

1979 930 TURBO # 9309800055 Silver/BL LEA, 13,000 miles. Lowered, aligned, new Eagle GT's, Weltmeisters, SS brakes, new Bilsteins, rec major, history complete. Restored to Concourse by Blackburn-Daly, perfect. \$39,500 for quick sale or possible trade for '84 up Cabrio. Rich Roush, P.O. Box 167, Mifflintown, PA 17059. (717)436-9051.

1976 914 2.0 Red w/black 74,000. Duel Weber 40mm, new paint, 4 new Bridgestone RE-71, 5 original alloys, Alpine radio/cassette, new stainless heater boxes and Ansa muffler not installed. Original still good. 4 boxes spare parts. Call Miguel Sanchez at 632-5255. \$6,500.

1974 914 2.0. Ex-Larry Herman auto-cross, track event, street car. Strong, solid, straight. 20K miles on engine rebuild. Built suspension, shaved Bridgestone RE-71s, roll cage. Win with this car. Needs paint. Best offer over. \$3,500.00. John Heckman, 248-4445 days, 836-9168 eves.

1972 914 1.7 Mexico Blue, Mucho Rusto - AM/FM, AC, 916 bumper front & rear, rear update, S.S. exchangers, new clutch, P.P., T.O.B.. \$1,500 or B.O. or Plane/Condo rental. Call D.R. Snyder (215)282-1627. Mobile (215)870-9552.

1972 VW 411 1.8L AM/FM, 4 spd., 2 dr., very rare. Needs paint \$500. Painting available. D.R. Snyder (215)282-1627. Mobile (215)870-9552.

1970 911 TARGA #9110110168. Black, restored, body 71K miles, 2.7 engine 30K miles, 915

1983 944 Guards Red/Grey Beige. All the right stuff. Red Roll bar, Saratoga glass roof, headers, 210 lb. springs, Weltmeister bars front & rear, stabilizer bar, Koni Gas adjustable, 7 & 8 Alloys w/shaved Bridgestone RE71s, 7 & 8 BBS black center/polished lip w/full tread Bridgestone RE71s, Autothority short shifter, 4 spoke steering wheel, Blaupunkt AM/FM/Cass w/remote. Owned since new, well maintained. If you're serious and ready for a sorted out car call Bill O'Connell (215) 640-1675.

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1960 356B Coupe. Call Paul Davis 644-1216.

PARTS:

914 Stainless steel heat exchangers, left & right. Good condition - \$80. each. 914 right & left heater valves \$25. each. Call Herb Barrett at (215)544-4985.

4(four) 205/60 VR 14. Bridgestone radial snow tires, these like new tires transfomed my BMW into a pleasure to drive in any weather. Only \$250.00/4. Call Mark Schnoerr (717)529-2082 (after 6PM).

H-4 European headlights, \$100/pr; catalytic converter, \$300; 911SC heat exchangers, \$200/pr; 911SC muffler, \$200; 911 Carrera heat exchangers, \$300/pr; 911 Carrera A/C compressor (Nippon Denso), \$350; black leather/plaid insert sport seats, \$900/pr; 4 - 250/60VR15 Michelin MXV (new), \$85 ea.' 4 - 205/60VR15 Bridgestone RE71 (used), \$90 ea.; 911SC transmission (used), \$1000. Installation kit (discharge line, suction line adapter, compressor bracket) to put Sanden (Sankyo) rotary A/C compressor in 911S or SC, \$75. 20mm front sway bar, \$50; Pr. 24.1mm rear torsion bars, \$75. Will consider swaps for other Porsche parts. Bill Cooper (215)362-2770.

911 Parts: 19mm front bar; steering rack spacers; ski rack for targa; '72 Stype chin spoiler; F, M, S, Z gear sets; '68 S trans complete; door seal (new); heater air valves; headers (2 piece type); original basket weave black dash material (new); oil return tube (replacement type); oil temp. sender; Bosch driving lites; and more. First reasonable offer for any or all. Ed Lynch (215)345-9545.

356 Parts: Oil filter case; taillite lenses; bumper guards (B/C); deck lid hinges; 6 V Bosch coils: 1 blue, 1 black; 2 Judson transistor units 6V; windshield to top, top to door glass; bronze throt-

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tle linkage bushings (new); misc lites and 6V bulbs; engine to body seal (new); and more. First reasonable offer for any or all. Ed Lynch (215)345-9545.

Koni strut for large brake 911S. Used but straight. List price \$385. Will sell for \$225 or trade for camber truss (prefer Performance Products black or StablEnergies). Call Bob Patton at 648-2949 (D) or 935-1725 (E).

Fuel pump (Bosch) for most CIS systems \$60-1pr. Early 911tan leather seats. 1 pair early 911 black vinyl seats w/3 pt. belts. 5 early 911 Fuchs Alloys 6X15 \$600. 5924 4 lug alloys \$250. 924 4 spd. trans (good) \$250. 924 complete brake system. 5914 alloys w/lugs rare gas burner style \$500. 5 new Michelin 165.15 70S \$200. 1 Pr. 225.50.16 Goodyear NCT good shape \$100. 1 pr. 225-50-16 Goodyear Eagle GT \$150. For '70 911S - rear bumpers fair but complete, S.S. rockers & DECO, front fog lights, R. Valence, headlites, over riders, etc. 1.5mm sway bar, leather wheel, tail lights, grill etc. 1 pr. Zenith carburetors from 356 B. \$300. D.R. Snyder (25)282-1627. Mobile (215)870-9552.

924S/944 ADDCO sway bars. Brand new, never removed from the box. Bolts on. \$100. o.b.o. Get ready for the autocross/track. Call Bill O'Connell (215) 640-1675.

Four (4) 225/50 VR 16 Compta - Very Little Tread Left - Good for track events. \$75. Two (2) P215/65 R15 Eagle Mud & Snows - 5,000 Miles - Originally off LSC. \$125. Craig Rosenfeld (215)775-0997.

WANTED:

Used Targa top for 911. Condition not important, but price is. Call Zoltan Csepely at 640-3418 (D) or 473-7188 (E).

Two (2) 15X7 wheels for early 911 wanted for track use. John Crowley 785-6110 days, 943-9520 eves.

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