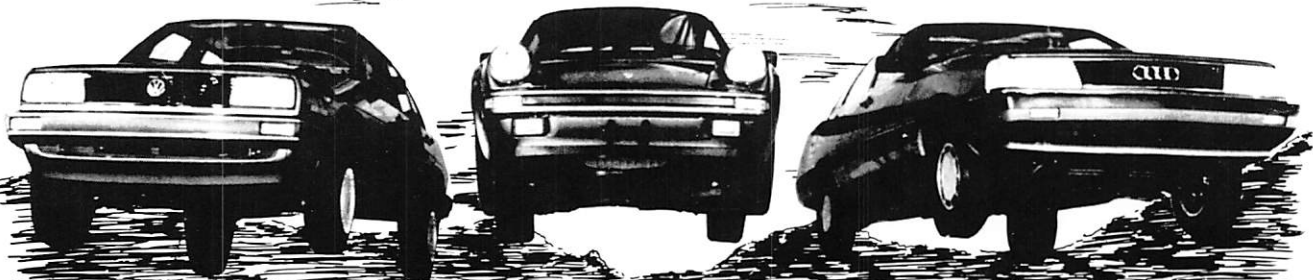


# Der Gasser

MARCH 1994



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# HOLBERT'S

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# President's Message

Well, for those souls who didn't venture out for our January meeting, and who are waiting with baited breath, wanting to know if the weather scored victory three or whether the region was finally victorious in having a meeting, I think the best that could be said is that it was a draw! At about three o'clock in the afternoon, Tony got a call from our speaker who told Tony that he wasn't going to make it down from northern New Jersey. No real surprise, but we were still hoping against hope that he might make it. Then there was the question of what to do with the room we had rented at the Holiday Inn at Fort Washington. Tony "the dealmaker" went to work and the hotel agreed not to charge us and will credit us for our next meeting. So far, so good. Then the next question was what to do with any hearty souls (read, "crazy nuts") who might venture out to the meeting.

Against all logic and reason, I decided to go. Normally, the trip up the Blue Route for me takes about 17 to 20 minutes. However, the entire way up was icy "washboard". Whenever I got going more than 20 to 25 MPH the car began to vibrate to the left or right regardless of steering input. Let me tell you it was an adventure - particularly if I was passing a car or was being passed. The trip up the Blue Route that night took 55 minutes! And, when I arrived at the hotel, there I found 11 other Riesentoter nuts. Anyway, we had some drinks (to recover from the drive to the meeting) and called it a night around 9pm. Actually, it was a good time just sitting around and shooting the bull.

By the time you read this, the ice will be gone and the region's calendar of events will have started in earnest. We have already had Dave Donohue speak at the February meeting, a tech session at Bill Dougherty's, an orientation for track instructors, and a track clinic. Upcoming will be the first track event at Pocono on April 23rd and 24th (to be preceded with a tech session) and the start of the autocross season. We are hoping to schedule some sort of spring social event, but we need to have someone take responsibility for that event. Call me if you are willing to help out.

Speaking of helping out, John and Bill are still looking for help with Der Gasser. This is perhaps the most important club function because it lets everyone know what's going on - so give one of them a call.

Remember, Lisa is planning another great volunteers' party and you don't want to miss it or not be eligible for the volunteers' prize. By the way, the volunteers' party will be held in January, 1995 to allow those people who help with the Christmas Banquet (hint, hint) to be eligible to attend the party. So, for all of you who have felt guilty about always attending events but not helping, or for those who have thought "I could do better", here's your chance!! Volunteer to help with one event or part of an activity. GO FOR IT.

See you out there.

Don

## GOLF OUTING

We are once again attempting to organize a Golf Outing for our club members and their friends. The Outing would be in August or September. The fee of approximately \$100 per person would include green fees, golf cart, dinner, and awards. The event would be at a private club. Any one interested? Contact John Hoey at 610-622-6213.

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# Down The Pike

## MARCH

30 Monthly meeting Holiday Inn Ft. Washington

## APRIL

16 Pocono Tech, Galbraith's

23 Central Penn annual swap meet

27 Monthly meeting Holiday Inn Ft. Washington

## MAY

7 Paintball combat, Poconos (call Bonanni)

25 Monthly meeting Holiday Inn Ft. Washington

## JUNE

29 Monthly meeting Holiday Inn Ft. Washington

## JULY

27 Monthly meeting Holiday Inn Ft. Washington

## AUGUST

31 Monthly meeting Holiday Inn Ft. Washington

## SEPTEMBER

28 Monthly meeting Holiday Inn Ft. Washington

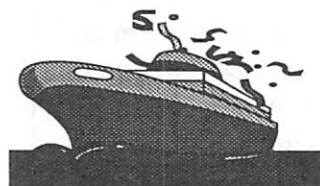
## OCTOBER

26 Monthly meeting Holiday Inn Ft. Washington

## NOVEMBER

## DECEMBER

10 Holiday Banquet



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## DRIVING EVENTS

### MARCH

25-26 Lime Rock, CVR

25-27 Bridgehampton, NNJR

### APRIL

9-10 PCA Race, Road Atlanta

15-16 Lime Rock, CVR

16 Pocono Tech, Galbraith's

16-17 PCA Race, Las Vegas NV

21-22 Lime Rock, NNJR

23-24 Pocono, RTR

28 Lime Rock, CVR

30- 5/1 Mosport, UCR (Upper Canada)

### MAY

1 Autocross school (more info later)

6-7 PCA Race, Lime Rock, CVR

15 Rally

21-22 PCA Race, Tulsa OK

27-29 Pocono, NNJR

### JUNE

10-12 Mosport, UCR (Upper Canada)

### JULY

8-10 Mid Ohio, NNJR

23-25 Watkins Glen, RTR

28 Lime Rock, NNJR

### AUGUST

1-2 Watkins Glen, CVR

5-7 Watkins Glen, NNJR

20-21 RTR PCA Race, Pocono

26-28 Mosport, UCR (Upper Canada)

### SEPTEMBER

22 Lime Rock, CVR

### OCTOBER

1-2 Mosport, UCR (Upper Canada)

14 Summit Point, RTR

21-23 Bridgehampton, NNJR

28-29 Lime Rock, CVR

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# Sundry Comments

## By The Editors

John & I are slowly but surely getting the hang of this dual editorship. In that we don't live near each other, regular visits are out of the question, but we are trying (yeah, I know, very trying).

I think spring and summer will be cancelled this year. We are well into March and last year's snow is still hanging around. The Post Office seems to be using that as an excuse not to deliver Der Gasser on time - or at all in some cases. John and I offer our sincere apologies for the problems but we are at a loss as to what to do. Since we are using a major mail facility, they can't even use the excuse that it takes time to get to the distribution point. Perhaps sending in those little forms you find in every post office might do some good. If a few hundred of them hit someone's desk it just may get someone off their butt.

We have a document from the PO stating they mailed it out on Feb. 17th. Since it goes 1st class, there is no reason people in this area shouldn't have it within 4 days at most. They sent the document to Helen Phillips, by the way, and as of the meeting she still had not received her issue - interesting, no? The PO also had no reason for that!

In what may be a futile attempt to correct the problem, we are moving the mail date back a few days and enlarging the words First Class. If that fails, we will move to another PO or perhaps ask for some volunteers to hand deliver it.

In a somewhat related topic, we should keep in mind, this is a club run by volunteers, not a company. As such we are here to enjoy ourselves. In other words, if your not here to have a good time, why bother? There are other places that politics fit better.  
Bill

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## NOTICE

### TO THE RACING AFFLICTED AND/OR THOSE NOT OF SOUND MIND

Anyone interested in attending one of all of the following PCA Club Racing events, please contact Tony Bonanni (a.k.a. Turbo Tony) at 610-828-9469 (H) or 610-834-1509 (W).

Road Atlanta, Braselton GA 4/9-10  
Las Vegas Int. Speedway, Las Vegas, NV 4/16-17  
Hallett Motor Racing Circuit, Tulsa OK 5/21-22  
SPACE IS LIMITED! CALL TODAY!


### ATTENTION PCA INSTRUCTORS

Cumberland Valley Corvette Club is holding their 1st annual Pocono Raceway Driver's Education School on April 9-10, 1994. Because of their relative newness in hosting such schools, there is an acute need for instructors. Thus, anyone who volunteers to instruct may participate free of charge.

For applications and information, contact Tony Bonanni at 610-828-9469 during the evening.

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# Bob's Corner

BOB LAMB - TRACK REPORTER

## THE MAGIC OF 90 M.P.H.

I have been instructing at Drivers Education Events for a number of years. One of the things I have observed is that almost without exception, first time participants do not exceed 90 m.p.h. It does not matter what the speed potential of the car might be, as they approach 90 m.p.h., they let off the gas. I have thought about this phenomenon and have developed a theory.

I clearly recall the first time I rode in a car at speed on an autobahn in Germany. At about 90 m.p.h., the passing scenery in my peripheral vision turned into a blur. I remember thinking, hey, we are really going fast. My theory was that this blurred peripheral vision phenomenon led the mind to perceive a different sense of speed and perhaps danger that caused people to lift off the gas. It was like entering a new scary world, and instinctively, the driver did not want any more.

I shared this theory with a number of friends and several doctors. I got some polite answers such as

maybe so, but not much interest, let alone confirmation.

Then last fall, I was instructing a fellow who was a clinical psychologist by profession. During a lull in the event, I shared my ideas about 90 m.p.h. with him. He immediately responded that he had recently read a Navy Study about pilot training for carrier landings, that supported my theory. It seems that during training for carrier landings, many pilots were pulling out of the throttle too early on their final approach and missing the deck.

The Navy Study concluded that, because carrier landings were normally at higher speeds than ground landings, as they approached the deck, their view of the water surface turned into a blur and they involuntarily pulled up on the throttle. He said it was the same visual effect as traveling in a car at 90 m.p.h. where the brain detected a new reality from the eye. The brain was not accustomed to the new reality or perception. New could be dangerous. Back off the gas.

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## '94 DRIVER'S ED

Al Anderson

Welcome to the 1994 Driver's Education season, with the emphasis on education! This year the track duties have been split between the PCA Race and driver's ed. Paul is the overall chair and is running the race program, while I will be in charge of the driver's ed. I want to invite everyone who has ever wanted to experience the thrill of driving their Porsche safely at speed. We offer you the opportunity to learn good driving techniques and courtesy of the road and on the track. You will spend the weekend with a qualified instructor that will help get you re-acquainted with your car. You will only drive as fast as you want, and I know you will have a great time.

Returning members of the team are: Geoff Erhman as Chief Instructor, Kam Ho as Registrar, and Ron Pace as head of Tech. New this year is Brian Smith. Brian will be in charge of flagging and communications. He has a lot of experience road racing motorcycles and is now zipping around in a fast red A.S.P 911.

We are looking forward to another great season and I expect to see you at Pocono, Watkins Glen, and Summit Point!

It's great to be back.

*Dick*  
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Hard to believe that Track season is upon us!! By the time you read this the February Tech and Track Clinic V will be history. In just one month the first track event of '94 will be held at Pocono. This is a great track for first timers - lots of wide open space with excellent views of upcoming corners. We have scheduled a Tech inspection on April 16th specifically for the Pocono event. We will be reserving lifts for inspections to speed up the process and to allow ample time to experience the ever eloquent Don Galbraith humor!!

**PLEASE** remember this is a **TECH INSPECTION**. Before you indicate you'd like your car inspected, make sure it's properly prepared. For many of us, this will be the first track event of the season with our favorite toy having spent the winter under wraps. As such, we'll need to do a thorough brake fluid replacement, check the torque on all suspension points, adjust wheel bearings as required, measure tire tread depth, as well as the other items indicated on the Tech inspection form you got with the registration package. Again, **PLEASE** review and complete the items indicated on the tech form **BEFORE** we put your car on the lift.

I've recently learned there is a low cost alternative to the various brake cooling systems for 944's. The 968 has a very effective brake cooling duct system that is a direct bolt on to the predecessor models at a cost of under \$100.00!!

See you at the Pocono Tech Session. Ron (der tech meister) Pace

# The Cone Heads

## John Phillips

### CONEHEADS II

(Return of the Autocross School)

Well, the Olympics are over, but vicarious thrills remain. The glimpses of competition wedged into the brief cease-fires in the Credit Card war were a thrilling haven in the unremitting misery that is this winter. But, for me, nothing equals the Alpine skiers. Watching them tear down a hill, attacking the gates in graceful arcs at the limit of control make my breathing go shallow.

If you're like me, the sight triggers profound remorse at a mis-spent youth wasted on college and career. Now, saddled with bad knees, mortgages, and an unshakable awareness of our own mortality, will we ever know the quiet in the start-house, our breath echoing in the helmet as the adrenalin builds, waiting for the timer to send us out to test our skills against the course?

Yes. For once life has given you a second chance. As a Porsche owner, you already have what you need to go for the gold (OK, maybe a mug). On May 1, the 1994 Riesentoter Autocross Series opens with our annual Autocross School. For you new to the sport, the school offers experienced instructors who will provide you with a solid foundation of basic autocross skills. For the veterans it is a chance to scrape the rust off the reflexes. This is a real opportunity to get off on the right foot (or left foot, if you are learning advanced braking techniques).

Autocross is the automotive equivalent of Alpine Slalom skiing. A course of orange roadcones ('pylons') is set in a series of gates in an open parking lot. Competitors are sent out alone to negotiate the course as quickly as possible. Timing equipment at the start and finish lines times the run to 1,000th of a second. Hitting a cone results in a 2 second penalty, and missing a gate results in disqualification for that run.

Each type of car (e.g. 914, 911, 944, etc) is assigned to a 'class' with other cars of similar performance. The driver in each class who has the fastest run wins. Typically there are four official runs in our Autocross events. Usually, there is also time for additional 'fun runs' after the event.

Someone said that Autocross was the most fun you could have in a car with your clothes on (is this true, Dennis?). While this is open to debate, it highlights one key objective of the Riesentoter Autocross Series which is to have fun with your car, and meet nice people. Although Riesentoter is home to some of the best autocrossers in the country, there are par-

ticipants at all skill levels and an important focus of the series is to encourage first-time and novice participants.

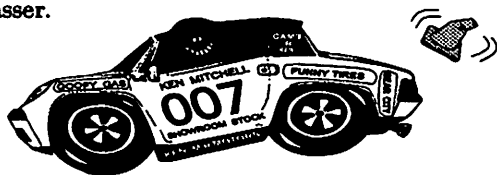
This is because the other mission of the series is to improve your driving skill. Since it is virtually impossible to hit anything sturdier than a rubber cone, Autocross provides a safe opportunity to explore your car's (and your own) performance capabilities, and a safe place to learn and practice performance driving techniques. In addition to making you a safer street driver, the Series is an excellent entry into Riesentoter's Driver Education program.

Many people worry that driving in Autocross will hurt their car. Clearly, autocross will stress the car more than a drive to the store. But remember, every Porsche ever built is a race car. Porsches are engineered for performance driving, that's why they are so expensive. I believe the worst thing one can do to a Porsche is NOT drive it hard. However, even Porsches cannot withstand abuse. Abrupt, violent driving such as 'dropping' the clutch in 1st gear, slamming on the brakes, or 'speed shifting' should be avoided. Such driving is not necessary in Autocross and can actually slow you down. Speed comes from being aggressive, precise and smooth. Typically the entire course is run in second gear, so drivetrain wear is minimal.

Tires can take a beating, especially in heavier more powerful cars. However, with quality street performance tires properly inflated, most novice drivers' tire wear for the series will cost them the equivalent of a couple of pizzas.

The only major expense is a helmet. For safety, all participants must wear a Snell 85 or better helmet. These are available at motorcycle dealers or racing supply mail order firms (check the ads in Pano). Although this can cost several hundred dollars, it is a small price to pay for so much fun. If you do not own a helmet and want to try Autocross, show up anyway. We will find a helmet for you to borrow.

So, if you are ready to take your enjoyment of your Porsche to the next level, keep May 1 open on your calendar, and plan to attend the March 30 General Meeting where Autocross will be the topic of discussion. Time and place for the Autocross school will be announced in next month's Der Gasser.





# **NEWS FLASH! ! - Axle Shield WINS POLE at 48 hours of SEBRING.**

By Geoff Ehrman

As the Riesentoter Racing Team left (or tried to leave) snowy Philadelphia, you could feel the tension mounting for the long awaited 48 hours at Sebring. Would the cars arrive? Would we arrive? Would we get back? Would Geoff find his wallet? Would Axle's hand be broken? Would Jim and Tony get their cars running? Would Paul be able to put up with all these Americans?

The first driver's ed of the season came off in 85 degree weather on Friday, Feb. 11th, as did the PCA Race on the 12th and 13th. 120 cars from virtually all parts of the country converged on central Florida's world famous Sebring International Speedway. Riesentoter was well represented thanks to the efforts of VP Tony Bonanni, Tom Sunday Transportation, and Don Rosen Porsche. Joining Tony on this extravaganza were Jim Hartman, Axle Shield, Paul Richardson, Geoff Ehrman, and Joe Melillo (Tony's nephew). We also had a surprise visit from Bob Burnett and Tucker Hunter.

We arrived in FL after midnight on Thursday after a loooong journey. The cars were waiting for us (still don't know how Tom beat us).

Friday morning Jim Hartman took delivery of his vintage racer, a beautiful 67 911S with a long race history. The driver's ed on Friday was reasonably uneventful other than trying to get Tony's car running - it's amazing what four "mechanics" can do when none of them know what they are doing. After the removal and replacement of more relays than I knew a Porsche had, and a fuel filter change, we successfully cured the 930's problem (although we still don't know how).

Saturday was another 85 degree sunny day as we began practice in earnest for the race on Sunday. We drove the "long course" consisting of 3.7 miles incorporating the longest straight I have ever driven (135 mph out of a stock 911SC and Tony reported 155 mph after a few beers). All the cars ran well, as we mentally prepared for Sunday. After a few Coronas, we all decided to test drive the EZ-GO golf cart, kindly supplied by our transportation expert, Tom Sunday. The cart handled well and had remarkable acceleration. The test drive was like a real 48 hour endurance run - all seven of us participated in the DARK. Axle was steering, Geoff was operating the throttle, and who knows was braking. As we set up for our first pass (white 930) communication was somewhat garbled. BOOOOM!!! Was that a pole we hit?? "Look out, here comes a red Suburban!" With lightning instinct, Geoff went looking for the brake pedal ("it's got to be here somewhere - I think to the left of the gas pedal!"). Using threshold braking, we realized all the co-drivers had been thrown from the cart - the damage had been done. Axle won the POLE but sustained a broken hand as the G

forces spun the wheel wildly. The race vehicle, however, sustained little damage. Dr. Richardson taped up Axle's hand, allowing him to WIN his class on Sunday!!!!

Tony ran into fuel problems again (i.e. ran out of gas) finishing a respectable 5th in class. Geoff ran against the very strong 944 S2s finishing 4th in class G (1st 911 SC across the line - obviously the 944s are in the wrong class).

At the conclusion of the race we departed in separate cars at separate times at a frantic pace to catch the last plane out of Tampa (Tony with Geoff's wallet - Geoff following in another car at slightly higher than the posted limit) making for another story for another Der Gasser!!

The event was superbly run by Gold Coast and Sun Coast region and I personally look forward to returning next year - just think of the memories we can make next year!!! See you there!!!

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# ***PAINTBALL II***

## ***SAT, MAY 7***

Back by popular demand, the event people are still talking about (and in some cases - recovering from). The Riesentöter Rebels will again attack the Poconos and each other for a day of exercise and silliness. \$50 gets you a bus ride to and from the paintball center, a gun, beaucoup ammo, and a stunning camo outfit. Space is definitely limited so sign up immediately!

The bus leaves Plymouth Meeting Mall parking lot at 7:00 AM! Significant others and guests are welcome. To sign up, send your check to:

Anthony Bonanni (aka SGT ROCK)  
303 Powder Horn Road  
Fort Washington, PA 19034

or call 828-9469 for more information. This will be one of the highlights of the year.

## ***EXEC MINUTES***

The February Exec meeting was held at the O'Connell home. The following were in attendance: Don Applestein, Ron Pace, Lisa and Rex Carle, Pat and Len Herman, John Hoey, Art Rothe, Al Anderson, John Crowley, Tony Bonanni, Helen and John Phillips, and Paul Johnston.

After everyone managed to slide their car down the O'Connell driveway, and then pull themselves back up to the front door, the first Exec meeting of 1994 was started.

**BUDGET:** Prior to the meeting Art sent out copies of the proposed 1994 budget to all Department Chairman. After Don read through the line items, the floor was open for discussion and adjustments. Amazingly, only two Department Chairs needed changes to their budgets - Tech and Der Gasser. Due to an additional Tech Session, the both Tech Expense and Tech Revenue were increased. Due to a change of printer and an increased amount of Der Gasser's being mailed, the Der Gasser budget will need to be adjusted. John and Bill are further reviewing their expenses and this discussion will continue at the next Exec meeting. The last budget item discussed was the purchase of Radios. Art has been investigating this area and found that we can purchase 8 radios (5 watt switchable to 1) with case, spare batteries, charger, speaker microphone and one headset for

the amount budgeted. The Exec gave the okay to make the purchase.

**TRACK:** The Track Clinic is scheduled for March 6 at Johnston Enterprises. For the Club Race at Pocono (August 20 & 21), we will be hiring RCCA flaggers in addition to training our own people. RCCA will be having a Crash and Burn school on April 17 at Bridgehampton and our people are welcome. Bill O'Connell will be our Chief Instructor this year. There will be an Instructors meeting the morning of the Track Clinic. All instructors will receive a discounted admission to our track events.

**TECH:** The first Tech Session of '94 will be held on February 26 at Dougherty Automotive. Don Cox will be the guest speaker. The next session will be prior to the Pocono Driver Ed event at Don Galbraith's.

**AUTOCROSS:** John is currently doing the parking lot tour looking for sites. His progress has been somewhat hampered by the snow - it's hard to tell what condition a lot is in when it's covered in 12 inches of white stuff. To date, sites for consideration include: Temple Ambler, Willow Grove Naval Air Station and RCA Camden. If you know of a good site, please let John Phillips know.

**RALLY:** A Spring Rally is in the planning stages. It looks like it will take place in early May. Check Der Gasser for the exact date.

**SOCIAL:** We are desperately looking for volunteers to organize our social events this year. A social coordinator and/or individual event volunteers are needed. The only social event on the calendar so far is the Holiday Banquet scheduled for Dec. 10, and we have a deposit at the Sugarloaf Conference Center (the site of the 35th Anniversary Holiday Banquet.) If you would like to help with our other social events, like the Picnic, Spring Social, and Octoberfest, please give Don Applestein a call.

**MEETINGS:** Tony has everything under control for the next couple of months. Dave Donahue will be the speaker at the February meeting. For the March meeting, he is attempting have a new 993 available for viewing at Don Rosen. This will probably be a Saturday meeting.

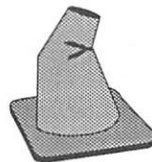
**AWARDS:** At the Turnover Exec meeting, the idea of purchasing small replica bowls for past recipients of the Riesentöter Award was discussed. Tony got preliminary pricing and the Exec decided to proceed with the idea. Don will get a list of the past winners, and the pricing will be firmed up with the exact count of bowls required.

The meeting was adjourned, and we all slid our way home on the icy streets.

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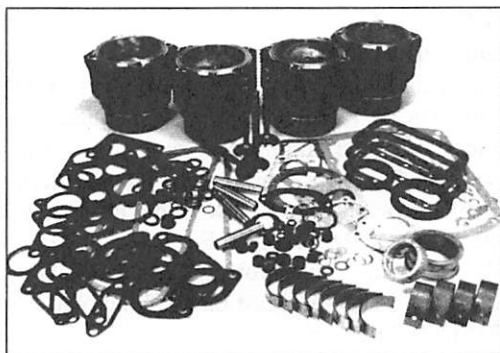
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# FOR SALE

**59 356-A Sunroof Coupe** # 107330 Motor # 738777  
Normal Ivory with tan vinyl, German carpet, complete restoration, floors, rockers, longitudinals, engine tray, battery box, body dipped, all new mechanicals, brakes, lines, shocks, clutch, pressure plate, bearing, heater boxes, etc. All chrome replated, gauges rebuilt by VDO, Nardi wheel, and more. Over 40k invested - asking \$21,000.  
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**72 914/6 GT** Blk/blk red trim. No expense spared to create accurate copy of factory GT. Strong reliable 2.0 w/sideshifter. Flares w/7&8x15 Fuchs. Quality restoration completed in '91. Extensive performance upgrades incl. suspension, brakes, sets, gages, cage, belts, etc. Beautiful street legal economical turn-key H Stock club racer. \$16,500. Want '67 912 Coupe. John Heckman, Box 27784 Phila. , 19118-0784 248-4445 days <sup>3/94</sup>

**69 911T Sportomatic** Glacier blue/black 82k, Koenig seats w/3 point belts, 7" & 8" x 16 205's & 245's, lowered, rebuilt trans, rear steel flares. New: paint, carpet, heater boxes, battery, shocks, windshield, lenses, H-4's, mirrors, bumper moldings, trunk liner, black head liner, rotors, and more. Over 20k invested - asking \$13,500. Fred Brubaker 610-434-8778 (Day), or 610-797-9298 (Night) <sup>3/94</sup>

**72 911S**, Original California 911T with S options and professional 2.4S engine and paint 18,000 miles ago. Former I2 Parade champ and current stock club racer. White and very nice for \$22,500. Jim Hartman, 610-687-4801 (Day) 610-293-1916 (Night) <sup>3/94</sup>

**76 930 Turbo Carrera**, Desert/black 48K, San Diego car now in PA. Showroom new and still as Porsche intended in '76. Int/ext in outstanding original condition. Motor very strong and still a handful. All '76 options. Orig radio, lights, gauges, brakes, body, exhaust, etc. A collectable/showable/driveable must see. \$30,000, offers. Mike Saldi 215-345-9125. <sup>3/94</sup>

**78 930 Targa**, Al Holbert Racing Turbo conversion on a 911S Targa. 3.0L motor, full tan leather, all factory parts, Turbo stripes, 5 speed, sport seats, 34k miles, CB, all records, VERY FAST. \$27,500 David Macrae 215-355-1028 <sup>3/94</sup>

**80 911SC Coupe**, sunroof, metallic light blue/black leather, garage kept, Turbo tail & front spoiler, 7&8x16 Fuchs, Fiti wheel, 930 brakes, cool brakes, 2 front oil coolers, 22 & 28mm torsion bars, adjustable sway bars, 15k on rebuilt 3.2 long stroke motor w/ carbs, S cams, SSI exhaust and sport muffler. Light and fast (2550 lbs/260 hp). Great for Drivers Ed or PCA racing. \$18,800. Johathan Baker 617 Newark Road, Kennett Square 19348 268-2603 <sup>3/94</sup>

**83 911SC Dion Speedster conversion**, Cab, cloth top,

Racing Dynamics (polished & color matched), Yokos, full black leather, a/c, looks like a 356 would look today with a turbo today, Pearl White, new seals, 930 3.0L motor, 5 speed. \$39,900 David Macrae 215-355-1028 <sup>3/94</sup>

**84 911 Carrera** Ruby Met/beige leather, BBS wheels, air, cruise, sunroof, Weltmeister front/rear, bra, cover, garage kept, non- smoker, records available , 96k. \$17,000. Jeff Brok 800-346-6001 (W), 373-3921 (H). <sup>2/94</sup>

**85 944** Red/Black leather, 5 speed, always garaged, no rain, no snow, no smoke. 35k. Mint condition. Asking \$13,000. Sam 821-8776 anytime. <sup>2/94</sup>

**85 944 Coupe**, Black/black leather. Power sun roof, rear wiper, limited slip, factory alarm, 5 speed. New dash cover, shift boot and outstanding Sikkens paint. Dealer installed factory 3rd light. Cold A/C. 72K, looks and runs great. \$6,800. Walt Hafner 215-262-4805 <sup>3/94</sup>

**86 944 Turbo**, Grey/Grey leather, fully loaded, ltd slip, Clifford alarm, Autothority Stage II chip (270 hp) \$3,000 plus stereo (Alpine, ADS MBQuart), Saratoga glass sunroof, all service records. New: P-Zero tyres, timing belt, clutch, water pump, brakes. Immac. 60k miles. \$15,500. Thomas Scaperdas 215-564-5310. <sup>3/94</sup>

**86 944** Red/Black 5speed. High miles, ran good 'till head gasket failure. Parts or whole \$2,500. Jim 215-380-0426 or 354-2224. <sup>2/94</sup>

**84 Carrera Cabriolet** Copenhagen blue concours quality hand rubbed paint, white leather int. New factory dark blue top. 38K miles. 7&8x16 Grand Prix white wheels, remote alarm, a/c, no smoke, no winters, garaged. Engine and trans prof rebuilt @ 37K June 93 . New sport clutch, battery/alternator, Komi adj gas, lowered. New Goodyear Eagle GSC's 205 & 245/45/16 Receipts. For list of extras, call ! Absolutely mint condition ... \$ 25,500 OBO Joe Fabiani 1851 Mallard Lane, Villanova, PA (215) 525-7696 <sup>3/93</sup>

**CENTRAL PENN SWAP MEET - APRIL 23**  
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No call after 9:30 PM EST

**88 930S Cabriolet**, Slopenose Turbo conversion on '88 911 Cab. '88 Turbo 3.3L motor (6k miles) with 5 speed, black power seats, black top, new red paint, new rims and tires, power: top, windows, and seats. Just completed. \$47,500 David Macrae  
215-355-1028 3/94

**88 924S**, 5 speed, air, SR, garaged, dealer serviced, 24K miles. \$9,200, will partial trade for '84-'86 911 Targa or Cab. Hans Schweikert 215-361-0726 3/94

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**One pair black electric sport seats** from 86 911 (including wire harness) \$1,600. One very nice set of 16 alloys with real good Dunlops (6&7) \$1,050. One 930 Ign distributor (84/85), maybe 5,000 miles on it, \$395. One black canvas boot from 85 911 Cabrio, \$375. One 86 cat and muffler unit, best offer. Call Tim 610-696-2696 day, 610-993-9091 eve, 610-695-0626 fax. 2/94

**2 complete sets, 930 suspensions**. and 1 turbo look set \$2,200 a set. David Macrae 215-355-1028 3/94

**2 16X6 Fuchs**. \$50 each. Al Anderson 610-793-3911 3/94

**Porsche literature collection**. Pano complete 65-87; 356 Registry Vol 5 thru 12; R&T 79-90, Autoweek 71-87, Sports Car 71-79; Formula/Race Car 76-80; 15 books and assorted factory posters and calendars. Call for list. Bob Gutjahr 410-799-8023 3/94

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**Dual axle car trailer**. Simple, inexpensive. Dave Weld

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**911 with automatic trans**. For my wife. Will partial trade my 944 Auto. Walt Hafner  
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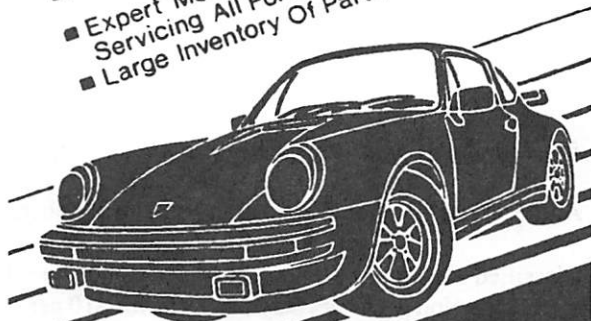
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