

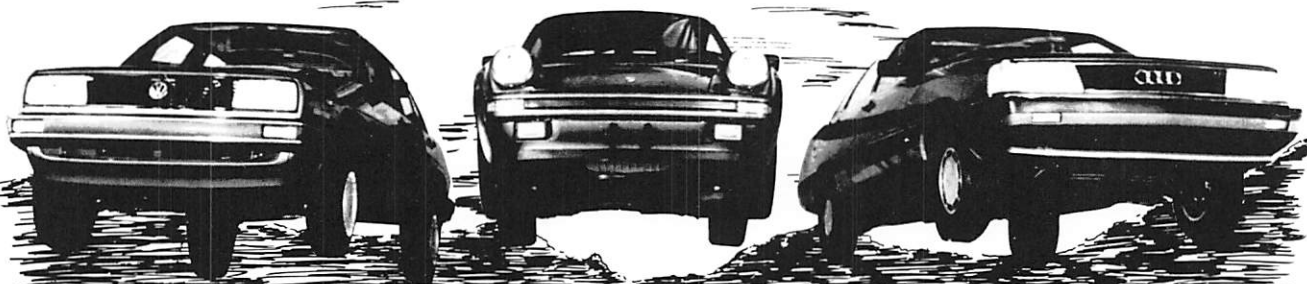
# Der Gasser

JANUARY 1995



Riesentöter Region • Porsche Club of America

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## President's Message

For the 119 Riesentöters who joined me at the Christmas Banquet at SugarLoaf on December 10, 1994, the following may sound familiar as it is largely what I said in my opening remarks during the Awards Presentation that night. I was sincere in what I said. For the benefit of those who were unable to attend the Banquet, I'd like to share those words again here.

Thanks to the leadership of the Applestein administration, Riensentöter is on a roll. As your newly-elected President of this truly great club, one of my goals for 1995 is to perpetuate that role. In the effort to do so, two important ideas come to mind: "Invest in the club," and "Let's have some fun." What is meant by this is really quite simple. Through the success of our events, our club is very strong financially. This financial strength places us in the enviable position to be able to invest back into those same events, and some new ones, making the events even better than before. From professional flaggers to complement club members working corners at track events, to new timing equipment for the autocross program, to paid speakers for monthly meetings, to entirely new social events not yet developed, we are in the position to invest back into our club in order to make it better for all club members and for our community at large.

When I say let's have some fun it almost seems obvious. However, in the competitive, stressful society we live in, this seems to sometimes be forgotten. Porsche Club is a volunteer organization, and it is supposed to be fun. We need to keep that out in front where we can't lose sight of it. While paying attention to duty and responsibility, let's have some fun! The ability to laugh is one of life's great gifts.

You, the membership of Riesentöter, have elected an enthusiastic Executive Committee who, individually, are as excited about this opportunity to serve as I am. Largely, these volunteers were handpicked for their positions allowing them to draw on their strong points. Elsewhere in this issue, you will find their names listed. Count these fine people as friends. Approach them. Talk to them. Express your concerns and ideas to them. This club belongs to all members. Don't be afraid to step forward with a suggestion. Perhaps you have had an idea for the club but have been reluctant to share it for fear of being saddled with the job of implementing it. Don't let this get in your way. We are all busy, and we will understand if you do not have the time to get involved. On the other hand, if you would like to participate to an extent greater than you have in the past, we welcome your help. The more, the merrier (read: more FUN...there's that word again).

We have nearly 800 members in Riesentöter Region, P.C.A. Unfortunately, we only get to see somewhere around 20% of those members at any given time. Another goal of the Heckman Administration is to try very hard to get that 80% of

our membership involved in club activities. From autocross to rallies to track events, and now Club Racing, driving our Porsches has always come first. After all, this is a car club. But in 1995, we're going to try some additional things. More and different social events and, some monthly meetings about things other than driving the Porsche are a couple of examples. And speaking of driving the Porsche, at the banquet I was speaking with Bill Cooper, longterm Riesentöter who has relocated to Seattle but returned with his wife Debbie for our gala, who mentioned that the Porsche Club in his area is very active. They do something that really piqued my curiosity. They go on drives. Not a rally. Not an autocross. Not a race, but a drive en masse at legal speeds from a designated starting point to a designated stopping point. I think that sounds neat. What do you think? Let me know.

In the meantime, Let's Have Some Fun!



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3

# Down The Pike

## JANUARY

25 Club Meeting at Holiday Inn Fort Washington,  
8:00 TOPIC: Detailing

## FEBRUARY

11 Tech and Demo Session  
22 Club Meeting at Holiday Inn Fort Washington, or NTW  
(TBA) 8:00 TOPIC: Tires

## MARCH

TBA Track Clinic at Johnston Motor Sports

## MAY

19 RTR Med/Monaco GP Trip

## OCTOBER

6 Phila Vintage Grand Prix

## DRIVING EVENTS

### FEBRUARY

\* 11-14 48 Hrs of Sebring (See Tony Bonanni)

### MARCH

\* TBA Corpus Christi

### APRIL

\* 8-9 Road Atlanta  
\* 15-16 Las Vegas  
\* 22-23 Pocono

### MAY

\* 5-6 Lime Rock  
\* 5-6 Mid Ohio  
\* 20-21 Hallett

### JUNE

\* 2-4 Watkins Glen  
\* 10-11 Second Creek  
\* 29-30 Summit Point

### JULY

\* TBA Brainerd  
\* 3-4 Lime Rock  
\* 15-16 Putnam Park

### AUGUST

\* 5-6 Portland (or 12/13)  
\* 19-20 Pocono - RTR Hosts PCA Club Race

### SEPTEMBER

\* 1-3 Road America  
\* TBA Bridgehampton

### OCTOBER

\* 7-8 Heartland Park  
\* 21-22 Jefferson Circuit (the New Summit Point)  
\* TBA Willow Springs (may be Sept)  
\* TBA Sears Point

### NOVEMBER


\* TBA Phoenix



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The advertisement for Saul Kun features a central graphic with the name "Saul Kun" inside a circular profile of a head. To the left of the circle is the word "FORT" and to the right is "BUICK PONTIAC". Above the circle, the words "for" and "your" are written in a cursive script, with the phone number "215-646-1100" in between. Below the circle, the words "other" and "car!" are written in a similar cursive script, with "Saul Kun" in a smaller font below the circle. At the bottom, the address "115 Bethlehem Pike, FORT WASHINGTON, PA 19034" is printed.

## *Sundry Comments By The Editor*

Well, this is it! The beginning of a new adventure for me: Editor of our illustrious club magazine. So far, so good. I want to thank both of our past editors: John Crowley and Bill O'Connell, for their help in putting together this issue. I definitely could not have done it without your help. Thanks!

I've gotten some great articles from the other Exec members, both current and past. I have also gotten some ideas for possible enhancements to the magazine, (details to appear when ready). I want to invite those who may wish to do so to give me articles, ideas for articles, interesting club tidbits, or just some juicy gossip that you'd like to see in print. After all, this magazine is supposed to be fun as well as informative.

The only request I have is that articles be sent to me by the 4th of the month in which they are to appear. My goal is to not only continue the quality of this publication but also to make sure that all members receive it before the monthly meeting. If it's a little late this month, I'm sorry. I had a learning curve to get over. However, I want to make sure that each issue is timely. So, if your article is a little late and you don't see it in this month's issue, don't panic. I promise that it will be in the following month's issue.

That's it for now. Looking forward to a great year.

Tracy

### **MONACO GRAND PRIX SAILING TRIP**

Hey, have you called Vicki yet? What are you waiting for?!! Do you really want to miss this incredible opportunity to spend a week sailing the Med? There is still time to get in on the fun. Also, we are still working on the Leica deal.

Give Vicki a call at (610) 430-3838 and get signed up!

## *Club Meeting Info*

### JANUARY MEETING

January's meeting is to be held at the Holiday Inn Fort Washington. That's exit 26 off the PA TPK. The topic will be **Detailing**. Our speaker is Everett Frank from Whole Detailing in Wayne, PA. Everett is an expert in the art of detailing fine automobiles. He promises a "top flight" demonstration of auto detailing techniques.

### FEBRUARY MEETING

The details for February's meeting have not yet been finalized. The topic is **Tires** and will be presented by a representative from NTW. However, the location of the meeting has not yet been set. It will either be at the Holiday Inn or at NTW. Details should be available at January's meeting.

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# Riesentöter Christmas Banquet a Big Success

## by John Heckman

Were you one of the lucky 120 Riesentöters to attend our annual Christmas Banquet held at SugarLoaf on Saturday, December 10, 1994? You were? Great! I hope you had as good a time as I did.

What's that? You say you couldn't make it? Oh, too bad. We missed you. And you missed a good time.

Although it was cold and rainy that night, the nice folks at SugarLoaf provided us with a cozy and elegant retreat for our annual Banquet, Awards Presentation and Dance. A two-story Christmas Tree stood in the entrance foyer accented by other seasonal decorations. The ceiling of the ballroom was festooned with red, black and white (RTR colors) balloons courtesy of Mike Tillson Motor Car Service. The centerpiece of each table in the dining room was a 1/24 scale chocolate 930 on a mirrored cylindrical base surrounded by three votive candles. These little numbers quickly became a topic of discussion as folks began to wonder how they might be chosen to be the lucky one at their table to carry home the goods. The chocolate 930's went to the person with the birthdate closest to December 10th. Our good friends at Holbert's Porsche are to be thanked for providing the chocolate 930's. If you are like me and have a July birthday, you didn't get one. But, everyone did receive a white chocolate box with Porsche written on it and after-dinner mints inside. Very yummy!

A cash bar was in the lobby, open all night. From 6:00 to 7:00 we enjoyed a cocktail hour augmented by butlered hors d'ourves. We then adjourned to the dining room for the awards presentation where our esteemed, now Past President, Don Applestein announced that he was the happiest man in the room. Don introduced the retiring Executive Committee and those members who have remained on the Exec for 1995. He then "passed the gavel" to me where I then proceeded to juggle two hats for the remainder of the evening: one hat as Social Chairman and one hat as President. I was the second happiest man in the room.

The evening unfolded with us alternately awarding RTR Awards and door prizes. The first presentation, however, was sort of a hybrid: a Door Prize Award. It's a little ditty I dreamed up one day last summer while sitting in my garage gazing at my freshly restored 356 and at the rather battered driver's door hanging on the garage wall. I'd been thinking for several years about the idea of acknowledging the most active new members in the Club. Lord knows that door has been active over the years. So I decided that it would better

serve the Club being used as a trophy than by adorning my garage wall. I placed a call to our Membership Chairman, Helen Phillips, and asked her to name the most active new members who had joined in the past year. Without missing a beat, she came out with the names Tracy and Fran Nelson. Congratulations to Tracy and Fran. And don't forget to bring the Door Prize back next year.

We gave away lots of neat sets of Porsche playing cards, factory calendar sets and a 1/18 scale Boxter model, all courtesy of Don Rosen Imports.

Paul Johnston had a busy evening. He had no sooner sat down after awarding the High Speed Driving Award to Tuck Hunter, who unfortunately was unable to join us, when we had him come back up to the podium to receive the Tattered Helmet Award. This is, of course, the award presented to that member who best exemplifies "bassackward" behavior relative to the Porsche Club activities.

Permit me to admonish a bit on Paul's case. Paul is a Club Racer, an Instructor and the owner of a rather potent, highly modified 911. He is also the owner of a body shop, which is real good for him because at the 1994 Philadelphia Vintage Grand Prix, Paul managed to stuff his car into a Jersey barrier in plain sight of just about EVERYONE. So hard that he moved the barrier about six inches. Mind you, this was on the second lap of what was not actually a race, but merely an Exhibition lap. Well done, old chap! Good form.

To make Paul's evening even more busy, he agreed to present the Riesentöter Award to Art Rothe. Unfortunately Art had to cancel at the last minute and was unable to receive his award that night. Our sincere congratulations to Art.

Axel Shield, known to some as Rock, was presented the Mighty Neato Award by Bob Russo, known to some as Keemosawby. "Making the best of a bad situation" is the premise behind this award. Although *how* he broke his wrist at the Club Race at Sebring is perhaps Tattered Helmet material, the fact that Axel went out the next day and won his class with the broken wrist is truly worthy of the Mighty Neato.

Jim Foster was the recipient of the Broken Crank Shaft Award for the most improved autocrosser. The award has had plenty of opportunity to find it's best resting place in the Foster home

(cont'd on page 7)



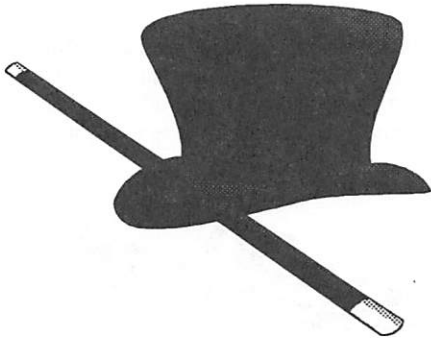
as Jim's wife, and our Goody Store Manager, Sharon won it last year.

Our door prizes were outstanding. Dougherty Automotive Services donated 4 four-wheel alignments, Johnston Motorsports,

LTD gave away a very nice automobile detailing kit and Chester County Camera provided the photographers in the lobby. Did you have your picture taken? I did. And you have to go out to Bill's shop to see the proofs. A hearty Riesentöter thank you to all those who so generously donated door prizes.

Upon completion of the awards presentation and a superb meal of Chicken SugarLoaf or skewered land and sea, the D.J. cranked up the tunes in the ballroom with some great old Motown. Before I knew it, it was 1:00 am and I was on my way home. A good party!

And a hearty Riesentöter thank you to all who attended. You truly made our Riesentöter Christmas Banquet a big success.



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# *A Fact or Fictional Tale of Motor Oil*

*By Nick Plenzick*

Synthetic, partial synthetic, or good from the ground fossilized petroleum oil. Which will it be?

For many years I have read articles on motor oils and have found that they all have one thing in common: that being that they have nothing in common. One person raves about an oil; another hates it. One person says that they run lower temperatures; another says higher. One person says... well, you get the idea.

The biggest debate is between synthetic versus petroleum oils. So, should I spend \$4.00 a quart for synthetic or go down to Pep Boys and buy whatever? Well, enough theories. Here are the facts, or at least the facts as I see them.

After 20 years of racing cars and motorcycles, I have had only one oil-related failure. That was with my (and Melissa's) 924 club racer using Amsoil 20-50W synthetic racing oil. The result was a wiped-out cam and lifters. I had never had a problem before using Quaker State 20-50W racing oil nor did I have a problem after when I went back to Quaker State. The next owner of the 924 did not heed my warning about synthetics and did the same exact thing with Mobil 1.

This is not to say the synthetics do not have their place. They seem to be good in extended drain intervals since they suspend contaminants better and for cold start-ups. This is great for everyday cars, but not for my Porsches and track cars.

The best thing that you can do for your car is to change the oil frequently and to use quality motor oil. So, below is a list of cars currently in the Plenzick household with the type of oil used and the frequency of oil changes.

**1974 914 2.0 liter 4 cyl. PCA Club Racer - Track Car.** Driven at redline 95% of the time (the other 5% is above redline). **Valvoline 20-50W racing oil.** Filter and oil are changed for each track event or race.

**1986 944 2.5 liter 4 cyl.** Our current "vacationmobile." **Valvoline 10-40W.** Oil and filter every 3,000 miles or every six months.

**1972 911E Targa 2.4 liter.** Driven "sportingly" on Bucks County roads. **Valvoline 10-40W.** Oil and filter every 1,000 miles or every six months.

**1994 VW Jetta 2.0 liter 4 cyl.** Melissa's everyday car. **Valvoline 10-40W semi-synthetic.** Oil and filter every 6,000 miles or every six months.

**1993 E-350 Ford van 7.3 liter (444 cubic Detroit inches) V-8 Diesel.** Sometimes referred to as the "tank." **Valvoline 10-40W semi-synthetic in winter and Valvoline 20-50W racing in the summer.**

I use Valvoline primarily because it is readily available. Any of the petroleum motor oils will work just fine - if you change them frequently.

So there you have it, straight from the racers mouth or, shall we say typewriter. Twenty years without a major engine failure. I must be doing something right.

P.S. - Fellow racers take note: Since I am a firm believer and follower of Murphy's Law and, since I now have stated publicly that I have had no engine failures, I may now be due for one. Remember that when you're trying to pass me!

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## Winter Tech and Demo Session

February 11, 1995  
9:00 AM to 3:00 PM

Dougherty Automotive Services  
720 East Nields Street  
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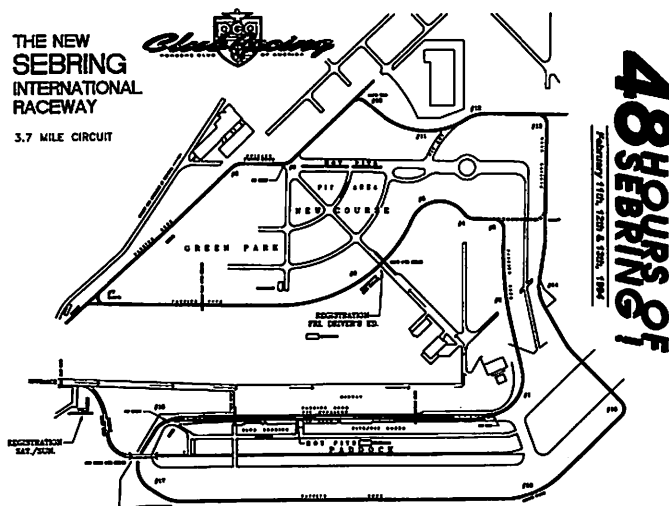
## SEBRING CLUB RACING FEBRUARY 10-11-12

OK - YOU DIDN'T LIKE KANSAS SO HOW ABOUT FLORIDA IN THE WINTER?

I am looking for five seriously distraught individuals who feel life's problems can be avoided by racing Porsche automobiles in Florida in the dead of winter.

I am also looking for sponsorship for our adventure. Any and all help will be appreciated and duly noted on the team cars.

CALL SOON. Spots are filling (although there is plenty of room on the cars for decals!)  
If you are interested contact Turbo Tony Bonanni at 610-828-9469 or 843-1509



# FALL RALLY RESULTS

The Fall Rally was held on October 16 and we truly had a beautiful day with warm temperature, great colors and, at the finish line, upside down pizza.

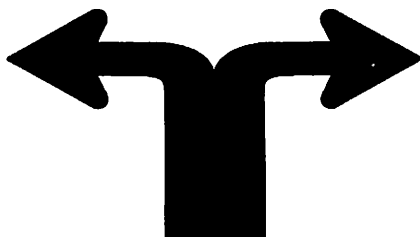
We started at the Flying Hills Shopping Center near Reading and wove our way through three check points on our way to Picas' Restaurant in Delaware County.

The checkpoints were: (1) Twin Valley High School, (2) Washington Chapel in Valley Forge Park and (3) Rose Tree Park. Along the way, participants had to pick up score cards from golf courses and there were plenty of opportunities to obtain these cards. The object of the Rally was to finish with the least amount of mileage. But, you needed at least 8 score cards to qualify. If you finished with 7 cards or less you would be disqualified. In addition, for each score card over 8 that you picked up, you received 2 miles off your mileage. (Example: 12 cards = 8 miles off your mileage.) Of course you can see that, the more out of your way that you had to go to obtain more cards, the more mileage you put on. So, you had to plan your attack and make sure it was worth your trip to the extra golf courses.

The Pica Family have made their "special" style pizza for over 40 years. You see, they put the sauce on top of the cheese thus, "upside down" pizza. Everyone really enjoyed the pies. There was not even one piece of pizza left over.

Although we had a small turnout, everyone had a fun time. I would like to thank my wife, Tamme. (She manned 2 check points. After everyone passed through checkpoint 1, Tamme sped to checkpoint 3 to man that station. Not only did she get there before any of our Rallyists, but she did it in a Ford Escort. Unbelievable!) Also, I would like to thank my niece, Mary. She is a freshman at LaSalle University and she manned checkpoint 2.

Finally, I would like to say that it has been fun being your Rally Master this year and I hope to come out next year to support your new Rally Master, Dennis Angelisanti! Good luck Dennis and, as you already know, owning a sunflower yellow 914 from California is a prerequisite for being Rally Master.



Below are the final standings for the 1994 Fall Rally:

|                                 |                  |                  |
|---------------------------------|------------------|------------------|
|                                 | <b>1st Place</b> |                  |
| Frank Crout and Greg Kennedy    |                  | 1986 - 911       |
|                                 | <b>2nd Place</b> |                  |
| Don Thomas and Joe Boutaugh     |                  | 1977 - 911       |
|                                 | <b>3rd Place</b> |                  |
| Robert Welsh and Angela Heckman |                  | 1991 - Geo Storm |
|                                 | <b>4th Place</b> |                  |
| Steve and Mary Chris Schueren   |                  | 1994 - 968       |
|                                 | <b>5th Place</b> |                  |
| Robert and Mary Lynn Mory       |                  | 1990 - 911       |

Thanks Again!

John  
Former Rally Master

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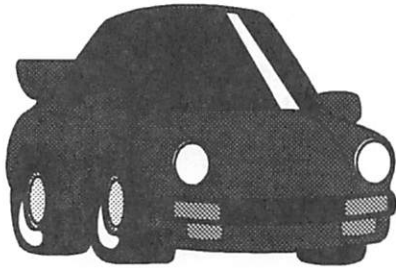
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# FOR SALE



## **FROM THE RALLY CHAIRMAN** **DENNIS ANGELISANTI**

Webster defines rally (also rallye) as it pertains to us, as "a competitive automobile event run over public roads and under ordinary traffic rules with the object of maintaining a specified average speed between checkpoints over a route unknown to the participants until the start of the run." Well, we all know that sometimes the route is not known by some participants even after the rally...er rally.

I intend to run two rallies keeping this definition in mind. I have an idea of how to run a TSD rally that will be fun, moderately challenging and best of all, require almost no support personnel. There will be more on this later.

Two other definitions of rally are "to come together again to renew effort" and "a mass meeting intended to arouse group enthusiasm".

These are the definitions that I think are important to Riesentöters. I know how most of us feel about our cars. I know we like to drive them, show them off and explore new territory with them. So.....bring out those 356s, early 911s, 914s and the newer 924s, 944s, SCs and Carreras. Show them to the outside world. Drive them on real back byways. Find new roadhouses at which to eat, drink and exchange Porsche stories. Put those Riesentöter decals on the front fender while doing all of the above.

I'll be giving more info on the intended rallies (MAY and OCT) and more pep talks on coming out with our cars and other club members.

LET'S RALLYE !!!!

**63 356 B Cabriolet** T-6 body usual rust, very restorable and very complete \$9,500 Robert 610-966-3501 11/94

**69 911T** Sportomatic, glacier blue/black. 82k miles, Koenig seats with 3 point seat belts, 7" & 8" x 16 205s & 245s, lowered, rebuilt transmission, rear steel flares. New paint, carpet, heater boxes, battery, shocks, windshield, lenses, H-4s, mirrors, bumper moldings, trunk liner, rotors. Over 20k invested - asking \$11,000 or trade for 356. Fred Brubaker (610)434-8778 Days 797-9298 nights 10/94

**71 914 1.7** Excellent condition, new red paint, new seat covers, new clutch. Tuned and ready to go. \$4,500 Vincent (215)699-2473 10/94

**71 911 Coupe**, Red, 2.2S motor, RS front spoiler, whale tail, SC fender flairs, sway bars, Alloys, new style balck leather interior, power: windows, mirrors and seats. 17k miles since complete restoration of body, suspension, engine and trans. Car looks and runs like new. Appraised by PCA a \$15,500. Must sell NOW, \$9,900. Tom Hoffman 609-845-8027 11/94

**72 911S**, California 911T with S options and professional 2.4S engine, suspension and white paint 19,000 ago. Race or street ready. \$19,000/offers Jim Hartman, 610-687-4801 (Day) 610-293-1916 (Night) 11/94

**72 911T**, Recent \$8,000 engine reguild by Holberts, including new crank. Less than 5k miles since. Less than 10k miles on new Porsche heater boxes. New bateries, new Targa roof seals, New Pirelli P-6s Very good interior, small amount of surface rust, NO major rust \$13,500. Samuel W. Clipp 215-541-0584 11/94

**73 911T CIS**, Yellow/Black leather, 5sp, Fuch polished rims 6" & 7" new P600 tires, Carrera front suspension and brakes. Calif car, no rust. \$11,500/OBO Bob Koerbel (h) 610-789-3157 (w) 610-527-6025 11/94

**73 914-4 1.7**, Mags, solid car, needs paint \$2,500/OBO Bob Koerbel (h) 610-789-3157 (w) 610-527-6025 11/94

**76 911S Targa**. Showroom condition, jet black w/tan interior 112,000 miles, engine rebuilt at 93,000 miles, new tires and alternator, brand new suspension pan and fuel tank support May '94. Garage kept and well maintained. Tony 610-375-7011 (h) 800-451-3433 (w) 11/94

**76 911S** Gold/tan leather, 6k on rebuilt 3.0 liter 5/speed. Very strong, pop off valve, AC, foglights, 15: cookie cutters, electric/heated mirror, original Blaupunkt 8-track, bra, tools, compressor., No /smoke/autocrosses/track events. 92k miles, PA insp 9/95, all original except for motor. Asking \$12,500. Robert (215)947-7945 10/94

**77 911S Coupe.** Track event and Club Racer. '86 3.2L motor, 7/31 ring and pinion, Quaiffe limited slip, PMW and Redtech bars, adjustable sways, adjustable Konis, SC flares, 8" and 9" x 16" Fuchs wheels, Recaro seats, 5-point harness, rollbar and window net. \$25,500. Paul Richardson (215) 985-1053 1/95

**77 924 Low Budget winter project.** Never hit, entire body intact. Needs paint and TLC to get running again. Great track potential. \$500 will keep you busy with your new toy. Denny Waldman (610) 394-9994 11/94

**77 911 Targa w/tail.** Excellent condition and beautiful in white, new top, leather dash and deck and radio. Always garaged, driven only on nice weekends, never in snow or ice. Good inspection till 1/1/96, no rust, no dents, never raced or abused. \$13,500. Tom Zern (h) 610-783-0564 (w) 354-5710, 5711 11/94

**78 928** Silver Metallic/Black leather, 5 speed, AC, upgraded radio, all options. Excellent mechanical condition, 75k miles! 6,800 obo. Michale Sonstein (215) 646-3889 10/94

**82 911 SC** Track car, 3.2 engine, new trans, too many enhancements to list! \$25,500. Call Bill during the day (610) 692-6039 . 10/94

**83 Club Racer** Red/Black. Come on all you track and autocross junkies, this is the one you have been waiting for. Colin 692-6039 (days). 10/94

**84 911 Carrera** Triple black, sunroof, cruise, AC, 16: Fuchs, never raced, serviced regularly. Excellent condition with all records. \$17,500. Mike (717)484-4945 10/94

**84 911 3.5L** Twin plug, crank fire ignition, Haltec programmable fuel injection, full roll cage, fire system, fuel cell, BBS 3pc. wheels w/ radial slicks, Quaife, wide body, 3.8 RSR wing, aluminum hood and doors, glass fenders and bumpers, turbo brakes, coilover suspension. Class A2 in PCA race series. Partial trades considered. Call Paul at (610) 696-2164 (days). 1/95

**84 924 GT3** Factory Kit Race Car, last built, race ready, fresh engine, national SCCA champ, perfect SCCA or PCA Club Race car. Spare engine, tires, wheels, body work, numerous spare parts. Former Brennan/Cyphert car. Log book. \$18,900. William Braunlich (412)443-0102 10/94

**85 928S** Red/black leather, orig owner, 19,000 miles. In virgin condition. Outstanding value at \$22,500. Tom DiMayo (717)992-6736 10/94

**86 928S** 32v motor, Red/black, chrome wheels, stick, new tires, etc, etc, etc. Mr. Snickers 692-6039 (days) 10/94

**93 911 C2** Guards red/tan, 3.6 liter, 247 bhp, full power seat, original list \$67,000. 16k miles, excellent cond. \$54k Bob (717)569-4272 10/94

## **PARTS, ETC**

**66 912 5-Speed Coupe.** Being disassembled for parts. Call with your needs. Roger Conroy (215) 536-6280. 1/95

**BRA FOR 924s** Brand new, never used cost \$100. First \$50 takes it. Hans Schweikert (215)361-0726. 10/94

**New 944 rear spoiler for 924.** Same textured black rubber as used on 944, attached to flange, not thru glass \$225. Frank Bemiss (717)992-6348 eve 10/94

**C4 Parts.** Like new shape. 2 sets stock alloy wheels, hold center caps with Comp or Bridgestone tires mounted. \$800 set. Set of forged upgraded wheels, \$1,000. Complete stock suspension, \$500. DME brain, \$600. Allen Johnson power tube, \$100. Rich Piccinini, 215-875-8771 ext 763 11/94

**Fyrebraid Sparkplug Wires.** Fit 83-89 944 Race proven, red shielding resists heat up to 1,400 deg F. These are the best ignition wires available. Brand new in original sealed bag from Performance Products. Paid over \$200 but no longer need them. Put these hi-tech trick looking babies on your pride and joy and you'll go even faster. Only \$150 takes the set. Denny Waldman 610-394-9994 11/94

**15" Wheels (2).** Factory stock wheels from '87 944 in very good condition. \$60 each or \$100 takes the set. Denny Waldman 610-394-9994 11/94

### **911 Parts.**

Set of 4 BBS one peice 15x7 for 911 w/new 15" Comp T/A 195/65x15 \$400

2 - Black power sport seats from 87 930 w/harnesses \$1,400

1 - 930 Ign Dist 1,500 miles \$450

1 - 3.0 930 style fiberglass rear deck lid

1 - 88 930 factory muffler/cat, new. A good item to have for PA emmissions \$450

1 - black boot for Carrera cab, new condition \$350 in bag Tim Holt 610-696-1999 days, 993-9091 eve 11/94

## WANTED

87 - 89 911 Carrera Coupe, white, must be original with low miles. Steve Midgett  
215-241-8414 (D), 610-296-7478 11/94

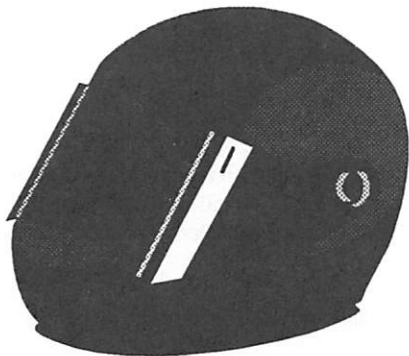
Racing seat, To be used in a 83 944. Looking for OMP or comparable seat new or slightly used. Call Brian at Watson Racing 215-781-2348 11/94

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## 1995 TENTATIVE PCA CLUB RACE SCHEDULE Revised 10/28/94

February:  
Sebring, 10-11 Suncoast/GoldCoast

March:  
Corpus Christi NAS, TBA Coastal Bend

April:  
Road Atlanta, 8-9 Peachstate  
Las Vegas, 15-16 Las Vegas/Intermount.

May:  
Lime Rock, 5-6 Conn. Valley  
Mid-Ohio 5-6 Mid Ohio  
Hallett, 20-21 Zone 5

June:  
Second Creek 10-11 Rocky Mountain  
Summit Point 23-24 Potomac

July:  
Brainerd, TBA Nord Stern  
Lime Rock 3-4 NNJR  
Putnam Park 15-16 Cen. Indiana

August:  
Portland (PIR) 5/6 or 12/13 Intermount  
**Pocono 19-20 Riesentoter**

September:  
Road America 1-3 Chicago  
Bridgehampton TBA NNJR/MNY

October:  
Heartland Park 7-8 Great Plains  
Willow Springs TBA LA/Santa Barbara  
or Sept. Sears Point TBA Golden Gate

November:  
Phoenix (PIR) TBA Arizona

AND: NNJR is still working on a Club Race for Watkins

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