

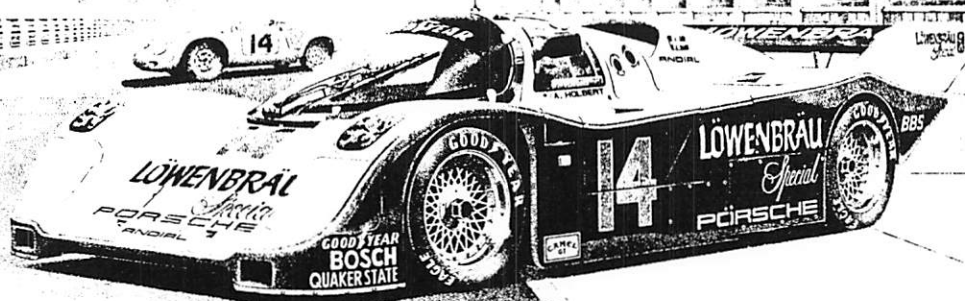
Der Gasser

OCTOBER 1996



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President's Message

Each Labor Day weekend, Connecticut's Lime Rock Park hosts what has become one of the East Coast's premier automotive events, the Dodge Vintage Festival. Known to many as simply the Fall Festival, the affair spans Thursday through Monday and features, among other things, an automotive flea market, vintage races and three concours. It is sanctioned by Brian Redman, the same man who runs the Jefferson 500 each May at Summit Point. If you are a regular to this column, you will recall from prior readings that Yours Truly attempted standing on his head on the inside of Turn 10 at this past May's Jefferson 500. Ordinarily not a particularly hard thing to do, this time I experienced a fair amount of difficulty as I was strapped to a 914/6 doing upwards of 90 mph.

Having made a reservation for the Fall Festival at a lovely bed and breakfast in the quaint nearby town of Salisbury, Connecticut some three months before crashing at the Jefferson, Mrs. Heckman and I decided, "what the hey, since we can't race we may as well concur", or something to that effect. With the help of RTR Autocross Co-Chairman Geoff Ehrman, I whooped on the old 356 for about 24 hours one weekend, doing the toothbrush and Q-tip routine until it looked pretty good. When I mentioned to my antique car collector friend Jim Grundy that I was going to drag my now real clean Porsche all the way to northwest Connecticut on my open trailer he asked incredulously, "What, are you nuts? What will you do if it rains?"

"Clean it again."

"That's crazy. Take my enclosed trailer." Jim offered.

"Let me think about it.....OK!"

Like Mr. Rattew taught us in tenth grade Shop class at Radnor High, having the right tool for the job can make all the difference in the world. We towed all that distance up to Lime Rock (something like, I don't know, 350 miles), left the car in the trailer for three days, pulled it out on Sunday (the day of the show) and simply dusted it off a little. The result? Fourth in a class of 15 cars and Best Import in a field of about 75. The Fourth was based on points and the competition was awesome. We each got a plaque. But the Best Import was a "Judges' Award" based mostly on curb appeal--a beautifully engraved pewter ice bucket complete with handles and a lid. I was amazed. ESPN filmed the whole weekend including the concour, so watch your listings for a half hour show to be presented sometime around Christmas. And root for your President in the red 356 Cabriolet.

Well, it's election time again. No, I'm not speaking of our 'friends' in Washington. The term Big Brother seems more appropriate there--don't get me started.... No, I'm speaking of your friends in Riesentöter. Each year at the October meeting of

RTR we cast our ballots and vote for those members that we would like to see run this deal. Look elsewhere in this issue for a list of the proposed slate of officers and for messages from others who have been nominated to run.

We're going to try something new at this year's election meeting. We call it Jawboning. We'll have some snacks and refreshments out for everyone's pleasure. After the ballots have been cast and while they are being tabulated by the independent accounting firm of Applestain and Associates, we will mingle and socialize among ourselves. War stories, bench racing, joke telling and general frivolity will be the order of the evening.

Make it a point now to attend on Wednesday, October 30 at 7:30 at the Holiday Inn in Ft. Washington. Enjoy your car by sharing some of your experiences of Porsche ownership with friends and enjoy your Club by helping to direct it by voting.

Fond regards,



Lifejackets for the Track!

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Down The Pike

OCTOBER

- 27 Fall Rally, Michael's Diner, Douglassville, PA
Registration opens at 10:30 am, first car off at noon
- 27 Oktoberfest, Victory Brewing Company,
Downingtown, PA 2:30 - 6:30 pm
- 30 Club Meeting, Holiday Inn, Fort Washington, PA
7:30pm, Topic: Elections

DECEMBER

- 14 Holiday Banquet, Inn at Yellow Springs, Yellow Springs,
PA

1996 TRACK EVENTS

OCTOBER

- 25 New Hampshire (Driver's Ed, Host - Northeast)
- 25-26 Lime Rock (Driver's Ed, Host - Conn. Valley)

DECEMBER

- 7-8 Sears Point (Club Race, Host - Golden Gate)
- 7-8 Roebling Road (Club Race, Host - Carolinas)

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Volunteer's Party

or

Free Loading Phillips (FLiP)

by Art Rothe, Volunteer Party Coordinator

They keep telling me it was a great party. Great food and great company. I think every one there would agree with them. The Radnor Hotel did a splendid job in preparing the room and food. There was more than enough space to wander around and chat. Definitely more food than all of us could eat (and we really did try, didn't we Tony). A very relaxed and rewarding evening for everyone. Other than the food and friends, the main highlight of the evening was awarding Riesentöter Dollars to ten lucky people. Names were drawn and \$100 was given out to be spent in the Goody Store or for any event that the lucky person wished to enter. The eleventh name drawn received free admission to all events that he or she wished to enter (potentially worth \$1,000). The honor of being this Free Loader of the Year...OOPS... Volunteer of the Year, went to John Phillips. Boy did he gloat. Sooo, let us also reward him by calling him **FLiP** for the next twelve months.

On a more serious note, the first thing that struck me as I looked around the room that night, was the small number of people who actually volunteer. In a club of 900 people, there are only about 50 people who have volunteered over the past year and a half. A very small number when you consider all the driving events, social events, etc. that the Club puts on and that you participate in and enjoy. Secondly and more importantly, I noticed all the old and new friends that night. Friendships that were made through the Club and mainly by volunteering in the Club. For me, friendships made 12 years ago to friendships that were made only a few months ago. For some there, the friendships go back 20 to 30 years. Isn't a Porsche just a car or, is it..... Go figure..... Become a Volunteer next year.

Minutes from the September Exec Meeting
by
Shannon Foster, Secretary

President
No report

Vice President
Next meeting is at the Speedzone in Allentown.

Treasurer
Have about \$39,000 in the bank.

Goody Store
Still selling a lot of things, no too much is left in inventory. Discussed new ideas for items for next year. Robin will think about what to get.

Social
Oktoberfest meeting in conjunction with the Fall Rally. Sunday, Oct. 27th at the Victory Brewing Co. in Downingtown.

Membership
New membership has dropped slightly, total membership around 900.

Autocross
Last event for the season was held on 9/8. Drew a good number of Porsche Club people. Bob Weigand has agreed to be Co-chair with Nick next year. Discussed timing equipment and score-keeping software. We will be getting SCCA's old trailer very soon.

Tech, Editor and Race Chairs
No report.

Track
Final event was held at Summit/Jefferson. Still trying to get a better date for next year and considering doing 2 (4 day events) one at Summit and one at Jefferson and sharing it with another club, each taking 2 of the 4 days. Also trying to get a date later in the fall to avoid being so close to school starting.

Awards
Everything is under control.

Old Business
Volunteer Party: Next Friday and about 65 people have registered so far.

1997 Exec: All set and ready to go. List is printed in Der Gasser.

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2 - 5% More Horsepower

Silverstone™ spark plugs	\$7.95
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Brake Rotors OE - front	
911 '69-'83, 944 '83-'86.....	\$35 each
911 '84-'89.....	\$68.62
914	\$42.40
Brake Rotors OE - rear	
911 '69-'83.....	\$68.35
944 '83-'86.....	\$70.40
911 '84-'89.....	\$68.92
914	\$42.40

LUBRO MOLY

Ventil Sauber for clean valves.....	\$4.00/can
Jectron - cleans fuel injection systems	\$5.50/can
Motor Oil Saver - rejuvenates gaskets and seals.....	
ATE Super Blue racing brake fluid	\$10.95/liter
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SWEPKO Gear Lube	\$39.50
SWEPKO Gear Lube	\$34.50/gal.

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928	\$115.00
944	\$100.00
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944	\$39.00
944 Turbo motor mounts.....	\$117.00
911 Expandable return tubes, solid machine aluminum with Viton seals	
911 valve cover gaskets - late style kit.....	\$15.02
911 Mahle oil filter with drain plug gaskets	\$7.80
964 Oil pump, new	\$598.00
Brake rotors gas slotted.....from \$90.00	
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Bob Weigand

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TRACK

Mike Andrews

Bill O'Connell

SECRETARY

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TECH

Mark Winkle

SOCIAL

Pat Tillson

GOODIE STORE

Robin Zelinskie

MEMBERSHIP

John Crowley

RALLY

Dennis Angelisanti

If you are unable to attend the October 30 meeting, mail your completed ballot to Shannon Foster, Secretary, 304 Meadowlake Drive, Downingtown, PA 19335.

Vote for Bill for Track Chairman!
A Boxster in Every Garage, Great Track Events
Full Employment, Lower Taxes
by Bill O'Connell, Track Chair Nominee

Hmm, sound like the guys that are also looking for your votes this fall? I suspect I can't do much about the Boxster, employment, and taxes but I can make track events fun.

I'm sure many of you were surprised when I was nominated for Track Chairman during the September meeting. The question I keep getting is "why?" You have been on the Exec forever holding everything from Editor to President. To be quite frank, I was somewhat surprised when approached. The approachees and I had many long talks and in the end I agreed to toss my helmet into the ring.

What is my track background? In '83 Ms. Vicki and I got our first Porsche and shortly thereafter Al Anderson convinced me that I needed to go to the Glen and learn how to drive it. He was right and I was hooked. As many of the track people know, before long I was knighted Flagmeister - the person that rounded up the errant flaggers to keep the event rolling. This then led to many years backing up Bob Lamb and Paul Johnston as "Officer Of The Day" at our events. It also led to getting licenses in other groups like SCCA and SVRA as well as running the famous Fox events at Bridgehampton to feed the demand for track time. Since the Porsche Club Race series started, I have been the general troubleshooter, fireman, and general pita for many to keep the aggravation to a minimum. In summary, for more years than I would like to remember I have been deeply involved with the administration and running of the track events and club races.

What will I do differently? I guess the best way to put it is philosophy. Mine is a bit different. I don't mean this to be like a "old guard" vs. the "new guard" type of message. Just that I have different priorities. I can state that I am very big on safety and will do what I can to insure there is a good understanding of what participants, workers and instructors are expected to do to maximize safety. I am also big on everyone enjoying themselves. To that end we will try to enforce the Drive Hard, Play Hard, Party Hard rule.

I would appreciate your vote and the votes of your friends that may not be as active. Elsewhere in the issue is a ballot. If you are not attending the meeting, please fill it out and mail it - checking off my name of course.

Fall Rally/Oktoberfest !!!!!

by
Dennis Angelisanti, Rallymaster

Sunday October 27, 1996, plan on driving to Michael's Diner at the end of the 422 by-pass in Douglassville, PA. This is the starting point of the Fall Rally.

This rally will consist of a historical tour, a time-speed-distance segment and a totally free zone in order to fully appreciate a great Porsche driving road. This last segment is about 12 miles of twists and turns through remote sections of Chester County.

The rally will end in Downingtown at the Victory Brewery, site of Riesenötter's Oktoberfest. **YOU MUST MAKE SEPARATE RESERVATIONS FOR THE OKTOBERFEST WITH THE SOCIAL CHAIRWOMAN. PLEASE DO THIS TO MAKE PAT'S LIFE EASIER!!**

Registration for the rally will commence at 10:30 AM. Driver's meeting at 11:30. First car off at noon. Time in route will be about 2 hours.

Please park to the left (west) side of the diner towards the rear of the building. We don't want to impede breakfast traffic.

Directions

From King of Prussia: 422 west to terminus at the intersection with 662.

From Reading: Business 422 east to 662 North. Turn left to traffic light on 422 west bound lanes. Diner is right there.

From Exton and West Chester areas: Route 100 North to the 422 by-pass, Take it West to the diner.



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Want a Victory...Come to Oktoberfest...After the Rally

Sunday, October 27, 1996

2:30 - 6:30pm

Victory Brewing Company

Downingtown, PA

\$10.00 per person, Cash Bar

Victory Brewing Company opened its doors in February 1996!!! Bill Covaleski and his staff have invited us to have our annual Fall gathering with them. Their chef is preparing a traditional buffet and we will be given a tour with one of the brew masters.

While on the road or doing the rally you can ponder your first VICTORY. Your choices are: Victory Festbier, this is the beer that is traditionally brewed in March and then stored until Oktoberfest; Moonglow Weizenboch, Victory's new wheat beer; Brandywine Valley Lager; HopDevil India Pale Ale; Prima Pils and St. Boisterous Heller Bock. If you must have wine (shame on you) bring your own and Victory will waive the corking fee.

To get your first VICTORY:

From PA Turnpike, take Downingtown Exit, then Route 100 South to Route 113, turn right onto Route 113 and follow it to BUSINESS Rt. 30 (Lancaster Avenue), turn right onto Lancaster Avenue and watch for Chestnut Street (it comes almost immediately), turn left onto Chestnut Street, go through 3 stop signs to Acorn Lane, turn left on Acorn Lane and then turn right into a large parking lot, Victory Brewing is at the far end of the lot.

From 202, take Route 30 Bypass to the Lancaster Avenue exit (Business 30), turn left at the end of the ramp, follow Lancaster Avenue west about 1 1/2 or 2 miles until you see route 113, stay on Lancaster Avenue watch for Chestnut Street on your left (it comes up very quickly after 113), turn left onto Chestnut Street, go through 3 stop signs to Acorn Lane, turn left on Acorn Lane and then turn right into a large parking lot, Victory Brewing is at the far end of the lot.

I/We will attend:

Name _____ Number Attending _____

Phone # _____

Make Checks payable to RTR/PCA, return to:

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ANNOUNCING

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

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

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

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Autocross #6

by
Geoff Erhman, Autocross Co-Chair

Well the 1996 autocross came to an end on September 8th under sunny skies. The objectives for 1996 were achieved:

1. Get some new members out to learn how to drive and enjoy their car to the fullest.
2. Organize (6) fun and safe events without any rain!
3. Break-even.
4. Introduce the complexities of autocrossing to some of the most die-hard track junkies.

Much credit goes to my co-chair Nick Betagh who is ready and willing (?) to take over next year with the very able Mr. Bob Weigand. I look forward to participating in my own vehicle (Thanks Nick for the ride!!) in 1997.

The September event featured a course very similar to the prior week's Holbert Memorial. It was an approximately 1 minute in length (55.40 for Mr. FTD Rick Newman) and flowed extremely well.

With approximately 20 drivers, getting 5 runs before lunch was a breeze. Fun runs followed until 1:30 pm.

The results are as follows:

CLASS	NAME	TIME	PLACE
Novice	Perry DePietro	103.491	1st
Novice	Del Knauer*	104.928	2nd
Novice	Randy Cohen	106.795	3rd
Novice	Robin Zelinski	108.276	4th
Intermediate	Jim Zelinski	101.222	1st
Expert	Rick Newman	55.40	FTD
Expert	Geoff Ehrman	57.472	2nd
Expert	Nick Betagh	57.995	3rd
Expert	Brian Smith	58.254	4th
Expert	Don Applestein**	101.846	5th

* First Time Ever - Great job, Del (I think the clock was working!!)

** First time this year---Our ever faithful ex-Pres!! - Great performance!

We all had a great time and look forward to more PCA members to join in the fun in 1997!

Have a great winter.....Geoff

'97 Monterey Historic Car Races

by
Tom Provasi, Loma Prieta Region
(from *Prieta Post*)

What had been rumored for months is now official. Porsche will be the featured marque at the 1997 Monterey Historic Car Races at Laguna Seca, August 15-17, 1997.

I can only imagine what type of hardware that the Porsche factory might bring over from Germany. The last time they were the featured marque, it was the summer of 1982. At that time we saw Porsche #1, the Auto Union race car, 917 race cars, Formula 1 cars, and many, many more rare automobiles. Porsche owners and PCA members gathered from all over the world for that memorable weekend. Hopefully, Porsche will have a similar showing of cars from the Porsche factory museum next August.

Anticipating this announcement, I have been in contact with the Monterey Bay Region about hosting their normal welcoming party on a grander scale. Initial plans have been made to have the party at a local Monterey vintage racer's ranch. He has a museum of his own with close to one hundred unique cars including some very impressive vintage Porsche racers.

The BMW club (the featured marque this year) had sixteen-hundred members at their welcoming party this year, and I suspect that PCA will certainly draw more. There are also possibilities of having a dinner Saturday evening at either the Carmel Mission or the Monterey Bay aquarium (both similar to the ones done at the Parade in 1990). This will all be in addition to what the Monterey Peninsula has in store for you. So, plan ahead and mark August 15-17, 1997 on your calendar and book your hotel room. They do fill up fast.

911 OIL TEMPERATURE CALIBRATIONS by Ray Calvo, Allegheny Region

While replacing the unmarked oil temperature gauge on my '84 Carrera with a numerically calibrated one, I found out the original gauge did have temperature calibrations around the outside face, in very small numerals. My car has 3 white zones and one upper red zone with the following calibrations:

Top of lowest white zone - 60°C, or 140°F
Middle of second white zone - 90°C, or 194°F
Middle of third white zone - 120°C, or 248°F
Bottom of red zone - 150°C, or 302°F

This ought to give you SC and Carrera owners an idea as to what your actual oil temperature is.

Porsche Milestones 1962-1969
The '60s -- Goodbye 356, Hello 911
(from the PCA Editors News Service. Second in a
4-part Series on the history of the Porsche)

What Porsche has achieved over the past half-century is hard to ignore. An astounding number of innovations have emerged from the engineering concepts of the original 356.

Many of these first appeared on Porsche racecars, which throughout the company's history have been used to pursue not merely the glories of victory but the passion for excellence. And with each new development came an understanding of how best to achieve the ultimate prize: a still higher form of the Porsche driving experience.

1962

American driver Dan Gurney, in a Porsche-designed eight-cylinder F1 racecar, wins the French Grand Prix at Rouen. Porsche retires from Formula One racing the same year.

1963

The new 911 is introduced at the International Automobile Show in Frankfurt. Like its 356 predecessor, the new 911 retains the air-cooled boxer engine located at the rear.

1965

After 75,000 units are produced, the Type 356 is retired. It's replaced in the model lineup by the 911/912, which will firmly establish Porsche's reputation as the world's leading sports-car manufacturer. Racing milestones that year include class victories at the Monte Carlo Rally, Monza 1,000 km, Targa Florio, Le Mans, and SCCA E Production and E Sports Racing championships.

1966

On September 21, the 100,000th Porsche rolls off the assembly line. A 912 equipped for police duty, it leads many to believe that in Germany, there are no getaway cars.

1967

The 911S is launched. It uses a number of innovations, including radial cooling passages cast into the brake rotors. Racing-minded owners can order additional gear-ratio sets that were designated as Airport, Hillclimb, Nüand Fast Circuit, to indicate potential applications. The 911S also has a red engine shroud. From now on, red will indicate the most powerful engine in the 911 family.

1968

The Porsche 911T takes first and second place in the Monte Carlo Rally. A 911T driven by Pauli Toivonen also wins the European Rally Driving Championship.

A Porsche 907 wins the Targa Florio and the Sebring 12-Hour races. Porsche comes in first, second and third at the Daytona 24 Hours and first and second at the Sebring 12 Hours.

Porsche also enters and wins the Sports Car Club of America (SCCA) Trans Am Championship for cars with engines under 2 liters. This marks the beginning of Porsche's involvement in Trans Am, a venue it will soon come to dominate.

1969

Porsche introduces the 914/4 and 914/6.

For the first time, Porsche wins the World Championship of Makes. It also wins the Monte Carlo Rally again, and takes first through fourth at the Targa Florio with the 908/02.

The Porsche 917 is greeted with unbridled acclaim at the Geneva Auto Show. Its 4.5-liter, 12-cylinder engine is aimed squarely at the then-dominant Le Mans forces of Ferrari, Maserati and Lamborghini.

(Editor's Note: Porsche Milestones courtesy of the official Porsche web page at <http://www.porsche-usa.com>)



1997 Boxster

Photo courtesy Porsche Cars North America © 1996.

FOR SALE

62 356B S90 Coupe, Ruby Red/Black interior. One owner for the last 25 yrs. Well maintained orig. cond. Solid pan, no body rust, good overall appearance. Chrome wheels, luggage rack, camber compensator. Low miles on complete engine rebuild w/ factory S90 pistons. \$16,500 O/NO Bill Smith (215) 953-2410 (day), (215) 757-0926 (eves.) 7/96

68 911 Targa Soft Window, Black/Black interior. 68K mi. (3rd owner). Completely orig., all numbers match. 5-spd, interior excell. Strong running, needs paint & some body work. Must Sell! \$6,500 OBO. Ken Pac (610) 469-9322/9005 7/96

77 930 Turbo, Dk Blue/Blue Sport Leather interior. 3.3L, 425+ HP, 934 Cams/Mods, K27, adj. boost, huge intercooler, ltd. slip, big brakes/tors bars, adj. swaybar/springplates, camber truss, Fuchs 7 & 8s. Sunroof. Perfect paint/body. Box rockers. Nvr abused. \$28,000/OBO Vincent Gajardo (215) 752-4477 7/96

78 911 Targa, Red/Black interior. Euro model, new tires, brakes, clutch, flywheel, battery, Carrera tens, targa top and major engine tune-up. 53K miles. All service records. Garaged. \$11,500 Steve Midgett (w) 215-241-8414 (h) 610-296-7479 10/96

79 911SC Targa, Charcoal/Tan interior. Rear Spoiler, Alpine stereo, many extras and upgrades. Garage kept. Excellent condition, interior, exterior and engine. 131K mi. on odometer, 51K mi. on engine. Must Sell. \$12,750 Buddy Currans (610) 873-3776 10/96

79 928 Coupe, Silver/Black interior. V-8, A/C, A/T, cruise. Excell. cond., garaged. Classic lines - no tail/side strips. 42K mi. \$8,500 John Schoenfelder (610) 584-6252 after 7pm 8/96

81 911 Targa, Blue/Tan interior. Always garaged and covered. No rain, winters, smoke or track. Excell. cond. inside and out. \$17,000 Bob Mazuk (215) 345-4191 10/96

83 944 Coupe, Red/Black interior. High miles but drive train is strong. Perfect track car candidate. Currently used as a daily driver. \$2,400 Jim (610) 878-5689/day, (610) 380-0426/eve 7/96

83 944, Guards Red/Brown & Tan tweed interior. Blaupunkt AM/FM cassette, auto trans. rebuilt by Holberts, sunroof. Nice cond. 71K mi. \$5,900 John Warren (215) 464-9302 day, (215) 794-8910 eves & wknds 7/96

85 911 Carrera Coupe (Euro), Black. Excell. condition, P700z, Blaupunkt Berlin, sport seats, leather covered dash. Always garaged and covered. No rain, winters, smoke or track. No oil leaks. Recent service, inspection, all records. 58K mi. \$21,500 Rob Caso (h) 610-369-0822 (w) 610-889-4416 7/96

86 911 Targa, Bronze/Tan interior. Rear spoiler, Alpine stereo, new tires. Excell. cond., garaged, no winters. 23K mi. Rob (610) 868-2495 7/96

87 930 Turbo Coupe w/ Slant Nose Conversion, Venetian Blue Metallic/Tan leather interior. Boxed rockers, etc. Sunroof, pwr seats, central locking, climate control, Sony 10-CD deck w/ cassette & amp., Momo wheel and wood shift knob, A/C. New clutch, valve adj. & engine seals completely gone over while out, 4-spd. trans. rebuilt w/ PowerhausII "friendly gears"...1st higher, 3rd lower, 4th lower...All work by Holberts. Short shift. Perfect cond. \$42,000 John Warren (215) 464-9302 day, (215) 794-8910 eve 7/96

87 930 Club Racer, Wins at Mid Ohio and Mosport. Pole at Road America. \$32,500 Tuck Hunter (610) 869-9114 10/96

87 944 Turbo, Red/Black interior. Air bags, cruise. Pwr windows, mirrors, seat, sunroof. Performance chip. Runs perfect. Never raced. Super clean. 49K miles. \$12,500 Dan Mayer (610) 701-0966 10/96

88 911 Carrera, Guards Red/Gray leather interior. Spoilers, ltd. slip, A/C, sunroof, factory alarm, central locking, pwr windows, etc. Service records avail. Very good cond. in and out. High hwy miles. Must see and drive! \$17,500 Jeff Bornholdt (215) 233-5576 9/96

88 944 Turbo "S", Silver Rose/Burgundy plaid interior. One of 339 made w/ Certificate of Authenticity. All options. New shocks, clutch, tires. Amazing cond. \$18,500/offer - Must Sell. Geoff (717) 337-7787 9/96

89 911 Coupe, Silver Blue/Burgundy leather interior. Pwr windows, front and rear spoilers, sunroof, alarm, central locking, Blaupunkt CD. Always garaged, very clean. 40K mi. \$31,500 Joe Alleyne (215) 886-0781 6pm-12pm or leave message. 8/96

89 944 S2, Dark Gray Metallic/Burgundy interior. Very good condition with some minor front-end damage. Only 4,000 mi. on tires. 68K miles. \$7,000 Gail Dancer (215) 542-9476 10/96

89 944 S2, Baltic Blue Metallic/Blue leather interior. 3 liter 16V. All options, ABS, dual air bags. All orig. All maint. records. 77K mi. No winters. \$14,000 Art (610) 799-4058 10/96

89 944 Turbo S, White/Black Interior. Pwr steering, pwr brakes, ABS, dual air bags, central locking system, alarm aystem, auto climate control, CD player. New Dunlop SP8000 tires, removable Roof. 56K Mi. All maintenance records. Car is in mint condition. Mobil 1 every 3,000 miles. Extremely fast. Peter Criville (215) 361-0116 7/96

90 C2 Coupe, Black/Tan leather interior. Sunroof, 5-spd., Blaupunkt AM/FM cassette. New tires & brakes. Very nice stock automobile. 50K mi. Perfect cond. \$35,000 John Warren (215) 464-9302 day, (215) 794-8910 eves. & wknds. 7/96

GTS Club Racer, '70 911. ST bodywork, 3.2L, 46IDA Webers, short gearing, trick suspension. 275/45x16 on 9s (rear); 245/45x16 on 8s (front). 2,050 lbs. Quaife. Light, fast & very competitive. Fresh paint, tuneup, safety check & tires. Ready to race. Photos avail. \$27,500 Bob Holland (610) 436-6577 9/96

GTU/GTO 911, SVRA/HSR/PCA eligible. Race history w/ log book. SCCA: Blackhawk Farms, NE Ohio Regional, IRP, etc. IMSA: Lumberman's 500 ('80), Daytona 24hr ('81). Semi-roller, engine parts, many new parts, 2 sets of RSR bodywork (orig. paint scheme & decals), 3 sets of wheels. All plumbing, electrics, glass, susp. Two 915 gearboxes. \$18,000 Bob Russo (610) 674-4756 7/96

Spyder Replicar, Red/Red Interior. Porsche engine. Nearly complete, many extras. \$14,500 (610) 459-5934 or (610) 690-2643 8/96

NON-PORSCHE CARS/ ITEMS

92 Ford Crown Victoria, White. Perfect tow vehicle! Loaded, factory tow pkg 5000lb rating, 210hp V8, ABS, traction cntrl, insta clear, set 16" Ronal wheels & orig. wheels with Blizzak snows! 76K mi. \$7900 Don't tow with a truck! Stuart Boreen (610) 758-8664 10/96

Champion Industrial Air Compressor, 3HP 2-stage 220v-1P-80 gal vertical tank-175 psi working press. Mfg'd 1984-5. Excell. cond. \$650 Frank Tagliaferi (610) 666-6463 7/96

PARTS

911 Headlights, New H4 headlights with rims. '87+ Cost \$500, \$300/offer. William Martin (610) 525-4066 10/96

Parts, 2 sets new cool Kevlar brake pads ('87 930) - 4 sets bedded only. Stock front spoiler. 19 & 26 mm torsion bars. Stock sway bars - front and rear. Convex mirror. 2 - 245/45 16 TA ZR. 1 - 225/50 16 TA ZR. 2 - 245/40 17 Hoosier (stickers). 2 - 315/40 17 Hoosier (stickers). 2 - 245/45 16 R-1 (stickers). 2 - 225/50 16 R-1 (stickers). Tuck Hunter (610) 869-9114 10/96

Parts, Weber carb & manifold for 914 or VW T3 - \$300 OBO. '66-'73 911/912 front-end sheet metal, good bumpers, doors, engine cover - call for needs. Reasonably priced. Roger Conroy (215) 536-6280 10/96

Parts, Engine - strong 4cly 2 liter, complete w/ Weber 44 IDF carbs, Crane ignition w/ hotwires, alt., tuned headers, deep sump & spare 2 liter apart. Motor still in car, can be driven. Needs nothing. Will not separate - \$1,000. 2.7 CIS fuel injection complete - \$150. 944 Turbo slotted rotors new in box - \$200 for pair. Nick Plenzick (215) 343-0263 10/96

Parting out a 1995 993 Coupe, Tannengrun Metallic/Cashmere supple leather. Hard hit left front, most interior & rear OK. Call w/ your requirements. Bill Cooper (610) 793-9345 9/96

911 Parts, 2-piece bra; 1 Allen Johnson camber truss; 1 set of Comp TA R1s; 2 - 245/45 16; 2 - 205/50 16. No reasonable offer refused. Jeff Brok (800) 346-6001 day, (610) 670-3177 eves. 8/96

930 parts, Complete exterior body panels from factory slope nose. Complete black interior. Z-box speaker enclosures. Nakamichi amps. Complete factory exhaust with turbo and wastegate. Custom dual outlet muffler. 3.3 heads, 3.3 rods. Fuel distributor. Complete air conditioning system minus lines. Bridgestone S-02s (225s & 245's). Dunlop Denloc (235s & 255s). Stock sway bars and torsion bars. Mike Andrews 215-986-5661 (day) 215-368-9362 (eves) 7/96

3.2 European Engine, complete w/ Motronic brain, wiring harness, SSI heat exchangers, 915 trans. w/ Quaife in car & can be test driven - \$7,500; 2.7 heat exchangers '77 - \$150/pr.; Carrera rear spoiler - \$500; 911 right Bilstein strut - \$200; 930S steering wheel - \$290; 356C Cabriolet engine lid - \$200; 356 "Z" bar w/ hardware - \$200. Bill Cooper (610) 793-9345 7/96

914 Parts, Two complete cars, one 2.0 & one 1.7. Mahle wheels, Black interior, perfect seats. Fred Brubaker (610) 434-8778 work, (610) 797-9298 home 7/96

WANTED

Trailer for 911, Must be 19'5" long to fit garage. Wheel rack & storage compartments are a plus. Preferably aluminum, but I will consider anything! Jim Reading (610) 933-8769 7/96

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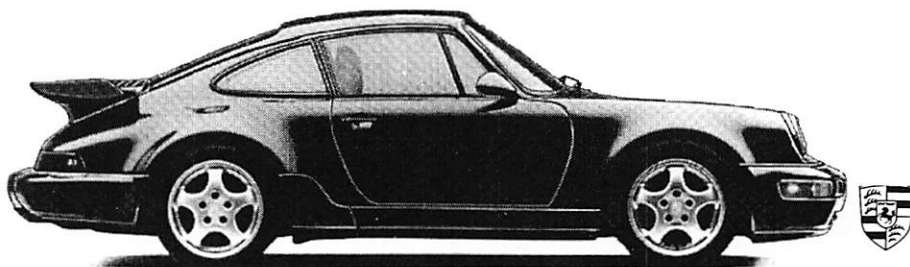
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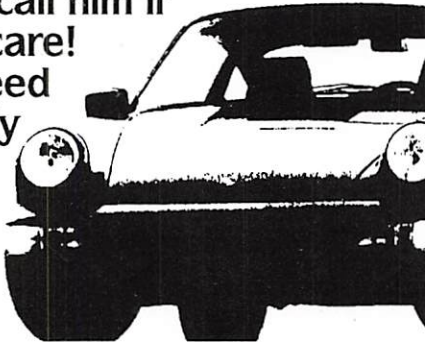
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