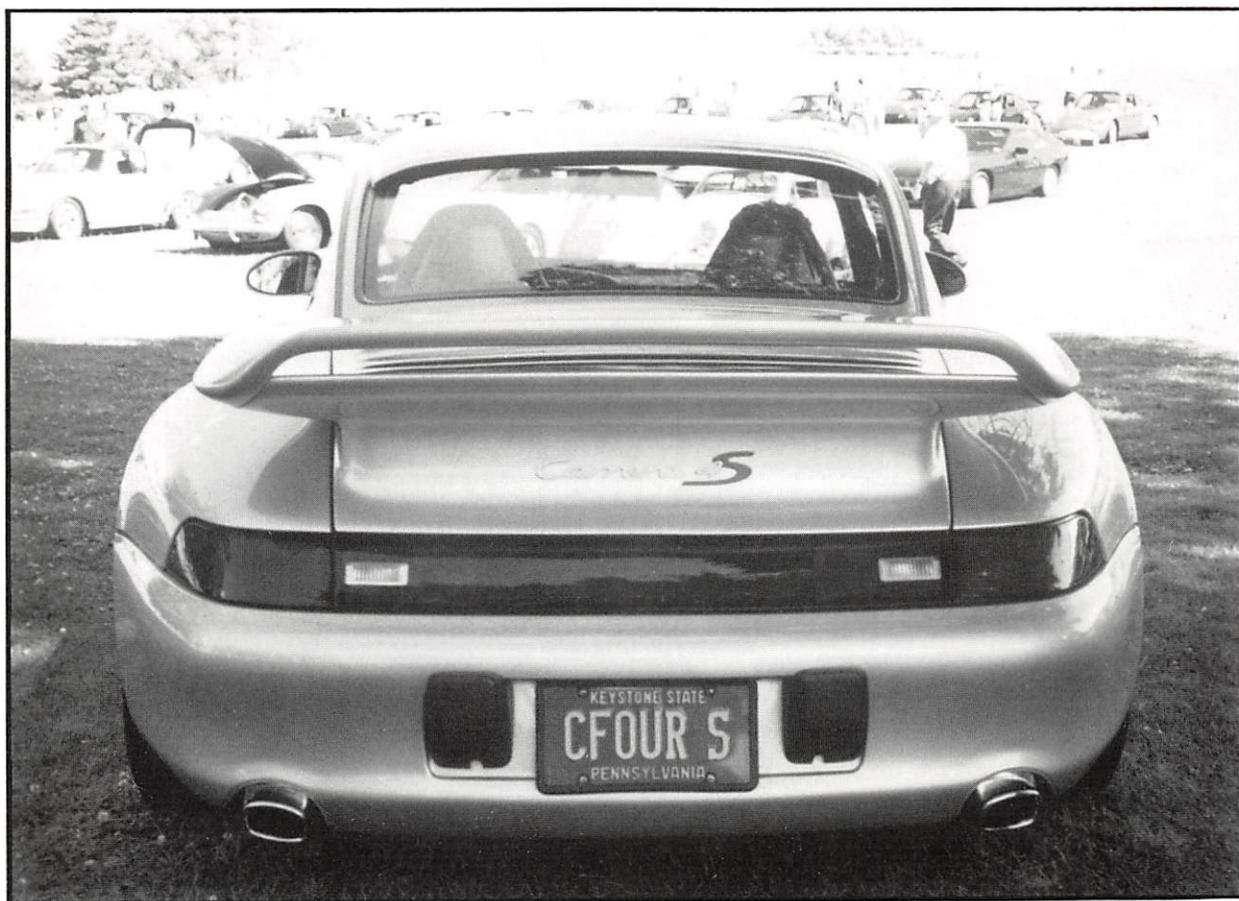


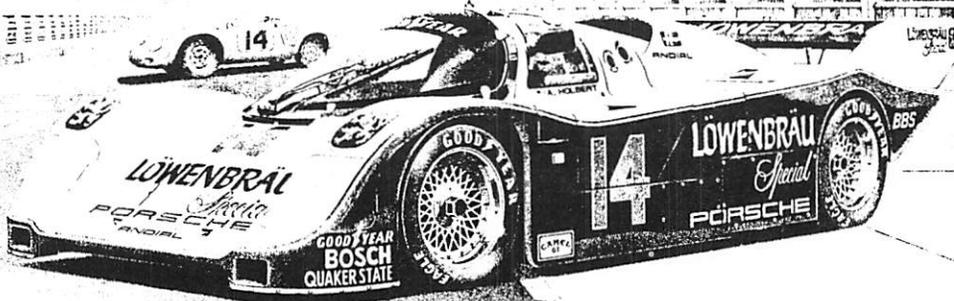
Der Gasser

NOVEMBER/DECEMBER 1996



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Warrington, PA 18976

President's Message

Sports cars. Why do we own these things? Well, for me it's pretty simple. It's because of the way they make me feel when I drive one.

One Tuesday morning not long ago I had to take my 356 into the shop for some routine work. The weather that morning was spectacular--clear blue and in the high 50s. While a bowl of oatmeal bubbled in the microwave, I opened up the garage, fired the engine and let the car warm up on the hand throttle at about 2,100 rpms. All told, after kissing the daughter off to school, the wife off to work, nurturing my oatmeal while reading the front page of the paper, feeding the cat and generally getting all things right with my world, the car had about 1/2 hour to warm up and charge the battery.

With top up, back window down, driving gloves and sunglasses on, I began my 15 minute 'event.' As I headed out, my senses were sharpened by the car's nimble, quick, and precise handling. With an exhaust note to die for, I played with the gears and throttle, bringing the rpms up to the same point before each gear change, turning my head slightly so I could hear each point more clearly.

When I'd reached my destination and exited the car, the shop was not yet open. Leaving the car parked in the morning sun and locking it, I set my sights on the local deli for a cup of coffee, black, with one sugar. As I began the block and a half walk toward my morning cup, I began to analyze why I was feeling so good. It was the car.

Sports cars require one's attention at all times if they are to be driven properly. A driver cannot be passive in the experience. One must be fully involved in the process of moving the machine through space and time, paying attention to the smallest of details--oil pressure, temperature, rpms, road surfaces, other cars, cross winds. To drive a sports car properly is to be athletic. While on my way to the deli I realized that I had just had a workout. I felt alive. You can't beat it.

Winter is approaching and if you store your Porsche over the winter, here's to your getting one last, great drive in before you put it away. Savor the moment. On a cold, snowy afternoon you'll be able to remember clearly why you own one of these things.

Fond regards,

John Heckman

Holiday Banquet December 14 at the Inn at Yellow Springs Yellow Springs, PA

Look for your invitation in the mail by the end of November. If you don't receive it by December 1 contact Pat Tillson at (610) 544-4737.

See you there!

Lifejackets for the Track!

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Down The Pike

NOVEMBER

NO MEETING

DECEMBER

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

JANUARY

15 Club Meeting, Philadelphia Auto Show, 7:30. Meet at Porsche Banner by the Ticket Sales Booth.

FEBRUARY

26 Club Meeting, Holbert Motor Cars, Warrington, PA 7:30
Topic: "New Members' Night"

Club Meeting Info

O.K., because of your overwhelming mandate at the polls, I'll do this again on one condition - I must see you and/or your significant other at a meeting. This means you! Also, on behalf of your Executive Committee, thank you for your support at the recent election and special thanks to Hal Walz for running the ballot box at the election. He did a super job and even caught 7 members of the GEO Club trying to stuff the ballot for Art Vandelay.

January

In order to get you in the habit of coming to the monthly meetings, our first fantastic meeting of the new year (January 1997), will be held at the Philadelphia Auto Show on Wednesday, January 15. We'll meet at the Porsche banner by the ticket sales booth at 7:30, then go in to the Porsche Corral for a brief business meeting. Following the meeting, we can tour the show to our hearts content. Please wear your Riesen-töter and/or Porsche gear. The member with the most, will win a Bonsall original (t-shirt)! Special thanks to our generous host, Saul Kun, Philadelphia Auto Show Chairman, Riesen-töter member, proprietor of Fort Buick-Pontiac, Inc. in Fort Washington, bon vivant and regular good guy.

If you are going to attend the meeting (family members are also welcome), please contact me by Monday, January 13 so that I can get a head count to the powers that be. See you there!

February

Can we top last year's New Member Blowout at Holberts? Well-what about New Member, New Car (THE BOXSTER!), Not So New Member, and Well-Lover Not So New Cars Blowout? The kind folks at Holberts have asked us back for a fun night at their Warrington, PA auto showroom. Vince Evans promises an upclose look at the new Boxster and some other eye-popping rolling stock. And, to satisfy that inner hunger, we will have some delicious edibles. You'll have an opportunity to hear about the club's different activities, meet your Executive Committee and mix and mingle with other Porschephiles. The date of the meeting will be Wednesday, February 26, 1997, beginning at 7:30. Mark your calendar!!!! Further details in the next *Der Gasser*.....

See you at the Christmas Bash!
Melissa Plenzick

1996 TRACK EVENTS

DECEMBER

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

Monterey Historic Automobile Races Porsche Now the Featured Marque in 1998 (courtesy the PCA Editors News Service)

Monterey, CA, November 15, 1996 -- Porsche Cars North America and General Racing (Steven Earl, Monterey Historics promoter) announced today that Carroll Shelby and Cobra will be the featured marque for the 1997 Monterey Historic Automobile Races at Laguna Seca and that Porsche will be the featured marque in 1998.

The 1997 Monterey event will celebrate the 30th anniversary of Shelby's and Ford's win at Le Mans. In 1998, the event will mark the 50th anniversary of Porsche's first sports car.

**Calling All Cars
FAME - GLORY - RECOGNITION
and Most Importantly - FREE STUFF**
by
Bill O'Connell

The **Philadelphia Auto Show** runs from January 11th through January 19th this year. Some of you may have read that we are having our annual get together there on Wed, the 15th. Aside from a wonderful chance to see all the new cars and mingle with your fellow Riesentöter members, you get in for **FREE!**

Want more free stuff? How about the January 10th Black Tie Party that benefits Children's Hospital? OK., this is not totally free. You have to A) own or have in your control a visually impressive all stickered up for racing Porsche and B) agree to put it in the display of racing Porsches which will be near the Porsche display.

What is a visually impressive Porsche? Well the object here is to get cars that will be in keeping with the Motorsports theme of the area we are in. Keeping the audience in mind, the majority of people will have no idea that the glove box screws on your '56 356 actually came from a '57 (or an Edsel for that matter). Basically, if your Porsche has lots of stickers, or you are willing to put lots of stickers on it, you are a candidate. What do you get for your efforts? Satisfaction that you helped get the members into the show for the special meeting and, ta-dah, an invite to the Friday opening Black Tie Gala.

Part B is no small commitment on your part. You must agree to get your car down there on Thursday the 9th. You must also agree to get it out on the evening of January 19th. This is a hell or high water type of commitment, you know, sort of like what the Post Office promises. So come snow, sleet, rain, hail, whatever, if you sign on, you sign on.

As a rule, this is no big deal for our group. For whatever reason we seem to be blessed with some very good folks, but I mention the deal because I want to be sure everybody is on the same page. Riesentöter's good name is involved here and, since the Motorsports portion of the show is of major importance, we don't want to let them down.

Back to the fun stuff, the black tie event is pretty slick. Besides plenty of food and drink you get to mingle with lots of other folks dressed like penguins but **YOU** get to climb over the ropes to your car to tell the spellbound crowd about your famous racing exploits. As promised, **FAME - GLORY - RECOGNITION!**

Sound interesting? Give me a call. Space is limited so don't be a typical wait-till-the-last-minute person. Right now dial (610) 640-1675 and let's get this done.

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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

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Minutes from the October Exec Meeting

Location - John Crowley's - Levittown, PA

Attendees - John Heckman, Nick and Melissa Plenzick, Mike Andrews, Robin Zelinskie, Jim Foster, John Crowley, Geoff Ehrman, Art Rothe. **Guests** - Mimi Ehrman, Chris Crowley

Vice President - Melissa reports that the elections to be held at the October 30th meeting - Holiday Inn in Fort Washington. **Food/Appetizers and Porsche Videos** - Geoff to arrange for Videos (2-3). No December meeting. Possible joint meeting w/ the BMW club in 1997.

Goodie Store - Robin reports that the store has very little inventory. Sold almost all of the T-Shirts and sweatshirts. Looking at Mag Bras w/ Riesentöter Logos.

Social - John reported in Pat Tillson's absence that the Oktoberfest is planned for Oct. 27th - same day as Rally. 1996 Holiday Banquet on December 14 at the Inn at Yellow Springs. Invitations to go out the end of November. 1997 Holiday banquet may be held at what will be the newly renovated Doylestown, Country Club. Rick Newman is General Manager and would make sure it was a special event.

Historian - Coopers have volunteered to be Historians.... Turnover meeting scheduled for Dec. 13 at Coopers.

Rally - John reported in Dennis' absence that the rally will be held Oct. 27th same day as Oktoberfest.

Membership - John reported 4-5 applications received so far in October. Drop off of new applications due to weather. Membership still stands around 900.

Autocross - Geoff reports Nick Betagh looking for small (cheap) laptop. Possible put ad in *Der Gasser*. Cones at Kurt's, Mike's, and Jim Foster's. - Nick to arrange for pickup. Also Info signs from race at Heckmans. Suggestion to store in new Autocross Trailer.

Tech - No Holberts tech on 10/12/96. John Heckman to discuss Zone Tech procedures versus region.

Editor - No Comments.

Track - Done - Looking for 5-6 events for 1997.

Race - Done

Awards - Fred to track down all awards.

Treasurer - Art reports we have approximately \$39,000 in the club account. Balance sheet in good shape.

OLD BUSINESS

Letter to Tom Baldwin written by John Heckman and read to the Exec. Committee. Letter basically suspends Tom Baldwin in participating in any Riesentöter events for the period of 1 year. Letter also indicated he does have an opportunity to plead his case if he wishes. Letter to be mailed out by John.

Coopers to take over position of Club Historian.

NEW BUSINESS

Joe Fabiani has been suspended from participating in Schattenbaum Events due to his unsafe and unprofessional behavior at recent Lime Rock event. Letter was also sent to all Zone 1 regions as well to Riesentöter. Based on this letter a motion was passed 7 For / 1 Against to suspend Joe from participating in the first three (3) Drivers' Ed events in 1997, with a probationary period through 1998. A letter will be drafted to that effect by John Heckman.

Nick Plenzick requested that new members receive a copy of the Bylaws.

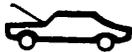
John Heckman to discuss "discipline issues" with the other regions in Zone 2.

General comments - Need to start looking into the 40th anniversary.

Refunds for Club Race - 3 letters - Art to Reimburse with "Riesentöter Bucks" at 50% of the full amount. Members felt that this would be good will and encourage future participation with the club.

Meeting adjourned 10:08

Respectfully submitted in Shannon Foster's absence.....Geoffrey N. Ehrman - The "Minuteman"

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911 OIL TEMPERATURE GAUGE

by

Ray Calvo

(First published in Allegheny Region's
newsletter, the *Rundschau*)

Well, I've been telling you 911SC and Carrera owners that it's a good idea to replace your unmarked oil temperature gauge with a numerically marked one. Since I presently have a Carrera, I guess it's only right that I follow my own advice, so here is what is involved in the swapout.

First, you will need the new calibrated gauge and a new compatible sending unit. These are sold as a package by several aftermarket suppliers. One thing about the sender- try to get the style that has a round plug-on connector on the end, similar to the original sender. Apparently some suppliers send out a version with a more standard looking push-on connector. A factory original style greatly eases installation (guess how I found out). I have to admit however, that I do not know if one exists.

Now for the gauge replacement. This is actually quite simple. In the trunk compartment, peel back the floor mat from the fire-wall. Now look backward toward the passenger compartment in the space between the brake booster/reservoir and the left hood strut; you will see the back of the combination oil temperature/pressure gauge. Reach in and push on the back of the gauge assembly; the whole unit will pop out into the passenger compartment.

Now draw a diagram of the back of the gauge assembly and mark the location and colors of ALL of the wires. Now disconnect the wires going to the temperature gauge, the two illumination bulbs, and the charging and oil pressure warning lights. Unscrew the four small screws on the back of the gauge (watch where they drop- and they WILL drop!) and maneuver the gauge out of the housing. Screw the new gauge in place, add a dab of Loctite to each screw, and reconnect the wires. Align the gauge assembly with the dash panel hole and push in-your gauge is installed.

The sender is trickier, only because of the tight clearances. It is located just to the right of the cooling fan, and is a horizontally mounted hex shape unit with a single wire coming out of it. Before trying to remove the old sender you might want to drain

the oil, although in my anxiousness I did not do this. The consequences were not dire, and I only got a small continuous dribble of oil while the sender was out. I am telling you this in case a concours nut does this job on his car and blames me for getting his car dirty.

I used a 19mm combination wrench and lots of trials before I was finally able to loosen the sender. Once loose, it was even more fun trying to unscrew the old one by hand. There is a metal sealing washer on the old sender- remove it and use it on the new sender (better yet, replace it with a new one- part no.900.123.007.30, according to my parts manual). The most fun is trying to get the new sender in- the location is extremely buried and tight. I finally got it in by holding the circular end of the sender with a needle nose pliers (with pliers vertical, the sender was at right angles to them with the threads facing the engine) and very carefully trying to start the threads with one or two fingers on my other hand. Once started, tightening it was no worse than removing it (maybe even easier- I was experienced by now). Now with the sender installed, you must connect up the wire lead. If your original sender had a round-style connection while your new one has a standard spade style, crimp the ears of the wire connector closed slightly before installing onto the sender. If the spade connector on the sender is pointing up, the connection is simple- push the wire onto the sender. If not, loosen the sender until the spade is pointing up, push the wire onto it, then tighten the sender with an open wrench (try not to strip the sender head).

The installation actually is not as hard as it sounds. The total job took me just about one hour of non-rushing work.

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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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I Have Seen the Future and it is Our Past

by
Vince Evans, Holbert Motorcars

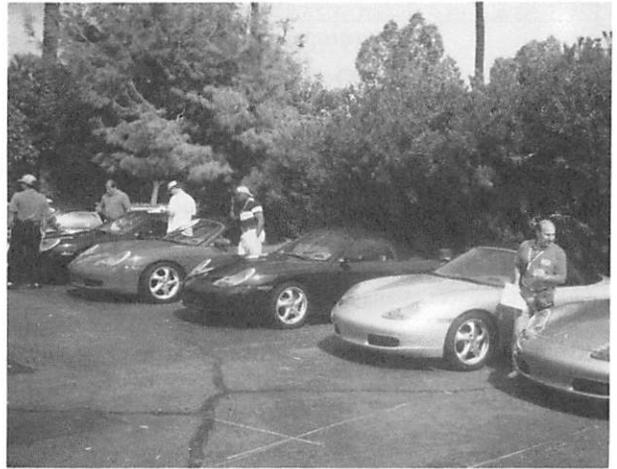
If I were to condense all my thoughts and feelings after attending the Boxster Intro in Phoenix into a single statement, that would be it.

I arrived in Phoenix with considerable anticipation having followed the development of the Boxster as sort of an insider, so I thought I knew pretty much what to expect. Well let me tell you that, when I walked in to the room, I was startled by the appearance of the car. It is a remarkably modern-looking car but, as you walk around it, your mind keeps bringing up images of RSKs and RS60s and you picture drivers like Von Hanstein and Bob Holbert at places like Solitude and Nassau---Not a bad thing. The car itself is bigger than the current 911, in fact, I had more room in it than in my Cabriolet. The controls are very well thought out and easy to use. The air conditioning is excellent. The power top is the fastest I have ever seen. But, the key is still on the left and the Tach is still the big one in the middle---**Right On!**

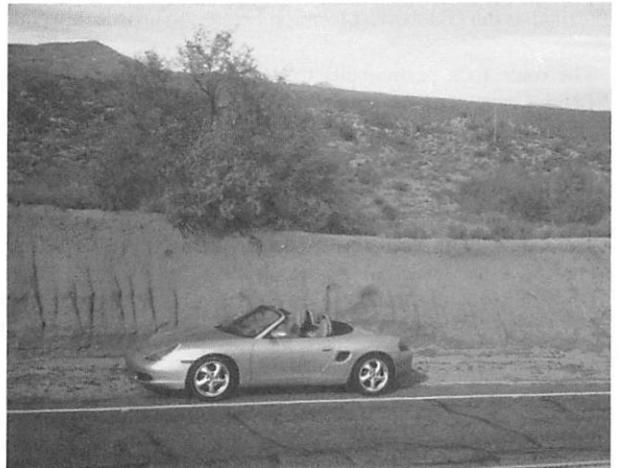
The most important thing, of course, is how does it drive and does it further the tradition its appearance evokes? Well, I say that if the technology had existed, this car would have been built in Gmund. Right away I noticed that when I started the engine, I got that same rush I felt with my first 911 (and I refuse to tell anyone how long ago that was). We spent a total of about three hours in the car driving much too fast on these wonderfully snaky roads going out into the desert. It seems to me that there has been so much written about driving this car by professionals who always seem to be looking for what *they* want a car to be. Therefore, I thought I would give my impressions as to what I felt the car was. It was **PURE, UNADULTERATED FUN!** Nevertheless, the car has an obvious ability to be driven very, very seriously. Given the fact that I drive my 993 Cab as my daily transportation, I was very impressed that we could go that fast in a car on roads with which we were totally unfamiliar. The car was smooth, comfortable, neutral, forgiving and surprisingly powerful--all the things I look for in a great car and have simply come to expect in a Porsche. However, I have to keep returning to my original thought--**THIS CAR IS FUN!** And at \$39,980 with its list of standard equipment, it represents a genuine value.

My final impression goes back to the opening statement and has to do with something I noticed that was either an unbelievable coincidence or is genuinely prophetic. While looking at the front suspension sitting on a stand, I noticed on the control arm that the casting number ended in 356 and the part number started with 996.

ENOUGH SAID!!



A sea of Boxsters. (Photo courtesy Vince Evans.)



In the desert. (Photo courtesy Vince Evans.)



Getting ready for our "Test Drive." (Photo courtesy Vince Evans.)

1996 Fall Rally
October 27th
 by
Dennis Angelisanti, Rallymaster

As usual, the weather was perfect for a day of driving on back country roads. Thirty-eight cars with Drivers and Navigators did just that. Thirty-five were Porsches. One was a Porsche powered (3.2 litre Carrera) Vanagon Syncro!

Riesentöters were arriving as early as 9:30 am, probably due to the time changeover, to have breakfast at Michael's Diner along route 422.

Registration opened promptly at 10:30 and the drivers' meeting began with a time hack at 11:30. First car was off at high noon. That first car, a Jeep Cherokee, was Navigated by the Social Chairwomen, Pat Tillson. She lead the parade in order to insure arrival at the Oktoberfest location before the hoards descended.

The route took participants to the Daniel Boone Homestead in Berks County, where they received a short history lesson. Then continuing in Berks County, it was off to French Creek State Park to enjoy the remaining autumn foliage. The ride then passed the Hopewell Furnace Historic Village.

The cars now crossed into Chester County heading for a great Porsche driver's road along Marsh Creek (route 282). Once into Downingtown the Rallyist headed toward The Victory Brewery for fine German-flavored food and brew. Thanks to Pat Tillson for this treat.

We lost one car due to a clutch cable failure. Nagle Bridwell and Sally Bridwell were only 25 seconds off the mark in the TSD portion and possibly on their way to placing in the trophies when the failure occurred. Tough luck, the Bridwell's headed home at that point. We hope the made it without further incident.

Mike Andrews (track guy) and Robin Zelinskie (goodie store) scored perfectly in the Q&A portion, but were over 5 minutes late at the checkpoint. No trophy here.

Fred Bonsall and daughter Lindsey finished fourth and beat out the other father-daughter, mother-son teams. Congratulations!

Now for the trophy winners:

3rd place....Pat Tillson and Teo Angelakos with 86 points

2nd place.....Buddy and Carolyn Curran with 88 points

1st place...Dave Kosel and Stephen Dritsas with 92 points

Congratulations to the trophy winners and thanks to all who participated. The large turn-out makes all the work worthwhile.

Thanks to Brad and Judy Carle for their help at checkpoints and double checking timing and route structure.

Thanks to Mary Alice, my wife for 32 years, for her support and hard work in laying out the course. It takes someone special to put up with my dictatorial manner. She does!!

See you for the Spring Rally sometime in May. If you haven't participated ask someone who has and I think they will tell you it's a **great way to spend a Sunday!**



Track Event?? No, the Fuhmans just wanted to stay restrained.
 (Photo courtesy Dennis Angelisanti.)



The Bonsalls. Highest finishing Father-Daughter combo with 84 points. Just missed a trophy. (Photo courtesy Dennis Angelisanti.)

Porsche Milestones 1970-1989

The '70s & '80s -- Turbocharging Comes of Age
(from the PCA Editors News Service. Third in a
4-part Series on the history of the Porsche)

1970

Porsche captures its second consecutive World Championship of Makes.

With a 917K Shorttail Coupe, Porsche achieves its first overall win in The 24 Hours of Le Mans. In the same race, a 917L takes second and a 908/02 is third.

In the Monte Carlo Rally, Porsche captures its third win in a row in a 911S. Other victories include first and second at The 24 Hours of Daytona and first and second at the Targa Florio.

1971

Porsche begins development of turbocharging. This project ultimately leads to the most powerful racing engine ever built.

1972

Porsche KG is converted to a public stock company and Porsche family members retire from active management. Dr. Ferry Porsche assumes chairmanship of the Supervisory Board.

The Weissach Development Center opens. The Porsche 917/10 Turbo wins the Can-Am Championship.

1973

Two legends are inextricably linked—Mark Donohue and the Porsche 917/30. With its twin turbochargers, the car produces a staggering 1,100 hp. The 917 wins all eight Can-Am races, with Donohue driving to victory in six.

1975

Mark Donohue sets a new closed course speed record at Talladega: 221.120 mph in a turbo-intercooled 917/30.

Making good on its philosophy that racing improves the breed, Porsche draws on its development of the 917/30 and introduces the Turbo Carrera into the U.S. market. Released in '75 as a '76 model-year car, it sports a sticker price of \$25,850. Peter Gregg wins the IMSA GT championship in a Carrera RSR.

The Porsche 924, the first water-cooled front-engine Porsche offered to the public, is introduced in Europe as a 1976 model.

1976

Porsche develops a double-sided galvanized process for body steel and offers a six-year rust guarantee. In 1985, the guarantee is raised to ten years.

Racing victories include a win at Le Mans for Jackie Ickx and Jochen Mass in a Porsche 936. Porsche also wins its third World Championship of Makes.

1977

The 250,000th Porsche is built on June 3. Porsche has taken nearly 30 years to produce what some car companies build in a month.

The Porsche 924 is introduced in the U.S.

At the Geneva Auto Show, Porsche introduces an all-new model, the 928. It features a water-cooled V8 mounted at the front of the vehicle, and the Weissach rear axle. (1991 model shown.)

1981

Another new model, the Porsche 944, is introduced at the Frankfurt Auto Show in September. Also shown at Frankfurt is a 911 concept car that features all-wheel drive.

Jackie Ickx and Derek Bell win Le Mans in a 936 turbocharged race car. Porsche's sixth overall Le Mans victory, it is an achievement that coincides with Porsche's 30th anniversary of racing at Le Mans.

1982

Porsche introduces the 956C two-seater race car. Eclipsing even the 917 in terms of longevity and number of titles won, it absolutely dominates Le Mans-type racing. It will go on to win the World Championship of Makes every year for the next five years.

1984

Porsche wins the Paris-Dakar rally with a 911-based all-wheel-drive prototype. A four-valve-per-cylinder 928 appears on the U.S. market.

Dr. Ferry Porsche is 75 years old.

1986

Three specially prepared Porsche 959 sports cars with electronically controlled all-wheel drive finish first, second and sixth at the Paris-Dakar Rally. Porsche also scores big in Formula One with its third World Championship won by the TAG-Porsche engine in the McLaren F1 machine.

1988

The 911 Carrera 4 is introduced as a 1989 model. It features electronically controlled all-wheel drive and a lift-free body.

1989

After 34 years, Porsche renews the name Speedster, christening a stylish new roadster with all the panache of the original.

500 limited-edition 25th Anniversary 911 models are sent to the U.S.

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

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.) ^{11/96}

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 Currens (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 911SC Coupe, Black/Black Leather. No sunroof. 55K mi. Too nice, but would make great track car. \$17,900 John Warren (215)464-9302 day, (215)794-8910 eves & wknds. ^{11/96}

83 944, Burgundy. 5-spd. Body in excellent cond. No rust, garage kept and well maintained. Must see. Asking \$3,000. Jennifer Downing (609) 398-1020 daily between 9am and 5pm or (610) 265-6648 eves. and weekends. ^{11/96}

87 944 Coupe, Crimson/Black w/ Pearl White partial leather seats. 5-spd, A/C, 16" phone dials, pwr windows, mirrors, sunroof, driver's seat, factory alarm, pullout stereo w/ CD, cellular phone w/ armrest. 108K mi. Mechanically solid, aesthetics showing a little age. Great daily driver or track car. \$5,500 / offer Bob Little (215) 343-4442 ^{11/96}

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. \$36,900 John Warren (215) 464-9302 day, (215) 794-8910 eve ^{11/96}

87 930 Club Racer, Wins at Mid Ohio and Mosport. Pole at Road America. \$32,500 Tuck Hunter (610) 869-9114 ^{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, Baltic Blue Metallic/Blue leather interior. 3 liter 16V. All options, ABS, dual air bags. All orig. All maint. records. 77K mi. No winters. Best Offer. Art (610) 799-4058 ^{10/96}

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. \$32,900 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); 245/45x15 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}

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. \$7,900 Don't tow with a truck! Stuart Boreen (610) 758-8664 ^{10/96}

PARTS

Turbo S Wheels, Off '89 944 Turbo S. With or without 3 usable R1 tires. \$1,400 OBO Joel (215) 745-5951 or (215) 887-4234 ^{11/96}

911, 930 Parts, '95 factory OEM 17" 993 wheels w/ Pirelli P0 Asymetricos - \$1,850 (sold complete or swap). Recaro A8 seats cost \$1,000 each - \$450 each or swap for 993 SUPERCUP sport exhaust and 993 Twin Turbo system. Two 255/17 BFG R1s good. Tech Art 993 wheel spacer kit - cost \$500. Joe Fabiani (215) 646-4945 ^{11/96}

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 4cyl 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 '95 993 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 evens. 8/96

WANTED

993 Catalytic Converters. Recaro SPG/SPA or '94 Speedster seats. Joe Fabiani (215) 646-4945 11/96

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The Alvah R. Holbert Memorial Scholarship

This Lehigh University Scholarship Fund was established to keep alive the memory of Al Holbert after the twin engine airplane he was flying crashed shortly after takeoff in September, 1988. As a professional autoracer, he had 63 career wins, was a three-time winner of both the 24-Hours at Le Mans and Daytona and was International Motor Sports Association Camel GT Champion five times.

Al Holbert received a degree in mechanical engineering from Lehigh University in 1969. He was a member of Phi Gamma Delta and a fraternity brother of racing great and engineering innovator Roger Penske. Al's wife, Joy, received her Masters in Education from Lehigh University. Their son Todd is a member of the Class of 1996.

Well over \$150,000 has been donated to-date. Nine students have so far received scholarship aid.

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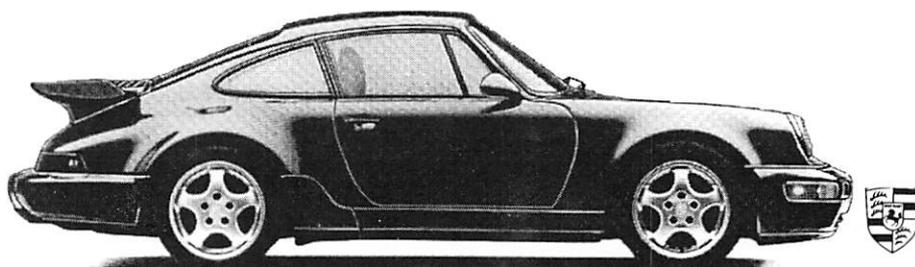
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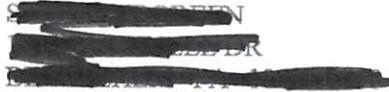
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