

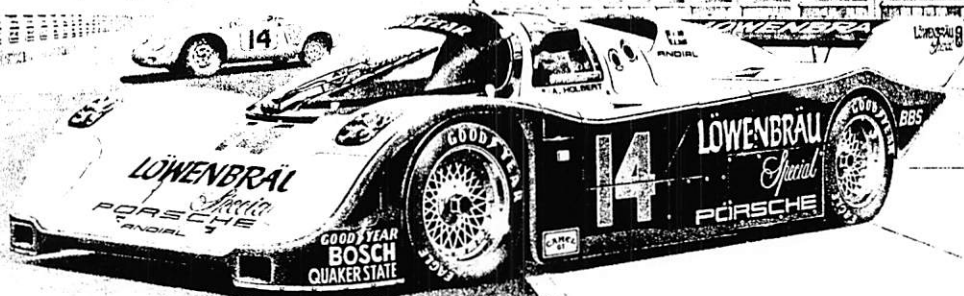
# Der Gasser

JANUARY 1997



**Riesentöter Region • Porsche Club of America**

# HIGH PERFORMANCE



AT HOLBERTS IT'S WHAT YOU EXPECT AND WHAT WE DELIVER.  
EXCITING AUTOMOBILES AT THE BEST PRICES BACKED BY  
EXPERIENCED SERVICE, PARTS, AND AFTER-MARKET DEPARTMENTS.

IF IT'S THE PERFORMANCE EDGE YOU WANT, WE'LL SUPPLY YOU  
THE EDGE THAT MADE THE HOLBERT TEAM IMSA & LEMANS  
CHAMPION AGAIN IN 1987.

SO WHETHER IT'S ON THE TRACK OR ON THE ROAD . . . OR  
SLIGHTLY OFF THE ROAD COME TO HOLBERTS AND EXPERIENCE  
HIGH PERFORMANCE.



(215) 343-1600



(215) 343-2890



# HOLBERT'S

1607 Easton Rd.

Warrington, PA 18976

## President's Message

Warm wishes to you for the New Year!

Porsches are machines. Riesentöter Region, Porsche Club of America is people. The upcoming year holds all the promise to be a banner year for both Porsche and Riesentöter. The first new Porsche model in many years is now a reality with the Boxster. As I write this, I have not yet seen one in the flesh (in the steel?), but look forward to doing so at our January meeting which (by the time you read this) is to have been held at the Philadelphia International Auto Show on Wednesday, January 15. This meeting takes the place of our regular one, which ordinarily is held on the last Wednesday of the month, and it comes to us courtesy of the kind efforts of Riesentöters Saul Kun and Bill O'Connell. Saul owns Fort Buick/Pontiac in Ft. Washington and is the Chairman of the auto show, and Bill is his trusty assistant. Please make it a point to thank these two gents for their hospitality the next time you see them.

Just as the Boxster will no doubt help Porsche through sales, it will also help Riesentöter by bringing new members into our fold. Be a recruiter for Riesentöter, and if you happen upon someone who owns a Boxster (or any other type of Porsche), and they don't already know the benefits of membership in PCA, tell them about Riesentöter. Tell them to call our Membership Chairman John Crowley whose number is listed in the back of this magazine and who can provide a FAX-back-on-demand membership application. The more members we have in our Club, the better it will be for all of us.

Vice President Melissa Plenzick is attempting to line up our full calendar of monthly meetings a full year in advance. Look elsewhere in this issue for her column where she highlights the up and coming, and be sure to save the date of February 26 (the last Wednesday of the month) which will be our New Members' Night at Holbert's Porsche in Warrington. Especially if you have joined Riesentöter within the last year, you will not want to miss this meeting where we will tell all about what goes on in our Club, what it can offer you and where you can pitch in to make it even better. As a topper to what historically has proven to be an outstanding meeting, the kind folks at Holbert's promise to make this meeting a special tribute to the Boxster.

January marks the beginning of my third (and final!) year as President of this great organization we call Riesentöter. In an attempt to define the work cut out for all of us at the beginning of each Club year, I have made it a practice to give each year a theme. In '95 it was "have some fun" because, after all, if being a member of the Porsche Club of America isn't fun, why bother? Lord knows we all work hard. Take some time for fun. In '96 the theme was "enjoy your car, enjoy your Club." We have the cars, we have the Club, enjoy! Such great mechanisms we have in place: cars that are so renowned that there are nearly 1,000 people right here in the Delaware Valley who wish to share their

love for those cars with others of a similar concern through membership in RTR. For '97 the theme is "driving a Porsche is a privilege." Indeed, when we stop and think for a moment about all those less advantaged than us, both abroad and right here in our own community, such a theme perhaps helps to put into perspective the advantage we as Porsche owners and members of RTR/PCA really have. As this new year unfolds for us, let us take some time to have some fun (forgetting about work for a while), to enjoy our cars and our Club (the word Club referring to the people who make up RTR), and to truly appreciate that driving a Porsche is a privilege. As Porsche owners we have made a choice (we could be driving something else without a hint as to what we would be missing). We have earned the privilege. Let us appreciate it responsibly.

Best regards,

John Heckman



## Lifejackets for the Track!

original  
**BOLT  
IN  
BAR**

This exclusively designed bar, made specially for all 911/C2/C4 models, requires **NO CUTTING** or drilling of the interior upholstery or body. The bar hugs the door pillars and roofline. Again, No Alterations!

**\$550**

ORIGINAL

**RACETEC**

CAGES AND BARS ARE BACK!

AUTHORIZED DEALER PA-NJ-NY

**Cage \$799**

**Bar \$399**

Constructed on the original RACETEC pipes and fully TIG welded to ensure accurate fit and superior strength.



Corbeau Dealer,  
We Can Supply  
Any Brand Seat!



5 & 6 Point Harnesses  
Custom Sizes & Many Colors  
Also, Custom Window Nets



**DOUGHERTY**  
AUTOMOTIVE SERVICES

WEST CHESTER, PA (610) 692 - 6039

# Down The Pike

## FEBRUARY

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

## APRIL

13 Autocross School  
27 Autocross

## MAY

18 Spring Rally and Social (details forthcoming)  
25 Autocross

## JUNE

15 Autocross

## JULY

6 Autocross

## AUGUST

10 Autocross

## SEPTEMBER

21 Autocross

## OCTOBER

19 Fall Rally and Social (details forthcoming)

## DECEMBER

13 Holiday Banquet, Doylestown Country Club

## 1997 TRACK EVENTS

### FEBRUARY

14-16 Sebring (Club Race, Host - Gold Coast/Suncoast)

### APRIL

12-13 Road Atlanta (Club Race, Host - Peachstate)

25-26 Lime Rock (Club Race, Host - Conn. Valley)

### MAY

3-4 Pocono (Driver's Ed, Host - RTR)

17-18 Mid-Ohio (Club Race, Host - Mid-Ohio)

### JUNE

13-14 Texas World Speedway (Club Race, in conjunction with the Porsche Parade)

20-22 Watkins Glen (Driver's Ed - RTR)

21-22 Brainerd (Club Race, Host - Nord Stern)

27-28 Summit Point (Club Race, Host - Potomac)

### JULY

5-6 Stapleton (Club Race, Host - Rocky Mountain)

12-13 Gingerman (Club Race, in Michigan)

### AUGUST

2-3 Portland (Club Race, Host - Oregon)

2-3 Mosport (Club Race, Host - NNJ/Upper Canada)

15 Pocono (Driver's Ed, Host - RTR)

16-17 Pocono (Club Race, Host - RTR)

30-31 Road America (Club Race, Host - Chicago)

### SEPTEMBER

6-7 Jefferson Circuit (Driver's Ed, Host - RTR)

6-7 Las Vegas (Club Race, New 2.5 mile FIA Road Course & Tri-Oval)

13-14 Willow Springs (Club Race, Host - Los Angeles)

27-28 Indianapolis Raceway Park (Club Race)

### OCTOBER

4-5 Heartland Park (Club Race, Host - Great Plains)

10-11 Summit Point (Driver's Ed, Host - RTR)

TBA Memphis (Club Race)

### DECEMBER

6-7 Sear's Point (Club Race, Host - Golden Gate)

TBA Roebling Road (Club Race)

**NOTE: The Club Race dates are provisional as of 12/31/96 and are subject to change.**

HOOSIER-TOYO  
DOT RADIALS

SHEPCO  
LUBRICANTS



*Phil's Automotive Ltd.*

— TOTAL CAR CARE —

3284 MAIN ROAD EAST  
EMMAUS, PA 18049

e-mail - philsautold@enter.net      PHONE VOICE 610-967-5754  
HOME PAGE <http://www.Porscheplatz.com/philhome.html>

## Club Meeting Info

### 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-Loved 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 26th, beginning at 7:30. Mark your calendar!!!!

### SILVERSTONE™ SPARK PLUGS & HOTWIRES™ IGNITION WIRE SETS

2 - 5% More Horsepower

Silverstone™ spark plugs .....	\$7.95
Hotwires™ - 4cly.....	\$175.60
6cly.....	\$263.40
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.....	\$6.50/can
ATE Super Blue racing brake fluid .....	\$10.95/liter
E-Z Bleed and Auto-Fill - the one person brake bleeding system .....	\$39.50
SWEPCO Gear Lube .....	\$34.50/gal.

### MEGUIARS

Final Inspection or Car Wash, Shampoo & Conditioner .....	\$18.50/gal.
Rebuilt water pumps	
928 .....	\$115.00
944 .....	\$100.00
Maintenance Kits - oil, air, fuel filters and plugs	
911 .....	\$64.00
944 .....	\$39.00
944 Turbo motor mounts.....	\$117.00
911 Expandable return tubes, solid machine aluminum with Viton seals .....	\$24.00
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
Repcop & Pagid brake pads. Low prices.....	CALL

**Lightweight flywheels & Sport clutches in stock  
NO EXTRA CHARGES FOR VISA AND MC**

Call for whatever your needs may be.

**Orders 800-343-9026**

**Information 215-343-2158**



3154 Street Rd., Warrington, PA 18976

149 Old Lancaster Road  
Devon, PA  
(610) 964-0477

**Sales  
Service  
Repairs  
Parts**

**Oon Galbraith**  
**PORSCHE** MOTORING, INC.  
and other high-performance Imports



Brian Reed's 906 leading the 250LM Ferraris of Jackie Stewart and Paul Hawkins in the 1966 Rothmans International 12-Hour Sports Car Race at Surfers Paradise, Australia. (Photo Courtesy Brian Reed)

**30th Anniversary of the Drive of a Lifetime--  
Memories of the 1966 12-Hour International  
Sports Car Race at Surfers Paradise, Australia  
by Brian Reed**

At 10 AM on Sunday, August 21, 1966, the flag fell to start the feature race of Speed Week at Surfers Paradise, Queensland--the Rothmans International 12-Hour Sports Car Race.

American race fans are probably quite familiar with the IndyCar round at Surfers Paradise these days, but it is run through the streets of the popular resort, whereas back in the '60s the 12-hour race and other car and motorcycle races were contested on the fast, 2-mile motor racing circuit at Surfers. Sadly, the track has fallen into disrepair, although there have been some tentative steps taken in recent years to resurrect it.

Other events that made up Speed Week included drag racing, a round of the Australian Gold Star Championship (our premier open wheeler category), speedboat racing nearby and the usual upmarket social activities.

A top class field had been assembled for the 12-hour race, including Ford GT40, Ferrari P2 and 250 LM, Alfa Romeo, Jaguar, Lola, AC Cobra, Lotus, an Oldsmobile-powered Cooper Monaco, a host of smaller sports cars--and a 1965 2-litre Porsche Bergspyder code-named (appropriately) the "Kangaroo." All up, a field of 42 starters.

Chassis number 906-007 was first tested on the Weissach steering pad in Germany on April 14, 1965. Amazingly, less than 4 weeks later "Kangaroo" finished 2nd in the grueling Targa Florio with Gerhard Mitter and Colin Davis coming in behind the Bandini/Vaccarella 3.3 litre Ferrari.

The experimental Porsche 906 was to have been driven by Jo Bonnier and Graham Hill in the 1965 road race classic in Sicily, but after practicing the ultra-lightweight car and finding it hopped unnervingly over the bumpy mountainous course, they nominated to drive a heavier flat-6 Porsche coupe instead. Two weeks after the Targa Florio success, Mitter crashed the rebodied car during practice for the ADAC Nurburgring 1000 and a stiffened body was fitted to improve the roadholding.

On the weekend following the Nurburgring 1000, Porsche suffered a rare and unexpected defeat in the opening round of the 1965 European Hillclimb Championship and "Kangaroo" was brought in to bolster the factory's entry for Round 2 on June 13 at Rossfeld. Mitter completed his two climbs of the 5.89km course in 6 mins., 20.4 secs. to beat his teammates Herbie Muller and Tony Fischhaber by 7.85 secs. and 10.52 secs. respectively in the works 904 and the Elva-Porsche.

Under the thin-skinned body of the "Kangaroo" were many technical refinements including needle-bearing suspension pivots, and after its Rossfeld success it became the test bed for Porsche's R&D program for the new Carrera 6.

"Kangaroo" was now fitted with a 6-cylinder engine and entered for the final round of the Hillclimb Championship at the Gaisberg in Austria on September 19. Driven by Herbie Muller, "Kangaroo" finished behind Mitter and Fischhaber during practice, but was 9.7 sec. ahead of champion-elect Scarfiotti's Ferrari Dino! In terrible weather conditions, Muller scored a 3rd in class, while outright placings were dominated by 3 customer 904 GTs which finished 1-2-3.

It seemed appropriate that the "Kangaroo" should finish up in Australia. Alan Hamilton, the Australian Porsche agent, acquired it as well as a new Type 906 spaceframe, chassis and body panels early in 1966. Hamilton's idea was to build a new racing 906 from the two by incorporating the "Kangaroo" suspension and modified Spyder bodywork.

After successfully campaigning the new-look Porsche 906 in circuit events and hillclimbs, Hamilton decided to enter the car for the 12-hour sports car race at Surfers Paradise and asked me to co-drive with him in the event.

Although only 21 years old, Hamilton was already a seasoned businessman working alongside his father, Norman. In spite of his astute approach to business and motor sport, his only stipulation to me was that I had to break 50 secs. around Calder Park Raceway to secure the drive.

I remember the day well, and after sitting in the 906 only once before in the workshop, and never having driven a lefthand drive car in my life, we set off for Calder Park, Melbourne quite late one afternoon for the big test. Calder used to close at 5 o'clock, and this particular day we didn't arrive until around 4 p.m. In those days, the owner Jim Pascoe used to graze sheep in the infield, and after hunting them away (although evidence of their presence remained on the track itself), Hamilton fired up the Porsche and then strapped me in.

My first impressions were the tectonic starkness inside, the uncomfortable driving position, the heavy steering, and--the NOISE! Only a racing Porsche could sound like that! Being wintertime downunder it was becoming quite dark, and after tentatively negotiating the first corners I soon had my first "lose." More were to follow, so feeling rather crest-fallen, I pulled into the pits, the prospects of gaining my biggest break in motor sport fading with the evening light.

Hamilton then went out to see what he could do, and to my great relief, he too went spearing off the track. When he pitted, he remembered he had had an "off" at the Templestowe Hillclimb the previous weekend and had done some nasties to the suspension.

Unable to do any modifications (I don't think we even had a tire gauge!) I had to soldier on, and after a few hairy moments and several more laps I just managed to break the magic 50 seconds. The drive was mine--although hardly sufficient practice for such an important race in such a valuable, but far-from-easy-to-drive car!

A few days before the race, the Porsche 906 was towed from Victoria to Queensland on an open trailer, while Alan and I caught a plane from Tullamarine. At the time I was a teacher's college lecturer in Melbourne so I drove to the airport and parked my car in the long-term carpark. By contrast, the 21-year old Hamilton caught a helicopter from a business meeting which dropped him off on the doorstep. I don't think I had ever seen a helicopter before and couldn't believe the extravagance. As it turned out, the amount I paid to park my car for several days probably equated the helicopter fare!

It was a daunting experience arriving for practice at Surfers Paradise International Motor Circuit knowing that some of the icons of the sport were to take part. There were Formula One star Jackie Stewart and New Zealander Andy Buchanan in a Ferrari 250LM, expatriate Australian Paul Hawkins and Jackie Epstein in another Ferrari 250LM, and the British team of David Piper and Richard Attwood in Piper's Ferrari P2.

Another top overseas entry was the Ford GT40 of England's Peter Sutcliffe, with Bruce McLaren nominated as co-driver. This car was not favorite for outright honors, even when contractual problems kept McLaren from coming to Australia. His place was taken by another formidable driver, Australian champion Frank Match.

Before practice got underway, Paul Hawkins came over to have a look at our car, and in his own inimitable way declared the Porsche should win the race. I informed Hawkins that I was coming to Europe for the following year, and he suggested I seek him out when I arrived. This I did, and we became good friends and spent some memorable times together at the major sports car races on the continent, and back in London. 1967 was to be a very successful year for the colorful Australian, the highlights being a fine win in the Targa Florio with Rolf Stommelen for Porsche, and winning the British Sports Car Championship driving his privately-entered Ford GT40.

But back to the race. At Surfers Paradise the overseas stars soon stamped their authority on practice, and it became apparent that the huge speed differential between the first half dozen cars and the rest of the field would present a major problem--about 35 secs. per lap separated the quickest Ferrari from the slowest production sports cars--and there were 12 hours to negotiate, including night driving!

In spite of conceding lots of cc's in engine capacity, the two-litre, 230bhp Porsche 906 had a proven track record of running reliably under pressure for long distances, and fewer pitstops were anticipated during the race than the Ferraris and the Ford GT40. It was also encouraging late in practice when Alan Hamilton put in a scorcher at 1 min., 22.7 secs., not far behind Hawkins who was setting the pace at 1-21.4 secs., so there was reason for some optimism in our pits, in spite of our relative inexperience.

A Le Mans start got the race underway at 10 a.m. It soon developed into a dogfight amongst the three Ferraris with Jackie Stewart leading from David Piper and Jackie Epstein, with our Porsche next.

After 54 minutes of racing the Piper/Attwood Ferrari P2 was out with a broken gearbox, but Epstein and Stewart still led the way from Tony Osborne's Monaco Oldsmobile.

At half distance Epstein was still ahead but the GT40 had moved up through the field and was holding a strong 2nd place, with Jackie Stewart leading our Porsche and the Alfa Romeo TZ2 of Kevin Bartlett and Doug Chivas next. Then disaster! Hamilton went missing, and word came back that he had left the track at high speed negotiating the very quick right-hand sweeper at the end of the main straight, and had hit the fence in a big way. It seemed an eternity before the car arrived back in the pits looking very much the worse for wear, and Hamilton sadly declared it was the end of our race.

Being mechanically illiterate, to me the car looked drivable (although the bodywork had taken a real battering). After some lengthy persuasion, Alan agreed to try and get the car back on the track, and set about welding up the exhaust manifold and beating various bits back into shape. Forty minutes later we were back in the fray, and set about the task of clawing our way back into the placings--a daunting prospect.

A newspaper report of August 22, 1966 said...

*"Of the first six cars the Epstein Ferrari and Hamilton Porsche were the only ones to suffer major trouble but furious driving maintained their positions despite protracted pitstops..."*

At 10 p.m. on Sunday, August 21 the checkered flag was given to the Sutcliffe/Match Ford GT40 after completing 976 miles at an average speed of 81.3mph. Twenty-eight cars completed the race, and the Porsche 906 fought back to be 4th outright at the end.

Second on provisional results was the Stewart/Buchanan Ferrari 250LM, with the Bartlett/Chivas Alfa Romeo TZ2 finishing just ahead of our Porsche. Although the results showed the Ford GT40 winning by 4 laps, a protest was lodged by the team manager of the second-place car, and after a protracted hearing and recount of the official lap charts the result was reversed, giving the win finally to Scotland's Jackie Stewart and New Zealand's Andy Buchanan.

Thirty years on, my recollections of the actual race are understandably hazy, except that it was a grueling event, and I can remember being sent out at one stage on odd-size tyres after a pitstop. The "Kangaroo" was hard enough to drive at the best of times!

Really, it was inexperience that beat us in the 12-hour race. We were both relative newcomers to motor sport (especially at this level), but the "Kangaroo" compensated for most deficiencies on our part. As for Alan Hamilton, he was not only lead driver, but chief mechanic and team manager as well--clearly unrealistic expectations of one person at this level of competition.

Two months later at Collingrove Hillclimb in South Australia, Hamilton drove the versatile Porsche to outright 1st place in the 1966 Australian Hillclimb Championship--the first time a sports car had won the title.

I was given a letter of introduction to the Porsche factory by Hamilton, and when I visited the factory in Zuffenhausen, Stuttgart some months later, their team manager, Baron von Hanstein exclaimed "Aah... zee old *Kanguruh!*" when I showed him photographs of our 12-hour race.

Porsche looked after my wife and me during that year in fine style, and we were invited to join in their celebrations following most of the big sports car events that year--Monza, the Targa Florio, Nurburgring, and Le Mans. 1967 was undoubtedly a great year for the marque.

As for the "Kangaroo", I later heard it had been sold to an owner in Singapore. In the mid-1970s it was acquired less engine, but with gearbox and other running gear by a Sydney enthusiast named Pat Burke who set about finding an original Type 771 flat-8 engine in order to restore the 906 back to its original works configuration. Fortunately an engine was located in Stuttgart, a complete restoration followed, and what was described as a "singularly important and unique Porsche factory car" was offered for auction in Monaco in May, 1991.

"Kangaroo's" whereabouts are unknown to me at present. But 30 years on, the memories remain of the 1966 Rothmans International 12-Hour Sports Car Race at Surfers Paradise, Australia.

It would be nice to track down the old "Kangaroo" again, to sit behind the wheel, and to think what might have been.

(Editor's Note: Brian Reed is an automotive journalist, lecturer, radio show host, and vintage racer in his native Australia. He and Riesen-töter Region President John Heckman are good friends.)



## 1997 Autocross Program

by Nick Betegh  
Autocross Chair

Earlier this month, we had a glimpse of a few days of warm Spring weather. Not only were we humans fooled into thinking that Spring was here, but the tulips and daffodils were sprouting. Right away my thoughts went to cleaning and preparing my Porsche for this coming season. This year Bob Wiegand will be assisting me in organizing and running the events. Geoff Ehrman has retired from his post, but indicated to me that he will be willing to help out here and there.

We are hard at work to improve our facilities and equipment for the autocross season. We have acquired a new (used) trailer (previously Philly Region SCCA's), so now the equipment will not have to weather outside. The timing equipment is from the stone age and I am working on putting together a laptop computer with an interface and database to do the timing and scoring. Maybe we'll move up to the 20<sup>th</sup> Century. We are looking for folding chairs and a table to replace the existing ones.

This year we will follow the same group format as last year:

**Novice** - Newcomers with little or no experience. It is OK! No one will make fun of you. The more experienced drivers will coach you and give you helping hints. Come on out and see how much fun it is to have your adrenaline running at the starting line. By the way, you will be running against the clock (the only enemy) and the rest of us will be on your side.

**Intermediate** - Drivers with 2 to 3 years experience and novice drivers who have won the Novice group two (2) times.

**Expert** - Drivers with 3 to 5 years experience, basically stock cars and those who have won the Intermediate group two (2) times.

**Non-Porsche** - Yes, you can bring your Yugo or your 1968 VW van or whatever else to compete in this prestigious class! Geoff even brought his kids' bicycles last year. A couple of Beemers seem to show up every time. Come to have fun anyway.

**Hot Shoe** - Drivers using non-stock cars, Porsche or what you like, SCCA and other experience. These drivers will only be eligible for the FTD award.

**NOTE:** This year we are introducing the 2-second handicap for cars with non "R"-rated tires to even the playing field a bit for all competitors.

We are interested in forming a Riesentöter Autocross team to compete against other Porsche Clubs and/or BMW, Corvette and the like. If you are interested, please call me or EMail me so that I can make contacts and arrangements. In the next article I will be discussing arrangement for sites, dates for events, season championship point system and whatever will come to mind. See you and hope to hear from you all.

## Porsche: A Year 'Round Car

by Erwin Bruder, Northern Ohio Region  
(from *The Voice from the Trunk*)

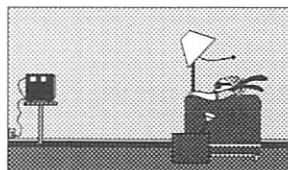
Unlike many Porschefiles, I drive my 928 every day, rain or shine or snow. I love it! It was made to drive...and I drive it. Think about it. There is lots of snow in Germany. They drive their Porsches year round. So do I.

When I bought the car and the salesman learned I was going to drive my new 928 daily, he blanched and offered to toss in a used Toyota for \$500 as a winter "beater." None of his arguments could dissuade me from driving my car as the all-purpose car I wanted.

The car of my desires merely had to be very fast, possess great cornering power, while being reliable and decadently luxurious. In short, able to leap great distances in a single bound with ease and grace. I wanted to be able to drive to Chicago or Baltimore at any time without a concern and arrive not tired. That's easy, cruising at 3200 RPM, 80+ MPH, in total comfort and quiet, reliability never even a passing thought. Then, on a Sunday taking this same automatic transmissioned V-8 3400 pound grand touring/sports car through the pylons of an autocross with times competitive with nearly any other car. Lapping Mid Ohio at a 2-minute pace with street tires and the only modifications being the addition of a few newly accumulated paint chips rounds out the experience. Grinning a smug, self righteous grin when talking to owners of "real Porsches." Did I mention I park at the airport or that the rear seats fold down to carry bulky goods, giving me a very quick delivery van?

In winter time, I put on four snow tires. The 50 - 50% weight distribution makes the car ideal for winter handling. And the limited slip differential makes for great traction. You know the ads that read, "never seen snow, garaged always except for perfect summer days. No rain, no temperatures below 70 degrees or above 75 degrees"? Ha!

This car was made to be driven. Engine spooled up, hard left foot braking. Turn in, accelerator down while easing off the brakes. Explode out of the turn. I enjoy this feeling every day, whether on the track, on an autocross course, or just barely savoring it as I crawl down Mayfield Road through 8 inches of snow-slowed rush hour traffic. Good car. It's winter and I'm driving!





## ANNOUNCING

---

Something that's been missing from the Auto Insurance Market Place:  
**O.N T.RACK C.OVERAGE**  
for the price of collector car insurance!

---

Have you thought about participating in P.C.A. Drivers' Education Events but were concerned about your automobile insurance company's exclusion of coverage when you take your car **O.N T.RACK**? "Oh, I'll just *self insure* it."

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!

---

## O.N T.RACK C.OVERAGE

**CHASE & HECKMAN, INC.**

---

I N S U R A N C E

P.O. BOX 489

FLOURTOWN, PA 19031-0489

Phone (215) 248-4445/836-1274 FAX 233-2780

**Porsche Milestones 1990-1996**  
**The '90s - The 911 Moves Into its Fourth Decade,**  
**Better Than Ever**  
 (from the PCA Editors News Service. Fourth in a  
 4-part Series on the history of the Porsche)

**1990**

The Tiptronic gearbox is introduced on the Carrera 2. This innovative system provides the convenience of a conventional automatic transmission coupled with the sporty performance of a manual transmission.

**1991**

Porsche introduces a new front-engine model called the 968. Available as a hardtop or convertible model, it offers such features as an optional Tiptronic transmission and Variocam, a variable intake timing mechanism that optimizes the torque characteristics of the 968s 3.0-liter 4-cylinder engine.

Porsche wins the Supercar Championship.

**1992**

Porsche becomes the first manufacturer to offer an airbag for the driver and front passenger as standard equipment on all models sold in the U.S.

Porsche wins its second consecutive Supercar title.

**1993**

At the North American International Auto Show in Detroit, Porsche displays a sensational concept car. Called the Boxster, it pays homage to the legendary Spyder and Speedster models of the 1950s. The positive response is tremendous; Porsche immediately begins plans for a production version.

Porsche moves the 911 concept a dramatic step forward with new Coupe and Cabriolet models. Code-named the 993, the new designs artfully evoke past Porsche models while creating an entirely new impression. A radical new rear suspension system heralds a new era in Porsche handling.

Porsche sweeps the world's premier endurance races, winning at The 24 Hours of Daytona, The 12 Hours of Sebring, The 24 Hours at Le Mans, and Spa. The win at Daytona is the fifth for Hurley Haywood, a new record.

**1994**

The new Carrera 4 is introduced, offering the enhanced traction of all-wheel drive. As validation of the car's capabilities, Jeff Zwart races on to a class win at the annual Pike's Peak Hill Climb.

**1995**

The new Porsche Turbo, with 400 horsepower and all-wheel drive, debuts as a 1996 model. The new Targa is also intro-

duced. Its power retractable glass roof is a variation of the familiar Targa concept.

Driving a Porsche 911 Turbo, David Murry wins The One Lap of America.

**1996**

At the Geneva Auto Show in March, Porsche introduces the Boxster in its final production form. Located in front of the rear axle in a mid-engine arrangement, the 2.5-liter 6-cylinder horizontally opposed engine is water cooled and produces 204 horsepower. North American prices are not yet announced.

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



**1997 Race Schedules (as of 12/7/96)**

**JANUARY**

25 Indy Racing League Orlando ABC

**FEBRUARY**

1-2 IMSA Daytona 24 Hours  
 23 Trans-Am St. Petersburg  
 23 SCCA World Challenge St. Petersburg

**MARCH**

1 Formula Atlantic Homestead  
 2 CART IndyCar/Lights Homestead  
 9 F-1 Melbourne  
 15 IMSA Sebring 12 Hours  
 16 FIA-GT Italy  
 23 Indy Racing League Phoenix  
 30 F-1 Interlagos, Brazil

**APRIL**

6 CART IndyCar Queensland, Australia  
 6 FIA-GT Estoril, Spain  
 12 Formula Atlantic Long Beach  
 13 F-1 Buenos Aires  
 13 CART IndyCar/Lights Long Beach  
 13 Trans-Am Homestead  
 13 SCCA World Challenge Homestead  
 20 IMSA Road Atlanta  
 20 Trans-Am Phoenix (tentative)  
 20 SCCA World Challenge Phoenix (tentative)  
 20 FIA-GT Magny-Cours, France

26	Formula Atlantic	Nazareth
27	CART IndyCar/Lights	Nazareth
27	F-1	Imola
<b>MAY</b>		
3/4	ACO	24 Hours of Le Mans
11	CART IndyCar	Rio de Janeiro
11	F-1	Monaco Grand Prix
11	FIA-GT	Silverstone, GB
18	Indy Lights	Hutchinson Island, Ga.
24	CART IndyCar/Lights	GIR Madison, Ill.
25	Indy Racing League	Indianapolis 500
25	F-1	Barcelona
25	FIA-GT	TBA
26	Trans-Am	Lime Rock
26	SCCA World Challenge	Lime Rock
26	IMSA	Lime Rock
31	Formula Atlantic	Milwaukee
<b>JUNE</b>		
1	Trans-Am	Mid-Ohio
1	SCCA World Challenge	Mid-Ohio
1	CART IndyCar/Lights	Milwaukee
7	Trans-Am	Detroit
7	Indy Racing League	Dallas
8	CART IndyCar/Lights	Detroit
8	IMSA	Watkins Glen
14	Formula Atlantic	Montreal, Quebec
14/15	ACO	24 Hours of Le Mans
15	F-1	Montreal, Quebec
22	CART IndyCar/Lights	Portland
29	Indy Racing League	Colorado Springs
29	F-1	Magny-Cours, France
29	FIA-GT	Nurburgring, Germany
<b>JULY</b>		
6	Trans-Am	Minneapolis
6	SCCA World Challenge	Minneapolis
6	IMSA	TBA
12	Trans-Am	Cleveland
13	Formula Atlantic	Cleveland
13	CART IndyCar	Cleveland
13	F-1	Silverstone, Great Britain
13	FIA-GT	TBA
13	IMSA	Sears Point
19	Formula Atlantic	Toronto, Ontario
20	CART IndyCar/Lights	Toronto, Ontario
27	CART IndyCar	Brooklyn, Michigan
27	F-1	Hockenheim, Germany
<b>AUGUST</b>		
3	Trans-Am	Trois-Rivieres, Quebec
3	SCCA World Challenge	Trois-Rivieres, Quebec
3	Formula Atlantic	Trois-Rivieres, Quebec
3	Indy Lights	Trois-Rivieres, Quebec
9	Trans-Am	Watkins Glen
10	F-1	Budapest, Hungary

10	Formula Atlantic	Mid-Ohio
10	CART IndyCar	Mid-Ohio
16	Trans-Am	Road America
16	SCCA World Challenge	Road America
17	Formula Atlantic	Road America
17	CART IndyCar	Road America
17	IMSA	Mosport, Ontario
24	SCCA World Challenge	Watkins Glen
24	F-1	Spa, Belgium
24	FIA-GT	Suzuka, Japan
30	Formula Atlantic	Vancouver, B.C.
31	CART IndyCar/Lights	Vancouver, B.C.
31	IMSA	Dallas

#### SEPTEMBER

6	Formula Atlantic	Laguna Seca
7	Trans-Am	Pikes Peak Raceway
7	SCCA World Challenge	Pikes Peak Raceway
7	CART IndyCar/Lights	Laguna Seca
7	F-1	Monza, Italy
7	FIA-GT	Donington, GB
14	IMSA	TBA
21	F-1	Zeltwig, Austria
28	CART IndyCar	Fontana, CA
28	FIA-GT	Spa, Belgium
28	F-1	Nurburgring

#### OCTOBER

12	F-1	Suzuka, Japan
12	FIA-GT	Spain
18	IMSA	Sebring
19	Trans-Am	Reno
19	SCCA World Challenge	Reno
26	IMSA	TBA
26	F-1	Estoril, Portugal

#### NOVEMBER

2	FIA-GT	Zhuhai, China
23	FIA-GT	TBA

#### Notes:

\* FIA-GT Championship series is the former BPR series. All dates subject to FIA confirmation not later than 1/31/97.

\* Plus three IRL races: Las Vegas, Loudon, and perhaps Charlotte Motor Speedway

\* Plus one Trans-Am race: October, Northern California. 5/18/97 Trans-Am at Mosport not on original schedule.

\* All IMSA events listed are WSC and EXXON GT races.

\* TV coverage not yet established except for CART IndyCar Series and some IRL races.

# J&J Motors, Inc.



## Personalized Automotive Sales & Services

1111 West Lancaster Avenue Rear  
Bryn Mawr, Pennsylvania 19010-7200

(Behind Junior League Thrift Shop)

Joe Moore  
J. Winsor

Telephone 610.525.3500  
Towing Pager 610.899.7500

## 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.) <sup>11/96</sup>

**68 911 Targa Soft Window**, Black/Black interior. Completely orig., all numbers match. 5-spd., interior excellent, strong running. Needs paint & some body work. 68K mi. (3rd owner). **Must Sell!** \$6,250/OBO Ken Pac (610) 469-9322/9005 <sup>1/97</sup>

**78 911SC Targa**, Coco Brown/Saddle leather interior. 3 Ltr, Blaupunkt AM/FM Cassette, 5-spd., A/C, all elec. New clutch flywheel, brakes, starter, battery, tires. Complete tune-up. Needs only lower head bolt replacement. \$7,500 Michael Haase (215) 547-0746 <sup>1/97</sup>

**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 <sup>10/96</sup>

**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 <sup>10/96</sup>

**81 911 Targa**, Blue/Tan interior. Always garaged and covered. No rain, winters, smoke or track. Excell. cond. inside and out. \$14,500/offer Bob Mazuk (215) 345-4191 <sup>1/97</sup>

**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. <sup>11/96</sup>

**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-5PM or (610) 265-6648 eves. and weekends. <sup>11/96</sup>

**84 944**, Guards Red/Brown & Tan interior. Blaupunkt AM/FM cassette, A/C, pwr windows, heated mirrors, sunroof. Outstanding cond. Orig. owner. Full records. Inspected through Jan. 1998. 59K mi. \$7,900 Stan Cohen (215) 567-2010 (o), (215) 646-1966 (h) <sup>1/97</sup>

**84 930**, Black/Black interior. Ruf front spoiler w/ oil cooler, Ruf exhaust, waste gate mod, Recaro leather heated 6-way seats, new Yokohama A008s, new battery. 26K mi. Second owner. \$34,500 Fred Brubaker (610) 434-8778 (w), (610) 797-9298 (h), (610) 797-0579 (fax) <sup>1/97</sup>

**87 911 Carrera Coupe**, Triple Black with tail. EXCELLENT cond....Always garaged, NO winters, Extremely clean inside and out. New Tires, 60k major service completed, new inspection stickers (thru 9/97) The car is mechanically perfect. Its a must see if you are looking for a Carrera!! 64K mi. / \$25K FIRM Bill Frey (215) 297-9745 <sup>1/97</sup>

**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 <sup>11/96</sup>

**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 <sup>11/96</sup>

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

**89 944**, Baltic Blue/Cream leather interior. 5-spd, sunroof, alarm, all options, Kenwood stereo/CD. No winters. Bra and car cover included. Beautiful car! 80K mi. \$12,500 Liz or Tom (610) 250-2714 <sup>1/97</sup>

**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

**89 928**, Forest Green/Black leather interior. Pwr everything, automatic trans. Excellent cond. New tires. Loaded with extras. 56,500 mi. Best Offer. Marlene Schaffer (610) 649-7687 10/97

**93 RS America Cup**, Guards Red. A/C, sunroof, Weltmeister chip. Never raced. Excellent cond., meticulous maint. 50K mi. \$42,000 OBO William Grant, Va. Beach, (757) 497-7575 10/97

## 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

**914 Bumper Guards**, Set of 4 (2 front, 2 rear) for '70-'74 914. Perfect cond. \$100 plus shipping. David (610) 964-7996 10/97

**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 10/96

**911, 930 Parts**, '95 factory OEM 17" 993 Cup wheels w/ Pirelli P0 Asymetricos - \$1,850 OBO. Tech Art 993 wheel spacer kit - \$400 OBO. Matter Boctin factory rollbar for 993 w/ crossbrack, very trick, orig. \$1,100, sacrifice for \$450. Factory RSR 3.8 adjustable fuel regulator, fits all '90-'94 C2/C4, never used. Joe Fabiani (215) 646-4945 10/97

**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  
Nick Plenzick (215) 343-0263 10/96

## WANTED

**993 Catalytic Converters**. Recaro SPG/SPA or '94 Speedster leather seats. Race car trailer, aluminum preferred or steel, any cond. Joe Fabiani (215) 646-4945 11/96

### DER GOODY STORE Jim and Robin Zelinskie, Props.

We have the new Riesentöter decals, new and improved RTR T-shirts, sweatshirts and "IZOD"-type shirts with the exclusive Fred Bonsall RTR artwork. We also have fire extinguishers, RTR hats, racer tape, posters and other great items. We can order t-shirts, sweat shirts and ceramic mugs with the photo of your choice (keep it clean) on them.

See you at the next meeting!

### 21st Annual Porsche "Only" Swap Meet Saturday, April 19, 1997 Ski Rountop, Lewisberry, PA Sponsored by the Central PA Region, PCA

Sell, swap parts and accessories. Porsche "Only" parking is available, clean rest rooms and food vendors on the premises. The event is held rain or shine. Vendor pre-registration is recommended!! Choose from over 300 paved spaces. For swap and pre-registration information, contact Steve Baun (717) 932-4473.

# ***THE EXEC***

## **PRESIDENT**

John Heckman  
102 Gordon Lane  
Erdenheim, PA 19038  
(215) 836-9168 (H)  
(215) 248-4445 (W)  
EMail: chsndhckmn@aol.com

## **VICE PRESIDENT**

Melissa Plenzick  
3154 Street Road  
Warrington, PA 18976  
(215) 343-0263 (H)  
(610) 436-8196 (W)

## **TREASURER**

Liz Turner  
215 Jonathan Drive  
North Wales, PA 19454  
(215) 368-9362

## **SECRETARY**

Art Rothe  
460 Shelmire Road  
Downingtown, PA 19335  
(610) 873-2373 (H)  
(610) 565-2700 (W)  
EMail: awrothe@aol.com

## **SOCIAL**

Pat Tillson  
111 South Chester Road  
Swarthmore, PA 19081  
(610) 544-4737 (H)  
(215) 898-4010 (W)  
EMail: ptillson@sas.upenn.edu

## **MEMBERSHIP**

John Crowley  
10 Velvet Lane  
Levittown, PA 19054  
(215) 943-2809 (H)  
(215) 785-6110 (W)  
EMail: johncst@aol.com

## **EDITOR**

Tracy Chatley  
1479 Glenbrook Lane  
West Chester, PA 19380  
(610) 696-7125  
EMail: tchatley@aol.com

## **AUTOCROSS**

Nick Betegh, Chair  
1544 Briar Hill Road  
Gladwyne, PA 19035  
(610) 649-0490  
EMail: nick13795@aol.com

Bob Weigand, Co-Chair  
2544 Tulip Lane  
Langhorne, PA 19053  
(215) 757-1304

## **TRACK EVENTS**

Bill O'Connell  
2801 Stoneham Drive  
West Chester, PA 19382  
(610) 642-1675 (H)  
(215) 646-1100 (W)  
EMail: wocccc@aol.com

Paul Johnston, Chief Instructor  
(610) 436-0703

## **TECH**

Mark Winkle  
905 Sycamore Drive  
Lansdale, PA 19446  
(215) 855-6954  
EMail: rsnmrw@rohmmaas.com

## **RALLY**

Dennis Angelisanti  
10 Pinewood Drive  
Douglassville, PA 19518  
(610) 385-6602

## **GOODY STORE**

Robin Zelinskie  
644 Store Rd  
Harleysville, PA 19438  
(215) 256-9357

## **PCA RACE**

John Chatley  
1479 Glenbrook Lane  
West Chester, PA 19380  
(610) 696-7125 (H)  
(610) 889-3900 (W)

## **REGISTRAR**

Vicki O'Connell  
2801 Stoneham Drive  
West Chester, PA 19382  
(610) 642-1675

## **WEBMASTER**

Jim Foster  
127 Barley Sheaf Drive  
Norristown, PA 19403  
(610) 277-8207  
EMail: jfoster@omni.voicenet.com

## **AWARDS**

Fred Bonsall  
437 High Street  
Bethlehem, PA 18018  
(610) 868-8827 (H)  
(610) 866-0505 (W)

## **PAST PRESIDENT**

Don Applestein  
11 Furness Lane  
Wallingford, PA 19086  
(610) 565-5716 (H)  
(215) 299-3146 (W)

## **HISTORIAN**

Bill & Debbie Cooper  
1148 St. Finnegan Drive  
West Chester, PA 19382  
(610) 793-9345

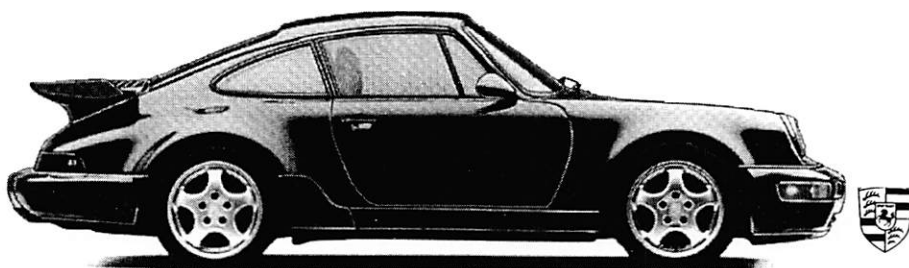
Address changes should be sent to both the Membership Chair and National.

Classified ads are free to PCA members and are printed on a space available basis with preference given to RTR members. Non-members may place ads for \$10 per month (checks payable to RTR/PCA and submitted with the ad). Ads are limited to Porsche/auto-related items and are subject to editing for both space consideration and content. The Editor reserves the right to reject any ad. COMMERCIAL ADVERTISING RATES and general information are available from the Editor.

DER GASSER IS THE OFFICIAL MONTHLY PUBLICATION OF RIESENTÖTER REGION, PORSCHE CLUB OF AMERICA. IDEAS, OPINIONS, SUGGESTIONS, ETC. ARE THOSE OF THE AUTHOR.



# DON ROSEN REDUCES PORSCHE FACTORY PARTS UP TO **70%**



**FACTORY WARRANTY INCLUDED.  
CALL 888-AUDI-4ME FOR QUOTES, PARTS AND REPAIRS.**

Part No.	Description	PCNA Part No.	Was	Now	Special
PKOF911	Carerra Oil Filter	930-107-764-00	9.65	8.	5.60
PKOF944	924S, 944 Oil Filter	944-107-201-90	8.05	6.	4.20
PKOF928	928 Oil Filter	928-107-201-05	10.05	8.	5.60
PKCK915	74-86 911 Clutch Kit	915-116-911-00	695.65	417.	299.95
PKCK911T	78-88 Turbo Clutch	930-116-911-00	1,239.13	875.	599.95
PKCK928	80-86 928 Clutch Kit	928-116-911-00	896.93	583.	409.95
PKCK944	83-89 924S, 944 Clutch	944-116-911-00	1,110.00	542.	379.95
PKCK944T	86-89 944 Turbo Clutch	951-116-911-00	1,100.27	625.	439.85
PKFBP911	84-89 911 Carerra F. Pads	911-351-950-02	44.37	28.	21.95
PKRBP911	84-89 911 Carerra R. Pads	911-352-950-02	40.78	25.	19.95
PKFBP944	944 Front Pads	944-351-951-02	112.39	54.	39.95
PKRBP944	944 Rear Pads	944-352-951-02	91.25	49.	39.95
PKVC911	911 Valve Cover Geskt. Kit	930-105-902-01	30.28	20.	13.95
PKVC964	C2/C4 Valve Cover Geskt. Kit	944-105-902-00	58.38	50.	34.95

## DON ROSEN PORSCHE



1312 Ridge Pike, Conshohocken, PA 19428, 610.279.4100

10 VELVET LANE  
LEVITTOWN, PA 19054-1006

FIRST-CLASS MAIL  
U.S. POSTAGE  
PAID  
TRENTON, NJ  
PERMIT NO. 911

ADDRESS CORRECTION REQUESTED



**FIRST CLASS MAIL DATED MATERIAL DO NOT DELAY**

For over 20 years Mike Tillson has raced, restored, owned, coveted, bought, sold, and repaired Porsche automobiles. After all these years Mike still cares — call him if *you still care!*

Guaranteed absolutely the best Porsche shop in Philly today.



**MIKE TILLSON**  
Motor Car Service  
2097 N 63rd St  
Philadelphia, PA



Bosch  
Authorized  
Service



**(215) 473-6400**



QUALITY  
ATTENTIVENESS  
CONCERN

See us for your daily driver, "Your Other Car." Find out why Pontiac appointed us a Master Dealer and rated us in the top 10% of Master Dealers in the Country for sales and service.

Call RTR Members, Saul Kun, Owner, or Bill O'Connell, Fleet Manager for your RTR discount.

One of the Best kept Secrets in the Delaware Valley

Exit 26 of the PA Turnpike on Bethlehem Pike, one exit east of the Blue Route. Minutes from King of Prussia, Montgomeryville, Chesnut Hill, Trevose, Philadelphia.

115 BETHLEHEM PIKE, FORT WASHINGTON  
(215)646-1100

Wednesday night and Saturday morning service hours