

"der Gasser"

September 2007



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Upcoming Events:

Sept 29 Sept Membership Meeting and Fall Fest @ Victory
Brewing in Downingtown, Pa 2p-9p

Sept 30 Not Only For New Members Breakfast: Ruby's Diner
Brinton Lake: 9A.M. 919 Baltimore Pike, Glen
Mills, PA 19342

Oct 13 Final Fling: A Fall Foliage Drive: 7:30am Depart:
8am Sharp! Meeting point: Lambertville Municipal
Court 25 S Union St, Lambertville, NJ 08530

Oct 24 RIESENTÖTER ELECTION MEETING
Wednesday, October 24th 7PM

Otto's Brauhaus 233 Easton Road Horsham, PA

Oct 27 Safety Tech for Summit Point DE @ Hoberts 9a-2p
1607 Easton Road, Warrington, Pa. (866-465-2378)

Nov 9-11 DE @ Summitt Point

On the cover:

Covered Bridge Tour '07
-Wayne Devonport

„der Gasser“ is published with the goal of being in members' hands on the 15th of the month. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is required although photos may be sent for scanning. Editorial contributions and pictures are welcomed. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 times a year, monthly with combined January-February and November-December issues.

For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org

State of the Region

Brian Minkin, RTR President

September has arrived and my favorite driving season is shaping up. The fall is a great time to enjoy your Porsche and the RTR calendar is still packed with many more Drivers Education, Touring and Social events. Visit the web site calendar and I am sure you will find one to fulfill your interests.

Fall is also a sign that our election meeting is coming up in October. Our Bylaws stipulate that a nominating committee will present at the August club meeting a slate of recommended nominees for each elected office. The Slate is:

President - Brian Minkin
Vice President - Graham Knight
Treasurer - Steve Mankowski
Secretary - Terry Minkin
Membership - Marty Koese
Tech - Larry Herman
Editor - Maureen Sangiorgio
Autocross - Steve McMorn
Social - Robin Zelinskie
Track - Tom Zaffarano
Marketplatz - Francine Knochenhauer

At the September Meeting active and family-active members may make nominations from the floor. No second is required. Nominations from active and family-active members may be submitted in writing, to be received by a member of the Executive Committee prior to the September meeting. An individual may be nominated for only one office. Nominations will close at the end of the September meeting. All members will be sent notice of the election and the candidates in a club publication prior to the October meeting.

Enjoy your P-car and Turbo-Charge your passion. Get involved with RTR.

Stay Tuned,

Brian Minkin



Covered Bridge Tour '07

Wayne Devonport, RTR

Ominous. That's all that could be said about this quiet, overcast Saturday morning as I sat alone in the Lambertville Municipal Court parking lot. Thankfully I wasn't here to argue a speeding ticket (not this time!), but attend court of a different kind. Today I was charged with leading a game of "connect the dots" through Bucks County's covered bridges.

It was 7am and the weather forecast had called for a 30% chance of rain to start the day, increasing to 50% by lunchtime. The signs did not bode well. The previous evening, several would-be participants sent apologetic emails saying that their babies would be staying home if it rained. Would anyone be joining me on this drive? One curious forum poster had asked how many cars would be attending; "Who knows!" was my honest response. In good weather we would be shoo-ing cars away with a stick, but today our plans were at the mercy of the rain clouds.

About 7:15, an engine growled in the distance, and my spirits lifted as a seal gray GT3 rumbled into the parking lot and slid into the space next to my 911. The previously dismal surroundings sprang to life; as each minute passed, more cars arrived. Drivers and navigators emerged. A few dis-

appeared around the corner searching for coffee, but the rest mingled. People crowded around to collect the route printout and sign disclosure forms, chatting eagerly and trading their latest car stories. In thirty minutes, we collected thirty-four Porsches of various types and vintages. If this was a turnout dampened by dreary weather, then I was happy and grateful that the number was not too large to be manageable.

Our previous excursions attracted predominantly 911s and an occasional Cayman. Today there was a dazzling convocation of Carreras, Boxsters, Cayennes, Caymans, 944s and 928s - a flash mob of German engineering. A Corvette quietly joined us, but no-one would admit to owning it.

By the time the Driver's Meeting started at 7:45am, the sun was starting to peek through the clouds and my voice was already starting to wear. One passing police cruiser had already inspected

us. It was time to start our parade.

Bucks County has the greatest density of covered bridges in the country; on this day we planned to thread a roaring line of Porsches through as many of them as possible. As we left town, I almost wished that I could be a spectator gazing upon the line of Porsches snaking through Lambertville and New Hope. "The last car his just left the parking lot" announced the radio in a crackly tone, little did they know that the first car was now two miles ahead of them.

Our motorcade traveled though some of Bucks County's best-kept secrets - secluded roads that wind through pastoral landscapes. Our route was designed to take us to the auto-backwaters that are home to

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Bill Boys

the covered bridges. Quiet, fast straights were interspersed with challenging switchbacks. Curves took us by farms, fields, and residences more accustomed to solitary vehicles than a parade of 35 Porsches. Many bystanders paused to watch us go by. Some unlucky drivers were unfortunate enough to have to wait at the other side of bridges as our cavalcade passed them by.

Leading the pack provided the joy of accelerating into an empty switchback, while I marveled at a glorious line of gleaming cars streaming behind. Each bridge was a sensory cacophony: Clank went the front wheels connecting to the bridge. Thud-thud-thud the bridge exclaimed as each car traversed the interconnected planks on the deck. The familiar engine growl became a purr that was almost drowned out by the reverberation of horns honked for luck. I believe that the vibration in the passenger

seat was described as kidney shaking.

At our halfway rest-stop, excited chatter recounted the drive so far: the joy of the chase, the beauty of the countryside, and the diverse terrain – some even said they had time to enjoy the view as we passed it by. On this day it was hard to say whether the drive or the scenery stole most attention from the attendees. All told, the drivers rose to the challenge of the route and came back begging for more.

We ended our drive Tinicum State Park – tired, but giddy as children in a playground. After bidding farewell to some, a large group of us adjourned to the Triumph Brewery in New Hope to continue exchanging our experiences.

The character of each drive really only manifests itself when given life by the cars

and drivers. One thing that was clear was that the drivers at the back of the pack had fun. Participants at the rear of the caravan recounted a spirited and adrenaline-pumping pace that contrasted from the leisurely pace being set at the front. Drivers near the front found it easier to follow turns and view the scenery.

Thank you to all the attendees and supporters of this drive. Our next drive will be the Final Fling Fall Foliage Drive scheduled for October 13th. Check the RTR calendar for the upcoming events and updates. Contact wellardrtr@mac.com if you have any questions or suggestions for future drives. Additionally, please drop us a note if you are interested in becoming a back-up group leader on future drives, or help to plan a route.

Riesentöter Holiday Awards Banquet

Saturday, December 8, 2007

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Chesapeake City Tour

Al Burk, RTR

Saturday, August 18th, was a perfect day for a leisurely drive: sun shining, warm but not hot. Just the kind of weather for riding with the top down for those with cabriolets and roadsters. (There are days when I really miss our Boxster).

That morning, 18 cars left from the Crate and Barrel in King of Prussia to caravan to Chesapeake City, MD, on the Chesapeake and Delaware Canal. Chesapeake City's historic area has a wide variety of shops with antiques and collectibles as well as crafts and souvenirs. Many of the buildings, dating from the mid-1800's have been restored and maintain the historic charm of

the old buildings.

Two other cars chose to meet the group at Chesapeake City since they were leaving from western Chester County. Altogether, 41 people made the trip.

The leisurely drive had a slight interruption on the way for the group from King of Prussia due to PennDOT construction on I95. With only one lane of traffic getting by there was some delay but that didn't dampen the spirits of anyone.

By the time everyone arrived in Chesapeake City it was time for fellowship over lunch.

A wonderful meal was enjoyed by all at The Tap Room restaurant which specializes in steamed crabs. From personal experience I can say that the crab cakes were the best that I have ever eaten. As you can see by the pictures there were a few people crabs, but no crabby people.

After lunch it was time to visit the shops or just roam around the old town. For those who would like a nice day out, take a drive to Chesapeake City.

Thanks to Francine and Bodo Knochenhauer for putting together another fine outing. We are looking forward to going again next year.





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Destination: Spa

Betty Jo Turner, PCA circa 1997

his is a travel tale, about racing — European style. It will involve plenty of Porsches, of course. And a track, nestled in the wooded hills of the Ardennes in the southeast corner of Belgium, which old motorsport hands routinely name as the most beautiful — and frightening — track in the world. And the journey to get there. Via Porsche.

A friendly coincidence of timing made the whole thing possible. The weekend after the press launch of the Boxster near Stuttgart, the BPR Organization was holding their GT round at Spa. The 911 GTi would be there. It was substantially easier to watch the Boxsters being loaded onto the car carrier and taken away that Thursday evening, knowing that a 993 and a Belgian adventure waited on the morrow.

Friday morning we loaded the Riviera blue 911 Carrera, passed through the Engleberg tunnel and headed toward Belgium and unknown lodging that had been selected by the expedient of throwing darts at a Michelin red guide and judicious use of a fax machine. A dozen or so faxes produced three positive responses in English, one of which seemed close enough to both Spa and fiscal sanity. We were driving toward the Hotel des Bains in a lake village called Robertville. With no idea what to expect.

Which is the best way to travel anyway. The weather was shifting like light flickering through leaves, sunny for 50 kilometers, then spitting that patented German variety of liquid precip I call rainmist, and back to autumn sunlight. From Stuttgart to Spa

is a comfortable four hours, almost entirely autobahn, skirting Karlsruhe, Kaiserslautern, Trier and Bitburg.

This latest incarnation of the 911 is the perfect instrument for such a trip - civilized, comfortable but with immense reserves of raw power lurking and ready. At lunchtime we were approaching the German/Belgian border and dived off the autobahn at Prüm. We had a fine meal in a roadside gashaus where a wedding celebration

We searched villages to the left and right of the main road, finding Lac de Robertville as the sky filled up with clouds that began to look serious. No hotel. Maybe the Michelin guide/fax machine approach to reservations wasn't so smart after all. We crossed a one-way-at-a-time brick dam and there, nestled in a grove of trees, was our hotel - all 14 rooms of it - a gray stone inn, with a long, narrow dining room giving onto a wide garden facing the lake. We were home.



Panorama checks out GT racing European style—at the Spa-Francorchamps BPR enduro

was in progress in the next room. We'd expected to spend our last 50 marks there, but a credit card was acceptable and those 50 DM would serve a higher purpose on Sunday night.

On to Belgium. In these days of European unity, there was not much to mark the border crossing. No gate, no guard, no money-changing station. "God's country" is how British journalist Michael Cotton describes this part of Belgium. It is a softly beautiful land of gentle farms and tiny villages, and a certain green-ness that no doubt is a result of the abundant rain that can make driving at Spa a nightmare.

Our map was not quite up to the challenge of locating the Hotel des Bains.

Alone. Apparently all the other guests were out hiking or fishing or whatever they do in Belgium and we had to bang on the bell for a while before anyone came to the desk. Sign language and my primitive French got us checked in. We'd reserved the minimum — une chambre avec salle de bain — we were shown to a cozy room under the eaves at the front. Traffic could have made it noisy but traffic didn't seem

to be much of an issue on this country road. The salle was modern and perfectly equipped. A menu on the bedside table suggested they might be serious about haut cuisine here. The Michelin guide was back in grace.

We unloaded the luggage and headed for the track, hoping to make the last practice session of the day. On the ten kilometer drive to Francorchamps, I thought about Brian Redman and the indelible impression of Spa he wrote for PANORAMA some years back. We were about to finally see the place and fully appreciate the horror of the day in May 1969 when, in pouring rain, he was expected to drive the brand new, but already famously vicious-handling 917 - with no windshield wiper! "Go

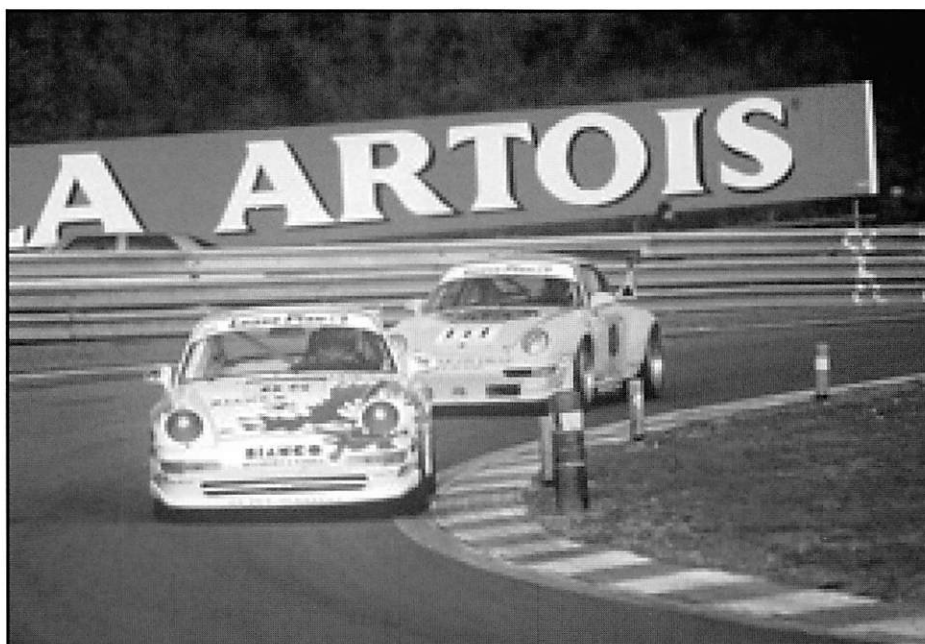
slowly” Helmuth Bott had admonished the reluctant Redman.

A hard acute turn to the right and we were suddenly in Francorchamps,

at the gate and being ushered onto a one-lane road into the forest. Down a hill, past acres of grass parking spaces, and suddenly the circuit was

before us. Three huge grandstands (“tribunes”) on the outside, pits and paddock across the track and a ribbon of tarmac appearing from the hairpin at La Source, flowing from left to right down a steep hill and rollercoasting up a heart-stopping right/left-hander they call Le Raidillon.

According to Brian, Spa-Francorchamps is “one of the most scenically beautiful, gastronomically superb and most thoroughly terrifying circuits in the world.” His love-hate relationship with the track includes five major wins there with Ferrari, Porsche, Ford GT-40, and Chevron, including one with a 917. “It’s a circuit where the greatest problem was mental - forcing yourself to keep your right foot hard on the accelerator through 180-mph-plus turns, when the mind knew that the car could do it, but the foot refused



Porsche 911s were plentiful on the 4.5-mile Spa circuit, widely regarded as the most beautiful—and frightening—track in the world.

Spa has been a race venue since 1924 when a triangular circuit was carved out of public roads connecting the villages of Francorchamps,

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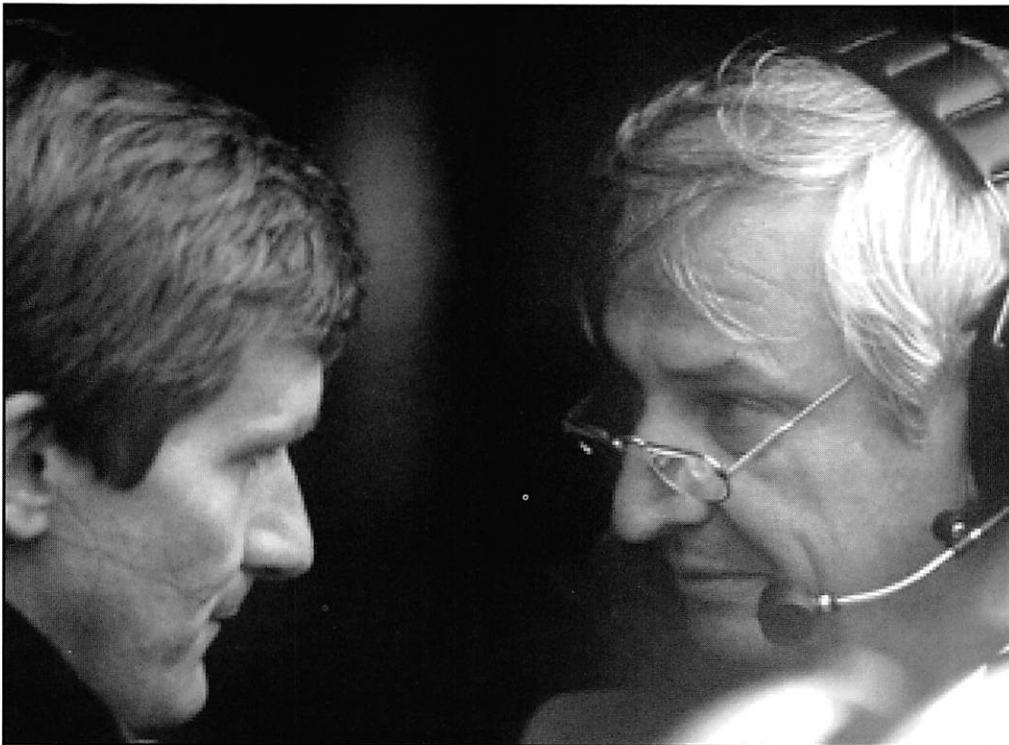
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Malmédy and Stavelot. When Redman won with the 917 the course was more than eight miles long. The present circuit consists of about 4.5 miles, part permanent track and part public road. It remains spectacularly beauti-

In three short years, the BPR Organization has virtually reinvented GT sports car racing in Europe. Conceived in 1994 as the FIA's World Sports Car Championship was gasping its last Group C breath, the series

of grumbling amongst its competitors, three McLaren F1s and an equal number of Ferrari F40s. There were Lotus Esprits, Viper GTS-RS, a Lister Storm, Marcos LM 600 and, most amazing of all, a bright blue Morgan Plus. Driven by the current Mr. Morgan, the retrolooking car is powered by an engine bearing more than a passing resemblance to a Formula One unit - an exotic conundrum. The GT2 class was nearly all Porsche - there were more than 20 colorful 911 variants, including one driven by Harm Lagaay, chief of Porsche's design studio. Drivers familiar to Americans included Hans Stuck and Thierry Boutsen in the 911 GT1, James Weaver and Ralph Bellm in a McLaren, Jan Lammers, Andy Wallace, John Nielsen, Lilian Bryner and her teammates Enzo Calderari and Ulrich Richter.



911GT1 project leader Norbert Singer (right) talks with Thierry Boutsen. The Belgian driver would score his first victory in ten years at his home circuit.

After the last free practice session, rain began in earnest, but did nothing to dampen the spirits of "the big endurance family," as they call themselves, at their traditional Friday night party. Drivers, team owners, organizers and workers enjoyed lavish hot and cold buffets, generously flowing wine and entertainment

ful, extremely fast and intimidating. Weather is the joker in the deck at Spa where it can rain at one corner and be bone dry at the next, making no tire choice the right one.

This day in September, it was cloudy bright but not wet, yet. The gentleman who checked us in and issued credentials was not optimistic. "Spa is the chamber pot of Europe," he said. "We get all the rain, it filters down and comes back up in the springs we're famous for."

Down to an umbrella and one scarf (the other was trashed when it was sucked into the engine fan of a 908 spyder during a run around the skid pad at Weissach earlier in the week, but that's a story for another time), we headed for the pits as the last practice session began.

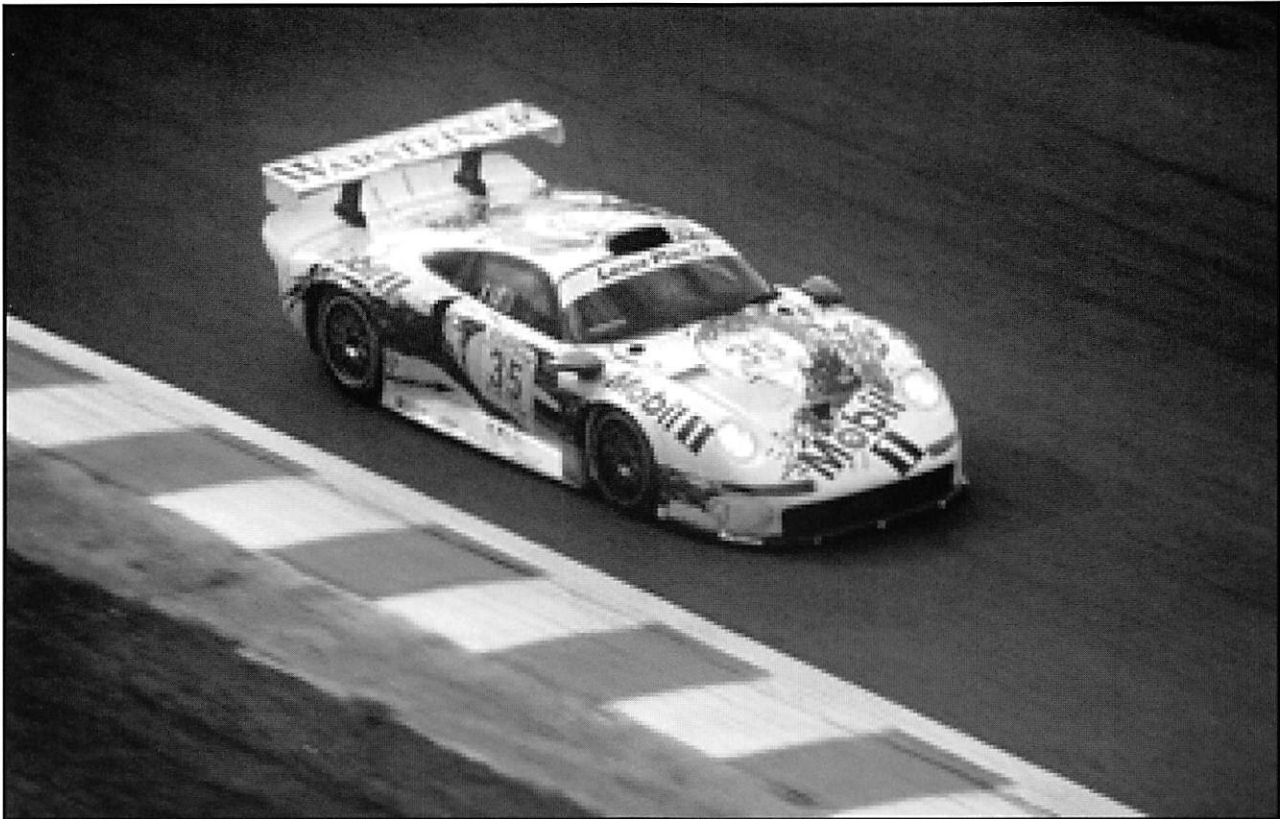
is the work of three men: Porsche's customer sport chief Jürgen Barth; Patrick Peter, the organizer of such historic races as Le Tour de France Auto; and Stephane Ratel of Venturi. From a start at Paul Ricard in 1994, with 18 cars on the grid, the BPR has grown to include more than 70 teams and 250 drivers with a schedule that encompasses a core of nine European races augmented by trips to Suzuka (Japan), Zhuhai (China) and in 1996 ending with two December races in South America.

It's a dazzling success story, particularly in the context of the present chaos surrounding sports car racing in the United States, and the reason for it was apparent at Spa. The paddock was full of a glorious variety of vehicles: the single Porsche 911 GT1, fresh from its victory at the Brands Hatch BPR round and causing plenty

that ranged from a roving magician to a whole room devoted to slot car racing, with do-it-yourself fireworks on the patio.

"The party is a big part of the atmosphere of the BPR," said Barth. "We're committed to keeping the family flavor that joins competitors, teams and organizers. All can relax together here on the Friday before qualifying and racing begin." With little time to relax himself, Barth sat for a moment and talked about his dreams for the series. He'd like to bring "the family" to the United States, perhaps Miami, but it will require a daunting amount of sponsorship money. Not one to think small, he's also working on the idea of a BPR race in Moscow.

Saturday was devoted to morning (wet) and afternoon (dry) qualifying sessions for the GT Endurance Four



Porsche 911 GT1 was victorious in all four 1996 outings (Le Mans, Brands Hatch, Spa and Zhuhai). Thierry Boutsen and Hans Stuck scored the win at Spa.

Hours of Spa-Francorchamps and several support races, including one for Lamborghini drivers only. The 911 GT1 dominated both sessions to secure the pole position some three seconds faster than the runner-up Ferrari F40, followed by McLaren, Ferrari, Lotus Esprit and again McLaren. Characteristic of BPR racing, seven different makes were in the top ten grid positions with a Viper GTS-R, the Marcos and a Lister Storm adding to the variety.

The Porsche's clear superiority was the source of considerable discontent. Norbert Singer, the Porsche race engineer who is the project manager on the GT1, reacted. "We're a little bit sensitive to these complaints, but we're told that the Ferrari F50 is already two and a half to three seconds faster than the present car, so" he shrugged expressively.

The 911 GT1's appearances in the latter part of the BPR season were

provisional and non-points gathering. While the McLaren teams were agitated about the prospect of facing the new twin turbo 911 for real in 1997, Gordon Murray, the designer of the McLaren F1, seemed less disturbed. "We'd prefer to retain the V12 engine, and we wouldn't like to see turbos become dominant in the series, but either way is okay - our own turbo engine is well along now, so we can go either way."

As interesting as the racing was, however, Saturday evening at the Hotel des Bains was perhaps the highlight of the day. We were about to discover the third element of Brian Redman's assessment of the Spa experience - the gastronomically superb part. We got back from the track just in time to change and walked into the dining room now bedecked in rose-colored linens. Madame Josée Solheid, the owner of the hotel, a graceful lady mercifully fluent in English, helped us make the right choices.

The meal was a leisurely procession that took us from duck liver terrine to tiny grilled lobsters with fennil, an amazing herb bouillon, clear and green, served over a custard of mushrooms, followed by baby venison and ending with local cheese and whole-grain bread - enjoyed first with a glass of crisp white Sancerre and then with a bottle of ruby Chinon. A memorable experience - with a memorable number of utensils to the right and left of the standard knife and fork that all found service before the end of the evening.

On Sunday, under mostly clear skies, 22,000 fans of GT racing had gathered at Spa by the time the four-hour endurance began. From the first lap, Stuck and Boutsen built an ever increasing margin on the field and it was clear that the 911 GT1 is next year's technology while everybody else was operating in real time. Sling-shooting around the hairpin at La Source, diving down the start-finish straight and charging up the steep rise to Le Raidillon, the

mid-engined Porsche's passage literally made the air scream.

Stuck and Boutsen made three stops, changed tires once and finished a full lap ahead of the James Weaver/Ray Bellm McLaren F1 which claimed winner's points for the race. A pair of Ferrari F40s kept the points issue in question for more than three hours, however, running alternately in front of and behind the McLaren and keeping enthusiastic fans riveted to the track. Even in the GT2 category, where the Porsche 911 hammerlock was broken only by the Marcos LM 600, a Dodge Viper and the Morgan Plus, there was close racing ending in a duel between the Marcos and a Roock Racing 911 which eventually resolved in favor of the Porsche.

Boutsen, driving on his home track, was enormously pleased. "The last time I won on this circuit was ten years ago, so the victory is very important to me." Though he scored the points win for the championship, Bellm was less sanguine. "It seemed that the 911 GT1 drivers had time to watch the start of

the F1 race on TV, go shopping at the Stavelot supermarket and still finish a lap ahead. It made us look rather silly," he said without a smile.

(Six weeks later, Porsche would send two 911 GT1s to the race at Zhuhai for the inaugural international race on the first permanent Chinese race track. Some 120,000 spectators came to see the BPR circus there and while the 911 GT1 won again, it wasn't a one-two finish. Emmanuel Collard and Ralf Kelleners, who earned their seats in the super Porsche by winning the Pirelli Supercar and German Carrera Cup championships respectively, scored the victory, but teammates Bob Wollek and Yannick Dalmas in the second 911 GT1 had to settle for fifth behind a Ferrari and two McLarens - proving that the 911 GT1 can be beaten.)

We left Spa with the solid impression that the BPR folks have got the formula right. The cars are varied and exotic, crowd-pleasers every one. The competition is tight, rules are fair, though Barth and company must care-

fully manage the appearance of ever more sophisticated cars like the 911 GT1. Already announced for 1997 are limitations on the prices of cars and spare parts and the banning of ABS, traction control and other electronic assistance to driving.

The race behind us, we turned the 993 back toward Germany, choosing backroads for the return trip. We came upon the luminous Mosel valley at nightfall as the lights of Cochem winked on like tiny jewels. Turning upriver, we trolled for a gasthaus, finally settling on a spartan room in Treis. It was late, off-season on the river and a Sunday night - none of which bode well for our last dinner. We finally found a place with lights on, full of locals and good aromas, but with no credit card decals on the door.

The 50 marks we saved on Friday were just enough to buy two trout and a bottle of wine.



Chief competition for the 911 GT1 was the McLaren F1 GTR which finished second to the Porsche at Spa, but won the BPR Championship overall.

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der Gasser Marktplatz

Porsche Cars

1995 993

Perfect DE vehicle. Beautiful polar silver with black interior. 46,500 miles.

RS 3.8 carbon wing with 3-pc. splitter. LW flywheel, tuned/chipped by AWE, 270 hp at rear wheel, RSR Cup suspension, Lim. slip, Fabspeed muffler w/tips, 2900 pounds, Dougherty roll-bar, 350 mm Sparco steering wheel, big blacks, Sparco EVO II seats, Teamtech 5 point belts. Much more. Pictures available. \$39,500 Bruce (215) 498-6148 or breim1@msn.com [8]

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Porsche Accessories

SSI Exhaust Headers

Stainless steel SSI exhaust system (No Muffler) in good condition. Will fit 3.0, 3.2 and 3.6 liters Porsche engines. Sell for \$500 Paul Cross 610-489-2552 or bill36751@aol.com [1]

911/944 Wheels/Tires

Set of 4 Telephone Dial Wheels (6x15) with shaved Bridgestone Tires. Used for Autocross. Came off of a 944 and will fit a 911. Very Good condition. Photos available. Asking \$175 plus shipping or will deliver locally. Arthur Rothe 610-873-2373 awrothe@verizon.net [3]

SSI Exhaust Headers - Stainless steel SSI exhaust system (No Muffler) in good condition. Will fit 3.0, 3.2 and 3.6 liters Porsche engines. Sell for \$500. Paul Cross 610-489-2552 or bill36751@aol.com [3]

2 New Pirelli P-Zero Rosso

225/40 18 pur 5/05 for 911 which has since been sold. \$250 plus shipping. Rob Caso 610-564-9529, Boyertown Pa [3]

4X4 CONTINENTAL Sport Contact 255/55R 18, set of 4 new tires \$300 for the set Michael A Tomeo (215) 514-1486 drmtomeo@gSeptember.com [3]

Fuchs

4 wheels, 2x16x6, 2x16x7. Wheels are silver, non-polished & blue. \$1000 for the set. Contact Mark Ray 484.886.1589 Can be viewed @ Performance Automotive 610.695.9545 [3]

MFI 2.4L

Carrera chain tensioners, upgraded cams and rebuilt Bosch pum. 1973 motor. \$3000 Mark Ray 484.886.1589 Can be viewed @ Performance Automotive 610.695.9545 [3]

Set of 4 Dunlop SP Sport 5000 tires size 255/60R17 Brand new, less than 25 miles, MSRP \$197.50 each. Set of \$400 medus19006@aol.com or 267-918-8530 [4]

2 B.F. GOODRICH G-FORCE T/A tires

225/50 ZR 16 Tires still have nubs, less than 25 miles on them. 50.00 each plus shipping or pick up in Warrington Pa. 215-674-5910 Guy [5]

I have Panorama, Der Gasser and Excellence Magazines complete from 2001 to date (July 2007) for the asking. Can deliver locally or at a Monthly Meeting.. petermcgarvey@att.net [8]

2004 Boxster S II wheels and tires.

Will fit 993, later 944 and 968 with spacers. Two 7 x 17, 55mm offset with 235 x 40 Toyo RA-1 and two 8.5 x 17, 48mm offset, with 255 x 40 Toyo RA-1 tires. They were used only one day in the rain and still have full depth with cornering scuffing on the edges. Wheels are scratch free and straight. They will be sold without the centers. \$1,200. Philadelphia, PA. Paypal OK. Email gezaiiii@msn.com or call 484-459-0542 [9]

968 wheels

7X17 & 9X17 55mm offsets lots of scratches. 3 have have small crack and 1 in good shape (two have ok tires). Asking \$50 for the four. Will deliver locally. Have pictures. Contact 215-431-2968 or lukebusier@yahoo.com [9]

Member Classifieds are free to PCA Members for occasional sales of personally owned items and run from date received for three issues unless cancelled. Porsche Vehicles For Sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for three issues; check for payment made out to "RTR-PCA" must accompany your copy. "Commercial Classifieds" are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories; "Commercial Classifieds" are available at a cost of \$20 per issue, limit 25 words.

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