

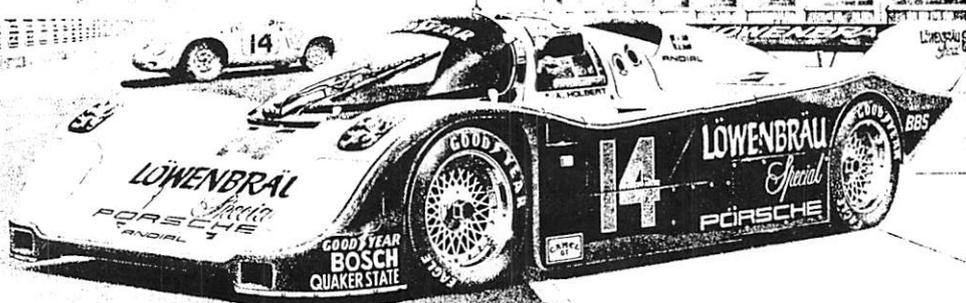
Der Gasser

NOVEMBER/DECEMBER 1995



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President's Message

As someone once said relative to who knows what, "We must be doing something right," because on Wednesday, October 25, 1995, Riesentöter elected the proposed Slate of Officers, most of whom were "re-upping" for another year. Nothing relative to this Club could make me much happier. From the "Pat Yourself on the Back" file comes the following statement: "The more I work with this group of RTR Officers, the more I am impressed with their honesty, reliability, generosity, creativity, empathy, camaraderie, commitment, intelligence, and their simple desire to have fun." Running this Club is important to every one of these people. I think that has been shown by the success of our events this year. To this group of fine individuals I extend my sincere gratitude, respect, admiration and love.

My by-line for 1995 has been "Have some fun." In keeping with that general theme, because as someone else once said, "You can't beat fun," my by-line for 1996 will be "Enjoy your car, enjoy your club." Each of us owns a Porsche for a reason. To share those reasons with other Porsche owners sounds to me to be a good reason to belong to Riesentöter and to become more active with us.

If you've thought about attending one of our events but haven't because you didn't know anybody, don't feel that way. Look at Jim and Robin Zelinskie. They're new to RTR in the recent past and they will be running the Goodie Store next year. It's wonderful when new people jump in with both feet (all four feet?) and get involved.

Speaking of getting involved, how about Nick Betegh? Nick has been an avid RTR autocrosser for some time now. When Chairman Ehrman mentioned that he could really use some help running the autocross program next year, we tapped Nick and Nick stepped up to the plate. Yes!

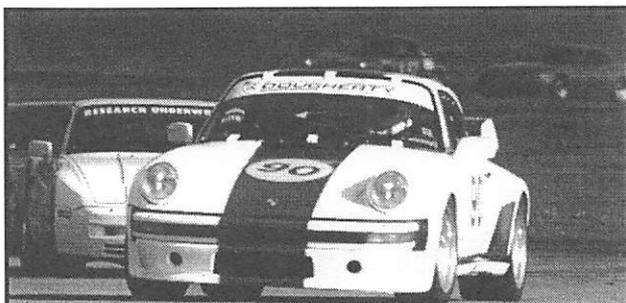
Ditto relative to Nick Plenzick running Tech in '96. He asked his old buddy Paul Poore to help and Paul said, "Sure!"

Then there's Fred Bonsall. At one of the Executive Committee meetings, I mentioned that we ought to consider taking our lead from PCA National and appoint an Awards Chairman -- someone to look after our annual awards to see that they make the transition from the previous year's recipients to the current year's. After a remarkably short amount of time spent debating the topic, Fred's name was suggested. We tapped Fred and, *ta daa*, RTR's first Awards Chairman was appointed.

Speaking of being appointed, how about "Hooked-Up" Jimmy Foster? Jim has quietly attended each Executive Committee meeting in the position of Goodie Store Spouse. When what seemed like Perpetual Registrar Kam Ho mentioned that he was ready for a break, Jimmy jumped in and picked-up the slack. Jim will be the Official RTR Registrar for 1996.

Get the picture? If you would like to get involved, there's a place for you in RTR. If you would rather be a member at large, that's fine too. We just hope you will want to join us in the fun in some way. The statement "the more the merrier" could not be more appropriately applied than to Riesentöter.

Speaking of merrier, the next Riesentöter meeting will be the Holiday Banquet which will be held at the Radnor Hunt on Friday, December 16. There is no regular meeting in November. Look elsewhere in this issue of *Der Gasser* for more details on the Banquet and watch your mail for the invitation. Seating is limited, so make it a point to respond early. Don't miss it. This is the highlight of our Riesentöter social calendar and Social Chairman Pat Tillson has been busy weaving her patented style of party-throwing excellence in an effort to make sure that we all have the merriest of times and enjoy ourselves and each other to the fullest on December 16th. Please join us as we have some fun!



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Radnor Hunt

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TECH ALERT

Snell advises that the Snell 95's will be out January 1, 1996. Therefore, a Snell 90 or later will be required for all Riesentöter track events in 1996.

Any questions, contact Nick Plenzick or Paul Poore, Tech Chairmen.

1996 TRACK EVENTS

FEBRUARY

9-11 Sebring (Club Race, Host - Gold Cost/Suncoast)

MARCH

2-3 Las Vegas (Club Race, Host - Intermountain)

APRIL

6-7 Road Atlanta (Club Race, Host - Peachstate)

20-21 Pocono (Driver's Ed, Host - RTR)

26-27 Lime Rock (Club Race, Host - Conn. Valley)

MAY

18-19 Mid-Ohio (Club Race, Host - Mid-Ohio)

JUNE

21-23 Watkins Glen (Driver's Ed, Host - RTR)

21-22 Summit Point (Club Race, Host - Potomac)

28-29 Brainerd (Club Race, Host - NordStern)

JULY

6-7 Stapleton (Club Race, Host - Rocky Mountain)

13-14 Putnam Park (Club Race, Host - Central Indiana)

27-28 Mosport (Club Race, Host - NNJ/Upper Canada)

AUGUST

3-4 Portland (Club Race, Host - Oregon)

9 Pocono IMSA Course (Driver's Ed, Host - RTR)

10-11 Pocono IMSA Course (Club Race, Host - RTR)

SEPTEMBER

1-2 Road America (Club Race, Host - Chicago)

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

14-15 Jefferson Circuit (Driver's Ed, Host - RTR)

14-15 Hallet (1996 Parade) (Club Race, Host - Maverick)

OCTOBER

5-6 Heartland Park (Club Race, Host - Great Plains)

26-27 Formula Motorsports Park (Driver's Ed, Host - RTR) DATE IS TENTATIVE

NOVEMBER

TBA Memphis (Club Race, Host - Mid South)

DECEMBER

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

TBA Willow Springs (Club Race, Host - Los Angeles)

NOTE: Club Race dates are per National info as of 10/15/95 and are subject to change.

Jefferson Circuit (a.k.a. the Freda 500)

By Mike Andrews, Track Chair

Here we are, Friday night at Denny's, watching the rain come down, telling stories about previous adventures at different tracks and all I could think about was how hard it was raining. I thought about our one-day event prior to the club race in August and the impending hurricane that threatened to rain the entire weekend. As I looked out of the window the rain continued to come down in sheets. I thought about our event at Summit earlier this year and how it rained on the first day and how slippery the track was. Have I mentioned how hard it was raining? Well there wasn't much to do other than get a good night's sleep and get to the track early to get things going.

Saturday morning before the sun was up, the initial caravan left the Day's Inn at about 6:15 with 4 cars and two trailers. About half way to the track I began thinking about the sign at the narrow bridge which reads "Caution rising water," or something along that line. When we got to the bridge, the water was about five feet deep over the road surface. There we sat in the rain and dark with trucks and trailers, and nobody knew any other route to the track. After spending a half hour or so of turning trailers around someone found the directions that came with their track pack and we were on our way once again.

After we got to the track (yes, late) and got everything underway, things started to get better. We finished registration (thanks Kam, Jim and Shannon) and tech (thanks Mike and Robin) and got going with the driver's meeting. Sometime before 8:30 it quit raining and the sun started to peek out from behind the clouds. Is this day going to turn out OK yet? After a brief driver's meeting the instructors went out onto the track. We had decided to run counterclockwise on Saturday and clockwise on Sunday. The track was designed to be run in either direction and we thought that we should try it both ways; sort of two one-day track events in a row. Saturday was going well and as the track dried out the spirits picked up. One of the things that we had to deal with at Jefferson was the lack of a concession stand. We finally settled on providing lunch for all of the entrants and figured sandwiches were the logical way to do it. I would like to thank the people at FREDA meats for donating the lunch meat and Tony Bonanni for putting the deal together. It was a very successful lunch and it was suggested that we do the same next year. After lunch we were back on the track. By this time the track had dried out, except for the puddle at the apex of turn four, and things were certainly looking good. We had one delay late in the afternoon when Kam's throttle cable disconnected itself from the pedal. When he headed off track, he immediately buried the car in the mud. All in all, a pretty good day with no incidents. There was one minor off-track excursion and one self-proclaimed butt ugly car

black flagged for repeatedly hitting the underwater apex of turn four.

Saturday night we were off to Jake and Charlie's for dinner and drinks. We got to watch race and in-car footage during dinner. Shortly after finishing dinner the band started to get going and most of us left.

Sunday was beautiful with hardly a cloud in the sky. The event got off on time and everyone was smiling. Driving the course in the other direction was interesting and drivers stood around watching other people's lines. By mid morning it was decided that Don Cox had the fast line through seven and we were determined to learn it as well. Lunch was served at 12:30 and the rest of the day went well. Again no incidents; only one minor off track excursion, and no black flags. As usual, by the middle of the afternoon people start loading up and heading home. By 6:00 we had everyone loaded up and got on the road to Philly.

This was our last track event of the year and I would like to take a moment to thank everyone that helped to make these events possible. I have had a number of people compliment us on the events we hosted this year and they would not be possible without your help. Congratulations! I would also like to take this opportunity for a special thanks to Kam Ho for all of the hard work he has put into the track program over the last three years.

I look forward to seeing you all next year at our track clinic. Look in future *Der Gasser's* for a place and date. I have started getting information back from tracks for our 1996 program and it looks like a good year in the making. Stay tuned for further updates.

Till Next Year, Mike Andrews.



RTR members (l to r) John Heckman, John Phillips, Ron Pace, Helen Phillips, Shannon and Jim Foster obviously enjoying themselves at the Jefferson Circuit Driver's Ed event.

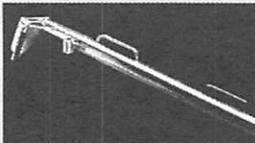
RTR would like to thank Bonanni Foods and the Freda Meat Corporation for providing lunch at our recent Jefferson Circuit driving school.

All participants enjoyed two afternoons of delicious lunch that complimented a weekend of excellent weather and driving.



GET EQUIPPED

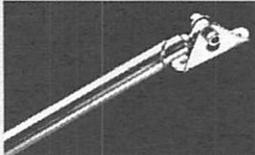
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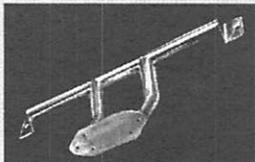
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Vintage Wrap-Up by Bill O'Connell

Every year you read that this year was the greatest and you should have come if you didn't. Well this year you are going to read the same thing. Perhaps, like the PCA race series, we get smarter as we go along. Saturday was sort of weak due to the weather. For the 1st time, we had liquid sunshine. Sunday more than made up for it. Long about 10 am I got a call on the radio - a serious problem had developed! I was running out of room on the car club field. What a wonderful problem!!!

Friday starts the event with some factory-sponsored driving event. This year it was Range Rover taking folks through the wilds of the park. Yes, there are some nifty back trails hidden there. Friday night is traditionally the black tie gala and without a doubt, this was the best ever. What was different? Well for one thing we turned the running of the event over to folks that know how to do it and they did. It was sold out. The Grease Band provided the music to most everyone's enjoyment. The esteemed president of the association did a spectacular job as the auctioneer setting a record there as well.

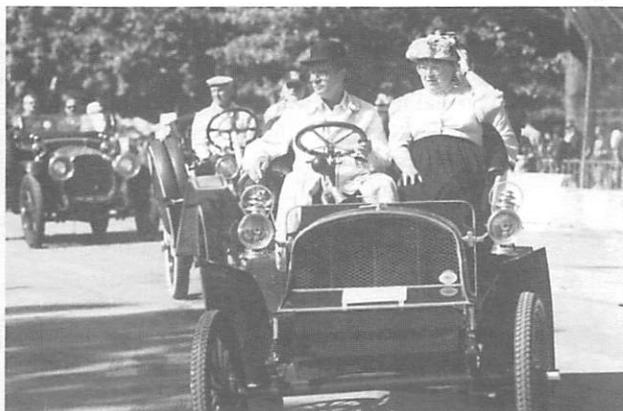
Saturday, as I mentioned, had crappy weather but the Art Show, Concour, and Car Club had a fair turnout anyhow. WMMR did a wonderful job of getting folks out with their broadcasting and more then we expected braved the weather to play.

Sunday was the big winner. The place was packed! As you entered, there were hundreds of cars in the Car Club Field to your left. On the road leading toward the track there were Vendor and Craft tents as well as Brass and Concour cars. When you reached Memorial Hall, there were more Concour Cars. And of course, inside there was the ever popular Art Exhibit. This year the bridge to the infield was in front of Memorial Hall and it led to the great New Car and Truck show as well as the WMMR display. Both were very popular.

In back of Memorial Hall was the pits. This year it was open to the public and it should come as no surprise that more than a few people found their way back there to gaze upon the 100+ cars. For those looking for more Concour cars, the field on the other side of Memorial Hall was lined with them leading to the Victory Lane Club. Just in case this was not enough, there were Go Cart races as well as Model Car Races. Basically between the racing and the other events, enough to keep you busy all day.

Thanks to the efforts of Formula Motorsport Park, Mario was the Grand Marshal on Sunday. Aside from signing about 10,000 autographs and posing for another 20,000 pictures, he did some laps in a '53 Jag as well as some hot laps in a Viper. No doubt, he was the single most popular person there.

Porsches were represented mostly by various 356s (with our Prez of course in one) and a new lap record was set. Oh, not by a Porsche though, but a Camaro driven by Lance Smith. They made a new class this year for Post '60 cars. Instead of last year's "parade laps" there was official racing with the thundering cars. I expect the glove has been dropped and next year will find a few of our members present to regain our honor.



Lining up to go out on the track for the parade lap.



John Heckman racing the 914.



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The Ideal Holiday Gift

As many of you know, the raffle car for the Vintage Grand Prix was a Land Rover Defender - a serious JEEP. What you many not know is it fell far short of goal so it was not drawn yet (can you say 944 raffle?). Well there were two options: A) cancel or B) extend the date. Option B was chosen and the raffle will held at Memorial Hall on Saturday, Jan. 6th. The Association is buying the Defender and will hold the drawing even if enough are not sold. This, of course, means greater odds for those that participate. So (here comes the pitch) if you want to buy a ticket or three for yourself or as a holiday gift, there is still time. Hey, you could end up like the waitress in Canada that got a winning lottery ticket for a tip. If you have any questions, call the Vintage office at 610-296-3365. The tickets are \$20 each or 3 for \$50 and you can use Visa or Master Card.

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Ferrari

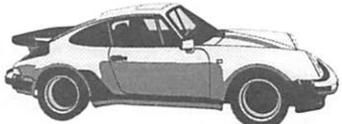
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Membership News

by John Crowley, Membership Chair

Please welcome the following new members and transfers to RTR:

- Robert Auchenbach of Harleysville
- Scott Buchwald of Philadelphia
- Jeff Burnholdt of Oreland
- Victor Castro of Downingtown
- Rick Childers of Harleysville
- Leonard Clark of Oreland
- L. Beet Cossaboon of Philadelphia
- William Dimmig of Emmaus
- Randy Feldman of Pottstown
- Patrick Garvey of Blue Bell
- Edward Goss of Wayne
- Nathaniel Harris of Coopersburg
- Rick Harris of Philadelphia
- Peter Horgan of Lansdale
- Mark Kobialka of Mt Pocono
- Mike Kuenning of West Chester
- Ed Kotsay of West Chester
- Richard Lee of Flourtown
- Patrick McGilloway of Elverson
- James Montella of Warminster
- Donald Myers of Lansdale
- Harris Newman of Gwynedd Valley
- Martin Oberman of Penllyn
- Ohanes Oskanian of Lansdale
- David Paul of Bethlehem
- Rudolph Petercsak of Perkasia
- Graeme Rattray of Philadelphia
- William Ray of Devon
- Jason Safabash of Philadelphia
- Joel Shockman of Philadelphia
- Anthony Urbano of Bethlehem
- Sol Weiss of Villanova
- Joseph Wesley Jr of Newtown
- David Wickman of Doylestown
- Richard Wilfred-Hunt of Mt. Bethel
- Jeffrey Wright of Chester Springs

We say goodbye to Thomas Scaperdas who moved to New York, Elrick Williams who moved to Arizona, Frank Barone to Connecticut, Frank Cacchione to New Jersey and Mitchell Lindquist to Michigan.

For those of you who like numbers, for the month ending 10/31/95 RTR had
 21 new members
 58 members who renewed on time
 14 members who renewed late and were added back
 3 members transfer out
 and 23 members who did not renew on time and were dropped from the membership list.

See ya next month.

Fall Foliage Rally

by Dennis Angelisanti, Rallymaster

Sunday, October 15th brought us a day of "October's Bright Blue Weather." Forty-two crews, 38 Porsches and 4 "others" came out to enjoy a day rallying with fellow Riesentöters. We had only 41 sets of instructions, so the Coventry Diner came to the rescue with a copy machine. One car came without a navigator and was only one of two to DNF, the second due to a clutch cable snapping during the first leg. Sorry 'bout that goes out to Bill and Dolly McCrink. I hope the ride home went smoothly.

After most crews had a good gut bomb, diner-type breakfast, many of which were "to go" and eaten in the parking lot, we were ready to roll at high noon. The first leg was a TSD exercise and many cars (about 50%) missed "...facing God" and went off course, losing gobs of time. However, half did see the clue written with stone and made the final check point within the threshold established. The rallymaster heard lots of bitching. How was I to know leaves would fall and delete the message that was so very clear in August and September when the route was first conceived? (heh-heh)

Brad Carle was waiting at Green Lane Park to log in final times. Thanks Brad for your help there and at the Gypsy Rose calculating scores. I understand he also took the brunt of abuse from those who missed the message in stone.

The second half of the event was an Observation leg which was less demanding and more relaxing putting most drivers in the right mood for the Oktoberfest that followed. By the way, how was I to know there would be an actual "930" on the route ???

In the end 41 of 42 crews arrived at the Gypsy Rose Inn to begin Oktoberfest and wait for the results. Those on the podium were as follows:

<u>DRIVER</u>	<u>NAVIGATOR</u>	<u>CAR</u>
1st Larry Boykin	Jackie Boykin	944
2nd Greg Lepore	Judy Carle	944
3rd John Turco	Sherri Turco	911
(with mom and dad went baby Turco who required 1 diaper change)		

Dead last but finishing were Joe Bevacqua and navigator Annie.

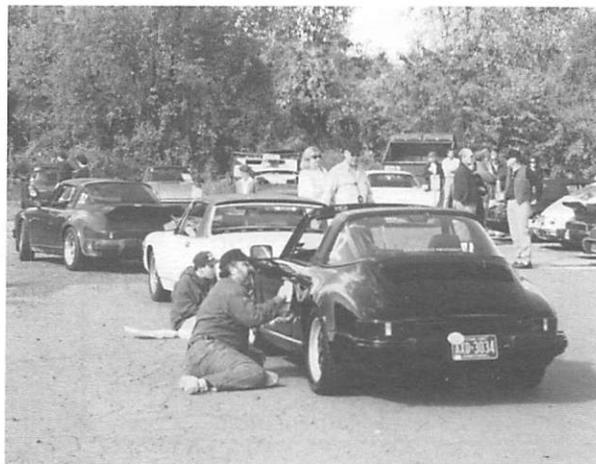
Some observations...Prez and First Lady Heckman got bonus points for their 356 but no amount of these points

helped....Editor Tracy Chatley and husband John showed up late and got to be first car off...The Turco's baby was a real hit and may have convinced some people that babies are easy on your life, don't be fooled...Larry and Jean Holbert's yellow '62 Cab was a breath of fresh air...Father and daughter team of Don and Laura Applestein finished in the upper 50%...Father and son teams Dennis and Josh Wasserman/Michael and Josh Berlin didn't do quite as well...Mother and son team of Connie and Rich Sweigart finished seventh...Conclusions ??

Thanks to: My wife **Mary Alice** who made registration easy and took notes while riding the route over and over and.....

Brad Carle who computed and verified the route times, manned a check point and came up with some of those questions you loved so much.

To all those **Riesentöters** who showed up to rally, your participation makes it all worthwhile.



Clean cars rally better! (Mike and Josh Berlin)



Dennis Wasserman and son Josh await the start.

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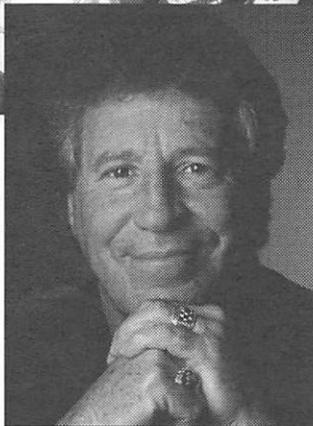
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64 356 SC Cabriolet, Light yellow/Tan interior/Chocolate brown top. 4-spd. manual. Restored - runs and looks like new. \$40,500. Barbara DeMann (610) 642-6371 ^{9/95}

66 911 Coupe, Irish green/White and black leather interior. 5-spd., webers, chrome wheels, fog lights, tool kit. 60K mi. Second owner. New SSI heat exchangers, muffler, clutch, tires, etc. Not concours but an exceptional example of an orig. and well maintained car. Charles Field (215) 765-3599 ^{9/95}

68 911 Targa Soft Window, Black/Black interior. 68K mi. (third owner). 5-spd, interior & trim excellent, new pan. Needs some work but an ideal restoration candidate. \$7,200 OBO. Ken Pac (610) 469-9322 ^{10/95}

70 911T, Light blue. Garaged and covered. No winter driving. Good overall condition and appearance. Great weekend driver. \$8,250. Harry Bryans (h) 610-827-9210 (w) 215-988-2823 ^{9/95}

73 Carrera RS, White/Red. 300 miles on complete restoration, inc. engine and gearbox. Restored by Gunnar Porsche. Full docs. \$55,000 Fred Brubaker (w) 610-434-8778 (h) 610-797-9298 ^{9/95}

81 928S, Garnet red/Tan leather interior. 5-spd., A/C, sunroof, front and rear spoilers. 112K mi. Garaged, no winters. Recent state insp., properly maint. w/ many new Porsche parts. Clean car in excellent cond. Business transfer necessitates sale at \$9,500 OBO. Jim Laird (610) 436-6180 ^{9/95}

82 911 SC, Black sunroof coupe. Race & Driver's Ed ready. Streetable (except for emissions). Engine, body & suspension upgrades inc: Carbureted 3.2L w/ ECI-3 cams, ported & polished heads, crank fire ignition, headers, RSR front oil cooler, racing gears, Quaife & more. \$23,000. Also selling trailer (see Non-Porsche Ads). If purchased together \$24,500. Steve Bonine (610) 399-9518 ^{9/95}

83 944, 75K mi. 5-spd., A/C, sunroof, leather, pwr windows, new struts front & rear, new Michelin tires, alarm. Garaged, mint cond. Sacrifice at \$6,495. Ben (610) 489-3055 ^{9/95}

84 Carrera Coupe - Factory Turbo-Look, White/Black leather interior. Limited slip, A/C, sunroof, cruise, Weltmeister sway bars & Cambermeister, brake cooling kit, BBS wheels, H1s, Mass Flow sensor, Flofit seat, MOMO wheel, extra track wheels/tires plus all original parts removed. B/O over \$20,000 Raymond Calvo, Huntingdon, PA (412) 824-5264 eves. ^{9/95}

85 911 Carrera Cabrio, Guards Red/Chocolate Brown interior & top. Silver & gold BBS wheels w/ new Michellin XGTV tires, factory tonneau. Garaged, no snow, no smoke, never raced or autocrossed, lovingly cared for. Perfect, purchased new. 25K mi. \$29,500 Paul Cohen (215) 947-3707 ^{10/95}

85 928 S3 Coupe, Meteor gray/Burgundy leather sport seats. 32 valve/288 hp. All options, BBS 3pc wheels, upgraded brakes (drilled rotors, carbon fiber pads, stainless steel lines), new water pump, timing belt, shocks, tie rods, tires. Excell. cond., garaged, no rain/snow. 78K mi. \$14,500 Demetri Melekos (215) 474-0867 ^{12/95}

86 944 Turbo, White/ful/l black leather interior. Optional fuchs alloy wheels. The interior features all the power options as expected, cruise control, Sony AM/FM Cassette radio and partial power driver's seat. Partial service history available for the 79,900 miles. \$11,600 Colin @ 692-6039 weekdays. ^{10/95}

87 944 Turbo, Escort Endurance Race Car. Turn Key. CrMo roll cage, 17" and 16" wheels, fuel cells, 10# Halon fire system, new engine, Quaife. Light, extremely fast and reliable. \$30's Dan Jones, Ligonier, PA (412) 238-9520 ^{10/95}

88 911 Cab, Silver/Black leather. 21K miles. 16" wheels, new Dunlops, sport seats, roll bar, short shift, limited slip, Ungo, tonneau, AJ wheel, quad SS free flow exhaust by P. Johnston, Auth. chip (also orig. exhaust & chip). No bumps, smoke, snow; no track or raced. Garaged & covered. \$32,900 Jonathan Kane (h) 610-783-0611, (w) 215-587-5602 ^{10/95}

88 944, Red/Black interior. A/C, S/R, 59K mi. Excell. cond. One-owner car. Garage kept. Must see. (215) 732-1392 ¹²⁻⁹⁵

88 944 Turbo S, Silver grey metallic/Burgundy. Limited slip, authority chip. 53K mi. Fresh service. \$18,500 Fred Brubaker (w) 610-434-8778 (h) 610-797-9298 ^{9/95}

1990 911C2, White/Burgundy leather interior. 38K mi. Full Strosek suspension, Quaife diff., C4 brakes + adj bias, strut brace, rare factory-optional forged wheels + set 7 & 9x16 fact cast, autoth. chip, hi power stereo. See Der Gasser cover Oct 94. \$33,000. Great for track or street. Stuart Boreen (610)-758-8664 (day-eve til 10p) Email boreen@fast.net 1295

91 911 C4 Coupe, Slate gray/Gray interior. Usual options. Snows. Excell. cond. 65K mi. \$29,900 (private) (215) 598-8000 (day) 1295

GTU/GTO 911, SVRA/HSR/PCA eligible. Race history w/ log book. SCCA: Blackhawk Farms, NE Ohio Regional, IRP, etc. IMSA: Lumberman's 500 ('80), Daytona 24hr ('81). Semi-roller (some engine parts) w/ 2 sets of RSR bodywork (orig. paint scheme & decals), 3 sets of wheels. All plumbing, electrics, glass, susp. Two 915 gearboxes. \$18,000 Bob Russo (610) 674-4756 1295

550 Beck Spyder, Silver/Red interior. 2 liter high-performance engine, 4-wheel disc brakes, front oil cooler, stainless steel roll bar & braided lines, engine chromed. Too many extras to list, best of everything, very fast. \$22,000 Perry (215) 322-0810 1095

NON-PORSCHE CARS/ ITEMS

Trailer, Dual axle w/ electric brakes & tire rack. \$2,000. Equalizer towing hitch, bars & tie down straps avail. Steve Bonine (610) 399-9518 995

91 VW Jetta, 76K mi., PS, PB, AC, sunroof, cassette, insp. through 9/96. New alternator, timing belt, water pump & battery. Nice. \$6,000 Dennis Angelisanti (610) 650-6201 (w) (610) 385-6602 (h) 1095

PARTS, ETC.

Wheels/Tires, 2 ea 23x8x15 & 2ea 23x9x15 slicks, 4 ea 15x7 Porsche cookie cutter wheels. 4 ea 225/50x15 Yoko's, used only on the weekends. 2 ea 15x7 & 2 ea 15x8 Porsche Fuchs, 1 dinged. No reasonable offer refused. John Crowley (215) 785-6110 days, 215 943-9520 eves, Email JOHNCST@aol.com 1295

Wheels, 17" set of 4 Hartmann 993 replicas w/ BFG R1 tires. Used once - \$1,700. New Pagid f & r 993 brake pads - \$250. Dudley Wass (610) 584-6821 1295

Wheels, Set of 4 16" Porsche seven-spoke wheels. Off a '91 C2. Nice cond. Make offer. Howard Silvers (215) 569-2836 1295

5 1/2 x 15 Fuchs, 5 each. Restored R. Wood. \$1,000. Ken Pac (610) 269-3416 1095

Trailer, Deande 21' dual axle w/ electronic brakes, tire rack & large storage/tool box. Anti-sway towing hitch. \$2,500 Joe Ilacqua (610) 584-4821 1295

Trailer, TOW YOUR TRACK OR AUTOCROSS TIRES & YOUR OTHER STUFF ON THIS NEAT COMPACT TRAILER (44" x 48"). Room for tools, 4 tires/wheels. \$125 Also **914 1.7 Motor**, complete w/ F.I. Less than 10K mi. on rebuild. It does run good. Not fast. Worth it for the injection parts alone. \$225 Dennis Angelisanti (610) 650-6201 (w) (610) 385-6602 (h) 1095

CLEANED OUT THE LOFT!, FABCAR 944 lower control arms w/ bushings ('87 up) - \$1,680; 930 rear engine lid w/ turbo tail - \$750; AutoPower roll bar for C2 - \$200; 930 4-spd trans freshly overhauled - \$2,995; new 915 trans for 911 '73-'86, orig. \$7,000 will sell for \$3,250; used 911 window net sytem - \$175; used 911 lexan windshield - \$300; 944 turbo front bumper cover w/ lamp assemblies - \$475; refinished & repainted 7" & 8" x 16" fuchs wheels w/ new Comp TA3 tires - \$1,650. Make offer on '73-'89 911 hood & doors perfect cond.; 22mm front torsion bars; complete late model style headlamps from an '87 911; 911 AC compressor; 944 headlamp complete assembly with motor. Bill or Colin Dougherty (610) 692-6039 days 1095

Wheels, Complete set of 15" cookie cutter wheels off an '82 911 w/ new Yokohoma A-008A tires. \$400 Call Jim Montella (215) 956-0147 (h) (215) 348-3586 (w) 1095

K&N Air Filter, For 3.2 Carrera 911. Used less than 500 mi. \$40. Rob Caso (610) 369-0822 1095

993 SuperCup Sport Exhaust, Extremely lightweight, adjustable free-flow, removable internal mufflers - 1 allen bolt each side, chrome 3.5" outlets - \$650. Also 928 performance system - \$350. Joe Fabiani (609) 520-1998 1095

Parts, 1 Set Burgundy leather pwr seats from '86 Carrera - \$850; 1 Set 16" alloys from '84 carrera, very nice cond. - \$850; 1 '85 930 ignition distributor - \$275; 1 LDZ Turbo (k-26) - \$200; 1 '85 Cabrio boot in black - \$200; 20 RE-71s 245/45/16s & various 16" sizes - \$50 each. Tim (610) 993-9091 between 6pm & 10pm or (610) 695-0626 fax 1095

WANTED

Black Sports Seats for '88 911 Carrera, Prefer full or partial leather. Driver's side, if not a pair, must be in excell. cond. Steve Midgett (215) 241-8414 days; (610) 296-7479 eves./wknd 1295

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