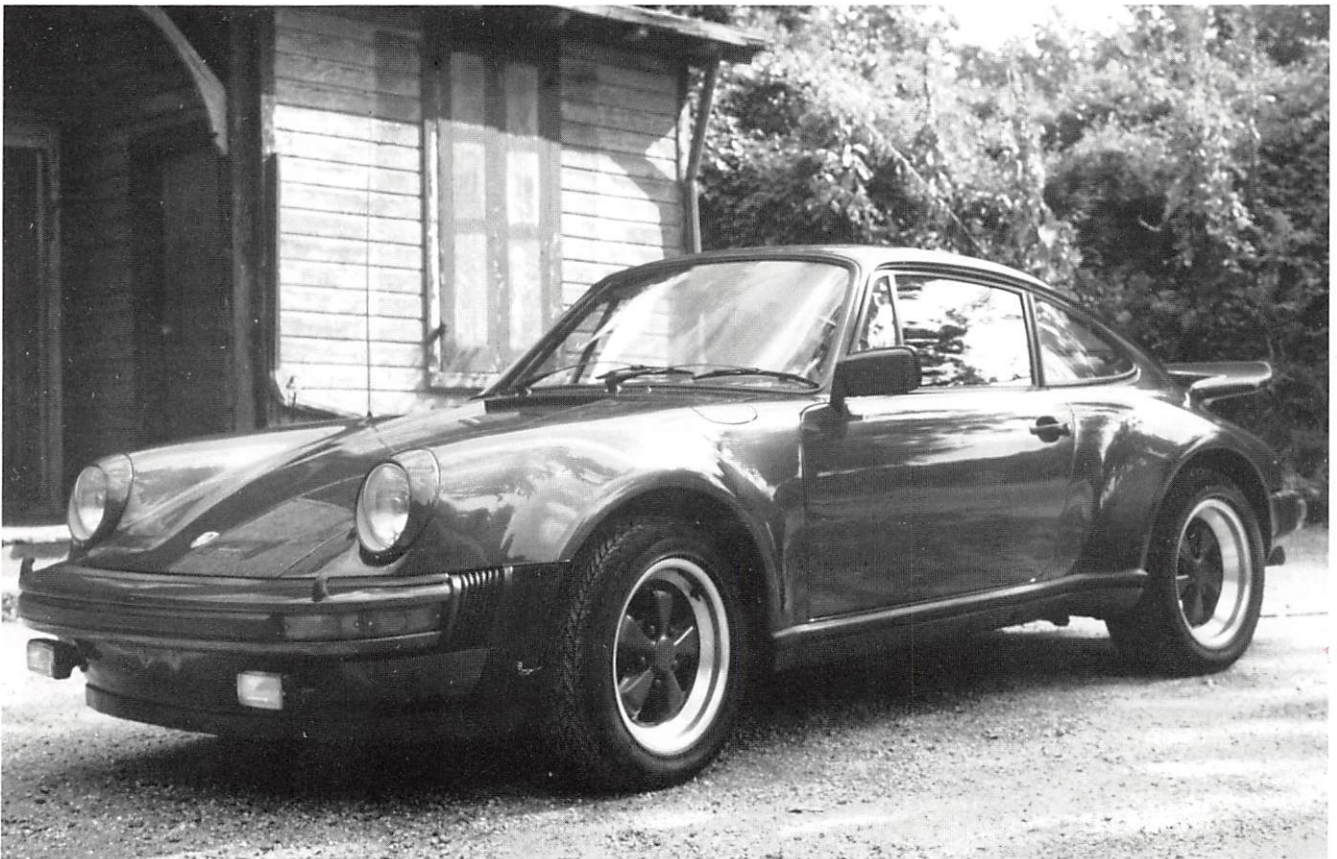


Der Gasser

OCTOBER 1998



50th Anniversary of Porsche 1948 - 1998



IN THIS ISSUE

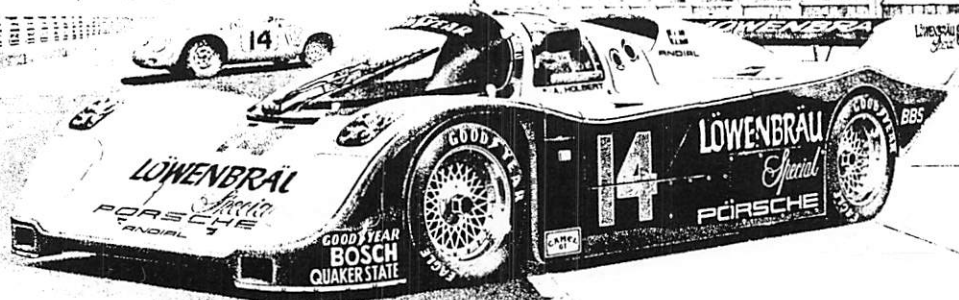
Holiday Banquet Invitation

MONTEREY HISTORICS (PART 2 OF 2)
SEPTEMBER 27th AUTOCROSS RESULTS
PHOTOS FROM SEPTEMBER MEETING

ANNUAL RTR AWARDS EXPLAINED
NEW HOPE AUTO SHOW PICTURES
HELMETS - HOW DOES YOURS RATE?

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President's Message

CJ Tires – We All Came Around For The Meeting

Many thanks to the Skip and Paul Levengood for a super meeting at their Birdsboro facility. We all enjoyed the information, food and friendship! If you weren't there, you missed a great meeting!

Come Out And Vote!

Our October meeting will really count – it's our annual Executive Board Elections. Our friends at Vision Porsche Audi were kind to offer their dandy dealership for our meeting and election. They promise to roll out the red carpet and make this a meeting to remember. On a personal note, yours truly is looking forward to being replaced in 1999 by the awesome and innovative – Nick Hatalski! President Nick Hatalski – sounds good! Past President Heckman tells me he has truly enjoyed his position as Past President. Hey John – you are going to get bumped!

Holiday Banquet – Just Around The Chicane

That's right – December will be here shortly! Mark your schedule for the highlight of the social season! December 12 will be a blast. Our social chair, Robin Zelinskie has pulled out all the stops on this one. The Invitation is in this month's *Der Gasser* (and will also be in next month's issue). You won't receive an invitation in the mail this year so please copy and send in the one from *Der Gasser*. We also need your participation in nominating your fellow club members for the much-sought-after Riesentöter Awards. See our happy Historian's article on the history of the awards elsewhere in this issue.

Saved Again

I am Extremely grateful to my faithful rescuers. You know who you are... (You know in Japan if you save someone's life you are forever responsible for them... Or is it China?)

Best wishes to everyone. Hope to see you at the Track, Rally, Autocross, Meeting, Social and/or Autobahn.

Fondly,
Melissa Plenzick, President



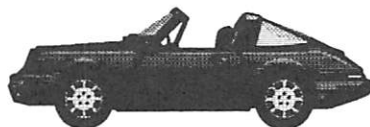
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**October Cover Photo
by Tracy Chatley, Editor**

This month's cover photo deserves some additional description. You may have seen this car at the New Hope Auto Show where it won 2nd Place in the "911 Coupes" category. The 1977 Turbo Carrera is a beautiful copper metallic with a cognac/pumpkin interior and was purchased by Paul Mudrick in December 1976. The car is totally original except for the tires and brakes and in amazing condition (I know, I got to ride in it). The car has 9,400 miles on it (Paul doesn't drive it much).

As the story goes, Paul had ordered a silver 1977 911 but happened to walk into the dealership and see this car. He cancelled his order for the 911 and bought the turbo on sight. He had planned to drive the car everyday, but quickly found what many others learned, that the early turbos were very difficult to drive. So, he bought a black 911 to drive everyday and put the turbo in the garage. Paul autocrossed the car for the first several years he owned it, but couldn't get it out of first gear. He therefore stopped autocrossing it.

This car is really neat. An excellent example of an early turbo. Next time you see this car at an RTR event, stop and take a closer look. (In case you are wondering, the car isn't for sale. One of Paul's daughters has first dibs on it!)

Down The Pike

OCTOBER

- 18 Autocross, Lot "7" Camden, NJ
28 Club Meeting, Vision Porsche, Reading, PA 7:30pm
Topic: Riesentöter Exec Election and Tech Quiz

DECEMBER

- 12 Holiday Banquet at the Bellevue Hotel, 5:30pm to 11:00pm

1998 TRACK EVENTS

OCTOBER

31-11/1 Memphis (Club Race, Host - Mid-South)

NOVEMBER

14-15 Summit Point (Driver's Ed, Host - Potomac)

DECEMBER

- 5-6 Sears Point (Club Race, Host - Golden Gate)
5-6 Roebling Road (Club Race, Host - Carolinas)



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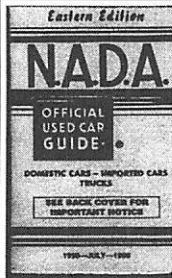
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Jim Foster, Prop.

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See you at the next meeting!



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Club Meeting Info

Skip Levensgood, owner of CJ's Tire & Automotive Services, hosted our September meeting. Kevin Hayatt, sales manager of CJ's Birdsboro location, put together a great agenda. Our first speaker was Steve Hoak, Account Manager of Michelin Americas Small Tires. Michelin is also responsible for bringing us the BFGoodrich and Uniroyal product lines. Steve gave us the inside scoop on the extinction of the Comp T/A ZR, as well as its hot replacement the g-Force T/A^{KD}. The T/A *Killer Dry* provides superior handling and tread life. G-Force also has a track version which replaces the R1. Skip has seen the tire and calls it "...a racing slick with a couple of treads."

Following the meeting we all moved down stairs to see a four-wheel alignment demonstration. I volunteered my Carrera cab and we got to see Hunter Engineering's high tech alignment equipment in use. John Oberly showed off the Windows-based alignment software with an infer red interface, while one of CJ's ace mechanics brought my front toe and rear camber into spec.

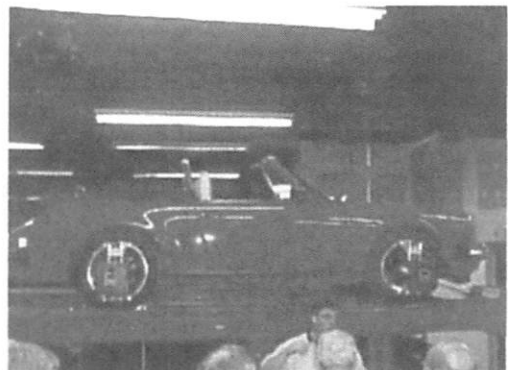
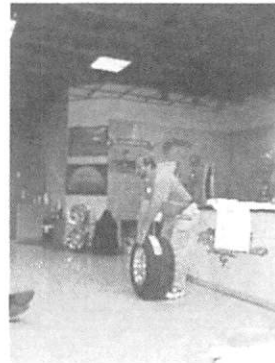
Craig Rosenfeld stopped by the meeting with lots of cool Porsche memorabilia. He promised us that there will be several great cars on display at Riesentöter's next meeting on October 28th. This will be our final meeting of the year prior to the Holiday Banquet and will be held at Vision Porsche Audi Volkswagen, located at 1211 Lancaster Ave in Reading (610-777-6501). Stop by to socialize at 7:30 p.m., then cast your ballot for the 1999 Riesentöter officers. If you cannot attend this meeting, make sure to mail in your ballot to Art Rothe, Riesentöter Secretary.

1999 nominations are closed; however, the position of Goody Store is still open. If you are interested, please contact any member of the Executive Committee.

Stay tuned for more details in the next issue of *Der Gasser!*

Nick Hatalski
Vice President

Photos from the September Meeting at CJ's Tires Photos Courtesy Nick Hatalski



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June 24 - Pirelli Tire
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September 27 Autocross Results

Porsche Cars

Name	Class	Best Time	Place	Points
Nick Betegh	A	56.159	1	10
Jeff Yoroshko	A	57.263	2	8
Jason Mahoney	C	58.153	1	10
Jeff Cooper	D	62.484	1	10
Adam Cooper	D	67.095	2	8
Mike Gosh	E	65.287	1	10
Mike Ellis	F	56.641	1	10
Bob Weigand	F	57.675	2	8
Scott Miller	F	58.746	3	6
Robert Pendaleon	F	63.463	4	4
Gerry Wild	F	64.717	5	2
Bob McCaskey	F	65.693	6	1
Brian Minkin	H	66.142	1	10
Dennis Angelisanti	I	62.881	1	10
Larry Dougherty	I	81.144	2	8

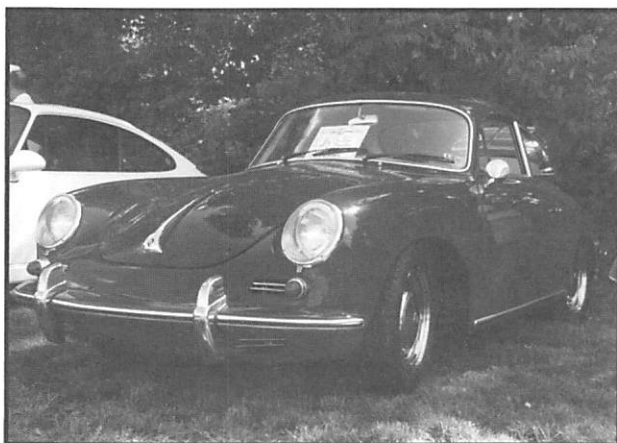
Non-Porsches

Name	Class	Pax Time	Place	Points
Andre Downey	ES	46.264	1	10
Vern Lyle	BM	46.586	2	8
Kurt Schenk	DS	47.544	3	6
Bill Scalig	DS	48.057	4	4
Andrew Abrahams	GS	48.255	5	2
Betsi Lyle	BM	48.368	6	1
Colin Dougherty	GS	48.392	7	1
Jiim Blanton	BS	49.358	8	1
Jeffrey Loyd	BS	49.749	9	1
Erick Gedge	ES	50.119	10	1
Daniel Kim	CSP	50.130	11	1
Pete Holsberg	ES	50.330	12	1
Gia Huiekie	GS	51.669	13	1
Larry Klimes	GS	52.273	14	1
Brian Mullaney	GS	52.993	15	1
Brad Rauch	GS	53.172	16	1
Brian Klimes	GS	53.346	17	1
Terri Huffnagle	GS	55.285	18	1

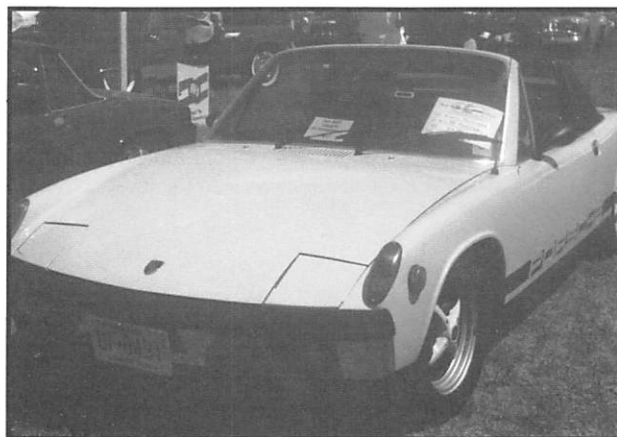
Some Photos from the New Hope Auto Show Photos by Randy Cohen



A sea of Porsches.



The 1964 356 Coupe of Roy Shelton won 1st Place in its class.



The 1973 914 of Marty Mulligan.

Notice to all Holders of Riesentöter Dollars (And You Know Who You Are)

You must use your Riesentöter Dollars before December 31, 1998 or they will no longer be valid. You can use the "Dollars" to purchase Goody Store items or use them to pay for Riesentöter events (such as the Holiday Banquet.... see the invitation in this month's *Der Gasser*). If you are unsure how many Riesentöter Dollars you have, give Art Rothe a call. He has been keeping the records on the Riesentöter Dollars.

So, use them by year-end or lose them!

Annual Riesentöter Awards by Debbie Cooper, Historian

In preparation for the presentation of the annual awards at the Holiday Banquet, the following is a list of the awards, their origins and meanings.

The **Riesentöter Award** is the oldest and most coveted award of our region. This is presented to the person or persons who in the opinion of their peers has made the greatest contribution to or on behalf of the club, or those who have made contributions to the club over a number of years. Literally translated, "Der Beste Riesentöter Des Jahres" is "best Riesentöter of the year". It is interesting to note that the use of the word Riesentöter, meaning "Giant Killer," was part of the inscription long before it was adopted as the official name of the Region in 1973. The inscription on the 12" pewter (not sterling silver) bowl reads:

Porsche Club of America
Eastern Penna. Region
Activities Champion
Der Beste Riesentöter Des Jahres

The **William C. Schmidt Broken Crankshaft Award** was originated by an avid autocrosser. Bill "donated" the crankshaft from his 1971 912 for this award. This heavy award (try picking it up) is presented to the most improved autocross driver.

The infamous **Tattered Helmet** was first "won" by Howard Reed, who purchased the very first 914 in our region. This is awarded to the person who somehow distinguishes themselves in a "less than glorious" manner.

The **High Speed Driver Award** is given by the Track Chairman to the track driver who showed the most improvement during the year.

The **Mighty-Nitto Award** was started by the Lyles after they won their first autocross in a just-purchased car equipped with Mighty spark plugs and Nitto tires, neither one a recognized go-fast goodie. This award is presented to the person who Makes the Best of a Bad Situation.

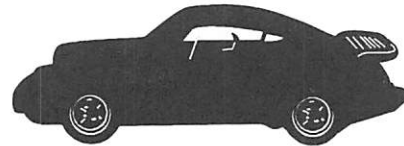
The **Door Prize** was started by John Heckman and is an actual door from his restored 356 ("donated" during the restoration process). This award is presented each year to the most active new member.

Boy have the Porsche press photos changed. The photo below is a 1955 press photo for one of the first pre-A Speedsters. The photo comes from Dr. Michel Thiriari's book *Porsche Speedster, The Evolution of Porsche's Light-Weight Sports Car* (author's permission for reproduction granted). The book belongs to Bruce Baker who kindly lent it to the Editor for inclusion in *Der Gasser*. The caption from Thiriari's book is shown under the photo.



"Another official press photo (1955) showing the same Speedster. The photo appears today as "corny" with the same model (in typical period swimwear) who offers a willow branch to an inflatable swan. This photography probably even brought a smile in 1955. (Courtesy Porsche)"

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Porsching - Flaming Fall Foliage

by Chris Welty, Hudson-Valley Region, PCA

Perhaps I hadn't been paying attention. Perhaps I was unaware that the sun had been trying all day to break through the protective layer of clouds. I barely noticed the patches of blue sky in front of me, but other than this, there was no warning.

Fire. Bright blasts of searing heat detonated in waves of color, blistering the paint on my blood-orange 911. Poking through holes in the scattered cloud cover, sunlight exploded on the trees in blinding bursts of light - summer's verdant flame had been replaced by the intense inferno of fall.

The air hissed loudly in protest, but like a fiery arrow I flew down the blazing highway, creating brief swirling maelstroms of red, yellow, and orange in my wake. There was no stopping in this firestorm, the ardent forest blasted my eyes until I could barely see the road, and my ears were continuously assaulted by the deafening roar.

The heat was unbearable, surely neither I nor my car could withstand it much longer. The entire forest was ablaze, the flames blowing over the road with the currents of rapidly rising air. It was too late to turn back, my only choice lay ahead in the hope that a break in the inferno, a brief respite from the ceaseless burning, might offer relief.

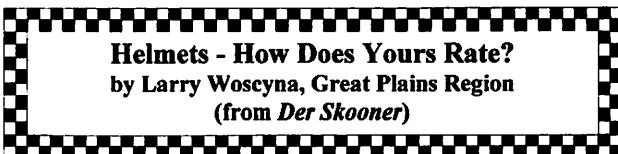
The turbulence of my passage evoked incendiary retaliation from the forest, and my wake was marked by a pair of blazing corkscrews which twisted behind me into the heart of the furnace. I was hypnotized by the sight, though at this speed my attention had to be focused in front of me. Just before I tore my gaze from the scene to the rear, I noticed a sheer wall of flame, which was rapidly approaching and would soon overtake and envelop my vehicle.

Survival now became a question of speed, and my surroundings blurred into a swirling mass of blinding color. Car control was a matter of instinct, as temperature became my all consuming concern. The paint, coaxed on by the intense heat around it, began to erupt in small flashes as it bubbled off the surface, revealing the bare metal beneath. My own skin was not far behind, I felt as if I would ignite at any moment. Sweat poured from every pore, interfering with my vision and making my hands slip on the steering wheel. My breathing got shorter, unable to compete for oxygen with the all-consuming fire.

Suddenly, I felt a breath of relief, as I burst forth from the forest in a shower of flames. I cranked the wheel hard and slammed on the brakes, bringing the car around to face from whence I had come. After a moment for my vision to return, I noticed that the clouds had once again succeeded in cutting the supply of sunlight, and without this to fuel it, the forest had returned to a cooler, more timid display of color.

"Oh," said my wife, just waking up. "The leaves are changing."

I shook my head. She had no idea...



Helmets - How Does Yours Rate?

by Larry Woscyna, Great Plains Region
(from *Der Skooner*)

What does the SNELL sticker mean in your helmet? And why do you want it? In 1956, William "Pete" Snell was involved in an amateur road racing accident and died of head injuries. His friends, in his memory, formed the SNELL Memorial Foundation to develop and promote the use of modern technology protective headgear. As we all know, motorsports of all forms have risk of head injuries. A quality helmet is one of the important factors of reducing or preventing these injuries.

Modern helmets can receive any one or multiples of three popular certifications, DOT, ANSI or SNELL. The SNELL test procedures are the most demanding and is the certification specified for PCA Driver Education and Club Racing. The SNELL certification not only identifies pass/fail performance standards for helmet manufacturers, but the SNELL Foundation buys helmets from retail stores and tests these helmets to insure they meet the certification standards. The SNELL certification sticker is located inside every approved helmet and is typically located on the rigid foam just under the fabric.

Helmet construction typically consists of three parts: outer shell, crushable liner, and chin strap. The outer shell distributes impact loads and prevents objects from penetrating the helmet. The liner absorbs the energy of an impact. The chin strap aids in retaining the helmet in position during an impact. The more common helmets you will see are rated either SA95 or M95. The "SA" stands for Special Application and is designed for auto racing use and "M" is for Motorcycle applications. There are some significant differences between these two ratings! SA-rated helmets are tested to withstand a simulated impact with a roll bar and have flame retardant interior materials. Both very important features for automotive activities, you probably would agree. The M rating is designed for motorcycle applications and are not tested for flame retardant materials and have a wider visual field or eye opening to allow better peripheral vision.

One item that might frustrate Club Racers and Driver Education participants is that helmet manufacturers recommend replacing helmets every five years! Even if it is not subjected to unusual impacts or abuse. The reasoning behind this is off-gassing of glues and adhesive materials used in the manufacture of helmets as well as liner material degradation due to hair oils, sweat and normal wear and tear. Additionally, improvement in helmet standards and protective levels are generally incorporated in certification updates on a typically five-year cycle.

Helmets can be purchased from mail order sources as well as automotive speed and performance shops. It is a best bet to try on several helmets from different manufacturers to find the best fit and features.

*Your Formal
Invitation
Riesentöter Holiday Banquet*

Park Hyatt Philadelphia at the Bellevue Hotel

Broad and Walnut Streets

Philadelphia

Saturday December 12, 1998

5:30 - 11.00pm

Black Tie Invited

Join us for a reception and dinner-dance in celebration of the holidays and the 50th anniversary of Porsche. Celebrate tradition, elegance and taste with fine dining at the historic Bellevue Hotel where Philadelphia society has come to expect grand style.

Reception and cash bar in the Red Room

Dinner and Dancing in the Clover and Red Room

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Commemorative Photograph by Dave Weld

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Holiday Banquet R. S. V. P.

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Number Attending _____

Amount Enclosed \$ _____

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Entrée Choice (circle one):

- Rosemary Scented Filet of Beef, Green Peppercorn Au Jus
- Salmon Wrapped in Lemon Pepper Smoked Salmon, Chive Beurre Blanc
- Breast of Capon with Maryland Crab, Amaretto Cream Sauce

Reservation must be received no later than December 4, 1998

R. S. V. P.

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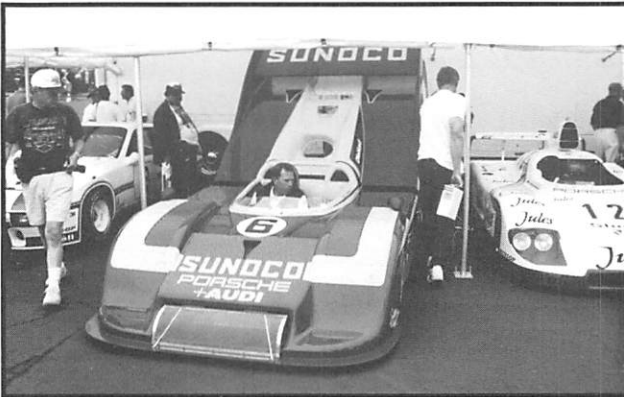
**Monterey Historic Automobile Races,
Pebble Beach Concours d'Elegance,
Concours Italiano and Auctions Galore**

or

**The Adventures of the Kuns, Chatleys and
O'Connells in California (Part 2 of 2)**

By Bill O'Connell

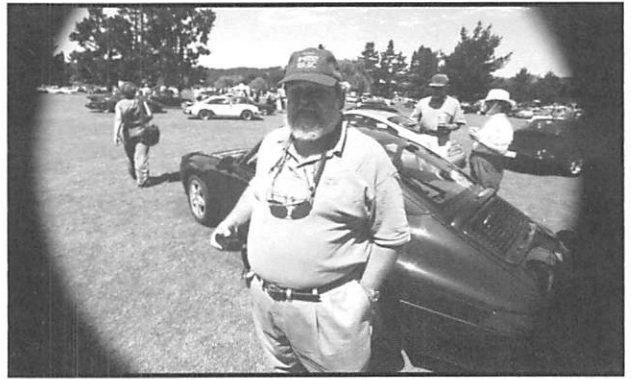
Saturday, yet another foggy day at the ocean view hotel room but as we spend days in traffic on the way to the track it gets sunny – very sunny. Looks like there is every Porsche ever made there. By noon they closed the gates to everyone that didn't have a ticket. Saturday alone exceeded every event ever at Laguna Seca except one.... You ready? The only event ever to have more people was the visit by the Pope! The racing was outstanding. Who would have thought you would ever see Mark Donohue's 917 driven at speed? Granted the cars were built to race but when they become worth hundreds of thousands of smackers it is somewhat surprising to see them on the track at 10/10ths, or 12/10ths given the various abilities – proving yet again that money can't buy talent.



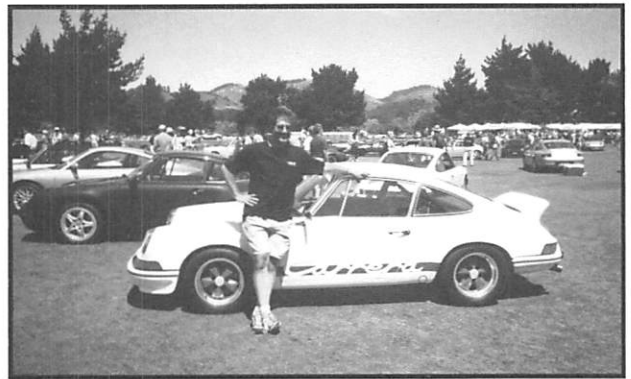
Mark Donohue's 917 being readied for the track. Hmm, that's not chopped liver parked next to it either. (Photo courtesy John Chatley.)

After the noon "race" of the factory cars, we went to the Quail Lodge for the Concours Italiano. This has become a wonderful gathering of the beautiful Italian rolling works of art. If you like cars from Italy, this is an absolute must. Porsche was invited for a display and hundreds showed up (yes, including Mike's). Once inside there was a giant display of 50 Lamborghinis. They had a parade from Los Angeles to the event led by Mario. While wandering around you would bump into folks like David E. Davis and Jean Jennings of *Automobile* magazine and none other than Susann Miller (Potomac Region) autographing her great new Porsche coffee table book. There were not as many cars, but it was the cream of the crop. Easy to see how folks get hooked on these. Really beautiful works of art.

When the event wound down we went over to Pebble Beach to see what was going on. The Blackhawk display was up and



Hey, that looks like Bill O'Connell at the Concours Italiano. Cool lens. (Photo courtesy Bill O'Connell.)



Mike Furman showing his car at the Concours Italiano. (Photo courtesy Bill O'Connell.)

running with some very interesting cars. Not the stuff that would be on the lawn the next day at the concours or going across the block at Christies, but really interesting.

From there we went to the Doubletree for dinner and the Cole auction. Cole gets a strange collection of cars. Some really nice, some in bad need of some TLC. Among the more interesting was a 356 owned by Ferry Porsche. The very first one to get the twin cam motor. A plastic 959 powered by a Chevy V8 of all things, Bruce Willis' stable (hmmm, must need some cash to pay off Demi) and a Nissan GTP. Each car had a sign showing it's history and justifying the major prices they would go for. One of the better was a 356 who's claim to fame was – are you ready? It was "owned by a former officer of the Porsche Club of America"! Figure that must have added 10's of thousands to the price. The auction ran all night and we gave up around midnight.

Sunday: Again, clouds by the beach but it got nice and sunny a Pebble Beach. The cars were beyond description. Those that have attended a major concours know the work that is involved and to see that many cars with that much effort put in them was mind boggling. Among the cars gathering a ton of attention were the very first and last production 911s (the last being a 993 C4S). It may have been due to the owner of both cars being

there – Jerry Seinfeld, along with his buddy, Jay Leno. An interesting sidebar under the heading of Get A Life, some nit pickers were disputing some things on the first 911. Finally the fellow Jerry had with the car said that after spending a year and a half at the factory being restored, if it was good enough for Porsche, it was good enough for him. The zipper roof one off Targa given to Dr Porsche for his birthday drew a lot of attention as did the ‘Wall Street Gray’ 959, once folks figured out what it was. The cars were absolutely breathtaking.



Guess you can figure out who these two guys are. Just hanging around at Pebble Beach talking “car stuff.” (Photo courtesy Vicki O’Connell.)



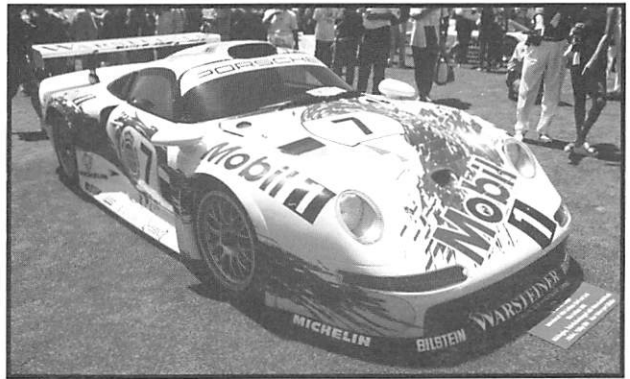
Beautiful 959 on display at Pebble Beach.
(Photo courtesy John Chatley.)

Christies’ auction was held after the concours. We checked out the cars but decided to pass on the auction itself. By Sunday night we were somewhat what beat and besides, it was Vicki’s birthday (yep, 2nd year in a row she got to spend it at a major Porsche event). We spent a lovely event ending evening with the Kuns and Chatleys.

Monday saw the Kuns departing for home and the four of us traveling north to the San Francisco area to spend some time in the Napa Valley for some serious wine tasting.

This is a weekend that will never be repeated in our lifetime and we all felt very fortunate to have been able to attend it. To see literally hundreds of the cars that made racing history is the stuff that dreams are made of. By the way, I suspect you now under-

stand the opening comment about “just another 917.” There was so much to see that it was sensory overload. The scads of pictures we took (surprise, surprise) will help keep the memories alive forever.



GT1 car on display at Pebble Beach.
(Photo courtesy John Chatley.)

Monterey Postscript (PCA Editors News Service)

MONTEREY, Calif., August 16 -- It was historic, breathtaking, and record-setting. And, it was a fitting way to celebrate the 50th anniversary of Porsche. Over 1,100 PCA cars and owners were on hand for the 1998 Monterey Historic Automobile Races, the Pebble Beach Concours, and for weekend activities organized by Monterey Bay Region.

The first indication of how large the Laguna Seca Raceway crowd would be was advance ticket sales, over three times the usual amount for a Monterey Historic Automobile Races event. “Saturday was an amazing day,” said raceway general manager John Stornetta. “By nine in the morning, we had the kind of crowd we usually have around 10:30 or 11 a.m. on a Sunday Grand Prix of Monterey. Just before the racing started at one o’clock on Saturday, the house was packed. This was one of the largest single-day crowds at Laguna Seca Raceway ever. It was historic. We planned for a big, big crowd and got one bigger than anyone anticipated.”

The crowd was treated to the factory “Porsche Experience” tent in the paddock which simply astonished visitors with the number of historically significant Porsche race cars brought from the Porsche museum. An example of the 1998 Le Mans winning Porsche 911 GT1-98 headed the carpeted podium with a spectacular backdrop of sights and sounds. Dr. Wolfgang Porsche led the Porsche race-car exhibition laps on Saturday, and on Sunday at a slower pace it was end-to-end Porsche when PCAers took to the track with their cars, double-file to fit within the confines of the circuit.

(cont’d. on page 14)

Design Evolution: Four Generations of the 911 (courtesy Porsche Cars North America, Inc.)

When the first 911 saw the light of day in 1963, it was like no other car in the world. Its air cooled six-cylinder boxer engine resided in the rear of the gently flowing body. Its design stood in contrast to the general automotive trend to produce front-engine, rear-drive cars that were increasingly squared off, standardized and laden with chrome.

Dismissed by some as nothing more than a souped-up Volkswagen, the Porsche 911 soon proved itself on the street and on the track. The winner of more Le Mans races than any other car maker, Porsche has refined its models by pushing their designs to the limits, and frequently beyond.

Some 25 years later, at the birth of the second generation 911 (internally designated Type 964), a new car appeared with smoother body work and integrated bumpers. With a larger high compression engine, this new 911 model was thoroughly updated. Its look was pure 911, but with a big aerodynamic difference: the car's coefficient of drag was reduced from 0.395 to 0.32, which resulted in decreased wind noise, increased fuel economy, and a higher top speed. The car's gently curved hood with its slightly bulbous headlights rose to meet the raked windshield through to its rounded roof that flowed into rear window, engine cover and rear bumper.

Under the skin, the car could not have been more different. To most drivers, the biggest change was the replacement of the car's original torsion bar suspension with a more current coil spring design. In addition, single spark plugs per cylinder gave way to dual ignition, and a two-stage resonant intake system was introduced.

A powerful four-wheel drive Carrera 4 model, whose roots were in the phenomenal 959 supercar, was the first of the second generation 911s to hit the showrooms. It was quickly followed by the more traditional rear-engine, rear-drive Carrera 2. Both models were equipped with Porsche's unique speed-controlled moveable rear spoiler which rose at a preset speed to increase the cars' stability. Porsche's Tiptronic dual function automatic transmission was introduced on the Carrera 2.

The last air cooled 911 (internally designated Type 993) debuted in 1993 with a new multi-link LSA-axle rear suspension system, a new six-speed manual gearbox and, generally, more useable performance from its 3.6-liter (220 cubic inch) engine producing 270 horsepower (200 kW). A new four-speed Tiptronic dual function automatic transmission was also available.

From a design point of view, the newest fourth generation 911 (internally designated Type 996) stands out from its predecessors with its larger front and rear windshields and its elegantly integrated third brake light that sits just above the rear grill. This 911 is seven inches (178 mm) longer than its predecessor and its wheelbase has been stretched by more than three inches (78 mm). To make for a safer, more comfortable ride, the chassis is 45

percent stiffer torsionally. The rain gutter at the roof's edges is smoother, and the front and rear bumpers wrap smoothly into the body panels. The fuel filler is now on the passenger side.

As expected, the center of attention is the new 911's liquid cooled engine. Although displacement has been reduced from 3.6 liters (220 cubic inches) to 3.4 liters (207 cubic inches), the new powerplant pumps out more power and burns less gas. At 2.75 inches (70 mm) shorter and 4.7 inches (119 mm) lower, the new boxer engine allows for storage space behind the seats.

From the ignition key positioned on the left to its classic and instantly recognizable shape, the new Porsche 911 Carrera speaks directly to driving enthusiasts and provides the best balance between speed, safety and comfort.



(Monterey Postscript cont'd. from page 13)

There was also racing on Saturday and Sunday. Not exhibition laps, but honest-to-goodness, door-to-door racing with vintage Porsche race cars leading the way in most of the 10-lap race groups. And on Sunday, Hurley Haywood put on a driving clinic. Haywood started the Brumos RC Cola Porsche 917/10 from the middle of the grid in the Can-Am cars race, and was held up for several laps behind George Follmer in the L&M Porsche 917/10. Haywood finally out-deeped Follmer going into Turn 5 but fell a car-length short at the checker behind pole-sitter and race winner, Olaf Lang, in the Sunoco Porsche 917/30.

Haywood saved his best for the next race. From his 19th starting spot, Haywood put on the drive-of-the-weekend by taking his 1971 Porsche 914-6GT past Cobras, Corvettes and Shelby Mustangs of the USRRC era. Beginning the last lap he had closed to within 15 car lengths of race leader Jurgen Barth in his 1971 Porsche 911ST. Barth had the pole and led the first nine laps of the race, but on the last lap Haywood reeled him back in at every corner. Coming out of the last turn, Haywood sailed by and took the win. "The racing was as exciting as any professional race I've been in," Haywood said. "The margin was about six inches—as close as any race I've won."

THE GOOD NEWS *and* BAD NEWS!

Changes in
O.N T.RACK C.OVERAGE
for 1998

First--The Bad News: Through no fault of our own, coverage for Drivers' Education events has been suspended. We are working hard to find another insurance company to provide it. We are optimistic. We will get the word out as soon as we know.

Now--The Good News: Nothing else has changed! Except the cost. (It's lower!)

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? "Whadya mean I can't drive my Porsche to work once in a while?!" *The Good News:* No drivers under age 21. No coverage for racing or participation in Drivers' Education events (stay tuned.) No other restrictions.

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?"

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71 914 Converted to 914/6, All 914/6 equip. No engine or trans. Full cage & added reinforcement to suspension mounts. Steel GT flares. Reinforced chassis & trailing arms. Carrera front suspension & brakes. Fuel cell. Needs front and rear bumpers & assembly. \$5,500/OBO Bob Koerbel (610) 527-6025 day, (610) 789-3157 eves. ^{2/98}

73 911T, Gulf orange/tan int. No engine or transmission, steel rear flairs, complete suspension system, turbo tie-rods, alloy wheels, front fenders are rusted - \$2,500. Stephen Krause 610-275-5285 or stephen_krause@merck.com ^{10/98}

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74 914, White. 1.8, will run. Best Offer. Sam Abramowitz (610) 664-9558 ^{9/98}

76 911S Targa, Silver/Black int. Whale tail, '87 Carrera 3.2 with 46 IDA Weber carbs, crankfire electronic ignition, SSI heat exchangers, borla exhaust, oil cooler, aligned and lowered, fresh syncros, new club-sport engine and transmission mounts, short shift kit, flared fenders, new targa top and head liner, recaro divers seat, full roll cage, 5 point harness, mercedes master cylinder, camber truss, fitipaldi steering wheel, BBS wheels w/ BFG R1 tires, ss brake lines, kool brake ducts. See the cover of the June 98 issue of *Der Gasser* for photo of car. \$15,500/obo. Dan Drabick (610) 282-0482, E-mail: Drabick@msn.com ^{9/98}

83 944, #26 Teal/Black, Street/Club Raceable. Looking for offers. Right Price Takes it. Looking to run different car in different series. Trailer may go too. Please contact Brian Watson preferable via Email at WRT26@aol.com for a complete info packet or call (215) 741-0334 (day only). ^{8/98}

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911 Parts, Complete 1973 1/2 CIS fuel injection system - \$100. Airbox for 1973 CIS system - \$100. Stephen Krause 610-275-5285 or stephen_krause@merck.com 1098

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Parts, BBS wheels, Moda style. Fronts 8 x 17s, rears 9.5 x 17s. Fits all C2s and 993s. Used just one season. Asking \$900. Call Bob DiMarco (610) 265-4996 898

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Parts, '77 911S 2.7 engine - \$1,250; '70 914/6 transmission - \$900; '75 914/4 transmission - \$350. Bob Koerbel (610) 527-6025 day, (610) 789-3157 eves. 898

Road & Track, 1961-1998 (one or two issues missing). \$300 Call Halsey (610) 525-3245 798

Parts, etc., 911 official factory workshop manuals vols I-VI - \$275; Replacement bushings for Bilstein 911 front shocks: 4 for \$30; Sweeney Gear Lub #201: 3 gallons for \$30; 911 spark plug hole seals: 4 for \$10; "Secrets of the Inner Circle" book by H. Pellow - \$15; "911 Performance Handbook" book by B. Anderson - \$8; 911 Oil Change Gasket set - \$7; Front Hood shock - \$5; Snell '85 open face helmet, size 7 1/8 (i.e. 7.125) - \$35 Call Tim at 610-983-3650 798

Parts, 911-black bra, vgc ('83 & earlier) - \$40; 911 cigarette lighter (never used) - \$offer; 356 (4) 5 1/2 drum brake steel wheels w/ 185/70 Michelins - \$40; (1) B transaxle w/ brace & shafts w/ brake drum assemblies - \$800; (1) B o/s ponto mirror, vgc - \$15; Solex P40II velocity stacks - \$15; (1) straight pipe extractor (not chrome) - \$5; (1) super hubcap w/ crest, gc - \$5; exhaust pipes from muffler thru bumper cutout - \$20; (6) top half of bumperette, gc - \$20 ea.; (3) bottom half of bumperette, gc - \$30 ea.; (1) top trim piece for door panel black w/ felt, gc - \$15; (2) rear taillight assemblies w/ gasket, gc - \$90 ea.; (2) front parking light assemblies w/ clear lens, gc - \$90 ea.; (1) B hood handle w/o crest (not dented), gc - \$40; adjustable front swaybar (H&H) new in box - \$offer. Shipping & delivery not inc. on any items. Bill Smith (215) 953-2410 day, (215) 757-0926 eves. 798

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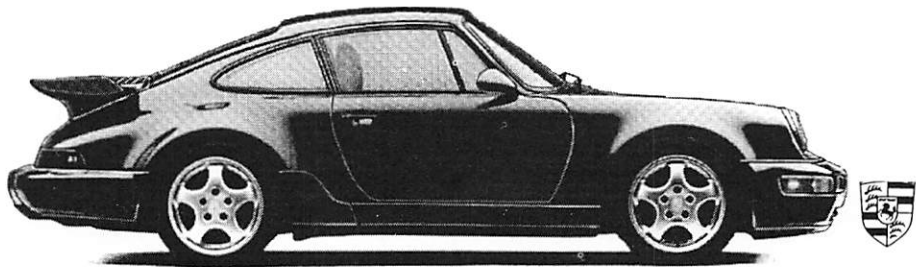
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PKCK915	74-86 911 Clutch Kit	915-116-911-00	695.65	417.	299.95
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PKCK928	80-86 928 Clutch Kit	928-116-911-00	896.93	583.	409.95
PKCK944	83-89 924S, 944 Clutch	944-116-911-00	1,110.00	542.	379.95
PKCK944T	86-89 944 Turbo Clutch	951-116-911-00	1,100.27	625.	439.85
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