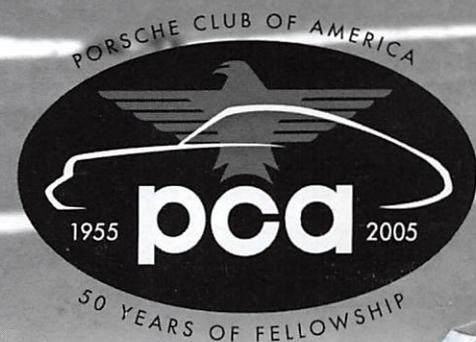


„der Gasser“

Juli 2005



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Porsche Club of America



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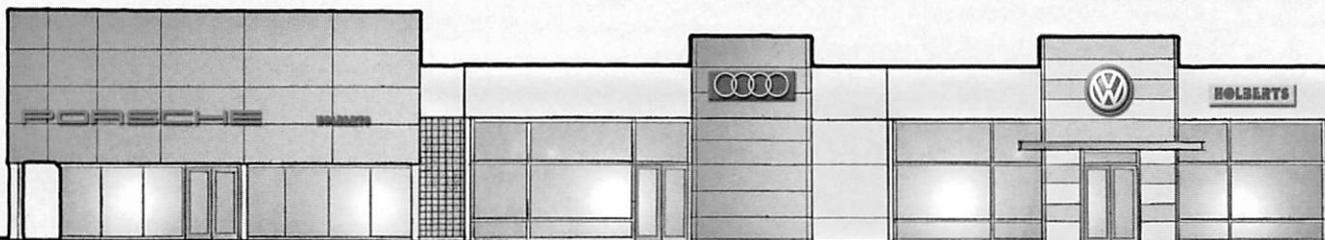
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3 NEW SHOWROOMS COMING SUMMER 2004

„der Gasser“

Juli 2005

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Upcoming Events:

- July 16 • Tech Session (Watkins Glen)
- July 27 • Membership Meeting & "MakeAWish" DE Reg.
- July 29-31 • Driver's Ed @ Watkins Glen
- Aug 31 • Membership Meeting - Race Cars @ Rosen's
- Sept 10 • Tech Session (MAW@Pocono)
- Sept 10 -11 • Fall Rally and Concours - Radnor Hunt Concours
- Sept 23-25 • Driver's Ed @ Pocono - Make-A-Wish
- Sept 28 • Membership Meeting & Summit Pt. DE Reg.

On the cover:

RTR June Autocross - Valley Forge Convention Center Parking lot, June 2005

Photographer: Doug Mahoney

„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

Tom Zaffarano, RTR President

We were again blessed this month with a mostly dry DE track event and another beautiful rainbow. It looks like we are on a 'rainbow tour'.... See both the Shenandoah and Pocono rainbows on our web site. Rainbows always make me think of making wishes and wishes make me think of our Make-a-Wish weekend.

It's time to mark your calendars as this event is a little over three month away. This year we have more pleasure, a larger silent auction, and...

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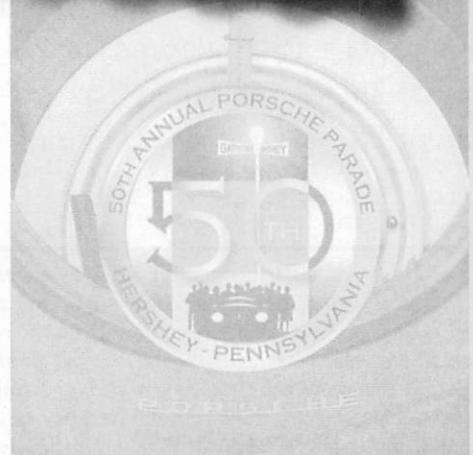
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enjoying your
summer, I'll
be back in
August!

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www.pca.org/parade/2005

The Calendar

.....
Monthly
Member Meeting
.....

.....
July Member Meeting

Social 7:00 Wednesday
Meeting 8:00 27 July 2005

Knopf Porsche
3401 Lehigh Street
Allentown, PA
610.439.1555
www.knopfauto.com

(Visit website for directions)

Food & Refreshments

.....
August Member Meeting

Social 7:00 Wednesday
Meeting 8:00 31 August 2005

Don Rosen Porsche
1312 Ridge Pike,
Conshohocken, PA
800.814.0656
www.drimportsporsche.com

(Visit website for directions)

Food & Refreshments

.....
Sept. Member Meeting

Social 7:00 Wednesday
Meeting 8:00 28 Sept 2005

Performance Automotive
3239 Phoenixville Pike,
Malvern, PA
610.695.9545
www.performanceautomotiveinc.com

(Visit website for directions)

Food & Refreshments

.....
Social Events
.....

.....
Fall Rally

Radnor Hunt Concours &
Rally

Saturday
10 September 2005

www.radnorconcours.org/html/rally.html

.....

.....
Track • DE •
Autocross
.....

.....
Tech Session - Watkins

Glen DE
9.00A-2.00P

Saturday
16 July 2005

Brandywine Porsche
4005 West Chester Pike
Newtown Square, PA
610.886.1000

.....
"Make A Wish"/Pocono
DE Registration
7:00P

Wednesday
27 July 2005

Knopf Porsche

.....
DE • Watkins Glen Int'l

29-31 July 2005
Watkins Glen, NY

.....
Tech Session - MAW @
Pocono
9.00A-2.00P

Saturday
10 Sept 2005
Dougherty Automotive
720 E. Nields St
West Chester, PA

.....
DE • MAW @ Pocono

23-25 Sept 2005
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***The Make-a-Wish event will be held at the Ramada Inn Pocono (570-443-8471) and reservations should be made there now because rooms are limited. That's where the banquet will be held on Saturday night Sept 24th. To reserve you just mention the Porsche Club - the rate is \$89.00 per night + tax.



Porsche Car Show & Dining on the Delaware

Membership News

Brian Minkin, RTR Membership Chair

For the past few years I have organized an event known as the Wegmans Wine and Dine Festival Porsche Gathering. This event has been very well received and in fact probably held the distinction of being the largest gathering of Porsche cars in Pennsylvania prior to Parade in Hershey this month. I know we beat the number of cars that gathered for the Pittsburgh Vintage Grand Prix when Porsche was the Marque of the year a few years ago as I lead a group of RTR members to Pittsburgh to be part of that event. The promoter we worked with for the Wegmans Festival has moved on so I have been searching for a new event that would carry on the Porsche Gathering theme tied to a Food Festival.

RTR has been invited to assemble a small car show of 20 Porsche cars as part of the Delaware County Riverfront Ramble taking place on Saturday September 24th (rain date Sunday 09/25) this year on the Delaware River Water Front. The Location we have secured is part of the parking lot at the Community Center in Marcus Hook. (PA-452 and Delaware Ave.)

This 20 car parking area is bordered by grass on one side and the Market Square Memorial Park on the other side making it a self contained area without any vehicular traffic. Directly across from the Parking lot the Dining on the Delaware Festival will be taking place in Market Square Memorial Park and will offer a variety of upscale foods prepared by many of Delaware Counties Finest Chefs as well as concerts throughout the afternoon.

The Gathering will run from 12:00 PM to 4:00 PM and will have a peoples choice award for the cars receiving the top three votes from the participants. Since space is limited Pre Registration is required. Members Michael and Donna Broderick are handling the actual organization of the event since I will be at the Make A Wish track event being held at

Pocono Raceway the same weekend. For members not attending the Drivers Ed this is a great opportunity to enjoy some great Porsche cars, Porsche people and excellent food as well.

To Pre Register for this fun gathering contact Donna Broderick by email at mdbroderick@comcast.net or call her at 215-491-4360. Once the event is filled members are still invited to join in the festivities and vote for their favorite cars on display but they will have to park in adjacent parking lots and will not be part of the display.

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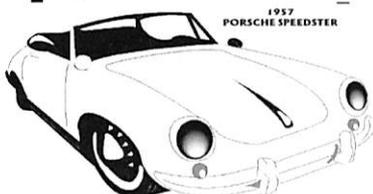


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- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

The First Step Is Admitting It

Jim Kittredge, RTR

Hello, my name is Jim Kittredge and I am an addict. I don't say this lightly; I heard about the dangers, but I didn't listen. It started just over a year ago; just a Saturday "Trek" in late May with my new found friends from "the club".

The day started early, about nine of us trailing one another up the road. It was all quite innocuous, no testosterone filled exuberance, no back-and-forth challenges to lead. A small group of compatriots bound by similar interests, following a path together, to the same destination, Long Pond!

I have to admit, it was really quite boring at first. Yes, the cars were diverse and the people friendly but I didn't quite "get-it". Spending a "session" with a professional was... WHOA that dude in yellow is flying!! I'll admit excitement, but it was fleeting. Seems like a lot of waiting around.

It's time to go to class? I shuffle along, just following the crowd, thinking, "Heck I'm the guy who always found a reason to cut class". The "old hand" running the show warns us all to be careful. "Yes, you'll get your turn, be patient, here today and later on." "Be careful, what you THINK you know and what you can actually DO, may not be the same."

"Now let me tell you about "The Line".
"The LONG line is the GOOD line."
"Never Early, better LATE."
"This is what it is like to be LOADED."

What was that last thing he said,

"Welcome to your next addiction...It's more expensive than cocaine."

Two hours later, after my first taste I realize, I really like this sensation. I like the adrenalin, the smells, feeling POWER. Maybe I'll try this again.

On that May day, the first "taste" was free, but I've been paying for every "fix" since. I didn't realize I was hooked until months later. It was in February, 2005 I'm cruising internet websites looking for someone, someplace to satiate my desire, my need. Yes a fix.

Allegheny Region DE at Watkins Glen. My fingers twitched as I finger the keyboard a desperate plea, "Do you have room for me?" "Can I come too?"

The Glen was my first real track event in July '04 after that introductory day at Pocono's North course and before a weekend at Summit Point. I have to say those three days at the Glen solidified my addiction. I can recall Steve Timmins "get on the concrete and GO! GO! GO!" Then feeling the track catching my car up through the Esses, GO! GO! GO! Down the back straight, until "HARD NOW" on the brakes and clipping the curbs through the bus stop 1, 2, 3, GO and 4. Through the carousel and wondering if I'll EVER feel comfortable going down the chute and around into the laces. Dashing to the toe "Don't even THINK about lifting here" and waving those big cars by heading up the hill to the heel. Wondering If I'll ever feel power again and then cresting towards 8. BRAKES turn in and GO! GO! GO!, Where is that dark patch of tarmac THERE! BRAKES and turn-in and POWER! Just hold it down! A quick lift then down and hold it there around 10. Tap the brakes; settle the car and turn and GO! GO!! GO! Oh and wave those big cars by again "See ya at the bus stop". Down the front straight... wait... wait... wait, never early, rather late, HARD BRAKES then TURN into 1 and get ready to do it again!

Wow, this memory is better than coffee in the morning! I thought, during the long winter, that I'd forgotten how exhilarating these weekends can be in a P car!

I was, no, I AM HOOKED. I'm not yet as smooth as I'd like, but I do see around corners more than before. I'm not yet the fastest, but I don't take cues that are on the track in front of me anymore. I still wave the big cars by, but I'm learning to hold dearly every bit of speed my old 944 gave me on the straight.

This year I spent that same May week-

end at the Glen, again. Most fun you can have with your clothes on. The Bus Stop has bigger curbs with a nasty rumble strip cut into the tops; I won't be clipping them again. Gone is the gravel pit at the end of the front straight, lots of tarmac if you are in "too hot". They moved some of those Blue Bushes further to the left in the Esses making for a better line of sight over the bridge. Did I mention the car-catching fencing on top of the guard rails while crossing the bridge? I only ducked once.

I'd like to thank Rich Herzog and Kam Ho, for my initial taste of the track during Snidely's Trek in May '04. I'd also like to thank Steve Timmins, Geoff Erhman, Bruce Brodinski and Ed Montgomery for riding in my car and bringing to life what Brian Smith and Jim Zelinski have been telling us in the classrooms. Can any list of thanks be complete without mentioning Mike Andrews, Dave Ehm, Chris Mahalick & Dave Coughlin? Heck no, without these guys this track-junkie would be jonesing!

See ya at the track! Preferably giving me a pass!

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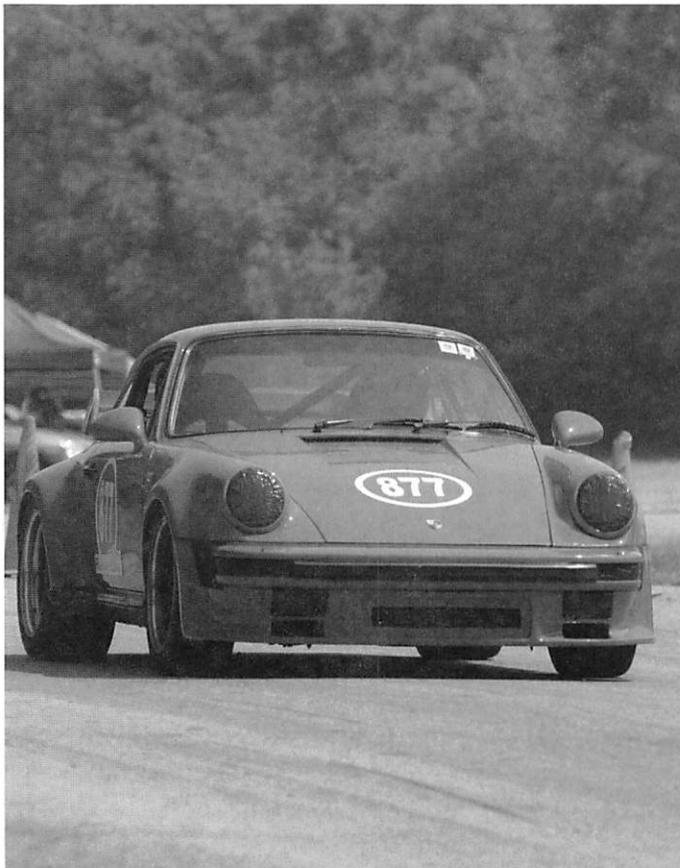
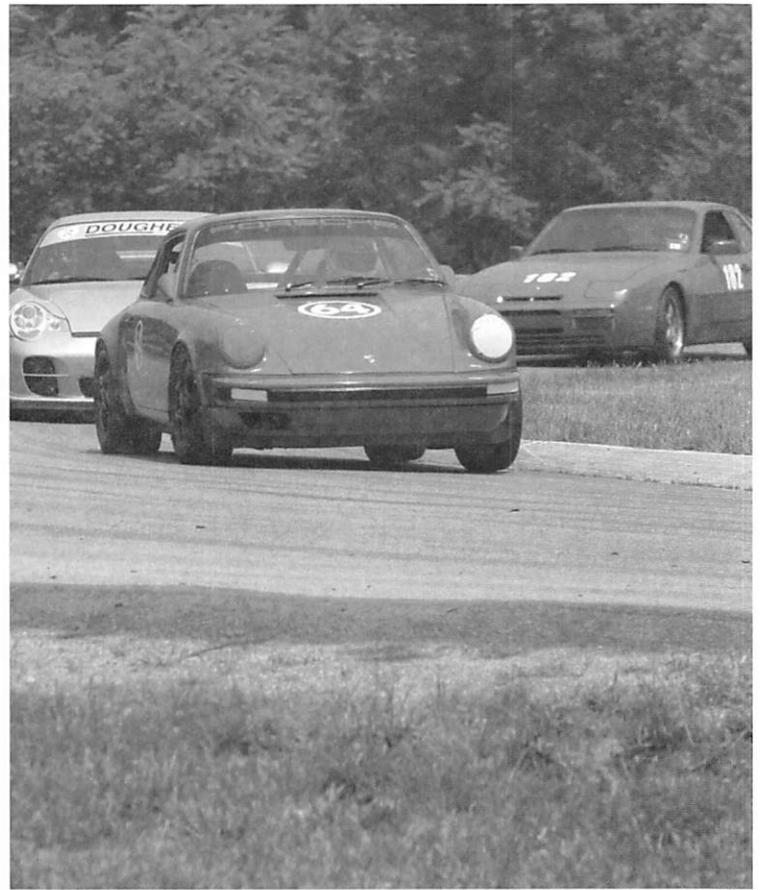
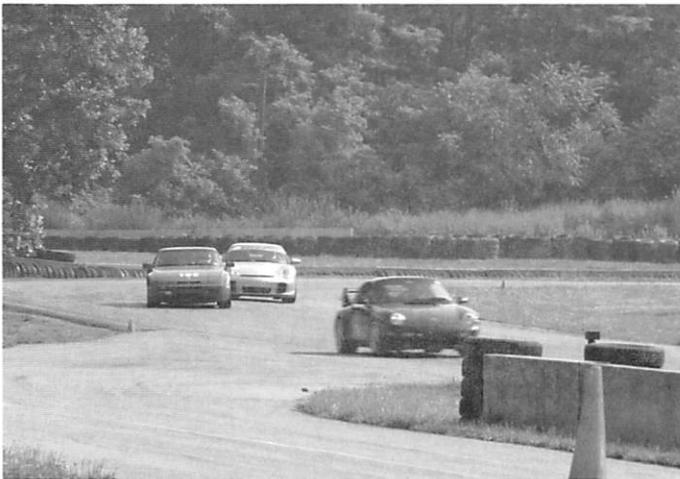
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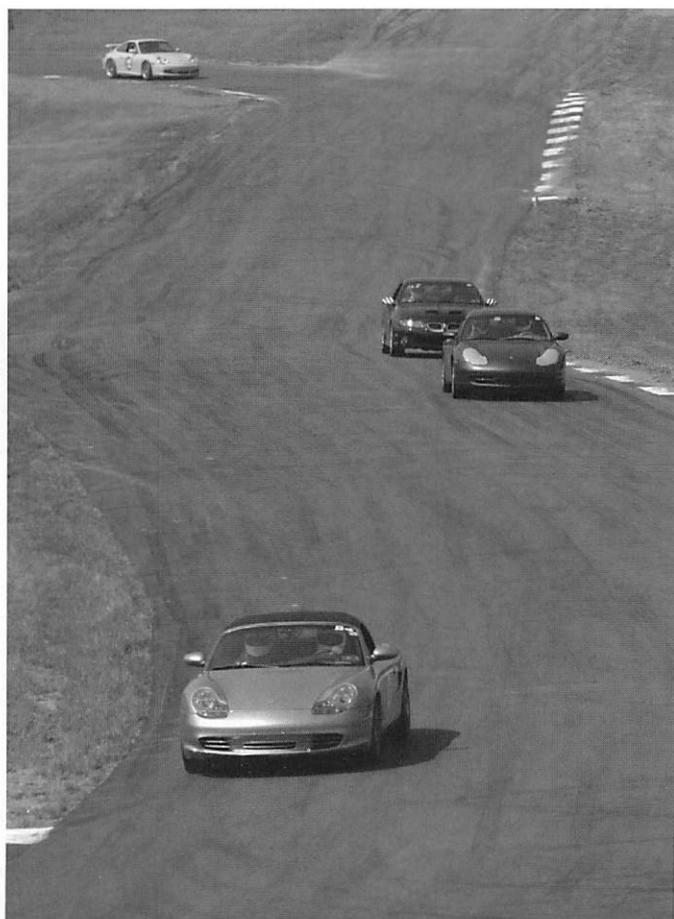
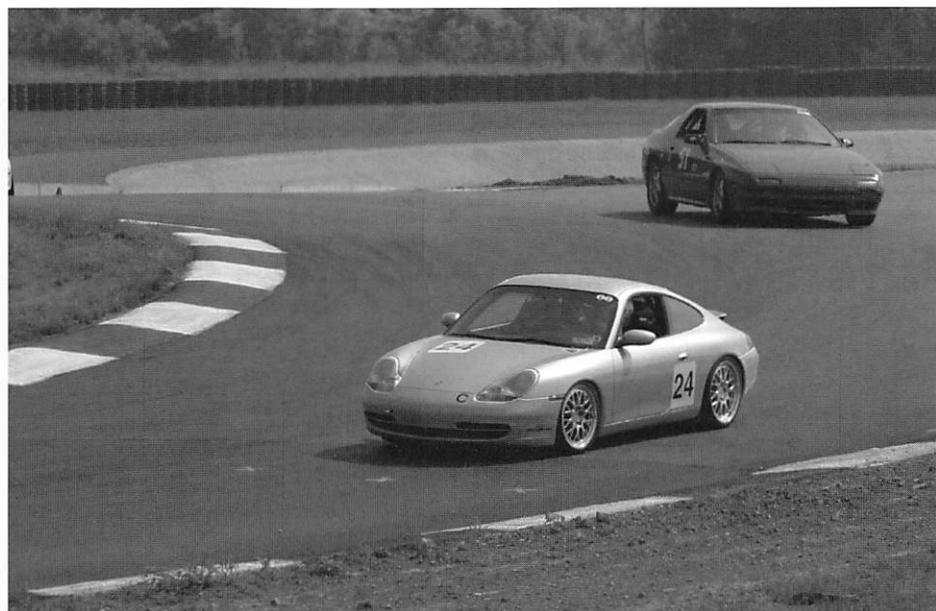
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RTR @ Jefferson Circuit, 25 June 2005

Doug Mahoney, Webmaster



RTR @ Shenandoah, 26 June 2005



June RTR Autocross

Patrick Wayman, Autocross Chair

After a two year absence, autocross returned to our Region on June 5th, at the Valley Forge Convention Center. We had 55 drivers participate. Although hot, the weather was beautiful and made for a sticky lot. The first car went off at a little after 9:45. All drivers were able to get in 6 runs with forty-five minutes of fun runs after the event. Drivers, course workers and timing did a remarkable job the course ran non-stop for both heats with minimal re-runs. By 4:30 the site was packed up and in better shape then when we found it. Thank you Brian, Terri, Paul, Will, Dave, Ed, Jim, Jack, John, Terri L., Tom, Marty and Steve; this event could not have happened without you.

The event drew great people, drivers and cars. Many members came out simply to support the club and lend a hand. Others competed, posting impressively tight times in their respective classes. In C, only eight one-hundredth of a second separated winner Patrick Nolan from second place Paco Sanchez. Jack Bahna's second fastest time of the day won X with a 32.18, while brother John won E, with a blistering 32.92. The Drexel SAE Team brought out their trick formula SAE car which Eric Moyer drove. The Drexel

team only managed one run before the car's electrics failed, but Moyer's 33.77 was good enough for second place in X. In G, Michael Popow ousted Chris Grenzberg by two tenths of a second. Although the only car in class, Chris Duerr's race prepped 356 posted an impressive 38.68. In F, Brian Minkin won by more than a second. The real battle was for second place: Steven Kartischko



beat out Bill Smith by two-tenths of a second. Yan Ng took D with a 33.81. In that same class, Tony Demarco and Guillermo Campana both came from behind on the their sixth and final run of the day to take second and third, respectively. In addition to seasoned drivers, we welcomed several first time participants who did a terrific job, posting remarkably consistent times. Scott Herman attended this event as his first, making him the fourth Herman to now be actively driving in RTR events.

There were several interesting cars on site. No fewer than 4 Lotuses participated: a beautiful 11, Jack Bahna's 7, an Esprit and Terri Lefko's brand new Elise.

The breadth of Porsches competing was impressive: a GT2, GT3, a 997, 996s, Boxsters, Carreras, SCs, 944s, a 914, a 912, and a 356. Other marques included: Paul Walsack's track prepared Z06, a turbo-charged Golf, a handful of Subaru WRXs and an Acura Integra. Although it did not compete, a shiny red 360 Modena Fi Spider was a definite crowd favorite in the paddock.

Brian Minkin and Paul Walsack designed a great course that was very technical and rewarded patience. The first sweeper to the left up the hill out of the start was not tricky; just a test of nerve (and that's fun too.) The downhill into the large off-camber right hander that went back up the hill was

Congratulations to Our Class Winners:

- Class B: Greg Near 34.87
- Class C: Patrick Nolan 34.47
- Class D: Yan Ng 33.81
- Class E: John Bahna 32.92
- Class F: Brian Minkin 34.20
- Class G: Michael Popow 37.18
- Class I: Chris Jurkiewkz 40.65
- Class J: Ian McHenry 36.88
- Class K: Chris Duerr 38.68
- Class X: Jack Bahna 32.18
- Super: Patrick Wayman 31.46





a great test of forcing competitors to find only the critical cones, look ahead and drive them. The corner presented as a 180 degree box with a double apex. However, a gate placed after the "box" forced the car further to the right, creating the exit to a perfectly round 250 degree turn. A downhill slalom which shut down in a hard uphill left hander was a true test of driver and car. My first run nearly ended in an illegal merge onto route 422. The course demanded looking ahead; at the entrance to nearly every corner I found myself looking not out the windshield, but the passenger and driver's side windows. Overall a great course. Thank you Brian & Paul.

Our Drivers Education program is highly respected for its organization, driver talent and attendance. My hope is that in a few years RTR can boast the same of its autocross program. This will happen through continued attendance and your support. As of this writing, we are in discussions with the Convention Center to add three more events through the Fall. As soon as dates are confirmed, I will post the dates and times.

A special thanks to Brian & Terri Minkin who made this event possible.



A special thanks to Mark Reynolds and Terry Lefko who were kind enough (or foolish enough) to allow me to drive their wonderful automobiles.

Auto Cross Clubs, Reference and Links

If you are new to autocrossing, go to www.pca.org/autox/index.html for some excellent general information about autocrossing. This website will give you an overview of what to expect at your first autocross.

PA's Autox Page - <http://www.autox4u.com> Provides information on the sport of auto crossing and a comprehensive schedule of autocross events.

*For a more comprehensive and detailed explanation about autocross, check out the following sites:
<http://www.pca.org/autox/index.html>
<http://www.wincom.net/trog/autocross/what.html>*

A good book to review is SECRETS OF SOLO RACING by Henry Watts.

All Photographs: Doug Mahoney

Memorial Day Weekend 2005

Christopher Mahalick, RTR

We used to have some big parties at our old apartment for the Indy 500 back in the late eighties. Big stuff. The Indianapolis 500 actually seemed relevant at that time. Chips, dips, and a keg. Seemed kinda fun. But then again, we were young and stupid. And informationally deprived. Cable still didn't have anything remotely resembling SpeedTV, and ESPN only occasionally ran Formula One (F1) races. And when they did, the race would be shown at an hour of the morning considered to be too late by the partiers, yet too early by the saints. NASCAR at least (did I just say that?) was shown on a regular basis, as the networks saw decent enough ratings. And that was the state of televised auto racing in 1988.

"Those were the days, my friend, we thought they'd never end". Yet thankfully, they did. And in retrospect, the past really did suck in a big way. At least as far as watching automobile racing on TV was concerned.

The Sunday before Memorial Day, 2005. One day. Three types of racing. Sounds like a totally awesome day. Not so fast. There was a catch. Formula One, Indy, Nascar....."Two of these things are not like the other".

The morning started with the European Grand Prix from Nurburgring. With Kimi Raikkonen one off the pole. This had all the makings of a great race.

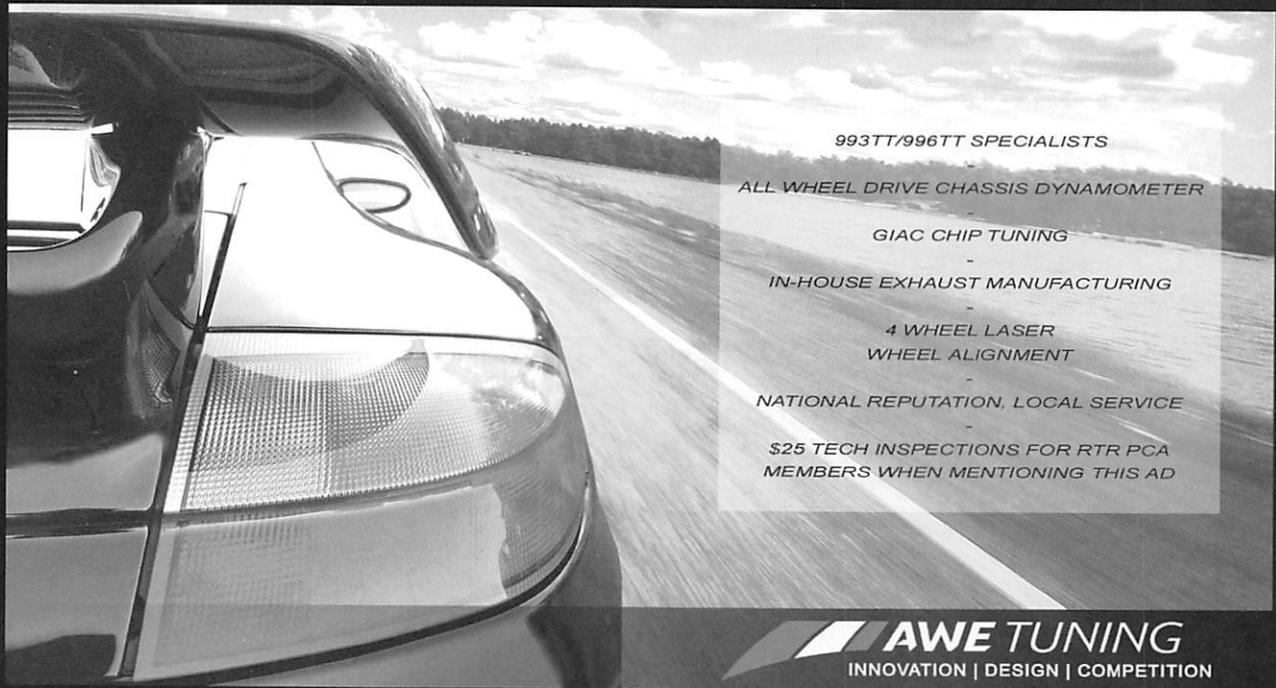
Let's start with a quick F1 primer. First and foremost, one must select one or two drivers that they absolutely hate and want bad things to happen to (extended pit-stops provide extra glee). And to provide balance, one must have at least two favorites that they would like to see win (read Schumacher and Raikkonen). Unlike sissified American racing, the F1 folks are constantly racing, despite the appearance of Yellow flags, rain, and oil on the track. The safety-car only makes an appearance when there is no possible way that cars can safely negotiate their way through large amounts of smoldering detritus. Oh yeah, one more thing. The cars turn right and left, and go up and down hills.

Well, the race was awesome. Raikkonen flat-spotted a tire midway through, and by the end of the race the car was shaking so badly that the front suspension let go with less than four kilometers to the finish. Seeing someone driving a quickly deteriorating car that fast was just awesome. Even if Alonso (see hated drivers

mentioned above) was the winner, it still was a great race.

Next up for the day was the Indianapolis 500. There was a lot of hype leading up to this year's running, as there was a woman driver that actually had a shot at winning the race. Or did she? Is she really a serious racer, or is she selling us sex in lieu of skill? In an AP article dated June, 29, 2005, Danica exudes these pearls of wisdom: "I walked along for a lot of years without a ride," she said. "I think what got me through was confidence, a strong handshake, never giving up. It's not about being female or being anything attractive."

Being female and attractive is also no guarantee of getting endorsement deals, Patrick said. Now come on, Danica. I know a lot of guys that want to race, but lack the money. If you really wanted to come off as a true professional, would you have really done those FHM magazine photos back in 2003? Would you have signed on to be Spike TV's sexpot for the "Power Block"? Are you suggesting that Michael and Kimi could gain more respect by posing in "Banana Hammocks" on bear-skin rugs selling motor oil?



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Sorry for the ramble. Back to the race. I joined the coverage for the last hour in order to satiate my curiosity. The first thing that annoyed me was the constant close-ups of Danica Patrick's mother in the pits. Like who gives a hoot? At the least these "touchingly personal insights into a complex psyche" provided a welcome distraction from the "action" taking place on the track. Or should I say lack thereof? Why do they only turn one way? And why does the safety car seem to come out all the time? Are they afraid that some actual racing may take place if they didn't bunch up the cars every ten or fifteen minutes? And at one point, the commentator actually referred to these "racers" as the fastest drivers in the world? Really? And by whose yardstick are they measuring speed? I'm sure that the World Rally folks would take exception to that statement, as would the F1 guys. The Indy guys run around in a circle in

computerized cars. If we are going to judge speed in this light then we may as well award the worlds fastest dog award to Laika, the Russian canine launched into orbit in 1957. To be honest, I still don't know who won that race. I mean, less than a few hours earlier, I was watching a guy's suspension blow apart at well over a hundred miles per hour!

And the final race of the day was NASCAR. Here's the rundown: A bunch of slack-jawed yokels ran some circles in big American style cars. I have no idea where the race was, nor who won. It was like Indy for the lower demographics. Well, that was the Sunday before Memorial day. Did this article sound biased to you? Believe it or not, I really tried to keep my personal thoughts to a minimum. I sometimes receive comments from people concerning the tone of my writing. Negative is a term that of-

ten pops up. I just wanted to quickly explain that what I write is "satire". Far from being negative, I am often falling off the chair laughing while writing these articles. And I sincerely hope that you are laughing right along with me. Writing these articles actually lowers my blood pressure.

Would you like to lower your blood pressure as well? We have a way to do that for you. Why not take the time to write an article for "Der Gasser"? Feel free to take a slap at my unabashedly biased opinions. Just make it entertaining. This is a great medium in which to trade opinions. Think of it as a virtual "Speaker's Corner", where various ideas can come to light.

OK, I'm getting off the "virtual soapbox". For this month at least.

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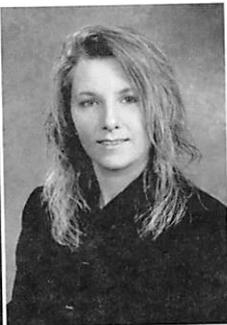
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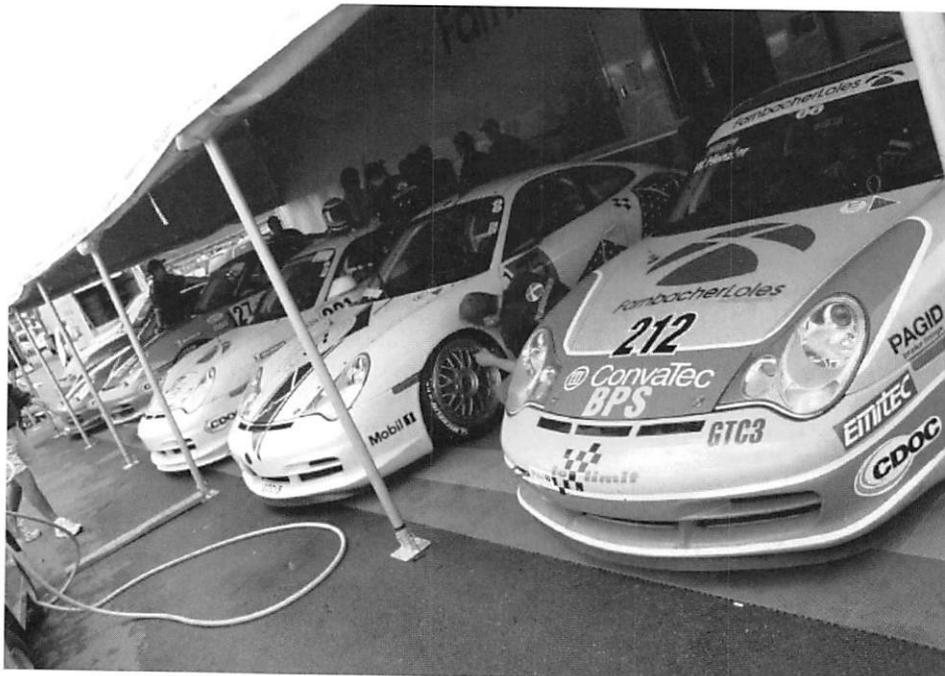
From Club Racing to Formula 1

Mitch Reading, RT

Before throwing myself into the real world, ala Philadelphia commercial real estate after the best 4 years of my life, I wanted to have a few weeks of total freedom. What better way to spend that freedom than a day of driver ed at Watkins Glen, followed by the PCA Club Race at the Glen, called the "Porsche Clash," and then the best party scene North of New Orleans (the Montreal Grand Prix.)

The Watkins Glen Club Race will be memorable, but for the wrong reasons. It was great to run the Glen again, after misfortune there last year, and regaining the confidence to go flat out from 1 to the bus stop. Our D stock 964 carrera cup was flawless, only brakes and a few clicks of stiffness since Sebring. Dad and I both ran the Thursday DE day with Metro, he then took over Friday/Saturday for the sprint races and I would jump back in the car for the Sunday 90 minute enduro.

Well the race weekend started well. We were sharing a garage with good friend and virgin club racer John Giannone in his C stock 996. John came right out of the box like a man who was an old hand at the sport, running right in the hunt for the podium through all practice sessions. Dad was chasing his RTR nemesis Bob DiMarco in a sister 964 cup, as Bob got the best of him at Sebring. Dad out qualified Bob, but



lost him in race traffic in a race shortened by a shunt. Both set personal bests at the Glen in the low 2.14s. John was next up in his race, running as high as 3rd but RTR's own Carl Tallardy reeled him in. John, Carl, and Dave Schenk all ran 996s in C stock. Dr. Joe Ilacqua won GT 2s in his 911 3.8 beast, also besting his times from last year. Group 4 saw John Phillips in G as well as Axel Shield in F, flying as usual.

I apologize for the brevity of the above account, but I wasn't even at the track for the

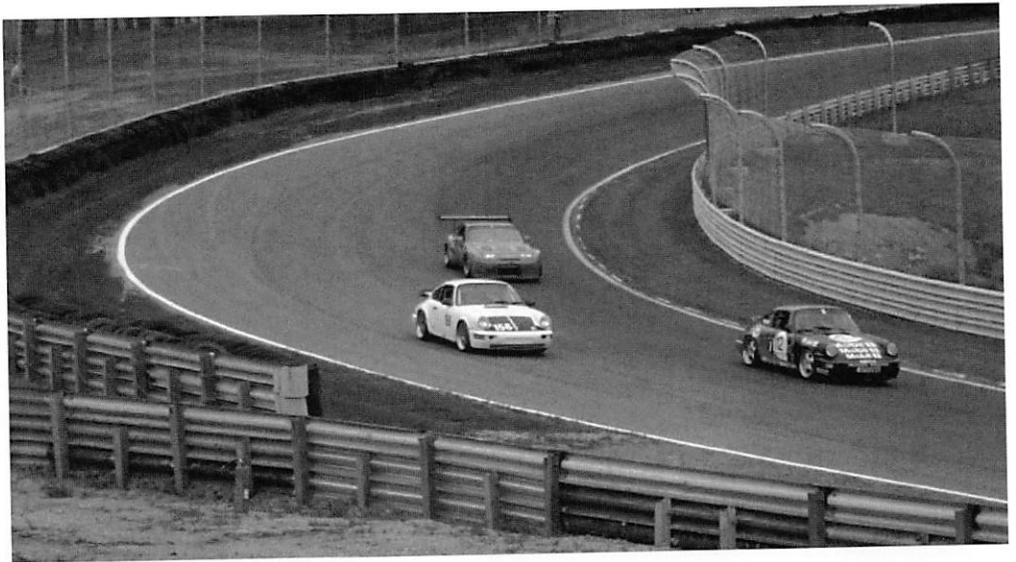
races on Saturday. To say I had the stomach flu is putting it mildly, which also kept me from racing in the enduro on Sunday. To anyone that knows me well can attest to the sudden depression I had fallen into.

A phone call from James Hunt on Tuesday rallied me well. The account of the Canadian bliss we'd soon find in Montreal made for a speedy recovery, and I was about to witness F1 up close and live for the first time ever. I'm not going to knock NAS



CAR, but the scene at an F1 race is like someone who grew up skiing the Poconos all their life and suddenly getting the chance to ski Alta. There is no comparison.

We met Jay Windsor up there, and also ran into about 15 other Porsche guys. Jay has been going for the last 15 years and I can tell you I won't be missing it anytime soon. First of all, the sound and acceleration of an F1 car leaves you in awe. Sitting in the first turn, looking up the straight was enough to get up to the track each day after being out till 4am the night before. And let me tell you that the race may not have even been the best part, as streets get shut down, bands play to massive crowds and each team tries to out do the other in grandiose party style. Our whole group agreed; we'll be back.



On the professional Porsche racing side, a quick note. Many of you probably know that Porsche will be back prototype racing in the ALMS, with an effort via Penske Racing in the LMP2 class. The car will

debut at the Petite Le Mans race at Road Atlanta in the fall, with a full schedule in 2006.

All Photographs: Mike DeTurck



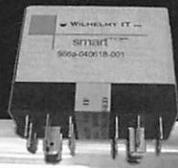
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Bill Miller's 914-6 GT5 racer

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1988 944 Turbo S

Silver w/ black. Motor and transmission recently rebuilt. Car maintained by expert mechanic. I'm the second owner and purchased the car approx. six years ago. Car is chipped, slightly lowered and suspension stiffened. Call for more details. Need quick sale. \$12,500 obo. Gerald, 610-284-4033 or Jerry.Denise@netzero.com [5]

1987 Porsche 944

White exterior/ tan/interior. Boxster 7 & 8 X 17" wheels, 5 speed, lots of paperwork (incl. original sales slip), MSDS stage I kit installed, Colgan bra, original Blaupunkt, turbo valance, Great condition. \$5,400 or BO. 215-431-2968, lukebusier@yahoo.com [5]

2001 911 Turbo

Red/Grey leather, tiptronic, only 8,000 miles. Absolutely mint condition, heated garage-kept, Stage II Autothority installed @ their HQ in Fairfax, VA. Full Porsche warranty until 8/05, 6-CD, custom installed K40 radar. Daily driver with unbelievable, breath-taking performance. \$90,000 OBO Ralph 610.941.2977 (w) 610.649.9899 (h) [5]

1984 911 coupe

Platinum, drive it on the street/DE/or club race. Racing suspension w/ Charlie bars, custom cool brake set-up, 2 oil coolers, tow hooks front and rear, roll-bar, OMP racing seats, Teamtech harnesses, Fittipaldi steering wheel, new rotors, new calipers, recently rebuilt transmission, new clutch, balanced/blueprinted engine, SSI exhaust, two sets of 8s & 9s x 16" Fuchs wheels and other spares. A fully sorted, reliable, strong podium car that has always been maintained to the highest standards and is ready to race. Current PCA logbook. \$24,000. Dave Morris, 772-708-6646(c) 610-388-3914(h) djmorriss55@aol.com [5]

2001 911 Turbo

Silver w black leather, 6-speed, 22000 miles. Excellent condition. Still under full Porsche warranty. Maintained by Don Rosen Porsche. Priced right at

\$79,500 Steve Thal 610-940-9231(h) 610-278-2103(w) [6]

1986 Carrera

white/brown, 16 k miles Sports seats, Power Driver Seat, 16" wheels, Bilsteins, Sport suspension, New Battery, New tires + oil. Fresh service, Perfect car! \$ 29,000 Fred Brubaker (D) 610-434-8778 (E) 610-797-9298 [6]

1987 911 Carrera Cabriolet

Grand Prix White over special order Crimson Red. 54,000 miles. Black power operated top with cover. Grand Prix White Fuchs. Central locking system, factory alarm system, power windows / mirrors, and automatic speed control. I have owned the car since fall of 2000. It is in excellent condition and has been well maintained. No smoke, rain or snow. I do not want to part with it, but I am buying a 993. \$28,500. Boyd Kelly, 484 567 2099, bakelly17@msn.com [6]

2001 986 Boxster

Beautiful Street & DE Car (#95), never damaged/dinged. Seal Grey Metallic/Black full leather interior/Black top, 2.7 liter, 5 spd manual, 30K miles (30K service just completed). Full warranty until 9/05 Porsche Stability Management, 6pt TeamTech harnesses w/ Brey-Krause mounts for driver & passenger, Brey-Krause roll bar extension, H&R sport springs, Bilstein SP shocks, Hawk HPS pads (w/ extra sets front & rear HPS pads) Electrically adjustable heated sport seats w/ memory, Litronic headlights w/washers, 17" Sport Classic 2 wheels w/Porsche crest w/ Pirelli PZeros, Sport Package, 3 spoke Sport steering wheel w/ crest, CD player, wind stop, color coordinated roll hoops, self dimming mirrors & rain sensor, always garaged, one owner, all records, Holbert-serviced \$32,000 obo (Original sticker \$56,200 + \$3000 mods) Available after 28 June.

Contact: Charlie Bowden 215.699.1572 (home, until 29 June), 215.407.7348 (cell) eurobowdens@yahoo.com [7]



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914 Parts 1973

Axles w CV's, Door glass, Injection brains 1970 to 73, Rotors, Calipers, Door panels, Interior trim, motor lid, Heat exchangers, stainless, 2.0 Clutch parts, Dash pad top minor damage, Dash pad bottom, Motor sheet metal (some), 2.0 block from good running car. No heads, Transmission 1973, Maybe I have 2 of them. Shift linkage and cross

mount, Factory air cleaners 3 types. And whatever else ??? Bill 610-853-3199 billoradio@aol.com [6]

Boxster Hardtop

For quick sale: red, off a 1998. Small scratch from falling over on its back. Please get it out of my garage! \$400/offers. Mitch Reading, MJJReading@comcast.net, 610 715-3532 [7]

Other Stuff

4 spaces are available at the Hector Street Garage. \$175 a month. 24 hour access. Security system/ climate controlled, 2 bathrooms, lounge, etc. Great space & atmosphere! Patrick 610-943-3110. [6]

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Set of 4 Pedrini 15 inch 4 bolt Alloys

Off a 914 with almost new tires, 2 BF Goodrich 195 60R15 Touring TA and 2 205 60R15 Radial TA. \$350 OBO. Also, parting out 71 914 1.7. Email FrankByrd@comcast.net 610-738-0621 [6]

Set of 7 and 8 inch Fuchs wheels

To fit (at least) '84 to '89 911. Straight and cosmetically OK. Ideal for DE and autocross. Currently shod with throwaway Dunlop SP9000's. \$900 OBO. Bill Smith tel #609-898-0844. E-mail-turbo2720@yahoo.com [6]

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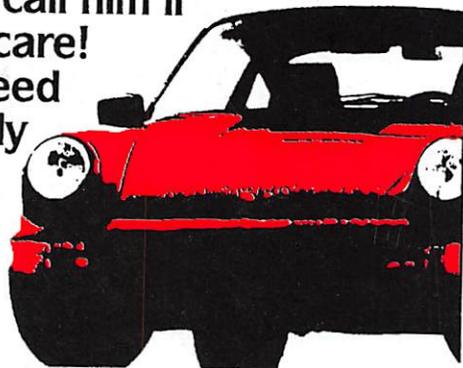
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