

„der Gasser“

Mai 2007

You and your family are invited
to
Riesentöter's 50th Birthday Party



Sunday, June 10th
11:30am to 5:30pm
at
The Radnor Hunt Club



What you need to know: The whole family is invited and that includes man's best friend and, of course, your Porsche. There is no cost except the cash bar.

What we need to know: We hope this will be the largest gathering of our Riesentöter family and to make sure we will accommodate food and fun for all, we need to know if you'd like to come and the ages of your children. The sooner the better as we need to prepare now.

Please register on-line, by email, or by phoning
Robin Zelinskie (contact inside)

Name and number attending
Ages of children
Year and model of your Porsche



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Porsche Club of America

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„der Gasser“

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Upcoming Events:

- May 27 Not Only For New Members Breakfast
Quakertown Family Restaurant, 9A.M.
- May 30 Membership Meeting @ Knopf Porsche
"New Member Meeting" Social 7, Meeting 8
- June 1 Registration for Watkins Glen OPENS: June
1st at 12:01 am
- June 2 Saftey Tech for Jefferson Circuit @
Meenan's Transmissions 9:00A to 2:00P
- June 10 RTR 50th Birthday Party

On the cover:

RTR 50th Birthday!

„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 Maiy-February and November-December issues.

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

State of the Region

Brian Minkin, RTR President

Good weather has finally arrived. Took its good old time getting here but we had the Boxster out with the top down this past weekend so I feel like finally I had my first real taste of spring. I am writing this the last week of April and you won't read it till the end of May. By then many more driving and social events will have taken place and I hope many of you have joined your fellow members and enjoyed one or more of our events. Visit the RTR Web Site and check out the Calendar Page. However you want to enjoy your P-Car you will find an event that will meet your interest.



Our New Members Meeting will be at Knopf Porsche in Allentown on May 30th. Knopf has arranged for Cass Whitehead to be our speaker at this meeting. Cass is the chief instructor at the Porsche Driving Experience and an accomplished Porsche race driver. I am sure his high performance driving tips will be of interest to all members whether you drive your car on the track or the street. Many thanks to Knopf Porsche for arranging and hosting this exciting opportunity. In addition to Cass Whitehead this meeting will have all the members of the exec board present and answer questions about their area of club activities. Join us to learn more about the club and leave with some great high performance driving tips.

Our big party is upon us. June 10th at Radnor Hunt the region is celebrating it's 50th anniversary. This party is not to be missed, Radnor's chiefs will be preparing a deluxe barbecue for us, and our 50th committee is planning lots of activities for the entire family. The car show of member's cars and Porsche Corral with cars parked by vintage and model will be a visual feast for the Porsche enthusiast. So if you have not yet registered (pre registration is needed so we have enough food) visit the RTR web site and use our online registration to join us for this historic event.

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

Stay Tuned,

Brian Minkin

Technical Questions & Answers

Larry Herman, RTR Tech Chair

Probably the most oft asked question in the pits is: what tire pressures should I run? The most accurate answer to that question is: it depends. And that is what makes it so difficult to determine. It depends on a variety of factors including wheel size, tire profile, tire composition, tire brand, car weight, suspension setup, spring stiffness, track temperature and how hard you drive! No wonder so many are confused. I would like to explain some of the parameters, both objective and subjective, to help you make a more informed decision.

Let's briefly examine what happens to a tire under cornering loads, as that is usually what you are optimizing your tires for. Under braking, the weight shifts to the front of the car and the front tires compress the sidewalls, spreading out the contact patch length-wise. As you begin to turn, the front wheels turn, twisting the sidewalls, and coercing the tire tread to turn as well. As the cornering load builds, the sidewalls flex more under the lateral forces, and the tread patch becomes distorted. The wheel will actually move over the tread, and the outer edge of the outside tire will roll under, with the inside edge rolling up and possibly lifting off of the road. The more this happens, the less grip that you have. How much the tire patch distorts will depend on a variety of factors, not the least of which is tire pressure.

It is the internal pressure which stiffens the side-

walls and supports the tire. Too much pressure and the tire will be firm, but will have less contact patch. Too little pressure and the tire will distort too much, also reducing the contact patch. The right amount will allow for as much contact patch as possible, with minimal distortion. The way to understand where to start is to consider how the variables listed above affect the optimal pressure:

Less < pressure < More
Wheel width - Wide < pressure < Narrow
Tire sidewall profile - Tall < pressure < Short
Tire type - Race < pressure < Street
Car Weight - Light < pressure < Heavy
Suspension stiffness - Soft < pressure < Stiff
Track Temperature - Hot < pressure < Cool
Driver Aggressiveness - Ragged < pressure < Smooth

All of these factors combine to determine what your optimal hot pressure should be. And I do mean HOT pressure, that is where your tires are operating. Cold pressure is merely the starting point at which to set the tire pressures when you start in the morning. The best way to figure out what you want is after you get your pressure where you want them, check them the next morning after they have cooled back down, and that will be your starting point. And this leads us back to the original question, what tire pressures should I run?

The ideal way is to take tire temperature readings. This will tell you how effectively the tire is

working across the width of its tread. The outside and middle of the tread should be approximately the same temperature, with the inside usually being cooler. If the center of the tread is cooler than the outside, you need more pressure, and vice versa. Tire temps can also show the effectiveness of your camber and toe settings.

Many of us will just use feel to get the tires to close, and for DEs that is fine. I find that if my pressures are too low, the tire will brake well, but feel mushy and unresponsive in the corners. If the pressures are too high, then the tires feel crisp, but will feel greasy and slide too easily under both braking and cornering. Your best pressure and maximum grip lie right in the middle.

But many of you still want to know what pressures to run. I hope that you can see that there is no one right setting. It is something that you will have to experiment with. That being said, there are ranges which most tires seem to operate in. Slicks have the stiffest sidewalls, are run with the least amount of pressure, and can start cold at as low as 24 lbs, and increase to between 30-34 lbs hot pressure. R compound tires need a little more, starting between 26-30 lbs cold and settling between 34-38 lbs hot and street tires need the most pressure, starting cold between 30-34 lbs and getting up to 38-44 lbs hot. As I mentioned above, you will need to experiment to find that exact pressures that suit you and your car.



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Bill Boys

PORSCHE RACING CHAMPION TO SPEAK AT KNOPF

Knopf Automotive is pleased to present Porsche Racing Champion **Cass Whitehead** as the featured speaker at this month's PCA-RTR meeting to be held on May 30. A professional race driver, Cass's racing career spans from SCCA National Points Champion to Rolex Grand Am GT Manufacturer's Champion in a Porsche GT3RS. Cass is also Head Instructor for the Porsche Driving Experience.

"We are excited to have a Porsche race car driver of Cass's caliber to speak in the Lehigh Valley," says Assistant Porsche Manager and RTR member Jim Sangiorgio. "I know from first-hand experience that RTR places a lot of emphasis on track events, so we are eager to hear his performance driving tips at the May meeting." Cass has been involved in high-speed track testing and technical instruction for the Porsche Cayenne, Carrera GT, Boxster, and 911 Turbo. For more information, contact Jim Sangiorgio at 610-967-0787 or at jsangiorgio@knopfauto.com.

Spring Fling 2007

Wayne Devonport, RTR

It was 7:15am on a crisp Saturday morning in Lambertville, NJ. Melting ice crystals on nearby cars contrasted with the highly polished paintwork of approximately 30 Porsches gathered from around the region and surrounding areas.

The cars and their drivers chattered excitedly in anticipation of the Spring Fling to kick off the driving season. Impending stormy weather forced a last minute schedule change from Sunday to Saturday, and all those that could accommodate the shuffle were ready and eager to drive.

New York, and New Jersey Porsche enthusiasts mingled with their Riesentöter brethren. Spring Fling participants admired and photographed each other's cars while sharing their experiences. After a driver's briefing on the route, the cars hit the road for 2.5 hours of snaking their way through picturesque Upper Bucks County. The itinerary took the procession up the New Jersey side of the Delaware River - a speeding parade of Germany's finest automobiles underneath the budding foliage.

One participant received an excited phone call as we drove through Frenchtown, "You should see the 30 Porsches currently passing through town," to which the driver responded, "I know, it's amazing, I'm car number 3!" After crossing into Pennsylvania at Milford, the motorcade proceeded into the quiet backcountry roads with a brisk hill climb.

The route took the convoy zipped over roads barely wide enough to fit two cars side by side. We passed by parks, horse farms and open countryside like a silvery bullet train. Thirty Porsche engines rumbled over the deserted back roads. By-standers stood and admired as the graceful procession passed by. The lone oncoming driver happily paused as we traversed two of the county's eleven covered bridges.

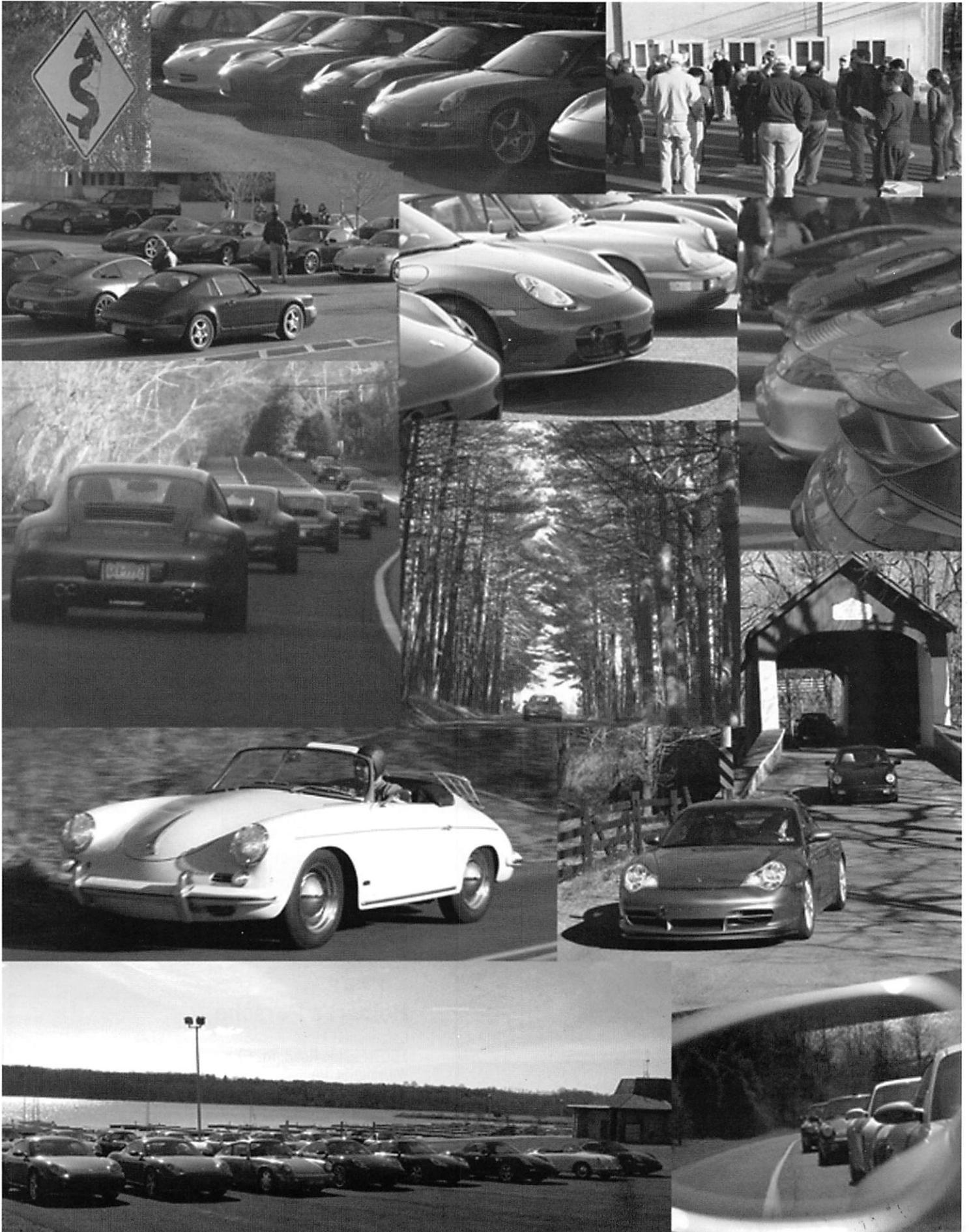
One of the highlights of the tour was a rest stop at Lake Nockamixon. The glimmering lake offered the perfect backdrop for more photographs. Drivers and navigators emerged from their cars and chattered about the fast curves and scenic climbs that they had just completed.

The neatly assembled cars were a Porsche en-

thusiast's dream. Cars, new and old, gleamed amidst against nature's beauty. Our oldest car was a 1961 Porsche 356; the newest was a brand new Cayman. Once the clatter of camera shutters faded, we commenced the last leg of the drive - a rollercoaster of curvy climbs and descents back to the Delaware River. When we piled out of our cars at Tinicum Park, our last stop, the first question asked was: "So, when are we doing this again?"

Thank you to all the attendees and supporters of this drive. More drives are planned throughout the summer, culminating in the Final Fling scheduled for November 17th. Check the RTR calendar for the upcoming events and updates. Contact wellardtr@mac.com if you have any questions or suggestions for future drives.

The Fling Spring drive will be held on Saturday May 26th (rain date Sunday May 27th). The event will start at 25 S. Union Street in Lambertville. Meet at 7:15am. The Driver's Meeting will be held at 7:45am and we will hit the road at 8am sharp. We look forward to seeing you again soon!



Hey Gang, Guess What?

Snidely's back Once Again!!!

Unless you are one of the prudent souls who already signed up with a guest to join us on our trek to Pocono on May 19th, you're out of luck!! That's right gang, we're all sold out! At least, for this year. Ok,ok...You can contact my friend, Fred Bonsall to put your name on a waiting list, but **DON'T SEND MONEY!!**

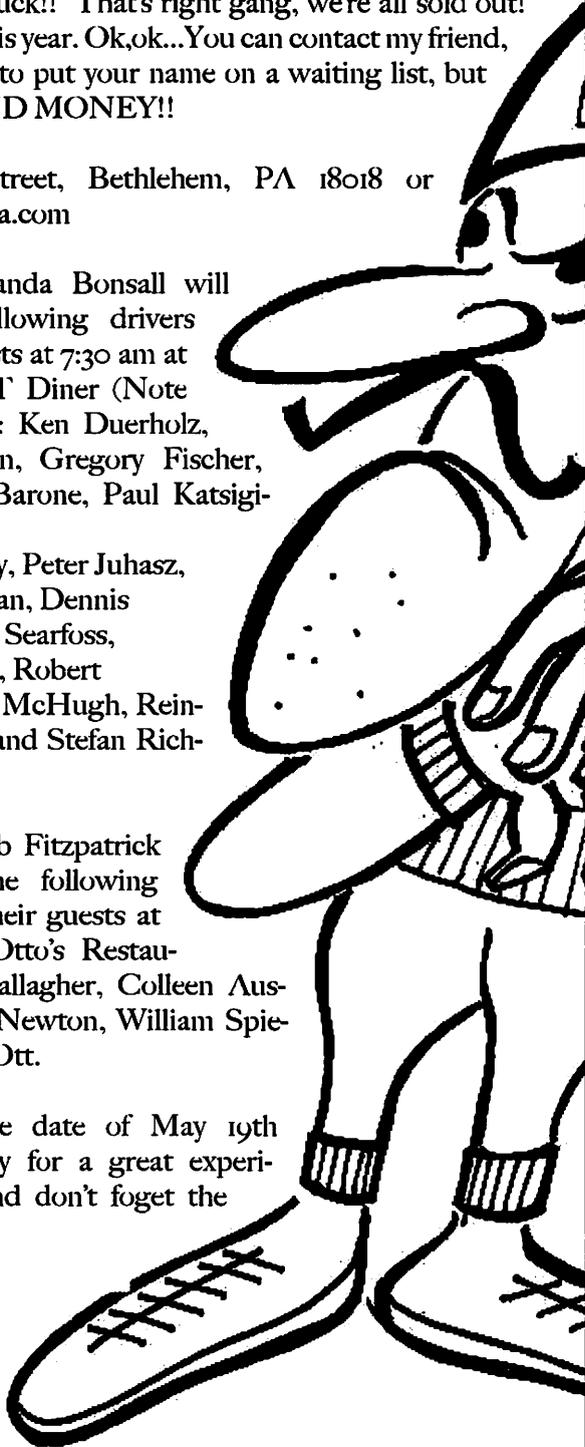
437 High Street, Bethlehem, PA 18018 or
fbonsall@bsaia.com

Fred and Randa Bonsall will greet the following drivers and their guests at 7:30 am at The TRIVET Diner (Note the change!) : Ken Duerholz, George Saxon, Gregory Fischer, Christopher Barone, Paul Katsigannis, Fred Leasavoy, Peter Juhasz, Todd Heckman, Dennis Koelmel, Ron Searfoss, Amar Sharma, Robert Martrich, Art McHugh, Reinhardt Baudy and Stefan Richter.

Tom and Deb Fitzpatrick will greet the following drivers and their guests at 7:00 am at Otto's Restaurant: John Gallagher, Colleen Ausprung, Dan Newton, William Spiegel and Gary Ott.

So, circle the date of May 19th and get ready for a great experience!! Oh, and don't forget the

Porsche!



New Year Exclusives

Current Pre-Owned Inventory

- '99 Boxster, Tiptronic, Silver/Black
- '99 911 Carrera, 6-Speed, Black/Red
- '02 Boxster, 5-Speed, Silver/Blue
- '04 911 Carrera Cabriolet, 6-Speed, Black/Black
- '05 911 Carrera, 6-Speed, Red/Black, Sold
- '05 Cayenne S, Silver/Black

Leftover Inventory

- '06 Cayenne, Tiptronic, Grey/Grey
- '06 Cayenne S, Silver, Demo
- '06 Cayman S, 6-Speed, Red/Black
- '06 Cayman, 5-Speed, Blue/Beige
- '06 Boxster, 5-Speed, Red/Black

2007 Models have arrived ready for delivery



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2007 Riesentöter AutoX+ Roadshow

Presented by Specialty Cars of Allentown PA

Thanks to everyone that came out to the first RTR AutoX+ Roadshow & AutoX novice school weekend at Warminster. The weather on Saturday for the SCCA novice school was perfect although it was very, very wet on Sunday but that didn't stop 7 of our diehard AutoX members from enjoying the fun. Draft results and photos are shown below. Keep an eye on the forum for official PAX-based rankings and championship points. The AutoX School put on by the SCCA on Friday night and all day Saturday was a great success as well, with 8 members from RTR learning car control in a safe environment.



'RTR Porsche Club Class' - Total Entries: 6 Trophies: 2					Times
1T	BS	3141	Peter Majka	88 Porsche 911 Carrera	68.237
2T	BS	60	James Wirth	1997 BMW M3	68.321
3	SS	05	Paul Dentone	2002 Porsche 911 C4S	66.944+1
4	BSP	101	Vytenis Bichnevicius	Porsche 911 Carrera	67.184+1
5	SS	999	Steve McMorn	2005 Porsche 911	72.463
6	SS	11	Mikhail Malamud	2005 Porsche 911	81.930

This month, the Riesentöter AutoX+ Roadshow will visit the Central PA region PCA AutoX at Hershey on Sunday 13th May. As these articles are published on the RTR WEB site, as well as the Der Gasser, I write this in real time as the Web site gets updated first. Our June 17th event will be with the Chesapeake region PCA at Ripkin Stadium in Aberdeen, MD. Our full calendar is shown below:

Month	Location
Sunday 15 th APRIL*	Philly SCCA AutoX – Warminster
Sunday 13 th MAY*	Central PCA AutoX – Hershey
Sunday 17 th JUNE*	Chesapeake PCA at Ripken stadium
Sunday 22 nd JULY*	RTR PCA AutoX
Sunday 19 th AUGUST*	Philly SCCA AutoX – Warminster
Sunday 23 rd SEPTEMBER*	Central PCA AutoX – Hershey
<i>Provisional date –</i> SATURDAY 13th OCTOBER*	NNJR PCA – Giants stadium

*NONE OF THESE DATES CLASH WITH DE EVENTS

Sponsorship: As you will have noticed above, Specialty Cars of Allentown, PA, has come on board to help sponsor our 2007 Riesentöter AutoX+ Roadshow. The owner, Mark Burkit, has been working on Porsche cars for 28 years, and has built SCCA National XP AutoX Champion Dave

Newman's 911 from the ground up. Their shop does everything from PA state inspections, brakes, suspension and oil changes to full restorations and track preparation. Please thank Mark and Dave by clicking on the provided link and visiting their site.

www.specialtycarsservicecenter.com

Roadshow Scoring: If you're planning to join us on the Roadshow, we use a handicapping system which we call the PAX, enabling us to compare your time to other cars, regardless of preparation level. Please go to www.rtr-pca.org on the AutoX page there is a link to the PAX form we'd like you to complete and help us calculate your finishing position as it relates to other drivers in our Roadshow championship.

Forum: The forum is always a good place for up to date information. Steve McMorn has posted the latest information on Hershey as well as conversation topics.

Every month, we'll be trying to keep you up to date with the latest happenings. Our own RTR AutoX is scheduled for July, however, the goal is to make you aware of all the AutoX around the region, so those that have the desire to push their cars to the limit, without taking it on the track, can do so. Here is a link to a master AutoX schedule for our area <http://www.autox4u.com/schedule.htm>

Have fun, be safe. - Graham Knight & crew

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From the Right Seat

Jack Kramer, RTR Chief Instructor

One of questions most frequently asked of an instructor is “what does it take to be promoted to the next run group?”

A group of over 40 instructors jointly tackled that question during our annual RTR Instructor Seminar. Our goals were simple:

1. Reach consensus on promotion criteria
2. Develop a promotion process to improve our consistency

We also agreed that the criteria and process need to be widely communicated so students understand expectations. Therefore, in addition to posting on the RTR Web Site and Forum, the criteria & process will be the topic this month’s column.

The following describes the skills and process required to be promoted from one run group to another.

Promotion from Green to Blue - Required Skills

- Drives the line reasonably accurately and consistently
- Inputs increasingly smooth
- Makes few mistakes and self corrects
- Calm and patient in traffic
- Fully aware of corner stations
- Anticipates slower cars in front
- Does not give or accept late passing signals
- Passes with good safety margins
- Exhibits good manners and consideration
- Displays full knowledge of procedures, flags, terminology
- Drives at an appropriate pace for the Blue group
- Is safe to drive alone

Promotion from Green to Blue - other criteria

- Student must exhibit above skills at the beginning of the event
- Student must have a minimum of 6 days at 3 different tracks within a year
- Ideally a student will have experienced every track we run

Promotion from Blue to White - required skills

- Demonstrates patience in potentially frustrating situations
- Uses the full track consistently
- Very smooth inputs, especially braking
- Vision at least 3 seconds out
- Carries reasonable momentum into corners
- Practices smooth downshifting technique (e.g. heel & toe)
- Demonstrates competent car control and recovery skills
- Prompt and courteous passing signals
- Good driving record for two events minimum
- Calmly deals with fast traffic and close passing
- Completely safe without an instructor
- Demonstrates full compliance with Region DE philosophy



Promotion from Blue to White - other criteria

Typically a season's worth (16 - 20 days) of experience in Blue

Must demonstrate White ability at more than one track

Must successfully complete a "test drive" in White

Assigned instructor takes student out in White to observe behavior

This is an observation session with no instruction provided

Must get 2nd opinion from another RTR instructor

Assigned instructor asks another RTR instructor to take student out for an observation session in White

Student graduated to White if both instructors agree

Assigned instructor completes event with student in White

Promotion from White to Black - required skills

Exceptional track awareness

Exceptionally smooth inputs

Demonstrates patience, can control ego

Anticipates vs. reacts

Calmly deals with wide variety closing speeds

Readily adapts to new & changing conditions

Drives at appropriate pace for Black group

Comfortable in close to race conditions

Promotion from White to Black - other criteria

Typically a minimum of a season's worth (16 - 20 days) of experience in White

Believe student has capability to be an instructor

Promotion Process:

Promotion from Green to Blue

Any RTR instructor can promote

2nd Opinion optional

Promotion from Blue to White

Any RTR instructor can initiate

2nd opinion from any RTR instructor required

Promotion from White to Black

Any RTR instructor can initiate

2nd opinion from designation check-out instructor required

Out of Region instructors require 2nd opinion from RTR instructors for all graduations

Graduation notebook must be completed

One page per student - similar to log book

Must be completed by assigned & 2nd opinion (if required) instructors

As with anything that involves human judgment, these are inherently subjective and there will be differences in interpretation. However, agreeing on criteria and the steps we will follow to improve our consistency are major positive steps.

I realize that by publicizing these I am inviting students to question why they have not been promoted since they may think they have met all of the criteria. Knowing the criteria allows a student to have a productive discussion with their instructor about your opinion.

However, please do not badger your instructor. As identified above, patience is an important aspect of all promotions and that patience needs to be seen both on and off track ☺

Tales From the Trail

Christopher Mahalick, RTR

The tasks involved with preparing one's car for its first Spring outing can best be described as "daunting". "Arduous"? How about "Herculean"?

Whatever the name, there are things that must be done prior to doling out hours of abuse to your beloved sports car. I kind of liken it to either training for a full Iron-Man Triathlon or Racing the Baja 1000.

First comes the spirit-breaking task of searching for the keys. Followed by the grueling process of lifting the trunk and engine lids to make sure that no mice or other unwanted guests are present. And then tense seconds are spent ensuring the proper inflation pressure of the tires. While I generally employ the "eyeball" approach, I have been recently informed of the existence of a specialty diagnostic tool called the "Tire Gauge". I may have to dip my toe into the waters of technology and give one a try one of these days.

And if those long minutes of toil were not enough, there are still other things to do. The outsides of the windows must be cleaned. This alone can take up to five minutes! And then this year I decided to show off. I really hope I didn't metaphorically fly too close to the sun this time. Here it comes...I used some Instant Detailer to give the old Targa that Concours look. And it took close to twelve minutes to do so. Jeez, did I buy the car to drive or to pander to?

And at last the car was deemed fit to abuse. So my friend John and I jumped in and headed to the Porsche Swap meet in Hershey. With slightly overcast skies and temperatures in the mid sixties, it was a perfect day for a drive. With cigarette in one hand and coffee in the other we hit the PA Turnpike with a vengeance. If "vengeance" could be described as traveling at a steady seventy-five miles per hour.

There were a few Porsches out there, but most seemed to be lying in wait. For god knows what. Actually, I do know what. They were waiting to travel down in groups. This is a big no-no. Two rules here. You don't dine out in groups larger than six, and you most certainly do not travel with more than one other car at a time. It just gets too cumbersome, and the logistics begin to over-

shadow the intent, which is to get to Hershey with a minimum of BS. So instead of linking up on the web, the best idea here is to just hit the road, and then let fate deliver you the ideal traveling companion. I have had more great runs that just started with nothing more than two competent cars and drivers sharing the same stretch of asphalt at the same given point in time. Try it. You'll like it.

In our case it was a black 997 that appeared right around the Downingtown rest area. Now, I had kind of given up with modern Porsches. I mean, that 996 was just a "design" travesty! Did someone say "bland"? I know I did. So I never even really looked at the 997. Until yesterday. It was like an epiphany. When I saw that back end and rear fenders, I just knew that Porsche was back to making Porsches. They finally got it right. It is most definitely the automotive equivalent of art. Old meets new in a totally seamless integration. Someone in Germany really had his or her thinking cap on while drawing up this one.

And so it began. The beating was on. We traveled with this beautiful car all the way to Hershey. Speeds were pretty moderate, ranging from seventy-five to the occasional one-oh-five. The 997 driver was very competent, so the run was almost too easy. At least for him. He was probably just tapping the gas while listening to the CD player, in complete comfort. Back in the Targa, the gas pedal was held to the floor, while the wind howling through the Targa top just added to the mechanical cacophony. I've gotta get a coupe. If only to preserve what is left of my sanity.

At one point in our run, some nut in a 996 came flying by at about a hundred and fifty miles per hour. Through traffic! Oh well, he was having fun.

So we get to the event, and meet our traveling companion, Ed, who turned out to be a really cool person. So of course I had to ask "Did you see that nut fly by in the Blue 996 at about a hundred and fifty?". And before Ed could answer we hear shouted over our shoulders "I was that nut in the Blue 996. We made it from North Jersey to here at an average speed of ninety-one miles per hour". And his wife added as an aside "That included two stops, one to pee and one for Vodka". I kid you

not. And then he reaches into the trunk and pulls out a Heineken! At nine in the morning! Now I know that most of you tongue cluckers and tsk-tskers out there will find this to be horrifying. I, on the other hand, find it strangely fascinating. I mean, yes speeds like that are highly illegal and irresponsible. And that's before you throw in the alcohol. But then again, what a rush. He actually pulled it off. After a run like that what's left? Maybe heli-skiing on Acid?

All this happened before we even went into the vendor area. And as usual it was great. Due to the agreeable weather, it seemed that the turnout was larger than usual. I bought some tools and artwork, while John bought a fleece, driving shoes, and some tools as well. What a great time.

Once satiated by our purchases, it was time to head over to the car corral. I know, I know, I always write about that darned car corral. But I must. After seeing the prices, I walk away feeling that I must own a twenty-five thousand dollar 3.2 Carrera. Quite the opposite of a humbling experience.

But this time it was different. I walked by what looked like an old Porsche 904 race car. Next to it was a chassis elegantly presented in stainless steel. Turns out that Chuck Beck was there to display his latest creation. So I was talking to the sales manager and happened to mention that I knew the person who had bought his son Randy's 914 track car. So he said, "why don't you tell Mr. Beck, he's standing right there". So I did. We had a really nice conversation, as we knew a few folks in common. What a cool guy. He gets to make cars for a living. And before I forget, Josette, call Chuck Beck.

Just all around a fantastic day. Maybe this current hiatus from the track won't be as bad as I thought. There is just so much out there to do. We should all be thankful for that. Since we are situated in the center of a bunch of really big metropolitan areas, opportunities just abound.

So get off that computer and into the Porsche this summer and have a ball. It's all out there waiting for you. All you have to do is turn the key.

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Porsche Cars

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1969 Porsche 912
79,500 org miles. Garage kept. New tires. Don't have the time that it truly needs. \$6500.00 obo call 215-512-9551 or dk16.yoder@verizon.net. [3]

2001 Boxster 986
VIN WPOCA29841U623193 Seal grey, with black top and interior, grey console, sport package, colored crest wheel caps, PSM. 10,300 miles, never tracked, always garaged and covered (included). Driven mainly on dry weather weekends, no snow, meticulously serviced by Holberts (all documentation available). Lojack early warning recovery system. \$30,000. John at 215.628.7008 or j.moyer1@comcast.net [4]

Porsche Accessories

SSI Exhaust Headers
Stainless steel SSI exhaust system (No

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911/944 Wheels/Tires
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2 New Pirelli P-Zero Rosso
225/40 18 pur 5/05 for 911 which has since been sold. \$250 plus shipping. Rob Caso 610-564-9529, Boyertown Pa [3]

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2 B.F. GOODRICH G-FORCE T/ A tires
225/50 ZR16 Tires still have nubs, less than 25 miles on them. 50.00 each plus shipping or pick up in Warrington Pa. 215-674-5910 Guy [5]

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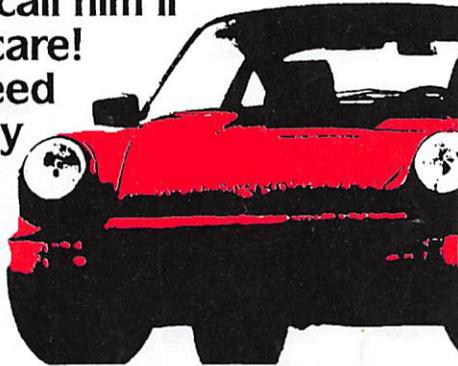
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