

Der Gasser

NOVEMBER-DECEMBER 1994



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President's Message

AUF WIEDERSEHEN

Nearly two years ago, I sat before the word processor to begin my first column for Der Gasser and wondered what the next year or two would bring. I was sure there would be high points, as well as low ones. There would be some failures, and some successes. And while there were a lot of uncertainties, I was confident that the Region's success over years past had been based on members volunteering their time and talents. I was just as confident that the key to the Region's continuing success was to recognize and foster that tradition of volunteerism. For without members coming forth, there simply would not be any club.

One of the first things that was done to foster volunteerism was to set up the volunteers' party as a way of recognizing those people who have helped with various club activities during the year. While this year is only the second year for this type of recognition, hopefully we all have a better appreciation of how important these people are to the health of the club, and we will continue to recognize the volunteers' contributions.

By starting to award members their 20 Year Certificates at the Christmas Banquet, we recognize members who have contributed to the Region through the years. Obviously, some members are more active than others. But even those who we rarely see, endorse the club's program with each year's renewal. In this day of throw-away-materialism and seemingly instant obsolescence, 20 years of support ought to be recognized. And, it seems to me, the Certificates and our "Riesentoter Fossil" t-shirts are an appropriate mixture of recognition and fun.

As we all know, the Riesentoter Award is the Region's most prestigious award. From time to time, the winners of the Award have been given a small personal edition of the bowl. However, at other times, this has not been done. In an effort to insure "equal treatment", this year the Exec voted to offer all former winners who did not receive a personal bowl the opportunity to request one. We hope to have those ready by the Christmas Banquet and to present them to the former winners at that time. This, (together with the volunteers' party and Certificates) is another way to recognize members who have contributed to the Region.

Finally, I want to personally recognize those people (members and in some cases, non-members) who have volunteered during the past two years. However the "problem" (a good type of problem) is that there have been so many that space doesn't allow me to mention them individually. I have tried to

name each in my monthly Der Gasser columns and articles, and I apologize in advance to anyone I may have missed. However, the members of each of the last two Execs deserve special mention, as do the hundreds of volunteers who made all the events possible. Each gave to the club, understanding the essential role they were playing - without any expectation of reward except for the knowledge that they were contributing to the Region. To each of you, I thank you. It would not have been possible without you! And now, I will continue to

See you out there,
Don

MONACO GRAND PRIX SAILING TRIP

Vicki got the date extended so if you hustle you can give you'r sig-other (and yourself of course) the best holiday gift ever.

As an added bonus, we are trying to work a deal with Leica to make this a photo cruise as well - with a freebie from Leica!

The time is now! Give Vicki a call at 430-3838 and get signed up!

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for granted . . . for us it
wasn't a paved parking lot.

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DECEMBER

10 Holiday Banquet

JANUARY

FEBRUARY

11 Tech and Demo Session

MAY

28 RTR Med/Monaco GP Trip

OCTOBER

6 Phila Vintage Grand Prix



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DRIVING EVENTS

FEBRUARY

* 11-14 48 Hrs of Sebring (See Tony Bonanni)

MARCH

* TBA Corpus Christi

APRIL

* 8-9 Road Atlanta

* 15-16 Las Vegas

MAY

* 5-6 Lime Rock

* 5-6 Mid Ohio

* 20-21 Hallett

JUNE

* 10-11 Second Creek

* 23-24 Summit Point

JULY

* TBA Brainerd

* 3-4 Lime Rock

* 15-16 Putnam Park

AUGUST

* 5-6 Portland (or 12/13)

* 19-20 Pocono - RTR

SEPTEMBER

* 1-3 Road America

* TBA Bridgehampton

OCTOBER

* 7-8 Heartland Park

* TBA Willow Springs (may be Sept)

* TBA Sears Point

NOVEMBER

* TBA Phoenix

* PCA Club Races



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Sundry Comments

By The Editors

Can you believe it? This is it, the final chapter in a long stint on the Exec. In January for the first time in 9 years you won't find my name in the Exec listing, which for some is probably a blessing. By and large it was great and I'll miss it. However, it's time for some fresh ideas and besides, starting a business takes a considerable amount of my time (I now get to work 6 days a week to make 10% of what I used to - do you really want someone that simple minded leading your club?).

The new exec has been duly elected and by the time you read this, the turnover meeting will be history as will the '94 Exec. Be nice to the new guys (and guyettes), there are lots of new faces so cut them some slack 'till they get up to speed. Tracy will have her hands full learning the ins and outs of this fine job, hopefully next years group will feed her sufficient articles to keep you all informed.

Speaking of the new business, I'm working on some things that may interest a few of you. The marketing VP of Leica and I are working on a few promotions that may get them involved with Club Racing, European delivery of a Leica product when you take European delivery of your Porsche (or Audi, Mercedes, or BMW perhaps), and a photo seminar on the Med Cruise/Monaco Grand Prix trip, including a freebie for attendees (yet another reason to go!). They are very interested in getting some involvement so with luck something will come of it.

When you see Dave Donohue, give him a pat on the back. He is a good guy and is doing very well following in his dad's footsteps. Ed Arnold's team did a wonderful job this year.

Well, the time has come to sign off, it's been a good 9 years but all things must end, so as they say, Happy Trails To You, Until We Meet Again....
Bill - liftoff

CONGRATULATIONS DAVID DONOHUE

Dave Donohue, driving a Porsche cleverly disguised as a BMW M5 for Ed Arnold Racing, is this years Bridgestone Super Cup winner!

In an interview, Jerry Weger, instructor extraordinaire and holder of the PCA altitude record at Watkins Glen, said he was very pleased to see the effort he put into teaching Dave how to drive has paid off. This was followed by another comment (by an individual that wishes to remain nameless) that in fact there is some truth in that. By observing Jerry, David learned what he should not do to become a champ.

In all seriousness, congratulations Dave and the Ed Arnold team for an outstanding year! May your good fortune continue.

ELECTION RESULTS

The election is over and it was a clean sweep. There were no surprise last minute write in candidates. As a result, this is your exec for next year.

President	John Heckman
Vice-president	Donn Sanders
Secretary	Helen Phillips
Treasurer	Art Rothe
Autocross	Geof Ehrman
Rally	Dennis Angelisanti
Track	Mike Andrews
Goodie Store	Shannon Foster
Membership	John Crowley
Der Gasser	Tracy Chatley
Social	Pat Tillson
Tech	Nick & Melissa Plenzik
Historian	Betsi Lyle

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Track Reports

By Bob Lamb, Track Reporter

(ed note: As the regular readers know, Mr. Lamb has been a stellar reporter this year, what most of you don't know is some of these stories were written years ago but for whatever reason, never printed. This article is from July of '85. Since he has sold his 911 and retired from Track Events this may be the final instalment. Thanks for your effort Bob, it was most appreciated)

SPORTS CARS ARE SUPPOSED TO FALL APART

In the spring of my Junior Year in High School my interest in sports cars began. One day a classmate appeared with a brand new 57 MGA. I remember looking at the dashboard and seeing the dazzling gages. At that moment I decided I had to have a sports car. I didn't have any money, but I had the use of a 4 year old Mercury 2 door sedan that belonged to my father. I asked if I could trade the Mercury in for a sports car. As I recall, he didn't react with any enthusiasm, but he didn't say no.

Soon I located a beautiful (to me) red 52 MGTD. I was 17 and naive as a stone relative to buying used cars. The salesman expressed little to no interest in the '53 Mercury. However, he said to come back in several days because a used car wholesaler would be there and if he would buy the Mercury - maybe we could work a deal. The end result was, for \$100 and the Mercury, we had a bargain. My father reluctantly consented and loaned me the \$100. I had my first real job that summer, clearing \$32.50 a week.

For the next year the MGTD provided more joy and suffering than any possession before or since. The joy was pretending to be Stirling Moss or Juan Fangio; the suffering came from an endless series of mechanical woes. As I later learned, the MG had spent 5 years with 2 teenage brothers before me. There were few parts of the car that weren't on the verge of collapse. Among the problems - a failed rod bearing, a broken crankshaft, bad transmission bearings, front wheel bearing failure, poor shocks, broken door latches, tach driver failure, etc.

I got to the point where I was afraid to drive it for fear of something else going wrong or falling off. One vivid experience was driving to New York state to look at colleges in December. The car had no heater; the outside temperature was 20 degrees. I reached Hamilton, New York, the home of Colgate, with numb feet and concern about frostbite. There was 2 feet of snow on the ground. I stopped at a store and bought a pair of heavy socks. I did not stop at Colgate, with all the snow and cold I knew I didn't want to be there.

I got on the New York Thruway heading east. I was going

70 m.p.h. at approximately 4,000 r.p.m. All of a sudden there was a terrible sound in the engine when the gear shift lever banged my knee. The shifter was oscillating side to side. I put the clutch in and the shifter stopped moving. O.K. the problem was in front the the clutch, not behind it. I revved the engine a few times and a load knocking was heard. I looked at the oil pressure - there was none. That was how I broke the crankshaft.

Even to this day I am surprised when I have an uneventful automobile trip. The first few years of my driving career were punctuated with mechanical failures frequently leaving me stranded far from home.

Last year, after a 20 year period without a sports car, I acquired a new 944. One of my main concerns was reliability, due to my previous experience. Not only was I concerned about parts literally falling off, but the periodic failure of things when exercising the car in a sporting manner. After one year, 21,000 miles, three track events, and tow autocross schools, the first thing has yet of fail or fall off! I still cannot quite believe it. Porsche must build them better or I am very lucky. In any event, I am having great fun with my new toy, re-living fun times of 20 years ago and knocking on wood.

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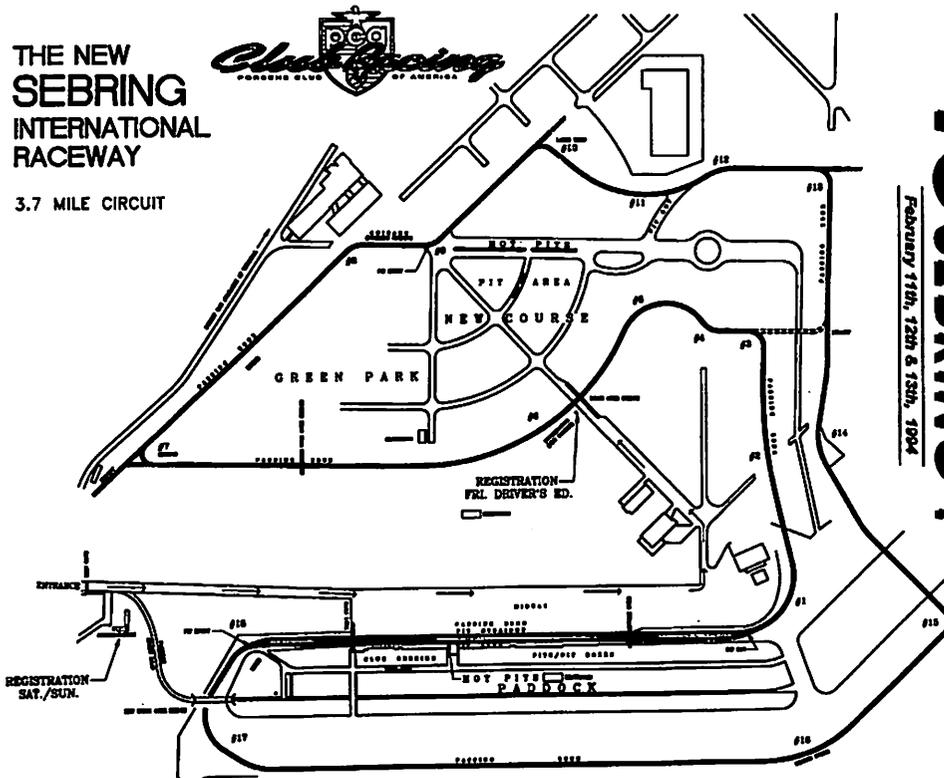
Shannon Foster, Prop

We have plenty o' stuff for you and will be glad to add more if you'll be kind enough to pass along what you would like to see.

Currently we have the new and improved RTR T-shirts, fire extinguishers, RTR hats, racer tape, hats, shirts, posters, and other great items. We can order t-shirts, sweat shirts, and ceramic mugs with the photo of your choice (keep it clean) on them.

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EXEC MINUTES

Exec Minutes - October 7, 1994

The October Exec meeting was held at the Herman's home. In attendance were: Don Applestein, Ron Pace, Helen & John Phillips, Tony Bonanni, Shannon & Jim Foster, John Heckman, Pat & Len Herman, and Art Rothe.

TREASURER: We are currently about \$15,000 ahead of budget. The subsidy for the Holiday Party was discussed and it was determined that the cost will be \$25 for early registration, than \$30 after the cutoff date.

SOCIAL: The Oktober fest is scheduled for October 28, Friday night. The Holiday party is December 10.

PRESIDENT: Don will be sending letters out to all previous Riesentoter Award winners telling them about the small commemorative bowls.

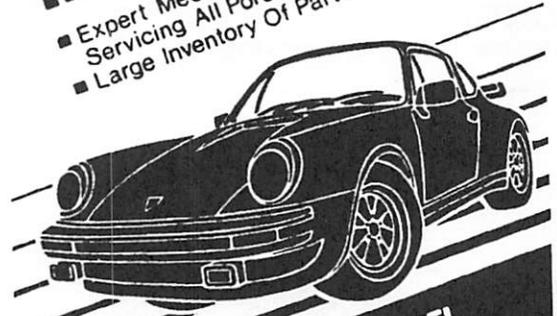
Don is in the process of making a President/Exec Board time line. This will be available for the next Exec and will show what activities should be done when.

The club's financial policy has been written and will appear in the October Der Gasser.

GOODY STORE: Since Snell 90 helmets are now required at track events, Shannon will look into getting several helmet manufacturers reps to come to a general meeting in early 95..

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TECH 94 ... Ron Pace

Before we know it 1994 will be in the history books. From a track and tech perspective 1994 has been an excellent year. We've had three great track events, a smooth race in August and several well attended tech sessions. As '94 winds down we've already got the first tech session scheduled for 1995! We will have our traditional Winter Tech and Demo on February 11 at Dougherty automotive services in West Chester. This session will also allow us to tour the new facilities Bill and the Dougherty team are relocating to in mid December. The new location is 720 East Niels Street which is literally just around the corner from the current location. The new building, which is over two times as large as the present building, will allow us ample space for that wrench your own project plus space for various demo's. With much improved parking accommodations even the concour set should join us. The demo program is still in the formative stage so if you have something you'd like included drop the new Tech Chair a note. Best wishes for the Holiday Season.

Tech Meister Ron

Winter Tech and Demo Session

February 11, 1995
9:00 AM to 3:00 PM

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OK - YOU DIDN'T LIKE KANSAS SO HOW ABOUT FLORIDA IN THE WINTER?

I am looking for five seriously distraught individuals who feel life's problems can be avoided by racing Porsche automobiles in Florida in the dead of winter.

I am also looking for sponsorship for our adventure. Any and all help will be appreciated and duly noted on the team cars.

CALL SOON. Spots are filling (although there is plenty of room on the cars for decals!)

If you are interested contact Turbo Tony Bonanni at 610-828-9469 or 843-1509

Following stories courtesy Porsche Cars North America, PCA Editors Mail List, and your friendly PCA Newsletter Committee.

1) During their meeting Saturday, October 8, 1994, the PCA Executive Council approved the request for: a) endorsement of the PCA Editors Mail List as a permanent PCA thing; and, b) authority to purchase a hard drive for storing mail list archives. I am very pleased with this action which is yet another indication of the Council's degree of commitment to assisting regional newsletter editors.

2) For those of you who like long-range event announcements, here's the PCA newsletter press release for the Zone 1 Tech Tactics for 1995.

**15th annual Zone 1 Tech Tactics
March 18-19, 1995, Springfield, Mass.
by George Beuselink**

Mark your calendars now for the weekend of March 18-19, 1995!... because you won't want to miss out on all the fun and events we have planned for this "very special" 15th annual Tech Tactics weekend.

Tech Tactics is a two-day event, offering:

- Several interesting speakers who present programs on technical, and just a few not-so-technical, subjects, all intended to help you and your Porsche enjoy your relationship.
- A vendor display area, just outside the doors of the sessions, enticing you to purchase many items useful to you and your Porsche.
- Door prizes, awarded at various times during the weekend.
- Lots of socializing, especially in the hospitality suite on Friday and Saturday evenings.
- **NEW THIS YEAR!**

Our keynote speaker will be a representative from the Porsche factory - a first for this event. The factory will also present several very interesting and challenging contests to pique your interest and bring out your competitiveness - with prizes for the winners!

It's a great time to get out from under the winter doldrums, visit with your PCA friends - and make new ones - meet the speakers, and learn a lot about our favorite marque.

A new registration format will be offered this year, whereby you can design your own weekend package. This has come about as many people can only attend for one day, or for part of the weekend. We hope to make this easier for you, and encourage increases attendance through this flexibility.

Complete details will be sent to each editor within the next few weeks, so watch your newsletters for complete registration information. If you have any questions or need additional information, please do not hesitate to contact Bob and Joan Moir at (908) 879-6171.

We look forward to hearing from you and meeting you

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at the 15th annual Zone 1 Tech Tactics, March 18-19, 1995 at the Sheraton Hotel at Monarch Place in Springfield, Massachusetts.

George Beuselink (914)658-9593
E-Mail: bbs!George.Beuselink@intel.mhv.net

PORSCHE AWARDED FOUR U.S. PROFESSIONAL RACING CHAMPIONSHIPS IN 1994

RENO, NEVADA, Oct. 26, 1994 ---

Enjoying one of its best seasons in several years, Porsche achieved four professional U.S. road racing championships in 1994.

The most recent title came as a result of a Porsche 968 one-two finish in the October 22 IMSA 12-hour Firestone Firehawk Endurance Championship race at Sebring, Florida. As a consequence, Porsche won its fifth Firehawk race of the season and third Firehawk Grand Sports Manufacturers Championship in the last four years.

Earlier this season, Porsche was awarded the SCCA World Challenge Manufacturers Championship and IMSA North American GT-1 Endurance Manufacturers Championship, won by Porsche 911 Turbo 3.6s, and the IMSA North American GT-2 Endurance Manufacturers Championship, captured by Porsche 911 Carrera RSR 3.8s.

Porsche's racing customers performed equally well this year, winning four U.S. professional road racing drivers championships. Hawk Motorsports driver David Murry became the sixth Porsche competitor in history to win the Firehawk Grand Sports Drivers Championship. Price Cobb, driving for Kelly Moss Racing, won the SCCA World Challenge Drivers Championship. Brumos Racing teammates Hurley Haywood and Hans Stuck were co-winners of the North American GT-1 Endurance Drivers Championship, while Mark Sandridge of "Team Salad" took home top honors in the GT-2 Drivers Championship.

In these four series, Porsche race teams scored a total of 17 overall or class victories out of a possible 22 events for a remarkable winning proportion of 77 percent.

Porsche achieved a variety of other North American racing successes in 1994. Price Cobb and co-driver Vince Bodiford earned the inaugural North American victory for the 1995 Porsche 911 Carrera with an overall win in the 11th Annual Bridgestone-Car and Driver One Lap of America race. Ludwig Heimrath drove his Porsche 968 to the top spot in the Valvoline Touring Car Championship in Canada. Porsche competitors David Finch and Vic Skirmants won the GT-2 and G Production classes, respectively, at the SCCA National Championship Runoffs. And Jeff Zwart piloted his Porsche 911 Carrera 4 to three victories in the SCCA/Michelin Pro Rally Series and an Open Class win in the famed Pikes Peak Hill Climb.

Bob Carlson
General Manager, Public Relations

These are synopses of 5 Technical Bulletins issued by Porsche Cars North America, Inc. (PCNA) from August 30, 1994 through October 6, 1994. "If you have questions about these bulletins, please contact your local authorized Porsche

Dealer."

Technical Bulletin - No. 9408
Group 1, dated August 30, 1994.
Subject: Approved Anti-Freeze.
Models affected: 924, 944, 968 and 928.

All full-aluminum water cooled Porsches should only use approved, phosphate free anti-freeze. The anti-freeze is not only for freeze/boiling protection, but also protects the cooling system from corrosion. To have a correct protection level in the coolant system, anti-freeze must remain in the coolant system year round. The concentration of anti-freeze to water should not be less than 30% by volume. This Bulletin lists the brand names of approved anti-freeze and provides a mixing table in the event, because of coolant loss, additional coolant/anti-freeze must be added using a different approved brand.

Technical Bulletin - No. 9407
Group 4, dated August 30, 1994.
Subject: ABS - System, Hydraulic Unit and Control Unit. Models affected: 911 Carrera, Model Year 1995.

As of March 1994, revised hydraulic units and control units are being installed in production for the ABS and ABS/ABD systems. The Porsche part numbers remain the same. Identification of the old and the new versions can only be done through the serial number or manufacturing date of the ABS/ABD control unit. This Bulletin tells how to identify the old and the new hydraulic and control units and describes which may be used with the other.

Technical Bulletin - No. 9408
Group 4, dated September 13, 1994.
Subject 911 Carrera Chassis.
Models affected: 911 Carrera, Model Year 1995.

Some early production 911 Carrera Coupes received different production suspension components. This Bulletin lists the VIN ranges for these vehicles and gives the part numbers for the later components. The Bulletin also cautions that, if later suspension parts are used during repairs, front or rear shocks and front or rear springs should be replaced only in pairs, and that both front and rear stabilizers with the necessary bushings should be replaced together.

Technical Bulletin - No. 9405
Group 6, dated September 13, 1994.
Subject: Replacing Cabriolet Rear Window.
Models affected: 911 Carrera Cabriolet, Model Year 1995.

A special tool kit is required for the removal and installation of the Cabriolet rear window on the 911 Carrera beginning with Model Year 1995. Failure to use this special tool kit will result in rear window/Cabriolet top damage during repairs. This Bulletin describes how dealers may obtain this special tool kit.

Group 6, dated October 6 1994.

Subject: Cabriolet Top Damage.

Models affected: 911 Carrera, Model Year 1995.

The Cabriolet top folding bow must have proper clearance to the top frame side rails and must also move freely. If these dimensions are incorrect, punctures or chafing to the top canvas may occur when opening the cabrio top. This Bulletin gives the proper clearance dimensions.

95 TENTATIVE

PCA CLUB RACE SCHEDULE

Revised 10/28/94

February:

Sebring, 10-11 Suncoast/GoldCoast

March:

Corpus Christi NAS, TBA Coastal Bend

April:

Road Atlanta, 8-9 Peachstate

Las Vegas, 15-16 Las Vegas/Intermount.

May:

Lime Rock, 5-6 Conn. Valley

Mid-Ohio 5-6 Mid Ohio

Hallett, 20-21 Zone 5

June:

Second Creek 10-11 Rocky Mountain

Summit Point 23-24 Potomac

July:

Brainerd, TBA Nord Stern

Lime Rock 3-4 NNJR

Putnam Park 15-16 Cen. Indiana

August:

Portland (PIR) 5/6 or 12/13 Intermount

Pocono 19-20 Riesentoter

September:

Road America 1-3 Chicago

Bridgehampton TBA NNJR/MNY

October:

Heartland Park 7-8 Great Plains

Willow Springs TBA LA/Santa Barbara

or Sept. Sears Point TBA Golden Gate

November:

Phoenix (PIR) TBA Arizona

AND: NNJR is still working on a Club Race for Watkins Glen!

PORSCHE MARKET LETTER

(ed note: I got to wondering what PML was all about after seen the ads in various car guy magazines and started seeing it pop up on the Internet Porschefiles bulletin board. I dropped Phil Van Burskirk a line and asked him to fill me in.

I received the following letter which I am passing along to you because I'm such a wonderful person. If you are on the Porschefiles BB and want to send Phil a note, his ID is: PMLETTER@AOL.COM)

Bill,

PML was started by John Hoke in Oklahoma in the early 1980's, the next owner was Paul Fairchild, an avid SCCA Porsche racer and general Porsche enthusiast, who sold PML to me. The November issue will be my 5th issue. My own background with Porsches started in 1968 hanging around Eichorn's, an independent VW/Porsche shop in Denver. My interest expanded later after graduating from college when I worked as Parts Manager at Rennenhaus Ltd/German Equipment Co for Grady Clay in 1975/76. I've owned lots of Porsches over the years, mostly 911's, starting with a 1966. After my kids were grown, I started SCCA and Vintage racing in 1986 with a 356 Roadster and I'm still vintage racing with a '66 911. Currently, I'm publishing PML from home in addition to my software consulting business. My intent is to back away from consulting and expand/improve PML to replace it. I'm a member of PCA, POC, Rocky Mtn 356 Club, Rocky Mtn Vintage Racing, and Vintage Auto Racing Association. By the way, I was also a PML subscriber before purchasing it from Paul.

In the past, PML's objective has always been to show the state of the Porsche market in the US by presenting as many Porsche for sale ads as possible along with historical price data contained in the PML database (prices are always 'asking prices' and therefore, we're tracking how owners value their cars). Each issue also contains an article about a specific model and it's current value. We're continuing with the same approach, but also hoping to improve upon it! Some of the things we are working on are increased number of informational/technical articles, expanded commercial advertising (as a subscriber to many Porsche oriented publications myself, I almost always read through supplier advertising before the articles and I'm sure I'm not alone), and access through the 'electronic info highway'. We're looking into a couple of different ways of presenting PML 'online' - should be coming up soon! Anyway, the goal is to not lose the good things PML had going for it in the past and at the same time provide our readers with more useful information.

Because of the large number of ads presented and the size of our subscriber base (see below), PML is probably a better tool for a buyer than a seller, but it can help the seller or even an owner/non-seller by helping value his or her car. Our database is always available for research which has started a side business for us (I.E. Helping buyers, sellers, dealers, owners, and insurance people value a Porsche by pulling up 'comps' much like a Real Estate agent would on a home). We do this on any model of Porsche and FAX or mail the results for \$20.00 per request.

My first priority as new owner is to expand readership - I inherited PML with less than 300 subscribers and we are now above 300 and growing! The subscriber base contains everything from Porsche new car dealerships through individuals looking for a first Porsche - also, independent

FOR SALE

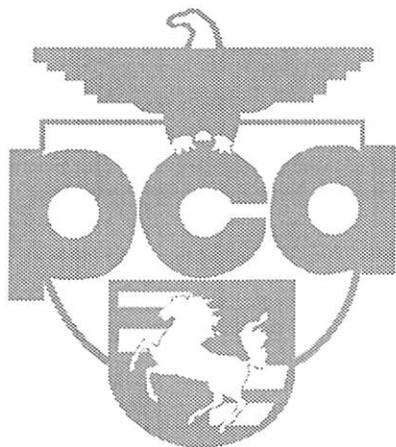
shops/dealers and collectors, but most are Porsche fanatics like myself that will subscribe to and read anything about Porsche. PML subscribers are well distributed geographically as well - in addition to the USA, we currently mail to Canada, Mexico, Japan, Germany, Italy, Saudi Arabia, and Australia.

Here's the sales pitch - PML prints 1000+ ads each month, costs \$55/yr, comes out monthly on the 15th, and each subscription includes your choice of Dean Batchelor's "Illustrated Porsche Buyer's Guide" or 2 extra months of the newsletter itself. Subscribers advertise free and also can get a discount on ads they place in duPont Registry by mentioning PML. VISA/MC and check are accepted. Subscription order line is (619)727-4856.

Thanks,

Phil VB

P.S. Bill, PML has a reciprocal agreement with several other PCA regional newsletters, if you would like to do the same, let me know and I will add you to the reciprocal mailing list. You already have my address. Also, as you probably know, I offered free ads in PML to the people on the Porscheophiles mailing list. Because the size and diversity of our ads is our greatest asset, I would like to extend the same offer to PCA members via their newsletters - if you can help me with an announcement it would be appreciated! Thanks!



63 356 B Cabriolet. T-6 body usual rust, very restorable and very complete \$9,500 Robert 610-966-3501 11 94

68 912 New floors, rockers, etc. Rebuilt motor, rebuilt brake system, Fresh burgundy paint. \$5,400 Dick Bogert 610-395-8657 8 94

69 911T Sportomatic, glacier blue/black. 82k miles, Koenig seats with 3 point seat belts, 7" & 8" x 16 205s & 245s, lowered, rebuilt transmission, rear steel flares. New paint, carpet, heater boxes, battery, shocks, windshield, lenses, H-4s, mirrors, bumper moldings, trunk liner, rotors. Over 20k invested - asking 11,000 or trade for 356. Fred Brubaker (610)434-8778 Days 797-9298 nights 10 94

70 914-6, 68K miles, numbers match, Black/black restored to near perfect original show car. Scored 181 out of 200 points at '94 914 reunion. All books, tools, records, extra parts and tons of literature included. \$16,500/OBO/Trade. David Redmond 610-964-7996. 9 94

71 914 1.7 Excellent condition, new red paint, new seat covers, new clutch. Tuned and ready to go. 4,500.00 Vincent (215)699-2473 10 94

71 911 Coupe, Red, 2.2S motor, RS front spoiler, whale tail, SC fender flairs, sway bars, Alloys, new style black leather interior, power: windows, mirrors and seats. 17k miles since complete restoration of body, suspension, engine and trans. Car looks and runs like new. Appraised by PCA a \$15,500. Must sell NOW, \$9,900. Tom Hoffman 609-845-8027 11 94

72 911S, California 911T with S options and professional 2.4S engine, suspension and white paint 19,000 ago. Race or street ready. \$19,000/offers Jim Hartman, 610-687-4801 (Day) 610-293-1916 (Night) 11 94

72 911T, Recent \$8,000 engine rebuild by Holberts, including new crank. Less than 5k miles since. Less than 10k miles on new Porsche heater boxes. New batteries, new Targa roof seals, New Pirelli P-6s Very good interior, small amount of surface rust, NO major rust. \$13,500. Samuel W. Clipp 215-541-0584 11 94

73 911T CIS, Yellow/Black leather, 5sp, Fuch polished rims 6" & 7" new P600 tires, Carrera front suspension and brakes. Calif car, no rust. \$11,500/OBO Bob Koerbel (h) 610-789-3157 (w) 610-527-6025 11 94

73 914-4 1.7, Mags, solid car, needs paint \$2,500/OBO

Bob Koerbel (h) 610-789-3157 (w) 610-527-6025 11 94

76 911S Targa. Showroom condition, jet black w/tan interior 112,000 miles, engine rebuilt at 93,000 miles, new tires and alternator, brand new suspension pan and fuel tank support May '94. Garage kept and well maintained. Tony 610-375-7011 (h) 800-451-3433 (w) 11 94

76 911S, Summer Yellow/dark Blue garaged, original paint. 7x15 BBS wheels, pop off valve, upgraded tensioners, 11 blade fan, new battery, black out trim, no sunroof, ac, or power windows. Light and quick. excellent potential as a track car. Exceptionally clean and well maintained. 93,000 miles. Asking \$11,500. Karen 215-997-8179 11 94

76 911S Gold/tan leather, 6k on rebuilt 3.0 liter 5/speed. Very strong, pop off valve, AC, foglights, 15: cookie cutters, electric/heated mirror, original Blaupunkt 8-track, bra, tools, compressor,. No /smoke/autocrosses/track events. 92k miles, PA insp 9/95, all original except for motor. Asking 12,500. Robert (215)947-7945 10 94

76 914/2.0, White/Black 60k miles, new clutch at 48k, recent engine and electrical work. New 60 series tires, shocks, sprints, motor mounts, and pedal bushings. New Bursch muffler. Covered and garaged. Clean interior, some rust, \$2,600. Barry Lassoﬀ 610-525-2679 11 94

77 924 Low Budget winter project. Never hit, entire body intact. Needs paint and TLC to get running again. Great track potential. \$500 will keep you busy with your new toy. Denny Waldman 610-394-9994 11 94

77 911 Targa w/tail. Excellent condition and beautiful in white, new top, leather dash and deck and radio. Always garaged, driven only on nice weekends, never in snow or ice. Good inspection till 1/1/96, no rust, no dents, never raced or abused. \$13,500. Tom Zern (h) 610-783-0564 (w) 354-5710, 5711 11 94

78 928, Euro model Silver w/checkered interior. Runs Great, New clutch & hydraulics, tie rods, ball joints, rear shocks, brakes, battery, rebuilt alternator (90 amp) CD-2 Disc player, all new filters, plugs, and wires. 78-93 workshop manuals, exploded parts microfiche, 4 225-50 ZR Goodyear Eagles with less than 8000 miles. Moving, must sell. \$8,500 OBO Chris Usavage 201-575-2329 (D) 610-691-2397 7-9pm 11 94

78 928 Silver Metallic/Black leather, 5 speed, AC, upgraded radio, all options. Excellent mechanical condition, 75k miles! 6,800 obo. Michale Sonstein (215)646-3889 10 94

80 911SC Coupe, New calipers, oil coolers, brakes, struts, front tires, rebuilt alternator, low miles on motor recently installed, tuned, valve adjustment etc. by Don Galbraith. No

1989 944 Turbo S. Glacier Blue with dark blue interior, 43K miles, all service records. Fanatically maintained and in perfect condition. Mobil I since birth. All normal Turbo S options which are too numerous to list. Brains have never been opened. \$24000 or will consider Audi Quattro trade. Probably the nicest specimen around. Jerry Weger 610-649-6618 9 94

89 944 Turbo, Black/Black leather, 63k miles, immaculate and carefully maintained. \$19,250/obo. Michael Blank 215-947-9200 (D) 610-668-7943 (E) 11 94

84 911 Carrera Triple black, sunroof, cruise, AC, 16: Fuchs, never raced, serviced regularly. Excellent condition with all records. 17,500. Mike (717)484-4945 10 94

84 911 Carrera Triple black, sunroof, cruise, AC, 16: Fuchs, never raced, serviced regularly. Excellent condition with all records. 17,500. Mike (717)484-4945 10 94

84 924 GT3 Factory kit race car, last built, race ready, fresh engine, national SCCA champion, perfect SCCA or PCA club race car, spare engine, tires, wheels, body work, numerous spare parts, former Brennan/Cyphert car, log book. \$ 18,900. William Braunlich (412) 443-0102 12 94

85 928 S Guards red/black leather. Original owner. 19,000 miles - superb condition and value at \$ 19,900. Tom DiMayo 717 -992-6736 12 94

89 944 S2 Guards Red/black leather, 17k miles, 3 liter, 5 speed, turbo wheels w/factory painted crests, dual airbags, power windows and sunroof, rear wiper, Blaupunkt, factory alarm, Colgan bra w/mirror covers. Covered, garaged, no winters/rain, always maintained, almost showroom cond, very rare model, 22,000. Joseph Bowen (215)538-9341 10 94

90 911 C2 Triple Black, 1,600 untitled miles. Absolutely immaculate. Finest in country. Non smoker, garaged, covered, by-pass muffler, sport kit, sport suspension & seats. Limited slip. Hood and mirror bra. No rain. Summer only. All updates. Asking \$45,950. Stephen Syberman 215-624-1487 11 94

92 911 C2 Black, Beige Leather. Limited slip, rear window wiper, AM/FM cassette, factory painted rim caps with Porsche Crest. Only 2,150 miles! Always garaged. Only driven on sunny days. Absolutely perfect showroom condition. \$49,000 serious offers only. Howard Cohen 800-523-7427 days 11 94

91 944 S2 Cyclimen red (really a deep plum) w/Black Leather. 11k miles, garaged, non-smoker, many extras (bra, wheels, tires, etc) Great car... Sorry to part but a 968 needs the space in the garage. Call Shannon @ 610-277-8207 to discuss in detail 11 94

93 968 Red/black leather, sport suspension, 17" alloys, turbo brakes, limited slip, 1,300 miles (Thirteen hundred!) Garage kept, no bad weather, no smoking, no hammering. Car is like brand new. 35k left on Porsche lease. Make me a reasonable offer. Tony (610)431-1040 10/94

93 911 C2 Guards red/tan, 3.6 liter, 247 bhp, full power seat, original list \$67,000. 16k miles, excellent cond. \$54k Bob (717)569-4272 10/94

PARTS, ETC

Parts from '87 911 Turbo, Complete engine cover & spoiler, lower front valance modified for oil cooler and custom built SS muffler. Call Turbo Tony for prices at 610-828-9469 or 834-1509. 9/94

BRA FOR 924s Brand new, never used cost \$100. First \$50 takes it. Hans Schweikert (215)361-0726. 10/94

New 944 rear spoiler for 924. Same textured black rubber as used on 944, attached to flange, not thru glass \$225. Frank Bemiss (717)992-6348 eve 10/94

WHEELS AND TIRES: Set of 911 Fuchs, 7's and 8's x15, rim of one 7 nicked, asking \$900.00. Two Bridgestone RE71's 205 X 50VR 15, 50% tread left, \$60 each or \$100 for both. Two Bridgestone RE71's 225 X 50ZR 15, almost no tread (great for autocross), \$30 each or \$50 for both. Don Applestein - call 565-5716 evenings, 761-2480 days. 8/94

C4 Parts. Like new shape. 2 sets stock alloy wheels, hold center caps with Comp or Bridgestone tires mounted. \$800 set. Set of forged upgraded wheels, \$1,000. Complete stock suspension, \$500. DME brain, \$600. Allen Johnson power tube, \$100. Rich Piccinini, 215-875-8771 ext 763 11/94

Fyrebraid Sparkplug Wires. Fit 83-89 944 Race proven, red shielding resists heat up to 1,400 deg F. These are the best ignition wires available. Brand new in original sealed bag from Performance Products. Paid over \$200 but no longer need them. Put these hi-tech trick looking babies on your pride and joy and you'll go even faster. Only \$150 takes the set. Denny Waldman 610-394-9994 11/94

15" Wheels (2). Factory stock wheels from '87 944 in very good condition. \$60 each or \$100 takes the set. Denny Waldman 610-394-9994 11/94

911 Parts.

Set of 4 BBS one piece 15x7 for 911 w/new 15" Comp T/A 195/65x15 \$400

2 - Black power sport seats from 87 930 w/harnesses \$1,400

1 - 930 Ign Dist 1,500 miles \$450

1 - 3.0 930 style fiberglass rear deck lid

1 - 88 930 factory muffler/cat, new. A good item to have

for PA emissions \$450

1 - black boot for Carrera cab, new condition \$350 in bag

Tim Holt 610-696-1999 days, 993-9091 eve 11/94

Misc Parts 71 911E engine, 60K miles \$ 1000.00
72 911 transmission, \$ 500.00. 911 windshiled wiper motor w/frame, Porsche & VW engine stand \$ 35.00
VW type 4 short block, \$ 150.00 H. Barrett
(610) 690-2643 after 6 pm. 12/94

WANTED

87 - 89 911 Carrera Coupe, white, must be original with low miles. Steve Midgett
215-241-8414 (D), 610-296-7478 11/94

Racing seat, To be used in a 83 944. Looking for OMP or comparable seat new or slightly used. Call Brian at Watson Racing 215-781-2348 11/94

1995 Central Pennsylvania Porsche Region

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Saturday April 22, 1995

Sell, swap parts & accessories.

Porsche only parking available.

Food vendors and clean bathrooms.

Rain or Shine

Ski-Roundtop, Lewisberry, PA

contact Steve Baun (717) 932-4473



MEMBERSHIP NEWS.....by Helen Phillips

Let's welcome the following new members:

Jodi and David Donahue of Malvern with their 1989 944.

Pete Ephriam of Philadelphia with his 1989 944 whose interests are tech, social concours AX and driver ed.

Tim and Becky Lombardi of Reading join with their 1995 911.

David and Janet Noll of Bellmawr NJ join with their 1972 914.

Steve and Marianna Okin of Chalfont join with their 1973 911.

Andrew and Melissa Prousi of Gwynedd Valley join with their 1995 993. Their interests are tech, social and driver ed.

Karl Poeltl of King of Prussia joins with his 1987 911.

Michael and Lori Smart of Bethlehem join with their 1984 911.

Transferred from CVR are Tom and Sandra McClaskie of Bethlehem with their 1968 911.

Transferred from Carolinas are Patrick Morgan and Scott Morgan of Pipersville with a 1978 911.

Transferred from Metro NY are Todd and Lori Martin of Bryn Mawr with a 1981 911.

Krista Fabiani of Philadelphia with her 1985 944.

Lee and Glenna Giannone of Langhorne with their 1987 911. Their interests are Tech, social, concours, AX, rally and driver ed..

Frank Palumbo of Yardley with his 1964 356 SC. Frank's interests are tech, social, and concours.

Eliot and Gerri-Ann Seleznov or Narberth with their 1980 911.

William Wadsworth of Newtown Square with his 1995 911. His interests are tech, social and driver ed.

Ali Walizada of Morton with his 1975 911. Ali is interested in social.

Transferred from Florida Crown are Kim Fleischer and Brian McGinnis of Huntingdon Valley with their 1979 911.

Leslie Barkley of King of Prussia with a 1985 944. Leslie's interests are social and AX.

Eric Berg and son Jesse Berg of Philadelphia with their 1986 911.

Ronald Block and Ira Block of Chester with a 1991 C2. Ronald's interests are tech, concours and driver ed.

Jackie and Larry Boykin of Strafford with their 1984 944. Their interests are tech, social rally and driver ed.

Richard and Nell Brown of Newark DE with a 1985 911 and they are interested in social and rally.

Chris Cleary of Abington with a 1987 944. His interests are tech, AX and driver ed.

Peter Dugery of Bala joins with a 1967 912. Peter's interests are tech and social.

Stan Elias of Huntingdon Valley with his 1982 928. Stan is interested in social.

Michael and Lisa Erlbaum of Villanova with their 1988 930. They are interested in social and rally.

Brian Klinetob of Macungie with his 1983 944.

Gary Kurtz and Jorgi Dougherty with a 1986 930. Gary is interested in tech, social, rally and AX.

Dennis Martin and Jon Andrews of Macungie with a 1989 944 turbo. Dennis is interested in tech, rally and drivers ed.

Gerald and Denise Plasmeier of Aldan join with a 1986 944 turbo. They are interested in tech, social rally and AX.

Matt Pulcinella of Folsom with a 1984 911. Matt is interested in tech.

Robert and Linda Rosend of Newtown Square with a 1988 911. They are interested in AX, rally and drivers ed.

Arthur and Maureen Swanson of Reading with a 1982 928. Look for them at tech rally and drivers ed events.

John and Sherri Turco of Langhorne with a 1984 911. They are interested in tech, social, rally AX and drivers ed.

Richard Turner of Villanova with a 1989 911 turbo. Richard is interested in rally events.

Les and Roxanne Walker of Blandon with a 1979 930. They are interested in social.

David Walters of Devon with a 1984 911. David is interested in social, concours, rally and drivers ed.

Transferred from Schattenbaum is Barry Lassoff of Villanova with a 1976 914.

HOLIDAY BANQUET HIGHLIGHTS



Paul Johnston trying to explain why someone else should have the "tattered helmet" award.



Our bi-coastal couple, Bill and Debbie Cooper, announce the arrival of Annie's new baby brother.



Our new leader, John Heckman, announces a new door prize to be awarded each year.



The Nelsons with their door prize.

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and

Bill O'Connell
2801 Stoneham Drive
West Chester, PA 19382
610 640-1675

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Paul Johnston, Chair
325 Westtown Road
West Chester, PA 19382
696-2164 (W)

PCA RACE

Paul Johnston
DRIVER'S ED

REGISTER

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32 Leatherwood Drive
Collegeville, PA 19426
650-0658

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503 Reservoir Road
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436-8690

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Betsi Lyle
Box 363
West Point, PA 19486
287-5083

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215-248-4445

GOODY STORE

Shannon Foster
127 Barley Sheaf Drive
Norristown, PA 19403
277-8207

RALLY

John Hoey
72 West Greenwood Ave
Lansdowne, PA 19050
610-622-6213

DER GASSER REPORTING/PHOTOGRAPHY STAFF

AUTOCROSS/SOCIAL/MEETINGS

Brad Carle

TRACK

Bob Lamb

PHOTOGRAPHER

Bill O'Connell

Deadline for submitting articles and photos for publication is the monthly meeting!

Address changes should be sent to both the Membership Chair and National

Classified Ads are free to PCA members and are printed on a space available basis with preference given to RTR members. Non members may place ads for \$10 per month (checks payable to RTR/PCA and submitted with the ad). Ads are limited to Porsche related items and are subject to editing for both space consideration and content. The Editors reserve the right to reject any ad.

COMMERCIAL ADVERTISING RATES and general information is available from the Advertising Manager.

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