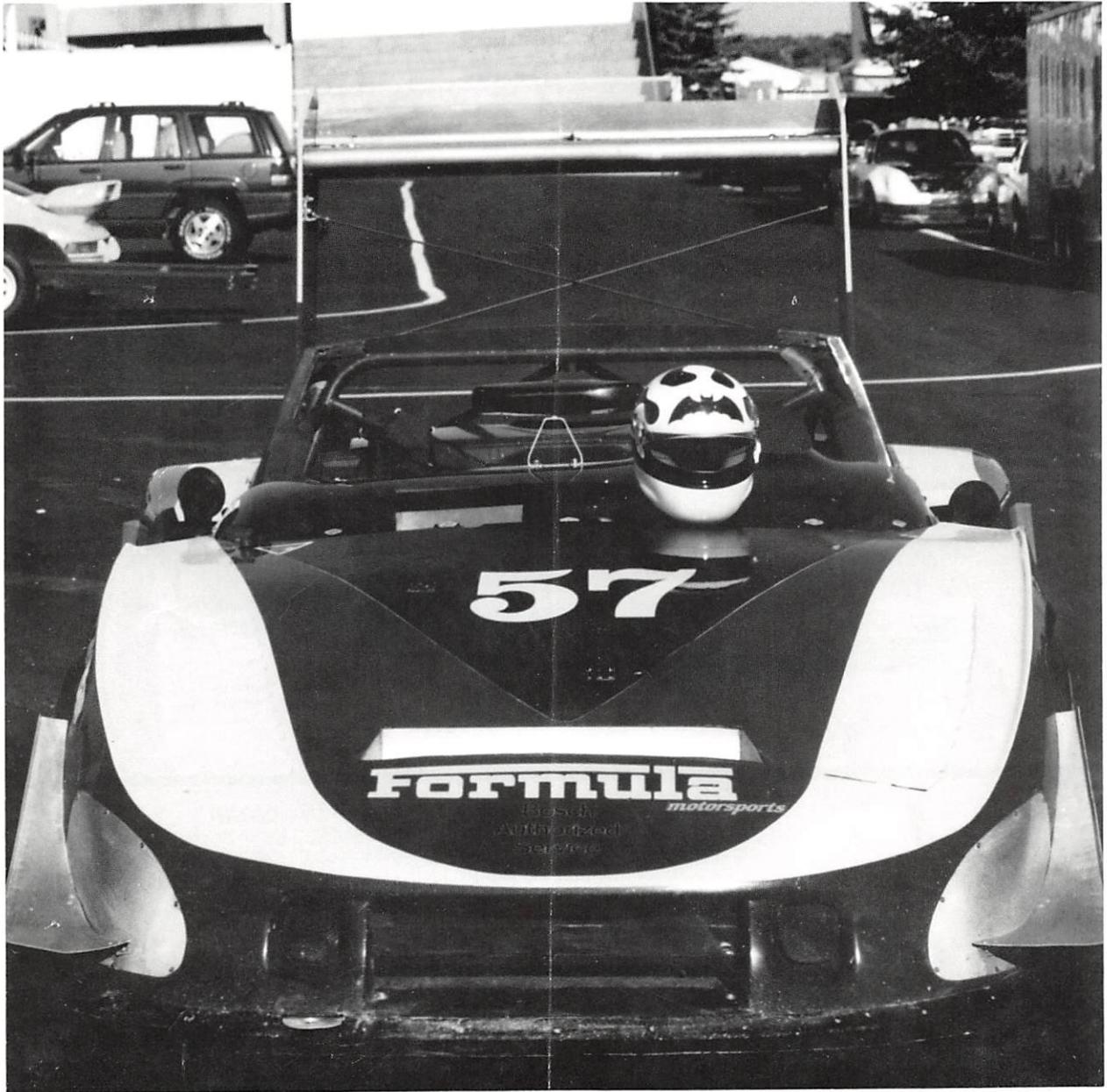


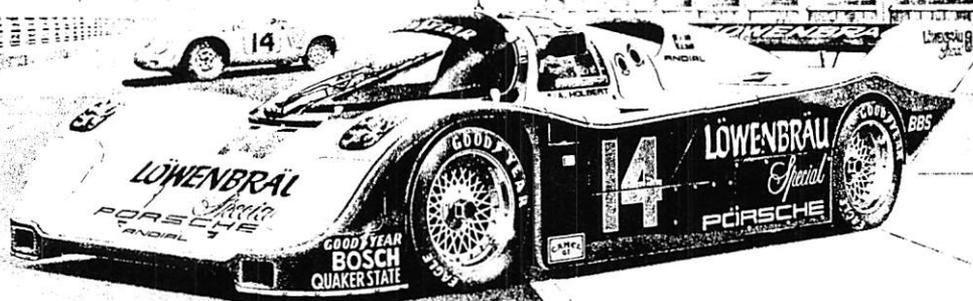
Der Gasser

OCTOBER 1995



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President's Message

Since *Der Gasser* is technically part of the American media, I thought it only right that I should do like just about every other part of the American media has done and make comments relative to O.J. Simpson... Naaahhh...

Instead, I'll make comments about our September meeting which was held at the Holiday Inn in Ft. Washington. We heard from long-time Riesentöter members Sandy Sadtler and Bruce Baker who spoke about Winter Storage and Road Side Repairs. It was good... How's that for a comment? Sandy owns Madden & Ryan Body Works in Radnor which is more of a full service repair and restoration facility than what the name may imply. Bruce Baker, 356 specialist par excellence, works for Madden & Ryan. The combined knowledge of these two individuals is quite impressive, and they parlayed some of that to us in a most professional manner. Stop and see them at their facility on Belrose Lane across from Carolina's Restaurant. It's a neat shop with history going back to just after WW II. Our thanks to Sandy and Bruce for a job well done.

John Schoepke, an Alfa Romeo collector from Michigan and owner of the Omnibag Company, graciously donated one of his car storage bags which we then gave away as a door prize. Omnibags, intended for indoor use only, are made of a heavyweight plastic which completely seals out moisture and dust. John's only request was that we see to it that the Omnibag go to a member who stores his Porsche in the Winter and will therefore use the bag in the manner in which it was intended. By a show of hands, we determined who at the meeting met this qualification, and we then issued tickets to all those members. The bag was won by a relatively new member who I had not met until then. I am aggravated because I can't find his winning ticket on which he had written his name and which I had purposely kept. When you read this, Mr. Winner, please call me. Schoepke says he'll cut us a deal on Omnibags if we get five or more members who wish to order. The bags retail for around \$89.00. I want two. Who else is interested? Call me for details.

Over Labor Day, Tobey Ross and I drove the Presidential Limo to Lime Rock to crew for our September speaker, Sandy, while he raced his 356 in the Vintage Fall Festival. We bumped into Connecticut Valley PCA-member Prescott Kelly who was racing his Canadian Trans Am 911 and he invited us to his paddock area for lunch. At the appointed time we arrived to find a line of about 30 people queuing up for macaroni and potato salad, fresh fruit salad and chilled boiled jumbo shrimp. Under an enormous canopy off the side of an equally enormous tractor trailer rig we found two empty seats at one of those folding picnic tables with the built-in benches. The table was strategically placed between two of the six Porsche vintage race cars sharing the space. While we enjoyed the meal and the historic NASCAR performing a solo run on the track in front of us, we watched the other guests as they found their seats. With Tobey and me on one side of our little picnic table and empty

seats on the other, we both just about choked on our good fortune as we were joined by none-other than Mr. & Mrs. Joe Buzzetta. We mentioned that we had been with Joe at the Jefferson 500 Vintage Race at Summit Point back in May where he was racing his 904. When I told him that I had written an article covering the event for *Der Gasser*, and that he was in the article, Joe asked that I send him a copy. I did so, and took the opportunity to ask if he would come to speak to us at our October meeting on the 25th. As we go to press, I have not yet confirmed his visit, but stay tuned. As the only American to become a factory driver for Porsche, Joe Buzzetta has some great stories to tell. Let's hope he can make it.

Our October meeting will also feature the elections for Club officers. The proposed Slate of Officers for 1996 is as follows:

President:	John Heckman
Vice President:	Melissa Plenzick
Treasurer:	Art Rothe
Secretary:	Shannon Foster
Social:	Pat Tillson
Membership:	John Crowley
Editor:	Tracy Chatley
Autocross:	OPEN
Track:	Mike Andrews
Tech:	Nick Plenzick & Paul Poore
Goodie Store:	Jim & Robin Zelinskie
Rally:	Dennis Angelisanti

Be sure to join us on Wednesday, October 25th at the Holiday Inn in Ft. Washington with socializing beginning at 7:30 with the meeting commencing at 8:00. Come on out and help us to have some fun!

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OCTOBER

25 Club Meeting at Holiday Inn, Fort Washington, 7:30

Topic: Possibly Joe Buzzetta to speak on career

29 Autocross at Old RCA/GE Building, Parking Lot K,
Camden, NJ. Just over the Ben Franklin Bridge

DECEMBER

16 Holiday Banquet, Radnor Hunt

TRACK EVENTS

OCTOBER

21 - 22 Jefferson Circuit (Driver's Ed, Host -
Riesentöter)

21 - 22 Mid Ohio (Driver's Ed, Host - Allegheny)

27 - 29 Bridgehampton (Driver's Ed, Host - NNJR)

Holiday Banquet Info



Keep a close eye on your mail over the coming weeks. Don't let your invitation to the **Riesentöter Holiday Banquet** get lost among the "junk mail." Invitations should be coming out the middle of November. This highlight of the Riesentöter social calendar will be held at Radnor Hunt this year. You don't want to miss this!!

Club Meeting Info

OCTOBER

Election of the 1996 Officers will be held at the October meeting. In addition, as John stated in his President's Message, Joe Buzzetta may be speaking about his career in racing.

NOVEMBER/DECEMBER

As is tradition, the November and December regular meetings are forgone in lieu of the Holiday Banquet which will be held on December 16 at Radnor Hunt. This is the premier social event on the RTR calendar. You won't want to miss this!



1996 911 Turbo (Photo Courtesy Porsche Cars North America, Inc.)

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Miscellaneous Ramblings

by John Heckman

Road & Track magazine, although arguably possessed of a somewhat generalist approach to automotive journalism, has stood the test of time to remain one of my favorites among the dozen car magazines I receive each month. One of the best things about R & T is Editor-at-Large, Peter Egan. If you haven't read him, you should. If you have read him, you probably know what I mean when I say that the guy is a genius. With accuracy and subtle humor seldom seen anywhere in the literary world, applied here by Egan to my favorite topic - automobiles, it is rare indeed when I don't come away from one of his articles without either a smile on my face, a chuckle in my gut or a tear in my eye. Granted, I am a certified softy, having been known to cry at movies both old and new. I brought "The Sound of Music" home the other night and didn't even get through the part where they're showing the credits and Julie Andrews is swirling around and singing to herself on the mountain before I got all squinty-eyed and had to reach for the box of Puffs. My nine year old daughter Kate accuses me of crying while watching "Dumb and Dumber," (for pity's sake, probably the dumbest movie to make it to my VCR in the '90s), but I don't remember doing it. Even so, Egan is truly gifted in his ability to make something as rudimentary as, say, an oil change, performed on a well worn MGB in a cinder block garage on a star-lit night, with warm, used oil running down your arm all the way to your rolled-up shirt sleeve, a kerosene heater taking the edge off the night air chill, classical music coming from the radio that dangles from a nail driven into one of the rafters where the ceiling meets the wall, seem more like one of life's rites of passage than a household chore. More times than not, Egan's skill affects me. It moves me. It makes me feel alive. And feeling truly alive is good.

Another good thing about Road & Track magazine is the section entitled "Miscellaneous Ramblings" where the Editor-in-chief just sort of brings the reader up to date with little bits of automotive information. Not so much automotive facts as little happenings. Things that, of themselves are probably not enough to really support the weight of an entire article, but are neat things (or in some cases not so neat things) just the same, that happened to the Editor and that he wishes to share with his readers.

Things like what happened to me the other day while I should have been working. Instead I was at the top of second gear in my 356, on my way to third, top down, wind over my head, with an exhaust note in my ear every bit as glorious as the best Lynyrd Skynard guitar riff, when what should I see approaching through the sea of shoot-me-in-the-head-gray Hondas, Toyotas, Mazdas, Tauruses and Minivans but an MG TD. A British Racing Green MG TD and a nice one at that, with a guy behind the wheel enjoying his car as much as I was enjoying

mine. So I did something I haven't done to a car that wasn't a Porsche in a long time. I saluted him by flashing my lights at him. And it wasn't one of those "hey I'm going far too fast for conditions in my red Japanese 'Super Coupe' and even though you're passing someone and doing 64 in a 55 zone you're taking too long to do it and you're blocking the passing lane with your Buick" kind of flashes either. For one thing, you can't "flash" the lights of a 356 by pulling back on the turn signal lever the way you can on a 911 (or a red Japanese "Super Coupe"). One must reach around the steering wheel, or in some cases through it, and pull the little chrome and black bakalite switch to turn the lights on, and then quickly punch the knob back in again. For another thing, this was a flash of acknowledgment (the opposite of aggression), a greeting of peace to a fellow sports car motorist. And guess what. Before I could reach my little chrome switch, the guy in the TD smiled and gave me a nice wave, and I flashed my lights before he was by. Made me feel alive.

I think I'll borrow a page from R&T and call this column "Miscellaneous Ramblings."

Speaking of words containing the word ramble, I'm reminded of the neighborhood I lived in until I was 13. It was a pair of circles, one larger than the other, resembling a figure 8, with identical post-war brick houses lining both sides of both circles. Al Anderson lived on the smaller circle. Axel Shield lived on the larger one. And on the opposite side of the large circle from Axel, I lived next door to Marlin Ambler. Axel, Al, and I went on to become Riesentöters. Mr. Ambler went on to drive Ramblers. About every three years or so he'd bring home a new one. The memory of his black 1963 'Classic' has always made me think it would be appropriately absurd to build a pro-street/drag car out of one like it. With a huge super-charger blower sticking up out of the hood, a narrowed rear axle and tubbed rear wheel wells, Continental Shelf-deep black Imron paint, in the spirit of the Rolling Stones, I'd call it the "Midnight Rambler."

More to come.

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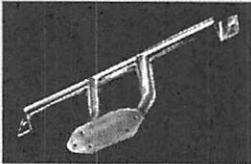
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**Rohr Motorsport Team Records
Second, Fourth in Season Finale**

**by Chris Dirato
(for Porsche Cars North America)**

SONOMA, CA, OCT. 7 -- Despite having already clinched both the manufacturers' championship for Porsche and a driver's title, the Rohr Motorsport team out of Cincinnati did not stand pat here Saturday in the SCCA World Challenge season finale at Sears Point Raceway. Drivers David Murry and Jochen Rohr, both in Porsche 911 GT2s, finished second and fourth, respectively, to end the eight-race series in grand style.

In an ironic twist, Murry finished second behind winner Price Cobb, who won the 1994 World Challenge driver's championship for the Kelly Moss Racing Porsche team out of Madison, Wisconsin. Cobb was a late substitute for Steve Saleen in the #55 Saleen/Allen team Mustang and the Evergreen, Colorado, resident put on an impressive show with Murry throughout the 25-lap race.

Murry, who came into the race with a shot at tying the record for the most wins in a World Challenge season (6), moved from sixth to first by lap two and held off the charging Cobb for eight laps. But, Cobb, using superior horsepower, swiped the lead on lap 11 and held it the rest of the way, fighting off a rallying Murry at the checkered flag by a scant .457 seconds. Cobb's average race speed in the yellow flag-plagued race was 70 MPH.

Rohr staged one of the more memorable comebacks of the season to swipe fourth in the Sports Class, ninth overall. After starting fourth, the World Challenge Sports Class Rookie of the Year dropped back to seventh for seven laps before spinning off the track and losing two places. With new found determination, the Cincinnati resident began picking his way through the 42-car field before finally passing chief rival, Jim Minneker, in a Chevrolet Corvette, and actor Tim Allen, in a Saleen/Allen Mustang, over the final four laps to take fourth in class.

The Sears Point SCCA World Challenge race is tentatively scheduled to be televised over the Prime Network on Thursday, December 21. Check local listings for exact times.

Top Finishers In SCCA World Challenge Race At Sears Point

- 1) Price Cobb—Saleen Mustang -- 25 Laps
- 2) David Murry—Porsche 911 GT2 -- 25 Laps
- 3) John Heinrichy—Chevrolet Corvette -- 25 Laps
- 4) Kermit Upton—BMW M3 -- 25 Laps
- 5) Lou Gigliotti—Chevrolet Camaro -- 25 Laps
- 9) Jochen Rohr—Porsche G11 GT2 -- 25 Laps

SCCA World Challenge Sports Class Driver's Championship Standings Following Sears Point (End Of Season)

- 1) Murry—Porsche -- 458 Points
- 2) Heinrichy—Chevrolet -- 393 Points
- 3) Rohr—Porsche -- 374 Points
- 4) Minneker—Chevrolet -- 369 Points
- 5) Bondurant—Saleen/Allen -- 279 Points

SCCA World Challenge Sports Class Manufacturers' Championship Standings Following Sears Point (End Of Season)

- 1) Porsche -- 46 Points
- 2) Chevrolet -- 42 Points

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3rd Annual RTR Paint Ball Trip
Postponed until Spring

As October appears to be a very busy month for a lot of people, the annual RTR Paint Ball trip has been postponed until sometime next spring.

Look for a notice in February or March's *Der Gasser*.

Contact Tony Bonanni at (610) 828-9469 if you have any questions.



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If you are unable to attend the October 25 meeting, mail your completed ballot to Helen Phillips, Secretary, 8113 Ardmore Avenue, Wyndmoor, PA 19038.

A Few Key Words of German

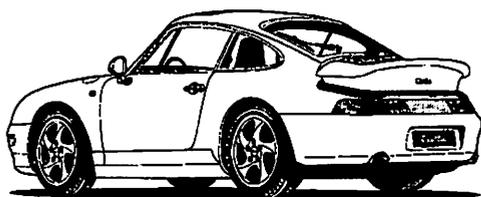
Courtesy of Mike Andrews

Hey guys, I was out surfing the net instead of working and ran across this. I think it's OK to plagiarize stuff from the net as long as you give credit to where it came from....

Many of us are faced with the prospect of explaining what we want our mechanic to do when said mechanic is of true German origin. Therefore, a few key words of German may help you communicate your desire to your technician. Listed below are some that may come in handy.

Wunderspitenpoppen:	Weber carburetors
Kolapsenrattlers:	911 cam chain tensioners
Oilendrippers:	911 oil return tubes
Startenbomben:	CIS air box
Mickeymoussenheimer:	any 914 part
Loosethwappenfrazzle:	Fan belt
Komoffen:	Shift knob
Gearsenrower:	Shift lever
Plastikfadencracken:	Vinyl dashboard
Stoppendimer:	911 brakes
Stoppendollarfifty:	914 brakes
Oilbearingfryer:	924 turbo unit
Strangenvasserholder:	924 or 928 radiator
Wimppenmotor:	1.8 liter 914 engine
Gassenwhooser:	Bosch fuel pump
Gassenplugger:	Bosch fuel pump with dirt in it
Koppenstopper:	Escort radar detector

Reprinted from Porschenaut, Lone Star Region, via the Zone 5 BBS.



Autocross

by Geoff Ehrman, Autocross Chair

Well, the September 24 autocross at Nazareth is history. The turnout was great with many new faces.... obviously those members hiding out in Allentown/Bethlehem/Easton!! As our illustrious editor is anxiously awaiting this article, I would like to keep it short and to the point. First, many thanks to Tracy's husband John and his merry band of volunteers at the CART race for making this event even possible. Marilyn Stahl of Nazareth also was a big help in welcoming the Riesentöter Region of PCA to this great facility. The weather was great and the competition at national level with the surprise arrival of such notables as the Lyles and SCCA contender Dave Newman. The results are as follows:

Novice4:	Name	Time	Place
	Dean Curtis	39.095	1
	Barbara McMahon	41.113	2
	Ken Nubile	44.154	3

Novice 6:

Dave VanHaren	37.227	1
Michael Heavener	38.629	2
Martha Ulery	40.746	3

Inter.6:

Bob Weigand	36.021	1
Scott Studer	36.142	2
Kreg Ulery	36.299	3

(TOUGH GROUP!!!)

Expert 4:

Keith Stockton	34.919	1
Dennis Angelisanti	36.322	2

Expert 6:

Vern Lyle	32.842	1
Dave Newman	32.957	2
Geoff Ehrman	34.107	3

(Would you believe I ran out of GAS?!)

Others:

Bob Miller	34.747	1
Frank Adams	35.161	2
Brian Reid	35.165	3

That's all folks..... Hope to see you in Camden October 29th, just over the Ben Franklin Bridge at Parking Lot K, corner of Delaware and Cooper. Call for more details.....215-340-0452..... See you there for our season finale!!..... Geoff

Sparklers

by Jim Pasha, Diablo Region PCA

I've been reading a little on the Internet about spark plugs. Interesting. Here's a few cents for you PCAers who want a little more from your plugs.

Try indexing your plugs (I know you'll try it, read on). This involves using some spacers and marking your plug for the direction of the ground electrode. Indexing is used by ALL the major engine builders.

The plugs in all Porsche engines are angled toward the piston rather than directly vertical with the crown of the piston. Thus, when the plug is screwed in and stops against the head, the open-end of the ground electrode (extending from the side of the plug) may point in any direction depending on the random match of the threads in the head and the threads of the plug as the plug revolves into the head. If the open-end of the ground electrode points away from the piston crown, the gap between both electrodes (where the spark ignites the fuel) is partially shrouded from the top of the piston by the back-side of the ground electrode.

The idea is to ensure that the open-end of the ground electrode "points" toward the piston face.

The spark-ignited fuel is at the face of the piston as the gases are compressed, and having an un-shrouded spark igniting the mixture assures a more complete burn.

I have used this method while testing spark plug combinations and, for my own cars, I can tell the difference. I have a device that I can screw the spark plug into to see how the electrodes are aligned. They usually are not. In a given set you may find only half that will point in the right direction when torqued in the head. The others point in directions you do not want. This is where the spacers come in. They come in thicknesses that allow for 60 degree adjustments. Some plugs are so far out that I just keep them for an oddly threaded cylinder.

Generally, I can get plugs aligned within a 30 degree spread.

I mark the plug base so I can observe the location when torqued. For 911s and engines with shrouded plugs, I have a set of extensions and spark plug sockets that are marked. I put

the plug in with the marks aligned. Of course, if you have the head(s) off for any reason, you can readily see how the gaps on each plug will align with the piston. Once you "index" each plug, you'll want to mark it to indicate which cylinder it goes in.

My opinion of the plugs available? I have tried all of the popular configurations. Split-fires work, but not according to their instructions. They have poor sealing rings and cost too much for what they deliver. My preference in Porsches, turbo or otherwise, are Bosch Silvers. They last and rarely foul. My opinion of Platinums isn't very high unless we are talking about the old style and are running all day on the Autobahn. Follow the Factory recommendations on plug gap unless you are a mechanic of the Vasek Polack or Andial caliber.

Most of the indexing components, calibration fixture, spacers, etc., are available from speed shops or certain engine builders. It is worth the trouble to do if you are going to track events with your vehicle.

(Editor's note: Jim Pasha writes technical articles for many national magazines including EXCELLENCE and PANORAMA.)

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Shannon Foster, Prop

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See you at the next meeting!

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

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

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70 914-6, Black/black interior. 68K miles. Restored, numbers matching, all orig. car. 1st Place show winner at Chesapeake Challenge '95. Orig. tool kit, foot stool, books & records, car cover, etc. included. \$19,500 OBO. David Redmond (610) 964-7996 ^{8/95}

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

74 911S, Guards Red/full cork leather interior. Grounds-up prof. restoration/conv. to exact US Carrera specs. Black graphics. 6" & 7" Fuchs. Ducktail. New: Herberts Standox polyurethane, German carpeting & leather interior. Dilavar studs, trans. overhaul. 65K orig. mi. Price reflects outstanding cond.: \$14,000. Art Johnson (610) 383-9575 ^{9/95}

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

82 911 SC, Slate Blue/Black leather interior. A/C, sunroof, cruise, P/W, 16" Fuchs. New P700's, orig. paint, completely stock. 46K miles. Mint cond. \$17,500. Bruce Polekoff (610) 674-3692 (h), (610) 659-0775 (w) ^{8/95}

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

82 928S, Charcoal. Garaged, no rust, no winters. Recent SS exhaust, waterpump, timing belt. 110K miles. Very good cond. \$9,900. (610) 929-0457 (leave message) ^{8/95}

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

84 911 Carrera, Ruby Red/Beige leather interior. Good cond., A/C, sunroof. Always garaged, never driven in winter. BBS wheels, trans. just rebuilt. 103K miles. \$15,900 OBO. Jeff Brok (800) 346-6001 (day), (610) 372-3921 (eves.) ^{8/95}

84 Carrera Coupe - Factory Turbo-Look, White/Black leather interior. Limited slip, A/C, sunroof, cruise, Weltmeister sway bars & Cambermeister, brake cooling kit, BBS wheels, H1s, Mass Flow sensor, Flofit seat, MOMO wheel, extra track wheels/tires plus all original parts removed. \$27,000 Raymond Calvo, Huntingdon, PA (412) 824-5264 eves. ^{9/95}

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

85 911 Carrera Cabrio, Guards Red/Black interior. New synchro & clutch. Garaged, pristine cond. 53K miles. \$29,500. Don Kohri (610) 446-4540 ^{8/95}

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

86 944 Turbo, Guards Red/Black leather interior. New paint. REBUILT engine w/ all new components, bearings, seals & gaskets. Limited slip trans. NEW clutch, half shafts & exterior lamp assem. Suspension upgrades, overhauled front brake calipers. Excell. cond., no expense spared...Must sell. \$15,000. (610) 696-6014 (eves.) for more info. ^{8/95}

87 911 Carrera CPE, Venetian Blue/linen interior. 69K miles. In excellent cond. Fully maintained by Holbert's Motor Cars. Harold Miller (215) 886-2225 day, (215) 886-6924 eves. ^{7/95}

87 944 Turbo, Escort Endurance Race Car. Turn Key. CrMo roll cage, 17" and 16" wheels, fuel cells, 10# Halon fire system, new engine, Quaife. Light, extremely fast and reliable. \$30's Dan Jones, Ligonier, PA (412) 238-9520 1095

88 911 Cab, Silver/Black leather. 21K miles. 16" wheels, new Dunlops, sport seats, roll bar, short shift, limited slip, Ungo, tonneau, AJ wheel, quad SS free flow exhaust by P. Johnston, Auth. chip (also orig. exhaust & chip). No bumps, smoke, snow; no track or raced. Garaged & covered. \$32,900 Jonathan Kane (h) 610-783-0611, (w) 215-587-5602 1095

88 944 Turbo S, Silver grey metallic/Burgundy. Limited slip, authority chip. 53K mi. Fresh service. \$18,500 Fred Brubaker (w) 610-434-8778 (h) 610-797-9298 995

91 911 C2 Cabrio., Black/Black top/Saddle leather interior. Factory CD, new top. 34K miles. Dealer maintained. \$45,000. Chuck Pescatore 215-947-3994 (day), 215-357-0968 (eves.) 295

91 911 C4 Coupe, Slate grey/Light grey supple leather. Excell. condition. 50K miles. \$40,000 Steve (215) 343-9596 795

93 911 C2 Coupe, Guards Red/Tan interior. Excell. cond. 24K miles. Orig. list \$67,000. Tires almost new. \$49,000. Bob (717) 569-4272 295

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PARTS, ETC.

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911/930 Parts: 1 - pr. 7 x 16 AKT replica wheels w/ standard finish (new); Sony 10-disc changer; 911 harness guide. Mike Andrews (215) 368-9362 (h), (215) 986-5661 (w) 295

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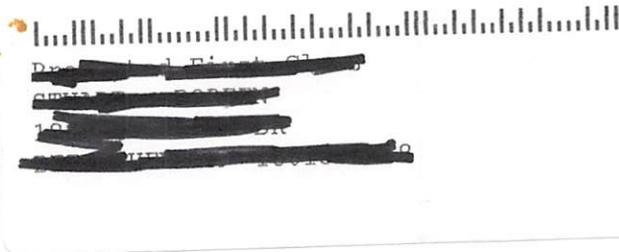
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