

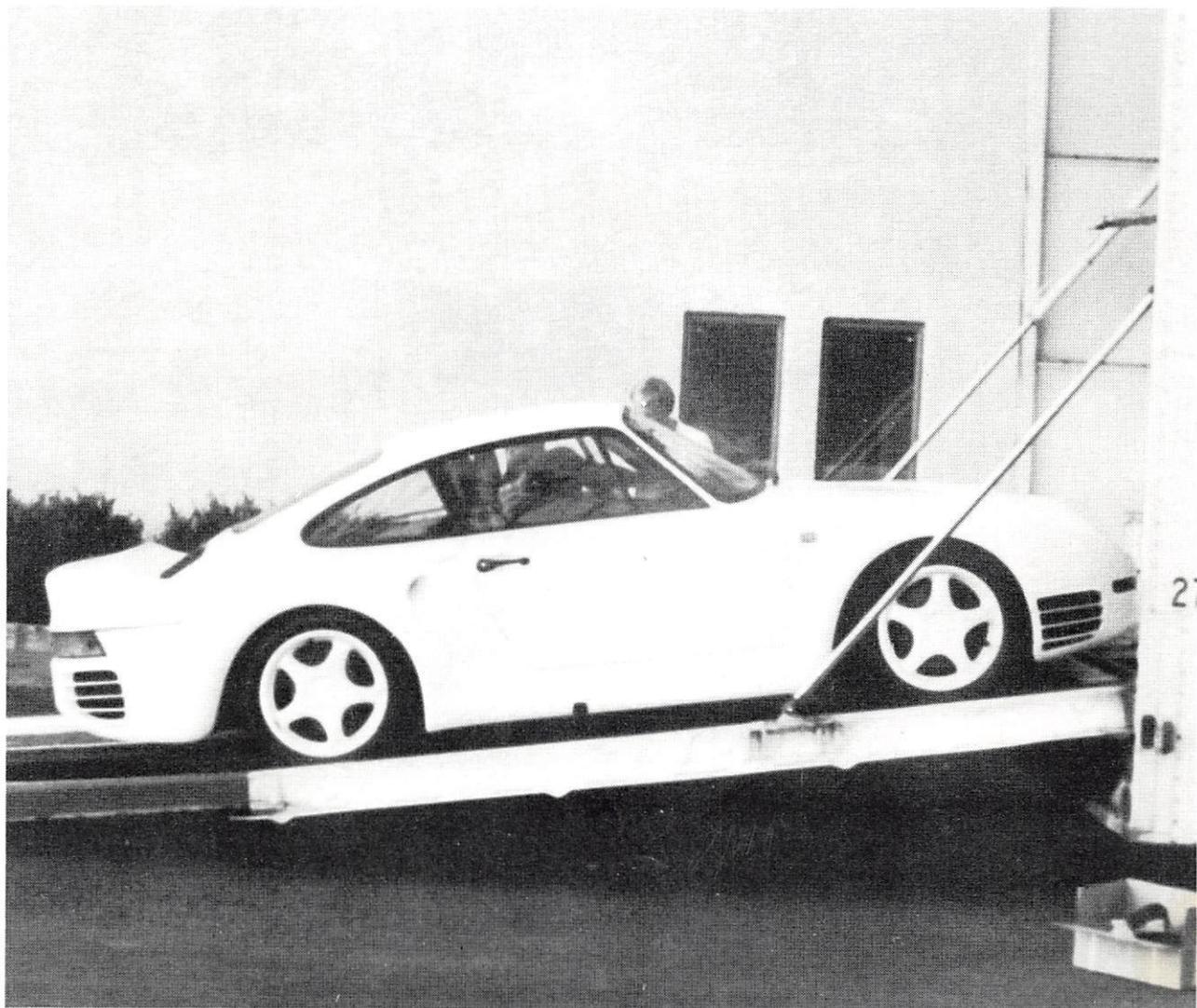
# DER GASSER



Riesentoter Region PCA

January 90

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# HOLBERT'S

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# President's Message

Bob Russo

Bob Russo

1989 has come and gone. It seems like only a short time ago that I was writing my January President's Message. What a year! I would term it a success. I only hope that the majority of you feel the same way. If we look back on the events - the Spring Social, the Autocross Series, Driving Events, Ralleys, Tours, the Raffle, Meetings, the Oktoberfest and probably the ultimate success, the Christmas Banquet - we should all agree, it was a very good year!!

If you missed the Banquet, you missed a fantastic time. It was one of the best attended in a long time with over 120 people enjoying the festivities. The Homestead Inn was lovely, the food delicious and the socializing superb. New and long-term members talked, danced, received awards, partook of the libations, and in general, enjoyed themselves and each other.

The success of the Banquet and the other events is the result of a lot of hard work by my Executive Committee. I would like to thank them all for their dedication. They are the real workforce of the Club. (That's the reason I took the Presidency - I don't have to do any work - everyone else does.) Our new Exec is looking real good and with the fine overlap from last year's committee, it should be an even better 1990. However, the ultimate success of all the events depends on you, the members. So to all of you who participated in any event last year, I say, "Thanks for all your help and support. YOU made 1989 an outstanding year for all of Riesentoter".

January 1990 is not only the start of a new year, but the beginning of a new decade!! The past decade has brought major changes and upheavals in the world at large, and in the automotive industry in particular. In the last issue, Jim Hartman gave us some insight into how the Club might be changing in the next few years, based on Porsche's marketing strategies. However, just because the number of new members may be declining, it does not have to follow that the Club will be any less fun. Actually, just the opposite can happen!! But it will only happen if the members become more involved. The Porsche Club, like any other club, is the same as the lottery - "You have to play to win"! The Club is only fun when you participate. We try to provide enough different events to attract a wide variety of people, but it seems nearly the same people attend regardless of the event! **These are the people who enjoy the Club.**

Some of you say that this group is a "clique", but I have a hard time accepting that statement. The invitations for the events go out to the entire membership. Those who don't participate exclude themselves - they choose not to join the group. Yes, at the first event or two, a new person might feel uneasy, but a small effort on his part, and continued attendance, will soon have him/her in the thick of things. If this were not true, the active group (not clique) would be comprised solely of 55-year olds, since that is the age of the founders of the region. (Some are older, but let's not go into that!)

(continued next page)

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ON THE COVER: I didn't have time to wrap it, but isn't this what you wanted? Photo by Bill O'Connell

## Message (continued)

Many times, those who are so strong in their belief that a clique does exist, when asked if they attended the last three events, will almost invariably say, "No". Well, how can these people become acquainted and "fit in" with those who DO attend? It does take a certain degree of effort to become active, and this is not indiginous to Riesentoter Region PCA, it is true of any place where more than one person congregates!! If we look at the active group, it is constantly acquiring new members. Since these new members come from all walks of life and geographical locations, how is it that they soon "fit the group"? It's simple - they come out to the events!!!

Well, whatever the reasons for this "clique phenomenon", let's ALL (that means everyone) try to make 1990 and the entire 90s a time of camaraderie and good times. Come on out to the events - the Exec Committee is continuing with it's efforts to provide things to do. The "Greeter" will welcome new members to the meetings and make them feel at home, and we are making every effort to attract as many people as possible. Why not give the Club and the members another chance?

## Important Info

ARTICLES AND PHOTOS submitted for publication are encouraged. We do reserve the right to edit for space considerations.

DEADLINE IS THE MONTHLY MEETING, FOR PUBLICATION IN THE FOLLOWING MONTH'S ISSUE. TO ASSURE THAT DER GASSER CAN BE MAILED IN THE THIRD WEEK OF THE MONTH, THERE WILL BE NO EXCEPTIONS TO THIS POLICY.

ADDRESS CHANGES to be sent to John Williamson, Membership Chairman.

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# JANUARY COLD BUSTER

## VENDOR'S NIGHT

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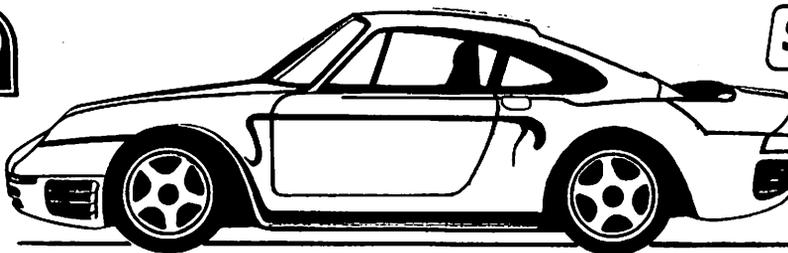
Not to mention spending a few warm hours in the company  
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# The Christmas Banquet

By Bill & Debbie Cooper

If you didn't get your reservation in early, you missed a great time - good food and plenty of holiday cheer!! We were booked to capacity at the Homestead Inn and although someone might describe the setting as a little crowded, we'd prefer to call it cozy.

After an hour of socializing, we enjoyed a leisurely dinner. Then Bob Russo introduced our guests of honor from PCA, National President Dennis Thovson and First Lady Marlys, and our Zone 2 Rep Alan Friedman (or was it Dennie Friedman?) and his wife, Royce. Dennis and Alan shared a few memories from previous RTR events, and we were very fortunate to have these busy PCAers squeeze the banquet into their schedules.

Then it was time for the awards. The end of year Autocross awards were presented by Art Rothe and Lisa and Rex Carle. John Baker of Leitzinger Motor Sport sponsored the end of year trophies which were beautifully framed pictures of each class winning car. The William C. Schmidt Broken Crankshaft Award, for the most improved autocrosser, was presented to Fred Matolicz.

The High Speed Award was presented to a person who has been known on occasion to "paint outside the lines" - a term coined by the spouse for off-track excursions. The recipient was none other than Janet "The Silver Streak" Weger, who thanked herself (a number of times) for the great job she had done. She started a couple of remarks on what sounded to be a serious note, but just couldn't bring herself to thank her mother and her father, driving instructors or chief mechanic and detail man,

Jerry, who has removed pounds and pounds of Bridgehampton sand from inside the car. Remember Janet, inside the lines! May you always keep your terrific sense of humor - and to quote you, "I deserved this award."

The Mighty Nitto Award, so named for the spark plugs and tires which a Lylemobile came equipped with, is given to the enthusiast who makes the best of a bad situation. This year it was well deserved and awarded to Ed Arnold for his determination to get the exhaust header of his 944 Calloway Turbo welded one night and back on the track the next day.

By the time the next award of "outstanding distinction" was finally presented to the very deserving recipient, all of our eyes were filled with tears and our facial muscles hurt from laughing so hard. Bob described event after event of misfortune or mishap, and although there were more stories which could have been told, Bob decided he had abused this poor soul long enough. The Infamous Tattered Helmet Award was given to Paul Margaritis, who accepted it with dignity and proceeded to put it on backwards!

The Riesentoter award was presented to Bill and me. It is truly an honor to receive this award. Bill happened to mention that it was much nicer to receive this award, than the one he received last year (Tattered Helmet).

Our Membership Chairman, Jim Hartman, presented complete sets of PORSCHE PANORAMA 1989 to our newest members: Bill Maurer, and Barbara and Dennis Perler. Then it was the Executive Committee's turn to recognize Bob Russo for 20 years of enthusiasm and service to the region. Jim presented Bob with a

# Banquet

(continued)

crystal 911 and we all know this wasn't a "FRAUD".

Door prizes were generously donated by the following businesses. Please remember when there's gift buying to be done or service that is needed, patronize those that help out RTR. In alphabetical order they are:

Car Fare - 911 picture frame and gift certificate for customized floor mats

Holbert's Porsche Audi - Porsche Design folding sunglasses;

Horrigan's Porsche Audi - car care kit

Leitzinger Motor Sport - set of Bridgestone tires (grand prize) and Autocross trophies

Precision Motor Works - crystal 959

Rosemont Porsche Audi - car care kit, Porsche Museum book and note pads

PCNA - video tapes and posters

In addition, we threw in a few items we have collected over the years, including a 1987 t-shirt from Le Mans.

After introducing the 1989 and 1990 Executive Committees, which were nearly the same, door prizes were drawn and we finished the night off with dancing to the tunes of the DJ.

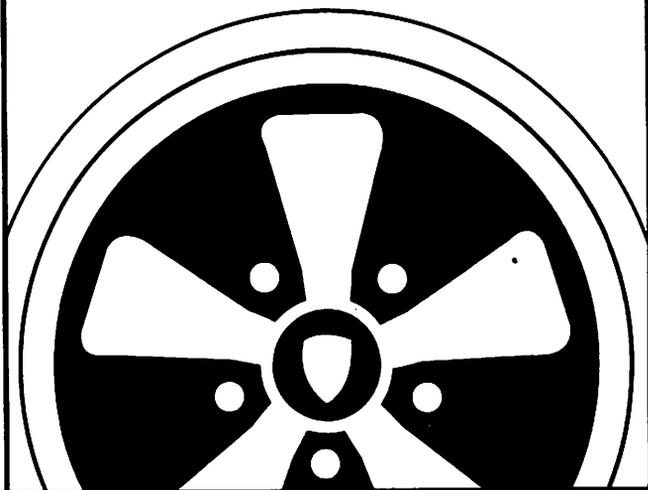
As 1989 comes to a close, we would like to thank everyone who helped out and participated in the social events. Let's hope the next decade will be a healthy and prosperous one for all of the RTR family.

## AUTO RESEARCH

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## Welcome New Members

By Jim Hartman (ex-officio)

Cheryl Ann Bender 86 928S  
Collegeville

Rick Burkey 85 911 Cabriolet  
Reading

J.J. DeLuca 88 911 Cabriolet  
Rose Valley

Micheal Euler 71 911T Targa  
West Chester

F. Michael Medway 86 911 Targa  
Philadelphia

Kevin Melich 85 911 Carrera  
Berwyn

Louis Savino 89 911 Cabriolet  
Philadelphia

C.R. Story 80 911SC  
Paoli

Todd Segal 85 911 Cabriolet  
Drexel Hill  
59 356A Coupe  
60 356B Cabriolet

Edward Stillman 85 911 Carrera  
West Chester

Thomas Carboni 86 944  
Philadelphia  
Transfer from Central Penn

## Milestones

### 20 Years

Bob Russo

### 15 Years

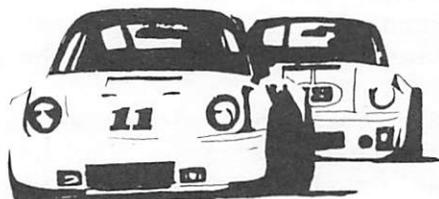
Paul and Sybil Margaritis  
Daniel Sundt, Jr

### 10 Years

James Collins  
David Mount  
Karen Zarinski

### 5 Years

Edward Arnold  
Donald Cox  
Lou Csernak  
Roger Daniels  
Evelyn Decker  
Bruce Earle  
Neil Fine  
Michael Goodman  
Rene Guerster  
John Hlywak, Jr  
Scott Howell  
Lewis Lodge  
Nancy Morgan  
Stephen Olex  
Victor Pinckney  
William Roeger, Jr  
James Royer  
Irvin Schorsch  
Stacey Schwartz  
Frank Sinicropi  
D.R. Snyder  
Glenn Stackhouse  
Jody Tzirlin  
Sheldon Wagman  
Allen Wise



# On Backroads

By Betsi Leidy

(Partly excerpted from an ancient article by Bill Cunningham, NNJR, in PORSCHEFORUS)

A rally is a trip in a car occupied by two persons, who do not know where they are going, but are just following instructions. Sounds easy, I know people who do this everyday, without the car. This definition is admittedly vague, particularly to those who have never participated in a rally.

So just what is a rally? It is not a race. Rallies are run on public roads at legal speeds. Generally, the purpose of the rally is to follow instructions which will take you over a prearranged route at designated speeds. Throughout, you will encounter checkpoints where your time of arrival is compared with the (known to the Rallymaster) time that you should arrive. The difference is your error, and at the end of the rally, the smallest accumulated error wins. Your ability to follow a set of instructions is the only difference between a rally and a Sunday afternoon drive in the country.

One of the nice things about rallys is that they can be enjoyed at various levels. There are several types, from the untrapped gimmick rally to time-speed-distance (TSD) events, to harrowing Pro Rallies at speeds and over terrain that you wouldn't dream of driving your Porsche (someone else's, yes). Since RTR has yet to develop a cadre of hard-core rallyists, the events I'm planning for this year are of the gimmick type. These are based primarily on following simple instructions and executing some type of activity (such as answering questions) along the way. Gimmick

rallies usually have few, if any, traps designed to take the unwary or unobservant rallyists off course.

I intend to run one event in the spring and another in the fall. I can't tell you the dates yet, but they will not conflict with other activities (track, autocross, etc).

For those of you who have never tried a rally because you know you will get lost, and for those who have rallied and swore that you'd never try it again, I can promise you three things. In the spring rally: 1) I absolutely guarantee that you will not get lost or go off course; 2) you will not be given instructions to follow any route - you will be making up your own route as you go along; and 3) you will actually be given a map at registration. Impossible you say? Then stay tuned to DER GASSER for more details about the upcoming spring Mission Impossible Rally.

*Dick*  
**HORRIGAN**

---

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---

BMW

---

AUDI

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SUBARU

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# Driver's Education

By Bob Lamb

Now is the time to start planning for this year's track events. I know it is the middle of winter, but warmer weather will be here before you know it. If you are contemplating any repairs or performance improvements to your car, now is the time to do it. I do not subscribe to the idea of radical modifications to your car for enhanced performance. Radical changes very often not only cost a lot, but lead to less reliability. As a general rule, you will be much better off making sure your car is mechanically sound, and working on improving your operator skills.

If you want to do a few things, start with the simple ones, such as installing a good harness system. This will enhance your car control by keeping you in place in your seat. It is also a great safety device. Get a good set of tires. Try a set of shaved, sticky tires if you like. There are few things that can do more for performance at a lower cost than tires. If you are starting to go faster, you might try a set of brake cooling ducts to provide more air flow to the front rotors. None of these items are very expensive to buy or to install, and each will provide measurable improvement.

Our first Driver's Education event will be at Pocono on April 21-22. Applications will be in next month's DER GASSER. Pocono is a great place for our first event of the year. It is close, it is safe, and it is a great track for beginners, since it is flat. You can see all around the corners. There are few obstacles such as guard rails to engage should you make an error. For all the same

reasons, it is a good place for seasoned drivers to become reacquainted with high speed driving after a long winter.

We will be using the 1.5 mile north course, consisting of turn 3 of the tri-oval, the straight between 2&3, plus an infield section - 7 turns and two straights. The course is deceptively easy to learn, but difficult to master.

There are plenty of motels nearby, and some really good restaurants. And all of this is only two hours away. I hope you will come join us.

Finally, do not miss our Track Driving Clinic with Chip Robinson. Details on facing page.

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**DATE:** *Sunday January 22, 1990*

**TIME:** *12:30*

**PLACE:** *Johnston Enterprises, Ltd.*

**FOR THE NOVICE DRIVER:** *Learn more about Riesentoters High Speed Driver Education. If you've thought about trying track events here's your chance to find out what it's all about. Time 12:30 - 1:30.*

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**TRACK CLINIC REGISTRATION**

Name _____	Track Experience
Address _____	<input type="checkbox"/> No track experience
Phone _____	<input type="checkbox"/> Autocross
Region _____	<input type="checkbox"/> 1 or 2 events
Car _____ Year _____ Model _____	<input type="checkbox"/> 3 or more events
	<input type="checkbox"/> Instructor

--Return to Johnston Enterprises Ltd.--  
by January 15th Please.

## Rap at Idle

The Editor

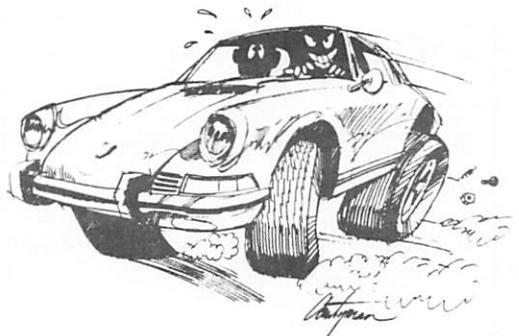
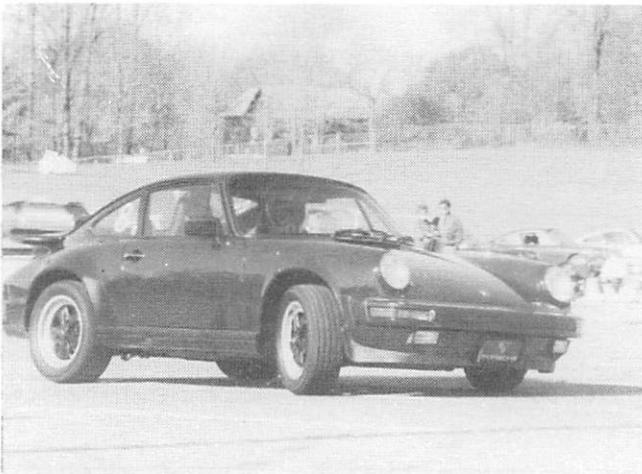
WELCOME to our newest advertiser, Auto Research, a fine Porsche repair, restoration and more facility. Owner Bruce Baker is a long-time RTR member. Tell 'em you saw their ad in DER GASSER, and thank them for their support!

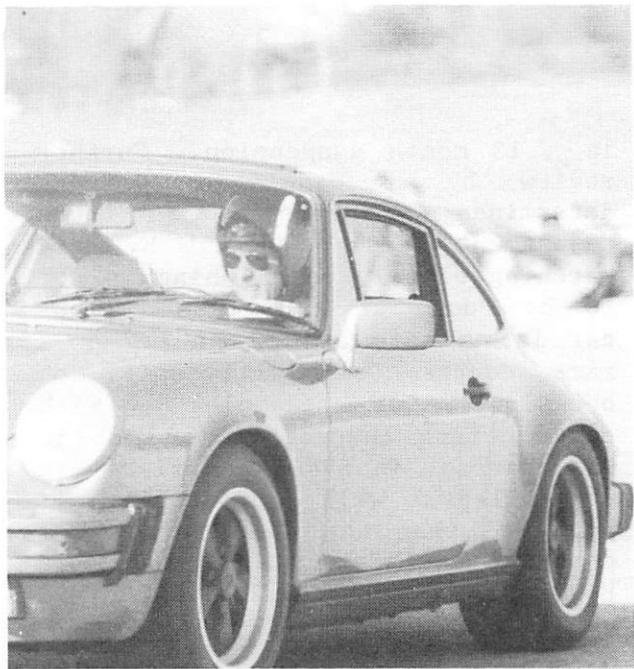
WELL, WHAT WAS IT? A whale tail was the correct answer, and someone added that the beaver tail was on page 11. Well, yeah. The most amazing thing is that every answer received was correct, but only 8 people in the entire region knew it. Was it too difficult for the rest of you, or was the grand prize insufficient? At any rate, the winner of the \$10 gift certificate to the Goodie Store will be drawn at the January meeting. Stay tuned for the next contest, maybe we'll try to identify the manufacturer of a 911, and the prize will be somewhere around \$25,000.

APOLOGIES to Darwin Ottolini for our publishing an incorrect picture last month. The real Darwin is shown below. Apologies also to the driver who was pictured - who was that masked man?

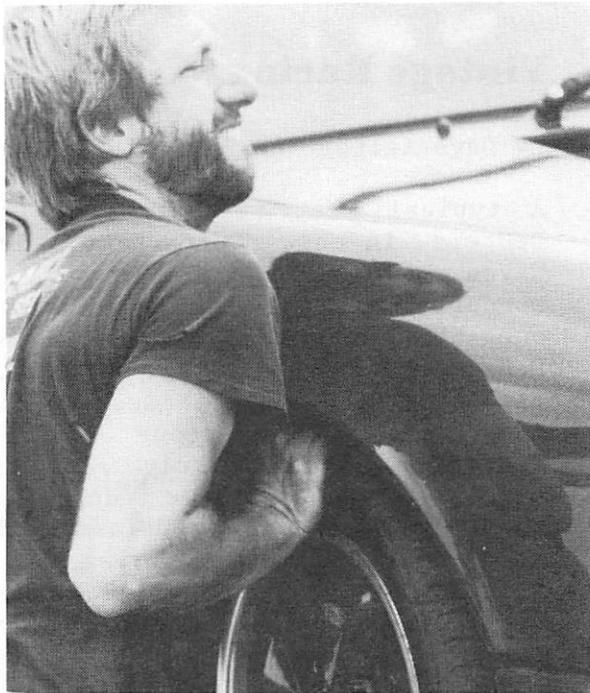
A 1990 MALIBU CHALLENGE FOR RTR? It's a possibility that is being talked about. Tentative plans are for 4-member teams, one member of each team being a female. There will be as much practice as time allows, then 3 consecutive laps for each driver, with the fastest lap of each team member added together for the total team score. The prize may not be 25 grand, but it will definitely be worthwhile. Let us know if you are interested.

It seems that everyone needs a reminder about the deadline for getting anything published in DER GASSER. The date of the monthly general meeting (the last Wednesday of the month) is the cutoff for publication in the following month's issue. I don't have the luxury of sitting here with plenty of space available, or the time to rearrange what has already been done, to accommodate those who send in their items several days after the deadline. You see, I have another job besides this one, and it takes time, too. Sometimes I can work you in, but if you depend on that, you may be disappointed. That's why they call it a deadline. Thanks for your cooperation.





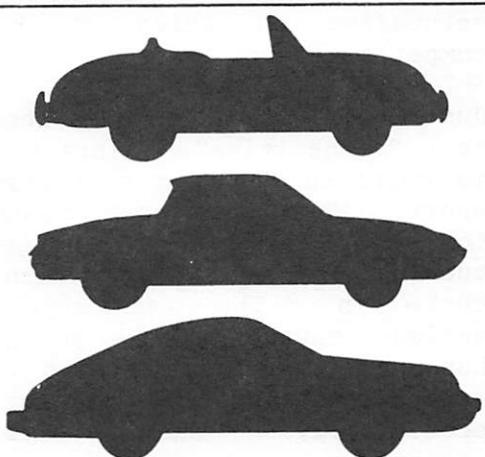
Don Applestein straining to help the SC accelerate off a turn.



Rex Carle: "I heard it was easy to lift a wheel in a 911 - maybe it's the way I'm holding it!"



Fred Matolicz, the Most Improved Novice Autocrosser, making a wide, fast exit. It may be the camera angle, but doesn't this sucker look bent? Maybe it just has it's lip curled in the heat of battle a la Applestein.



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# Vintage Racing

By Dave Reiter (Part 2 of 2)

A typical meet will include Paul DeFreis in his Carrera 6, Jeff Hayes in one of a number of his wonderful Porsche exotics, at least one 550, one RS/RSK, and Dennis DeFrancesci in his '72 911 killer car. In addition, Miles Collier and Dale Miller (our national historian, and a truly fine man with an unbelievable depth of knowledge and enthusiasm for automobilia) often bring some delectables from the Collier Museum (the Rallye de Routes 914, cover car of PANO some years ago - half orange is often included, as is Miles' 68 911R), where they are DRIVEN among us mere mortals.

The 356 coupes are now "taking off" as vintage racers. They are easy to prepare, as a fuel cell will drop right in and there is a wealth of experience, equipment and enthusiasm on which to base a competitive car.

Just a word should be said about the term "competitive". Vintage racing is supposed to be a gentleperson's sport. When the issue comes down to major risk for a pass vs. tucking in before the turn, one tucks in. The red mist is a serious enough malady among SCCA hotshoes. When it affects vintage racers, the results can be both economically and physically disastrous. We rely on the judgment of our fellow competitors to race hard but not cross the bounds of good behavior. We also rely on the rules, as most organizations have some form of the 13/13 provision. This states that off-course excursions, metal contact and inappropriate driver behavior on the track will result

in a 13 month suspension. Further review by a panel of drivers determines whether "attitude adjustment" is needed. We are watching closely and winning is not to be "done at all costs". Your car is as safe as it can be on a race course (oil will spill on occasion, for example). With careful tech inspection (and it is VERY careful in SVRA) the risks are controlled as well as possible. If you feel that the sole purpose of entering anything called a race is to win, you belong in the SCCA, and not in a vintage group.

One final word - there are many people in vintage racing with more money than experience (at the risk of offending many of my friends). Most are both humble enough and sensible enough to learn as they go. An occasional entrant will bring a MAJOR car without any meaningful experience at all.

PLEASE, PLEASE, PLEASE come join us with a Porsche that is within your capabilities. Even a garden variety coupe can be made to go very fast, and a Bertil Roos school is great, but not quite sufficient experience for lapping Summit in the 1:20s. I won my class this weekend (without 4th gear) turning 1:45s in a '58 Lotus 7. I've been competing in various cars and venues for 25 years, always in a small bore car and always safely. I belong in small bore cars and not in 911Rs. Please be as honest about your skill level when planning an entry into vintage racing. This is what it was all about when we were too young to enjoy it, AND THEY SCREWED IT ALL UP IN SCCA BEFORE WE COULD GET TO IT. Don't let this happen to the vintage movement. This is where the fun is.

## Technical Stuff

914 Electrics (Paul Burch, Smokey Mountain Region): While performing some routine maintenance, I had to remove the regulator plate on the left of the engine compartment, a component that is present on both -4s and -6s. Removing the plate requires unplugging the 12-pin connectors at each end, as well as the alternator wiring harness, and in 4-cyl cars, the fuel injection harness as well.

The pins of the 12-pin connectors are part of the plate - the sockets are on the wiring harness. Both showed signs of corrosion and I'm certain that the connections had not been separated since Hermann plugged them in, back in the old country, some 13+ years ago.

Well, the engine cranked readily but wouldn't fire a stroke. There was no current flowing anywhere, the entire circuit was dead behind the firewall. I realized that the problem almost certainly had to be in something I had disturbed, and the only thing remotely connected was the regulator plate.

I pulled the plate out once again. The connector pins are split twice down their vertical axis at a 90 degree angle, dividing them into fourths when viewed end-on. Using a thin knife blade, I carefully spread each pin down each split to make it a tighter fit in its socket. When the plate was reinstalled, current had been restored and the engine started right off.

The connectors are probably a likely place to start looking if your 914 begins displaying any electrical eccentricities aft of the firewall. The early 70s cars are more prone to problems at the

regulator plate, as most of them were delivered without a regulator cover. Retrofitted covers are available (PN914.610.110.13) and get a stud and nut as well.

While tracing this down I found more information that may be helpful for 911/914-6 owners whose cars are equipped with the Bosch CD ignition boxes. Those of you who carry a spare regular coil and ballast resistor in case the CD goes belly-up, can tap the lead from the ignition switch at the CD unit. Unplug the wiring harness to the unit and plug the hot lead (+) from the emergency coil into the center lug of the 3-wire plug. This will take a normal male "spade" connector. This terminal provides 12 volts, on and off with the ignition switch, allowing normal operation without hot wiring direct to the battery.

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## More Tech Stuff

Herb Hoover, SVR Tech Chairman

If your car stops for no apparent reason, just remember, with fuel and fire, it should run.

Pull the contact lead out of your distributor cap, hold it about a quarter inch from some metal part of your engine, then have someone activate the starter and you should pull a good quarter inch blue spark. If you have a Bosch CD unit on a 77 or earlier 911, listen for it to hum. If it is humming but you don't draw a spark, the points are probably not functioning. (If it doesn't hum on an up-to-77 car, the CD unit is defective and must be replaced. The Permatune CD units, blue in color, don't hum anytime.) There are many foreign substances on the points such as oil or dust, so remove the distributor cap and rotor, and run a business card through your points. That should dislodge any debris.

If your car still won't start, it is possible that the fiber rubbing block has gradually worn down to the extent that it simply stops opening the points. This wouldn't happen with proper maintenance, but sometimes parts can be defective. You can get home by setting your points with a folded business card or match book cover (about .006 inch thick). Advance and dwell won't be perfect, but they will be close enough to get you home. I once had a rubbing block break completely off. There is no quick fix for that, so always carry a spare set of points.

Obviously, all of the above assumes that you carry tools and a flashlight for night repairs.



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When you buy new points, check them with some sort of continuity tester such as an ohmmeter to be sure they work. Sometimes the preservative sprayed on the unit gets on the face of the points and acts as an insulator. If your ohmmeter reads zero resistance, your new points are fine. If it doesn't, burnish the faces of the points with fine sandpaper, #400 for example. That will cure the resistance problem.

The 911SC has a CD unit (that does not hum) that rarely goes bad. So, if your SC quits for no apparent reason, it is probably a fuel problem, and if it eventually restarts, you have a fuel pump going out. Replace it immediately because it will not get better on its own.

## Stuff

(continued)

Also, if your SC fuel pump is starting to get noisy, that is, you can hear it clearly over the sound of the engine, it is going out - replace it. What happens is that an old and tired fuel pump uses more power than it should because it has to work harder. In theory, the fuse should blow, but more often than not, the fuse panel melts. This is not something you can fix on the road, so exercise good preventative maintenance.

And speaking of preventative maintenance, an electric fuel pump sometimes acts like the TV sets of a generation ago. A good hard kick may make it work enough to get you home. But you need to know where it is before you can whack it, so someday when you are in your grubbies, get underneath and find the pump and listen for it. My 73 1/2 911T pump is located inside the frame just forward of the left rear wheel. Yours may be up front to the left of the gas tank. The time you take to locate it now may pay off later when you are on your way to dinner in your tux.

## Garage Sales

87 944; five year extended warranty (unlimited mileage). New Comp T/As, throttle response kit, remote paging alarm w/siren and ignition cutoff, street car, never raced, always garaged, non-smoker, truly excellent condition. Assume lease from owner - \$287/month! Purchase? Bob Hemphill, 215-869-0695

74 914 1.8, fuel injected 4 cyl, red/black, 92,384 miles, Sony AM/FM, mag wheels, very good condition. Milt Kyle, 215-343-1418 evenings

76 912E, India Red (close to Guards) black, polished alloys, AC, AM/FM cassette, leather seats, 3-spoke wheel and console, 911 F/R sway bars, Konis, professionally lowered & aligned, bumpsteered, headers, Bursch exhaust, 1988 RTR Class G AX champion, stored winters, a beauty; \$13,300 negotiable; John Heckman, 215-836-1592

80 SC Targa with full metal 930 Turbo body conversion; 77 turbo engine; slate blue metallic, Gotti wheels, alarm, radar, great stereo, flawless, \$19,500. John Maine, 215-854-6109 days

83 928S coupe, auto, sunroof, slate blue/navy, non-smoker, very clean, A1 condition, new alternator and regulator, 55,000 miles, \$19,250. Ron Whitcraft, 717-656-7900

64 356SC coupe, signal red/black leatherette, chrome wheels with Michelin ZX, original Blaupunkt, less than 1,000 miles on rebuilt engine, meticulously maintained since 1970 by same owner. Very original car and worth every bit of \$25,000. Contact Norm Robinson, 215-649-6820 or 525-7195.

85 911 Carrera coupe, triple black, only 27,000 miles, no dings, no snow, non-smoker, H.C. engine, superbly maintained, all factory options, \$29,000. Geoffrey Holmes, 215-646-3202

79 911SC coupe, silver, sunroof, power windows, AC. Looks and runs great, 95,000 miles, very well maintained. Great everyday car or perfect to make a track monster! \$13,500. Call - let's talk. Simeon Schindelman, Hartford, CT, 203-236-3134

(continued next page)

## Sales (continued)

87 944 turbo, black/black leather, ABS, 16" disc wheels, DME-KLR chips, free-flow exhaust, autopower bolt-in roll bar, Simpson belts, Alpine stereo, S/R, alarm, cruise, power locks, rear wiper, moldings, 26,000 miles, garaged, perfect. Assume lease at \$561/17 months. Michael Blank, 790-0593 (H) or 947-9200 (W)

87 911 Carrera coupe, red full black leather, LSD, rear wiper, H-4 with washers, 7&8x16, new 008Rs, Weltmeister bars, 930 master, Cool brakes, specially valved Bilsteins, Fitti 3, Sabelts, factory sport or F-40 seats (OMP), Wildwoods, new rotors and tie rods in box, spoilers, new Borla, club sport short shift and motor mounts, camber truss, power locks, factory alarm, cruise, Kraco 4 track, Euro lenses and gauges, two trick chips, SS brake lines, 11,000 miles, no expenses spared - \$40,000, call Ned Fowler collect 802-387-4688

84 911 Carrera coupe, Burgundy with black leather, factory options plus sunroof, LSD, F/R spoilers, cruise, mats, and Comp TAs on 16" factory alloys, \$26,000. Jim Hartman, 215-293-1916

Four 205/60VR15 Yokohama A008RTUs on 6" 911 steel wheels, 5/32" left, with steel lug nuts, \$450 set; Two Bridgestone RE71 205/60VR15, 5/32" left, \$100 pair; three 6x15 steel wheels, \$35 each or all for \$75; bra for 74-83 911, black, license cutout, \$25; Ferodo DS11 pads for "S" and "A" front; "M" rear calipers, 75% pad left, \$40 set; Ferodo E (non-asbestos) front pads, new, \$35. Raymond Calvo, 412-824-5264

Stock Dunlop tires for 87 944, many miles of tread left, "good for tearing up an autocross course"; bra for 944, new condition, "save your car's nose". Call Denny, 527-4666 or 449-2306

944 turbo transaxle with oil cooler, sorry, no limited slip, \$1,000; 944 turbo struts and rear shocks, \$250; 944 rear swaybar, factory 14mm, \$75. Jerry Weger, 215-649-6618

944/924 parts: 4 BBS 7Jx15, 1-piece gold centers, good condition, \$400; Weltmeister 28 and 22mm sway bars, fit 924, 944, 944 turbo, also includes rear adapter kit, new over \$600, now only \$300, used for 6 months, great for the track. Jeff Brok, 215-670-0671

Help! I'm still stranded! This is my second ad and I have yet to hear from my fellow RTR members (except Joe - please call back). I'm trying to complete a Porsche caravan to transport my wedding party and am still in need of a 911 and a 924 with 2+2 seating capacity. If any RTR members are interested in donating themselves and their cars on Saturday, May 5, it would be greatly appreciated. A gift will be provided, as well as dinner, should the drivers care to stay for the evening reception. Please contact Dion Ronio as soon as possible. If you don't, I'll have to resort to Detroit gas guzzlers; 215-948-0534 evenings or 270-2048 days

1600 Normal motor, complete in car, Solex carbs, heater boxes, less muffler, \$2,000; parting out '61 356B S90 coupe, complete motor, transaxle, etc. Call for details, Fred Brubaker, 215-434-8778 days, 797-9298 eves

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