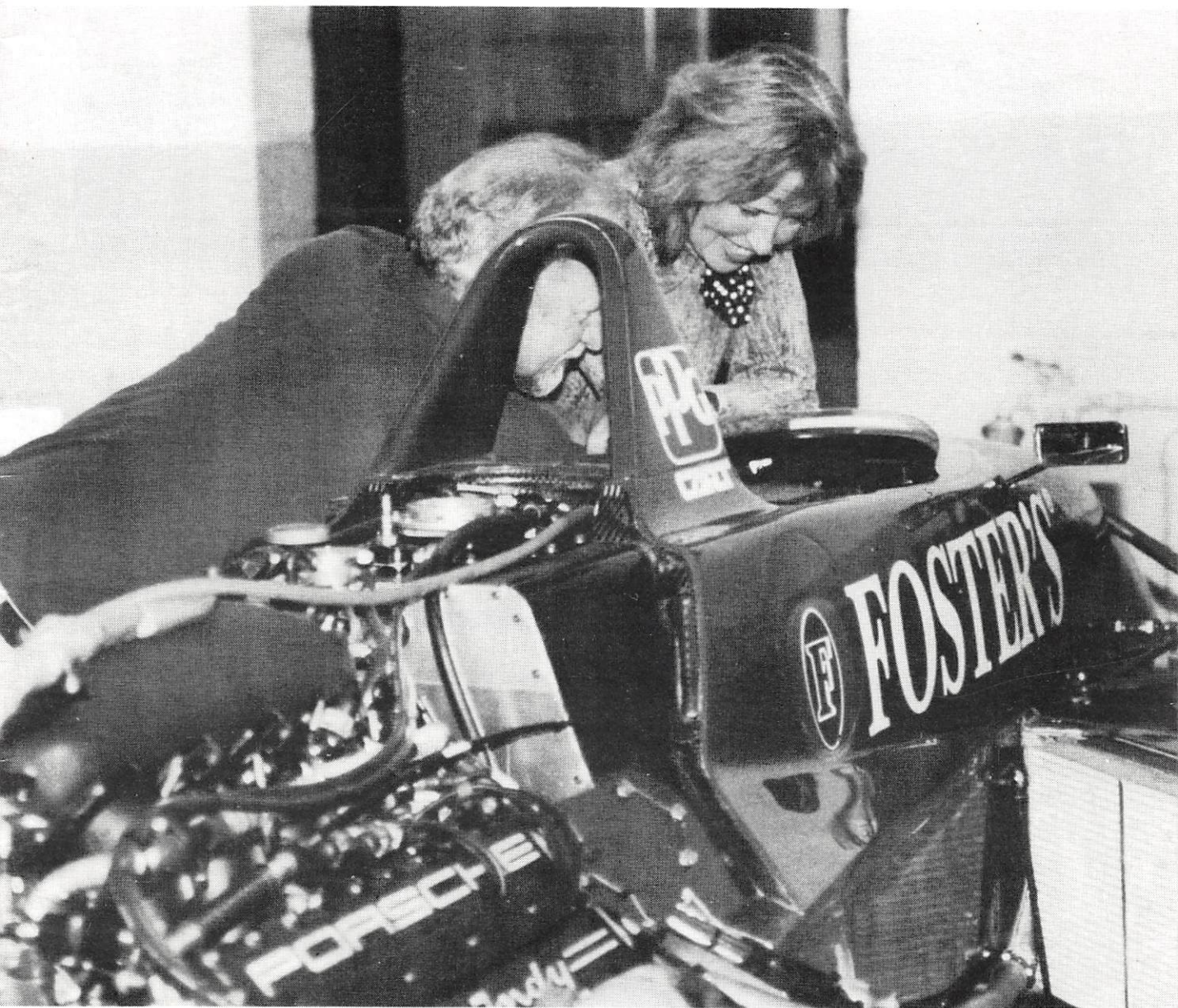


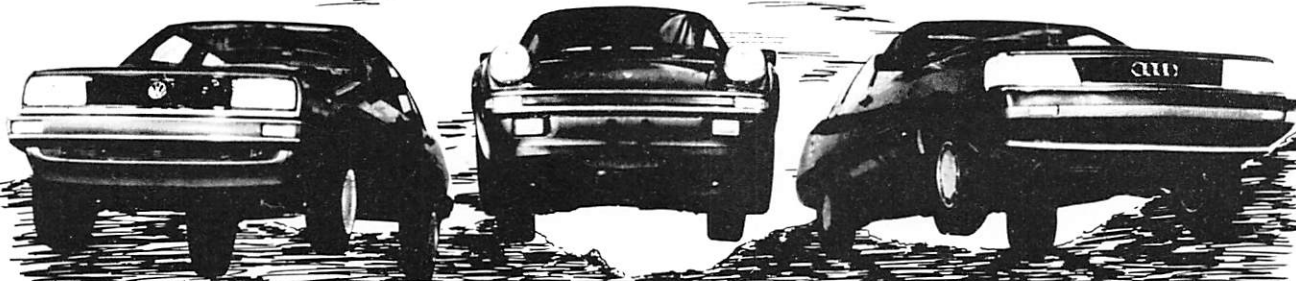
DER GASSER



APRIL 1991



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PRESIDENT'S MESSAGE

Well, spring has sprung as they say and our first track event will be held around the time you get this month's issue. Hopefully we found an Autocross site and all the autocrossers are still basking in the glow of their new found knowledge from the school.

The tech session at Don "SHHHH, don't talk" Galbraith's was yet another success. Perhaps this will go down as the Year Of The Tech Session. Bill Dougherty has a ton of enthusiasm and is on a roll. As long as you attend his events, he will hold them. Donald's ace mechanics gave people an idea on how to adjust 911 valves and 944 timing belts. Very informative talk by both. Thanks to Donald and Bill for the event.

While on the topic of events, I received a letter from a disgruntled member. He missed the Galbraith session because Der Gasser didn't arrive until after the event. Thought this might be a good time to explain how the cycle works. Basically, it has been the intention of the exec for many years to mail Der Gasser such that it arrives 5 to 7 days prior to the monthly meeting. To that end, the editor sets his schedule which includes a monthly meeting deadline for articles, about a week and a half to edit, cut, paste, etc, etc, about a week at the printers, then it gets labeled and stamped and off to the post office. If all goes well, you get it a week or so before the meeting. There are many reasons for this schedule. Over the years the various execs determined that attendance is higher when Der Gasser arrives just before the meeting; also, since most of the people that edit the newsletter have full time jobs to support their Porsche addiction, it gives them a reasonable amount of time to put it all together. Now, if the month listed on the cover confuses people, we could move it up one - then you would think you're getting something early but the content would still be the same, so why bother? Point is, the session was mentioned in the Feb issue where Bill said he would firm things up by the Feb meeting, which he did. Now if you see something

mentioned that you want to attend, and you can't make it to the meeting, call the person in charge and find out. That is why we list our numbers each month. Sorry to rattle on about this but felt it was important that everyone understand the schedule so they don't miss events.

Some unhappy news about the Philadelphia Grand Prix. Due to a multitude of reasons, sufficient sponsor money was not generated and the race is being reduced to a show and parade. Sigh, the Philly stigma of uphill battles for interesting events continues.

The Parade to the Parade is taking shape as well as potential party up there so all those attending the parade, give me a call for current info.

All you autocrossers, don't forget the SCCA Holbert Memorial Autocross 4/28. This is a big event and the proceeds go to a good cause. If you need more info, give Rex Carle a call. See you at the events. ❖

Bill

Dick
HORRIGAN

PORSCHE

BMW

AUDI

VOLKSWAGEN

SUBARU

1015 Lancaster Ave.
Reading, PA 19607
215-777-1500

ON THE COVER: Hmmm...Definitely A Street Prepared, photo by Bill O'Connell taken at last years CAR SHOW, see page 3 to get in on the action this year!

Up-Comin

APRIL

- 20 *It's A Tradition!* Central Penn Region Swap Meet at Ski-Roundtop, contact Steve Baun (717) 938-5876 eve.
- 24 **General Meeting, Holbert's Porsche: 8:00pm, New Members Meeting and Car Show, see page 3**

MAY

- 5 **Cinco de Mayo Rally, 12:00pm, Audubon Inn**
- 25 **Spring Social, Belle Terre: 2:00-6:00pm**

JUNE

- 26 **General Meeting, Audubon Inn: 8:00pm, Mobil Oil Representative**
- 30 Philadelphia Vintage Grand Prix, Automotive Art Show and Race/Sports Car Event

JULY

- 27 **RTR Parade to the Parade**
- 28-4 **Porsche Parade 1991 at Boston, Massachusetts**

AX EVENTS:

- Apr 21 **Philly** Plymouth Meeting Mall
- Apr 28 **Philly** Plymouth Meeting Mall - *Holbert Memorial*
- May 12 **RTR** Naval Air Dev. Center
- May 18 **Harrisburg** York Fairgrounds
- May 26 **Harrisburg** Farm Show Lot

CONTACTS

Harrisburg Regional Events, Dave Walter, (717) 432-4018

RTR (Riesentöter), Lisa and Rex Carle, (215) 363-7044 days

SCCA (Philly), Andre Downey (215) 276-4739

Pro Solo, Vern Lyle (215) 361-5934

2

TRACK EVENTS:

Apr 20-21	RTR	Pocono
May 9 & 11	CVR	Lime Rock
May 10	Schatt	Lime Rock
May 10-11-12	Metro	Bridgehampton
May 25-26	NNJR	Pocono
May 27	Potomac	Summit Point
Jun 6	Metro	Lime Rock
Jun 15	NNJR	PIR Nazareth
Jun 27-28-29	Metro	Bridgehampton
Jul 8-9	Schatt	Watkins Glen
Jul 12-13-14	NNJR	Mid-Ohio
Jul 13-14	Blue Ridge	Charlotte
Jul 19-20-21	RTR	Watkins Glen
Jul 22-23	CVR	Watkins Glen
Jul 25	NNJR	Lime Rock
Jul 26	Schatt	Lime Rock
Sep 7-8	RTR	Summit Point

CONTACTS

Blue Ridge Region, Mickey Dowling, 3126 Garst Cabin Dr., Roanoke VA 24018 (703) 366-8823 work, (703) 774-9301 home

CVR (Connecticut Valley), Bob Wolf, 435 Thoreau St., Branford CT 06405 (203) 488-7321

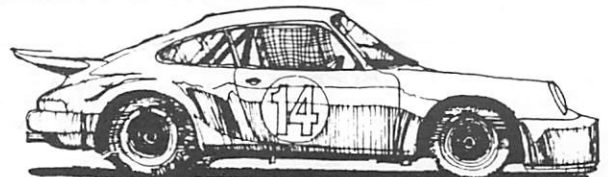
Metro NY, Len Deutch, 345 E. 80th St., Apt. 27J, New York NY 10021 (212) 489-8600 work

NNJR, Ken Geiger or Carol, (201) 337-3883 work, (201) 327-9029 home

Potomac, Ed Nork, 1029 N. Stuart St. #207, Arlington VA 22201 (703) 527-1006

RTR (Riesentöter), Bill Miller (609) 486-0465

Schatt (Schattenbaum), Tina Tuccillo (215) 883-9747 work, (215) 492-7541 home



APRIL MEETING

NEW MEMBERS MEETING and *CAR SHOW*

**HOLBERT'S AUTO CARS, WARRINGTON
WEDNESDAY, APRIL 24, 8:00PM**

Don't miss the Annual New Member's Meeting and Car Show!

New members this is your chance to get painlessly involved in the club, with a chance to meet other new members, longstanding members (including a few Fossils) and the Executive Committee.

Come see what we're all about!

Everyone gets a chance to see Porsche cars, other than the one you drive, including some rare and exotic models. Holbert's always has a surprise or two for us, last year they had the Porsche Indy cars, this year a 962?

Anyone wishing to show their car is welcome to bring it. A special prize has been donated by Holbert's for the 50/50 drawing: the winner will get a wheel from one of Al Holbert's race cars
Very special!

DIRECTIONS to Holbert's Auto Cars:

From Willow Grove turnpike exit #27

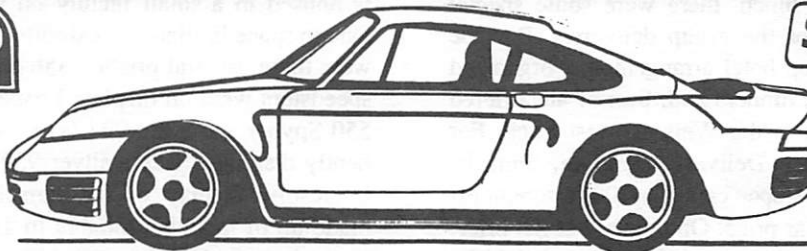
North on Rt. 611 about 5 1/2 miles

Holbert's is on the right at the bottom of a long hill
about 1/2 mile after the light at Bristol Road

If you get to Rt. 202 you went about 2 miles too far

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During last year's winter doldrums I decided that 1990 was, in my calendar, to be the year of the Carrera. I had been thinking that a Ferrari 348ts would be a lovely car to have and, just maybe, if I sold my other cars, got a second mortgage and had a good year business-wise, I could buy one. It was not to be. After talking to the local dealership for nine months, I gave up in frustration. They ended up sending me a form letter stating that they were not taking any orders for cars but when they did, I could put a deposit on a car and when it arrived, they would charge me whatever they felt was the market rate. If I did not agree, I could have my money back. This attitude did not endear the marque to me.

I had always been a sports car fanatic and, even now, own a Lotus Super 7 and a Turbo Espirit. However, I feel that every true sports car believer should, at least once, own a classic Porsche 911. A used one was considered due to price considerations but the Carrera 2 features - ABS, airbags, revised suspension and steering, a larger and more powerful engine as well as the updated styling made it, to me, a car for the nineties. Besides, with the Tourist Delivery Program, I would be able to specially order the car to my specifications.

From a Porsche Tourist Delivery brochure I got the telephone number for the program office at PCNA in Reno. I worked with a great lady named Cheryl Whitaker, who helped me organize my trip and was generally a great help. PCNA had made arrangements with Porsche AG for two special "group deliveries" in Stuttgart. In addition to the normal factory and museum tours and lunch, there were some special features for the group deliveries. Porsche made group hotel arrangements, organized two group dinners and, best of all, offered some laps at the Weissach test track. For the Tourist Delivery Program, Porsche offers USA-spec cars at 8-10% discount off the base car price. Options are at list price. The price includes collision and liability insurance in Europe, a touring pass (similar to AAA) and return shipment to the US. The program is based on ordering the car through a dealer. I visited all of the local dealers and ended up ordering the car

through YBH. They were the most helpful and cooperative and they are the dealer closest to my home. I didn't have too much time for shopping since I was informed that orders were only being taken for Carrera 2's with Tiptronic transmissions. When I confirmed this with PCNA, they said that if I ordered right away I could still get a 5-speed.

I ordered a Stone Gray Metallic Carrera 2 Targa with Velvet Red interior for delivery in Stuttgart on May 28th. The other options I selected were supple leather with slate grey piping and contrasting slate grey carpeting. Some of the available options, I thought, were fairly ridiculous and outrageously expensive. Leather sunvisors and power window switches would fit in that category. By mistake my car came through with leather wetting on the carpeting. Since I did not order it, I didn't have to pay the \$922 charge.

After confirmation of my order and until I left for Germany I was kept updated by PCNA with itineraries, welcoming letters, sightseeing brochures, Lufthansa air shipment advertising and hotel confirmations.

I had accumulated enough frequent flyer miles for two roundtrip tickets to Stuttgart and was taking a friend with me. Since the tickets were free I can't complain too much about the routing through Dulles and the long layover there. After arriving in Stuttgart on Sunday, we relaxed and did some sightseeing before turning in. Despite the long day, I could hardly fall asleep due to anticipation of the big day ahead.

Monday, May 28th was just another Memorial Day in the US but for me it was one of the most memorable days of my life. Early in the morning the bus picked up our group of soon-to-be Porsche owners for the trip across Stuttgart to the suburb of Zuffenhausen. At the Porsche factory we were met by Ilse Nadele and two of her assistants from the Porsche Customer Relations department. Klaus Wohlgemuth from PCNA was also there to welcome us.

We first visited the Porsche museum, which is housed in a small facility on the factory grounds. Due to space limitations, exhibits are rotated. When we were there, several pristine 356 coupes, cabriolets and speedsters were on display. I especially recall a silver 550 Spyder and a red 904 GTS. A modern car prominently displayed was a silver 959. On the wall was an interesting display of the Porsche cars family tree made up of models probably in 1/43 scale. The walls were decorated with many historic posters featuring Porsche road and race cars.

After the museum tour, the group was split into two sections for a tour of the factory. We were asked to put our cameras into the trunks of our tour guides cars (Porsches, of course). The reason for this

we were told was not security but union rules against pictures of the workers. Pictures were, however, permitted on the grounds and I have photographs of



959 at Porsche Museum

galvanized steel panels being delivered and rows of completed cars.

Porsche is an assembler of cars. By that I mean suppliers deliver parts to the plant where, after inspection, they are assembled into completed cars. Body sections are welded together both manually and by great robotic arms. Completed bodies are tested for trueness and then transported to the paint department. There, in a 20-some process, they are dipped, coated painted and polished to perfection. The paint department is very new and has the latest in modern technology. If memory serves me, the bodies are constructed in one building, then sent to another for the painting process and are then returned for final assembly.

While Porsche depends very heavily on out-sourced parts, engine and interior upholstery are in-house crafts. We saw small teams of four assembling engines and then saw where each engine had a short run-in period and was dyno-tested. We did not see where the upholstery was sewn and put together.

In the assembly area the bodies were placed upon cart mechanisms on tracks. While it is somewhat of an assembly line process, I would categorize it more as assembly stations where workers seem to work in teams with responsibility for installing fairly large sub-assemblies. It was fascinating to see how, after some

preparatory work, easily and quickly the engine and transmissions were slipped into Carrera 2's and 4's. I noticed that some of the cars were painted in custom colors such as yellow and purple-pink. We then saw how the completed cars were checked over and taken out for their test drives.

After the tour of the factory, we were taken to the "casino" for lunch. Two tables had been reserved for our group, but all around us were the Porsche employees. While lunch was a tasty and pleasant affair, the anticipation of car delivery made it seem interminable.

At last we went to the delivery processing center. There, Porsche representatives reviewed the delivery documents with us and we went through the paperwork formalities. There was also a "goodie store" where one could buy Porsche apparel, nick-knacks and even splits of Porsche champagne and glasses. My turn came and, after signing

the required forms and receiving my owners manual and registration and insurance documents, I was taken to the actual delivery area.

Some of the tour members were already there checking over their own and the other group member's cars. Even before seeing my name on a card in the windshield, I recognized my car. It looked even better than I envisioned it would. Inside, on the back seat, was a bottle of Porsche champagne. The cars came complete with a first-aid kit, tourist plates and an atlas of Europe entitled "Mit Porsche Durch Europa".

We ran around looking at each others cars and showing ours off. Almost all, if not all, of the cars being delivered were Carrera 2's and 4's. The majority of the cars were cabriolets with the coupes making up the balance. I think my car was the only targa. Interestingly, in the delivery garage, under cover, was a white 959. I guess it was for a very special customer.

The new owners took their cars out to the streets for the first time. Most of us just drove back to the hotel since we didn't have too much time before the bus was to arrive to take us to a Swabian dinner. This turned out to be a pleasant affair where, fueled by abundant bottles of wine, excited Porsche owners discussed their new toys.

continued ► page 20

RALLY

by John Kingham

Cinco de Mayo Rally

This year's Mexican Independence day, 5 May, will be one to remember for years to come if you are one of the Riesentöter rallyists participating in this years opening event.

The gimmick type rally will begin at 1:00 on 5 May. The starting point will be the parking lot at the Audubon Inn, the site of our monthly meetings (the Audubon Inn, not the parking lot is the actual site of our meetings). Chef Butch (remember the Oktoberfest!) has promised to whip up some pastries and sandwiches for those who show up around noon.

As in the past our rallies our oriented more towards fun than towards outright competition, although skill will play a hand in the final rally outcome. Drivers and navigators should come prepared with the following: Highlighter, Clipboard, pen and pencil, sunglasses, a good fun attitude and possibly a weapon to use in case of intracar conflicts. Porsches are not required equipment, but will make rallying more interesting. There is a maximum of two adult participants per vehicle - Children are welcome as extra ballast only i.e. they are not allowed to assist in the spotting of clues.

The entrance fee of \$10 per car will be used to defray map and prize costs. The rally will be held rain or shine because we are porcephiles and we can take it. ❧

DIRECTIONS to Audubon Inn:

From King of Prussia turnpike exit
Rt. 202 south to the Rt. 422 exit
follow this to the Oaks exit
Right at the light onto Egypt Rd.
(towards Norristown)
Left at the next light (Parkside Ave.)
and left into the parking lot
If you get to Rt. 363, turn around
and come back

SPRING SOCIAL

by Barbara & Dennis Perler

DON'T TOUCH THAT DATE!

Save Saturday, May 25, for the annual Spring Social to be held at the exquisite home of Bruce and Catherine Ferretti in Bethlehem, PA. We will have a fine choice of wine, beer, soft drinks, and delicious hors d'oeuvres to add to the lovely environs.



Watch for specific details concerning time and directions in the May **DERGASSER**. Don't miss this event! It will be one of the best that Spring has to offer!

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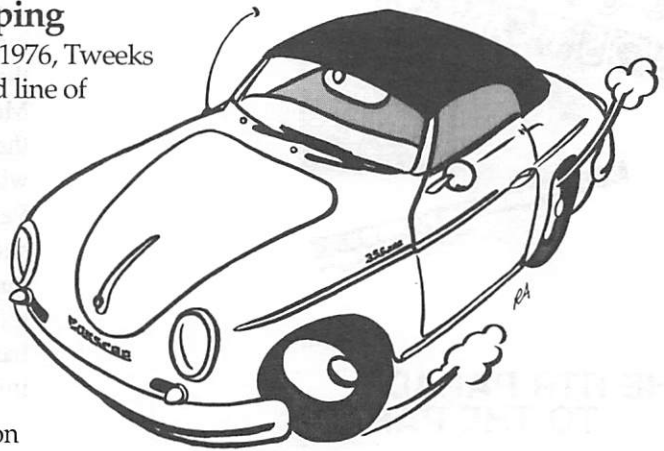
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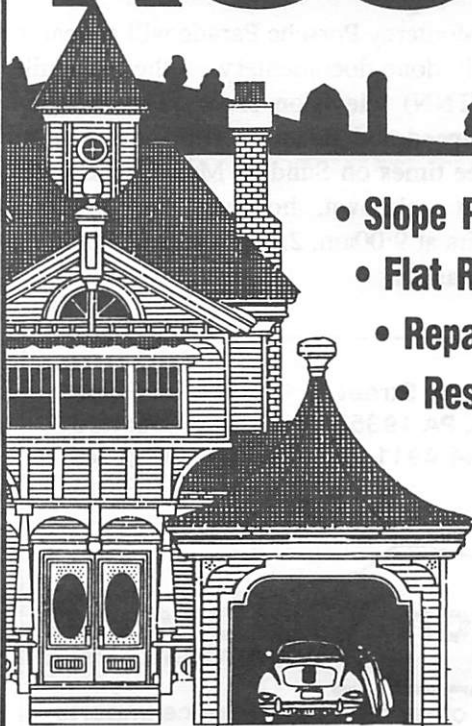


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THE RTR PARADE TO THE PARADE

Riesentöter is holding a Parade To The Parade on Sat, July 27th. The plans are to leave from the 1st rest stop on the New Jersey Turnpike after the PA link (exit 6). There is a Shell gas station as well as a Roy Rogers for the last minute car and body fill-ups. The plans are to leave about 10 AM which will get us in Boston late afternoon, or early evening leaving enough time to unwind and party.

This location was chosen because it is the easiest for people coming from the west and south, plus by starting on the turnpike we are less likely to lose people in traffic. To date we have had interest from regions in both directions and if those further north want to join, we will be glad to find more spots to pick them up along the way.

We also plan to host a party Friday night for those coming from a distance that want to stay over in the Philadelphia area. If your interested in either, contact:

Bill O'Connell
President Riesentoter Region
2801 Stoneham Drive
West Chester, PA 19382
215-640-1675

PARADE BANQUET SEATING

Those of you who are attending the Parade this year should be aware that the organizers have instituted a voucher system to assure seating with the individuals of your choice at the banquets. Many Riesentöter's are attending this Parade so the traditional raucous RTR banquet camaraderie will be easy to achieve with this system. As the Parade instructions suggest one person (i.e., me) should coordinate Regional seating for the banquets. If you want to sit with your fellow Riesentöter's at the banquets, print your name on the banquet vouchers you received with your Parade info packet, and send them to me:

Betsi Marsh
Box 363
West Point, PA 19486


I must receive your vouchers by April 24th, otherwise you are on your own and may end up sitting behind a pillar with members from Outer Mongolia Region. Any questions, call me at 661-7771 during the day.

1990 PARADE TELECAST

The 1990 Monterey Porsche Parade will appear in a beautifully done documentary on the Nashville Network (TNN) television show "The Exciting World of Speed and Beauty." The show will air two or three times on Sunday, May 5. The times are, as yet unknown, however, the program typically airs at 9:00am, 2:30pm and 11:00pm on the East Coast. ❖

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AUTOCROSSINGS

by Lisa Carle

Things are looking up for a full autocross season at this point in time. What a difference a month makes! Life has been pretty frustrating with a lot of dead-end phone calls and rejection letters from various institutions not quite ready to take the risk of letting us use their pavement. But fortunately, the commotion in the Middle East seems to be under control and military bases are returning to normal security. The Naval Air Development Center is willing to consider us again.

We will be using the parking lot off Jacksonville Road which we used on several occasions last year. The area has been resurfaced [ed, our taxpayer dollars at work!] and should providing excellent traction. The surface out on the runway is, by comparison, much more difficult to clean, and is extremely hard on tires and beautiful paint finishes. I think we can be more creative with course designs on the wider parking lot as well.

I'd like to thank those of you who have responded to Bill's call for committee members. We have had several volunteers come forth, and that nifty flyer you received for the school was created by one of them; Joe Zglinicki. All this extra input of talent and resources can only help the program!

The schedule for events is posted below. Our next event is May 12 at NADC. Yes, I realize it's Mother's Day, but consider this: You can come out early and run the event and we'll have you home in plenty of time to have dinner and spend most of the afternoon with your special lady! ❖

RTR 1991 AX SCHEDULE

May 12	Naval Air Development Center
Jun ?	Naval Air Development Center
Aug ?	Naval Air Development Center
Sep 15	Naval Air Development Center
Sep 29	Naval Air Development Center
Oct 6	Naval Air Development Center

Next Event: Sunday May 12
Naval Air Development Center (NADC)
Street & Jacksonville Roads
Warminster PA

Registration opens 9:00am

Directions:

From Exit 27 (Willowgrove) PA Turnpike
Take Rt. 611 North
Right on Blair Mill Road
Right on County Line Road
Left on Jacksonville Road
Cross Street Road, proceed onto base
Look for signs on the left



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ON TRACK

by Bob Lamb

As this is written, we have 99 people registered for our first event at Pocono International Raceway April 20 and 21. The really good news is 13 of the people are first timers. I hope they enjoy themselves.

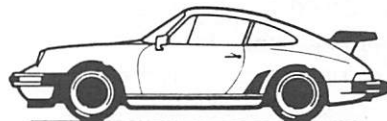
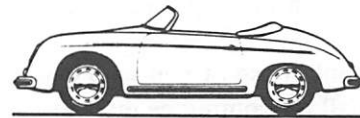
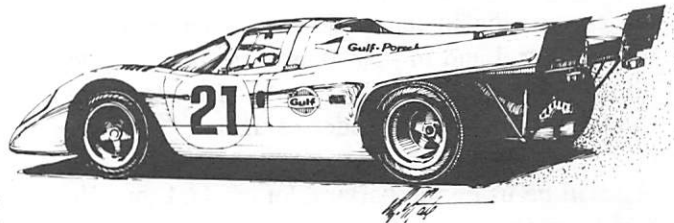
At the suggestion of the Executive Committee, we had a plaque made up for Don Cox commemorating his talk at our Track Clinic II in February. He has received it and was most appreciative.

I have periodically advocated that you attend other clubs' events for a variety and to meet new people. Well, Jim Hartman may have taken that idea a little far. About March 1st, Jim called several of us and asked if we would be interested in driving Road Atlanta in early April. I said it would be fun but it was a little far away. Well, he had a solution for that. He had located a guy with an enclosed van that would hold five cars. If we could just find five people and five cars, we could pull it off. Then we could fly down Friday and back on Sunday.

At last count, there were five cars and 8 or 9 drivers signed up. We will report on this adventure next month.

Our next event is July 19-21 at Watkins Glen. We will have 3 full days of track time. This is a new program offered by the Glen. In the past, they offered Friday afternoon along with a Saturday and Sunday date. However, they did not provide flaggers on Friday afternoon. Different clubs used the Friday afternoon period in different ways, usually as an instructor orientation period. The Glen was not happy with some incidents that took place, so they offered three full days with flaggers at a very attractive cost. There are some tracks that might get a little boring for three days. The Glen is not one of them. Mark your calendar now.

A new idea being used by several clubs is a motorcycle intercom system for communication between instructors and students. Early reports indicate the device makes it much easier to talk and hear over the wind and engine noise on the track. I plan to give one of the units a try at Pocono. ❧



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Riesentöter WERKSTATT

by Bill Dougherty

Saturday, March 16th, thirty plus members rolled into Malvern and Don Galbraith Motoring, for the "First Annual" 911-944 engine presentation. This was so well received it will be an encore event. Most Porsche places are not open for service on Saturday. That's the day the boss stops by to pick up mail, make sure the place is still there... no one broke in overnight and emptied the joint... clattering noise is the compressor someone forgot to shut off... a leaking air hose allows it to run all night to speed up the electric meter... maybe do some paperwork... uninterrupted time to finally work on your own car!... but, NO-O-O-! You agreed to host this technical session! Well, it sure was worth it. The shop looks great, downright professional environment. Coffee and donuts, a RTR food staple - and the Donald lets off with an erudite discourse on how our engines work, want to work... a gripping, entertaining tale of compression, intake, exhaust, RPM and attendant havoc when it all comes unglued. Kam Ho videotaped this so if you simply can't wait for the next time, talk to Kam, or watch the Oscar nominations.

We broke into two groups - one to huddle with Pete Rutkowski over a 911 engine on a stand. The other group gathered with Paul McDonald around a 944 engine, also on a stand for easy viewing. Paul and Pete both gave outstanding sessions on the working of these powerplants. Pete took us through the intricacies of valve adjustment procedures with hands on for anyone who cared to try. Paul took his group through the 944 timing and balance shaft belt arrangement - changing the belts and demonstrating correct tensioning and of course, pitfalls to beware of. Both of these guys have worked with Don for sometime and you simply could not help but be impressed, not only by their product knowledge and professionalism, but also by their ability to communicate so well and answer dozens of questions. Don alternated between groups adding his own cogent observations. Dave Donahue was spending an awful lot of time listening to the 944 stuff. An air cooled defector, he has succumbed to the siren's song of merely increased torque, horsepower, speed, etc.



Pete Rutkowski

(he'll be back). Pizza and beer for lunch, then a quick demonstration of chassis corner weight checking topped off a great tech session. It's unlikely everyone would now run home to adjust valves or replace timing belts. Probably the majority wouldn't have the time, inclination or tools to try this on their own. But everyone came away with a much better appreciation of the Porsche engine and the real talent it takes to keep them "on line". A big thank you to Don, Chris, Pete, Paul, Doug and the dogs. Very well done.

Additional demonstration tech sessions are planned. Watch *DERGASSER* and attend meetings for more info.

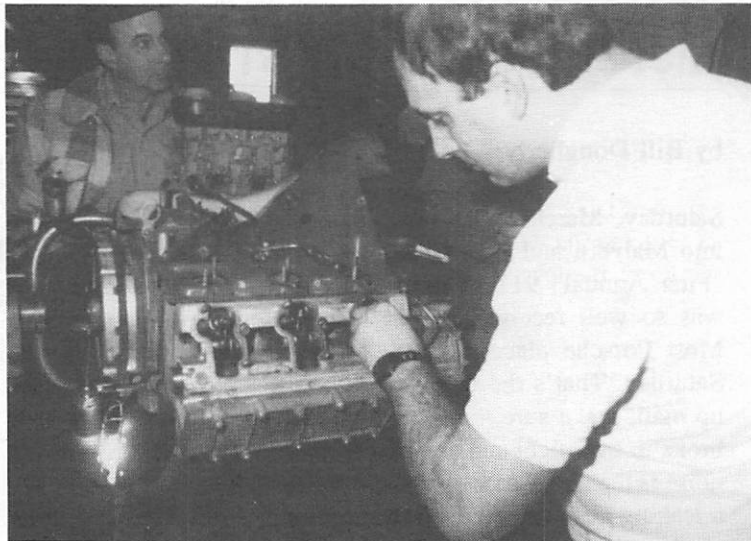
On to other matters... elsewhere in this issue is a listing of tech inspectors and additional comments on safety. Last month I intended an article on Pyrometers. This will probably show up next month

continued ▶

so some on car observations from Pocono can be worked into the piece. Also last time, I noted the "bedding in" procedure for the popular

Ferodo DS-11 brake pads. An important footnote to those comments is that normal factory or aftermarket brake pads do not require any unusual "bedding". Driving the car in a normal manner, hopefully avoiding hard "panic" stops for a couple hundred miles will do the job. No big deal. It is the "high performance" or "race compound" pads where it gets tricky. As part of an ongoing consumer education process "bedding" information as it comes to my attention will be made available. Currently there are several factory service bulletins regarding brake pad material, selection and production changes, especially in 944 models. It is important to not incorrectly "mix and match" pad compounds front and rear on all models. It used to be fairly simple to keep things straight, but it's getting increasingly complicated. Without getting into a large amount of detail the crux of the matter is this: know what pads you or the shop are installing and make sure they are compatible compounds front and rear. Keep a record of brand and compound for future installation reference, as fronts wear out a lot quicker than rears and you need to know what's in the back. Keep up with technical bulletins if you are a do-it-yourselfer - or your service shop of choice should be doing this for you.

At the next meeting I will have available separate tech info sheets on brake pad bedding for Ferodo DS-11, Performance Friction Carbon Metallic, Energit/Textar pad combination used on 76 to 79 Turbo Carrera, and Carroll Smiths general comments. Admittedly we're getting a bit esoteric, but this is a tech column, and the information may assist in eliminating some of the problems. Great stuff right? If we were dealing with common cars with mundane brake pads there is no need for any of this. It's confusing, but the fact is that Porsches aren't mundane and for those cars driven on tracks near the limits of adhesion, this is important. High performance pads cost more - some get expensive. No one wants to waste money, so why screw up needlessly. Once damaged, pads are history. There



HANDS ON!

is a regular undercurrent of conversation about "my brakes went away" or cracked, crumbled, glazed, blistered or generally went to hell and didn't come back. Not always, but often enough, correct "bedding" could solve this problem. The point is, that there is a methodology and it varies by make of pad. We do not need to follow these procedures exactly, but we should try to get close: especially if we are having problems.

Next month I'll cover "Performance Friction Carbon Metallic" pads. They are the leader (right now) in CART, IMSA and NASCAR, and are now producing two types of compound for high performance production cars. They are new to the marketplace and are starting to show up with some regularity. And yes, they break in differently. ❏

Recommended Reading:

1. Porsche Technical Bulletins January 1990 - December 1990 Book G available from Porsche, Publication # PNA-00-082A, approximately \$24, hot off the press 2/91, latest service bulletins in bound edition, essential addendum to service manuals.
2. Porsche Service-Electric-Basic-Training also a factory issue, # WKS-900-021, a superb book on the basics of electrical and electronics as applied to Porsche (or any car), function and usage of multi-meters, schematic symbols, and more, much more. This is an essential book for fundamental understanding of Porsche electrics and belongs on your shelf or in your toolbox. Under \$20.



P H O E N I X

by Ed Goss

Formula One. Sights and sounds like no other form of motorsports. Having had this experience grow on me over the past few years, there was only one missing link for Porscephiles such as myself. That link, of course, was Porsche's participation in Formula One. After the disappointing experience with CART, it was with great anticipation that I packed my bags for Phoenix and the opening race of the 1991 F1 season, with the debut of the Footwork Porsche cars.

To F1 nuts like me, the sound of a V-12 revving to 13,000 rpm generates an incredibly powerful response. When we arrived in Phoenix Thursday afternoon, without unpacking we bolted for the race course. This was a great move, as the pits were wide open! Of the sixteen F1 races worldwide, this is the only one where the pits are open to the public prior to practice and qualifying. It was a real treat to be up close while the mechanics were working on that beautiful new Porsche V-12. The pleasure of being so near was equally shared by mr Ferraristi traveling companions, as they were able to eyeball the latest hardware from Maranello.

Of course, I watched the practice and qualifying with great interest to see how cars nine and ten would perform. It seemed that they were struggling during the entire weekend. As the qualifying ended, unfortunately Alex Caffi could not make the cut with the ten car, and was destined to be a spectator for the balance of the weekend.

For those of you who have never had the pleasure, Formula One has a very distinct international flavor. In fact, several of the downtown hotels reported that 75% of their reservations for race weekend were from Europe, Japan and Brazil. The Japanese have embraced F1 with an incredible fervor, such that drivers Satoru Nakajima and Aguri Suzuki are national heroes. Of course, the fact that the Honda engines have been dominating the circuit for the past several years has not hurt. The number of Brazilian flags being carried gave support to the notion that Ayrton Senna may indeed be the most popular man in all of Brazil. Inasmuch as the Persian Gulf war had just ended, there were a few, albeit precious few, Ameri-

can flags in evidence. This is also, no doubt, due to the fact that F1 popularity in America is a fraction of its worldwide popularity. It was interesting to note that the race sponsor in Phoenix has been the Iceberg Company. Iceberg makes clothing that is hardly available in the United States, but the fact that the race would be seen by more than 200,000,000 viewers around the world where they do market may have something to do with their sponsorship.

Unfortunately, by the time the Alboreto-piloted Footwork Porsche dropped out on the forty-first lap, Senna was showing us and those millions of television viewers why he is the best. He seized the lead at the very beginning, and but for a brief pit stop, was always in the lead. My Ferrari buddies were pleased to see Alain Prost take a solid second, while rising star, Jean Alesi continues to display his considerable talents in the other Ferrari. Other interesting notes included the deep purple/blue 34 car driven by Nicola Larini. This is a product of Team Modena, powered by a V-12 Lamborghini engine. As sweet as the Porsche V-12 or the Ferrari V-12 may sound, I can assure you that there was no sound that reached into an enthusiasts' heart as hearing the noise from the works Lambo blasting down the front straight at 180 mph. Look for continued improvement from this team as the season progresses. The fans visiting from Japan were well rewarded as Suzuki and Nakajima both finished in the points. Another driver to watch will be Mika Hakkinen, a twenty three year old driving for Team Lotus.

All in all, it was a well organized race, with weather that was typical of the desert southwest. This was in stark contrast to the rain in Phoenix for the 1990 race. It was interesting to note that the residents of Phoenix are divided regarding the continuation of the Grand Prix following the expiration of the contract in 1993. It sort of boggles the mind to think of what it might be like to organize such a race in the Philadelphia area, doesn't it? Well, time to pack away the earplugs until the Canadian Grand Prix in Montreal. This is the only Grand Prix that is within a day's drive, taking place on the Circuit Gilles Villeneuve on the island of Notre-Dame in the St. Lawrence river. In fact, a Grand Prix weekend in Montreal would be a terrific mini-vacation. The race will be held Sunday, the second of June. See you there. 🏁

WELCOME

by Connie Sweigart

Membership as of 3/29/91 is 803

Welcome to the following new members:

Karen & Brooke Acuff Gladwyne	75 911S
Pat & Kathleen Armstrong Bryn Mawr	64 356SC
R. Joseph Bevacqua Phoenixville	72 914
Charles & Elizabeth Bihn Lansdale	83 944
Robert & Joan Bobrow Elkins Park	87 944
Michael Bodner Allentown	72 911 73 914
T. Richard & Evelyn Cain Newtown	85 911 Carrera
Ben Croasdale Stroudsburg	68 911S
Harvey & Renee Dutt West Reading	84 944
Geoff & Mimi Ehrman Doylestown, from Connecticut Valley Region	84 911 Carrera
Gregg Frey Macungie	90 911C2
Douglas & Phyllis Gutekunst Fullerton	75 911
Lewis & Diana Hatch Chestnut Hill	83 928S
Anthony & Rosemary Kubiak Orefield	86 944 Turbo

Mike Lawler
Newtown 84 911 Carrera

James & Mary Noone
Rydal 87 911 Cab

Stephen & Lynn Palmer
Media 87 911 Carrera

Kim Pickett
Chester Springs 86 944

John E. Smith, Esq.
Langhorne 90 944 S2

Scot Rosen
Yardley 90 911C2

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Spring City 72 911



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AT FULL SONG

by John Williamson

An Editor's dream, enough material that I have an early start on next month. My thanks to the new contributors in this issue - maybe someone else will follow your lead and share their thoughts and experiences with us. To those of you who submitted articles that weren't published, don't despair, I'll get them in next month.

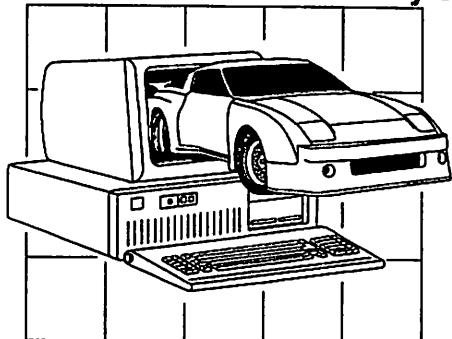
Two new advertisers joined us this month. Tweaks Ltd. which is probably a familiar name, and Performance Programming. Take a look at their ads.

Lastly, my apologies to Don Cox for attributing my dyslexia to him. A properly set-up 911 lifts its **inside** front wheel when pressed hard in a corner. I knew there was a reason I didn't want to write that article. Thanks to Vern Lyle for being the first of many to point out my err. Also, Vern noted that our Photo contest is not the first, more like the third or fourth. To clarify I have decided to call it the "First Full Color Cover Photo Contest of the Modern Riesentöter Era". I think that's safe. See you at a club event! ❧

As seen at PCA's Vendor's Night

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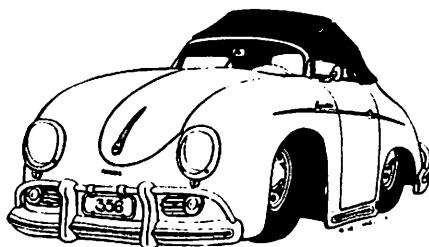
by James P. Hartman

While the Philadelphia Vintage Grand Prix made tremendous strides in its organization and its funding, the board decided to postpone the race portion of the event until 1992. The economy, frankly, closed out any major sponsor commitments for this year, and we did not want to proceed to spend the \$3500,000+ on race compliance expenses until we knew where the major sponsors were.

On the same weekend there will be an automotive art show with a feature race/sports car event on Sunday, June 30. If you thought the race car show on September 30 last year was good, wait until you see what is coming to this show! For the Porsche only fans, a 962 will be in the stable on the 30th. Car clubs in the Delaware Valley will be prominently involved. More details later on.

GREEN THUMB ALERT

If you're not at Pocono Saturday April 20, the Philadelphia Vintage Grand Prix Association can use your help for a Fairmont Park Cleanup day. Come out and join other RTR members to help prune and rake the park for our June event. We'll take all volunteers, even for a couple of hours. Call Skip Corey at 876-2262 for more information. ❧



RTR Approved Technical Inspectors

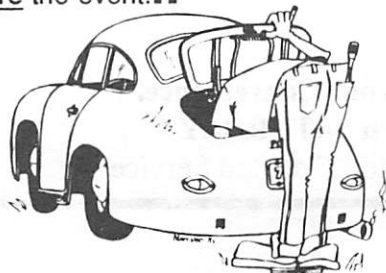
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Bill Cooper	Hatfield PA
Bob Patton	Phoenixville PA
Bob Russo	Hatboro PA
Jerry Weger	Haverford PA
John Williamson	Harleysville PA

Technical inspection is a safety check procedure to ensure that vehicles comply with generally accepted standards for safe operation. However, it is the sole and final responsibility of the car owner to maintain and operate a safe Porsche. Vehicles at events will not pass grid tech or be permitted to run if unsafe conditions are present. This is particularly applicable to modified cars and those old enough to have unsafe fuel, oil or brake line deterioration. If in doubt, contact Bill Dougherty, Tech Chairman, or Bob Russo, Chief Instructor, before the event. ❏



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EXEC MINUTES

The March meeting was held at the home of Paul and Sybil Margaritis. In attendance were Bill and Marge Dougherty, Rex and Lisa Carle, Bill and Debbie Cooper, Janet and Jerry Weger, Don Applestein, Connie Sweigart, Bob Russo, John Williamson, Bill O'Connell, and Paul and Sybil.

CHAIRMAN REPORTS

President: Bill O'Connell

Bill and Ms Vicki will work on a pre-parade Friday night party, Saturday caravan and group rates for speeding citations.

Treasurer: Don Applestein

Balance \$12,080.07. No budget developed as yet.

Tech: Bill Dougherty

New tech stickers have been made that are designed to go on the inside of the windshield at track events. Grid tech and registration will have two lanes. We will request tech inspectors to look for a few specific things not mentioned on the tech inspection forms which could be potential problems, excessive wheel spacers is an example. If fire extinguishers are not mounted properly, cars will be allowed to run without them. Pre-Pocono tech will be April 6th at Rosemont. A pyrometer will be available at Pocono with volunteers to man a tire temperature checking station near the pit entrance. If this is a workable situation we will consider purchasing a pyrometer for us at club driving events. Bill will get some free used tools and a used tool kit for the club. New tech stamps are being developed. A timer will be purchased to limit the length of Bill's reports - an avenue which should have been explored during John Williamson's tenure as Membership Chair.

Der Gasser: John Williamson

March is a key month for advertising renewals and will give us a good idea of our revenue for the year. For the record John has been groping for material to fill out his Exec reports. Luckily, as noted above, Bill has leaped into the breach.

Autocross: Lisa & Rex Carle

Montgomery County and Bucks County Community Colleges are two leads for an autocross site. If a site is found a mailer will be required to advertise the April 14 AX school. Research is being done for better trophies. Probably about \$1000 will be needed.

Membership: Connie Sweigart

Since the last report six new members have joined and one transfer. Connie already has two cars lined up for the New Members meeting and Car Show.

Past President: Bob Russo

Bob met with Alan Friedman regarding the Racing Series. Rules are being developed and will be presented at the Parade. There aren't enough workers or adequate financing to hold the Philadelphia Grand Prix this year, so the event has been changed to a one day Art and Car Show.

Social: Barbara & Dennis Perler

A meeting has been set with the Ferrettis' to finalize plans for the Spring Social. The August Picnic planning is complete.

Vice President: Paul Margaritis

Paul is pursuing a guest speaker from the Collier Museum and Bud Mauger will get us a speaker from Mobil Oil for the June meeting.

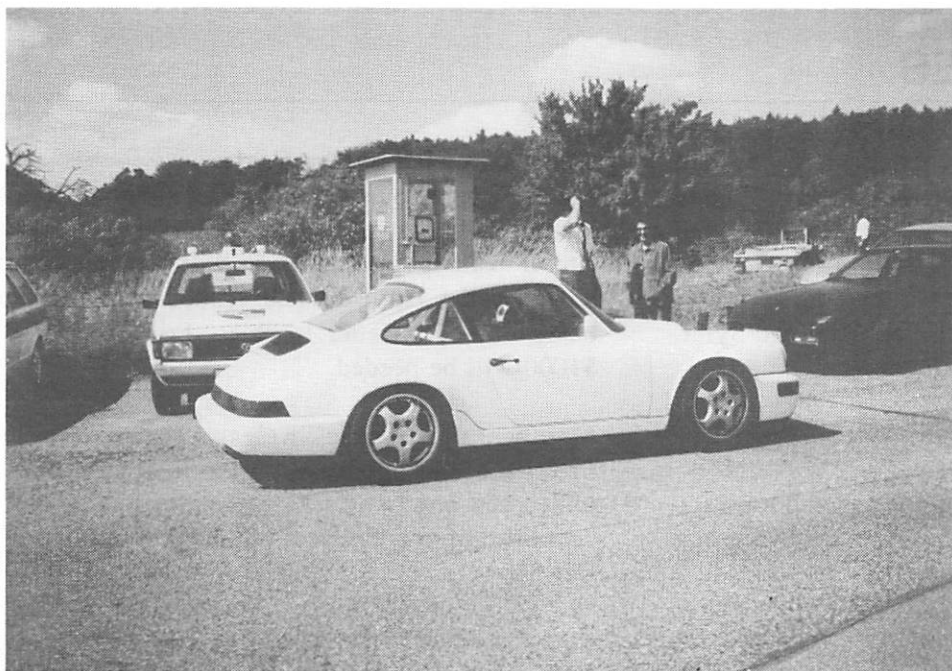
Goody Store: Sybil Margaritis

Nine fire extinguishers are in stock and will be available at Pocono. After a short hiatus the store is again in the red.

The next meeting will be held at Rex and Lisa Carle's on the night of a full moon [ed, the 12th for those of you who don't follow the lunar calendar all that closely].

Minutes are subject to approval at the next Exec meeting.

Respectfully submitted by Janet Long Weger.✚



Carrera 2 Cup Car at Weissach

continued ▶ MIT PORSCHE

Early the next day the group was off to Weissach. There, at the test track, awaiting us were a Carrera 4, a 944 Cabriolet and a 928, each red and complete with a factory test driver. I volunteered to be the first to be taken for a ride. I got into the Carrera 4 and the driver smiled and said "Hello, how are you?" in heavily accented English. After making sure that my seat belt was on, I was off for the ride of my life.

It seemed to me that the driver was driving 10/10ths and it was both frightening and exhilarating. All I could do was hold on as I felt my body being pulled from side to side and forward and back in my seat. It was very impressive to watch the driver's hands on the steering wheel and gearshift lever and his feet dancing on the pedals.

We spent two hours taking turns going for rides in the three cars. After about an hour and a half, the tires were smoking and worn out on the Carrera 4. The driver left and a few minutes later returned with a new set on the car. When we asked, we were told that the tires lasted only a few hours when driven this aggressively.

We were not the only ones using the test track. Engineers were driving and evaluating cars at the track. We saw one of the Carrera Cup cars being tested as well as a prototype Carrera 2 Turbo. There was also a one-man tracked military vehicle being driven around the unpaved rally track all the time we

were there. It was either being tested for endurance or the poor private driving it was being punished for something.

After everyone had as many rides as they wanted we went back to the factory for another lunch. We took advantage of the afternoon off for a ride and a tour of the medieval city of Rothenburg.

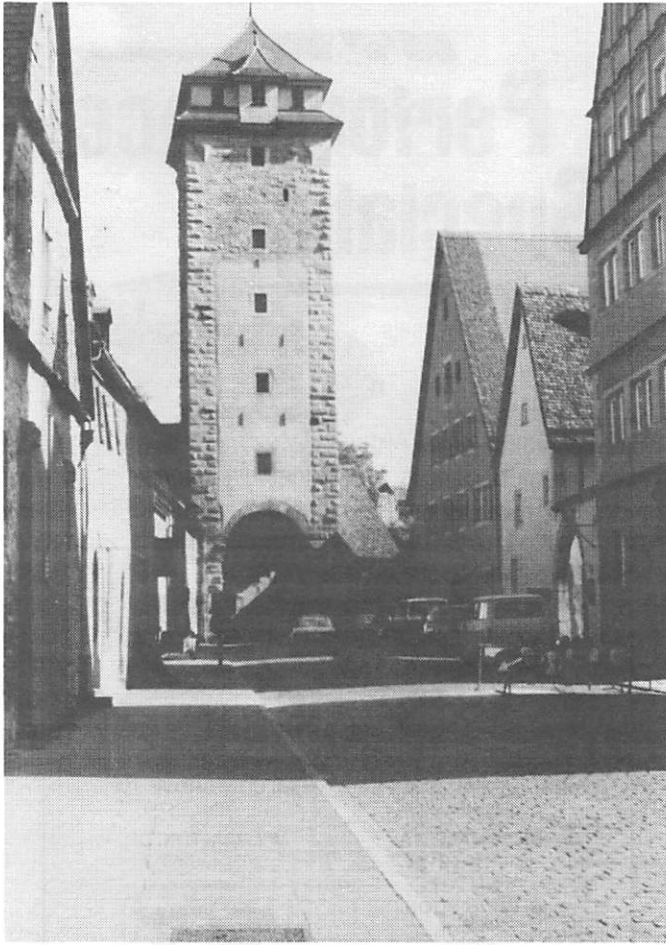
Back at the hotel we had a farewell dinner with our group and the hospitality people from Porsche AG and PCNA. During the last two days we had gotten to know some of the varied people in our group. I

remember a couple that were both doctors from Boston. There were several people from Wall Street in our group as well as one of the originators of the Teenage Mutant Ninja Turtles. An owner of a Chicago chain of auto parts stores was there with his wife. The Carrera 4 cabriolet and the European trip was a surprise for his wife. He had told her that they were going to Detroit for a basketball game weekend. After a pleasant evening exchanging stories and impressions of the cars, the group part of the trip was over.

For the remaining four days of our trip we were on our own. We spent them driving through Germany and Austria, visiting the castles and seeing the sights. The clean and well-maintained autobahns were a pleasure to drive. High speed drivers kept to the left of the slower drivers. Cars passed on the left and got back in the center or right lane. There were no speed limits except close to densely populated areas.

We were cautioned not to exceed 5000 RPM for the first 1000 miles. On a Carrera 2 that still equates to about 125 MPH. At the end of the week, I had just achieved 1000 miles and on the way back to the factory for drop-off intended to do a high speed run. Even on the autobahn, at 125 MPH you close on traffic very quickly. Due to time, traffic and "sensible-ness" constraints, I never did get to exceed 5,000 in fifth gear. The car, however, was ready to go for more.

Back in the U.S., I waited anxiously for my car. I had been told that I was in luck when I dropped the car off because there was a ship leaving in a week.



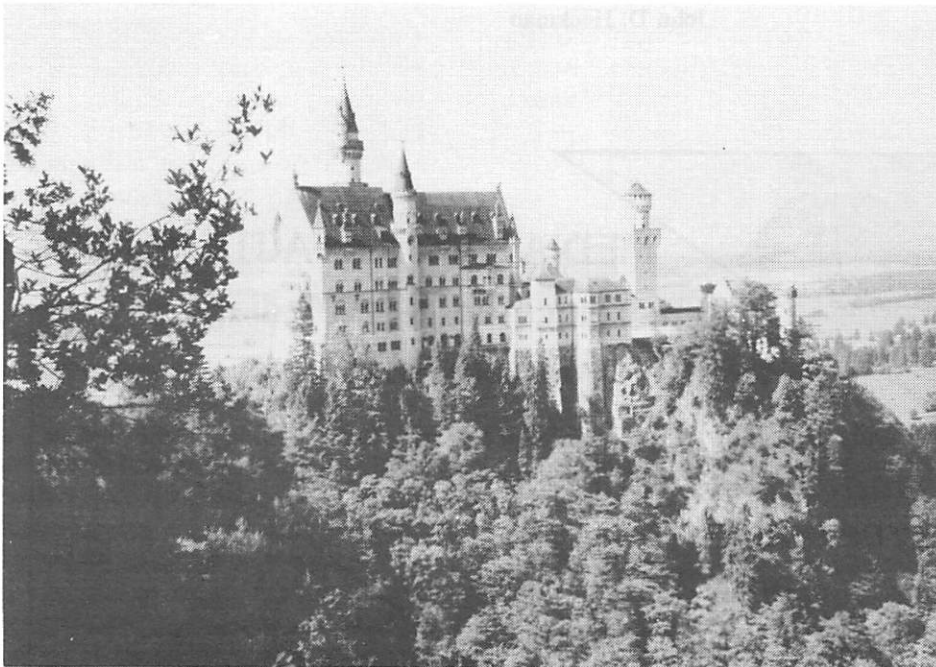
Rothenburg

With two weeks for shipping, I figured that my car would be available for pick-up in Charleston in three weeks. It was not to be.

For some reason my car was not loaded aboard that ship but waited over a month in Stuttgart for the next ship. About seven weeks passed after I dropped off the car before it was available in Charleston.

When I flew into Charleston I was picked up at the airport by the "Porsche" van for the short ride to the PDI center. There were inspection and repair facilities as well as indoor and outdoor storage facilities. I was graciously given a tour of the facility and a description of the inspection process. After the cars were deemed to be ready for delivery, they were stored in a giant hanger type of room. There were probably two hundred Porsches in that room plus more were stored outside under cover. After the tour I was given my pass to get me out the gate and I and my Carrera 2 were on our way home.

If you can afford the time and have the patience to wait, I strongly recommend getting your Porsche through the Tourist Delivery Program. You save money on the purchase price of the car as well as having a car custom built to your specifications. Visiting the museum and the factory gives you a great appreciation for Porsche and its people. Driving the cars on the roads and autobahns where they can run unfettered and seeing the magnificent sights of Germany will make your trip a very memorable one. ❧



Neuschwanstein Castle

LETTERS

Dear Editor,

Year-after-year we have the same problems: securing a meeting site and an autocross site. I am involved with the 1991 Fairmont Park Vintage Sport and Race Car Festival, nee Philadelphia Vintage Grand Prix. Our work in the festival has identified some 40 car clubs in the Delaware Valley. Many have expressed the same two problems.

Riesentöter has almost \$12,000 in our treasury. This is so much money that we have reduced the cost of advertising in **DERGASSER** - a move that I do not feel makes the most sense.

Our club pays the Audubon INN each time we meet there. The BMW Club pays for their site. So does the Jaguar Club, the Triumph Club, the Austin-Healy Club, the Mercedes Club, the Morgan Club, etc., etc.,

What if we (Riesentöter) leased a building (or part of one) with an ample sized parking/autocross lot and rented the facility to the various clubs for their meetings/events? We could be self-sufficient with regards to the problems of meeting/autocross sites. In this real estate market, I would think we could make this idea fly.

Let's hear from the membership.

John D. Heckman

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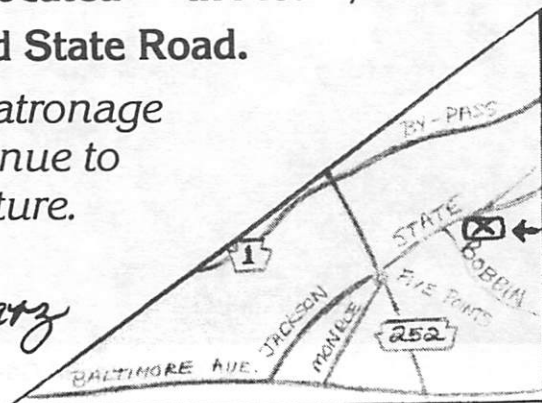
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serve you in the future.*

Sincerely,

Paul H. Schwarz

(215) 565-5535



GARAGE SALES

59 356A Coupe, new floor, no rust, available as painted roller w/motor, needs assembly. Paul (215) 696-2164. 4/91

61 356B 1600S Karmann Hardtop, s/n 200951, red, black int, near complete, needs total restoration, \$4250. Other 356A, B & C parts for sale. Call Ed 869-8570. 4/91

63 Carrera II Cabriolet, 157981, fresh everything, accurate, complete; **62 S-90 Roadster**, twin grille, 89751, unfinished, rebuilt motor, much NOS; **59 Super Convertible D**, 85833, basket case, many NOS parts, will separate; **72 3 liter 911**, 9112110367, Cabriolet conversion, beautiful track/street car; **Speedster repro**, unfinished w/2 liter 914 motor, write for information: Bruce Baker, P.O. Box 125, Morton PA 19070. 5/91

64 356C Coupe T-6, #218425, silver/black, excellent condition, no rust, very solid car; new brakes, tires; SC motor completely rebuilt, new case, pistons, crank, etc.; Blau punk radio [ed, must be for listening to new wave music!], \$13,500. Fred Brubaker, 334 N. 14th St., Allentown PA 18102, (215) 434-8778 (W), (215) 797-9298 (H). 5/91

69 911T, Black/Black 90K original miles, but only 1,000 on completely rebuilt 2.5 liter, 180 hp motor. Rebuilt trans, suspension work. \$11,000 invested over past 12 months. All work performed by Bob Fox. Full documentation. Outstanding body and paint. This is a beautiful 911. Will not accept any offer below \$16,000. Ben Allen (215) 297-5164. pd

71 911 Coupe, RS look-alike, orange/black, steel flares, front spoiler w/ oil cooler, Ducktail, 83 3.0L, 915 trans, short shifter, SC brakes, Konis, sways, 7 & 8 x 15 alloys, R1's, Flofit seats, Nakamichi, etc. etc. Street or track, reluctantly selling for \$14,500. Mike Murphy 873-9488 eve, 353-5070 days. 4/91

72 911 Track Car, narrow or wide body, available as painted bare body. For further details call Paul (215) 696-2164. 4/91

72 911T (or S) Coupe, rust-free CA car, fresh Grand Prix white, including alloys; blacked out trim; factory S options include gauges, trim, brakes, radiator-type

oil cooler, sway bars; lowered /balanced corner weights; new carpets, Bridgestones, Bilsteins, Deist harness, H4s and more, 106K miles, looks like new and runs great. Not many of these mechanically injected Ts could be left since less than 3000 were built - \$14,500, or with the engine described below, \$19,911. Vern Lyle (215) 361-5934 eves, 661-7011 days. 4/91

911 Engine, fresh 2.4 motor, 6000 miles since rebuild by Bob Russo; no-serial-number case; magnafluxed crank and rods; new pistons/cylinders, cams and rockers; rebuilt injection pump; powder painted sheet metal; very nice running and looking, \$5,911. Vern Lyle (215) 361-5934 eves, 661-7011 days. 4/91

81 SC Sun Roof Coupe, Pacific blue, fresh paint, 7 & 8 x 16s, roll bar, well maintained - at least since I owned it, who knows what Weger did to it. My 356 is in & Ms Vicki still won't let me have 2 Porsches. Help your President go Vintage racing. Bill (215) 640-1675. 4/91

82 911SC, new guards red paint, no motor or trans. Paul (215) 696-2164. 4/91

83 911SC Cabriolet, 3.0 Liter 6 cylinder air cooled, slate blue, tan leather interior, black top, AC, power windows, alarm system, forged alloy wheels, Blau-punkt, cruise control, fogs, bra, cover plus many more extras. 33K miles, garaged, stored winters. Excellent condition, all service records. Best offer. Larry Stackhouse (215) 525-5161. 4/91

83 911SC, Triple black, whale tail, BBS wheels, 64K miles. Major service recently done plus new Dunlop D40M2s and new clutch. Nice car inside/ outside, \$21,000. Steve Deay 647-6246 eves., 993-3774 days. 5/91

84 911 Carrera, Ruby metallic, tan leather interior, excellent condition, BBS wheels, 70K miles, \$24,000. Jeff Brok (301) 263-1863. 4/91

84 Carrera Targa, Ruby red/champagne, w/ 930 body, boxed rockers, quarter vents, new Sikkens paint, 3 piece wheels, RE 71's, suspension work & much, much more, \$26,000. Ed Bell 696-2164 days. 4/91

continued ▶ **GARAGE SALES**

86 Carrera, perfect, Azure blue (midnite), Doe skin leather, 17K original miles, duck tail, 7 & 8 x 15 wheels, Momo steering wheel, sport muffler, European bumpers, lowered and corner balanced. This car looks like the Penske Sunoco Carrera. Al Anderson 793-3911 eves. 4/91

73 914, 69K miles, very good condition, guards red, mags, needs windshield and right pushrod tube seals, \$3950. Brian Tinneney 825-1838/leave message. 5/91

84 928S, white, dk brown leather interior, BBS wheels 8 & 9", Bridgestone 245-45's or Goodyear Comp TA's, all options, sun roof. Nick Imperato, 337-3880 (W), 644-0764 (H). 5/91

86 944 Coupe, Guards red/gray-beige leather sport seats, 5 spd, sport suspension, A/C, Blaupunkt New York, pwr windows/mirrors/seats, rear wiper & defog, cruise, rear light panel, bra @@K miles, garaged, non-smoker, dealer serviced, oil change & filter every 3500 miles, meticulously maintained, immaculate, \$17,000. Steve Midgett (215) 296-7479. 5/91

87 944S, Stone grey metallic, 42K miles, has had 42K service with new belts/clutch/water pump, meticulously maintained, many updates, just about perfect. \$17,500, offers considered. Jerry Weger (215) 649-6618. 5/91

Engines, 83 944 - rebuilt long block, new water pump and belts, fits up to 1987, \$2995 or exchange; 79 928 - complete - rebuildable core, European model, make offer; 77 2.7L 911 - complete, 110K miles, one owner, runs good, leaks oil and needs resealing, has tensioner update, \$1500. Sell or trade any of above. Bill Dougherty 692-6039 8-6 M-F. 4/91

Porsche: The Fine Art of the Sports Car by Lucinda Lewis, new in original shrink wrap, originally \$100 reduced to \$75. Mark Terlecky 296-5641 (H), 975-0875 (W). 5/91

911 Engine, 1975 2.7 liter with CIS, SS heat exchangers, 8000 mile Galbraith rebuild. John Acuff (215) 687-6262 days, (215) 896-5030 eves. 5/91

911 Engine, 2.4L, 72 "T" engine, 76K, mechanical injection, tensioners updated to new style. J. Crowley (215) 943-9520. 5/91

911 Parts, Fuchs alloys 15x7 & 8, excellent condition \$1200; KONI gas shocks, front & rear; 30mm torsion bars, \$150. Larry Herman (215) 646-6302 home. 5/91

911 Parts, assorted parts from '75 to '85 911s; 6" 7" and 8" rims; windows and regulators; rear suspension components; rotors and calipers; rear Targa glass; windshield wiper motors; '85 tan sport seats - good condition; '70 914 rough and free. Tim Everett (215) 828-7250 work. 5/91

944 Parts, complete front end sheet metal from 1987 944, fenders, hood, bumper, lower valance, headlight doors, nose panel and inner fender liners, \$1800. Wayne Flegler (609) 540-3075 days, (609) 423-6659 after 4:00pm. 5/91

Cars and parts, 69 911T body started, minor rust, has 2.7 eng w/webbers \$4000. May separate car & engine. 75 914 1.8L 70K very clean & straight, runs great \$4000. 911 seats, doors, bumpers, deck, rear glass, other parts. Bob (215) 453-1473 trades? pd

Make offer on two 205/55 VR 16 Goodyear NCT tires, good tread after 7000 miles. Jim Hartman (215) 293-1916. 4/91

911 Wheels, 15x7 & 8 BBS, \$1000; 15x7 & 8 Fuchs factory alloys w/ RE-71 tires with one event, \$1200. John Acuff (215) 687-6262 days, (215) 896-5030 eves. 5/91

Parts, 911 stuff: Carrera oil pump \$375, MFI throttle bodies ported to 38mm, Aires P&C set 86mm, 2.2 Mahle P&C set, S MFI cams - genuine \$425, early gas tank \$100, M calipers rebuilt \$75/ea, 69-83 rotors front & rear; 7 & 8x16 BBS wheels with Fuldass; Bell Professional Racing helmet size 7 \$110; 914 stuff: hoods, decklids & trunks, stainless heat exchangers \$350, complete injection system with spares \$100, 4 steel sport wheels 4.5x15 \$50, 'Porsche' reflector w/ electric trunk kit \$100, fog lamps - one cracked \$100; Ottolini & Snyder, 282-1627, 367-2102, 791-9000. 4/91

Wanted

3.0-3.2L engine, running, J. Crowley (215) 943-9520.

914 Euro 2.0 pistons; 4 225-60x15 tires, brand not important - for tow sled; 2 racing seats, 1 cam lock harness, 7x15 914 wheels, 1 fire bottle system, 914 dual carbs & mech distributor. Wee B. Cheap Tribe, 282-1627, 367-2102. 4/91

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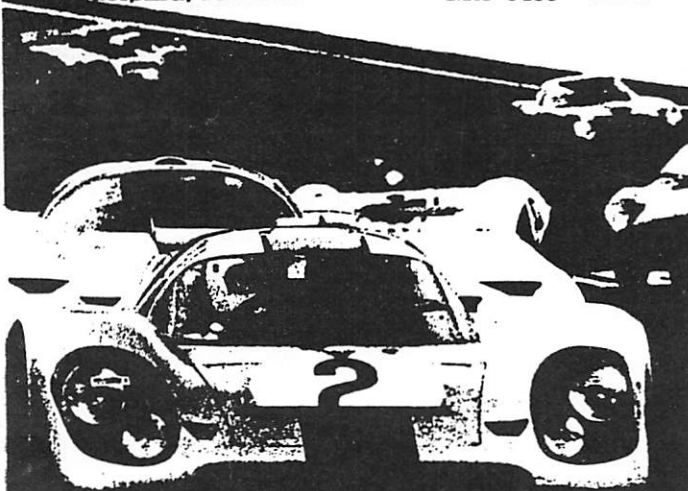
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