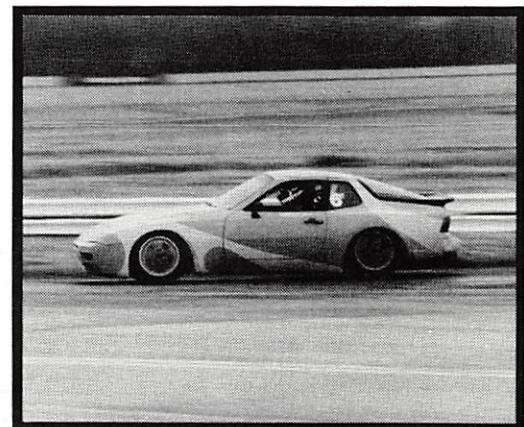
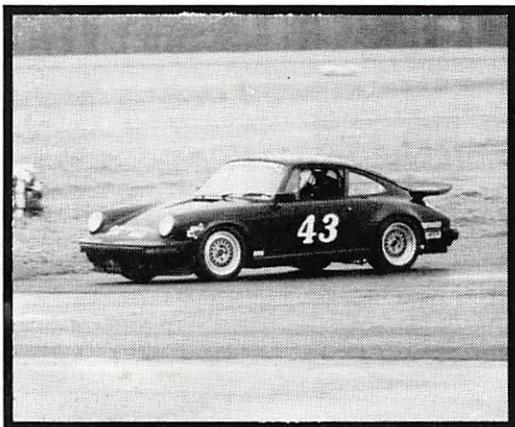
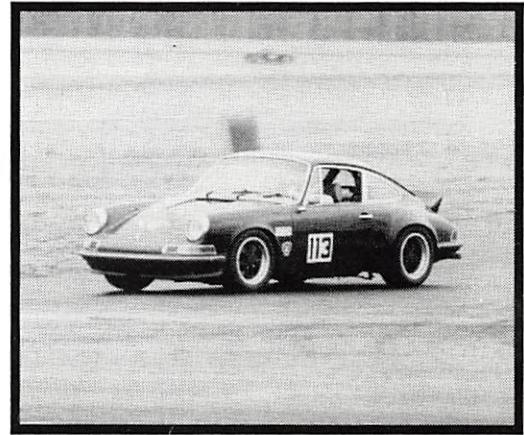


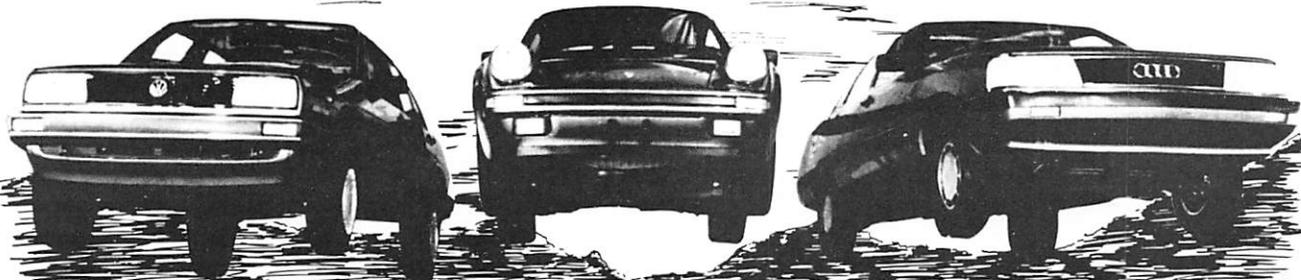
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PRESIDENT'S MESSAGE

As I sit here by the blazing PC drying out, I keep trying to remember just why I think it isn't going to rain at our annual Pocono monsoon track event. It is more likely that we would see Vern renounce autocrossing in favor of track events. But did we have fun? YOU BET. It was very well attended and everyone got plenty of seat time. There is a lot to be said about the virtues of learning car control on a wet surface. The brainstorm on Sunday worked like a champ and our erstwhile Track Chair, Bob Lamb stood at the start line for almost the entire morning to make sure all went well (Question: Do we congratulate or commit him?)

The hard wired radios for instructors and students were superb. Makes talking between them much easier and thus makes the event safer. The current thinking is for the instructors to buy one at the discounted price Bob set up with a local Motorcycle shop.

Now for an observation. No matter how good an idea is, and no matter who agrees with you, never feel secure that your decision is safe. There will always be someone you will alienate, and you will always be caught off guard when it happens. For a refreshing change, it wasn't me on the short end (but I will admit to being one of the folks with a different agenda on one of the issues as Bill found out). What brings on this pearl of wisdom? We also tested something else this weekend, letting a non-Porsche enter the event. The plan here was to see if it was a way to fill under-subscribed events, not unlike the autocross series. Many were for it, some had no opinion, and a few were very much against it - but were willing to go along with the majority. It was nothing more than an experiment and it worked just fine. The car in question, a Corvette, which you might remember is the model of choice in the sometimes annual Porsche Corvette Challenge Autocross. Car and driver had the time of their lives

- even in the rain. Will it happen again? Who knows. The pros and cons will be sorted out and a decision will be made. Even if the decision is to make no decision for now. This question has come up over the last few years, but it always upset some so much that it got filed in the Life's To Short file, like when I thought it would be a great idea to bring my IMSA Golf to an event. The first person I asked almost had a stroke so, like others before and after me, I dropped it. Bob viewed it as a track committee issue at the onset but given the level of concern by others we feel it only fair to get you all embroiled in this mess so if you have any constructive comments, pass them along to Bob.



To Vette... or not to Vette

While on track events, it's nice to see yet another member bringing the next generation out. John Acuff brought his daughter, Brooke, out to play in the rain. I did notice that when Brooke was out, he was nowhere to be found. Rumor had it that he was in a dark corner of the garage. This of course could have been an attempt to keep warm and dry.

continued ▶ page 17

Up-Comin

MAY

25 Spring Social, Belle Terre: 2:00-6:00pm, see page 3

JUNE

26 General Meeting, Audubon Inn: 8:00pm, Mobil Oil Representative
29 Tech Session for Watkins Glen, Holbert's: 9:00am-3:00pm
30 Philadelphia Vintage Sports-Race Car Festival

JULY

24 General Meeting, Audubon Inn: 8:00pm, Photography
27 RTR Parade to the Parade
28-4 Porsche Parade 1991 at Boston, Massachusetts

AX EVENTS:

May 12 RTR Naval Air Dev. Center
May 18 Susq York Fairgrounds
May 19 Philly Plymouth Meeting Mall
May 26 Susq Farm Show Complex
Jun 1-2 Susq Farm Show Complex
Jun 9 Susq Farm Show Complex
Jun 9 Philly Plymouth Meeting Mall
Jun 15-16 Susq Farm Show Complex
Jun 16 RTR Naval Air Dev. Center
Jun 22-23 Susq Farm Show Complex
Jul 20-21 Pro Solo/Pre-registration required
Jul 28 Pro Solo/Pre-registration required

CONTACTS

Susq (Susquehanna Region SCCA), Dave Walter, (717) 432-4018

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

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

Pro Solo, Lynne DeHart (717) 859-2957

TRACK EVENTS:

| | | |
|--------------|------------|---------------|
| 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 |
| Jul 26-27-28 | Fox | Bridgehampton |
| Aug 15-16-17 | Metro | Bridgehampton |
| Aug 16-17 | CVR | New Hampshire |
| Aug 16-17-18 | NNJR | Watkins Glen |
| Aug 24-25 | Potomac | Summit Point |
| 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

Fox, Ron Fox Enterprises, 51 Tiffany Dr, East Hanover NJ 07936 (201) 884-1944 eve/weekends

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) 492-7541 work, (609) 883-9747 after 7pm

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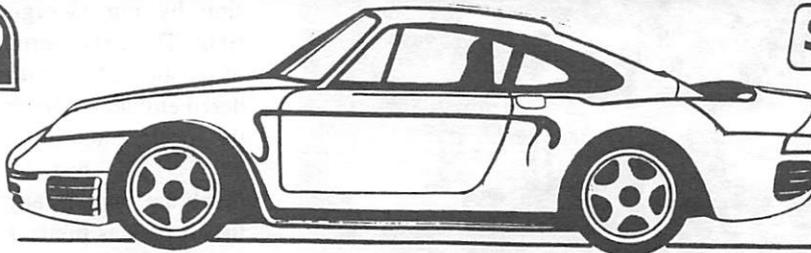
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Rt 663 toward Quakertown. North on Rt 309, through Coopersburg,
and bear right onto Rt 378 North. Proceed about 3 miles
and turn right on Saucon Valley Road (look for "Bingen 3" sign at intersection).
Belle Terre is 1 mile on right, sign and mailbox at entrance.
If you come to a "T", you went too far. 691-0400.

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A Riesentöter Odyssey to Road Atlanta

by Bob Lamb

Last month, I mentioned that a few of us were contemplating the possibility of attending a Peachstate Region event at Road Atlanta. Actually, the whole expedition was the result of Jim Hartman's inspiration, effort and enthusiasm. The key element of Hartman's program was the rental of an enclosed trailer that could carry five cars. Thus, if we could find five car owners who were interested in the adventure, the cars could get there by themselves and we could fly to Atlanta on Friday evening and be home Sunday evening. The cars would leave Thursday a.m. and return to Don Galbraith's shop Tuesday a.m. The cost of transporting the five cars was only a little more than travel expenses would have been had we all driven to and from Georgia.

We found five cars relatively quickly. Then people started to pair up with others to share cars at the track. As the word spread, three other vehicles with five drivers decided to drive to Road Atlanta to join us. Twelve Riesentöter folks ended up going: John Acuff, Tony Bonnani, Bill Cooper, Dave Donohue, Jim Hartman, Paul Johnston, Russ Kaller, Bob Lamb, Paul Margaritis, Gordon Nagle and Jerry Weger.

The rig that transported the five hauled cars was a real find by Jim Hartman. A fellow named Tom



Mr. Sunday's "Little" Trailer

Sunday lives near Carlisle, PA and owns a trucking company. For fun, he plays with Corvettes. To haul his and his friends' Corvettes, he made up a trailer that holds five cars. He pulls this little trailer with an '85 Kenworth sleeper tractor. This is a Kenworth with polished aluminum wheels, chrome exhaust stacks, CB and cellular phone. Mr. Sunday himself drives this rig.

Those of us who flew down went in two groups, afternoon and evening. Those who went on the early flight arrived at Road Atlanta track a little after six in the evening. Peachstate had a Friday evening grid tech. As we drove into the Paddock area, there was Mr. Sunday's rig and there were our five cars arrayed in a semi-circle ready to be taken to tech. If you are beginning to think this might have created a little comment and discussion by our Georgia cousins, you are right. The next morning, when all twelve of us showed up with our newly embroidered emblmed track hats, that really got the locals' attention.

The rest of the weekend was much the same as any track event, except the track was pretty special. The track is unusual in that it is both fast and quick. There are dramatic elevation changes. We all had a great time and are beginning to think about where we might go next with Mr. Sunday and his toy truck. ❧



The Dirty Dozen

ON TRACK

by Bob Lamb

The third weekend of April was a little wet in the Poconos. It rained both days of our April track event. We had over 115 entrants (the event was a financial success). Late Saturday afternoon, the track was dry for a few runs. Sunday offered a cold steady rain, and only about 50 people showed up. We ran the event. There are many good things you can learn driving a wet track; however, after a while, it gets a little old. On Sunday, due to the conditions, we ran an abbreviated program and shut down at noon. Attempting to conduct a track event under such adverse conditions requires an element of grim determination on the part of the organizers and a little humor from the participants. I really want to commend the members of the track committee for their efforts: Bill Miller, Registrar; Bill Dougherty, Tech; Bob Russo, Chief Instructor; Bill O'Connell, Flagging; Dave Donohue, Safety; Paul Johnston, Assistant Chairman; Barbara and Dennis Perler, refreshments; and everyone else who helped out.

I cannot say everyone had a fun time, but there was some satisfaction realized from surviving the elements. A new idea we tried was giving out specially embroidered hats to all participants. This seemed to go over pretty well. We also had new tech stickers that attached to the inside of the windshield and were unaffected by rain.

We experimented with a motorcycle intercom system for communication between students and instructors. The units seemed to work very well. We would be very interested in getting some feedback from people who used these units. If anyone is interested in acquiring one of these intercom units, contact me for details.

Our next event is at Watkins Glen the third weekend in July. The Glen has a special deal for 3-day events, so we will have a program on Friday, Saturday and Sunday with three full days of run time for all participants. The application for the Glen event is in this issue. Mark your calendar and join us. ❏



Bob Lamb
The Last Rough Rider

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Riesentöter WERKSTATT

by Bill Dougherty

As you read this the Pocono track event is but a fond memory. You had to be there. RTR has once again demonstrated extraordinary stoicism, good humor and flexibility in the face of Mother Nature's attempt (once again) to stop a good time. She failed.... miserably. None of us were miserable. It just proves (once again) we can run an event in anything. And in Bob Lamb's case.... wear anything. What at first appeared to be seriously inappropriate garb (moleskin and modified Aussie Sou'wester) became the envy of less dry folk. Orders are being taken.... embroidered. My thanks to the Tech Crew and Registrars, including several new hands, who processed over a hundred cars and divers in an hour in lousy weather. The new Grid Tech and Run Group stickers developed by Bob Lamb worked perfectly and definitely passed the moisture test. "Out there" the whole time were also Bill O'Connell and Bob Russo. Now that I'm involved in the running of an event, I'm also realizing the amount of work and talent it takes to make it all happen. Thanks to all the people who have been doing it year after year.

As mentioned last month, this will be a year of continued emphasis on safety at events. I, for one, do not want to look back on an "incident" that reasonable scrutiny could have prevented. The owners of repowered older cars and modified cars of any age need to be particularly mindful of the increased loading of suspension components and in particular, the condition and routing of fuel, oil and brake lines. Rust in load bearing/structural areas must be corrected. If there is any question, get it answered before arriving at an event. Don't put the Tech Chairman in an unpleasant position on the morning of the big weekend. No one wants to spoil your fun, but everyone has the right to a safe event.

Last month a list of approved Tech Inspectors was printed. This was compiled from information passed on to me and further amended at a Track Committee meeting. At that time the list appeared complete. Since publishing, it has come to my attention that some previous, albeit inactive, inspectors were left

out. If you want to continue as an active inspector and were not on the list, please let me know. The situation is under review and I want to get it settled. The next Tech Session will be at Holbert's on June 29th. Inspectors should plan to be on hand at Tech Sessions. Only three of us were at Rosemont Tech, which slowed things down somewhat.

On to other stuff.... A growing problem is the build up of carbon deposits on the back of intake valves. Not just in Porsche engines but in many makes. Especially hard hit early on were BMW and Audi. Nuances of cylinder head design appear to be contributing factors. Gasoline and oil quality are also contributing elements. If you want to know more about the "why" of this problem I have an excellent reprint of an article that appeared in "Roundel", the BMWCCA magazine. This problem is starting to show up in Porsche engines, more commonly in 944 models. I have heard reports of deposits causing bent valves in a 944 and have personal knowledge of a 911 that experienced 50% cylinder leakdown caused by carbon holding some valves off their seats. These engines had under 60K miles on them. The idea is to do something before it gets that bad, i.e., prevention and remedial cleaning. The observations that follow are gleaned from PCNA Technical Service Bulletins and personal experience. The TSB's point to oil and Techron. My experience involves some specific products as well. I am sure there are other oils and products that work, but these are the ones I work with. TSB Group 1, identifier 1700, Number 8905 "Engine Oils That Minimize Carbon Build-up". In a nutshell, the factory conclusions are shown in the chart on the following page. Keep in mind that these are the oils tested by Porsche. The small specialty refiners provide superior lubricants. SWEPCO, Redline and Amsoil come to mind.

Ongoing maintenance/prevention is addressed in TSB Group 2, identifier 2440, Number 8510, "Cleaning of Fuel Injectors". Partially clogged or restricted injectors can be cleaned by pouring 20 oz. of Techron into a full fuel tank. Drive to half empty (or half full), refill and repeat two additional times. Continue maintenance by adding 20 oz. after five

| Engine Oil | Type | Viscosity |
|--------------|------------------------|-------------|
| CASTROL | GTX | 20 W - 50 |
| | | 15 W - 50 |
| | | 15 W - 40 |
| MOBIL | Mobil 1 | 5 W - 30* |
| | Mobil 1 Formula | 15 W - 50 |
| PENNZOIL | P.Z.L. Turbo Motor Oil | 15 W - 50 |
| QUAKER STATE | Sterling | 10 W - 30 |
| | | 10 W - 40 |
| | De Luxe | 5 W - 30** |
| | | 20 W - 50 |
| | | 20 W - 40 |
| | Super Blend | 20 W - 40 |
| | | 20 W - 40 |
| | | 10 W - 30 |
| | HD | 20 W - 20** |
| | | 10 W** |
| 30,40 | | |
| Performance | 20 W - 50 | |
| | Turbo | 10 W - 30 |
| | Regular | 30 |
| SHELL | Fire & Ice | 10 W - 40 |

* Synthetic Oil, approved for all season use.
** For cold season only. Refer to temperature range chart.

may have taken the car in for service and asked for a tune up. But next morning there's the same problem; take it back and they can't find anything wrong. You're told maybe you're starting the car wrong but you've been starting it the same way for three years and didn't have a problem until recently. Is it you, the Porsche or them? The tune up parts may have been needed to be replaced but that wasn't the complete picture. So what to do next? Note carefully, be certain all, I mean all, running specs are right on, there is no false air getting in the intake system, no vacuum leaks, fuel pressure is correct, components all test OK, the CO/Fuel Mix is correct and TSB's concerning driveability have been checked out. If all these items are OK and the problem remains, the Porsche may need the "cure". Carbon build up on the backs of the intake valves is absorbing and liquefying the finely atomized fuel injected in behind the valve on it's way to the combustion chamber, causing a lean fuel mix, lean misfire. Assuming this is the case there are three ways to go:

Option 1 is a costly teardown to whatever degree necessary to mechanically remove the deposits. "R&R Cylinder Head and Decarbon". Big bucks.

Option 2 requires removal of the intake system and manifold. BMW pioneered a method of "sand blasting" the valves in place using a machine utilizing granulated walnut shells under air pressure with a vacuum. Also pricey and somewhat messy with bits of shell everywhere.

Option 3 is the least expensive but most cost effective route, the chemical cleaners. They usually work pretty well especially if the carbonizing isn't a terminal case. Following directions on the can, I would try a few cans of Lubro-Moly Ventil-Sauber. Recommended by BMW and Mercedes, it is a fairly effective decarbonizing agent. If this works, follow up with Lubro-Moly Injection Purge. Ongoing maintenance would utilize Techron, Swepco 503, or Power Service Fuel System Cleaner. Power Service was stronger than Techron in a bench test comparison in our shop. We haven't compared the Swepco yet. If progress is being made but the end seems too far down the road, then one of the professionally used injection purge machines is the next step.

tank refills but not more than 20 oz. every 3000 miles. Techron is marketed by Chevron and found in most of their gas stations. It can also be found in just about any European car dealership parts department and independent shops of "distinction". It's also available mailorder. It's a good safe product that everyone feels comfortable with. It is not the end of the chase, however. Our experience has shown that Techron appears to work well preventing build up in fuel systems and on the back of intake valves, but doesn't work well removing existing deposits. It appears to be a somewhat "mild" cleaner and therefore component safe, especially when used in cars still under warranty. But what about the tough stuff? So how do I know the trusty steed even needs the cure? It will tell you. The scenario is usually like this; first thing in the morning, cold engine, start, stall, restart, restall several times; it may start and idle but any attempt to move and the car will stall again. If you do get going it's usually very balky and may stall again at the first stop sign. This is called poor cold start/run driveability. It gets real exciting if you try and pull out into traffic with this condition. Once the engine warms up everything is fine and there is no problem the rest of the day with starts. There may be a rough idle and possibly some hesitation on acceleration. Next morning the same cycle repeats itself. By now, you

continued ▶ page 18

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*Tune Up Special Includes All Engine Items in Mfg 30,000 Mi Svc.. Belts and Oxy Probe are Extra. Includes Oil & Filters. **A/C Systems Evacuated, Recharged, Leak Tested, Includes Freon. ***Alignment Includes Four Wheel Adjustment of Toe/Cas/Camb. Ride Height Extra. John Wood Porsche Uses Only Genuine Porsche/OEM Replacement Parts and Mobil 20W-50 Oil. Coupon page must be presented at time of Service Appointment with Valid PCA Membership ID to Receive Discount. Note Individual Coupons Only Valid During Months Indicated. Customary PCA Member discount of 10% cannot be honored on these coupons.

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AUTOCROSSINGS

by Lisa Carle

The annual autocross school was held as scheduled on April 14. I guess the gloomy weather kept the faint of heart away, but we did get 32 enthusiastic students. Actually, this number of participants was ideal as it allowed for individual attention. I was very impressed by our new crop of autocrosser's, especially the ladies. For instructor's it's exciting to see drivers learning and improving throughout the day. I hope all of the students had as much fun as I did!

Special thanks to all of our instructors and workers. Chris Beery came just to tech cars, and left to catch a 2pm flight. Thanks also to the people who helped with course set-up, both Saturday and Sunday: Dennis Angelisanti, Joe Zglinicki and Brad Carle. We truly appreciate and need this kind of support.

Check the published schedule for the next events. Remember, there are lots of other regions out there having events. The more you drive, the better you will become. Practice makes (almost) perfect. See you out there! ❖

RTR 1991 AX SCHEDULE

| | |
|--------------|-----------------|
| May 12 | NADC |
| June 16 | NADC |
| August 18 | NADC |
| September 15 | NADC |
| September 29 | NADC-Charity AX |
| October 6 | NADC |

Next Event: Sunday June 16
Naval Air Development Center (NADC)
Street & Jacksonville Roads
Warminster PA

Registration opens 9:00am

Directions:

From Exit 27 (Willowgrove) PA Turnpike
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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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WELCOME

by Connie Sweigart

Membership as of 4/28/91 is 794

Welcome to the following new members:

| | |
|--------------------------------------|------------------|
| Terence Fernandes Philadelphia | 87 944 Turbo |
| Rick & Joanne Kolb Sinking Spring | 84 911 Carrera |
| John S. Burgess Wayne | 72 914 |
| Mark I. Eney Lafayette | 90 911 Carrera |
| Scot Rosen Yardley | 90 911 Carrera |
| Jack Glanzmann Cheltenham | 73 911 |
| Michael Moyer Drexel Hill | 68 912 |
| Benjamin & Joan Murdza Media | 60 356 62 356 |
| Mark M. Rayfield Bala Cynwyd | 87 944 Turbo |
| Michael & Barbara Zovko Bethlehem | 85 944 |

KEEP UP THE FIGHT

by Jim Hartman

When I concluded as membership chairman in 1989, I wrote that we should be concerned with club decline because the Porsche marketing strategy aimed away from the typical club member. The 1990 growth in club membership seemed to refute my hypothesis. Perhaps, member effort

to recruit - not the inherent Porsche market dynamics - kept us growing.

An automotive editor, David E. Davis, Jr. of Automobile Magazine, made an observation in his magazine that rekindled my concern that Porsche market dynamics are rooting out the foundation of club membership. He pointed out an issue facing not only Porsche but the Corvette market, too.

"... There's a vocal chunk of the traditional Corvette constituency who can't afford any Corvette these days. The Corvette has long since abandoned all those guys who bought them, raced them, and cruised through drive-ins with them twenty-five years ago, just as Porsche has abandoned most of the people who make up the membership of the Porsche clubs."

I remain concerned, but if we all keep up the fight, tell fellow Porsche owners, dealers, and service professionals about our club, and actively recruit. We should see our club remain resilient in the face of the changing market. ❖

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The AMSOIL logo, identical to the one above.

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competition.*

practice practice

practice

by Vern Lyle

There are many other autocross events held nearby, and if you really want to improve, you should compete in as many as you can. Below is a brief rundown; all of these groups run the same Sports Car Club of America (SCCA) rules.

Phila Region SCCA (Plymouth Meeting Mall and PIR in Nazareth) - usually has over 100 cars, but two heats are run in the AM and two in the afternoon. You don't have a choice, classes in each heat are specified before the season starts, but they do rotate, so you don't always have to get up at dawn. You will be required to work in some capacity, in the heat before or after yours, or you will get no points or trophies. In addition to class trophies, all class winners are ranked on a nationally recognized PAX Index (Professional Autocross). This handicaps each class based on its potential, and basically gives everyone a chance at PAX "Fastest Time of Day". The fastest cars do not always win (make that rarely), the driver who pushes his/her car closest to its potential does.

Susquehanna Region SCCA (Farm Show Lot) - huge area, very good surface, fast and challenging courses. They run on a first come first served heat system with over 175 cars. Pre-registration is a good idea. Good-looking trophies are given out at the next event.

Susquehanna Region SCCA (Hershey Visitors Center) - open heats, but pre-registration is almost required since they sometimes draw over 200 cars. Very large area, sticky surface if you remember where the bumps are. Wind blows most of the time, so be prepared. A hot fudge sundae afterward helps.

Brandywine Motor Club (Gloucester County - just across the Walt Whitman bridge). Big lot and they tend to make two laps around the course in 60 seconds so you know its fast. Laid back atmosphere, 40 to 60 cars run in numerical order, and sometimes you get 4-5 runs. Wind blows

here too but now you have to watch out for the sand blown onto the surface.

SCCA car preparation rules are sometimes vague and if you want to compete seriously you should get a \$6 rulebook and study it carefully. To get you in the ballpark, you can do the following and remain in stock class: any size DOT tire that fits under the fender on the stock size rim; front sway bar can be changed; ride height can be lowered and engine must be stock. There's more to it, of course.

The Street Prepared category allows you to update/backdate within your class, including engine and trans exchanges, any induction system, any fender flare and any wheel, but you must run street tires. If you make just one change beyond the stock rules, you are in this group. If you intend to be serious, do it all - or stay in stock class.

However, even if your car doesn't quite meet the rules and you get put into some other category, any regular autocross is still a great place to hone your driving skills. Even if Joe Blow's modified car beats you by 4 seconds, by the end of the season you will have picked up quite a bit of that time just by driving better. And that's the idea. See you out there!☘

Dick
HORRIGAN

PORSCHE

BMW

AUDI

VOLKSWAGEN

SUBARU

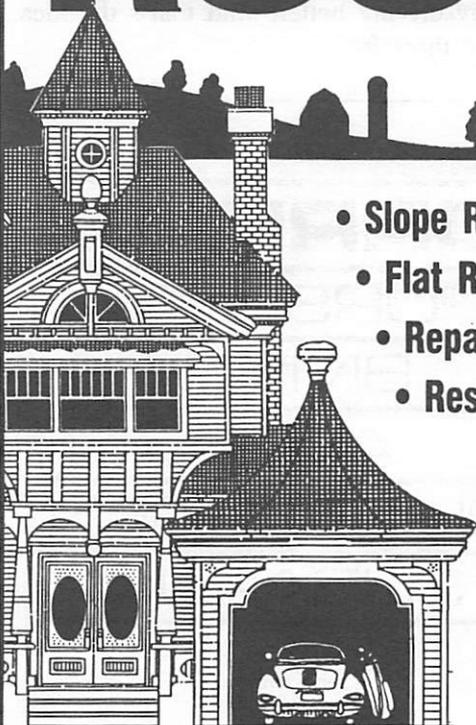
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VEHICLES LAW OF PA

courtesy Axel Shield from the March General Meeting "Insurance and the Law"

| <u>Offense</u> | <u>Points</u> | <u>Offense</u> | <u>Points</u> | |
|--|---------------|---|---------------|---|
| Violation of restriction on drivers license | 2 | Failure to stop for school bus with flashing red lights (and 60 day suspension) | 5 | |
| Violation concerning license | 3 | Driving too fast for conditions | 2 | |
| Failure to obey policeman or authorized person | 2 | Exceeding maximum speed - Over Limit: | | |
| Failure to stop for red light | 3 | | 6-10 | 2 |
| Failure to stop for a flashing red light | 3 | | 11-15 | 3 |
| Failure to yield half of roadway to oncoming vehicle | 3 | | 16-25 | 4 |
| Improper passing | 3-4 | | 26-30 | 5 |
| Following too closely | 3 | 31-over | 5 | |
| Failure to yield to oncoming driver when making left turn | 3 | Exceeding special speed limit in school zone | 3 | |
| Failure to stop for stop sign | 3 | Exceeding special speed limit for trucks on downgrades | 3 | |
| Failure to yield at yield sign | 3 | Failure to yield to pedestrian in crosswalk | 2 | |
| Failure to yield when entering or crossing roadway between intersections | 3 | Failure to yield to pedestrian on sidewalk | 3 | |
| Improper turning around | 3 | Failure to yield to blind pedestrian | 3 | |
| Failure to stop for flashing red lights or gate at railroad crossing | 3 | Improper backing | 3 | |
| Failure to stop when entering from alley, driveway or building | 3 | Reckless driving | 3 | |
| | | Leaving scene of accident involving property damage only | 4 | |

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PORSCHERAMA BOBSCHEBAMA

To celebrate the 30th anniversary of this exciting event, the Porscherama host regions (Metro, NNJR and CVR) are opening the event to all regions in PCA. Porscherama is a 3-day mini-parade including Driver Education and Time Trials at Lime Rock Park (Lakeville, CT), plus a Concours and Rally. Trophies are awarded for best times, cleanest cars, and smartest rallyers. Participants who enter all three events compete for the Overall trophy for both men and women.

Entrants register for the competitive events and meals with the registrar, but no hotel package is offered. Participants make their own hotel arrangements and there are a variety of fine hotels and inns located in the immediate area.

The White Hart Inn in Salisbury is headquarters for the event, a charming and gracious 26-room 19th-century inn (203-435-0030). The dinner and lunch award banquets will be held at the White Hart (they're known for their gourmet food) and the Concours and Rally will also be held at this location.

Other accommodations in the area include the Interlaken Inn (203-435-9878), the Wake Robin Inn (203-435-2515), Ragamount Inn (203-435-2372), Sharon Motor Lodge (203-364-0036), Iron Masters Motor Inn (203-435-9844), Yesterday's Yankee Bed & Breakfast (203-435-9539), and Surrey Bed & Breakfast (203-435-2862).

Last year's addition of a Friday night trackside barbecue was a great success and will be held again this year - open to all participants (compliments of the host regions). Saturday night's festivities include dinner, the awarding of track trophies, plus door prizes. Sunday's lunch will feature more door prizes, and trophies for the Concours and Rally plus Overall. Both banquets will feature a vegetarian selection and children's meals.

Registration opens July 1. The closing date is August 30. A limit of 135 track participants has been set. There is no limit to the number of entrants

for the Concours and Rally. Early registration is recommended. Porscherama sells out quickly. The Porscherama organizers are looking forward to sharing this fun-filled competitive weekend with all PCA members and encourage everyone to register for Porscherama. Contact: Jackie Deutsch (212-628-1704).

WHAT?

TRAILING THROTTLE....

by Jay Hayes

Drivers of the venerable 911, sooner or later, will experience it. As I write this, with my heart rate doubled, I, too have been initiated.

The engine had just been rebuilt, and I was happily logging easy miles. Being a novice 911 pilot, I was not at all familiar with its proper handling characteristics and assumed everything to be correct. I couldn't judge good from better.

The car had to go for its "PA Annuals". A few days later came the "good news - bad news" phone call. Everything was OK, except the front end alignment. With the car on a lift, it looked like Magilla Gorilla or some close relative had "fixed" the left front corner suspension. A tie rod and strut later, the patient was ready to go home (a member-advertiser was tremendous with his assistance).

Heading home up Route 202, my 911 felt like it was integral part of me (so this is how they really handle). Approaching the Betzwood Bridge exit, a BM... something flew by me [I hope this was an airplane, not a BMW - ed.], cut the car in front of me off, and disappeared down the ramp. I followed (not paying close attention) moving at a higher than posted speed. Realizing this too late into the turn, I backed off the throttle.... wrong move. It took what seemed like two or three years to get back on the throttle again and straighten things out (hence the much higher pulse rate).

It seems I'm just beginning to appreciate this fine automobile with all its idiosyncrasies. I wonder what other little trick it has up its wheel wells.... ❖

Autumnfest '91

Blue Ridge Region is proud to invite you to its annual Autumnfest, at Staunton VA. It will prove to be one of the highlights of your PCA year. Celebrating the beginning of fall, we will introduce you to the hospitality and beauty of Shenandoah Valley.

Friday evening a Welcoming Party and a Rally School, starts the weekend off, at the luxurious Sheraton Inn of Staunton. Motel facilities include an 18-hole golf course, indoor pool, conference area and night club. Competition begins Saturday with an on-site tops only Zone 2 Concours, with a magnificent display of both new and old Porsches. A luncheon will follow, then a very competitive but short duration rally. This rally featuring the skyline of the Blue Ridge Mountains will take you down some spine tingling mountain roads. In your leisure time there is much to see in the area: President Woodrow Wilson's home and museum less than five minutes away, as is the Frontier Village Museum. Less than 15 minutes away is the Waynesboro Outlet Village and the Pat Buckley Moss Art Museum [with all these ~~mausoleums~~ museums, the RTR fossils should have a field day - ed.]. Monticello, Ash Lawn and Charlottesville are just over the hill. However, you may want to enjoy the quiet of the Sheraton and perhaps some relaxing holes of golf or a swim. Concours and Rally awards will be a highlight of the Saturday evening banquet.

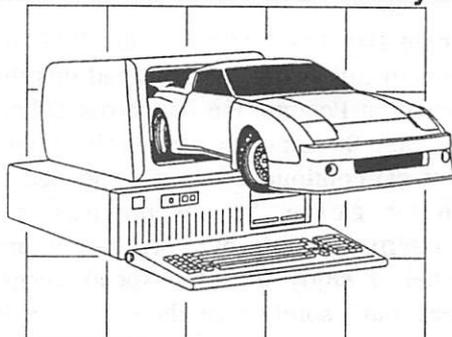
Everyone will be up early the next day for a truly exciting autocross at Waynesboro Airport. The airstrip and taxiway will allow for some fast runs, certain to bring the best out of you and your Porsche. The slope of the course will allow the entrants to be in full view during the entire run, so bring your video recorders and cameras. To cap off the weekend, there is a Southern barbecue at G&W Motorwerkes, Ltd. close to the airport. After the autocross awards ceremony, the showroom and restoration facilities will be open and staff on hand to answer questions. Everyone will be able to get on the road home by the middle of the afternoon, planning for a return to the next Blue Ridge Autumnfest.

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Autumnfest Co-chairs

As seen at PCA's Vendor's Night

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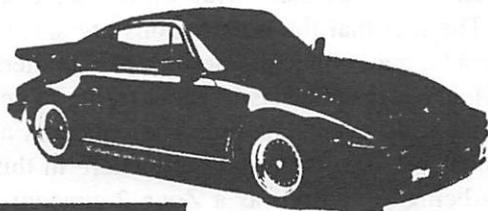


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AT FULL SONG

by John Williamson

The green flag has flown and the RTR driving season is in full swing. As you read this the first track event at Pocono, the Autocross School and first AX, and the Cinco de Mayo rally are history. Alas, my car continues to sit in suspended animation in the garage. Serious progress is being made, interrupted only by work, family and this newsletter. I enjoy the club social events and meetings, but I sorely miss the seat time. By the Glen, the Red Dumpster, complete with afterburner, will fly again!

While everyone else was battling the elements at Pocono, I attended the Zone 2 meeting at the Mechanicsburg swap meet. Maury Hamill, our Zone 2 representative, called the meeting to order with four of the nine regions in our zone present (Steve Timmins, President of Delaware Region and an RTR dual member joined us later, seems he was unavoidably detained by an overturned truck in Lancaster). Quick - can anyone name the nine regions in our zone without looking them up? I managed eight, missed First Settlers. The point of all this is that we don't have a very active zone as far as zone wide events are concerned. The fact that the nine regions are spread out quite a bit geographically doesn't help matters much. Maury was enthusiastic about trying to get some zone wide events started. The concours at Autumnfest '91 (see the article elsewhere in this issue) is being advertised as a Zone 2 concours. Maybe some RTR folks will give it a try.

A word or two about the swap meet. The Mechanicsburg swap meet (actually the Central Penn Region swap meet, at one time held at Mechanicsburg, now conducted at Ski-Roundtop near Lewisberry) is billed as one of the largest on the East coast. I haven't been to NNJR's swap meet, but Central Penn's was bigger than the one last fall at Electrodyne in Alexandria VA. I don't have an exact count, but there must have been 200 vendors in attendance. If you like to browse, and don't mind haggling for a better price, you'd

probably have fun at a swap meet. I went to look for literature (hopefully I've bought all the hard parts I need for my project), but the fellow who was there last year with all the technical reading material didn't make it this year. I was tempted by an authentic 935 Owners Manual, but the asking price of \$150 was too high for me to even start bartering from. A number of Riesentöter's were there, both buying and selling. It's too bad this event conflicts with our Pocono track event just about every year.

I'm still waiting to hear from volunteers looking to help with the newsletter. Even if you don't want to get involved in the nitty gritty of production and mailing; your articles, cartoons, photos and artwork would be appreciated. Don't be bashful, it's actually a lot of fun. I would be interested in hearing your opinions of the newsletter. Printing and mailing costs are pushing the *DER GASSE* budget near \$20,000 per year. Our advertising and disbursement from National currently pay all the bills, but the time may come when we'll have to subsidize the newsletter from other club events. Please give me your feedback on everything from size, shape, type of paper, photos, content, etc. This will help the Exec in planning for next year.

For those who didn't make it, there was a raffle at the New Members meeting and Car Show held at Holbert's. The prize was a wheel and tire from Al's Can Am car. Bill O'Connell said he put the winning ticket, the second ticket drawn, with the winner's name on it in my briefcase; but I can't find it. Congratulations, whoever you are, I wish it had been me. Many of the people in attendance may have missed, however, that the first number called was 499. Bob Russo held that ticket. Most of you probably already know this, but Bob was associated with Holbert Racing for years. Still would be except for Al's tragic death. I felt electricity in the air when Bob held up the winning ticket. I guess that wheel was just a little reluctant to leave home.☒

continued ▶ **President's Message**

As if letting in a 'foreign' car and trying to stay warm & dry wasn't enough, we had a tech inspector issue. For years most of the people teching were active track event people and from year to year the group would change with a few hanging in from prior years. For the most part, there was no list of people, the track chairman knew who was authorized and that was that. In an attempt to organize it, Bill Dougherty actually published a list in Der Gasser. A lot of people looked at the list and no one gave it much thought until it dawned on some people that they had been 'demoted'. Calls were made, more calls were made, much muttering was heard, so if you feel you belong on it, give Bill a call and discuss it with him. This was never intended to be cast in stone for the year, but more a starting point, and a way for people working the event to insure a car was checked properly. Given the level of sophistication of current cars, the level of modifications made to some, and the potential speed it is VERY important that all safety checks are properly made. The day of the casual tech has come to an end. We have an excellent safety record and there is no reason to ruin it for some thing as silly as not properly teching a car. Nuff said on that.

On to news about the Philadelphia Grand Prix. Watch your mailbox for your ticket form. We will be host to other PCA regions. Plans are up in the air right now, so we are not quite sure what is

going to happen. I got a call from them a few days ago asking that we define how we want it handled - any suggestions? Right now we are looking into a tent and perhaps setting up a food concession and/or the goodie store.

The Parade to the Parade and the RTR motel are still alive. If you are interested in either give me a call for current info.

DO NOT miss our social event of the Spring. Again Bruce and Catherine Ferretti are opening up the doors to their beautiful home on May 25th. This is really one you don't want to miss. Great house, great view, great food, mini car show, motorcycles, ultralites, and most of all, great company.

Now for some mixed emotions, you know, good for them but not for us? Seems that we are about to lose the ever lovely Goody Store Prop. Sybil and our award winning VP (ok, ok, so its the Tattered Helmet award, but it is an award he keeps winning). Paul has accepted a new job in Chicken Lips Texas (or some smaller town close by). He will be leaving in May and Sybil will follow after the castle is sold. Course, given the market she might be here for a few years. They will be missed very much, both on a club and a personal level. Join me in wishing them lots of success in their next life (as if there really is a life after Riesentöter, let alone in Texas).

See you at the events. 🍀

Bill

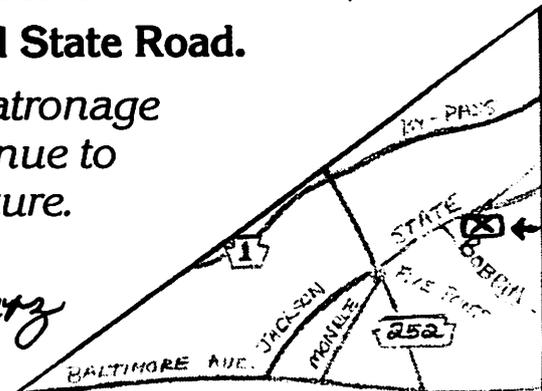


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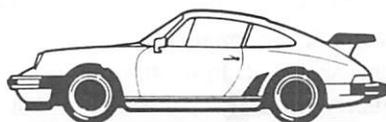
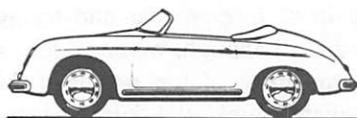
Lubro-Moly, NAPA, and Carbon Clean make machines for chemical decarbonizing. The Carbon Clean machine is most impressive and most expensive. The fuel mixture will need to be checked and set after any cleaning. Take it a step at a time. Consult with your technician of choice. He may recommend removing an injector and, using a boroscope, the back of an intake valve can be seen. See how bad it is to begin with and check again after some chemical treatment. There are few miracles in cans but often enough these products have done the job for us. ❧

Recommended Reading:

1. **Automotive Handbook**, 2nd Edition, Bosch GmbH. This is a vinyl covered 700 page bible of technical data and state of the art auto technology information. The volume is indispensable for anyone from engineer to serious amateur. I guarantee it will cause migraine if read in single long sittings, and if you ever read it cover to cover you have truly gone off the deep end. It is clearly a reference work only for normal people, and contains every chart, conversion table, formula and square root known to man and applicable to things that move. A great book. Available through SAE mail order and Automotion, approx. \$31.

2. **Technical Bulletin Index** - Prior to January 1991, PCNA. A super little book, the size of "Spec" books. Quick reference for service bulletins, grouped by 4, 6 and 8 cylinder models. PNA 000018C 2/91.

3. **Bosch Fuel Injection and Engine Management** by Charles Probst SAE, Robert Bentley Publishers. This is a fine book on fundamentals, troubleshooting and high performance tuning. Very readable, good illustrations and shows testing possible with more common tools than in most factory manuals. Both Porsche and Bosch technical information sometimes suffers (for us) in that it is written first in German and translated into English, or was written by Germans with English as a second language. Not so, here. This book flows. Very useful and highly recommended. About \$28 from Imparts, Tweaks, Automotion and others.



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Oops! – Looks like the Exxon Valdez was here!

EXEC MINUTES

The April meeting was held at the home of Rex and Lisa Carle. Present Bill O'Connell, Bill and Marge Dougherty, Paul and Sybil Margaritis, Linda and Don Applestein, John Williamson, Janet and Jerry Weger, and Connie Sweigart.

CHAIRMAN REPORTS

President: Bill O'Connell

Bill's brother checked out the Econo Lodge for the Parade and declared it OK for RTR (begging the question - but is it OK for other regions?).

Treasurer: Don Applestein

Don developed a proposed budget using last year's figures as a guide. This resulted in a budget where our income this year will exceed our expenses by only \$1100. Tech Chairman were asked to look at the numbers and be prepared to finalize the budget next month.

Autocross: Lisa & Rex Carle

The Naval base again will be our AX site. The schedule is set but the Charity Autocross needs a date (now set for Sept. 29 - ed.). The Porsche-Corvette challenge will probably not count towards series point totals. Glassware may be the choice for this year's trophies.

Tech: Bill Dougherty

Tech forms have been revised and refined for this year's events. Bill wished to publicly thank Sybil Margaritis and John Williamson for their help at the Rosemont tech session. The Exec wished to publicly thank Marge Dougherty for helping Bill see the beauty in an abbreviated report. And so the Executive Committee times up timer passes on to.....? (hint - see track).

Rally: John Kingham

Volunteers are needed to pre-run the course for the May 5th rally. The fall rally has already been planned and has had one run-through.

Track: Bob Lamb

Pocono costs...\$8300 track, \$500 insurance, \$200 mail, \$850 hats, \$200 refreshments. \$11,400 collected so far. Hats will go to all that attend. They are not event specific. Instructor's hats will be so designated. Bob feels that Pocono is a worthwhile event because it "brings out the pilgrims". No one knew what he was talking about. Bob questioned how much to charge for the 3 day Watkins Glen event. After some discussion his suggestion of \$100 was agreed upon. Mr. Lamb is introducing us to the joys of motorcycle intercoms. These devices enable instructors to talk with their students instead of screaming at them. Two will be purchased at \$45 each as an experiment at Pocono. A controversial (and really long [even by my standards, ed.]) discussion arose over the invitation of a Corvette driver to attend Pocono. Once again the issue of whether or not to open up events to other marques arose. Once again the issue was not resolved. It was decided that participation of the Vette would be considered an experiment this time.

Membership: Connie Sweigart

The New Members meeting will be held at Holbert's and will be in the form of a regular monthly meeting. Vince Evans will speak and the Exec Committee will introduce themselves. A display of special cars is planned and a wheel from Al Holbert's Can-Am car will be raffled.

Der Gasser: John Williamson

An end of the year picture issue is something John would like to see if the money is available and there is enough interest.

Vice President: Paul Margaritis

Paul reported that some of the remaining meetings were set up. He also reported that some were tentative and that some were still lost in space. Mr. O'Connell seemed justifiably concerned.

Social: Barbara & Dennis Perler

No report.

continued ▶

continued ▶ **Exec Minutes**

Goody Store: Sybil Peet Margaritis

Misprint, misprint - unbelievably **I** made a mistake! In last months minutes I said the Goody Store was in the r-d! Please substitute the word **BLACK** instead of r-d and disregard these minutes. Maria Wright has volunteered to help Sybil.

The next meeting will be held at John and Kathy Williamson's on May 10th.

Minutes are subject to approval at the next Exec meeting.

Respectfully submitted by Janet Long Weger. ❧



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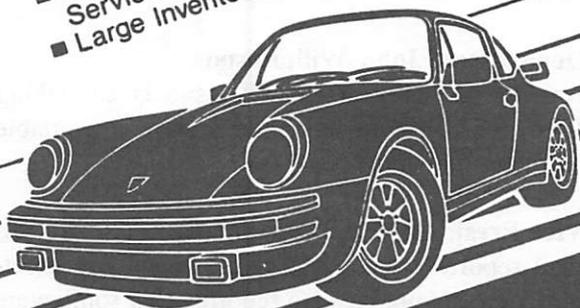
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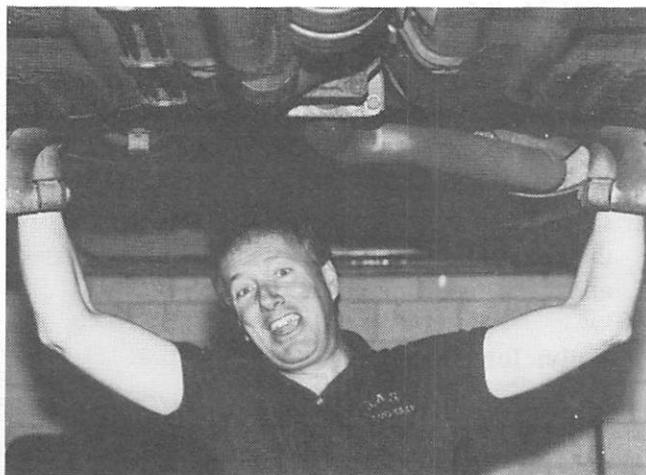
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 First Name, Initial _____
 Street _____
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 Work # _____
 PCA Region _____
 Porsche Model _____ Year _____
 Preferred Car Number 1st _____ 2nd _____ 3rd _____

Second Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, Zip _____
 Home # _____
 Work # _____
 PCA Region _____
 Modifications _____

First Driver Experience

Years this car ___ Other Porsches ___
 Last school: when _____ where _____
 What run group? Beg/Inter/Adv/Inst
 # Glen events ___ All tracks ___
 Other High Speed Experience _____

Second Driver Experience

Years this car ___ Other Porsches ___
 Last School: when _____ where _____
 What run group? Beg/Inter/Adv/Inst
 # Glen events ___ All tracks ___
 Other High Speed Experience _____

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

Tracks where you have instructed:

Instructors' schools attended:

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

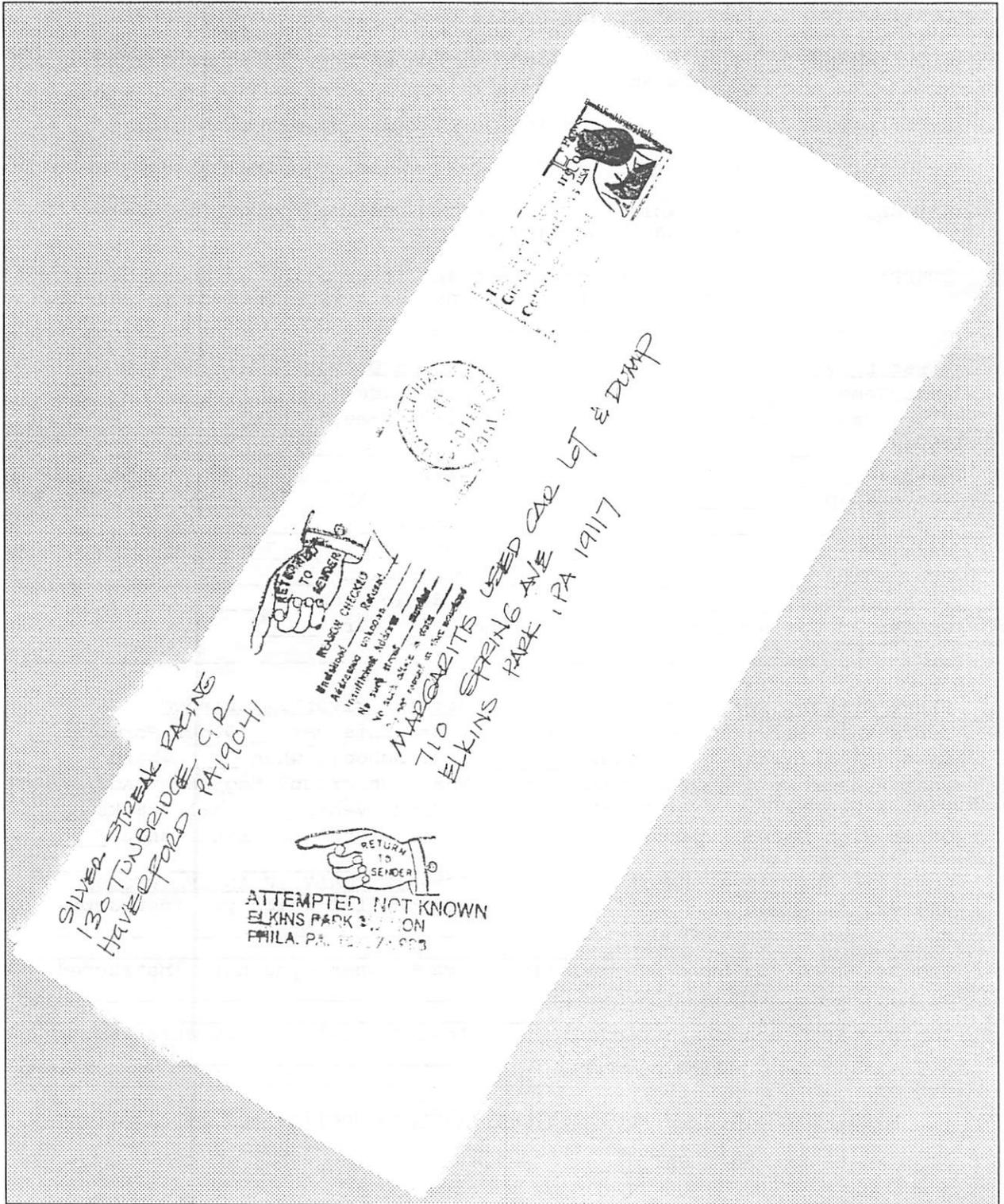
Tracks where you have instructed:

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I plan to attend SAT _____ SUN _____

ENVELOPES



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60 356B Cabriolet, Silver/blue leather/blue top, VIN 153036, all original car restored by Bruce Baker to top quality show status, several first places at Hershey, 500 miles since restoration, \$60,000. Todd (215) 449-3603 eves. 6/91

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; Blau punk radio [must be for listening to new wave music!-ed.], \$13,500. Fred Brubaker, 334 N. 14th St., Allentown PA 18102, (215) 434-8778 (W), (215) 797-9298 (H). 5/91

81 SC Sun Roof Coupe, Pacific blue, fresh paint, 7 & 8x16s, roll bar, well maintained - at least since I owned it, who knows what Weger did to it. Possible trade for 356. Help your President go Vintage racing. Bill (215) 640-1675. 5/91

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

88 911 Carrera Coupe, rare and beautiful Carmine red, full leather, limited slip, cruise, raised hub steering wheel, Reno, 900 miles - brand new \$53K list. \$39,900, all papers and books. Larry (215) 642-7653 eves. 6/91

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 Good-year 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

87 944 Turbo, Black/black leather, all options incl ABS, 16" forged disk wheels, ltd slip, DME-KLR chips, autopower bolt-in roll bar, Comp TA's, 32K miles, perfect, \$20,500. Michael (215) 947-9200 days, (215) 668-9167 eves. 6/91

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

Sparco Racing Seat for 911, w/brackets, black, \$250. Fuch's 6x16, pair, fair to good condition, black centers. Geoff Ehrman (215) 340-0452. 6/91

continued ▶ **Garage Sales**

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

Just moved and found for sale: **Uni-syn Carb Synchronizer**, new (in wrapper); fog light lens 911-912; 912 window crank; 356 points and condenser in sealed box; 912 shift boot and lever bracket; 4 hub caps for 912 steel wheels (very good condition); 4 velocity stacks for Solex 40P; stinger; 3 fog lites for 356 (2 good lenses, 2 bulbs); 912 workshop manual. Bernie 454-0779. 6/91

911 Parts from '81 SC; all parts exceptionally clean; lower control arms (A-arms) with teflon bushings, very low miles; two torsion bars; rear deck grille; oil cooler trombone hoop; custom made rear sway bar (same diameter as Weltmeister) with teflon bushings; 2 Porsche fog lights; catalytic converter heat shield; all priced to sell. Steve 624-1487. 6/91

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

944/911 Parts, new 944 boxed rocker (cost \$375) will sacrifice \$100, '86 944 Turbo Repco brake pad set (cost \$80) sacrifice for \$20; 911 chrome headlight covers, rear taillight lens, black engine grille, and '75 steering wheel (black) all for the low price of \$10. Tom Sclafani 361-3610. 6/91

Pirelli P7's 195/50 VR-15, 2 tires, fair tread, \$25. Mark Terlecky 296-5641 (H), 975-0875 (W). 6/91

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

944 Turbo Wheels, like new take-offs from '88 Turbo "S", will also fit '89 and later 944 S2 and Turbo, 2 7x16 and 2 9x16 with center caps, \$1750, 2 BFG Comp T/A 225/50x16 FREE with wheels. Also, Weltmeister rear anti-sway bar, 26mm, complete. Fits 85 1/2 - on 944 and 944 Turbo, complete with all bushings and hardware, \$100. Paul Weston (215) 558-0630 (H) or (215) 973-2600(W). 6/91

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

Back issues of **DER GASSER** from June '83 to present, 79 issues total, \$9.12 plus \$3.56 shipping. Back issues of **Panorama** 1983 to 1990, make offer. Glen Naregang (215) 373-8071. 5/91

Porsche Literature, 18 year collection of books, manuals, sales brochures, magazines, prints, posters and calendars. Includes Panorama in binders, Christophorus, Gmund magazines, Porsche and Excellence magazine '86 to present, Porsche factory calendars plus coins (12 years) and other items. John Clark, 2416 Tremont St., Allentown, PA 18104, (215) 439-8357. 6/91

Wanted

Proprietor for RTR Goody Store, contact Sybil Margaritis 635-4022 (H) before she and Paul leave for Hades Region somewhere in the Lone Star state.

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