

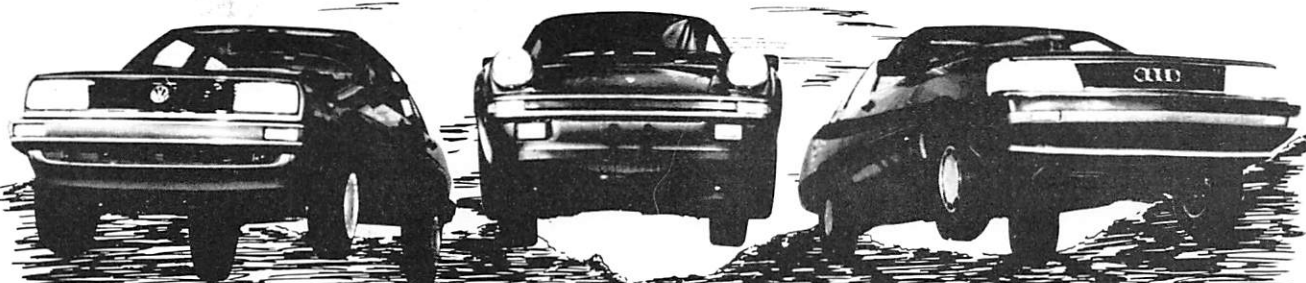
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OCTOBER 1991



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PRESIDENT'S MESSAGE

By now our Annual Autocross for St Christopher's is a done deal. My thanks to all those who helped and contributed to make it a success. Gathering prizes this year was somewhat of a challenge what with Bushanomics still in force, but a good solid core of sponsors did come through. Again, my thanks and thanks from all the kids.

The postponed car show is scheduled for October 26th at Cross Keys Place from 10-4pm. The merchants will provide food for those displaying their cars. Lets make this a good turnout.

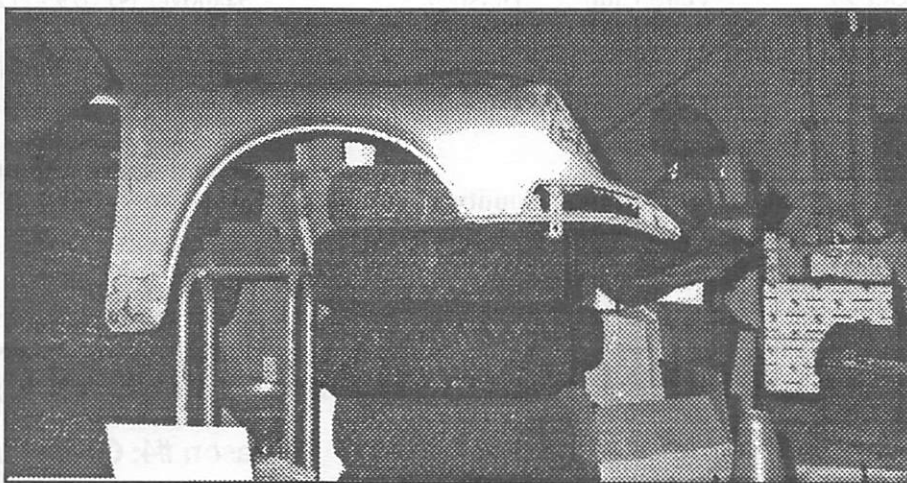
What do you think of the cover on this month's issue? Super huh? Great idea John had, and a very nice picture of Rex's car by Vern. Hey I liked it enough to vote for it myself (course I placed mine ahead on the ballot). The contest was popular enough that I'm sure John will have it again next year. Speaking of Vern, he and Betsi got married this month so pass your well wishes along when you see them.

Mr. Lamb and I made a somewhat ad-hoc trip to Pocono to iron out the cancelled event. They, of course, were less than pleased, but faced with a potential loss of over \$7,000 we thought it best to call it off. Following the famous business axiom, "A good deal is one where no one is happy" we must have made a good deal. They wanted us to work it off next year during the 2 NASCAR races, by providing 15 people a day for the 4 days. Sounded good, but we were reluctant to commit both the time from you, and the cash penalty for next year's exec. After riding high for lo these many years I guess we were due for one of these.

Don't forget to put the Novemberfest on your calendar. For those that didn't hear, the Inn forgot about our date and gave it away to someone else, thus the Oktoberfest

becomes the Novemberfest. Aside from the importance of the normal election, we have the by-law change on the ballot. It's your club, people. The exec can come up with the bright ideas, but you have to tell us if you agree or disagree. Be sure to come out and vote. We think it's a good slate for next year. Come out and give them your support!

We also have the fall rally to attend to. John (Voice of Vern) Kingman swears no one will get lost. Having pre-run it, I suspect he is right. Hint; pay attention to his directive and only come with the items he mentions. My copy of the



BOB'S 911 ANSWER TO BIG FOOT

route instructions will be available to the highest bidder (hey, now that I'm following the new tradition of presidents being people of leisure, one makes a living where one can).

Be sure to stop by the goodie store and pick up what is sure to be the hottest item for stocking stuffers this year, Porsche crest valve stem covers (also available in other marques).

See you at one of the events.



Bill

Up-Comin

NOVEMBER

- 9 Demonstration Tech Session,
Dougherty Automotive: 8:30am-1pm
9 Oktoberfest, Audubon Inn: 7:00pm

DECEMBER

- 14 Holiday Banquet, Bay Pony Inn:
6:00pm

AX EVENTS:

Oct 20	Vette Club	Hershey
Oct 27	Vette Club	Hershey
Nov 10	Vette Club	Hershey
Nov 24	Vette Club	Hershey
Dec 8	Vette Club	Hershey

AX CONTACTS

Vette Club (Cumberland County Corvette Club-Hershey Park Visitors Center), Dave Walter (717) 432-4018.

TRACK EVENTS:

Oct 19-20	Potomac-RTR	Mid-Ohio
Oct 26	Schatt	Lime Rock
Nov 1-2	CVR	Lime Rock
Nov 8-9-10	Fox	Bridgehampton
Nov 16-17	Potomac	Summit Point

TRACK CONTACTS

CVR (Connecticut Valley), Bob Wolf, 435 Thoreau St., Branford CT 06405 (203) 488-7312

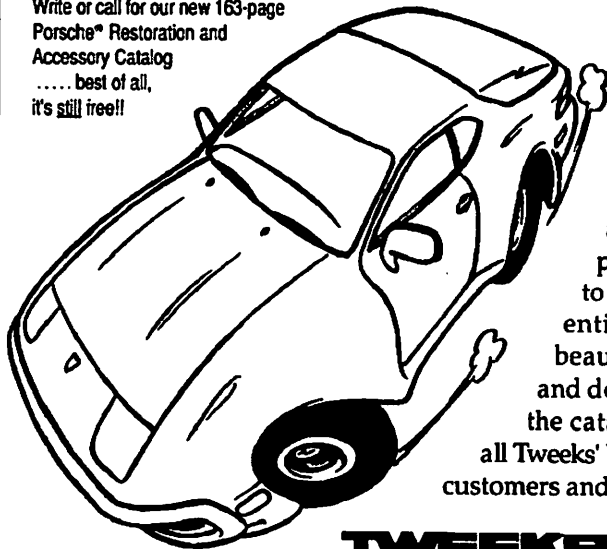
Fox, Ron Fox Enterprises, 51 Tiffany Dr, East Hanover NJ 07936 (201) 884-1944 eve/weekends

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

Schatt (Schattenbaum), Tina Tuccillo (215) 492-7541 work, (609) 883-9747 after 7pm

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To Be Continued.....

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FAX 317-875-0181

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Dept. PCA
Long Beach, CA 90804-1232
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800-421-3776 USA
800-782-9231 CA
FAX 213-494-9084

TWEEKS

OCTOBERFEST

**SATURDAY, NOVEMBER 9 7:00pm
AUDUBON INN**

Mark Saturday, November 9 on your calendar for an exciting Fall evening.
Chef Butch has put together a super tasty smorgasbord of yummy delicacies
to enjoy as the leaves fall (or the frost bites)!
We will also be voting for our 1991 officers, so please come. You don't have to eat to vote.

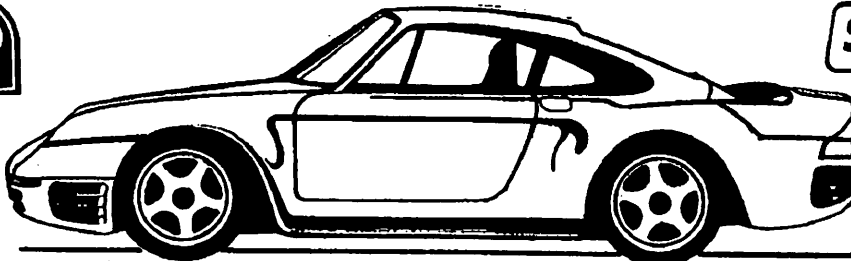
Please RSVP, no later than November 1,
by sending your check payable to RTR/PCA in the amount of \$13 per person to:
Dennis & Barbara Perler
1523 Leopard Way
Berwyn, PA 19312

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

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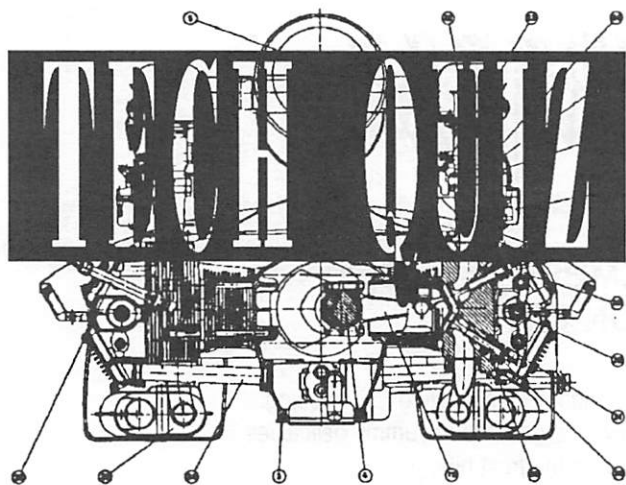
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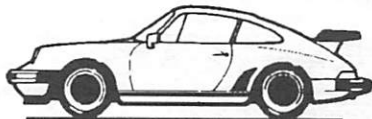
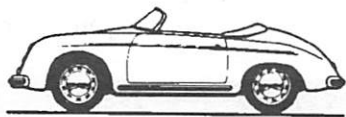
The meeting for August was familiar to many hearty souls who have previously ventured deep into the land of Porsche trivia. We either enticed a few rookies to participate because they were curious or perhaps we had a captive audience. Professor Bill Cooper extracted 20 questions and seven tie breakers from the Tech Quiz that was given at this year's 1991 Porsche Parade. At the Parade there were 60 "general" questions along with 40 questions from one of four categories. You could choose from the following areas, 356, early 911 (through 1973), late 911 (from 1974 to present), 914, or 924/944/928 (Yes all three water-pumping models were one choice!).

For the ladies we awarded three trophies. First place went to a relatively new member, Liz Giranda, second to Barbara Perler (We had to twist her arm to take the quiz - and she must know more than Dennis because she has a trophy to show for it and to our knowledge hasn't missed a shift lately) and third went to Betsi Marsh. This isn't Betsi's first tech quiz trophy! Who knows, if she had stayed through Saturday at the Parade, she might have taken home a tech quiz trophy in addition to her first place trophy in the driving event.

For the men, our own "meat man" - Mr. Picnic himself, Tony Bonanni took home a first place trophy once again. Second place went to Bob Laepple who told me that the Parade Tech Quizzes today were very different than in 1974. Third place went to Jim Confer and fourth to D.R. Snyder, both of whom have trophied over the years. Last but not least, fifth place went to Joe "Mack" - who abbreviates his last name to make it easier for us. I bet if Joe wrote out his name on the answer sheet, we would have been able to copy it and include it in the article. We hope

it's not just us - he goes by "Mack" at the autocrosses too, doesn't he?

Anyway, we would like to thank all of you who participated and hope that you learned some neat piece of trivia. And Larry Herman, I know that you don't think that the torsional stiffness of a 914 is similar to a 911 Coupe, but that's what the answer book said. (Reference: Excellence) Additionally, we would like to thank Bob Russo who helped us grade the quizzes in spite of the low level of light. I think we may need to pitch in to buy him a portable light or arm extenders or send him to an ophthalmologist. If you have any other suggestions, please let anyone on the Exec Committee know. ✖



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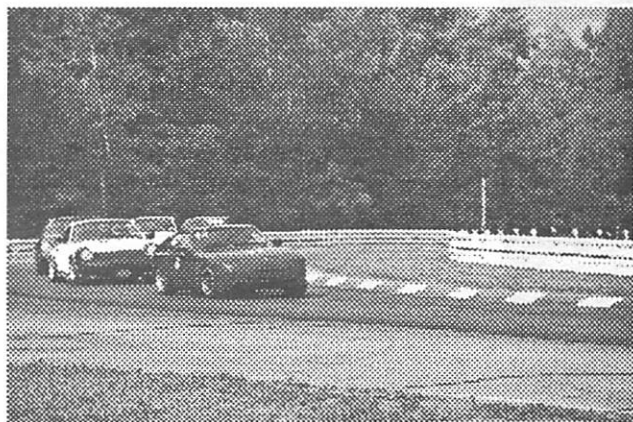
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RACING PROGRAM

Bill O'Connell

Let's see a show of hands, how many of you read the Up-Comin calendar and didn't read the facing page, thus showing up at NTW for the meeting? Well if you did, I'm sure Greg treated you well. John is to be forgiven for forgetting to fix it. During the last week of assembling Der Gasser, he was rushed to the hospital and had to finish it from his death bed. For those that think the newsletter is a breeze, it seems it gave him a first class ulcer. All is well now and he has recovered, except I suspect that milk has become his new favorite drink.

In any event, for those that didn't make it, you missed one of the best attended meetings of the year. Alan Friedman gave an excellent talk on the new Porsche Club Race Program complete with a video of the series from England. Alan has been involved in PCA for many years and in fact, was one of the people that helped RTR get it's track program going many years ago. He was our zone rep before Maury Hamill, and prior to starting this, he was the National Safety Chairman. He has also been involved in Vintage Racing with his 911 for quite some time, and reasoned that there were plenty of PCA people that had been doing track events for a long time and were ready for the next step. He compared this program to track events



Jerry's Line, 1991 Photo Contest by Ron Pace



Alan Friedman

with passing in the corners. He explained that it will be called a program, where each race is a separate event, as opposed to a series where you gain points leading toward a final championship. It will be modeled after vintage racing stressing gentlemanly (and lady like) conduct, with sever penalties for those that overstep the bounds of good sense. They plan to follow the 13/13th's rule which has been successful in vintage racing. What it means is, if you cause some metal to get bent, either yours or anothers, you are put on probation for 13 months. If during that period you do it again, you are suspended for 13 months. As you can deduce, he is serious about the safety aspect.

Each event will be sponsored by a region with all profits (and losses) going to the region. Events will most likely be run in conjunction with a driver's ed event, taking up Sunday afternoon. The feeling is that people who attend will either do one or both, and there will be no seat time lost if it is set up properly. There are still a few fine points to be ironed out, but basically it's in place and should occur next year as planned. If you are interested in a set of the proposed rules, drop me a line. I will have a few copies at the Novemberfest.

Alan deserves a standing ovation for his effort with this. He has put in hundreds of hours to date and it is far from over. My thanks for his blitz run up here from VA for the day to speak to us. ✕

AUTOCROSSINGS

Lisa Carle

As I write this article, there are still two events remaining in our 1991 Autocross Series. But now that you have this **DERGASSER** in your hands, the '91 season is history. If all went according to plan, we will have had an exciting and successful charity autocross for St. Chris'. At last word, people were having excellent success with fundraising, and lots of sponsors have come forward to support the event. Many thanks to Bridgestone tires, Johnson-Mathey, Dougherty Automotive Service, Rex Carle Automotive and YBH, all of whom provided raffle items, services or financial support to make the charity autocross a success. Special thanks to Bill O'Connell who managed to track down many of the goodies that were given away. Of course the major success of the event is that we can draw a large number of drivers, both from within the region and from outside. Phila region SCCA members have supported many of our events this year, and their presence certainly helps make the series happen. The final tally of fundraising results will appear in next month's issue.

Since it is the end of the season, it's time for me to thank some people who have helped us this season. I can't express enough how valuable this help is to the chair-people. It takes a lot of work to make these events happen and it cannot be done by just one or two people. We owe a very big "thank you" to Bob Russo, who met us at the base at 7am before every event to set-up. He loaded the cones, tables, coolers, etc. to bring them to the event, and unloaded it all when he got home. I don't know where all the stuff is that used to be in his shed, but the pylons have been living there for two years. Thanks also to the 914



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team: Joe Zglinicki, Dennis Angelisanti and Brad Carle for helping out with course set-up as well. Janet Weger, who faithfully called every Saturday before an event, was an important part of the Weger-Russo timing duo. Special thanks to Brad and Judy Carle, who volunteered to do this next year (with only a little pounding from his big brother Rex).

Don't be deceived, however. The racing season is not quite over yet. Cumberland County Corvette Club has an exceptional Fall Series starting in late October at Hershey Park. Call Dave Walter early to pre-register for these events (number is in the Up-Comin section), they usually fill up fast. ❄

RALLY

John Kingham

FALL FOLIAGE-SCAVENGER HUNT RALLY

The Fall Foliage-Scavenger Hunt Rally has been scheduled for 3 November 1991. The rally, as the name implies, will be of the gimmick variety. I don't want to give too much away, but I think that the rally has been set up with family fun in mind. If you like rallies, or scavenger hunts, you should have a great time! Our choice of venue is Chester County which should be spectacularly colorful during our romp.

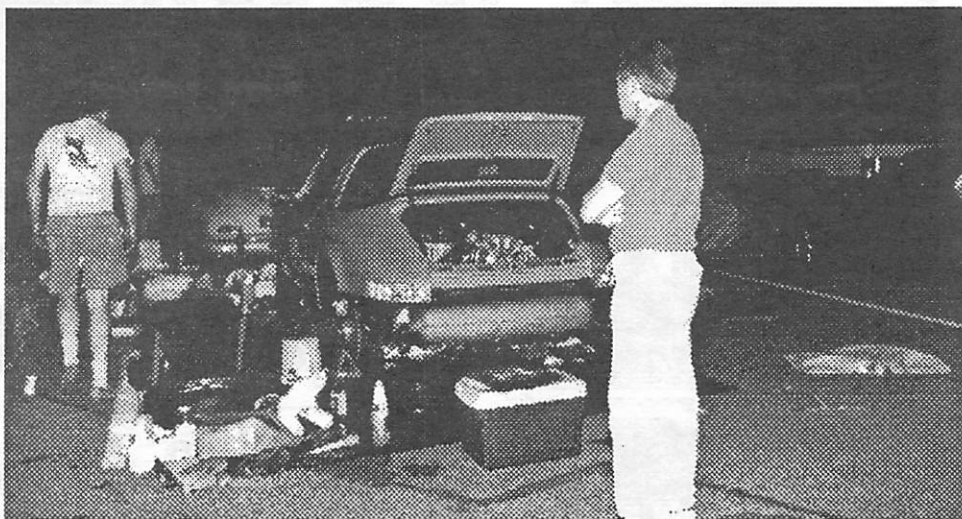
I can tell you a few things about the rally; maps will be provided, rules will be minimal, and driving expertise will be its own reward. The rally will start at Foodworks in West Chester. Foodworks is located at 323 E. Gay Street (Gay St. is Route 3 West). The rally will begin at 1:00 PM and should last 2 to 3 hours. Registration opens at noon.

As mentioned above, the rules will be minimal; we will provide you with a map of Chester County; also we are asking that your cars be clean of trash and assorted nic nacs except registration and insurance (radar detectors a7nd car phones are also OK) - we will be inspecting the cars before the rally. Also it would help if your vehicle has a working odometer (tenths) and an AM/FM radio. Bring your cameras, there are sure to be some excellent photo opportunities. ❧

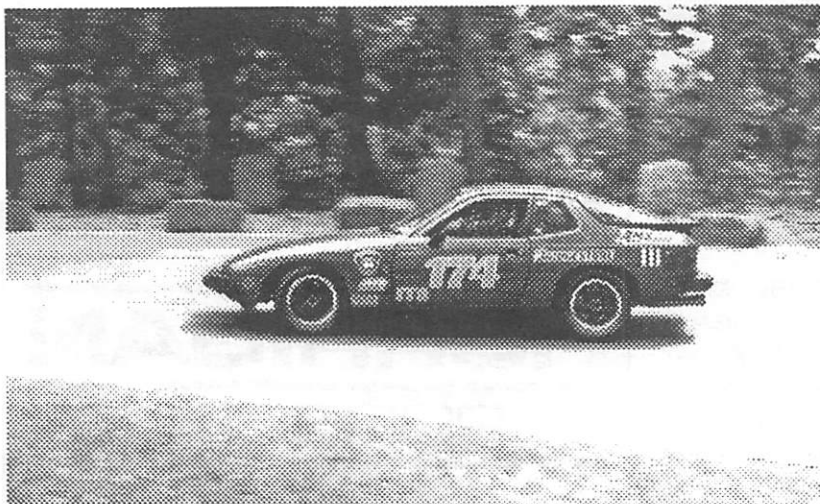
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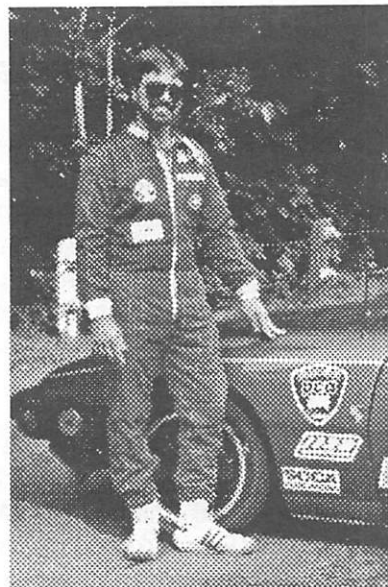
JOHN SAID EMPTY OUT THE CAR!



Duryea Hillclimb 1991

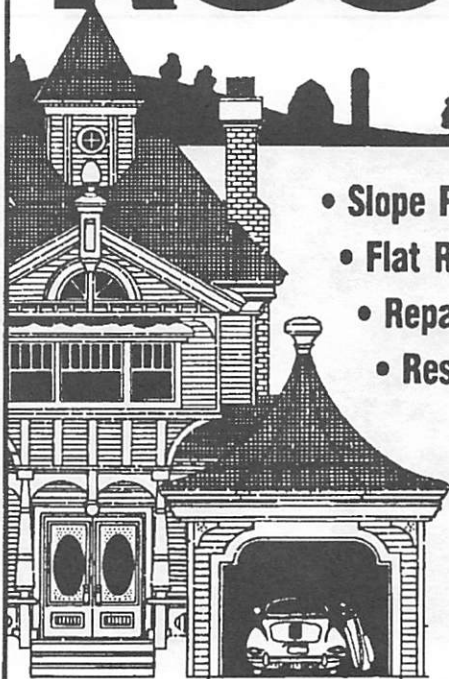
The Porsche representatives from the Duryea Hill Climb wanted to share these pictures with Riesentöter members and ask "Where were you?" Nick (Plenzick) finished 3rd in his class, John (Crowley) finished 2nd in his class, and I (Melissa Plenzick) took the pictures and got **poison ivy**. We all had a great time and hope for a better turnout next year. ❧

Melissa



Nick

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MFI

EMERGENCY BELT FIX

Vern Lyle

Were you ever stranded with a broken drive belt on your mechanical fuel injection car? There is a quick and dirty way to get going again, despite what the manuals say: remove the left heat exchanger and the shroud that covers the camshaft drive sprocket, loosen the pump on its base and slide it sideways so you can fit the new belt over the pump sprocket and put the correct tension on it, and loosen the hold down bolts on the pump sprocket so that you can properly place the index mark in line with the mark on the pump - WHEW! And that's the right way if you're in your garage. But on the side of the road, in the rain, there are short cuts that will get you going.

You do need to remove the shroud, but not the heat exchanger. There are seven bolts holding the shroud and each one presents a different problem in how to reach and turn it. It takes some effort and patience, but it can be done.

After you remove the pieces of the broken belt, you can slip the new belt over the camshaft sprocket which has a lip to keep the belt from sliding off. Now the hard part (you have to pay for the short cut); getting the belt over the pump sprocket without the need to loosen the pump. The sprocket is grooved for the toothed belt, of course, but it doesn't have a lip on it like the cam sprocket. You can pull the belt upward so that one tooth catches in a groove and keep tugging on it til you slide the belt all the way onto the sprocket. Incidentally, this is done essentially blind since the sprocket is on the rear of the pump and you don't have much room to move your hands.

The index marks are important for the correct operation of the pump, however, it will run OK and not damage anything even if they are not aligned. You should try to do it while you're pulling the belt over the pump sprocket but if you don't have a light and a mirror, it is not absolutely necessary. Al Holbert's mechanic, Rick Rutledge, said that once during a post-race inspection they found the marks

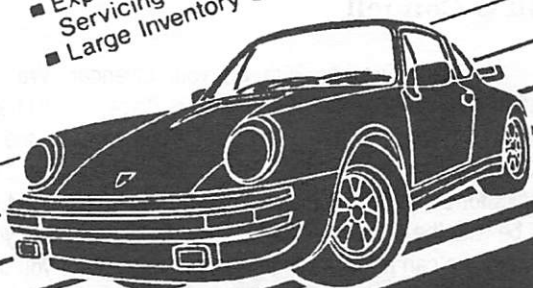
180° out of line. Apparently someone forgot to set them up properly, but they won the race! That doesn't mean that they didn't align the marks for the next race, but it suggests that it is not super critical. Indexing is probably more important for low and mid-range rpm and should be done properly when you get it back to your garage. (Leave the shroud off until you get home, too.)

It's not a bad idea to get under the car and see how that shroud fits and how you might get it off in the dark sometime. Even if you give up and have the car towed, you could describe the procedure to any mechanic and he could probably fix it - if you remember to carry a spare belt with you!

It's a really good feeling to fire it up after a repair like this and drive it home, when previously you would have been stranded til you got it to a dealer. No matter where this might occur, it sure beats leaving the car overnight! ❧

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AM: Coffee & donuts

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TECH 1: Bosch Mechanical Fuel Injection
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Instructor: *Don Galbraith*

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Instructor: *Bill Dougherty*

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CAR SHOW

Bill O'Connell

Mark October 26th on your calendar. We are putting on a car show at the Cross Keys Place, Rts. 611 and 113 by Doylestown. It will run from 10am to 4pm and all entrants will be fed by the stores in the mall to show their thanks for us doing the event. The show is outside and we will be with the cars for security. If you can't attend but your car can, we can make arrangements to watch it for you during the event. In conjunction with the show, there will be a peoples choice for niftiest car there, a membership table to recruit new members, the goodie store, and a donation jar for St. Christopher's, as well as selling any leftover t-shirts from the autocross. I'm also talking to a detail company that may want to detail a car there, to show off their skill and make some lucky person's car shine even brighter. We are open to any suggestions on other things - within reason.

Support your club and the community. Expose others to your special toy. Who knows, for best of show, maybe we can convince Ms. Vicki to contribute a trip from her new agency.

Give me a call at 640-1675 to sign up.

NOVEMBERFEST

November 9th, date of the famous Novemberfest. What, you never heard of a Novemberfest? Well to be truthful neither did we until last month. Seems the Inn forgot to write down the date in their book and gave the day away to someone else. Being resourceful, we recovered and moved it to the first weekend in November. It is sure to be a success. Be sure to come out to vote for the candidates of your choice and to cast your opinion on the proposed by-law change. The slate of officers as proposed by the exec is printed elsewhere as is the proposed change. Come out for a night of merriment and German food from chef Butch. ❄

MILE MARKERS

3rd Quarter PCA Membership Milestones:

25 Years

John Chatley, III

15 Years

Dean Lewellen
Peter & Louise Neall

10 Years

Jim & Jan Jandrlich
Fred & Ann Michaels, Jr.
Charles & Julia Smith
Basil & Marti Snyman

5 Years

Peter & Karen Adams
Luigi & Rosann Cianci
Lynn & Judy Coy
David Donohue
Bill & Marge Dougherty
Anthony & Kathleen Eugeneo
David & Dorothy Fettes
Larry Lewis
Edward & Janet Morton
Gus Pasquarella
Allan & Gail Pasquine
Barry Pasternack
Dion Ronio
Bruce & Netta Scargill
Jeffrey & Diane Snyder
Roy & Bonnie Vernik
James & Kathleen Zulick



MEMREVS

Connie Sweigart

Membership as of 10/1/91 is 804

Welcome to the following new members:

Glenn Bateman 88 944 Turbo
Worcester

Michael & Joanne Bowe 82 911
Broadaxe

Dennis & Marie Donnelly 87 911
Strafford

Douglass & Carol Carmichael 91 911C2
Lumberville

Stephen Gansky 88 930
Churchville

Chip Grimes 89 911
Devon

Ted Heinritz 72 914
Philadelphia

Charles & Sylvia Miller, Jr. **90 911C4**
Wormleysburg

Colleen Schmidt 86 944
Philadelphia

Frank & Midori Taylor 89 944S
Willow Grove

Bonnie Ziker 91 911C2
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OFFICIAL BALLOT

ELECTION PROCEDURES

If you attend the Oktoberfest, you can cast your vote there, we will have copies of this ballot on hand. If you cannot attend, you can still vote in the election. Just mail in this form, or a copy of it, if you don't want to destroy the newsletter. Seal your ballot in an envelope, and enclose that in another envelope with your name on the outside so your membership can be verified. Mail your absentee ballot in time to reach our Election Official by Saturday, November 9. The sealed envelopes will be opened at the Oktoberfest and counted with those votes cast in person. Our bylaws require a simple majority of votes cast to win an election. Every vote is important. Mail absentee ballots to:

Bill Cooper
19 Jacqueline Circle
Richboro, PA 18954

YOU MAY WRITE-IN YOUR CHOICE OF CANDIDATE FOR ANY POSITION

SLATE PRESENTED BY THE NOMINATING COMMITTEE

For President ☐ Lisa Carle
For Vice President ☐ John Crowley
For Secretary ☐ (Nomination declined)
For Treasurer ☐ Don Applestein
For Membership ☐ Connie Sweigart
For Editor ☐ John Williamson
For Social ☐ Betsi Lyle
For Track ☐ Paul Johnston
For Autocross ☐ Brad Carle
For Tech Chairman ☐ Bill Dougherty

NOMINATIONS RECEIVED FROM THE FLOOR

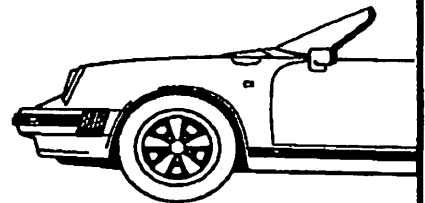
For Secretary ☐ Vern Lyle
For Membership ☐ John Kingham

Proposed By-Law Amendment - Two Year Exec Terms (see full description elsewhere this issue) ☐ For ☐ Against

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ELECTION '91

CAMPAIGN STATEMENTS

Nominated from the floor for Secretary by Betsi Marsh

Vern Lyle

First, the listing in DER GASSER for both Betsi and myself for the Social Chair was incorrect. Betsi was nominated and it was pointed out that I would be helping her. Of course, that is still true, but I decided to run for the office of Secretary for the following reasons.

I have some very definite ideas of what the Secretary of this Club could be doing. I think that a more extensive reporting of discussions at the Executive Committee meetings could be enlightening for the membership. For example, to say that a topic was discussed and voted down does not tell the whole story. It is my feeling that you, the membership, occasionally might like to know what the arguments were for both sides and whether it was voted down 12-1 or 7-6. I have wondered that myself about many topics in the past. While a verbatim accounting is not possible, the major points could be listed. Someone reading the meeting minutes may have a better idea, or a good solution to a problem. It seems to me that the general membership could be more involved in this way, rather than blindly following along.

I think that in a Club trying to serve the divergent needs of over 800 members, and turning over the amount of money that we do in a year, the people have a right to know more about how the decisions are made. This does not imply that any previous Executive Committee has conducted Club business behind closed doors. Indeed, the Exec meetings have always been open to the general membership. I just think that it is proper to air out the discussions, in a general way, for everyone who cannot attend.

I also think that it is important to have a "Fossil" on the Committee. (A 20-year member, for those who didn't know.) My experience with this Club includes at least 8 terms in office, from chairman of the Social, Autocross, Rally, and Activities (long-timers will remember that) committees interspersed with five years as DER GASSER Editor. I think that by providing some continuity of Club interests, and a

good hold on Riesentoter tradition, I can serve the membership well.

If you agree, vote for me at the Oktoberfest or by mail-in ballot. Thanks.

Candidate presented by Nominating Committee for Membership Chairperson

Connie Sweigart

As a long time member of the region (read: Riesentoter Fossil) I am more than willing to serve as membership chairman for another year. I'm a former driver, current worker-official in road racing, rallying, autocross and hillclimbing; and from that bring to the club information that may prove useful in our various activities.

The contact with the new and long time members I have enjoyed a great deal and hope to continue in 1992.

Nominated from the floor for Membership Chairman by Bill Cooper

John Kingham

Membership is important for any club to survive. New membership is crucial for injecting the club with new ideas and personalities. I feel that I can make people feel welcome into our club, and with your help, next year can be one of the club's best years for membership growth.

PROPOSED BY-LAW AMENDMENT

Commencing with the elections for the 1992 and 1993 Executive Committees, elected positions will be for a two year term. The following offices will be elected for two years in 1992: President, Treasurer, Goodie Store, Technical, and Track Events. The following positions will be elected for one year in 1992 and two years in 1993: Vice President, Editor, Secretary, Social, Autocross and Membership.

Riesentöter WERKSTATT

Bill Dougherty

On November 6th there will be a demonstration type tech session at Dougherty Automotive. Two topics will be covered simultaneously; Bosch mechanical injection and CIS injection. The mechanical injection is used from 1969 to 1973 on various 911 models. It can be regarded as a high performance fuel delivery system. It's relatively simple, but quirky. Don Galbraith will give this session. At the other end of the shop will be a session on CIS injection, found on 924 to 1982, 911 from 1973 to 1983 and all 911 turbo's. The 1978-79 928 were also CIS. This system is much more sophisticated and was designed to meet the expanding emission laws. I, myself, will conduct this session. We, Don and I, promise an outstanding presentation, fun filled and informative, a real value (it's free). The ever erudite and loquacious, pugnacious to some, Don will take you thru the maze. (Haze?) of mechanical. The very talented myself, will do the CIS. What a crowd pleasing combination: How could you stay away? Anyway, there will be on car adjustments, engines on stands to better view all the parts, and individual components, pumps, etc. for your close up hands on perusal. We start at 8:30 (coffee donuts, etc.) and will end around 12:30/1 pm (pizza, what else?!). Pre-registration please. Call 692-6039 M-F 9 to 5 - ask for Bill. Hopefully, you will come away from this session injection-literate and very impressed.

Meanwhile, the leaves are turning color and starting to fall. It's that time of year again. Porsches fall into two categories come winter, the driven and the not driven. Winter storage is a mixed bag. Sitting more than a couple months requires special maintenance as does running the car through the cold weather. If you are going to put it away, the following information is for you, taken directly from PCNA Technical Bulletin 8802 3-25-88.

In order to address customer inquiries regarding storage of their Porsche, the following information can be made available to them. Clean vehicle thoroughly inside and outside. Clean engine and engine compartment. Under carriage and chassis components should be free of dirt and salt deposits. If required, apply cosmoline to under carriage. **Caution:** Do not apply cosmoline to brake system components.

Fuel Tank: Fill up fuel tank.

Tires: Increase the tire pressure to 4 bars (58psi). It is not recommended to lift the vehicle, due to the possibility of corrosion on

shock absorber pistons. The vehicle should be moved slightly, approximately every 4 weeks, to prevent flat spots on the tires.

Climate Control: The air conditioning system should be in good working condition and fully charged.

Engine, water-cooled: Check antifreeze concentration and correct if necessary.

Engine: Change oil and filter. Run engine for several minutes. Spray cold engine with corrosion inhibitor. (Do not spray it on the exhaust system or belts.) If the vehicle remains in storage for more than 3 months, remove spark plugs and disconnect coil wire(s) from distributor cap(s). Ground the coil wire(s) using jumper cable(s). Squirt 3-5 cm³ engine oil into each combustion chamber. Reinstall spark plugs and torque to 25-30 Nm (18-22 ft. lbs.). Do not connect spark plug wires. Crank engine for 5-8 seconds. Do not operate gas pedal. Connect spark plug and coil wires. Do not operate engine until vehicle is put back in service. Seal the air intake ducts and the muffler tailpipe using towels or tape.

Windshield/Headlight Washer: Check and correct antifreeze/cleaning solution level as necessary.

Electric: The battery should be removed from the vehicle and stored in a cool and dry place, not on a cement floor. Recharge battery every 3 months. If the battery remains in the vehicle with cables connected, it is necessary to check, remove and recharge the battery every 2-3 weeks. Do not fast charge batteries. Refer to Technical Bulletin Group 2, Number 8801 for charging information.

Vehicle Interior: The interior must be dry, especially in the area of the floor carpets. The use of drying agents (Silica-Gel) is recommended in vehicles with leather interior and in areas with high humidity. The recommended amount is 3 fabric bags of 500 grams each placed on the floor carpets. Windows, doors, lids and top must be closed. On cars with manual heating/ventilation systems, air flaps should be open.

Brakes and shifting: Brake discs and brake pads should be completely dry to prevent corrosion. Do not apply hand brake. Engage a gear on cars with manual transmission to move the shift rod all the way into the transmission to prevent shift rod corrosion.

Vehicles stored outdoors in direct sunlight: Precautions should be taken to prevent sunlight from entering the car's interior. Cover windshield, door, side and rear glass.

Putting vehicle in service: Remove intake duct and tailpipe seating. Check for nesting creatures under the hood and evidence of fluid leaks under the car. Install battery. Start engine. Do not depress the accelerator pedal. Do not run engine at high RPM during warm up. Should the engine not start after two starting attempts, remove spark plugs and check for oil deposits. If necessary, clean or replace spark plugs. **Caution:** Do not crank engine with spark plugs removed. Switch on A/C at idle RPM and check state of charge. Correct if necessary. Adjust tire pressure to specified pressure. **Caution:** Brakes may not have the highest possible braking efficiency after long storage. Apply brakes several times at low road speed.

What about the Porsche that will stay in service thru the winter? The good news is that Porsche owners maintain their cars. The normal major maintenance schedule should suffice in our reasonably temperate area. There are two

good articles available on winter maintenance. First PCNA Technical Bulletin 8604 11-10-86 "WINTERIZATION".

Before this year's winter season, we recommend, besides the regular maintenance services, that the following points of the vehicle be checked/adjusted/repared to assure proper operation during the cold season.

Check Points

- Check function of brakes
- Check brake pad thickness
- Check brake fluid level
- Check tire profile depth, if requested, install snow tires
- Check tire pressure
- Check complete exhaust system including hangers and brackets
- Check vehicle undercoating, touch up area when undercoating is damaged
- Clean all door and hood seals, then treat with a silicon spray or silicon grease to retain the flexibility
- Lubricate door and rear lid lock with an antifreeze lock oil
- Lubricate fuel filler cap, hood locks and cables, door hinges, wiper linkage and antenna
- Test battery electrolyte level and charge status
- Check battery cable for tightness, if necessary clean clamps and posts, lubricate posts/clamps
- Starter: Check cable for tightness and corrosion
- Alternator: Check belt tension and output of alternator
- Check function of all lights, instruments, and check headlight aim; adjust if necessary
- Check ground connections between battery and body, body and engine
- Check wiper blades, W/S washer system if necessary replace and fill up
- Heater: Check function of blowers, control boxes and cables
- Check rear window defroster and mirror heaters
- Check coolant level and antifreeze. Concentration should be at minus 36 degrees C (minus 32 degrees F); correct if necessary
- Check for correct engine oil viscosity (Check with customer if he changes his own oil)

As you can see, some of these items are well within the capabilities of even the marginally talented. Do some yourself and/or schedule some (or all) with your preferred service shop.

For the truly hard core there is an annual "Winter Tire-Wheel Rim Summary" service bulletin. It delineates approved snow tires by make and wheel combinations. It also advises on which set ups can use snow chains: Just the thought of it...ski rack, fog lights, blinding snow.....favorite tunes on the tape deck.....bechained Porsche chugging up the road around the stuck wunder cars of other mfg..... such satisfaction! Now, ask yourself, was that a Malox moment, or cause for a Harvey's Bristol Cream.... ?? Fireplace, significant other.... Snap out of it.

Winter Maintenance Checklist by A. L. Caldwell appeared in "Panorama-Nov 1988". It's reprinted in "Upfixin", Volume 8, pp 347-349. (Available at the Goodie store or

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PCA National). The prolific Mr. Caldwell is extremely knowledgeable of the special needs of our cars and doesn't fail here. Call me for a photocopy if you can't find it. He, (and I) emphasize preventing the single idiosyncrasy that can ruin your day (and wallet) if you drive a 73 to 83 911. Air box explosions are fairly common and very expensive repair. Essentially this is a backfire thru the intake system on cold start. The backfire pressure, having nowhere to go, so to speak, can blow apart the injection air box/air filter housing. The car will not start. Leaking fuel injectors, vacuum leaks, lean fuel mixture, incorrect timing, defective control pressure regulator.... All these and more can cause this fatal blast. Makes a strong case for good maintenance. There is an after market safety device. It should be on all these cars as a well maintained car can still backfire. The device is a pressure relief valve that is installed in the air box. A hole (hole saw required) is cut in the box and the valve is epoxied in place. The kit sells for under \$50 and takes less than an hour to install; a real value compared to the cost of replacing an air box. Just do it and get it over with!

continued ► page 22

AX Results 9/15/91

Modified

Rex Carle 49.481 FTD

Chris Beery 54.187

B

Michael Wolkov 53.653

Don Applestein 55.469

C

Jerry Weger 60.601

E

Barry Butler 58.501

F

Richard Newton 57.504

G

Chip Ott 56.590

Joe Zglinicki 58.962

H

Brad Carle 54.579

Ladies

Janet Weger 59.651 (1) 0.984

Lisa Carle 52.651 (1) Ladies FTD 1.053

Novice

Larry Cozad 57.353 0.980

Joe Mack 61.518 (1) 1.052

Al Abrevaya 62.050 1.130

Novice Ladies

Judy Carle 63.286 1.15

ON TRACK

Bob Lamb

Our event at Summit Point in September was a roaring success. We were blessed with great weather, a nice turnout and no incidents. The event ran very smoothly. Paul Johnston was the Day Chairman of the event and was ably assisted by John Crowley. Paul is the Executive Committee's recommended candidate for 1992 Track Chairman. After watching Paul in action at Summit Point, I am comfortable that our program will be in good hands next year.

There are 50 or so track events to choose from in the eastern part of the country between March and November. For some time, I have felt there were too many events to be supported economically. This year, ours and other clubs have seen a drop-off in attendance. My suspicion is that the combination of the economy, other family needs and too many area events has led to this situation.

I suspect we will see fewer events in the future and possibly more clubs running joint events.

One of my beliefs is that we should open our events to other makes of cars. Track events appeal to owners of many kinds of cars. We know how to promote and conduct events. We have instructors and established

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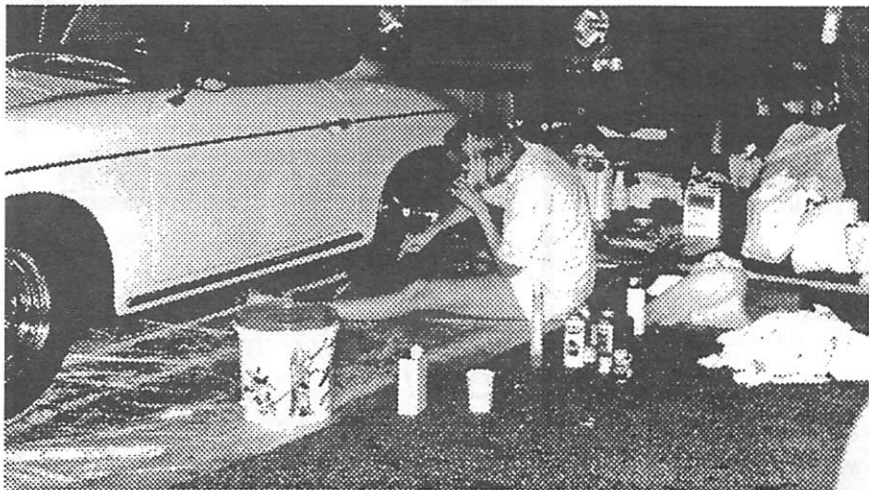
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practices that other car clubs do not have. We have track dates. It would be very easy to let other types of cars participate. Many other PCA regions around the country admit other makes simply because there are not enough Porsches to fill a field. I have participated in many events with other makes. It is a lot of fun. Just an idea. ❧



AT FULL SONG

John Williamson

Hopefully, there is a red 911 on the cover of your **DER GASSER**. If so, you have probably deduced that Vern Lyle is the winner in our "First Full Color Cover Photo Contest." In trying to keep the winner a surprise, I wasn't able to get a title for the photo from Vern. I borrowed the title printed from the blockbuster movie of this past summer, **Terminator 2** (this may have some relevance to Rex..... or judging by the number of FTD's at RTR autocrosses - Lisa). Anyway, despite the fact that Rex is pictured in deep concentration, prior to his run at an SCCA autocross, you know he is preparing to boogie! Vern shot the winning photo looking down from the PIR timing stand, in case you were wondering about the birds eye view. Definitely a prize winning shot!

Thanks again to all those who entered. In addition to Vern's first place photo, which garnered 39 points in my esoteric scoring system, the runners-up were:

- 2nd **Steve Siegel**, "Red Speedster at PVGPA", 28 points
- 3rd **Bill O'Connell**, "962 at the Glen", 24 points
- 4th **Barry Butler**, "356 Reflection", 22 points
- 5th **Steve Siegel**, "Old and New Speedsters", 20 points

I intend to use these photo's on future black and white covers. I also pulled a few other contest entries out, which didn't place in the top five, but which I found interesting or amusing. These have, and will continue to appear in the newsletter. Based on the response and quality of photos entered in our contest, the region has a number of outstanding shutterbugs!

One last thought - you don't have to wait for the photo contest to submit pictures for publication. Just because Bill is the staff photographer doesn't mean that only his photos should appear each month. In fact, I haven't had one autocross picture to publish all year! You don't need a fancy camera to take good pictures at our club events.

Apparently some questionable ads have been printed in the Garage Sales section of **DERGASSER** over the course of the past year. By questionable, I mean ads submitted by individuals who are club members, but also involved in the business end of Porsches. I used my judgement in allowing these ads to run. If the Garage Sales section was not full, and the ad was not in direct competition with our advertisers (i.e., installation of flexible brake lines or other services, etc.), I ran the ad. The boo birds, however, have begun to

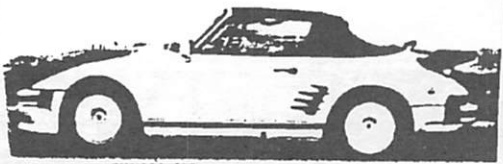
chirp, so I feel obligated to enforce the small print in the back of **DERGASSER**: to wit - if you are in the business of restoring, fixing, repairing, maintaining or modifying Porsches or other? fine automobiles, ads for anything other than your personal car will be subject to a \$10 charge per 5 lines of copy per month, payable in advance. Unfortunately this complicates my life and yours, but rules are rules. If anyone has strong opinions on this matter, one way or the other, I would be interested in hearing from you. Besides, the letters section has been somewhat quiet the past few months, and we need something to keep us warm as the globe begins to cool.

Interspersed within this issue are some photos taken by Bill O'Connell this past summer at the Boston Parade. They depict the last minute, midnight prep, for the Parade Concours. These people take cleaning their cars seriously!

Last, but not least, Performance Automotive is a new advertiser this month. Give the ad on page 12 a look. ❧



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THE 944 MOTOR MOUNT - MYTHS, MYSTERY AND MAGIC!

Lee Wister San Diego Region *Windblown Witness*

For anyone who has ever owned a 944, you may well know that this is an extremely well-handling, economical and enjoyable car to drive.

Maintenance, on the other hand, for those who are not mechanically inclined, can be somewhat frustrating. It seems that without a doubt, when your Porsche is in the shop for servicing, you always get the phone call from the service advisor telling you that there is more work to be done to your car. This fact usually translates into a ton of your hard-earned money and an explanation of the problems that only a rocket scientist can understand. One of these problems is usually the bad news that your motor mounts need attention to the tune of \$500. By this time, you are probably asking yourself, "Didn't I just replace that darn thing last year?" Hopefully, this article will shed some light on the matter by tracing the evolution of the 944 motor mount.

In 1983, we in the U.S., saw the 944 for the first time. In many ways this was the evolution of the 924 but with many new design features, one of which was the hydraulic motor mount (see fig. 1). The mount consists of an elastic hollow member which had mounting flanges on each end. The entire center of the mount is filled with an alcohol/water mixture. The hollow chamber inside the mount is divided into two working chambers. The fluid mixture is moved from one chamber to another through a calibrated bore in the jet plate which separates the two chambers. "Well, thars all find and dandy," you say, "but how does that work?" The entire mount works as a damper. For low frequency oscillations, the damping fluid will move back and forth between the working chambers through the jet bore. High frequency oscillation will be absorbed by the entire mount. In this state, the damping fluid movement between the upper and lower sections slows, thus, the mount has a greater degree of stiffness.

If any of you are still with me, you may have a promising career as a mechanical engineer.

In August of 1984 the mount was changed (P/N 944.375.042.02) to increase life expectancy by resisting higher ambient temperatures. This was done by changing the rubber compound, damping characteristics and liquid of the hydraulic mount.

The addition of a 4mm spacer between the top of the mount and the left engine mounting bracket as well as the modification of the lower engine cover were made to increase airflow, and thus cooling, of the mount. These mounts were painted grey in color.

The next change was to occur with the introduction of the 1986 944 Turbo. These mounts (P/N 951.375.042.01) are orange in color and located on the right side of the engine.

In June of 1987, a new version of the turbo mount appeared. This new mount (P/N 951.375.042.05) was approved for use on the 924S and the 944 models. The engine mount arms as well as the cross member were further modified for increased cooling.

The 1989 944 S2 Cabriolet got a completely redesigned motor mount (see fig. 2). In comparison to the mounts installed previously, there is now decoupling of high frequency oscillation with low oscillation amplitude. The upper mounting surface is 4mm thicker, eliminating need of spacers. The mount is now fastened to the engine mounting bracket by two self centering bolts (formerly two bolts with nuts and washers).

This is a quick look at the changes in the history of the motor mount. Now, how do you know if yours needs attention? First of all, the mount can't be checked out 100 percent. It's not black and white, good or bad. The question is: "Does it do its job properly?" If the fillings in your teeth are being vibrated loose every time you come to a stop, the odds are it needs to be checked!

Here are some simple ways to diagnose a weak motor mount:

- 1) Clearly discernible knocking or vibration while starting and/or turning off engine.
- 2) Excessive engine vibration at idle.
- 3) Visual inspection showing leaks of damping fluid, rubber peeling off, cracks or notching.
- 4) No or insufficient spring travel when pulling down on engine. (It should be about 2-3mm.)

The most accurate way to make the call is by measuring the installed height of the mount in your car. This can be done by making a simple tool to check this distance. First, take a piece of wire coat hanger or welding rod about 85mm long. Make a 90 degree bend approximately 5mm

from one end of the rod. Make another 90 degree bend in the same direction, approximately 15mm from the other end of the rod. Now, adjust the two bent ends until they are 60mm apart.

After you have completed the fabrication of your high-tech tool, here is how to use it!

- 1) The short leg of the check gauge is placed between the cross member and the mount.
- 2) The long leg of the check gauge will indicate the minimum setting height of the upper contact surface (top of mount).
- 3) The mount is defective if the setting dimension is less than 60mm.

I hope this brief article will give you a better understanding of minimum setting height of the upper contact surface standing of details and operation of the 944 motor mount. ❧

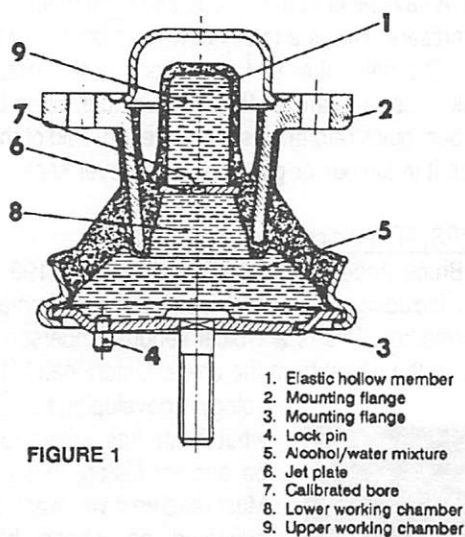


FIGURE 1

Oon Galbraith
MOTORING, INC.

HAS MOVED TO

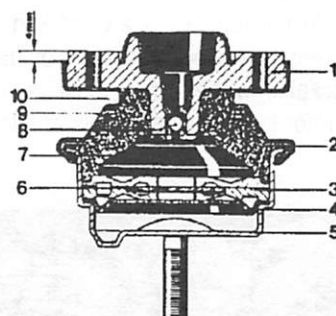
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FIGURE 2

1. Mount flange
2. Outer race (crimped over mount shell)
3. Nozzle
4. Rolling diaphragm
5. Mount shell
6. Oscillating diaphragm (high frequency decoupling)
7. Mount chamber (completely filled with absorbing fluid)
8. Filler opening (tapered plug)
9. Mount core (load-carrier)
10. Connector



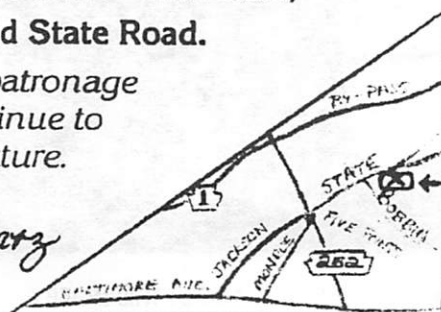
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Some tech tips gleaned from PCNA Service Bulletins:
944 Turbo - Engine Oil Level 8606. Do not overfill oil - above the "max" line causes the engine crankshaft to throw oil causing oil leakage on turbo intake side, engine power loss and oil in the intake duct.

Tire-Wheel Rim Summary #8613

Before installing aluminum wheel nuts lubricate threads and shoulders of aluminum nuts with Optimoly HT part #99991772800. Optimoly HT does not affect tightening torque. Tighten and loosen aluminum nuts with a socket that grasps entire depth of nut. Never use impact tools. [Werkstatt Note: Careful, low pressure use of air tools is not a problem - high pressure undisciplined use by tire changers, full time or do-it-yourselfers - can cause major problems. Cracked nuts or over tightened nuts. Always final tighten with a torque wrench.

CV Joint Grease #8809

Optitemp PV35 Part #000043 11000, supplied in tubes, one tube per joint. Can be used in all models and earlier cars.

Wheel Balancing #8701 - 911, 911 Turbo, 928S4

From production date, Sept. 15, 1986, the wheel studs closest to the tire valves are marked with red or yellow paint to ensure correct reinstalling of the balanced wheels. The lockable wheel nuts must be installed on these studs. Prior to balancing wheels with lockable wheel nuts

off car, a 5 gram weight should be installed above the tire valve stem on the wheel rim to compensate for the additional weight of the lockable wheel nut. After balancing, this weight must be removed.

RECOMMENDED READING:

EUROPEAN CAR (VW-Porsche) Magazine November 1991 issue-

Half this issue is devoted to the 911 Porsche. This mag, like Excellence, just keeps getting better. For the techno head there are several articles on 911 cams, Bremtek Racing Brakes, and... A 3.7 litre engine based on a 3.0 litre engine case! The pistons and cylinders are roughly half the cost you would expect. "Very interesting"!! There is a good story on a 911 autocross winner and some history and restoration. This is a great issue to add to your permanent Porsche library.

SPECIFICATION BOOKLET - 944 1984-89

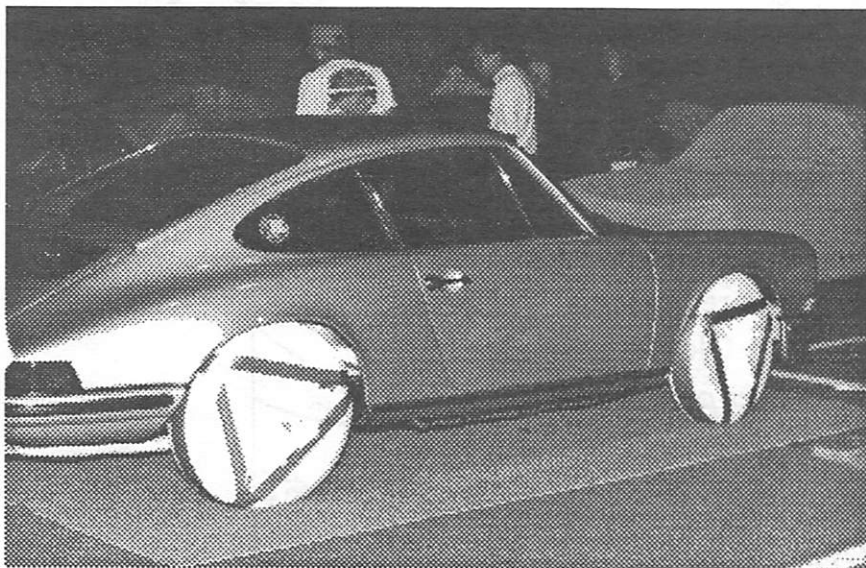
PCNA - available from Porsche and most of the direct mail advertisers. This is a totally new spec book and fills a big gap. The only other 944 spec book is the 1982-83 944 book. This (and any of the "little wonder: spec books) is the best quick reference source. Period. End of the chase. Keep it in toolbox or glovebox. "Ya never know...."

CHIPS, "The Article" or Hello Mr. Chips

By Bruce Anderson - Excellence, October 1991. A long look, including dyno comparisons at the performance chip aftermarket. This is a typical serious Anderson effort at sorting the wheat from the chafe. Unfortunately this technology is developing so rapidly that what Bruce has written today may be ancient history in six months. Must reading if you want to remain educated on what's happening inside the "Black Boxes" (Actually they're bare metal silver).

UPCOMING:

Demonstration tech session: DME-Motronic fuel injection - 944, 911 84 up and 928 86 up. ❖



NOTHING OBSESSIVE ABOUT THIS HOBBY

EXEC MINUTES

The September meeting was held at the home of Marge & Bill Dougherty. Absent - Mark Terlecky and Connie Sweigart. Guest Bill Cooper.

President: Bill O'Connell

Bill has insurance information obtained from the Parade. Russo will investigate insurance available to street rod cars. Dennis Perler works for General Accident *some of us might benefit by coverage from a firm with such a name.* Alan Friedman resigned as national safety Chair to become racing program Chair. Kudos to the president of Delaware region, who planned, in great detail, a joint program for our two regions at NTW in Wilmington, but regrettably - neglected to tell US!! Finding out *too late* - we had to cancel....

Vice President: John Crowley

In the planning stages for next year's meetings: Jan. - vendor night. A vendor new to RTR, will speak on anodizing wheels. An "oops" meeting featuring club members in the car repair business; and a trip to Penske Racing.

Treasurer: Don Applestein

We have paid the Glen for damages incurred and will collect from the responsible party. Losses from the picnic, Pocono, and the selling of track intercoms, coupled with less profitable Track events has lead Don to wave a yellow flag on our finances. He is suggesting a reduction in the Christmas banquet budget (for instance a loud car stereo in the parking lot instead of a DJ). We will re-evaluate this budget at the next Exec meeting.

Social: Barbara and Dennis Perler

The auction will not be held at Oktoberfest this year, but other entertainment is being considered.

Autocross: Lisa and Rex Carle

A one ounce bar of platinum worth in excess of \$350 was donated by Ron Pace's firm, Johnson Matthey - for the Charily Autocross. All donated items will be raffled. Final site for the above event will be the NADC parking lot. Cars waiting to compete will be parked in the main lot and participants will be shuttled from lot to lot during the change of heats.

Tech: Bill Dougherty

Summit Point - Bill was *really* happy that nine out of region participants arrived for Tech after it was closed. So *pleased* in fact that he has requested penalties for those who choose to be inconsiderate at the next event. Sanctions are under consideration. Newly approved tech inspection facilities include Terry's Auto Service in Fairless Hills and Bob Fox in Ambler. For our Tech sessions at dealers Bill would like to enlist the aid of those knowledgeable members that are usually present as Tech inspectors.

Rally: John Kingham

A fun rally, through Chester county, is planned for Nov. 3. Odometers are needed. Bob Russo has a friend who will put planes and pilots at our disposal. *This is not necessarily for search and rescue!!* Bob would like to plan an air - land rally and barbecue. **Rex was skeptical since planes can't back up.** John is running life's ultimate rally - to the altar! Let's hope it's not a bumpy road. May 16th - please send Carrera's.

Track: Bob Lamb

Cancelling the Pocono event was expensive but not as costly as Pocono would have liked it to be. Many good comments from participants this year at our track events.

Der Gasser: John Williamson

No report.

Miscellaneous

Two year terms for the executive committee will be discussed at the next general meeting. Bill Cooper was appointed election judge.

Minutes are subject to approval at the next Exec meeting.

Respectfully submitted by Janet Long Weger. ✕

GARAGE SALES

76 911, Brown, clean reduced \$9900; **77 911 engine**, 2.7, 110K miles, complete, ran well, oil leaks - needs resealing, \$1500; **84 911 Carrera**, Guards red, whale tail, new clutch, good shape, \$23,250. Bill Dougherty 692-6039 M-F 8 to 6. 11/91

82 911SC Targa, Guards red/black, 16" Fuchs alloys, Pirelli P7's, AC, cruise, Bra covers, PW, Blaupunkt Tuscon AM/FM cassette, **Must Sell!** \$22,000 OBO. Gary (215) 376-7998 Reading. 10/91

83 911SC Cabriolet, too many 911's, so topless one must go, Grand Prix white/black top/burgundy leather interior, immaculate: no dings, 35K miles - all of which PCA member serviced, cruise, 16" Fuchs, Comp TA's, front spoiler, fog lights, Sacramento + upgraded speakers, custom mats, bra, Ungo alarm, Carrera tensioners, oil cooler, \$27,500. Jim Hartman 293-1916. 11/91

87 Carrera Targa, silver with blue leather interior, 15K miles (just serviced), flawless, SSI headers/heat exchangers, twin inlet exhaust, auto authority chip, \$33,500. Tim Everett, 241 E. Elm St., Conshohocken Pa 19428, (215) 828-7250 (W) (215) 862-9191 (H). 11/91

69 912 Coupe, Red/blk, 5 spd, 151,000 miles, engine rebuild at 145,000 miles, 1500cc, car repainted Oct 1987, second owner since new, very nice car \$8000. Robert Beister, 224 Sunnybrook Rd, Flourtown Pa 19031, (215) 836-7292. 10/91

74 914-6 conversion, professionally built, orange with black, 2.2 liter carbureted engine, close ratio gearbox with limited slip, S calipers, 6x16 Fuchs wheels, many other upgrades too numerous to mention, no expense spared, asking \$14,500, (215) 664-1226. 11/91

82 911SC Coupe, platinum metallic/brown leather, stunning curb appeal plus all recommended performance upgrades: 7+8x16 Fuchs, Weltmeister sway, Koni adjustable gas, 22/28 torsion bars, SSI/Bursch, Camber Truss, F/R spoilers, Turbo cooler, factory short shift, Carrera valence & fogs (originals come too), Momo wheel; sunroof, cruise, AC, 61K miles, no snow. **Must sell**, \$22,000/OBO. Jon Natelson (215) 561-6200 (W), 825-3357 (H). 11/91

84 930 Ruf Turbo, slope nose, black/grey leather, 3.4 Ruf 5 speed, new Ruf rims and tires, 51K original miles, 0-60 in 4 sec., asking \$70,000. Eye opener. Sal Leone 322-7718. 10/91

87 930, black w/red; or **89 944 Turbo S**, red w/black. One must go, yes - these are the times that try men's hearts. Tony Bonanni 834-1509 (W), 828-9469 (H). 10/91

85 1/2 944, Metallic gold, brown leather, all options (cruise control, touring suspension, factory alarm, etc.), recent engine overhaul by Holberts, new cam and balance shaft belts, very well maintained, \$9900. Paul (215) 969-8487. 11/91

86 944 Turbo, 50K miles, Burgundy/black leather, excellent condition, serviced - new timing belt and clutch, \$17,500. Brad Wily 374-0504. 11/91

88 944 Turbo "S", Maraschino red/beige Porsche cloth, ABS, air bags, new RE-71's, S/R, Reno with Hi-Fi sound, 17K miles, like new \$29,500. Will consider quality 4 door sedan trade +/- cash. Bill Cooper, 19 Jacqueline Circle, Richboro PA 18954, (215) 364-2466. 10/91

1975-87 911 Parts, Paasenger and driver side windows for Targa, window regulators and controls, Targa rear window, windshield wiper motor assemblies, axles, torsion bars, front left strut assembly and steering box, rear bumpers, various gauges, G-50 transmission with 12K miles; right and left mirrors and controls, rotors and calipers, 930 front rotors, rear AC condensor, AC compressors and vent windows. Tim Everett, 241 E. Elm St., Conshohocken Pa 19428, (215) 828-7250 (W) (215) 862-9191 (H). 11/91

Autohority software gift certificate, up to \$895 of performance software (chip sets) - won at Parade. Best offer over \$500. Also, crank, pistons, rods, and turbo from '86 Turbo with 14K miles. Ron Pace 648-8151 (W), 426-8690 (H). 10/91

KONI Strut Inserts, brand new for Boge struts \$75; four 911 vented brake rotors, \$100/set; M-front calipers \$35 each; Yokohama 008Rs, 225/50-16, brand new \$75 each. Richard F. Newton (215) 340-1184. 11/91

Radar Detector, BEL Express 3, cordless or cord, never used - new in box, pocket size, state of the art, priced to sell. Stephen (215) 624-1487. 11/91

Wanted

911 Targa roof for 1983 SC, good condition or better. Larry Schwarz (215) 357-3655. 11/91

Pair of 205/55x16 Dunlop D40/M2 SP Sports with good tread. Singles considered. Bill Kelso 233-5142. 11/91

911 windshield - fair condition for race car; 7" 914 wheels; EMRA mini-Sponsor; early 911 oil pressure gauge - must work, appearance not important. Ottolini & Snyder (215) 282-1627. 10/91

Executive Committee and Appointed Positions

PRESIDENT

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2801 Stoneham Drive
West Chester, PA 19382
640-1675 (H)

EDITOR

John Williamson
362 Thatcher Circle
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PAST PRESIDENT

Bob Russo
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Hatboro, PA 19040
674-4756 (H)

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Lisa and Rex Carle
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Coatesville, PA 19320
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West Chester, PA 19382
692-6039 (W)

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Berwyn, PA 19312
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249-9138 (H)

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Wallingford, PA 19086
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Debbie Cooper
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364-2466 (H)

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GOODY STORE

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ADDRESS CHANGES should be sent to the attention of the editor.

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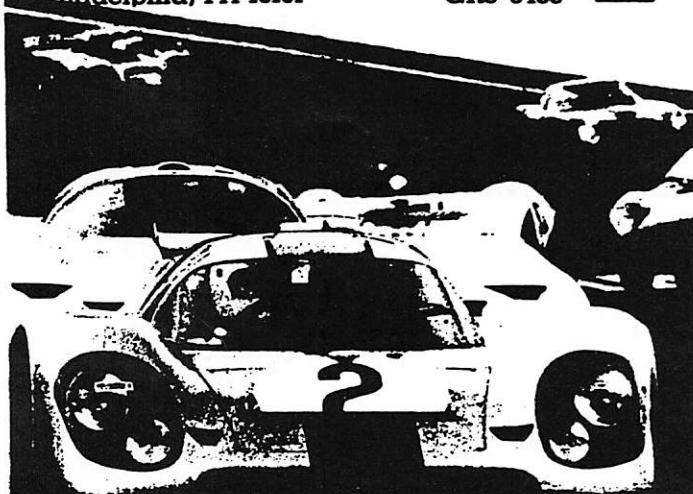
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