

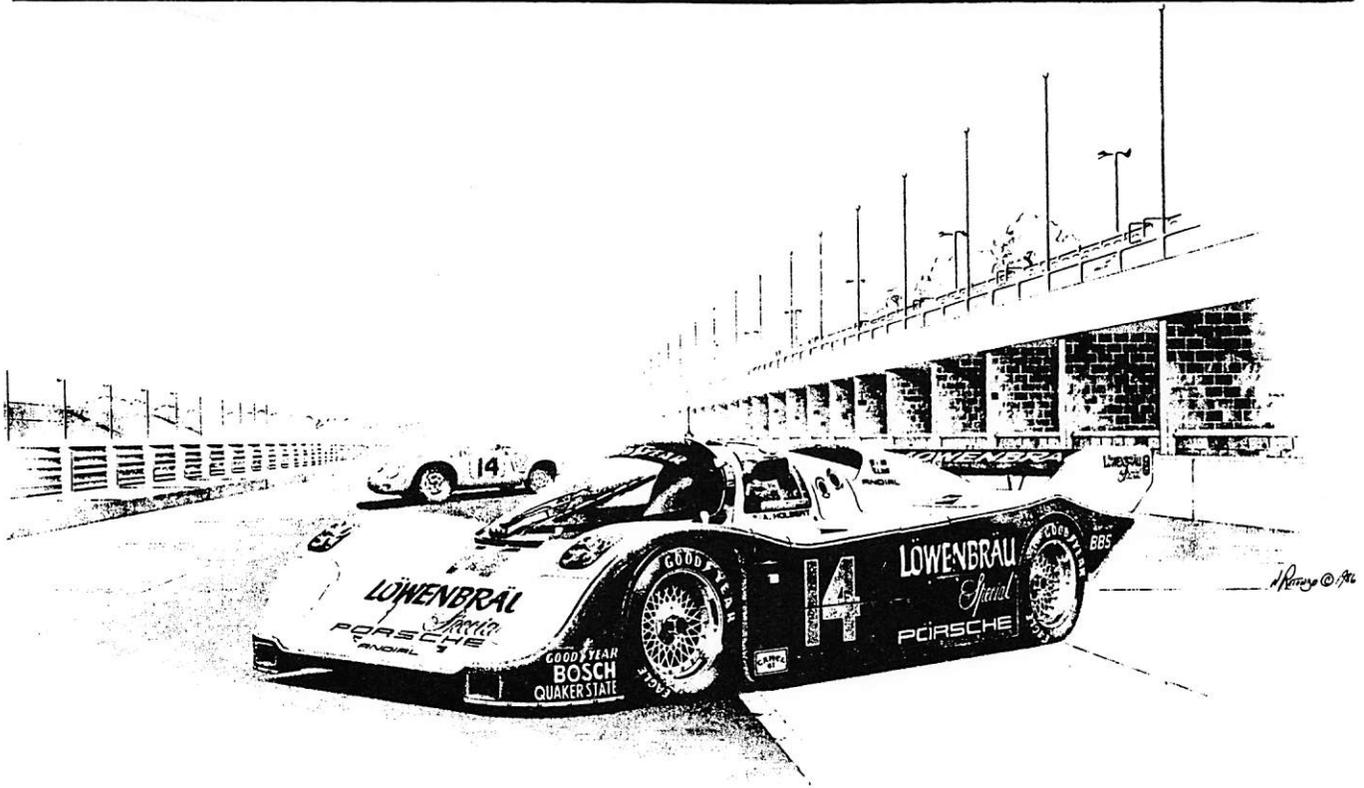


Gettin' Ready for the Banquet

Good Morning Pocono

Tech Notes

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President's Message



November is here which means, among other things, the RTR election has come and gone but as this is written our national elections are still cluttering up the airwaves with all the reasons you should vote for A and not for B. This too will pass. I hope you exercised your right and voted for whomever you think will do best by the country. The results of our election had the proposed slate winning the various posts. There was an interesting amount of write in votes which makes one wonder why folks that wish to hold these positions don't come forward to get nominated letting all the members know of their intentions and who knows – even winning. Ah well, there is always next year.

It has been suggested that we consider updating the region's bylaws. This tends to be a lengthy procedure due to various and sundry opinions. Should you have any suggestions contact one of the Exec members to express them. It's your club. By the way, should you wish to review them they are posted on the web page.

November will start the activity slow down period for the region. The fall rally is the only club activity. December will host the annual Holiday Dinner which combines the November and December meetings. The details are in this issue and on the web site. Don't wait until the last minute. There are two major reasons for the slow down: as it gets colder people and/or Porsches often hibernate and many people are gearing up for the holidays. We are always open to suggestions if there is an event you would like to see.

The fall rally was a huge success. There were

33 cars involved and the event was great. Day was a bit chilly and clouds sometimes made their presence known but overall it was a great way to see the countryside. Look elsewhere in der Gasser for the official results.

I attended a Ferrari event in September. It was sort of like a mini parade with a driving event at Pocono and ending with a Concours/auction/dinner at Hershey. Of all people to run in to, Vern and Betsy Lyle were there. Seems Betsy's uncle, General Joe Marsh, has what may be the consummate Barney car – a purple Dino! It is either the last prototype or first production Dino made (records are not real clear on this point) and is one of the very few purple Ferraris produced (before you snicker, don't forget that Porsche also produced the revered 911 in Aubergine, which our own John Crowley among others possessed). His Dino was a total restoration from the ground up over some time and the work paid off. He won best of show! The cars

General Joe Marsh has what may be the consummate Barney car – a purple Dino!

were in the exhibition hall and the first thing Vicki noticed was every one, from the newest to the oldest, had a plastic sheet under them to catch any oil that might fall on the carpet. Not that ours don't tend to shed a drop or two now and again but it was interesting to note that they were concerned about the new ones as well. One difference you notice between the two marques is they tend to overlook 'character flaws' more so than the owners of the Teutonic cars. Perhaps things are different at the national event but from talking to the folks there I don't get that opinion.

Think Porsche and I'll see you at the next event.

Bill



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Driver Ed at the Jefferson Circuit earlier this year. (Doug Mahoney)

Riesentöter Calendar of Events

DECEMBER

10 Holiday Banquet, Joseph Ambler Inn, Montgomeryville, PA (see page 10)

For the latest calendar updates & much more detail of events visit the
Riesentöter web page at www.rtr-pca.org

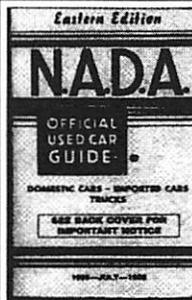
Kurt
Faller at
a Driver
Ed
event
earlier
this
year.



Doug Mahoney



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Club Meeting Info



The evening at Otto's seemed to attract members who have not surfaced for awhile as well as regular attendees and some new Porsche owners. The place is a real German style restaurant and the food is "to die for" as Vince from Holberts once said. The food, authentic. The décor, German down to the employees outfits. And of course, good old German brews. The club had its own private room, the food was self-serve, and it just did not seem to end. Not bad for the price club members put out.

After one was finished over-eating, the "beer garden" behind the place had a large tent set up with tables and chairs to relax in or fall asleep. Bill had the PA system up loud to make sure every member knew how to vote in order for everyone to be elected honestly. Remember, this was election night for the Exec and next year's committee should be in this der Gasser.

The night wrapped up early for once with everyone went either back inside for more German beer and Schnitzel or to the parking lot around the Benz. Keep smiling Dennis. If anyone missed out on the package maybe next year we will be back. Make it a point to have dinner one night at Otto's. It is well worth it and a big thanks to Craig for selecting a great place.

Hope to see everyone at the next event, which will be the Holiday Banquet at Joseph Ambler Inn in Montgomeryville on December 10, 2000. This is always a great event and everyone, even the crabby members, have a good time out. So rent a tux, have yours cleaned, buy your other half some new stockings and get moving. See you soon.

Randy L. Jameson,
Vice President of Riesentöter



The club
had its
own
private
room and
the food
just did
not seem
to end.

Don't Forget:

No

Membership

Meeting

in November

but

Get Ready

for the

Holiday

Banquet on

December

10th

See Page 8

for

Details

Membership News

by Tracy Chatley, Membership Chairperson



Please welcome the following individuals who joined Porsche Club this month:

Richard and Tim Astheimer	Salfordville, PA	'00 Boxster
Rudi and Marianne Bauknecht	Ambler, PA	'01 Boxster
Mark Beitzel	Boothwyn, PA	'86 944
Harry Betz	Newtown, PA	'74 911
Christopher Bohem	West Chester, PA	'84 911
Brian Boles	Limerick, PA	'97 911
Tony and Suzanne Calvaresi	Reading, PA	'74 911
Katharine Campbell	Malvern, PA	'85 911
Edward and Nancy Dawe	Emmaus, PA	'68 912
Paul and Sharon deBacco	Devon, PA	'87 911
Lee Devin	Swarthmore, PA	'89 944
Ray and Tracy deZarate	West Chester, PA	'87 911
Glenn Edgeington	Exton, PA	'01 911
Linford Foulke	Quakertown, PA	'95 911
Vincent and Andrea Gubey	Gilbertsville, PA	'81 911
Bruce Heppenstall	Gladwyne, PA	'99 911
Barry and Arlene Hockfield	Penn Valley, PA	'00 911
Jerry Insdorf and Sarah Kading	Haverford, PA	'96 911
Judith Kroeger	Allentown, PA	'63 356
J. A. Langston	Wayne, PA	'87 911
Jay and Kaye Lermite	Bryn Athyn, PA	'88 928
Steven Lilley	Wyomissing, PA	'91 911
Scott and Susan McLellan	Kempton, PA	'00 Boxster
Sina Moainie	Philadelphia, PA	'99 Boxster
Cy and Cindy Moreland	West Chester, PA	'01 911
John and Christine Nicastro	Warrington, PA	'85 911
Vincent Palumbo and Kathy Kitsakos	Allentown, PA	'01 Boxster
Frank and Barbara Parke	Ivylnd, PA	'96 911
Arthur Schlicher and Karen Afflerbach	Slatington, PA	'74 911
Malcolm Sheppard	Philadelphia, PA	'00 Boxster
David and Jennifer Shiley	Hatboro, PA	'82 924
Thomas Simon	Bryn Mawr, PA	'01 911
Judith and William Smith	North Wales, PA	'00 Boxster
Robert and Jean Vogel	Abington, PA	'00 Boxster
Karl Voight	Bechtelsville, PA	'00 Boxster
Charles and Rebecca Winiarski	Downingtown, PA	'01 911

Please also welcome the following members who transferred from other PCA regions:

Pete Newcomb and Lynn Shelly	Philadelphia, PA	'99 Boxster
Glenn Rose and Roxanne Brocksmith	Bensalem, PA	'91 911

We look forward to seeing all of you at the next meeting. Welcome!!



Membership Milestones

These are the Riesentöter members reaching membership milestones this month:

20 Years!

Thomas and Nancy Baker

15 Years

Roshen Irani
John and Beverly Irvin
Frank Pilotti
Gerry and Janet Weger

10 Years

Stephen Luce
Henry McAdoo
Rose Ann Novotnak

5 Years

Robert and Lyndell Auchenbach
Jeff Bornholdt
Leonard and Louise Clark
Bert Cossaboon
Randy Feldman
Edward and Ellen Goss
Peter Hogan
Mark and Ann Kobialka
Richard and Mary Lee
David and Kelly Meek
John and Kathy Panizza
Rudolph Petercsak
Anthony and Camille Urbano
Sol Weiss
Richard Wilfred-Hunt

*Congratulations to all of you and
thanks for showing continued support
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Election Results

The annual election was held at the October meeting. The executive committee for 2001 is:

President	Bill O'Connell
Vice President	Tom Zaffarano
Treasurer	Art Rothe
Secretary	Randy Jameson
Social	Craig Rosenfeld
Membership	Chip Grimes
Editor	Jim McHenry
Autocross	Brian Minkin
Track	Michael Andrews
Tech	Myles Diamond & Ed Kovalevich
Goodie Store	Liz Zaffarano

No recount is expected.



Robert P. McCullen

June 27, 1944 — October 18, 2000

Bob McCullen, one of Riesentöter's long time members passed away on Wednesday, October 18, 2000. A member of the Region for over thirty years Bob was active during the early years of the club attending rallies, autocrosses, Parades and serving on the Exec. When the Region hosted its first-ever Driver's Ed. event in the '70s Bob conducted all the flagging schools, organized the flagging schedule, handled all the communications for the event and worked as Grid Marshall! All his "behind the scenes" work assured a first class event that was the envy of other Regions.

Although he loved his Sand Belge '67 911 and the Riesentöter Region he loved his family more. Bob's unselfish setting of priorities saw him voluntarily put his own interests aside for a while to devote time to his wife, Nancy, and to nurture their daughters, Colleen and MaryKate. With the girls successfully pursuing graduate and medical school Bob decided that he now had the time to renew his participation in the club. He began attending events and, as usual, wanted to get more involved. After a few meetings, he realized that it was difficult for the members to actually hear what the Exec and guests were saying so he volunteered to help with the Club's communication needs and created the position of Public Address Coordinator. He approached this position as he did everything in life with dedication and attention to detail. No job was too small for Bob to give it maximum effort. Bob's contributions to the club through the years may not have been "high profile" but it is largely a result of his efforts that the Region was able to build its early reputation for smooth, safe, and consistent events.

Bob's dedication to a cause did not stop with the Porsche Club. Active in his church, the business world, and community, he was always the first to lend a helping hand. In the thirty-odd years that we knew him he never uttered a harsh word or had a bad thing to say about anyone. Bob McCullen was the archetypical "nice guy". He accepted our teasing of his idiosyncratic investigation to the minutest detail of any project; he undertook and laughed with us at all his "notes" and "questions". He knew it was done with the warmth that can only come from close friendship and respect. Ask any of the "old timers" who knew him if they have a favorite "McCullen" story and I'm sure they will! It may be the one about him winning a door prize at the Boston Parade – a case of Cranberry Juice!! Or it could be instructing him at an autocross or Drivers' Ed. at the Glen. Or maybe, his obsession with timing himself with a stopwatch on the way to work! Or his '70s Firebird with enough antennae that one member called it the "Swat Team" car!

In the final analysis though, he was truly an inspiration to all who knew him – he was the one who "did it right". We are all fortunate to be able to say that we were friends of Bob McCullen.

He will be missed.

Donations can be made in Bob's memory to: The American Brain Tumor Association, 2720 River Road, Suite 146, Des Plaines, IL 60018

Tech Notes

Extreme Pressure Lubrication Additive

by Tony Checkowski, RTR Member

How often have you seen advertised an additive that will do wonders for your engine? Even if you take a chance to try it you are not sure it is doing what ever it is suppose to do. The hand is quicker than the eye and the advertisement is meant to be quicker than the mind. Is the test a trick? Is the one positive result one of 99 other failures? How much are the big names getting paid to promote the product? How long will the results last? All good questions but how do we get a reliable answer?

Usually these kinds of products have a patent number assigned to them. That means that technical people in the U.S. Patent Office have tested the product and issued a patent number after doing sufficient tests to ascertain if the product will work. They will also do other tests to see if the product is detrimental to the environment or even to various other devices that may use it.

The only way to check on this is to read the patent.

Before the use to the Internet it was time consuming to get a copy of a patent. Find the patent number of a product, write the Patent Office, get an application, send a check or two, hopefully it arrives some time in the near future and hopefully it is what you asked for.

Now you can order the patent over the Internet, pay for it over the Internet, and download it within a few days with your own PC. This makes it a lot easier to check to see if the additive works in the application that you have in mind.

That is what I did with the additive known as 'Prolong'. I am sure you have seen it advertised in TV ads and probably other places. Does it work? Does it work in an automobile engine? How long does it last? More good questions, so I read the patent numbered 4,844,825 and entitled *Extreme Pressure Additive for Use in Metal Lubrication*.

The inventor filed the patent for the product in 1987 and was issued the patent number above in 1989. Because of its corrosive nature it was not usable in most metal products. It appears some-

time later that the inventor found a way to essentially halt the corrosive nature of the product. Now it can be used for applications where most metals contact metals: piston rings against cylinder walls, cam shafts against valve stems, ball bearing balls rolling in raceways, transmission gear teeth against gear teeth, etc.

The basic product is chlorinated paraffin. When under high pressure and heat, it gives up its chloride atoms to form iron chloride or a chloride of whatever metal it is rubbing against. This metal chloride has substantially less friction than the friction of the two rubbing metals.

The substance
not only
produced very
little gouging
but seemed to
actually fill
and polish
the wear area.

Under comparison test with a typical motor oil the typical motor oil would clearly permit gouging of the bearing surface under essentially no load. The chlorinated paraffin produced very little gouging under a heavy load and deposited its metallic chloride in the gouged area. It seems to fill and polish the area. It worked better than designed to work. This was the final result of all the test at the Patent Office.

The chlorinated paraffin contained parts of chromium, copper, lead, aluminum, silicon, tin, magnesium, silver, nickel, zinc, and calcium.

For you chemists when the original additive was subjected to high pressure and the resultant heat, it released hydrochloric acid. This was halted by the addition of calcium sulfonate (1.0% by volume). Extensive time and temperature tests were run to check if corrosion was still a problem. It is not.

The product looks like: 51% chlorinated paraffins, 31% solvent, 15% mineral oil and 1% calcium sulfonate. One part of the above additive to 20 parts of motor oil will do the job in an automobile engine (about 20 oz. In your 911 or 8 oz in your 5 quarts 'other' car.) Instrument could not detect the release of any chlorine gas from the additive under test.

A competitive product called 'Dura Lube' did not have a patent number associated with it therefore it was not possible to compare the two products in this manner.

This is a brief summary of the patent. It is a 7-page document with no drawings if you are interested in getting one for yourself.





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of



The Millenium



December 10, 2000

The Historic Joseph Ambler Inn

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Hors d'Oeuvres - 4 p.m.

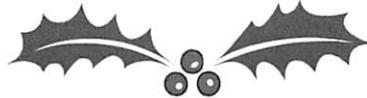
Dinner - 5 p.m.

Dancing 'till ??

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First 110 reservations accepted: Deadline December 1st.

You may call immediately Craig or Bill at 610.777.6500, then send your check to finalize reservation.

Overnight accommodations at the Inn may be made by calling 215.362.7500.

Bottom Feeder's Corner

Off to the Track

by Randy Cohen, RTR Member

Last year Der Gasser offered a free track event for the best contribution to the newsletter. Due to technical problems, I had to postpone the event to the last run of the year. Fortunately, I also had the good luck to find a ready-to-run track car on Ebay.

The newest addition to the stable is a '79 924S. No, its not the one with a 944 motor, still has the Audi based boat anchor but it does have an upgraded suspension, limited slip(in case of ice racing I guess), and all options deleted to save weight. The previous owner added his touches; a header, big throttle body, cam, engine rebuild, Konis, monster springs and bigger sway bars. I added some sport seats and a set of old R1s on track wheels. Thanks to Nick Plenzick for donating an old Bursch muffler so at least the car sounds fast.

The car was awesome on the track. Even though I had a definite lack of horsepower, the handling is a dream. I take back everything I ever said about front engine Porsches, they are easy to drive and much more forgiving than my 914. The 924 is about as opposite from a 914 as you can get for a bottom feeder car. The 914 is hard to stop, easy to spin and shifting is the worldwide standard for vague. The 924 is easy to stop, hard to spin and shifts like the gear-box is connected to the shift lever.

It took a while to get used to the car on the track, the first session I couldn't hit an apex with a grenade. Then I got the feel of the car's balance and realized how forgiving it is at and beyond the limit. By the end of the weekend I felt much more comfortable with the car and even tried turn one flat out, which

is about 110 in this car. Amazing how narrow the course got at that speed!

I came up with a mental chart on how hard a person drives on the street or track, it goes like this:

- 1/10 – My mom driving her Saturn
- 2/10 – My wife with the kids in her Volvo
- 3/10 – Typical morning commuter not on the cell phone
- 4/10 - Me in my Quattro
- 5/10 – The sane limit for the street
- 6/10 – About the average for a green run group
- 7/10 – My pucker factor at this level is so high I don't need a seat belt to be stuck in the seat
- 8/10 – I'll have to stop buying old used tires to approach this one
- 9/10 – Ready for the red run group
- 10/10 – No idea how it feels, I'm happy watching it on TV for now

Thanks to Mike Andrews for offering a great reward like this, can I have another freebee buddy? The Driver Ed events are very well run and all Porsche owners owe it to themselves to try driving their toys on the track at least once. It gives you a real respect for the engineering genius that went into these cars. I'm looking forward to next year and trying to move up another 10th on the list.



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Just the Details

Interior Stains and Odors

by David Bynon, San Diego Region's Windblown Witness

With our active lifestyles and the amount of time we spend in our cars, the car interior is easy prey for a myriad of stains and odors (yes, even our Porsches!).

Stain Removal Basics

Even without protection, you would be amazed at how easy it is to clean up most stains with nothing more than a neutral detergent and water. A neutral detergent has a pH of 7 (on a scale of 0 to 14). A detergent with a pH less than 7 means it is acidic, whereas a pH higher than 7 is alkaline. Neutral detergents will not bleach fabric or remove fabric protection.

When cleaning a stain, try detergent and water first. If this does not remove the stain, then go for a cleaner with a little more oomph! Common cleaning agents for interior stains include:

1. Neutral detergent (Ivory Liquid) & water (1:20)
2. Mild ammonia and water solution (1:5)
3. Distilled white vinegar and water (1:1)
4. Dry-cleaning fluid (Carbona, Renuzit, Perk)

Tools you'll need:

1. Spatula or putty knife
2. Clean, white terry cloth towels
3. Soft bristle scrub brush
4. Wet-dry vacuum

Some stains, no matter what you try, will be permanent. If an indelible stain has penetrated the fibers of a material, they will not come out. You might be able to make the stain less noticeable but no cleaner or method will remove all of the stain. You will have to live with it or have the section of carpet or upholstery replaced. In some cases leather and vinyl stains can be fixed by color matching the area with a leather or vinyl repair system. In the past, this was a job best left to a professional but there are pretty good do-it-yourself kits available.

Removing Odors

I get a lot of questions about removing smells. The most common questions are "How do I remove the smell of cigarette smoke?" and "My child vomited, how do I get rid of the smell?" Most bad smells in cars are organic (i.e., food, urine, vomit, tobacco, grass, mold, mildew, etc.). I recently had a professional detailer tell me a client had spilled fish in his car, which I know from experience is not pleasant. As a teen I hid an open can of sardines under *continued on page 18*

Good Morning Pocono!

by Dave Boerner, RTR Member

Wow. what a great day for racing, er, I mean Driver Ed. They even put a sign up for me "Pocono Raceway Welcomes NASCAR". Wait, my name isn't Nascar, must be someone else in the group. Have to hurry to get to tech. Hey Myles, Ed thanks for letting me join you and your friends last night for dinner and conversation. Helmet? Uh, sure I guess you would need to see that, too. Yea, my first time racing I mean at Driver Ed, how'd you know? Clearing tech I'm off to the driver meeting. Cool racetrack. Crash, I mean quick and thorough instruction on rules and regulations. Classroom time was very helpful; "wrinkled" and "broken" now have a new meaning. Driver instruction was great. I was lucky to have several great instructors.

Special thanks to Kurt Faller, Mike Dougherty and Tony Bonanni for having the guts to get in the passenger seat. Kurt gave me a ride in his #59 911 turbo track car (page 2). After the ride he asked for my thoughts. I was wondering how long it would take for the smile to leave my face. It's a month later and I'm still smiling. Can't understand why he wouldn't let me drive.

I have to hand it to you guys especially Mike Andrews and Myles Diamond. You guys did a great job and you deserve a lot of credit. The whole day was great from the classroom to the track and to the grill, yea great food too. Great cars, great people, and great weather made for a perfect day. Too many new friends to mention but enjoyed hanging out with Paul Cross, who is a great guy.

Cars ranged from mild too wild. If you missed this trip to Pocono you missed a great time. For us new guys and girls too there was a whole lot to take in on the first day and flagging at the end of the day gets long, especially on Sunday. What an incentive to get good enough to move up to blue. If you don't understand what I'm talking about don't worry it's cryptic until you come on out and join the green team. If you go and I encourage you to, register early but only after me. Call me and I'll go over the do's and don'ts like don't use duck tape for numbers it's a #*@*\$ to get off and don't drive with your window up yeah that was me but do come prepared to have a great time with great people. Well, since I can't type and drive at the same time it's time to go. See ya at the track. Dave Boerner and his "totally awesome" (kids' input) Boxter S. 

Ask Eddie:

Practical Tech Tips for Porsche Owners on a Budget

Edited by John Phillips

Dear Eddie: I have a 914 1.8. My mechanic says the "compression's in the 'sixties". My car is a 1974. What does he mean? The car is a weekend "fun" car, and I can't afford expensive repairs. I'm looking for more performance with regards to acceleration, effortless highway cruising and top speed. What can I do to improve without breaking the budget? (author's name withheld by request).

Dear Withheld: Compression is a fancy name for air pressure. What happens in a car engine is similar to what you feel when you're blowing up a balloon (in your case, it is very similar). I wasn't aware that a 1.8 with 60psi of compression actually can accelerate, so it just goes to show that you learn something new everyday in this business. Eddie's usual suggestion for your problem is a 383 GM crate motor. However, this is probably not in the budget...but don't despair! For

acceleration, try trading your daily driver for a Geo Metro with an automatic transmission. This should add 40-50 apparent hp to your car for that special Sunday drive. You could also try poking a hole in the muffler...it will sound faster (and will also help rid your property of stray dogs). For effortless highway cruising, try drafting a Ford Festiva or any Kia product. This may require a little effort, but has the added benefit of improving gas mileage (a win/win in my book!). As far as top speed, this is more of a problem. Wind resistance is the culprit here. You could try taping over your windshield wipers. You didn't tell me if there were bugs on the front of the car, but removing them should help (as will a good coat of wax). For the ultimate, you could also try pushing it off of a steep cliff. I've been told this yields dramatic results, although this may shorten the life of the vehicle considerably. Have "fun" with your car.

Eddie "The Wrench" Wakowczki has run Deutschland Auto Repair and Live Bait for over twenty years. His proud commitment to customer satisfaction is summarized in his motto: "At Deutschland, Quality is our slogan"



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CLASSIFIEDS

PORSCHE FOR SALE

69 911 T, Guards Red 106k mi., repainted in '92 w/ photos of all bodywork performed, 8 spoke Minilites. Runs well, PA inspection valid to 9/01. \$11,000.00 Bob Murphy, Plym.Meeting,Pa 610-275-9284 rwmurphy@erols.com 11

75 914, Award winner (Princeton '97, New Hope '98), orig owner; bought, serviced & restored at Holbert's (car displayed at Holbert's Boxster debut Feb. '97). Driven to the July '98 Schattenbaum track event in the markings of a 1970 Marathon de la Route racer. The original specification can be described as a Limited Edition 914 w/o the wild paint scheme. Recent upper & lower engine rebuild w/a rework to 2 litre, other hp increases, brake lines, new clutch, and suspension improvements. \$8,500. Joe Bednarski 215-493-6766 Yardley, PA 10

79 911SC Coupe, 65k miles, Hellblau (Bright blue) w/color-matched Fuchs, black cloth interior, tensioners, rotary compressor, AC updates on and under dash, euro headlamps and tail lights, new synchros & clutch, bra. \$15,000. Jim 732-671-6037 (day/night), nacl1023@aol.com. 10

85 911 Coupe, #WPOAB0917FS12056. Factory Turbo-Look, 1 owner, 11,500 mi, black/black leather, pwr: windows, mirrors, sunrf. AC, new tires, new Blaupunkt radio w/cassette. No smoke. Never in rain or snow. Always garaged & covered. Immac cond. \$39,000 firm. Robert Weissberg 215-364-9525 9

86 944, Silver w/blk interior, 5 spd, daily driver, high miles. Rebuilt lower A's, fresh trans., Kenwood CD player, recent cam belts, water pump and pulley replacement, garaged, non-smoker. \$4,200 OBO. Paul Nederostek (610)767-2763 10

87 930 Coupe, Red/blackw/32,500 miles, LSD, lumbar, heated seats. No dents, dings, etc. Completely stock except for Blaupunkt CD (orig. Reno with car). First owner, svc. history, needs nothing. \$3K+ on recent tires, alignment, Euro ride height, and 30K & A/C service. Drives perfectly w/plenty of power. Pvt sale (too many Porsches) \$36,500 firm. (Note recent price guide in Excellence.) Don Kaas 215-6790-0853 11

87 944 Nautic Blue/Tan leather, 80k, PCA Club Racing prepared - class I. PA inspected. Many Dougherty improvements: new ltd slp transaxle, Firehawk shocks; upgraded torsion bar, sway bars, bushings, K&N, throttle cam. Chip avail. New cam belt and all typical 944 replacements & upgrades. Also tire trailer (and hitch) with 50% Hoosiers on 16" rims, Dunlop SP 8000 on 15" phone dials on car. \$8900. Jim Farrand 610-861-4098 Bethlehem, PA. 11

87 911 Carrera Targa, Guards Red/blk leather, power brakes, steering, windows & locks, C/A, loaded, 94k mi. \$21,000. Sandy Dietch, Lansdale, PA 215-699-0479 or e-mail: sidekicksd@hotmail.com 11

87 944, Second owner, red/black leather, 38K mi, new timing belt, water pump, throttle cam, K & N air filter, performance

chip, quick shift kit, cat back stainless steel pipe (4") tip, new mats. Refinished wheels w/color ctr caps, new Yok tires. Outstanding cond. in & out. Pwr wind, snrf, cold a/AC, \$12,000 firm. Must sell, all records. Jason Maurer 215-396-2844 9

93 928 GTS, Navy/tan, automatic, 80K, mechanically perfect, very clean & well maintained. \$35,000 obo Frank 215-493-5989 11

95 Carrera Coupe, Paint to sample silver (no blue tint) w/full red leather interior (\$4000 option). Original Owner. Always garaged with 12,500 miles. No modifications. Additional options include: 17 inch wheels, premium sound system w/cd changer, supple leather, full power driver side seat, plus other factory goodies. \$49,000. Call Steve Durham @ 610-964-9855 nites or email steven.durham@gs.com. 11

97 Carrera Coupe, 993 narrow body, 1 owner, Glacier White/blk int. Many factory options including Litronic lights, MotorSound Pkg & sound system. 18" turbo wheels w/new S-02's, Well maintained w/17,000miles. Many extras. Call Randy Jameson at 610-913-0717 jameson993@aol.com

98 911 Carrera 2S Coupe, White, Gray Sport Seats, Limited Slip w/ABD, 18" Technology wheels w/AVS S-1's, Motor Sound, CD, 14,000 mi., original owner, \$69,000. William G. Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382, 610-793-9345, barrettc@dellnet.com 11

01 Boxster S, Black, Gray Interior and top, Heated Seats, Sport Package, Tourist Delivery miles only, possible shipment to the Porsche dealer of your choice. \$55,000. Debbie R. Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382, 610-793-9345, barrettc@dellnet.com 11

PORSCHE PARTS

Bra, factory accessory for 993, black, never used, still in orig box. Storage pouch included. \$40 215-297-0784. 9

Parts, 4 Fuch Wheels - Black centers, polished outer rims, no center caps. Very good to excellent condition. 7x16 and 8x16: \$1,000. Suspension parts: 930 Factory 19mm torsion bars \$50 ea, 33 mm G50 torsion bars \$150 pr. Third Foot gas pedal for effortless heel & toe \$90 Nick Hataiski 610-269-3467, email nixemail1@attglobal.net 9

Tires, Hoosiers, 245 x 17 and 275 x 17, barely used, Chip Grimes, 610-935-3793 9

Tires & Parts, Two sets factory Fuchs wheels 16x7 and 16x8 black centers with Hoosier tires in decent shape \$1200 set sold in sets only. Set of BBS single piece wheels 16x7 and 16x8 with gold centers; straight but need a good cleaning; used for rain tires on a track car comes with a new set of grooved Hoosier rain tires \$900. Set of BFG R1 tires 225 16 and 245 16 about 75% left \$160. Misc. Hoosier tires 225 16 and 245 16 \$35 each.

Rear deck lid with turbo rear wing used on 1979 911\$290. '75 911 tach and speedo \$100 each. Brake parts for 1979 911 SC new last year: calipers w/set of new Hawk brake pads and misc. rotors \$290 front pr, \$225 rear pr. Pedal cluster with master cylinder all new within past year \$150. 1979 911 SC cams with all rockers and shafts \$250. Contact Mike Ellis 610-529-4770 or Mellis112@aol.com

10

RUF wheels, 18 x 8 1/2 and 18 x 91/2 with Dunlop SP Sport

OTHER STUFF

8000 225 40 ZR 18 and 265 35 ZR 18 \$1800. Tuck hunter 610-869-9114 or uplandrac@aol.com.

10

Wheels, 7" & 8" Fuchs for 911. Black centers, 8" wheels have never been mounted. \$1000. Jim, 732-671-6037, or nacl1023@aol.com.

10

Wheels, set of 4 from '87 928S4, excellent condition, \$300 Jeffery Benner 610-867-0293

11

96 BMW 328is, Black w/black leather, 5-speed, sport package, onboard computer, cruise, 4 wheel ABS, traction control, dual airbags, sunrf. Power steering/windows/door locks/dual power seats, folding rear seats, new front tires, rears nearly new (70%). 54K miles. Excellent condition - needs nothing. Located in Bucks County, PA. \$22,000 (\$3K below NADA retail) Karen Zarinsky at 215-997-5929 or kfz911@yahoo.com

11

89 Mercedes Benz 560 SL Roadster. White (original) with cream leather interior, both tops, 45K miles. Serviced at the same M-B dealer from new. \$31,000. Call 732-671-6037 or email nacl1023@aol.com.

10

Kart, 125 shifter kart, 3 yrs. old, Top Kart chassis with 125 TM engine (Formula "C"). Fresh rebuild, stand, extra nose, three sets of wheels and more. \$4,750 Mike Andrews 215-368-9362

Trailer, 1993 haulmark custom 7 by 16 with extra headroom. Bench, cabinets, checkered floor with aluminum tread runners, Torflex axles w/brakes, many other extras. Holds early 900, 356. Great shape, tows great. \$3800. David Reiter. 610-667-4190.

9

WANTED

96-98 Carrera 2 Coupe, S or narrow-body, prefer low miles, white or silver exterior & well-optioned. Steve Midgett, 15 lle d'Huyere, Devon, PA 19333 610-296-7479, smidgett@dc.com

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Just the Details *(continued from page 13)*

the seat of a neighbor's car. They had to sell the car to get rid of the smell!

Smell problems are pretty easy to take care of with some of the new cleaners on the market. My favorite is called "Kids and Pets Brand Stain and Odor Remover," by Paramount Chemical Specialties (www.kidsnpets-brand.com). This cleaner, and others like it, use enzymes, a surfactant, and denatured alcohol to remove stains and kill odors. The enzymes kill odors in their tracks by stopping the organic material from decomposing. So, spray this stuff where your girlfriend just heaved her guts all over the wool carpet in your new 911 and the mess and stain are gone. Don't use it, and you'll be smelling that night for a long time. Other products that

also work okay for dealing with organic smells and stains include Febreze (Procter and Gamble) and FreshCare (Clorox).

Tobacco smoke is one of the most difficult smells to remove from a Porsche. The smoke permeates everything, including the foam rubber used in the seat cushions. You can successfully remove most of the tobacco smell by shampooing the carpets and wiping down all interior surfaces with a sponge and Kids and Pets Brand Stain and Odor Remover. After the carpet has dried for 24 hours, sprinkle baking soda on the carpet, rub it in with your hands, and leave it for a week. After a week, vacuum your carpets. The baking soda will absorb the remaining odor in the carpet. Don't forget to scrub the headliner, as this is the source of a lot of the smell.



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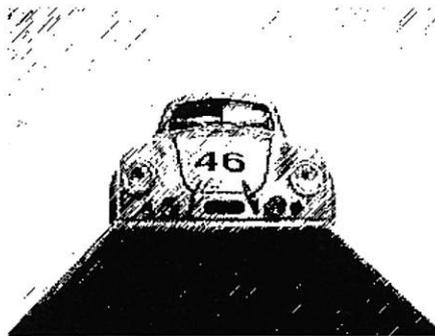
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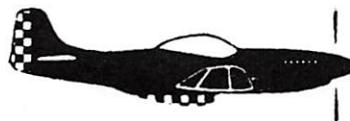
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