

# DER GASSER



Riesentoter Region PCA

April 89



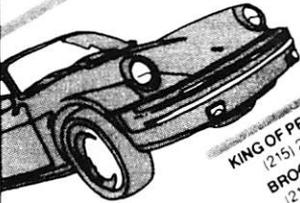
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## Important Info

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

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

ADDRESS CHANGES to be sent to Jim Hartman, the Membership Chairman.

CLASSIFIED ADS are free to RTR members, \$10 per issue to others. Limited to Porsches, their parts, and related items only, please.

For Commercial Advertising Rates, please contact the Editor.

A publication of Riesentoter Region, Porsche Club of America, DER GASSER may contain author's opinions which are not necessarily those of RTR or PCA.

COVER: Look out A Stock - Betsi Leidy is getting REAL aggressive!

## President's Message Bob Russo

They say that the only thing that stays the same is change. Well, at this time, nothing could be more true for Porsche and Porsche Racing. Some major changes are happening - prices are rising, new models are appearing, at the same time that production is being cut by 50%! All of these factors are pushing Porsche to the status of a real "Exclusive". Apparently, fewer and fewer people are able to afford the current generation of cars, since sales at dealerships around the country are down - only 1,500 cars sold in the first quarter (the worst since 1974!)

We are all aware of Al Holbert's tragic death in September, but many may not be totally aware of the effect it had on Porsche Racing both here and abroad. The 962, long the most dominant force in international racing, is a dated design and is sorely in need of change to remain competitive. With the retirement of people such as Helmut Bott, a Porsche Racing engineer, and Porsche's decision to devote its racing effort to the Indy car program, the burden of sports car development (962) was to be done by Holbert Racing! After Al's accident, the Holbert Racing team and its entire shop, who were responsible for countless 962 developmental firsts, disbanded. Even the Indy team has felt Al's loss. Although a total factory effort, Al's leadership definitely kept the program on track, heading in the right direction. Many obstacles and a great deal of hard work lie ahead, and I'm sure that success is in the future, but it probably would have been realized sooner under Al's direction.

The only company that continued to carry the Holbert Racing name has been the aftermarket sales department. On March 31, 1989, the last Holbert Racing business was closed. For the past ten years Holbert Racing has supplied the Porsche and racing communities with specialized products and safety equipment. It's been a great deal of fun and we met a lot of neat people along the way. Jim, Justine and myself want to extend our thanks to all who patronized Holbert Racing and supported our efforts.

Fortunately for us all, there are some things that don't change - the quality of the people in the Porsche Club! You may know that we've been having trouble finding a site for our Spring Social. Well, at the last meeting, two of our members, Bruce Ferretti and Catherine Caldwell came up to me and volunteered their house, actually an estate - Belle Terre! This may be one of the best wine tastings in recent history. We've decided to have it on a Saturday at 4 pm, so we can have time to enjoy everyone's company and the exquisite surroundings. (This will take the place of the May general meeting.) It is a holiday weekend, May 27, but that may be an advantage since there should be plenty of time to recover! Reserve the date and be part of one of the premier social events of the year.

Our thanks to Catherine and Bruce, True Riesentoters!



"THE END OF AN ERA"

## Rap at Idle     The Editor

First things first, let's welcome some new advertisers. Last month we had EuroGal, Metropolitan Insurance and Foto Finish for the first time. And this month we add Redi-Strip, and welcome back Horrigan, Dougherty Automotive and Galbraith's shop, as well. As you probably know, without these folks, and all of our other advertisers, DER GASSER would not exist as we know it. It's only fair that we all make an effort to go out of our way to support our advertisers. And tell 'em Riesentoter sent you!

For you SCCA autocrossers, you should be aware that two Phila region events have been cancelled at Plymouth Meeting, so Ikea can use the parking lot for some big sales they want to have. I don't get it, don't these guys know what malls are for? Dates cancelled are 7/23 and 8/13; they have been tentatively rescheduled for Oct 1 and Oct 22. Stay tuned.

For the Porsche/Corvette Challenge weekend at Pocono, the High Speed event will be like a time trial and not like 200 laps at driver's schools. We understand that the north course will be completely open. Put all of that practice you get to some good use; if you think you're a good driver, come out and prove it. See Wayne Holmes article elsewhere in this issue for details. The Autocross (the actual Challenge) will be run clockwise on the south course. However, the finish line will be before the bowl. National Corvette Club rules say that speeds in an autocross cannot exceed 80 mph. So that's why they always back out of it so early at the end of a straight! And I thought it was just because they didn't have much faith in the brakes.

Just a short comment on Bob's preceding article. Did he really say "Thanks" to us? I'm know he means that, but...

I'm sure my experience is not unique. How many times did we call to ask Bob for advice, or a question that we couldn't find an answer to anywhere else, and he always stopped to help, and never questioned our mental state for asking sometimes stupid questions? And the help he provided even after hours when we were in need; his willingness to accept a challenge and find an answer; and especially his attitude that "you have to do it right, or don't do it".

I think I speak for a lot of people when I say a hearty "Thank YOU" is in order for Bob Russo and his staff at Holbert Racing.

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***Next Meeting: April 26, 8:00***

***Valley Forge Hilton  
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***A Night at the Movies***

***Al Holbert: A Remembrance***

***Skip Barber School tape***

***And maybe the "Rendezvous" tape***

***Join us!***

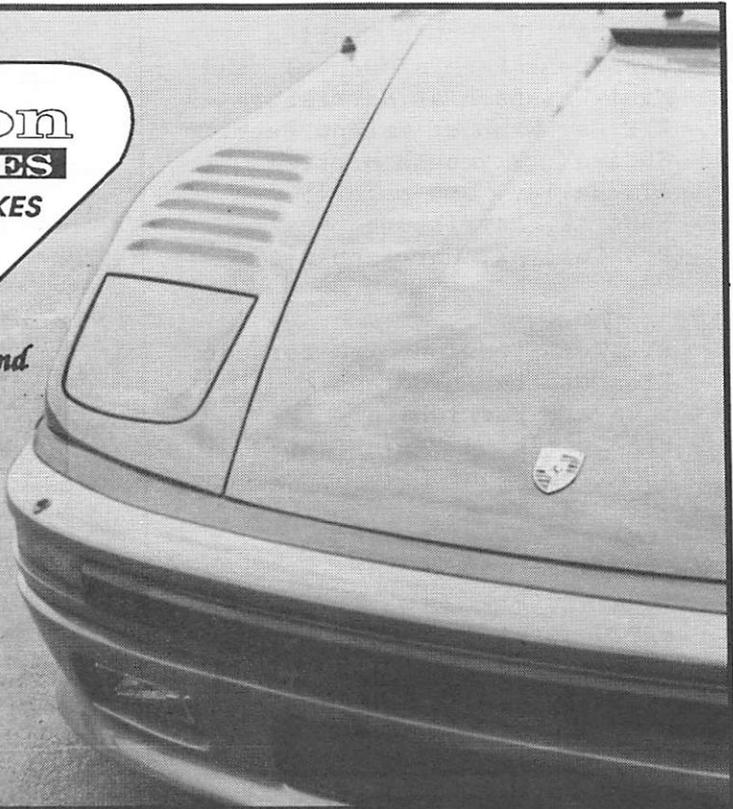
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## Up-Comin

### APRIL

- 22 - Mechanicsburg Swap Meet
- 23 - SCCA AX, Plymouth Meeting
- 26 - RTR General Meeting: A Night at the Movies, see page 5
- 30 - RTR Autocross School, Penn St. Campus, Del Co., see page 10

### MAY

- 7 - SCCA Holbert Memorial AX at Plymouth Meeting, see page 12
- 6-7 - Weatherly Hillclimb
- 14 - Riesentoter Autocross
- 14 - SCCA AX, Harrisburg
- 20 - RTR at Malibu, see page 13
- 20 - SCCA AX, York
- 21 - SCCA AX, Nazareth
- 27 - RTR Spring Social, see page 12
- 27 - SCCA Test and Tune, Harrisburg
- 28 - SCCA AX, Harrisburg
- 31 - NO MONTHLY MEETING

### JUNE

- 3 - Porsche/Corvette Challenge XI, see page 14
- 4 - SCCA AX, Plymouth Meeting
- 4 - Ches/Cent Penn AX School, and Mini-Weissach at Harrisburg
- 10 - RTR Car Wash at Carson Pettit
- 11 - SCCA AX, Plymouth Meeting
- 18 - RTR Rally, see page 15
- 18 - SCCA AX, Harrisburg
- 25 - Pro Solo AX, Harrisburg

### JULY

- 8 - RTR Tech Session, YBH Porsche
- 9 - Riesentoter Autocross
- 9 - SCCA AX, Harrisburg
- 15 - RTR Spirit of Phila Cruise
- 15 - SCCA Test/Tune Day, Harrisburg
- 16 - SCCA AX, Nazareth
- 16 - SCCA AX, Harrisburg
- 22-23 - RTR at Watkins Glen\*
- 23 - SCCA AX, Ply. Mtg. CANCELLED
- 26 - RTR General Meeting
- 29 - RTR at Atco Dragstrip
- 29 - Pro Solo AX, Cincinnati
- 30 - Riesentoter Autocross

\* Complete Driver's Education Event Schedule on page 16

## Club Contacts

### AUTOCROSS EVENTS

Local SCCA, eight of ten events at Plymouth Meeting Mall (behind Ikea) and two at Pennsylvania Int'l Raceway - Kim Fleischer, 935-1993

SCCA Harrisburg, Farm Show Complex, Lynn DeHart, 717-859-2957

SCCA Hershey Park, at the Visitor's Center of the Chocolate Factory, Dave Walter, 717-432-4018

Brandywine Motor Club, Gloucester Co. Comm. College, South Jersey, Harry Smith, 302-836-3304

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## Welcome New Members

By James Hartman

Joseph Herwig 77 924  
Souderton

Mark Latessa 77 911 Targa  
Warminster

Andrew McGreight 58 356A & 71 911T  
Chester Springs

John O'Leary 83 911 SC  
Philadelphia

David Shotzman 87 911 Carrera  
Haverford

Paul Schwarz 70 911T  
Media

Steve Stein 87 911 Carrera  
Media

Carol and Bob Tate 77 911 Targa  
West Chester

Richard Wagman 88 944 Turbo  
York

William Yeager 74 911 Targa  
Lancaster

Jeff Yoroshko 86 911 Turbo  
Wilmington, DE

Ronald Pace 86 944  
West Chester; Transfer from Niagara

John Parrish 79 911 SC  
Merion; Transfer from Chicago

## Member Revs

Susie and Blaine Harteg missed the February meeting for a good reason. They are now the proud parents of Valeri Suzanne. At 7 lbs, 1 ounce, Valeri isn't expected to slow the acceleration of their 944 Turbo.

We are in need of new stationery. Perhaps someone is in the printing business, organizes printing jobs for his employer, or knows how to order letterheads and envelopes in a cost effective way. Will such a person please call the Membership Chairman and help out the Club?

Thanks to these members who agreed to "Be a Buddy" to a new member:

George Bukovsky, Ron Clauhs, Sam Clipp, R. Stanley Cornell, Bob Davis, Charles Field, Tom Fox, Blaine Harteg, Betsi Leidy, Paul Mudrick, Clifford Murray, Bill Nicholson, Archie Pergolese, Paul Richardson, Craig Rosenfeld, Tom Ross, Joe Shelanski, Don Snyder, William Stewart, Jr., Janet Weger, and Jay Windsor.

## Portfolio Contest

Don't forget to submit your guess of the value of all the Porsches owned by Riesentoter members. See last month's issue for details.



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# Exec Committee Minutes

By Bill O'Connell

Held at Rex Carle's house, members present were: Al Anderson, Betsi Leidy, Lisa Lutz-Confer, Rex Carle, Vern Lyle, Paul Margaritis, Sybil Margaritis, Bill O'Connell, Bob Patton, Art Rothe and Bob Russo.

Discussion on meeting sites: Hilton will not be used in May, June, October, and Nov/December. Betsi and Fred had their cars damaged at the February meeting at the Hilton. Valet parking is available for those that wish. Police will be contacted to see if extra patrolling can be done during the meetings.

March meeting will be changed to a tech panel with local talent. The Wine Tasting was moved to May, due to lack of a firm site in time to get the info out in DER GASSER. April will be a movie night.

More advertisers paid for their 88 ads, and we have a few new ones, Eurocal and Metropolitan Insurance.

Social: Holiday banquet at the Homestead Inn on 12/2. We have until 11/2 to cancel if a better or cheaper place can be found. The date at Atco is 7/29 and we have secured both lanes. A tour is planned for later in the year, possibly to Annapolis. Octoberfest will be the auction and elections.

Second Tech Session will be 7/8 at YBH Porsche. Bob will get stamps made for official tech inspectors. Private shops and dealers will use their own stamps. A list of authorized places will be compiled and published.

Autocross School on 4/30, rain or shine. Must buy ten switches for timer. Indexing will be based on top 3 or 4 of class.

Deposit sent to Mid-Ohio, and the event planning is going well.

Paul Margaritis has volunteered to stage a Rally, probably on 6/18.

Treasury balance: \$2,746.95

Goodie Store will order tee-shirts and bags.

Next Exec meeting at Confer's 4/14.



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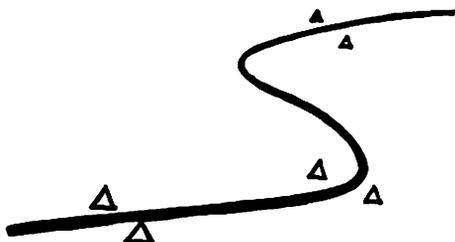
## RTR AX Classes

- A - Modified 6 or 8 cyl, and any car on race tires.
- B - Improved 6 or 8 cyl, Improved 944 Turbo, Modified 4 cyl, 930, 911 Turbo, and 911 3.2.
- C - Improved 924 Turbo, 911 2.4S, 911 2.7-3.0, 911 SC, 944 Turbo, and all 928.
- D - 911 2.0/2.2 S, 911 2.2/2.4 E, 924 Turbo, and the following Improved cars - 914 2.0, 924, 924 S, 944, and 944 S.
- E - 911 2.2/2.4 T, 914-6, 924 S, 944 and 944 S.
- F - 911 2.0 T/E/L, 914 2.0 and 924.
- G - 356, 912, and 914 1.7/1.8.
- H - Improved Class G cars.
- L - Ladies (indexed against top 3 cars in Men's class.
- N - Novice men (indexed)
- NL - Novice ladies (indexed)

**STOCK** = cars which are as received from the factory. A car may have 5 modification points as determined by the schedule and remain in this category.

**IMPROVED** = cars which have a total of 6 to 18 modification points.

**MODIFIED** = cars with more than 18 points, or a "Stock" car in Class B which has more than 6 mod points.



## Mod Point Schedule

Open exhaust	1
Drilled brake rotors	1
Lightening and/or balancing of internal engine parts	1
Higher spring rates	2
Limited slip differential	2
Removing parts to lighten car	2
Overbore of more than 0.040	2
Suspension bushing material other than rubber	2
Double adj racing shocks	2
Shock tower brace	3
Lowering requiring machining, etc	4
Lower aspect ratio tires, except where orig equipment	4
Coilover shock suspension	4
Changing venturi size or type of induction system	5
Changing valve size, port shape or dimensions	5
Changing cam or cam timing	5
Rim width increased more than 1" per side	5
Engine exchange not conforming to "update" rule	6
Driver controlled waste gate or modifying standard waste gate to increase boost	6
Non-stock gearing	10
Race tires	18
Aftermarket turbo	19

Any modification improving the car's performance, that is not specifically listed, must be approved and/or classed by a technical inspector.

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# AX School, May 30

By Rex Carle

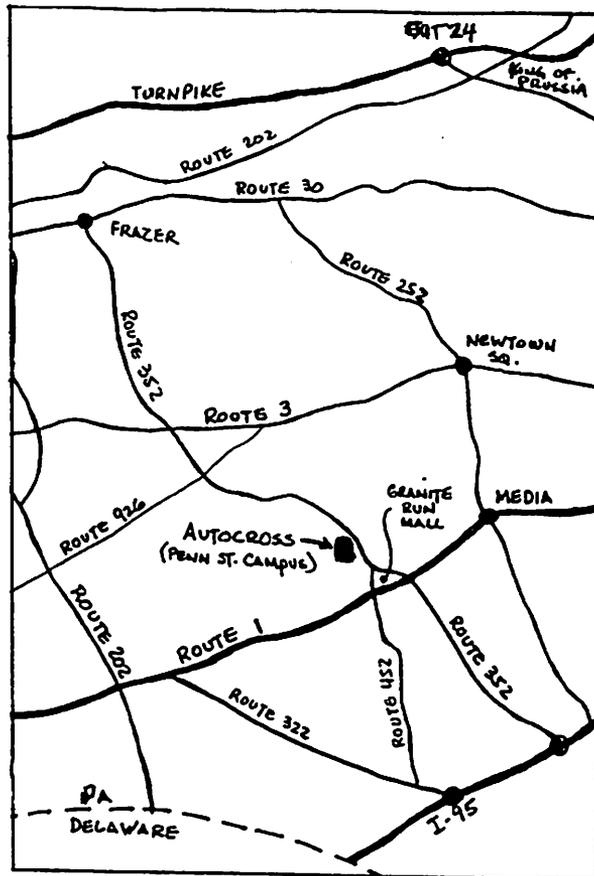
Registration will open at 9 am and the driver's meeting and official walk-through will begin at 10. This year we will have a timed run before and after the school, so you will be able to see how much you improved.

There will be 4 learning stations; acceleration and braking, lane changes, apexes, and slalom, with four groups of drivers rotating through each station.

Please register as soon as you arrive and carefully read the info given to you. Determine the number of modification points your car may have, and class your car correctly.

Next, bring your car, your helmet and your completed registration form to the tech inspection lane. After your car is teched, you can walk the course until the drivers meeting begins. There will be a walk-through with the instructors after the drivers meeting. The purpose of the walk-through is to let you decide what is the fastest line through each section of the course. Try to remember which line you thought was fastest and compare it to what you will learn in the school. Hopefully, your final run will be smoother and much faster than your first.

We're looking forward to a good turnout for the entire series, so come have some fun at the school, and you might just learn a trick or two.



## Autocross 89

By Art Rothe

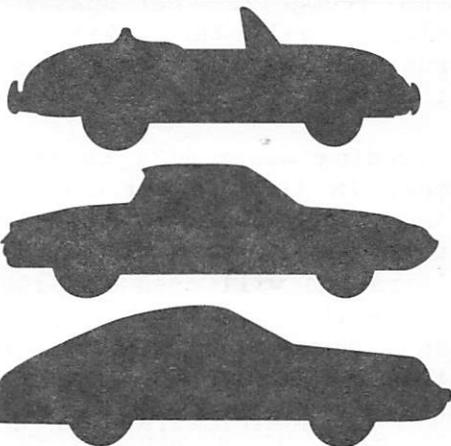
The first event of the season is the School on April 30. This is a great opportunity to sharpen your skills in anticipation of the May 14th opener. The six event series will include the Porsche/Corvette Challenge at Pocono.

There will be Series Championships in nine classes of experienced drivers, plus Men's and Ladies Novice classes. Novice is defined as having run no more than three autocross events. Series winners must be PCA members, and must have driven in at least three of the six events. Series points will be

## Autocross 89 (continued)

awarded for 1st through 6th place (9, 6, 4, 3, 2, 1) and totals will be based on the best five finishes. This allows you to miss an event and still be competitive for the season. (You'll have to think of another excuse if you don't win, like, "Vern changed classes".)

Rex and I hope to see even more new faces this year. There were a lot of novices last year who will move up to the experienced classes, giving newcomers a chance at the gold. And some of the novices from last year will give us old timers something to think about. It should be interesting to see who will be this year's winners.



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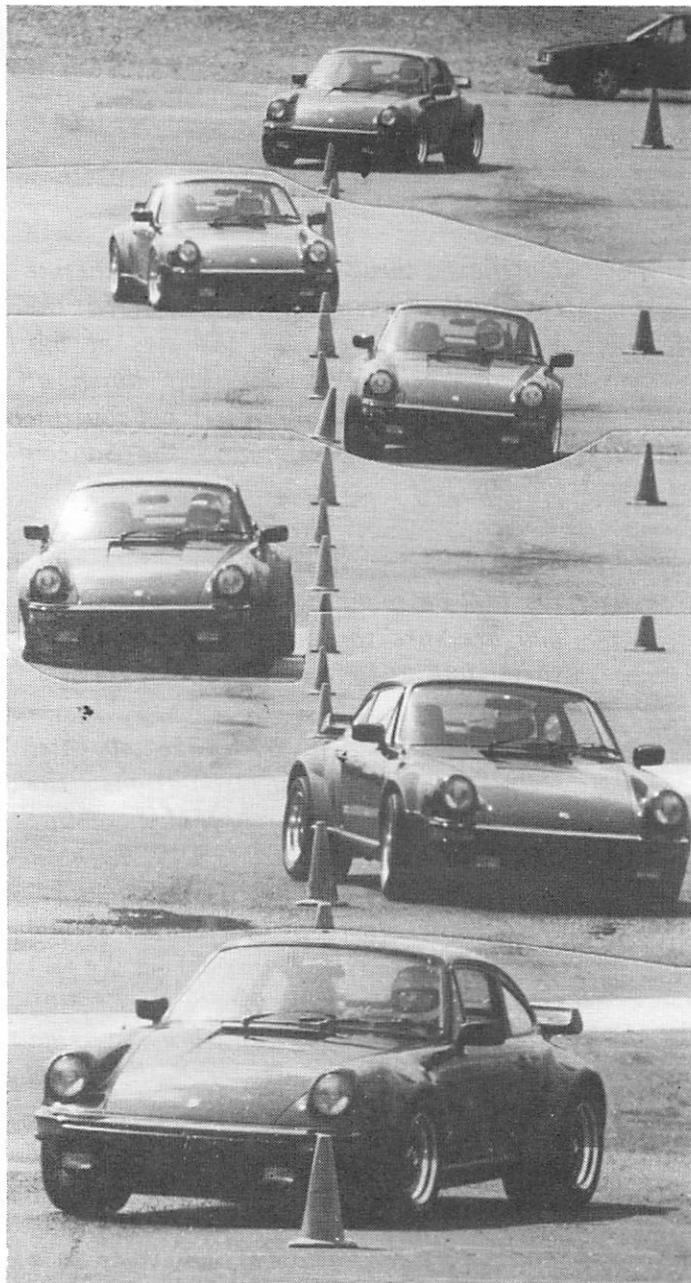
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# THE ENDLESS SLALOM



Wow, all those Instructors will:  
love me, love me not, love me,  
.....whoops! (Photo by Editor)

## Al Holbert Memorial AX

Vern Lyle

On May 7, at Plymouth Meeting Mall, SCCA is hosting a special autocross in memory of Al Holbert. With major sponsorship from BBS, and support from NTW, this event is separate from the regular series. All proceeds will go to Motorsports Ministries, the group that attends IMSA and other races to provide religious services and counseling for the benefit of all drivers. Al was very close to the people involved in Motorsports Ministries, and his family has requested that donations should go to this group.

The cost is \$15/driver and all participants will receive a very nice memento. Since this is a charity event, the only trophy given will be for the Fastest PAX Time of Day. This is an indexing system recognized nationally that equalizes all the classes and awards the driver who does the best with his/her car.

The running order will change from normal, in that 25-car heats will be used, but you can choose which heat to run in when you register. Registration will open at 8:00 and will remain open all day. That doesn't mean there will be space available all day, there will be a limit on how many cars can run. There will be a minimum of two runs, and perhaps three, depending on the turnout. That decision will be made early, so that if the first heat drivers get three runs, everyone else will get the same. The first car off is scheduled for 10 sharp, so you may want to get there early.

Our own Kim Fleischer is the chief of SCCA's autocross program, call her for more info, 935-1993.

**RIESENROTTER SPRING SOCIAL**

**SATURDAY MAY 27, 4 - 8 PM**

**AT BELLE TERRE  
CENTER VALLEY, PA**

*Our hosts, Bruce Ferretti and Catherine Caldwell, have graciously offered the use of Belle Terre as the site of our Spring Social. Located just north of Quakertown, Belle Terre is a beautiful 25-acre estate overlooking the Saucon Valley Golf Course.*

*With some wonderful hors d'oeuvres, we will be sampling various wines, and you are sure to find a favorite among them. Join us for a really special event.*

*Call Bob Russo at 674-4756 no later than May 20 for your reservations. The cost will be very reasonable. More details in the next DER GASSER.*

*Directions: Northeast Extension of PA Turnpike to Exit 32, go east on Rt 663 toward Quakertown. North on Rt 309, through Coopersburg, and bear right on Rt 378 North in Center Valley. Go about 3 miles on Rt 378, turn right onto Saucon Valley Road (look for 'Bingen 3' sign at intersection). Belle Terre is 1 mile on right, sign and mailbox at entrance. If you come to a 'T', you went too far.*

# Malibu, May 20

By Rick Marshall

The plans have been finalized for another Riesentoter Day at Malibu Grand Prix - Saturday, May 20. Malibu is a scaled-down version of a race track, with scaled down cars. Structured similar to an autocross, drivers are timed individually, with no more than two cars on the track at the same time. Needless to say, it does get competitive. The course is challenging and the cars are quick. Made by Lola, they feature a 400cc engine, auto trans and neat little Goodyear slicks. Even if you're not a super competitive driver, this is a FUN event.

Laps cost \$1.45 each. Helmets are available; you can bring your own, but it must have a face shield or their insurance will not allow you to use it. Food and arcade tokens will be 20% off.

Malibu will open their gates for us at 10 am. If you are interested in attending, please give me a call at 969-8346 between the hours of 10 am and 2 pm. Directions: Take Rt 73 across the Tacony Palmyra Bridge to Mt. Laurel, New Jersey, right onto Freedom Road at the Executive Inn. If you see Rt 295, you went too far on Rt 73.

## Car Show Results

Our first appearance at the 31st Annual Custom Car and Van Show at the Civic Center proved to be an exceptional one. Nine cars graced our exhibit, with six entered in the competition. Our display generated a lot of attention, a number of membership applications were distributed, and the first 944 raffle ticket was sold.

George Bukovsky took first place with his pristine 911 in the Exotic Sports class, and Bill and Vicki O'Connell were 5th with their track-ready 944. Gerry Murphy's tricked-out 930 (Nitrous, turbo 944 bumper, killer sound system), took third in Mild Sports Street, and Mike DiPaolo's slantnose cab was 4th. In Mild Custom Street, Jim Buckmaster's 68 slantnose Targa was 1st, and Nick Spagnolo's 930 slantnose was second.

A hearty thanks to all those who exhibited their cars, and special appreciation to Paul Johnston Enterprises, Auto Research, Auto Styling International, Bill, Bob, George, Jim, Nick and everyone else who helped make this such a successful weekend.

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## Porsche/Corvette Challenge

By E. Wayne Holmes (Corvette Club)

June 3 and 4 are the dates for a weekend of racing at Pocono that includes the Porsche/Corvette Challenge. There will be four events during the weekend: Saturday - E-024 Autocross, 8 til noon, and 1 to 5; E-025 High Speed, 8 til noon, and 1 to 5. Half the entrants will run the autocross and half the high speed, then switch at noon. Saturday night is a party, included in your registration fee, held at the Holiday Inn. Sunday, the autocross is designated E-026, and the High Speed E-027, with the same schedule.

The Porsche/Corvette Challenge will be on Saturday during the E-024 autocross. Please indicate the Challenge on your registration. We understand that a lot of PCA members are entering the Saturday afternoon portion. That's fine, we just ask that you arrive about 11 am so you can be teched in time for the race. If you want to enter the morning session and run the high speed portion in the afternoon, that's OK, too. The Challenge will be running both in the morning and the afternoon.

For PCA members who register for the Challenge from April 16th to the 30th, the cost is \$25, after that, \$30. Write "Challenge" on your check. We will extend the lower cost of the Saturday High Speed event also - \$80 til April 30 and \$90 thereafter. Write event E-025 on your check. You can run the entire weekend for \$120 til April 30, and \$140 after that.

Send your check and info to Dave Walter, P.O.Box 333, Dillsburg, PA 17019, made out to C.V.C.C.

## Strut your Stuff

By Bob Patton

The front and rear decks of most 900 series Porsches are held up by pneumatic struts. Over the years (often not too many years) these struts tend to lose their ability to support weight. When this happens, the deck lid won't stay up. The replacements are not expensive, and in most cases are fairly easy to replace. Probably the most difficult of all is the left strut on the front hood of the 911. If you store several heavy magnetic numbers on this flat, expansive sheet of steel, you will notice even sooner when these struts begin to weaken. (Ed. note: you might try using a lower number.)

I have discovered an innovative way to make the installation of this piece a little easier. Remove the clips and pins that hold the strut in place. A prop to hold up the decklid will make the job a lot easier. The new struts will go into place where the old ones were, but the lower pin on the left strut is difficult to reach because of the gas tank filler in all 911s, and because of the power brake booster in the later ones.

Before putting the lower eye of the strut into place, put a piece of thread through the hole in the pin. Double it over and feed it through from the outside of the bracket, through the lower eye of the strut, and finally through the inner bracket on the body.

Ease the strut into place in the bracket and slowly pull the pin through the three lined-up holes. With a little practice, this can become a fairly easy job.

# Checkpoint

By Paul Margaritis

Mark your calendar, there will be a TIME SPEED DISTANCE RALLEY on June 18th. There will be both a handicapped version and a full TSD version. Both versions will follow the same route instructions, but the handicapped version will have marginal notes (i.e., notes in the margin) to help you to determine how your time is working out. Our intent with both versions is for everyone to enjoy himself (Did you hear me, Gladys? Are you having fun yet?)

A TIME SPEED DISTANCE RALLEY adds the dimension of being required to arrive at the checkpoints at a predetermined/correct time, to the challenge of a plain ralley where the challenge is to simply not get lost. The RALLEY (June 18) will be set up within the posted speed limits, no dirt or gravel roads, and no trick instructions.

Scoring: one point penalty for each second off the official time. Each of the three legs will be scored individually. There will be a maximum allowable score per leg. Just because you max one leg (ralley talk for blowing it) doesn't necessarily mean that you have lost the overall ralley.

A Ralley is a good test of your relationship with your ralley partner. In fact, it is probably second only to wallpapering in the olympics of creating tension. If you are interested in determining "if this relationship is going to last", or if you are looking for the last straw to push that divorce proceeding over the edge - this is for you. (As always, Riesentoter assumes no responsibility.)

More seriously, if you enjoy crossword puzzles or riddles, and either you or your partner has a mathematical bent, you will enjoy ralleying.

The only equipment you will need besides a car with a full tank of gas and an operating speedometer, is a calculator and a watch with a second indicator (stop watch will work well). I have never found maps to be particularly helpful, but you are welcome to bring them.

Oh by the way, if you wonder how I came to volunteer for this ever popular position, it was a classic case of complaining that there was a lack of...

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## Track Dates

<u>DATES</u>	<u>TRACK</u>	<u>REGION</u>
4/22-23	Mid - Ohio *	RTR
4/27-28	Lime Rock	NNJR
4/28-30	Bridgehampton	FOX
4/29-30	Charlotte	BLUE
5/12	Lime Rock	SCHATT
5/12-14	Bridgehampton	METRO
5/13	Lime Rock	CVR
6/23-25	Bridgehampton *	METRO
7/1-2	Summit Point	POT
7/7-9	Watkins Glen	ZONE 1
7/22-23	Watkins Glen *	RTR
7/24-25	Watkins Glen	POT
7/28-30	Bridgehampton	FOX
8/5-6	Summit Point	RTR
8/19-20	Watkins Glen	CVR
8/26-27	Summit Point	POT
9/1-3	Bridgehampton	FOX
9/9-10	Pocono	RTR
9/23-24	Summit Point	POT
9/29-30	Bridgehampton *	METRO
10/19-20	Lime Rock	CVR
10/26	Lime Rock	CVR
10/27	Lime Rock	H-C
10/28	Lime Rock	SCHATT
10/28-29	Mid-Ohio	POT
11/2-4	Lime Rock	CVR
11/3-5	Bridgehampton	FOX
11/10-11	Bridgehampton	METRO
11/18-19	Summit Point	POT

\* - Professional Flagging



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**Metro New York**, Henry Hammer,  
516-421-5139 (evenings)

**Hudson-Champlain**, Frank Ambrosino,  
518-377-9292 (days)

**Northern New Jersey**, Bob Winer,  
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## Garage Sales

67 911 S, red/black, 51,000 orig miles, concours condition, \$21,000. Royden Maloumian 215-242-8655

64 356 SC Coupe, India red/black, concours condition, \$19,500. Royden Maloumian, 215-242-8655

86 928 S, white gold/brown; full lea, 4-channel Blaupunkt "New York" AM/FM cassette; 930S lea steering wheel; sunroof, painted caps, alarm system, limited slip diff, x-cooling option, 7&8x16 platinum alloys w/new 225 and 245 Bridgestone RE71, stainless brake lines, large 4-piston calipers, large rotors - ABS (same as current S4), 5 spd trans, european headlights, mobile phone, 25,000 miles, all service records. Exc condition, warranty until 6/91, \$36,500. E. Brown, 247-7354

87 924S; triple black, 17,000 mi, never raced. Take over lease for 36 months at \$318/mo plus sales tax, and get the remaining 6 months for FREE. Or purchase outright for \$18,900, negotiable. Call Vince Condrath, Jr, 779-5356.

83 944 coupe, Guards red/grey-beige very well maintained, owned since new, Saratoga top, custom red Autopower rollbar, Bursch header, Weltmeister bars & springs, Koni gas adjustable, Holbert Cool Brake, Carrera scoop, quick shift, BBS blk ctr 7&8x15, 225/50 Bridgestone RE71s, Blaupunkt. Best offer, Spring's coming! Bill O'Connell, 640-1675

86 944 Turbo; Guards red/black lea, sport seats, ltd slip, headlight washers, Alpine, power tilt sunroof, 13K miles, never driven in snow, \$30,500. 886-0781-H

911SC Parts - halfshafts w/CVs, \$75 ea; crossover pipe, \$100; muffler, \$200; transmission, \$1,000; rotors and calipers, front/rear \$150/pr. Carrera Parts - 87 engine, 10,577 mi, complete with Motronic brain, harness, fuel pump, coil, etc \$8,500; new RE71's, 245/45x16, \$170 each; A/C compressor, \$350; 8x16" Fuchs alloy, \$300. William Cooper, 362-2770

Two RECARO seats, KRXT cloth, one black, one brown; double-adjustable bolsters; complete with headrests; floor brackets for 911; in our cars 4 months, absolutely new condition. \$700 each w/bracket, \$650 w/o, or make offer for both. Also, front hood from 911SC, creased, \$125. All prices FOB. Jon Natelson, 592-8786 (days)

ANSA dual muffler exhaust system with 4 tail pipes for early 70s 911 (71-74), used less than 5000 miles; enhances power, \$125. Rick Robotham, 430-0529

New Recaro KRXT seat, black cloth with headrest, adj bolster and mounting bracket; camber truss for 911, \$90; two Colgan bras, one for 84-85 911, one for 87 911, \$40 each. Morris Schindler, 592-8786 (days), 247-3466 (evenings)

65 356 SC coupe for parts - no engine. Ed Destatney, 869-8570.

16" BBS 6s & 7s, polished rims, white centers, excellent cond, \$500; John Maine, 854-6109

928 wheels and tires, BBS 3-piece modulars with polished rims and gold honeycomb centers, 8x15 with 245 Comp/TA, 9 1/2 with 265s, asking \$1350; almost new Simpson helmet, full-face, black, \$100. Greg Henry, 646-0445



**Make an Offer!** On this very attractive, well-appointed and maintained 1930's creampuff. Check these features: 5'2" 130 lbs, excellent chassis, white with blonde top and brown headlights, 10mph bumpers and loaded with extras - comes with nylon bra, leather clutch, fur muffler and alligator pumps, (FTD at Macy's year-end sale). Good condition, slightly rusty, recond right rear suspension. Great fun to drive, not super fast, but has a Weber grille and can really "cook" - drives to Florida, the Continent, especially Greece, but always comes back to Cheltenham for regular maint. Radio plays opera and Greek music. Vanity plate reads PCA-MOM. Needs spoiler but not lugs or nuts. Also needs TLC from a warm, honest and responsible similar vintage enthusiast. Applications now being accepted.

(Thanks to Janet Weger, and by the way, Happy Birthday!)

Sale or trade, misc projects and junk: 69 911 w/2.2T eng and trans, 15" wheels, great potential track car; 70 911 chassis w/SC rear flares and sunroof, partially disassembled; 73 911 w/2.7S mechanically injected engine, all completely rebuilt w/5000 miles; 77 915 5-spd, complete new rebuild; four 7x15 Minilite wheels; 77 911 CIS engine w/rebuilt heads and valves; 2.0 911S crank, polished; 2.0 911T engine w/cast crank; DME enhanced chip for 3.2. Don Quay, 525-5405 days, 647-0842 evenings

Colgan 3-piece bra for 944, like new, \$50; phone dial wheels for all 944, 87-up, 2 7x16, 2 8x16, \$1100; from 86 944 turbo, front struts and rear shocks (O.E. by Sachs), will fit 944 85-up, \$300. Jerry Weger, 649-6618

77 911 S Targa, silver/Cancan int, very good cond, no rust, garaged, new factory paint, \$13,500. Call Herman, 687-2900 days, 430-1988 evenings (non-member)

**WANTED;** 911 rolling chassis, will consider all years, prefer car without rust, minor crash damage OK. William Cooper, 215-362-2770

**WANTED;** 356 owners who are willing to help out with photography of their cars for Brett Johnson's upcoming Restorer's Guide to Authenticity, particularly the 50 to 55 models. 7510 Allisonville Road, Indianapolis, IN 46250, or call 317-841-7677

Four 14" 924 wheels, with used Falkens. Call William Burkholder, 399-6789 (non-member)

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