

06/86

JUNE MEETING

BFGOODRICH REP, PHIL POTTER, WED 06/25
GEO. WASHINGTON LODGE, NORRISTOWN EXIT, PA TURNPIKE 8:00 pm

This meeting will prove to be an interesting one for all. Phil Potter of BFGoodrich and Marty Mankes from NTW will be on hand to tell us everything we ever wanted to know about tires, including the new Comp T/A R series. For those of you with tire questions, now is your big chance. The rally went well and everyone had a good time. The results are listed elsewhere, and thanks again to Tony & Eileen, Betsy, Debbie, and, Vicki & Bill, for running the checkpoints, registration, scoring, etc. Another big hit, as promised, was the auction. The club actually made \$200+ and people got some real bargains. A few even got a start on their own 959 thanks to Bob's scavenging of Al's bent parts box. Be sure to attend on Wed. See you there.

PRESIDENT'S MESSAGE by Richard van Zijl

I have a recurring dream. A bad recurring dream. In the dream the future is Porscheless. Insurance and product liability laws are going to make them as attractive as asbestos face masks. One only has to look at what is happening to liability insurance today to realize that it will soon have a dramatic effect on owners of high performance cars and on all the members of PCA and it's associated activities.

We have already in the past experienced the effects of personal liability. Very few institutions will put facilities at our disposal for an autocross - even though we are insured. Their lawyers tell them they have nothing to gain and everything to lose by accommodating us, so why do it. It's a sure sign of things gone awry when you have to produce an insurance certificate for a tech-session. I can only fatalistically predict that high-speed drivers-ed events will soon be a thing of the past. They will either be ruled into parade laps or the insurance will become so prohibitively expensive that none of us will be able to afford it.

I'm not sure where the blame lies. With the insurance companies, the lawyers, or the legislators - or a collective guilt. All I'm sure of is that the situation is fast becoming intolerable and that we as individuals need to do something. As Axel would say, "Time Is Of The Essence". There is a growing movement across the country that consists of people that are very frustrated with the situation and are taking the matter up with their local and national representatives. They are registering their dissatisfaction with their insurers. We should all take it upon ourselves to do the same lest they take the fun out of it for all of us.



DER GASSER

PRESIDENT, CONT FROM PAGE 1

Our next monthly meeting will feature Phil Potter from BFGoodrich and Marty Mankes from NTW. Phil will be talking to us about their Comp T/As and the development thereof using the two IMSA Porsche 962s they sponsor. This promises to be an interesting talk which will give us all some insight into a very important component of our cars in what has now (thank heavens for the free and open market system) become a very competitive arena in which all the major tire makers are vying for marketshare.

The auction was a huge success. The bidding got fast and furious on some of the items such as the 930 tool kit, the titanium parts from Al's car and the key to the glovebox door Michael successfully bid for. We had a good time and our coffers got a nice injection of cash. Thanks again to Bob Russo for a great show.

See you at the meeting!

THE ALL NEW 924S, by Bill O'Connell

This is the issue you all have been waiting for, all about the new 924S and my trip to Atlanta to drive it. Porsche Cars North America decided to re-introduce the 924 to the American market and invited selected editors to Atlanta to drive the car (there were 10 there, 2 per car). They feel there is a place for a \$19,900.00 Porsche and they are most likely correct. With a stripped 944 now at mid 20's and the new 4 valve probably getting close to 30, the 924S should prove to be a strong seller. The car for all intents looks just like the 924 of old with the dash from the '84 944. The biggest difference is the power now coming from a real Porsche engine. The exact one found in the 944 and contrary to rumor, it is not de-tuned. In theory because of the lower cd it will go faster than a 944, hence the new 4 valve. We started with a talk by Martha McKinley from PCNA, with coffee and danish. She showed us a spiffy movie and then we went over the car for awhile. To no one's surprise, we were all itching to get going especially after Eric, a Peach State member offered to let us slip into a PCA autocross. Martha allowed as we could run if we promised to only take one run each (sure, no problem ...). Our driving day consisted of the autocross, a drive north on some winding roads to meet for lunch at a restaurant then drive back to return about 4 or so. I drove our car first, and because I have a '83 944, normal driving showed little difference between the two cars, my test car was even Guards Red so except for the skinny fenders, I might have been in mine. The trip to the autocross was uneventful city driving (as was the autocross Martha), but once on the track I found how much the rear lifts and how easy you can hang out the tail. In spirited driving, the softer suspension (I have KONI gas



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BLUE RIDGE REGION, AUTUMNFEST

The Blue Ridge Region will hold their annual AUTUMNFEST in Radford, Va on Sept 19, 20, & 21 complete with a concours, autocross, and a rallye through the Blue Ridge Mountains. The fee for everything including cocktail party, banquet, luncheon, etc, etc is \$80.00 per couple or \$55.00 single. Members from our region have been invited so if you are interested, contact; Eileen Keeney, 103 Buckeye Lane, Radford, VA 24141, 703-639-9711.

adjustable on all 4 corners), the narrower tires/rims (195/65 on 6" rims vs 215/60 and 245/50 on 7" rims), and a 3" narrower track, the difference showed up. This is all correctable of course. The experience was a good one, and one that a normal prospective buyer is not likely to encounter. They didn't time our runs so I can't comment on that but the car seemed like it would be a lot fun at these events. For the most part, the people at the event were pretty excited about seeing pre-production Porsches. From there, we headed north with only one encounter with Georgia's finest. The Passport alerted us to our visitor and we reacted promptly, warning the rest of the convoy. Unfortunately a new found friend in a 924 Turbo was not as quick and they got on his case in no time. At this point, we found an exit and took the back way. The rest of the trip up was beautiful and the back road super. Most of the crew was waiting for us at the restaurant having taken more inter-state. Their waiting had nothing to do with the fact that I had been entrusted with all the lunch money I'm sure. After a super southern family style Sunday lunch/supper, we headed south and to balance our autocross

excitement of the morning, Dave Weber, my co-driver from Minnesota showed me all he learned the prior week in driver's school in California. I will admit at one point my eyes got very large in a long down hill sweeper as he proved again that the suspension is a tad soft. We returned to the hotel with the car in one piece, no dents, motor still running, etc and regretfully gave back the keys. My impression? Mostly positive. The major flaw I found, as you probably noticed, was the suspension, in fact during our post-mortum, we all agreed that to be the only thing worth bitching about. It seems more like a Datsun 300ZX than a Porsche with all the roll and lean. Other than that would I buy one? Well, I still like the bulging fenders but for those that like the cleaner lines of the 924, I would not hesitate to recommend one. I would strongly suggest that you order it with the stiffer suspension and upon delivery you trundle down to one of our advertisers to purchase some bigger tires and rims. If anyone is interested in a copy of the PCNA tech specs which compares the 924S and 944, drop me a line. In the mean time, the cars are at the dealers so you can see and drive them now. This is going to be a popular car.

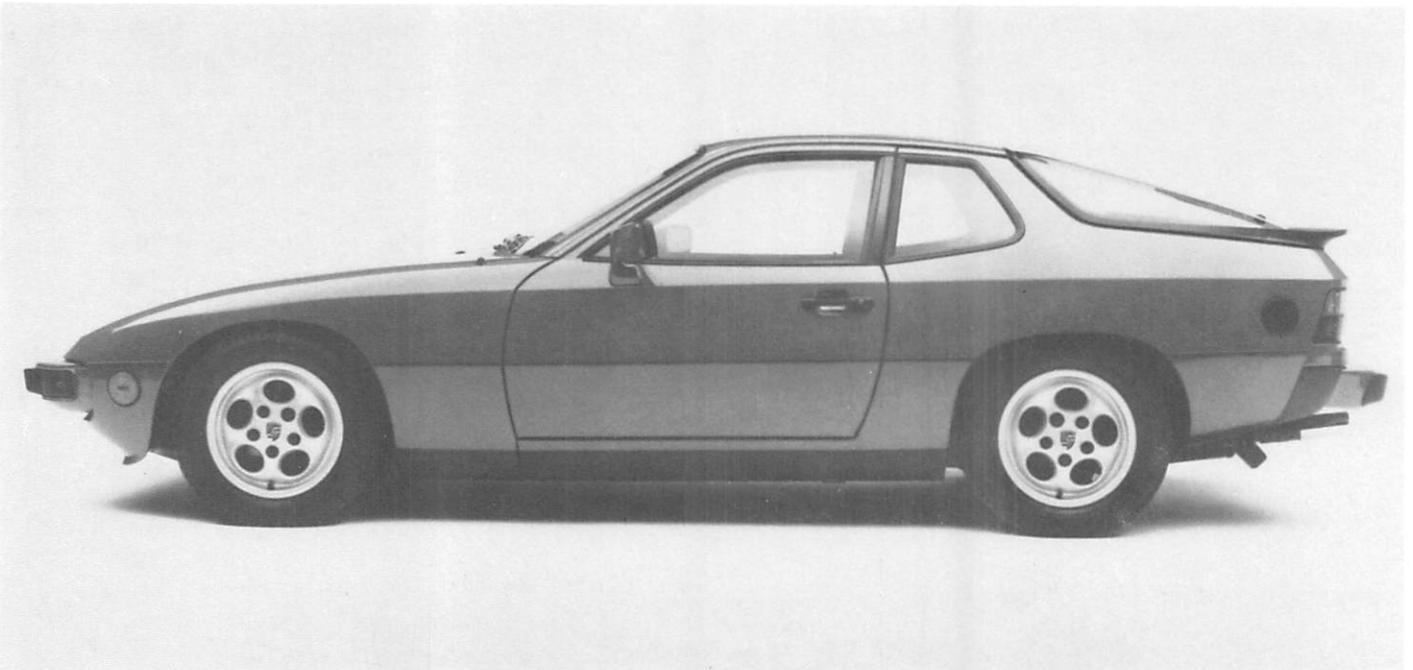


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John Dietterle, Prop.

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- 4 Tom & Margot Sczlfani
- 5 Nick & Gale Hemmerich
- 6 Rich Benn & Dick Sweigart
- 7 Bill & Debbie Cooper
- 8 Jerry Weger & Debbie Long
- 9 Nancy & Dave Morgan
- 10 Connie & Dick (Jr) Sweigart
- 11 Mike Kelly & ?
- 12 Paul & Sybil Margaritas
- 13 Fred & Helga Brubaker
- 14 Les & Pauline Souter
- 15 Barry & Lori Dutt
- 16 Lou Csernak & Elaine Kirwin
- 17 Bill & Kate Nicholson
- 18 Thomas & Robyn Ross
- 19 Bruce & Margaret Berlinger
- 20 Mike & Erica Broennle
- 21 Tony/Eleanor/Lisa/Tony Bonnani
- 22 Craig & Fran Ebner
- 23 Gayle Hill & Barbara Grellis

Watch DER GASSER for the fall Rally date!

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AUTOCROSS PHILA/HARRISBURG SCCA

These are SCCA not PCA events. They are subject to change, for more info contact Russ Hunsberger, our Autocross chairman.

- JUN 15 Harrisburg
- 22 Plymouth Meeting
- 22 Harrisburg
- 28 & 29 Harrisburg - Pro Solo
- 29 Gloucester County (BMC)
- JUL 13 Northampton County
- 20 Harrisburg
- 20 Gloucester County (BMC)
- 27 Harrisburg
- AUG 6 Northampton County
- 9 & 10 Harrisburg, NE Div Champ
- 17 Harrisburg
- 24 Gloucester County (BMC)
- SEP 7 Plymouth Meeting
- 14 Gloucester County (BMC)
- 15 thru 19 SCCA Nationals, Kansas
- 20 thru 21 Pro Solo Finals, Kansas
- OCT 19 Gloucester County (BMC)

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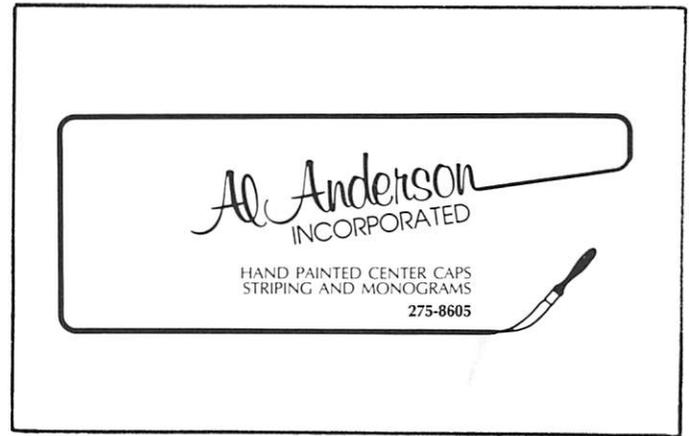
TENTATIVE 1986 EVENT CALENDAR

These events are subject to change and more may be added. Check the calendar on the back page each month for RTR updates. For more information on an event, contact the chairperson of the proper committee. For events not sponsored by RTR, contact the club holding the event. It is important that you respond early for all events as many fill on the first day of registration.

Events at Watkins Glen, Summit Point, Lime Rock, etc. are all High Speed, and when sponsored by a PCA region, are classified as a High Speed Driving School.

All events are run by PCA regions unless marked with an "#".

Prior to RTR driving events, we will hold a tech session to check out your car. Watch for the time and place.



DATE	PLACE	SPONSOR
JUN 21-22	Summit Pt	RTR <u>PATTS</u>
JUL 4- 6	Mosport	NNJR
	17-18 Watkins Glen	RTR & Potomac
	23-24 Lime Rock	Northern NJ
	25 Lime Rock	Schattenbaum
AUG 3- 9	Portland ME	Porsche Parade
	14-15 Lime Rock	Connecticut Valley
	17 Camp Hideaway	RTR picnic
	Mid TBA	RTR autocross II
	22-24 Watkins Glen	NNJR (Closed?)
SEP 4	Lime Rock	Metro NY
	4- 5 POCOND	NNJR
	6- 7 Summit Pt	Potomac <u>PATTS</u>
	19-21 Bridgehampton	RTR/SHATT DR RON FOX, TENT!!!
	28 Harrisburg	PORSCHE/CORVETTE autocross
OCT 17-19	Charlotte	Potomac (Tentative)
	23-24 Lime Rock	CVR
	25-16 Summit Point	NNJR
	30 Lime Rock	# High Performance Drivers Club
	31 " "	Hudson Champlain
	??-?? Bridgehampton	Metro NY - PATTS
NOV 1	Lime Rock	Schattenbaum
	7- 8 " "	CVR
	15-16 Summit Pt	RTR/Potomac

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Pratt General Contractors
Route 6
Columbia, CT 06052
203-223-3373

BUCK - Eastern Buckeye
Mark Taylor
1303 Baier Ave.
Louisville, OH 44641
216-875-1384

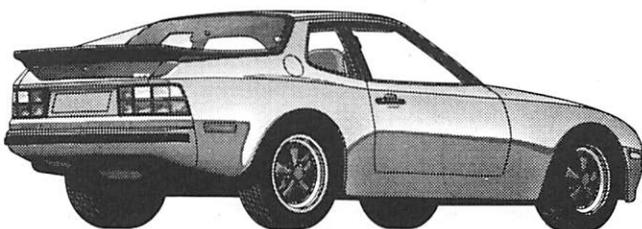
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Mechanicville, NY 12118
518-664-5289

Metro NY - New York City
Doreen Ventura
84 Berglund Ave
Staten Island, NY 10314
718-698-0428

NNJR - Northern New Jersey
Richard Schmidt
29 Fair View Ave.
Hartland NJ 07506
201-423-1770

POT - Potomac
Dan McChesney
10407 Mountain Quail Rd
Silver Spring, MD 20901
301-681-3712

SHATT - Schatttembaum
Peter Tremper
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MEETINGS are normally the last Wed of every month. The time, place, and topic for the upcoming meeting is printed in DER GASSER.

CLASSIFIED and ARTICLES. Ads are FREE to members and \$10 per issue to others, and are NOT automatically reprinted. Articles and/or pictures dealing with RTR events, Porsches, or topics of general club interest are welcome. Articles should be type written (we have to be able to read them to re-type them into the computer), and between 200 to 800 words in length. Pictures should have good contrast and be 3 1/2 x 5, color or black and white. The deadline is the 1st of each month and can be given to the editors at the meeting or mailed to the address listed under the EXEC committee.

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EDITOR'S BABBLINGS

Well, the article you all have been waiting for is in this issue. By now most of you know the 924S is in the dealer showrooms for your inspection and all the major monthlies have a story on it. As I mentioned, I have the official tech sheet which compares the 924S/944 on major issues - motor, suspension, dimensions, etc. Drop me a line if you're interested in a copy.

Heckman's rally went well and I think all who attended had a good time - even those few who saw more of the country than others. Vicki and I were smart. We worked a checkpoint which kept us on speaking terms and from being #24 on the list. There is another one planned for this fall so watch for more info.

For those that showed interest, the Quattro has been returned and looks like a new car, complete with new door. I thought Guards Red was red until I parked next to the 944. Oh well, it brightens up the driveway. Anyone with a suggestion for a license plate for it drop me a line. My choices to date have been rejected by the saviours of morality. The winner will get something, probably worth more than the stuff I got sucked into at the auction.

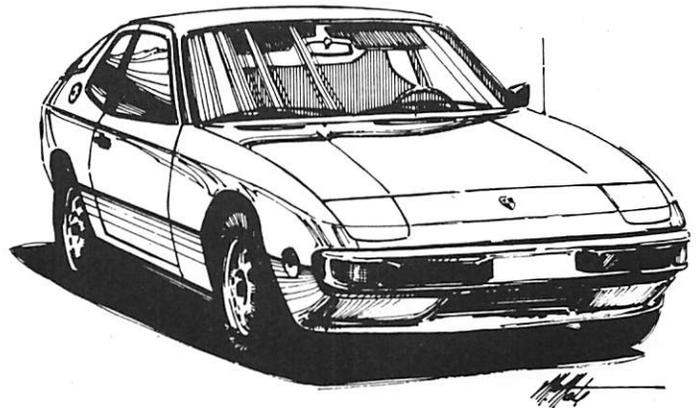
Speaking of the auction, I'm sure you know by now, it was our best to date. The club earned(?) in excess of \$200.00 and most of us had a good time trying to avoid Bob Russo's gaze for fear of presenting the next bid, and laughing at those Bob snagged.

I am thinking of putting together a 'how to' for installing a roll bar in a 944. Bob Lamb, having gone through it himself, saved me hours, no make that days, by directing my effort

as well as helping. Bob Russo from Holbert Racing had one custom made for me (it can now be ordered as a standard bar) which with the proper tools and a willing helper should be installed in about 3 hours. Aside from the safety issue, it really does take a lot of the flex out of the car. Anyone really interested in doing it, drop me a line.

While on the safety issue, as of JUNE, anyone entering a RTR high speed track event must have a fire extinguisher! It is no longer an option and is for our own good. The preferred model seems to be the 2 1/2 lb Halon version available through many of our advertisers and must be mounted metal-to-metal, within easy reach of the driver. This is important for those signed up for Summit Point and The GLEN.

I now have the basic crew in place to start on the 30th celebration. We will meet sometime soon to get this show on the road. I'll keep you posted and be sure to offer suggestions on what you would like to do.



PORSCHE

Step by Step... Project 944

by Al Anderson

I can hardly believe this is the fourth season of track events with my 944. I have a reputation for changing cars as frequently as most people change underwear. I gave up a 911 for the 944, and everyone thought I was crazy, but I still like the 944. Each year, Step by Step, I improved the car to the point where it is now strictly a track car, tailored to my needs and desires. The suspension I am currently building would not be practical for the street but I had to make a choice; a good track car or a so-so track and street car.

If you followed my articles on the project, you have to be saying when is he going to do the motor! Not just yet. I had to decide between a turbo conversion or normally aspirated motor and came to the conclusion that if I went turbo it would have to be the best, a Calloway with 280 hp. I decided I like being the underdog and I don't like the \$8,000+ price tag of a proper Calloway. I'll use the Autothority Stage 2 kit when it is ready (next month, according to them) which will give me about 200 hp at a cost of about \$2,500. With the way my car handles, 200 hp will do just fine. I have been talking

with Al Collins at Autothority regarding the development of two kits they offer. Stage 1 is almost ready to market. It offers around 175 hp (about the same as the European 944). My car is almost at that point now so the Stage 2 kit is the way for me. Stage 2 changes the cam, exhaust (Bursch headers, which I have), fuel injection computer, and some work on the head. In order to handle this increase in power properly, I prepared the car to stop better and become more responsive in the corners.

First, we start with the brakes. I have had a lot of problems with brake overheating due in part to the restriction of air flow caused by my lowering the ride height. I installed the brake ducts offered by Holbert Racing which consist of two fiberglass pieces connected with duct hose. The front piece pop rivets to the lower duct in the air dam with a little cutting, and the rear piece bolts directly to the inner hub so it moves with the wheel. Everything is of a very high quality and they work! With the addition of a flat washer-like ring to keep air from flowing out through the rotor vents, they will reduce the temp about 150 deg (and if this isn't enough, I'm mounting



Al with his
Project 944

Photo by
Bill O'Connell

air conditioners in the front fender wells. I am also using new rotors with 928 style grooves to dissipate gas build-up on the surface and 924 Carrera braided steel front brake lines. The front brake pads are Ferodo M compound with stock rear pads. I am pretty happy with the setup but I would like a bit more bias to the rear.

Now the suspension. Last year I added the Weltmeister 'railroad tie' sway bars with solid bushings and 210 lb front springs. Once adjusted properly, they worked fine. This year I replaced the front springs with Weltmeister 260 lb units and added 26 mm rear torsion bars. The lower control arm rubber bushings are history. Solid bushings are being custom made and the lower control arms are being welded around the outer edge for less flexing and added strength. I added a camber truss to stiffen the strut towers which complements the stiffness my roll bar gave me in the rear, again less flex. To add to the down-force on the rear wheels in high speed turns, I installed a light weight fiberglass rear 924 Carrera wing which is larger than the stock 944 wing by quite a bit. All these changes should give me a more positive feel on the track.

In the motor department I did make some changes. For more engine cooling, I installed the 924

Carrera hood scoop and sealed the gaps where the radiator mounts to the bulkhead with heat resistant foam. Now the air goes through the radiator, not around it! For more engine breathing, I replaced the old bottomed-out Euro Car headers with the longer Bursch headers. The Bursch clear the right side motor mounts by a good six inches where the stock manifold and the Euro Car headers were close to the rubber motor mounts, adding to the chronic burned-out motor mount problem.

One of the biggest improvements you can make on your 944 if you are serious about track events is the gear change. Autothority has a complete new set of gears for the 944 for about \$1,500. If you don't want the complete set, you should at least change 5th. It is worthless on the longer tracks where you would use 5th gear because it is an overdrive and will not accelerate.

As always, when setting up a car, make your changes for a reason, Step by Step. Don't make changes just for change sake. Think it out and decide what you're using the car for and what you want out of it. I look at my car as a long range project, enjoying each improvement but I would not do many of the changes if I was using it for a daily car and had to transport others. Much thanks to Holbert Racing's Bob Russo and Brian Smith for their help with the project. When you are serious about changes, Bob is a good source.

Lets hear it for the 4s

The Lime Rock PATTS event was great. Riesentoter was well represented with Larry Herman, Gloria Auer, Mark Schnorer, Ed Murphy, Arron Blumberg, and myself walking away with trophies ... all 4 cylinder. Larry Herman set a new track Index score for his class. It is nice to see Larry is getting some well deserved credit for his driving skills, as was pointed out to me, he obviously reads his own articles!

See you at the track.



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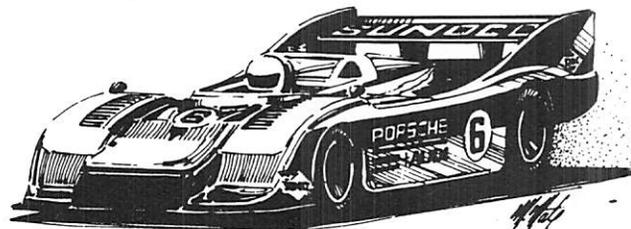
ENTERING THE CORNER, part 2
by Larry Herman

"Ok, so you told me how to apex, and how to brake, and how to get back on the power. You even explained how to turn into the corner, but you never told me when!". I have probably just set myself up for the toughest part of my series. If ever anyone (everyone?) was going to disagree with what I have to say, it will probably be after this article. The exact moment and place on the track when you turn-in to a corner is the most subjective of all other phases of driving. It is this point, and the speed that you carry, and the handling of your car, and your ability, and the layout of the turn that will determine how you will drive the corner. What I would like to do is to explain the factors, one at a time, that influence the turn-in point, and it will be up to you to pick and choose which ones apply.

The first and probably most influential factor that will affect your turn-in point is the type and radius of the turn. An increasing radius corner opens up (gets wider) as you go through it. This allows you to take a relatively early line; that is, you will be able to turn-in to the apex before the road starts to turn. You will be able to take a gradual entry arc, and stretch out the turn. The apex point that you use will probably be around the mid-point of the turn. After the apex, as your car drifts out to the edge of the track, the track moves out also, giving you more road to drive on. In other words, there is room to continue turning after the apex. Also, by it's nature, this type of turn allows you to carry a lot of speed into the corner and allows you to get on the power very early. Conversely, a decreasing radius

turn tightens up as you go through it. This turn requires you to do almost all of your turning in the beginning of the corner, before you reach the apex. Therefore, your turn-in point will have to be very late, and deep into the corner; well after the road starts to turn. Your arc will be very tight, and the apex point will be quite late, almost at the exit of the corner. Remember that the road tightens up, and the car will have to be pointed out of the turn before a lot of power can be applied. This type of turn is usually very tricky, and quite slow. If you don't quite get this, don't worry - I'll have pictures next month.

Another factor in determining the turn-in point is the ability of the car to accelerate and corner. These two abilities are diametrically opposed, and they will influence the "balance" of the car. The more power a car has, the later the apex, and consequently the later the turn-in point. It's quite simple. A higher horsepower car needs to take a straighter line coming out of the corner because (remember the vector forces) it's velocity increases faster, and so it's arc must correspondingly straighten out faster. A lower horsepower car does not accelerate as quickly, so it's cornering power will not fall off as rapidly. This allows it to turn-in earlier, carry more initial speed, apex earlier, and do more turning as it comes out of the corner. If a car does not handle well, if it does not have a lot of grip, then it must take a later apex. It will not have the traction to continue turning and accelerating as it comes out of the corner. Conversely, a better handling car can take an earlier apex. At the extreme, a fair handling high horsepower car (911?) must take a rather late apex while a very good handling low horsepower



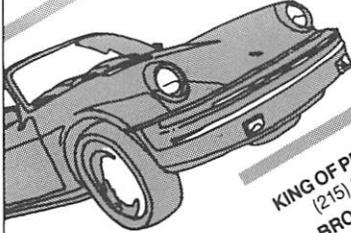
car (914) can take a relatively early apex. The relationship of horsepower to handling (the balance as I refer to it) determines the relative turn-in and apex points. I had an interesting experience riding in Don Galbraith's old '74 911 Carrera. I noted that with racing tires, he was able to turn-in and apex at about the same places as I was in my 914, except that he was going about 2 or 3 mph faster through the corners. With the increased grip of the race tires, his car had about the same balance as my car.

A final factor mitigating the turn-in point is style of the driver. A driver who is smooth and can turn-in to a corner without jerking the steering wheel can turn-in later but still use the same apex point than a driver who tends to abruptly turn the wheel. Also the drivers who tend to pitch the car into the corner have to turn-in earlier because the front tires need more time to respond to the harsh treatment. In my last article I talked about using the braking effect (loading of the front tires) to help turn-in, and the throttle effect to stabilize the car. Using these techniques properly will help the car to handle better, and delay the turn-in point. Remember that delaying the turn-in point (without affecting the apex point) will allow you brake later, therefore keeping the car at top speed for a fraction longer. This is part of what helps to trim off those last elusive tenths of seconds, and what separates the competent driver from the superior one. Next month - pictures of increasing and decreasing radius turns.

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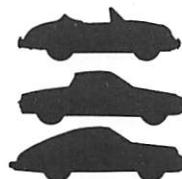
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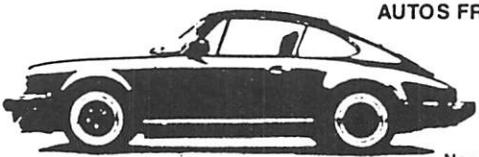
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- 914 5 1/2x15 Fuchs alloys, w/lugs \$400.00.

- 914 brakes, struts, Koni shocks, & assorted junkie. Larry Herman 233-5845

- BFG COMP T/A, 2 215/60X15, Very good shape, best offer

- 914 5 speed '71, 70k miles, rebuilt at 60k, probably ok. \$300 obo. Bill O'Connell 687-9574

- 911 parts Blaupunkt Bamberg AM/FM/SW/LW radio w/cass and recording system, 2 frt and 2 rear speakers

- Brown leather turbo wheel

- 2.2E ign distributor heads 5 P/Cs

- York A/C compressor York/Sanyo adapter. Offers. Bill Cooper 825-5257(w) 362-2770(h)

- Set new 6" & 7" Forged Alloys w/ P-7s from '86 Carrera. \$1,300.00

- Set used 6" & 7" Cookie Cutters - good shape. \$400.00. Tim Holt 215-642-5940

- 911 Carrera sport seats (2) high back w/cloth inserts, excellent cond. will deliver. \$400 obo. Fred Brubaker 434-8778(w) 770-1282(h)

- '85 930 Targa parts. Front valance w/rubber & fogs \$350. 2 rocker panels w/out the rubber \$300 both. \$600 takes all. Jim Levitt 667-2595

- 4 Yokohama A008s 205/55 VR16 brand new, still have original factory seal. \$600. Mario Deguchi. 789-8299(h)

- Fuchs factory alloys; 7 & 8" w/ 205 & 225x16 Pirelli P7 less than 2k miles perfect.

- Factory front valance w/integrated fog lights and spoiler for 911 Turbo body

- Brass tube type oil cooler.

- European 911 Turbo muffler w/less than 2k miles, complete. Andy Rosen 794-3433

- Chin Spoiler

- Used halogen headlights in good condition

- Rims for Bosch H-1 headlights

- Proton #222 power amp, 22 watts per channel

- Alpine 7135 auto reverse AM/FM tape deck. John D. Main 854-6000(w)

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- 911SC or Carrera motor, any condition Bill Cooper 362-2770 (h)

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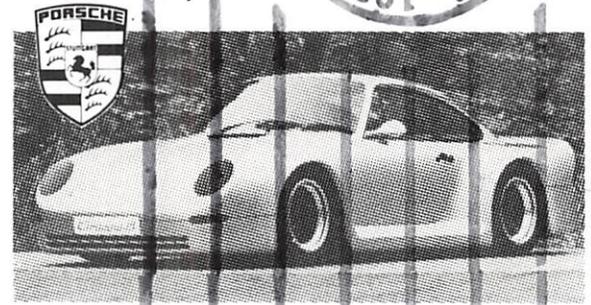
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