

Season Opener...

JUST 2 MONTHS AWAY

The year kicks off as usual at the Ace Cafe in London. 9th March 11am-4pm. With over 22 cars last year, it's sure to be a fantastic gathering. Free to enter with no booking required. There's a great atmosphere at the Ace, with cars & bikes visiting all day. Add to this some good food and it's the perfect start to 2013!

National Rally...

DATE CONFIRMED

The Midland Air Museum will be hosting the National Rally and AGM on 19th May. More information on the venue is available at:

<http://www.midlandairmuseum.co.uk/>

More details to follow.

Membership...

DON'T LEAVE IT UNTIL THE LAST MINUTE

2012 was a great year for the club, with the Ace Cafe, the 35th Anniversary at Silverstone, the National at Prodrive and NEC to name a few events. Be sure to renew your membership now so you don't miss out on another fantastic year! Membership runs from 1st February to 31st January. You can find the form at the end of this newsletter. Do it now and save Mr P being inundated with all the renewals in one go!

Tech Tip

OZZIE ON BATTERIES

People ask me about batteries and I am no real expert here as technology has passed me long ago. From my own experience it is usually better to get one with as many plates as possible, 11 or 13, as these tend to last longer. The Porsche 924 and other front engine Porsches have a battery tray in a place which can be susceptible to corrosion from the battery acid and there is a certain type of battery available which helps to prevent this. The battery is mostly sealed and has a drain hose to allow venting of acid and hydrogen away from the battery tray and saving paint and body work. Bosch calls it a European style battery. It is shorter and has a flap over the +ve terminal. These are a little more expensive but worth the investment and there may be similar (cheaper) brands on the market. Is there a right way or a wrong way to replace a battery? I have a preferred method which is to remove the -ve terminal first. This way when removing the +ve terminal it will not cause a spark if the spanner touches the body of the vehicle. Then after both terminals are removed, remove the holding clamps. Check electrolyte before installing. Assemble in reverse order, removing terminal covers after the hold down bolts are tight. When connecting the -ve terminal, briefly touch the clamp and terminal together, a small spark is normal, (radio and alarms). A large spark is a short and needs repairing.

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Membership Application / Renewal Form

Full Name:	
Date of Birth:	
House No. / Name, Street	
Town:	
County:	
Country:	
Postcode / Zip:	
Tel No.:	
Mobile No.:	
Email Address:	
Forum Handle..... Please note you will need to log onto the Club forum and register before you can be activated as a full club member on the forum.	
Application date or Membership number (existing members)...	If you're already a member but don't know your membership number, write PO ??

Club Car Register (Please note this is Optional) – All members are requested to fill in their details so we can build an official 924 register – all data is confidential.

Model:	
Colour:	
Mileage:	
Date Registered:	
Registration:	
How Long Owned:	

How did you hear about us?

Internet Magazine Recommended by Friend Car Show Existing Member

Signed Print Name

Annual membership fee of £25 is payable by Cheque or Postal Order made payable to "Porsche 924 Owners Club"

Please return to:- Mr I.Pattie, Banbury Lodge, Banbury Road, Chipping Norton, Oxon OX7 5TD

If paying by PayPal please email this form to: membership@porsche924.co.uk

PayPal Transaction reference: