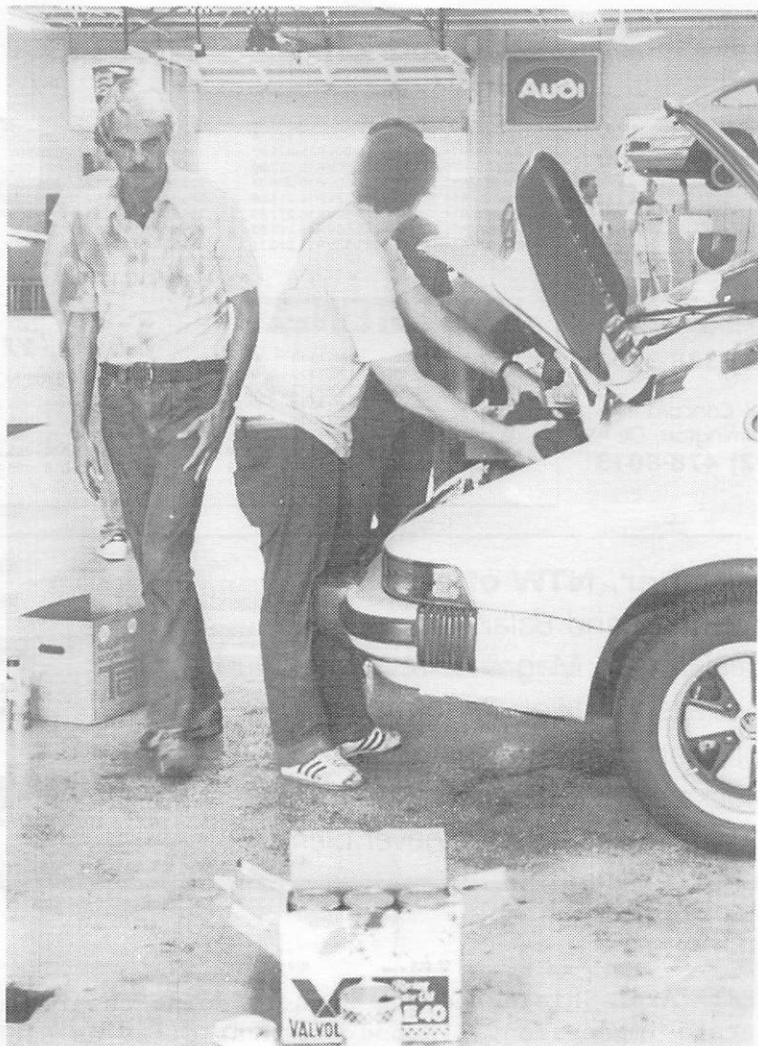


DER GASSER

*Riesentöter Region
Porsche Club of America
Aug 83*



MEETING : AUG 31

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185/70VR13	94.86	235/60VR15	153.68
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205/70VR14	113.72	195/50VR15	171.81
185/70VR15	111.38	205/50VR15	192.96
205/60VR13	111.16	225/50VR15	218.37
195/60VR14	121.65	205/55VR16	215.08
215/60VR14	129.02	225/50VR16	232.85
205/60VR15	135.87	245/50VR15	223.60
215/60VR15	144.11	265/50VR15	240.12

VREDESTEIN

155-12	33.32	165/70-13	41.01
145-13	33.10	175/70-13	46.11
155-13	35.83	185/70-13	49.32
165-13	38.12	195/70-13	50.29
175-14	48.04	185/70-14	52.99
185-14	50.07	195/70-14	57.24
165-15	44.29	205/70-14	59.78
175/70-12	41.90	185/70R15	54.81

PIRELLI

P-6

P-7

185/60HR13	90.46	195/50VR15	182.43
205/60HR13	113.46	205/50VR15	204.03
185/60HR14	103.69	225/50VR15	231.24
195/60HR14	115.85	205/55VR16	236.06
225/60HR14	136.43	225/50VR16	249.00
195/60HR15	155.67	345/35VR15	325.75
205/60HR15	129.16	265/50VR16	285.02
205/60VR15	148.96		
215/60HR15	150.89		
215/60VR15	170.09		
235/55VR15	192.35		

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205/60HR15	135.01
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COVER: Axel Shield and Bob Burnett doing their Nick Imperato impression. (Nobody gets as dirty as Nick when changing oil at a tech session.) I hope they used the Valvoline and not the TAB! Photo by editor.

Editor at work



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Up Comin'

- Aug 21 - DVSA AUTOCROSS, BMC at Gloucester County, Harry Smith, 609-299-5308
27-28 - DRIVER'S SCHOOL, Potomac at Summit Point, PATTS II, Axel Shield 279-1809, or Bob Russo, 674-4756
31 - RIESENTOTER MEETING, see page 3
- Sept 11 - RIESENTOTER PICNIC, see page 8
11 - SCCA SOLO II, Exton Square Mall, Skip Graf, 696-0885
18 - DVSA AUTOCROSS, Schattenbaum at Gloucester County, Bob Carrington, 609-771-0613
18 - PORSCHE/CORVETTE CHALLENGE at Montgomery Mall, Al Anderson, 275-9418
25 - SCCA SOLO II, Northampton Co. Community College, Skip Graf, 696-0885
28 - RIESENTOTER MEETING
- Oct 1 - RIESENTOTER TECH SESSION, Rosemont Porsche
2 - DVSA AUTOCROSS, BMC at Gloucester County
8-9 - DRIVER'S SCHOOL, NNJR at Pocono
9 - DVSA AUTOCROSS, Old York Road at Gloucester County, Walt Boutcher, 674-4794
16 - DRIVER'S SCHOOL, Potomac at Summit Point
23 - DVSA AUTOCROSS, Riesentoter at Montgomery Mall, Bob Russo, 674-4756
26 - RIESENTOTER MEETING
30 - SCCA SOLO II, Plymouth Meeting Mall

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Meeting :

As some of you may know, Ed Impink is the crew chief for Electrodyne Racing, who currently campaign a 934 in the IMSA series.

Ed, of course, knows all the ins and outs of Porsches and of racing, and his comments should be interesting to anyone who calls himself a Porsche nut. He has been involved with racing Porsches for 20 years or more and his time as an instructor at Bill Scott's School gives him a unique perspective from both sides of the fence.

Ed will be having dinner with some of us at 6:00 and if you'd like to join us for some stimulating conversation, just call Craig Rosenfeld to let him know you are coming.

The meeting, at Casa Maria also, will begin at 8:30. Casa Maria is located in King of Prussia - on Rt 202 about 1 1/2 miles north of the Valley Forge exit of the turnpike or the Schuylkill Expressway.

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Welcome, New Members

Skip Corey

Bill & Tony Dukeman
Drexel Hill
78 924

James Levitt
Bala Cynwyd
From Suncoast Region

Fred & Polly Bernardo
Reading
83 944

Jill Decker
Lansdale
76 912E

Ron & Ellen Kellett
Richboro
71 914

Vitaly Sawyna
Allentown
82 928

Gerald & Deborah Gagliardi
King of Prussia
From S.E. Michigan

Todd Shore
Glenside
78 911SC

Mark & Cheryl Dischell
Lansdale
83 91SC

Terrance Martz
E. Stroudsburg
From Cape Canaveral

Elliot Menkowitz
Pottstown
82 928S

Samuel & Betty Clipp
Souderton
70 914-6

Bill & Vicki O'Connell
Devon
33 944

Glen Naregang
Wycissing
67 912

Ron Fierro
Wyomissing
83 928S

Thomas & Roberta Fabian
Bethlehem
83 944

Wyatt & Delores Vorters
Philadelphia
77 911S

Michael & Shelly Ann Horne
Newtown Square
83 911SC

Nick & Debbie Giampetro
Media
70 911T - 83 944

John Maine
Philadelphia
78 911SC Targa

James & Susan Bulgrin
St. Davids
From Los Angeles

J. Spivak
Pennsauken, NJ
79 911 Targa

Sally & Edward Burka
Philadelphia
31 928

A.J. Ahrens and his very pretty fiancée, Linda Meara have taken the big step - they were engaged in May and the wedding plans are set for the end of the year. (It seemed like you would never ask, A.J.!) Though A.J.'s business has taken much of his time, he and Linda did come out to a few events this year and hopefully we'll be seeing a lot more of them as Mr.&Mrs. All of Rie-sentoter wishes you much love and happiness together.



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Late Braking News

Bob Russo

July was definitely THE month for competitive Riesen-toters. It was also a month of new tracks - several "Giantkillers" made the ten hour drive to Mosport and another group of us braved the Long Island traffic to attend the school at Bridgehampton. What a track! It has been more years than I care to remember since I saw a race at the "Bridge". In those days, the Rodriguez brothers were driving front-engined Ferraris and Bob Johnson's Cobra was destroying all competition!

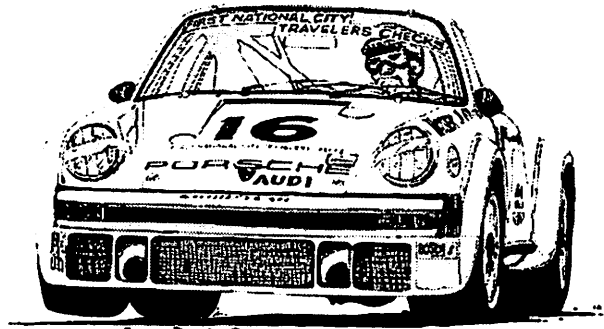
The track hasn't changed much - the paddock is still atrocious, the sand is everywhere and Long Island's traffic horrendous. The course, however, is still one of the most exciting, consisting of 4th-5th gear high speed corners, most of which have blind apexes! Really awe-inspiring the first few sessions!! Unfortunately, a missed shift early on Saturday cut Dodie's and my driving short.

In trying to make repairs, Don and I had the pleasure to meet Blaine from Precision Porsche, just a few miles from the track. He went out of his way on a Saturday afternoon rummaging through a Koerbelesque selection of used parts to come up with a rocker arm (at no charge) in an effort to get us back on track. But there was more damage than we could repair trackside, so we just loaded the car and enjoyed the beach at the Hamptons. What a spot! If you're ever in the area of Hampton Bay stop in and see Blaine's facility, complete with 356s in various stages of restoration, a 911 here and there and personable and concerned people who enjoy Porsches.

Following the Saturday sessions, Metro Region had a hot dog and beer blast. They also had 500 clams on the half shell and barbequed blue fish. Dodie and I did a more than adequate job on the clams (eating about ten people's worth), but every time we looked over our shoulder, Richard van Zijl was going us one better!

The next weekend was the long-awaited Riesen-toter Driver's School and PATTS event. Thirty-seven of our members participated in a highly successful event.

Axel had everything scheduled to the nearest .001 second and everything went flawlessly. Bob McCullen co-ordinated with SCCA to provide corner workers. His threats of staking people spread eagle in the sun may have had something to do with his success. Sunday brought the first PATTS event after the fog-out at Pocono. Eighty-four drivers signed up for the time trial, with 70 being PATTS participants. I think that is an excellent showing for the first year. For the most part, Riesentoter drivers did extremely well. Their times compared to others who have run "The Point" numerous times were quite respectable. The next and last PATTS event for this year will be sponsored by Potomac Region on August 27-28. Be there.



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RTR Picnic, 9-11, 1:00

It's almost time again for our Riesentoter Region Picnic. So, on Sunday, September 11, bring the whole family and friends to Camp Hideaway for an entire day of festivities. As in the past, the Club will provide beer and soda, charcoal and grills.

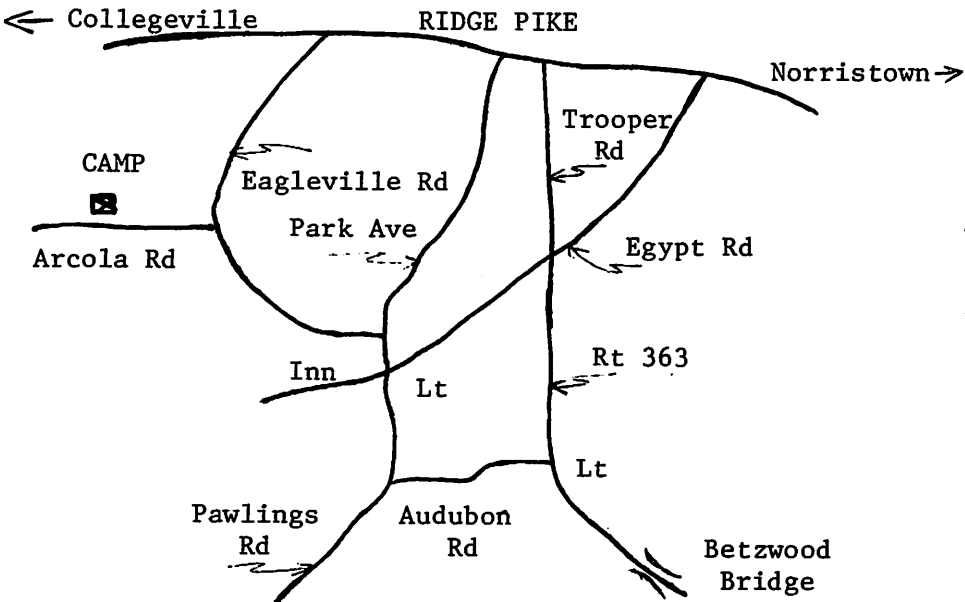
Dessert will be provided by the entries from the Baking Contest, so all members are urged to participate. Also, bring your car, as the entertainment will be a Top-Only Concours, with People's Choice judging.

Other activities will include swimming, volleyball and softball. A nominal charge to help defray the cost of the site rental will be collected the day of the picnic (\$5.00 per FAMILY).

Please notify Joe Shelanski if you plan to attend:

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that extra tender love and care into all of our body work. It's what makes our work "better than new." When you need help with your Porsche call us... we'll talk to you because like we said, we really do care about your car and you! Minor repairs to complete restoration.

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Summit Point '83

Axel Shield

Once again the membership of Riesentoter has come thru to put on what can only be called a very successful event. Saturday and Sunday saw one hundred and twenty Porsches and drivers "doing their thing" at Summit Point Raceway. This included approximately forty Riesentoters as well as entrants from as far away as Connecticut, Detroit, Tennessee and the Carolinas!

Just like last year, Summit welcomed Riesentoter with bright sunshine and 90 degree weather, thankfully not too humid and with a breeze. On the other hand, the track surface was rougher than I can remember it ever being before. It was supposed to be smoothed and levelled the week before, but no one showed up to do the job. Now they say it's supposed to be done before Potomac's event in August. I hope so.

Prior to this event, I had no idea of the amount of time and effort required to organize and prepare for a driver's school. Frankly, I couldn't have done it without a tremendous amount of help and cooperation from a large number of Riesentoters. Special thanks must go to Mary Jo and Gary Grove who worked many, many hours during the months prior to the event. In the last couple of weeks it almost seemed as if I had moved into their house and was occupying the room in which Gary's computer was set up for registration. Not only that, but Gary and Mary Jo spent two days answering questions and helping people fill out forms at track registration. The extent of their efforts can better be appreciated when you realize that they lost numerous laps of track time, as well as one full run group because they were working. Mike and Jane Stolper, along with several others, helped the Groves whenever they could and Dodie Russo assisted with the PATTS registration and organization. Dodie also looked quite quick and comfortable all weekend, while turning very fast laps in FRAUD.

Thanks also to Bob McCullen, Flag and Safety Chairman. Bob coordinated rules and assignments with SCCA who provided one flagger per corner and a "Control" for the event. You know Bob did a fine job because the

SCCA chief flagger requested that we send copies of Bob's flag station instructions to other regions who put on track events. After a couple of "false starts", Bob Russo got the PATTS time trial running smoothly and quickly with a lot of help from various Riesentoters. Bob handled this tough job very well and with his usual good humor. After a close first run in the time trial, Bob cranked it up and blew away the entire field with a seemingly easy FTD.

Special thanks also to Wayne Flegler who made the trip without his car to act as our Chief Instructor. Wayne looked very natty in his Nomex, but the top of his one piece suit was soon draped about his waist as it was just too hot. Thanks to John Chatley, who also came without his car to help out with details and to do any job required at a moment's notice. The same was true of Bob Patton and Tony Checkowski, who along with many other jobs, handled tech inspections. In fact, Bob designed a complete tech sheet just for this event.

Last, but certainly not least, President Don, that well known man of few words (check any recent "President's Message"), silently found ways to help out whenever he wasn't on the track or instructing. And speaking of the Galbraith's, I think we have another new driver with "the syndrome"; during the trials Chris whipped past at about 100 mph with the biggest smile on her face that I have ever seen. That smile wasn't for us in the pits because her eyes were locked on the road ahead, with the determined look of someone who will be a regular at future track events.

A few more observations on people at the track. I know I won't remember everyone, so please don't feel hurt if you are not mentioned. Besides, if you keep coming out, I guarantee that your name will be mentioned in Der Gasser very soon. Also, should anyone have a funny or interesting tale from this event, you may want to drop a letter to the editor and add your story to the future legends. To start off, it was very interesting to watch Bob Holland, caught between a super 911 and a Turbo, find out what it is like to run with a low horsepower car. Bob's lines were great, as usual, in his 924, but he had frustration written all over his face as the sixes went flying by on each new straightaway.

A great debut was made by Joe Shelanski, certainly one of the fastest and smoothest novice drivers I've seen at a PCA event. If he had as much fun out there as we did watching him, he should come out more often as he definitely has the right instincts and ability. Tom Baldwin also made an impressive debut. Remarkably, he heard about the event only a week before when he was not even a member of PCA. In those few days, Tom managed to join the club, enter the event, get his SC teched and make it to the track. Such a large amount of energy can certainly be put to good use by our club in the future. For once, Tony Bonnani managed not to scare off any instructors. However, he was observed getting his revenge by having a grand time passing red group drivers when the red and blacks groups were combined. Also showing steady improvement were Craig Rosenfeld (who along with Nancy, helped me whenever I asked) and Bill McCrink, whose wife, Dolly made her initial track appearance. Riesentoter treasurer, Bill Cooper, demonstrated once again that motorcycle racing is a great teacher. In his first Porsche track event, Bill simply looked great.

Credit must be given to Jay Goldfarb who, despite a very bad back, mounted a VCR camera on the rollbar of his concours Speedster and did quite a few laps while taping. How he could drive with his back in such condition I can't understand. However, Jay is not the only crazy one, as a bunch of us stayed up past midnight watching the tapes and some others which Bob Holland had taken at Pocono.

Larry Herman continued his remarkable first year showing and is already giving fits to some very good 914 drivers. It was good to see Bob Koerbel back at the track, as well as Richard van Zijl in his "immaculate" 911SC. Speaking of old friends, ex-Riesentoter (now Potomac) Rasim Tugberk appeared in fine and fast style. Bob Burnett and Henry Boreen were the "class" of the field in their 930s. It must be fun; it certainly is awesome. Stu Boreen, although turning his usual very good times, was slightly outclassed by those 911SC drivers not suffering from "Targa Flex" or 16" wheels.

Ted Sechowitz suffered a "mild" case of heat prostration and although he missed most of his sessions, was still around to help when he could (the free beer at the end of the day helped to cool him down somewhat).

Missed at the Point were Jay Windsor (recuperating from a motorcycle accident), Al Anderson (still waiting for his 944), Larry Bruce (expecting a family addition at any moment) and Melody and Vern Lyle (competing in a Pro Solo autocross - and being out-foxed by the rules). Although he couldn't bring his 914, Geoff Magistrate was at various spots around the track, firing away with his trusty Canon Al.

Finally, I think one of the lasting memories I will have of this event, is a picture of Bob McCullen with a handkerchief under the back of his cap, looking like Captain Gallant of the Foreign Legion. Bob was constantly on the phones making announcements in the intense heat of the afternoon - or looking for other jobs to do. I know I probably bored some of you with this discussion of people, but it is the people and the type of spirit exemplified by Bob and all of Riesentoter, both mentioned herein and unsung, that not only make these events successful, but really makes them fun.

Fun is what counts and I had plenty of it preparing for and putting on this event. Without the help of those named above and many, many others, this would not have been so. I know that our out-of-region entrants had a good time from the number of compliments I personally received - compliments that were really for all of you who helped do the work. At a minimum, Riesentoter should net approximately \$1500 from this event, and although profit is not the most important thing, it is nice to help the club treasury a bit.

Days like these are what makes the Porsche Club as great as it is. I hope to see you all at the track again, and if you missed this event, please plan to be at "the Point" for the next one!

PATTS I

RIESENTOTER REGION, PCA
DRIVER'S EDUCATION AND TIME TRIALS
JULY 16 - 17, 1983

MODIFIED II				
BOB RUSSO	RTR	911-FRAUD	1:32.016	(FTD)
MODIFIED II LADIES				
DODIE RUSSO	RTR	911-FRAUD	1:37.848	
MODIFIED III				
ALAN FRIEDMAN	POTOMAC	911-T	1:35.806	
PETE TREMPER	SCHATT.	914-6	1:39.339	
* KEITH COLLINS	POTOMAC	911-S	1:47.564	
MODIFIED IV				
TED PAIRD	POTOMAC	914-4	1:35.366	
RUSSELL KESSLER	POTOMAC	SPEEDSTER	1:39.934	
JAY GOLDFARB	RTR	SPEEDSTER	1:44.899	
A-IMPROVED				
JOE SHELANSKI	RTR	911-S	1:41.890	
B-IMPROVED				
RON FOX	NNJ	928	1:37.078	
JOHN BIRK	POTOMAC	911-S	1:37.234	
MICHAEL MOUNT	POTOMAC	911	1:42.086	
C-IMPROVED				
* ROCQUE ERN	JERSY SHO	911-T	1:42.875	
DAVE SNOW	ELU RIDGE	914-6	1:46.676	
D-IMPROVED				
* H. STRASSBURGER	POTOMAC	914	1:44.764	
CHUCK SAVAGE	NNJ	SPEEDSTER	1:53.087	
* RALPH BOETTCHER	RTR	914	1:59.220	
A-STOCK				
BOB BURNETT	RTR	930	1:43.138	
HENRY BOREEN	RTR	930	1:44.883	
B-STOCK				
JIM SPACEK	CVR	911-SC	1:36.258	
SKIP HOYT	SCHATT	911-SC	1:36.296	
RASIM TUGBERK	POTOMAC	911-SC	1:38.236	
STUART SCREEN	RTR	911-SC	1:38.598	
MIKE STOLPER	RTR	911-SC	1:38.974	
BILL MCALLISTER	1ST SETL	911-SC	1:39.507	
HOWARD GRAD	POTOMAC	911-SC	1:39.776	
TONY BONANNI	RTR	911-SC	1:40.207	
TOM BALDWIN	RTR	911-SC	1:43.894	
DON MARK	POTOMAC	911-SC	1:47.445	
B-STOCK LADIES				
SANDRA LANGIUS	POTOMAC	911-SC	1:40.813	
C-STOCK				
EDUARDO COSTA	POTOMAC	911-S	1:35.913	
DON GALBRAITH	RTR	911-carrera	1:39.760	
BOB KOERSEL	RTR	911	1:45.093	
* GARY FALLON	POTOMAC	911	1:51.717	
C-STOCK LADIES				
* CHRIS GALBRAITH	RTR	911-carrera	1:56.326	

D-STOCK

AXEL SHIELD	RTR	911-S	1:40.205
* SILL COOPER	RTR	911-S	1:45.616
* TOM HERREN	POTOMAC		1:45.751
* TOM TAUSCHER	POTOMAC	911-E	1:50.381
* BOB MCMENAMIN	RTR	911-E	1:52.011

E-STOCK

JOHN MEEK	POTOMAC	944	1:42.223
HOWARD LEIKEN	POTOMAC	944	1:42.737
* SHELLY SPATZ	NNJ	944	1:43.274
STEVE SCHIFF	POTOMAC	944	1:43.826
* ED KUHN	JERSY SHO	931	1:44.352
CRAIG ROSENFELD	RTR	944	1:47.592
* JOHN RUBINS	POTOMAC	944	1:51.061

F-STOCK

SAM JESSEE	1ST SETL	911-T	1:41.903
BILL KELLER	SCHATT	914-6	1:45.389
DOUG HARREL	1ST SETL	911-E	1:47.058
* RUSS HUNSBERGER	RTR	911-T	1:49.087
BILL TYRREL	POTOMAC	944	1:49.211
JON GRIESENBECK	BLU RIDGE	911-T	1:51.200
* BOB MCCULLEN	RTR	911	2:02.212

G-STOCK

BOB CARRINGTON	SCHATT	914-2L	1:42.533
LARRY HERMAN	RTR	914-2L	1:42.888
FRANK KERFOOT	JERSY SHO	914-2L	1:43.409
MAURY HAMILL	BLU RIDGE	914-2L	1:45.576
* WADE HERREN	POTOMAC	914-2L	1:49.455
GARY SIMMONS	1ST SETL	914-2L	1:50.801
* DAN MCCHESENEY	POTOMAC	914-2L	1:54.167

H-STOCK

MIKE KELLER	SCHATT	914-1.7L	1:45.869
J.E. CARLOCK	POTOMAC	914-1.7L	1:46.645
R.T. ROOKEY	CVR	914-1.7L	1:46.804
C.J. SCHLEUPNER	BLU RIDGE	914-1.8L	1:48.604
LARRY THOMAS	1ST SETL	924 turbo	1:48.919
JOE McALLISTER	POTOMAC	914-1.7L	1:49.432
GARY GROVE	RTR	914-1.7L	1:49.814
SHAWN WOODHEAD	POTOMAC	924	1:49.902
* PETER BURG	DETROIT	924	1:50.305
* CARROLL KISSER	POTOMAC	924	1:51.433
* BOB BURG	DETROIT	924	1:54.216
BOB HOLLAND	RTR	924	1:55.021
* BOB SCANNELL	HUDSON VL	914-1.7L	1:55.190

H-STOCK LADIES

BARB KELLER	SCHATT	914-1.7L	1:50.356
MARY JO GROVE	RTR	914-1.7L	1:56.475
* DEBBIE SCANNELL	HUDSON VL	914-1.7L	1:57.122
* KAREN KELLER	SCHATT	914-1.7L	2:07.873

I-STOCK

BOB BUCHLER	POTOMAC	S-90	1:45.666
FRED SIMS	POTOMAC	386-sc	1:47.388
BARRY BUTLER	RTR	912	1:47.502
* ELLIOTT PINCUS	RTR	912-targa	1:51.886
FAT McALLISTER	1ST SETL		1:52.237
* BARRY PINCUS	RTR	912-targa	1:53.302

Pro Solo, Inc.

Vern Lyle

What's it all about? After attending the event at Harrisburg, we're still wondering, too. Pro Solo, Inc. uses SCCA Solo II rules and classes (sort of), running two cars at a time on mirror image courses. Drivers get 4 practice and 4 timed runs on Saturday, to qualify for class runoffs on Sunday. Then the two fastest in each class are seeded into head to head eliminations. This handicap challenge lets the slower car leave the line by the time differential between class winners.

To back up a bit, we went there to see what the level of driving was like on the "Pro" circuit and also the level of car preparation. Since our car is not fully prepared under their rules, we didn't expect to blow anybody's doors off, just see where we stood. There were 24 cars in Street Prepared, ladies included, and since there were only 90 some cars at the event, everyone qualified. I was 4th and Melody didn't have a clean run on each course (they said), so was 24th (see pylon story below). She did run respectable times, beating Chris Kuhn in the '84 Corvette.

In actual competition on Sunday, she moved up to 18th (on P7s instead of recaps), but again with "ghost pylon problems". I ran 10th behind various Porsches, Datsuns and Loti. The winning 914-6 and 2nd place Lotus were 2 thousandths apart and there was only .4 seconds between 4th and 10th place. So we were close enough to have had a reasonable chance. It was a unique event and was enjoyable overall.

Now for the rest of the story. It seems that the business oriented organizers are trying to capitalize on the popularity of autocrossing without knowing very much about autocrossers. The 16 regular classes are combined into only 8 and that has to be unfair for a lot of people. For example, A Stock cars (all 911s and a bunch of other things) have to run with us in Street Prepared (most SP cars taking advantage of all the rules). And within this class, there are C SP cars running against A SP cars. Another example, all Modified cars run together. Yes, that's Harry Smith's turbo RX7 on street tires vs. Jerry Fink's Super 7.

The travelling "Pro" show uses local SCCA volunteers to run their event and the locals are not always aware of the idiosyncrasies of the rules or the fact that they can be changed at the whim of the organizers. The Chief tech inspector admitted to me that the tech inspectors were not reliable, he just worked with what he had. Seems kinda nervy to call yourself "Pro" under those conditions. Also, the course workers often reported hit pylons when there were none (and vice versa) and sometimes the pylons were not announced at all - they just showed up when results were posted.

With all this in mind, the tire controversy didn't really surprise me very much. A high ranking official of Phila Region SCCA had told me that our Wilkerson recaps were legal in Street Prepared and the tech folks at Harrisburg said "no problem".. After 16 runs between Melody and I on Saturday, the chief tech inspector told me the tires were illegal for Pro Solo and we'd have to run the P7s on Sunday. After calmly explaining all the above, then heatedly discussing his qualifications, I walked away when he said, "Hey those are our rules, you can always run somewhere else". Indeed.

As I said, that really wasn't a surprise. They think that they are putting on a great show with sponsorship and decals (whee!) and there shouldn't be any questions. What they don't understand is fairness to everybody. They have a 150 car limit on each event and must be wondering why the attendance is 90. It's not so much the vague rules or the combined classes or the lack of qualified workers - it's their attitude. If they were autocrossers they would understand.

Some of the highlights (or rather lowlights):

- A driver stopped on a practice run because a course worker was resetting a pylon and was told, "Sorry, no reruns are given during practice".
- A driver finishes a clean run and his time is given with a pylon. Refusing to leave the stop box, he demands to know where the pylon was hit. Nobody can find out (as if it didn't matter), the penalty remains.

- While the final 16 cars are in impound prior to the handicap challenge, the driver of a Modified car is told that he cannot change his fouled plugs, "You have to run it the same way it was qualified, too bad." This was a series regular who follows the circuit all over the country and was 2nd FTD at the time.

- One Stock car was moved to Street Prepared because the chief tech inspector thought it was too fast - the only reason given. He was running 11th at the time.

- "Sandbagging" is openly done and talked about, and is the only way to win the handicap challenge. This favors the slower cars since it is easier for them to run faster than their previous times than it is for a modified car. In fact, out of the first 8 elimination runs, 7 were won by the slower car. It's almost incredible to see a Rabbit leave the start line some six seconds ahead of a Lotus, and expect the Mod car to catch him. (Let's see, maybe if you were driving a tortoise...). Anyway, the same B Stock Corvette wins 1st Overall most of the time. Nuff said.

- The brightest highlight was seeing Jerry Fink duel E. Paul Dickenson, both in Lotus Super 7s, dead even all the way around the mirror courses, neither making obvious errors and Jerry nipping Paul by a tenth at the finish line.

When (if) Pro Solo makes another stop here next season, go and have some fun. Don't take it too seriously though - it's just an imitation of an autocross. Wear your Mickey Mouse ears and you'll fit right in.

Al Anderson
PINSTRIPING

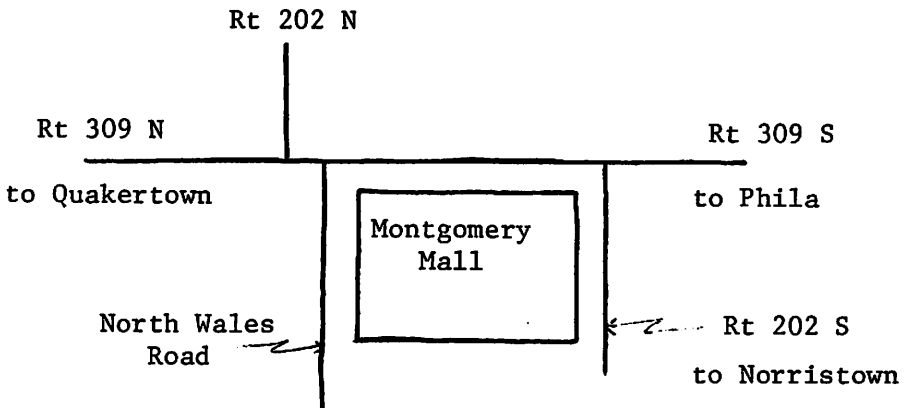
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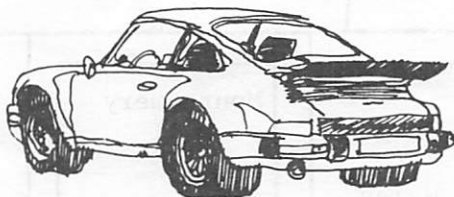
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Mike Stolper

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The monthly meeting is the deadline for material to be published in the next issue.

Address changes or notification of non-delivery should be sent to the Editors and to the Membership Chairman. Items for the Porsche Store are listed free to members. Photos and articles are welcomed. B/W or color prints can be used if quality and contrast are sufficient.

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