

# 10/86

OCTOBER MEETING  
OKTOBERFEST

VEREINUNG ERGEBIRGE, Warminster Oct 24th 7:00 PM

The October meeting is the annual Oktoberfest which is also our election. This event is one of the more popular social get togethers of the year. Hopefully this will reach you prior to the dinner so you can brush up on the campaign speeches for the election. If you aren't there, you will be missing a good time.

PRESIDENT'S MESSAGE by Richard van Zijl

Amazingly it is October again! It is therefore time again to re-organize and take care that the club is handed over to a new executive in 1987. The nominating committee has come up with a slate that we feel will best serve the club. Please give them your support.

Some of the positions on the Exec are being contested. I want to once again ask you to please come to the Oktoberfest and vote for the candidate of your choice. You have to be present at the Oktoberfest to vote - and a voting member as well, of course.

We have several exciting events coming up during the next two months. The aforementioned Oktoberfest on the 24th, Porsche/Corvette Challenge on the 26th. Then our joint event with Potomac at Summit Point in early November. The final event of the year will be the Christmas Banquet. It is going to be held at the Yellow Springs Inn in beautiful and historic Chester County.

Bill O'Connell is, among other things, diligently working on plans for our 30th anniversary next year. Current thinking is that we will schedule an entire weekend of events. Other than needing volunteers to help with this undertaking, Bill would also appreciate your input as to what activities you would like to see on the agenda.

See you all at the up-coming events!

1987 OFFICIAL SLATE, AND CONTENDERS

The Nominating Committee herewith presents the candidates it recommends for the 1987 Executive Committee.

President	- Al Anderson
Vice President	- Bill O'Connell
Secretary	- Tony Bonanni
Treasurer	- Vicki O'Connell
Competition	- Bob Lamb
Social	- Craig Rosenfeld
Goodie Store	- John Dietterle
Autocross	- Jim Confer
Editor	- Paul Johnston
Membership	- Neil Fine

The following is a list of people nominated to run in opposition. Nominations closed at the end of September's meeting.

President	- John Heckman
Social	- Larry and Cheryl Herman
Social	- Bruce and Margaret Berlinger. ED. NOTE: My apologies for spelling the Berlinger's name incorrectly last month.



# DER GASSER

## CAMPAIGN PLATFORMS

Some of the positions for the 1987 Executive Committee have more than one candidate. In that it is impossible for these people to meet everyone, the following articles were submitted by Al Anderson, Craig Rosenfeld, John Heckman, Larry Herman, and Bruce & Margaret Berlinger to give a small campaign speech to share with you their platform. People attending the Oktoberfest will have the opportunity to vote. If you can't attend the dinner but wish to vote anyhow, feel free to stop by for a drink up to 9:30 or so. The people eligible to vote are the regular and designated family member.

Al Anderson

It is with great honor that I have been selected by the members of the nomination committee to run for President of our region. My thanks to them for their show of support and faith in my ability as a leader.

For those who do not know me personally, you may have read my articles in Der Gasser about track events or about my 944 project car. You may also know of my zealously for PCA, track events, and sharing good times with fellow Porsche Pushers. I have served on the executive committee for the past 5 years in various positions and would now like to extend my enthusiasm to the office of President. I offer my experience and a genuine interest in keeping our region growing with fresh ideas and an on going enthusiasm for the real reason we are Riesentöter members, we love our cars, have a passion for motor sports, and above all we reserve the right to defend our region to the finish line. Believe me when I tell you that this position is not a trophy to hang on the wall or to brag about, but a job that I really believe I can do well and for the betterment of the region.

Come election time, a vote for me is a vote for camaraderie (the feast of reason and the flow of soul). Together we go forward.

Craig Rosenfeld

Why should you vote for me for Social Chairman? Simple, because I will work hard in 1987 to expand our social events to the point where you will find it hard to resist attending. I have held positions in the club and really enjoy the various aspects of what the club has to offer. I want the region to be well rounded giving options to anyone that wants to participate, as such, I will be your conduit to the events you want. With our 30th anniversary coming up, I want to ensure we have a birthday party to end all. The Chairman and I have already started working on a celebration which should knock your eyes out!

I recommend you vote the slate as presented by the nominating committee and get ready for the best year ever.

John Heckman

My message is simple: I would like to be President in 1987, and I need your vote. At this year's Oktoberfest, we will see something we have not seen in quite a while - an election for the office of President of the region to be determined by secret ballot distributed to all those members in attendance at the Oktoberfest on Friday, October 24, 1986. The votes will be tallied and the results made public before the conclusion of the evening. If you are not at the Oktoberfest, you can not vote.

Since my joining P.C.A. in 1978 I have served on an executive committee in the following offices: Social; Treasurer; Secretary (Redwood Region); Membership; DER GASSER editor with my wife Jill; Vice-President.

I've made some mistakes along the way. Who hasn't? But all along, my goal has been the same - to do my best for the club. I feel my experience on past executive committees, as well as my successful completion of the duties of my current post of Vice President, qualifies me for the position of Regional President.

Respectfully submitted, John D. Heckman

**Por·sche**  
(pôr/shə)

is a two  
syllable word

It may not appear as so on the surface, but social can make or break Riesentöter. After all, what is any club but a group of people who, linked by some common bond, participate in activities together. Therefore, it is the frequency and quality of these activities that largely determine the friendship and pleasure that each one of us derive from Riesentöter. Cheryl and I would like to provide the club with the best year of social events that we can. My past experience as Activities Chairman and subsequently President of the Valley Forge Motor Club should prove valuable in this position. I was also President of DVSA (Delaware Valley Sprint Association). For both clubs, one of my responsibilities included the year end banquet. I was also Autocross Chairman for both Valley Forge and Riesentöter, so I have experience in organizing large scale events. Cheryl and I will repeat the most successful social events, and we will have some new ones as well. We also feel that a club of our stature and size should have some social conscience. We would like to start an annual event where the proceeds would go to charity. Together with my experience and my wife's calm under fire (we have two small boys) we should be able to provide the club with a great social year. So, as Frank Bartles (Bartles and Jaymes) would say, "Thank you for your support!"

Both Margaret and myself have extensive experience, through our professions, in dealing with large groups of people on a social level.

I, myself, have arranged social events, symposia, dinners, etc. for groups in the U.S.A., and Europe. More importantly, we feel that the current officers lack the expertise in this area, and many members have repeatedly complained.

In a somewhat related matter, it would have been nice if the Riesentöter members could have gotten together for dinner during the Porsche Parade in Maine recently. As social chairpersons, we would have arranged such an event for the club attendees.

With the right social events, the morale of the club would be uplifted, and would most likely increase attendance and membership significantly.

Also, lets get some new faces into key positions, every organization thrives on new blood and new ideas.



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## EDITOR'S RAMBLINGS

Good news, bad news, and more

First the bad news. Tony Checkowski had multiple bypass surgery and the good news is, as you read this, he should be at home recovering. He had a scare when one of the sutures let go, but luckily he was in the hospital at the time and they were able to fix him up again. He will most likely miss the Oktoberfest but will be up and around in time for the Christmas party. As a token of our esteem, we should each save him a mug of beer and some German chocolate cake from the meeting to help get him going again. Those that wish to send cards or mow his lawn, the address is:

Tony Checkowski  
822 Tricorn Drive  
Lansdale, PA 19446

It is hard to believe the year is almost over. Even though this job is a chore sometimes, what with my current commute of 3+ hours a day, and moving from Camp Devon to the Yuppie rowhome, etc, I really have to admit I enjoy doing the newsletter, and will in some respects miss it next year - don't worry Ms. Vicki, not enough to do it again. Next year will present it's own challenge and I am furiously working on our meeting place (a new place is in the offing), our speakers (2 new ones have signed up), not to mention the coming of age party for our region. Yes next year we will be 30 - an adult. I have been soliciting ideas for a while now, and have had many. They range from a multi day event at Pocono (which is probably too far for many) to a rally, car show, dinner on Sat with our picnic and concours the following day. Again, your comments are most welcome.

The photo issue has been delayed yet another month - come on guys, get me those pictures! I have received some good ones to date but I know for a fact there are more out there. Get the hint Stu and the rest???????

We have a new advertiser this month, All That Jazz. They are trying to set up a wine and cheese party for us in early November to acquaint us with their new business. If they are successful, a flyer will be sent out with the details. Remember, when you shop at our advertisers, be sure to thank them for supporting the region. Their revenue helped pave the way for the expanded newsletter.

I just know that by now we have 1,000 plus signed up for the Oktoberfest, right? If you're not there you can't vote!

We still have a bunch of events coming up this year, wine and cheese party (?), tech session, PORSCHE/CORVETTE autocross, Summit Point, and the Christmas Party so don't think the year is over just yet. See you at at least one of them.

## REGION SIZE

Our region is now 12th out of 119 in size with the largest growth in the top 20 at 25+%. As of June we had 518 people. Potomac is the largest with over 1,100 and 17th place Lone Star had the biggest drop with over 17% (falling oil prices?).



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## LYLE'S 4th & 5th AT THE NATIONALS

by Vern Lyle

"If I could have just one more run" - never more appropriate than at our first attempt at the SCCA National Autocross Finals in Salina, Kansas. They call it SOLO II but I'm out there autocrossing, not SOLO TWOing.

Even though our car has only been running a couple of months, it is pretty well dialed in and we felt we had a chance to do well. A/Straet Prepared had 25 cars(!), evenly divided between Porsche and Lotus, with a few Hondas, Datsuns and a new Corvette.

The 911 driver picked to win (Scott Holley) was alongside me on the grid as we watched the rain wash away all the course markings, leaving a long, 43 turn course looking much different from when we walked it. Half the class DNF'd on the first run, the others slithered around. On the second run, Holley turned 96 seconds, I had a 95, and a Lotus at the end of the line had a 94. The third run was still wet but the track was beginning to dry. Holley stunned the crowd with a 92 which lasted 4 cars when I turned a 91. This held until the Lotuses ran (on a relatively dry surface). Two of them beat me by tenths and the last one put 2 seconds on everyone. Since the times are carried over to the next day, this really put a damper on our spirits.

I was in 4th place but realized that no one could make up 2 seconds on these drivers under equal conditions. After considering all the negatives to making a major change, I still decided to put on sticky, but taller, Hoosier tires. I figured they had to help if I could dial in the air pressure and get used to them in 3 runs. If nothing worked, how much worse could it get - there is little difference in 4th and 7th. Well, it took all 3 runs to get the pressure right and I ended up 5th. What I didn't know was the fastest Lotus had been disqualified (he was still running), and instead of being 2.2 seconds down, I was only 0.7 seconds out of first. I do believe that had I stayed with the familiar tires I would have done a lot better, but those are the breaks of the game.

Melody ran very well on the first course using the Goodyears but was edged out by a Lotus on Hoosiers. The second day, she had to suffer with my choice of



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Hoosiers because there was no time to change between runs. Even though I had the pressure right, the car felt very different. She did lop 3 seconds off her first run, and 2.5 off the next, but couldn't catch the Lotus driver. This GIRL, incidentally, beat most of the guys in my class!

A lot of people told us we did real well for our first shot at the Nationals, but I know it could have been better - and it will be next year!!!!

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## DUAL PRUPOSE TECH SESSION

By Bill Cooper

RTR will hold its annual "end-of-season" tech session at Rosemont Porsche on 11/8. We traditionally have a session geared to getting your Porsche ready for winter. This generally means getting the little dear ready for hibernation, and this certainly can be done if you choose. However, because of our end of season Driver's Education event at Summit Point on 11/15-16, we will also be preparing cars and performing Tech Inspection as needed.

Owner John Morzenti has put his entire service facility at our disposal, and will have one of his mechanics available to assist where necessary. The parts department will be open and will offer us a 10% discount on all parts purchased. The session starts at 9:00 and all work must be completed by 3:00 so we ask that no 911 overhauls be started (unless you want Rosemont's staff to complete it for you). Rosemont is located at 1234 Lancaster Ave (Rt 30) in Rosemont PA, but the service department entrance is from Haverford Road, behind the showroom. And as a extra bonus, Mr. Morzenti has graciously offered to provide an buffet lunch for all attending members! See you there.

# PORSCHE

## 1987 SOLO I HILLCLIMB

By Jess Holshouser

Five hillclimb events are being planned for '87 in the NEDIV (North East DIVision), SCCA. Four of the events will be held by North East PA; Spring and Fall at Weatherly, Giants Despair, and Montage, with the fifth being the Blue Mountain Duryea event in Reading. The SEDIV (South East DIVision) is very active with 3 events in North Carolina; Chimney Rock, Grandfather Mountain, and Pilot Mountain. In '86 they also ran 8 flat track SOLO I events and intend to do the same in '87. The flat track events were held in Florida, Alabama, and Georgia.

If you are interested in the SEDIV events, contact Wanda Kirkham, SEDIV SOLO I Steward, 1417 15th Street East, Apt B, Tuscaloosa, AL 35404.

## RACING RESULTS

### NEDIV EP SOLO I CHAMPIONSHIP

Jess Holshouser driving his white #76 Porsche Speedster captured the North East Division SCCA 'E' Production Solo I '86 Championship with a 1st place at the Fall Weatherly Hillclimb, on October 4th & 5th. During his distinguished season he had the following finishes; Spring Weatherly, 1st; Giants Despair, 1st; Duryea, 2nd. E production had 6 to 8 entries for each event!

### SCCA SOLO II NATIONALS

Vern & Melody Lyle took 4th and 5th at the Nationals in Kansas this year! This was in a newer car which had very few runs on it this year. See Vern's article for a complete description of this super accomplishment.

### IMSA GTP

Al Holbert clinched his 5th IMSA championship at the Glen on 9/21. The only person with a chance to beat him was teammate, Derek Bell. Al, our most visible racing member, is doing his best to keep 'our' cars competitive against the onslaught of special one-of-a-kinds being produced by the other makers.

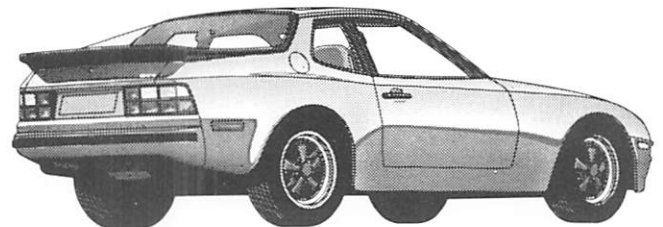
### SKIP BARBER SERIES

Axel Shield is in 7th place (with one race left) out of 155 people in the Eastern Formula Ford series. At Lime Rock 10/4 he turned a 1:01.9. The record is 1:09.7!

Craig Rosenfeld is running the series for the first time and is steadily moving.

### FIREHAWK SERIES

As I go to press, Craig Rosenfeld is signed up for the Phoenix and Riverside IMSA Firehawk Endurance races in Bob Akin's 944 Turbo. Al Anderson may join him for one or both.



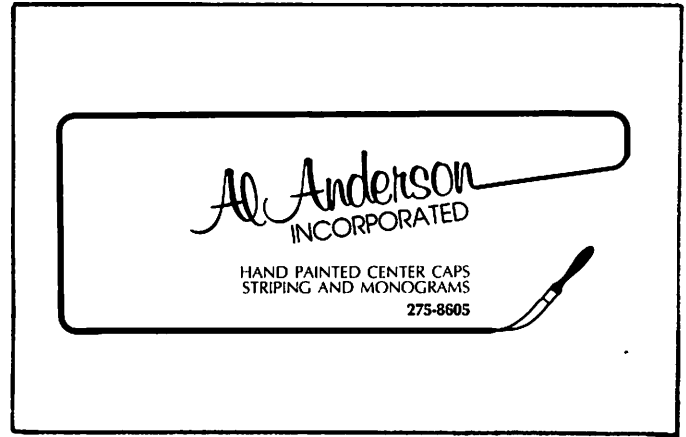
TENTATIVE 1986 EVENT CALENDAR

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
OCT 23-24	Lime Rock	CVR
25-26	Summit Point	NNJR
26	Harrisburg	Porsche/Corvette Autocross
30	Lime Rock	* High Performance Drivers Club
31	" "	Hudson Champlain
NOV 1	Lime Rock	Schattenbaum
7- 8	" "	CVR
15-16	Summit Pt	RTR/Potomac
??-??	Bridgehampton	* Ron Fox



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 718-698-0428

NNJR - Northern New Jersey  
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 Hartland NJ 07506  
 201-423-1770

POT - Potomac  
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# RIESENTÖTER REGION

ADDRESS CHANGES Should be sent to the MEMBERSHIP Chairman at least one month prior to your move.

MEETINGS are normally the last Wed of every month. The time, place, and topic is printed in DER GASSER.

CLASSIFIED and ARTICLES. Ads are FREE to members, \$10 per issue to others. They are NOT automatically reprinted. Articles and/or pictures dealing with RTR events, Porsches, or topics of general club interest are welcome. Those with letter quality (not dot matrix) printers or typewriters can submit them in columns of 3 1/4 x 10 otherwise, they should be type written, between 200 and 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 in the EXEC committee.

DER GASSER is the official publication of the RIESENTÖTER Region of the Porsche Club of America. Unless otherwise stated, comments and/or articles are those of the author and not necessarily those of PCA or Riesentoter.

## EXECUTIVE COMMITTEE

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(See John)  
and  
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## APPOINTED POSITIONS

### CHIEF INSTRUCTOR

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(See Michael)

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Bill Cooper  
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## RENNFEST

by Vern Lyle

I agree with Mick Williams that Peachstate's Rennfest is the premier 3-day event in all of PCA. All the details are worked out and the enthusiasm of all the members shows - not only for the event but for everyone in attendance, no matter what kind of Porsche they drive. Holding the event at the Ritz-Carlton in Atlanta seems to be the right thing to do. Everything Worked. From the registration, cocktail party, goodie store combo to the restaurant across the street that was closing, but reopened for 25 of us, to the Concours at Oglethorpe University, to the rally that defeated half the cars, to a 50s party that took over the entire 1st floor of the Mall next door and ran til the wee hours, to the autocross at the local airbase in pouring rain, to the final banquet at the Ritz - it all worked.

We did have a little trouble remembering how to get there and drove around Atlanta with the trailer for about an hour on Friday evening, but even that didn't stop the anticipation of a good time. When we pulled into the parking lot and the tuxedoed doormen all stopped what they were doing to come and look at the car, it all seemed OK. Walking through the Ritz lobby in jeans and a sweater makes you feel like they have gone out of their way to accept you - I mean, this is a class joint with a string quartet entertaining a small group of fifty people dressed to the nines. Both sides felt a little strange the first year, but the Ritz asked the Porsche people to please come back again this year - a class joint indeed.

Ran into Ann and Fred Michaels and thought it was great that some other Riesentoters were there; then I remembered that they live there now. Great folks that fit perfectly in that region.

We didn't show the car since it is still not actually finished, but probably should have. Some of their members were going for regional points and entered some cars that were downright grimy. There were enough beautiful cars to offset that, however, and it was a good day despite 50 degree temp and rain.

The rally started off as usual for us, getting lost on the ODO leg by missing a sign that was only 40 feet long and 8 feet high. We consequently maxed the first leg,

had a 15 on the second, figured out that the third had an error and would be discarded, and got so lost on the fourth leg that we canned it. So did a lot of others; only 40 some cars finished our of 80. Still, we saw some nice areas and gorgeous homes, so it wasn't a total loss.

The 50s bash had more food and beer than we could consume, people in period costumes, hula hoops, awards, and practically all night dancing. Extremely well done.

The autocross was large and fast requiring 3rd gear twice and full on it in second most of the time. Due to our engine exchange, we run Modified at PCA events and despite our street tires, I was second to Duncan Power's race car by 0.3 seconds. See where "If I only had one more run" comes from? Melody pulled down to the start line and I told her not to be concerned with the drizzle that just started since the track surface was good, and don't let the wipers bother your concentration. As the deluge started, she said, "What wipers?" I told her to just go fast and the water would go up the windshield. She did, and won the class over 5 Modified cars. It was very interesting driving back to the hotel on I-85 with no wipers or defroster - keeps one very alert.

The final banquet is always a great time with the world famous Ritz chef doing something special. He served us a gourmet something ... no one could determine just what it was. Must have been expensive since there were only 3 tiny pieces - sort of like Chicken McNuggets. Good though!

With almost 250 people adjourning to the hospitality suite overlooking the city, we sang, told lies, and generally mellowed out til close to dawn. The last thing we heard was Peachstate's promise to make it even better next year. That's hard to believe, but we plan to go and find out. Why don't you join us?



AUTUMNFEST I  
by Vern Lyle

# PERFORMANCE FROM EXPERIENCE



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On our way back from the National Autocross Finals in Kansas we stopped by the Blue Ridge Region's inaugural Autumnfest in Radford, VA - and a good time was had by all. A socially oriented group, they routinely get 60 out of 100 members participating. They pulled off this 3 day event like they do it all the time.

The first people we saw in the were PeachStaters that we left at RENNFEST just a few weeks before, so we knew everything would be all right. The ensuing cocktail party ended early since most people were cleaning for the Concours. Our car had been on the trailer for some 3000 miles and hadn't been washed since the aforementioned RENNFEST, so we were not too upset finishing 5th out of 6. A '65 911 with 16,000 miles won our class and Best of Show.

Rallies are not our forte but this one was actually enjoyable, if somewhat dangerous. It was mostly on mountain roads with blind switchbacks, no guardrail or center lines, a little gravel to keep everyone loose and an occasional local in a pickup truck. The road had no speed limit signs, but around here probably would have been labeled 25. Well, the neat part is that the rally speed was 45 (!) and it was 4 hours long. Great autocross practice, but we ended up in 6th place, mostly due to my converting our metric speedometer to mph in my head and obviously making a few errors. Nobody finished early and in fact, the winner was over 4 min late. It really felt good to know that the show winner was out there blasting around with the rest of us.

Well, Sunday means autocross and we were ready to beat up on somebody after our bad luck at Salina. And we did just that. It was a big course with a great surface, and everybody got 5 runs. I beat the second best car by 3 seconds. The second place car was driven by Melody, and she beat the 3rd place car by 2 seconds!

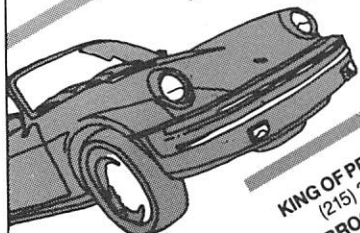
We had to leave before the awards banquet since Radford is 8 hours away, but the organizers had everyone gather at a little park on the way to the restaurant, where we tapped a keg of beer and they gave us our FTD trophies. A class group.

I'm sure they will run it again next year. Get down there if you can.

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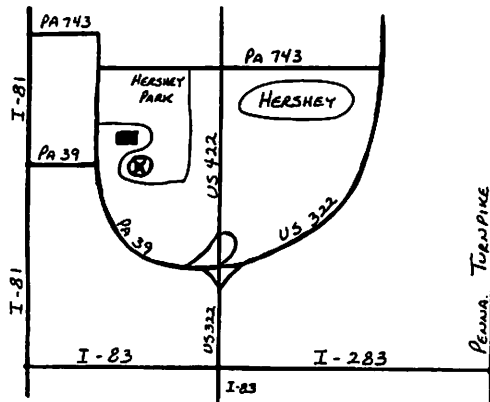
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# PORSCHE - CORVETTE CHALLENGE



## MAP KEY

- HERSHEY PARK INFORMATION CENTER
- ⊗ AUTOCROSS LOT

## EVENT LOCATION

HERSHEY PARK  
HERSHEY, PENNSYLVANIA

EXIT 19  
"HARRISBURG EAST"

### Welcome New Members!

Jeff Brok  
Wernersville  
'84 944

George & Ann Kresovich  
Henryville  
'86 911

William Burychka  
Skipack  
'77 911S

Robert & Susan Marie  
McGinley  
Drexel Hill  
'67 912/'58 356 Cab

David & Rena Comprob  
Merion  
'84 944

Richard Metz  
Philadelphia  
'85 928S

James E. Donaghy  
Valley Forge  
'83 944

Rodney D. Williams  
Philadelphia  
'85 944

Gary Duncan  
Barto  
'83 944

John Ferrara  
Collegeville  
'84 911

Irv Franklin  
New Britain  
'83 911SC

Lenard Hirsh  
Villanova  
'86 911 Cab

Paul & Barbara Johnston  
West Chester  
'79 911SC

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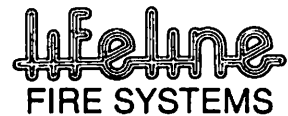
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**AUTOCROSS II RESULTS**

Name	Raw Times Plus Penalty Cones				Best Adjusted Time
	Run 1	Run 2	Run 3	Run 4	
<b>Class I "Stock"</b>					
Don Galbraith 1972 911S	51.106	54.313 +1	O/C	52.087	51.106 FTD
Ron Lego 1985 911	57.994	55.971 +1	55.959 +1	55.291	55.291
James Confer 1979 911SC	61.299	57.559	56.946	56.297	56.297
Bill Miller 1979 911SC	59.745 +1	O/C	56.296 +3	55.875 +1	57.875
Neil Fine 1984 930 Turbo	76.700 +4	O/C			84.700
Mark Weinberg 1986 911	O/C	O/C			O/C
<b>Class II Stock</b>					
Scott Rankin 1984 944	55.936	54.364	54.551 +1	53.337 +2	54.364
Russ Hunsberger 1971 911T	56.948	62.116	56.749 +2	55.538	55.538
Tom Scalfani 1975 911S	58.883 +2	58.750 +1	56.985	57.972	56.985
Mike Broennle 1984 944	58.270	57.859	57.654 +1	O/C	57.859
John Harkins 1977 911	O/C	60.990	60.751	59.185	59.185
Mark Goldstein 1977 911	O/C	O/C	61.097 +1	59.324	59.324
Jerry Weger 1985 944	O/C	62.085	60.117 +1	O/C	62.085
Gary Gasper 1986 944 Turbo	67.441	65.079	63.391		63.391
Thomas Kelly 1986 944 Turbo	O/C	63.616	61.847 +1		63.616
Scott Howell 1974 911 sporto	60.931 +3	O/C	O/C	O/C	66.931
Bruce Berlinger 1983 944	O/C	O/C	O/C		O/C
<b>Class II Stock - Ladies</b>					
Chris Galbraith 1972 911S	O/C	62.680	57.007 +1	56.533 +2	59.007 FTD Ladies
Betsi Leidy 1971 911T	67.182	70.911 +2	59.240	60.067	59.240
Janet Long Weger 1984 944	O/C	60.909 +1	60.912 +1	61.224 +1	62.909
<b>Class III Stock</b>					
Mark Schnoerr 1974 914 2.0	52.183	51.410	51.198	51.215	51.198
Larry Herman 1974 914 2.0	O/C	O/C +2	53.759	54.388 +1	53.759
Skip Chalfant 1958 Speedster	58.007	57.329	58.335	58.090	57.329
Bruce Menkowitz 1974 914 1.8	61.587 +2	62.930 +4	60.083	60.083	60.083
Eric Prywitowski 1972 914 1.7	64.230	62.683	68.448	61.426	61.426
John Heckman 1974 914 2.0	O/C	O/C	O/C	O/C	O/C

Autocross II was a surprise autocross. We originally scheduled it for mid-August after the Parade, but while I wasn't looking the Social Committee stole the date for the picnic. It then became a problem to reschedule on a date that suited both me and Lulu Temple.

We had 26 cars show up which is about average for our events this year. Everyone got four timed runs and unlimited fun runs. We had excellent weather and were finished by 2:30 in the afternoon.

We divided the cars into classes almost the same as for our last autocross. The classes were as follows: Class I: Stock 911, 3.0 litre and newer, Class II: Stock 911, 2.7 litre and older, also 914-6, 944, 924S, Class III: Stock 924 all push rod four cylinder, Class IV: obviously modified 911 and six cylinder, Class V: obviously modified four cylinder. In addition, we also said that any modified class with only one car would be combined with the stock class. For this reason, even though we appeared to have more than one car in the modified class, Neil Fine's car was incorrectly placed in the modified class. This left only Don Galbraith in the modified class and even though he was on race tires, in the official results he is combined with the stock class. This is unfair to Ron Lego who otherwise would have won the resulting stock class.

Speaking of Neil Fine, three Turbos showed up including Neil. But alas, a turbo motor is at a great disadvantage on an autocross course. The boost comes on too late to do any good on a tight course. additionally, the low static compression ratio gives these cars even less low end torque than a non-turbo engine. Turbos are best suited to power courses like Pocono and Watkins Glen.

Don Galbraith showed that there is no advantage like race tires. On a course with two reasonably fast long turns the race tires just stick to the pavement. However, Mark Schnoerr in a stock 914 on street tires was second fastest overall and came very close to taking FTD. Betsi Marsh-Leidy drove my car (which is an experience) and came close to beating Chris Galbraith (on the same race tires as Don). This is an admirable effort in a car with a non-synchro transmission and an unfamiliar shift pattern.

Janet Weger did well by turning times within a second of husband Jerry's timed runs. However, in the fun runs, she turned a 58+ second run which would have won her class. She obviously enjoyed her fun runs. I am sure that Jerry, being a typical male with no ego problems enjoyed her fun runs as well.

Class III had the potential to be a hotly contested class with all those 914 2.0 liter cars. Larry Herman ran his four runs early and then became "relatively obscure". John Heckman our Vice President in the Team Autofest car exhibited severe brain fade and also tried for relative obscurity by going off course all four runs. He later claimed that he has been squandering too much time with his family including their new baby. During the fun runs he proved that he was a potential contender by turning some times which would have given him a 2<sup>nd</sup> or 3<sup>rd</sup> in class. The familiar story for Class III was Mark Schnoerr (the Bridgestone Bandit) on his hot tires winning the class and almost taking FTD again.

Except for a couple of spectacular spins by drivers who shall remain nameless, we had a good day. Our thanks to Autofest for providing a porta-potty and free sodas for everyone. Please remember the Porsche - Corvette challenge will be on October 26. Look for an article and map elsewhere in this issue.

#### **PORSCHE-CORVETTE CHALLENGE October 26**

Attention Porsche fans: the Porsche-Corvette Challenge will be hosted by the Central Pennsylvania Corvette Club on October 26. We alternate hosting this event with them and since this year it is their turn, it will be held at their site.

The Corvette Clubs run their events using a series of heats. Let me explain how the heat system works. Their first heat will begin at 9:30 A.M. All of the cars registered by 9:30 A.M. whose drivers have walked the course and who are ready to run will in turn all make their three (or four) runs. This will be the first heat. Meanwhile, all drivers who arrive and are registered and tech inspected during the first heat, will get the opportunity to walk the course at the conclusion of the first heat. This group will then comprise the second heat. Heats will then continue until the close of registration at 1:30 P.M. The last group of cars to register will comprise the last heat.

The heat system has an advantage over our traditional format. If you arrive early and don't care to stick around for the results, you can go home at the conclusion of your heat. Also if you arrive late, you can still run and will also have the opportunity to walk the course before your runs. Some of the disadvantages to the heat system involve possible changes which may occur to the surface of the course throughout the day. For instance, there may be loose debris on the surface for the early cars which will tend to sweep it off for the later cars. There may be residual moisture early in the day which will dry as the day progresses. The sun may warm the surface throughout the day and make it stickier. On the other hand, it may be clear in the morning and rain in the afternoon which would make early runs advantageous.

For better or worse, they use the heat system so you can plan on arriving any time from 8:30 A.M. until 1:30 P.M. and still being able to run.

The event will be held in the parking lot across from the information center at Hershey Park in (naturally) Hershey, Pa. A driver's meeting will be held prior to each heat. Rules require a closed exhaust system. Entry fee is \$10.00 and bring a helmet. See the map for directions.

Good news for Porsche drivers: John Baker of Leitzinger Motorsports will be there with Bridgestone tires available for evaluation (!) and for sale. He will have facilities to mount (and possibly balance) tires on site. Bill O'Connell will have a set of 15 x 7 rims for sale and they might come with a set of 225/50-15 Bridgestones already mounted.

Bad news for Porsche Drivers: This Corvette Club has some autocrossers who are both experienced and good. The newer Corvettes are quite agile and stick pretty well and Corvettes have always had power and low speed torque. In recent times this club has made life tough for us so we need avid fans to come out and support our cause. We need strength in both numbers and competitive ability in order to maintain our image as a drivers club. If you like Porsches and don't like plastic and cast iron please come out.

When?: October 26, 1986

Where?: Hershey Park (see map)

How Much?: \$10.00

What time?:

registration opens 9:00 AM  
first heat starts 9:30 AM  
registration closes 1:30 PM  
last heat starts 2:00 PM

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- '85 3/4 911 Cabriolet, WPO 222912FS150761, Midnight Blue/Blue Top, 16" Gold BBS 7's & 8's, remote Ungo, 2k miles, rare car, better than new, All options, asking \$40,500. John Main 854-6109 (W)

- '85 VW GTI, Red w/Black & Grey sport seats, Sunroof, A/C, Yamaha AM/FM/Cassette, 100% factory warranty until April '87. Any reasonable offer. Bill Cooper 362-2770 (H) 825-5257 (W)

- '84 944 Gemini Grey, black partial leather, 15x7 alloys, a/c, p/s, front/rear stabilizer bars, side moldings, power tilt roof, Alpine radio, 22k miles, immaculate, garaged, non-smoker, no animals. C. Wheeler 933-5370(H)

- '84 944, Guards Red, w/black 17k miles, sport suspension, 15" forged alloy wheels, sunroof, 4 spoke steering wheel, Alpine radio w/Alpine equalizer, 2 ADS amps and 4 ADS speakers, Ungo alarm, excellent condition, garage kept. Asking \$21,000. Don Huber 342-0729

- '77 911S Targa, Silver/red, Immaculate & pampered, lowered, new paint, A-008 tires, many other extras, 83k miles, \$16,900. Ed Murphy 293-4518(W) 431-0823(H)

## PARTS FOR SALE

- 4 944 Phone dial rims, 7x15, super condition, great for autocross/track wheels, currently have 4 COMP T/As; 2-215/60X15 & 2-245/50X15 mounted on them, best reasonable offer

- 4 Pirelli 195/60x15 P6s, 4k miles, best reasonable offer

- Saratoga top for 944/924, smoked glass replacement for your heavy panel, \$150/OBO

- 914 5 speed '71, 70k miles, rebuilt at 60k, probably ok. \$300 obo. Bill O'Connell 640-1675

- Hoosier Autocrossers, 225/50x16, used 6 minutes, \$425; (4) 7x15 Centerlines for 911, \$300; '82 SC muffler, distributor, and stainless plug wires; '70 911T fuel pump; Kleen Wheels inserts for 15" cookie cutters (never dirty); 928 headlight buckets w/U.S. halogen sealed beams. Vern Lyle, 679-9262

- Pirelli P-77s (2) 195/60x15 all weather, will fit 944 etc. Michael Stolper 696-6018 (h)

- 5 914 steel wheels w/junk Michelin tyres (good for towing) \$125

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

- 5 hp Campbell-Hansfield Air Compressor, like new \$500 or swop for selected Porsche parts

- Exhaust system for '75-86 911 (muffler, heat exchangers, crossover pipes)

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

- 930 bra w/license cut out, used twice \$50.

- 4 BBS 1 piece wheels, Guards Red, 2 7" & 2 8" w/new Comp T/A 225x50 and 245x45. \$1,500 for all. Neil Fine 639-9292(W)

- 2 7x15 forged alloy Porsche wheels. \$350. Bob Holland 436-6577

## PARTS WANTED

- 2 8x15 Forged Alloys. ASAP Al Anderson 275-8605

- 911 Sport Seats, will consider any condition, prefer needing re-upholstery

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

- Wooden steering wheel for '58 speedster. Prefer a Derrington type. Skip Chalfant 648-0411 (H) 696-1862 (W)

- 911 Recaro or sport seats

- Set of phone dial or cookie cutters for 911. Art Rothe 363-0775 (after 6)

- Decent black carpet set to fit '71 911 Targa. Russ Hunsberger 257-8777 (H) 345-9130(W)

## MISC

SWEATERS, hand knit with large Porsche emblem, all sizes, call for details. Chris Galbraith 644-4911 (w) 644-9079 (h)

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