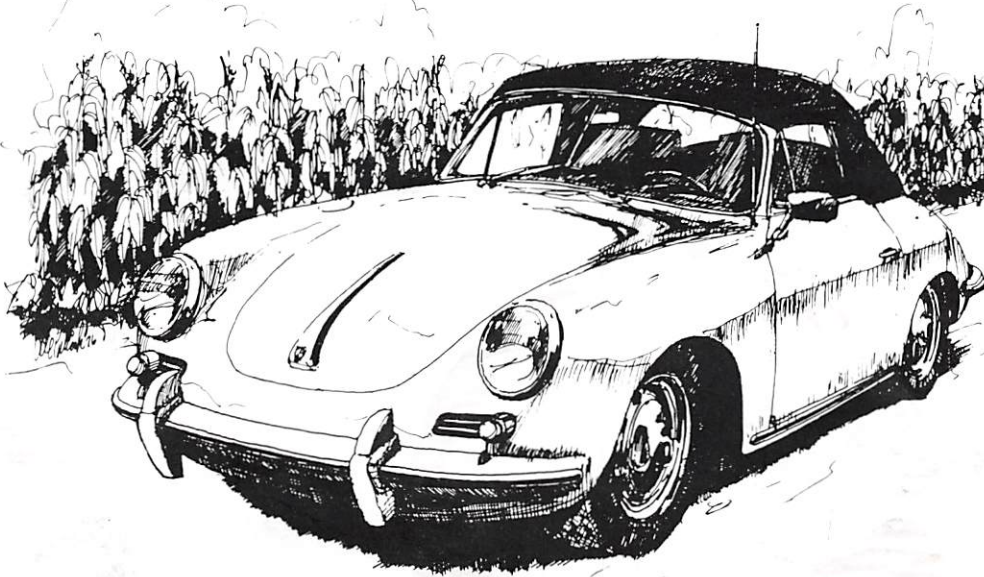


DER GASSER



MAY 1988



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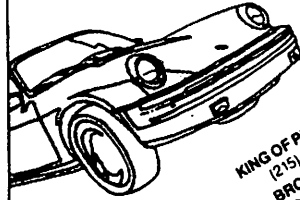


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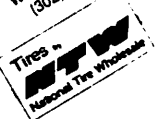
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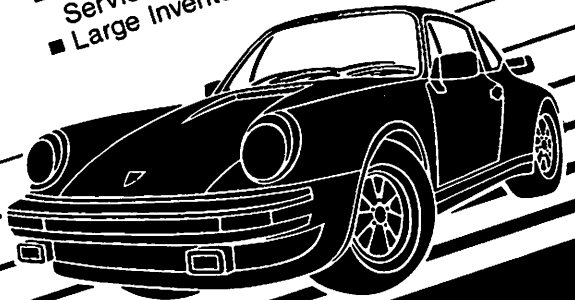
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MEETING SCHEDULE

The 1988 meeting schedule is listed below. Normally the meetings are held the LAST Wednesday of the month, except for special speakers or events. The meetings begin at 8PM with the business session followed by a guest speaker or event. Since there is the chance that a location or program will change, PLEASE check this schedule each month, so you don't miss out.

5/25	Art Show/Spring Social
6/29	Round Table Discussion
7/??	Ilse Naedele - World Porsche Club Coordinator
8/31	Movie Night
9/28	(?) John Paterek - Restoration
10/26	Oktoberfest
12/9	Christmas Banquet

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

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 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 typewritten 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 **EXECUTIVE COMMITTEE**.

DER GASSER is the official publication of the **RIESENTOTER** 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.

PRESIDENT'S MESSAGE

Bill O'Connell

"The White Rabbit put on his spectacles. 'Where shall I begin, please your Majesty?' he asked. 'Begin at the beginning', the King said gravely, 'and go on till you come to the end: then stop.'"* The beginning: as you all probably noticed, your Der Gasser was late this month. Slight mix-up with the printer but he assures us it won't happen again - right O.C.?? As soon as we found out about it, the mailer you received about the meeting was put in place. Sorry for the delay. Paul recently moved further into modern times with the purchase of a snazzy up-scale hi-tech lap-top computer so things should go even smoother in the forthcoming monts.

By now you should have received your flyer form Craig about the Louie, Louie parade and the other social events. We got short notice from WMMR on the parade date and thought the mailer would be a good way to keep you posted on the other events, such as the NEW PLACE FOR THE MAY MEETING!!! Algar had a slight problem with their place so Phil set us up at Rosemont.

The Exec discussed holding a charity car raffle and I was charged with feeling out the crowd at the April meeting. The response was favorable so we are going ahead with it. See the article elsewhere for all the details on hwo you might win one of the best looking cars on the road - a Guards Red 944! No, not mine, a brand new '88 - although if your interested in mine...

bill Scott, owner of Summit Point Raceway and Apple Orchard spoke at our April meetin. He shared some of his ideas on how to get around

the track at a rapid pace and assured us that the cider will be ready for this fall's event. He proposed that we start a winter series for the true die-hards. Sort of like the time trials that Bob Russo ran but they would be held there in Nov, Dec, Jan, and March. Any interest? Contact Jim Confer if you are.

Now that the sun seems to want to warm the earth in this area, we have a full month planned for you; the Louie, Louie parade, a car show, plus the sign up for the GLEN. Out of all that there should be something that strikes your fancy. See you at the Art show, if not before. The end.

*Lewis Carroll

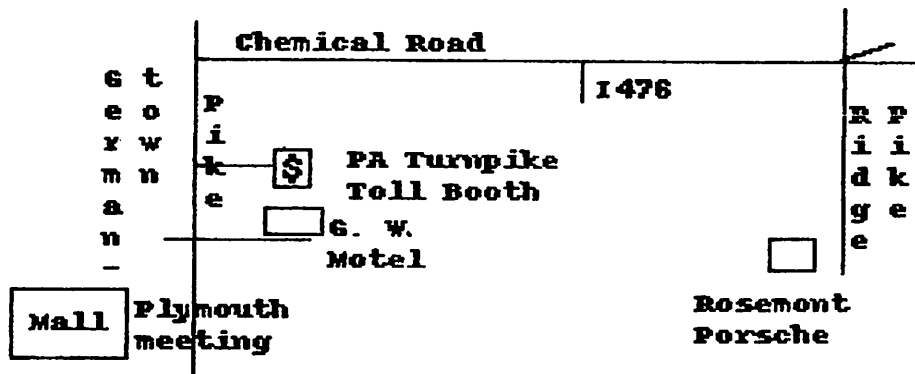
MAJOR CHANGE IN THE MAY MEETING!!!

Craig Rosenfeld, Social Chairman

The May 25th Wine Tasting/Art Show has been moved to Rosemont Porsche !!!!

Randy Owens will still be there with 25 to 35 examples of his great seriographs. Corks will pop at 7:30, followed by a business meeting, short oral presentation by Randy, and a generally unstructured social hour or two.

DIRECTIONS: From the PA Turnpike, get off at Plymouth Meeting. Go RIGHT on Germantown Pike to the 1st light, Chemical Road. Follow to the 2nd light, Ridge Pike. Go RIGHT onto RIDGE PIKE, toward Norristown. Follow to ROSEMONT on the RIGHT. Questions? Give Rosemont Porsche or give me a call.



**THE BALTIMORE
INNER HARBOR ROAD TRIP**
Craig Rosenfeld, Social Chairman

Scheduled for Saturday, June 25th. We will caravan down in the morning and tour the Aquarium, then have the afternoon free to roam about. Parking is PROTECTED. Dinner reservations have been made and discount rooms are at the new Stouffers Hotel for those that wish to stay. Sunday morning a fantastic brunch at the Hyatt will be served, and we will enjoy a scenic drive back along the Eastern shore. Call me at 775-0997 for your reservations.

**OHIO TRACK EVENT EXPANDED
TWO TRACKS/THREE DAYS**

The July 4th weekend trip to Ohio has been expanded to three days. Saturday and Sunday will be at Mid-Ohio in Lexington, Ohio. Then Monday, July 4th, we will visit Nelson Ledges in Gartsville (Southington), Ohio. Nelson Ledges is on the way back home and only about six hours from Northwest Philadelphia. This makes the trip home almost equal to a return from Watkins Glen.

Nelson Ledges has repaved the track because they heard we were coming and Mid-Ohio is a track you do not want to miss if you've never been there. This may be our only trip to Ohio, your support makes these events possible.

Bring the suntan lotion, I promise it will be warmer than Pocono this year. You can set the VCR to catch the CART and IMSA races that weekend and we might even have a portable to watch the action live. I'm looking forward to an exciting and exhausting weekend and hope to see you there.

Jim Confer

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JOHN BAKER

RIESENTOTER CHARITY CAR RAFFLE Bill O'Connell

We are running a car raffle to benefit St. Christopher's Hospital in their fight against Cystic Fibrosis, a deadly children's disease. The proceeds will be used for research and to aid the families of some of the children. They were the recipients of the money from the auction and are a very deserving group. I need not dwell on the benefit of helping to save the lives of little kids.

The basics: The car is a Guards Red 944 and will be sold to us at true cost by YBH Porsche of Edgemont. The car is on its way and will be delivered to YBH in early June. They will keep it on the showroom floor for us until the drawing at the Picnic in August. We will be selling 944 (has a nice ring, no?) tickets at \$50.00 each. If we should by some quirk not sell at least 625 tickets, we will return everyone's money and will only be out the cost of printing tickets, etc. I doubt this is likely to happen. Everyone to date is very positive about the idea. SARATOGA TOPS has donated a glass roof for the car to add some excitement and it will be installed as soon as the car arrives. I suggest you get your tickets as soon as possible. They will sell fast as soon as the word reaches other regions through Pano. There will also be a prize for the person that sells the most tickets, and the person that sells the winning ticket (so all is not lost).

Here comes the fine print so pay attention. (There will be a quiz at the meeting.) All taxes and registration costs will be the responsibility of the winner. The car will be taxed on the purchase price. The car will be ready for delivery at the picnic so if the winner is there with checkbook in hand, the car can be driven to its new home that day. Should the winner not want the car (why wouldn't you want a Red 944?), the winner can: 1) Talk to YBH about buying it back, 2) Talk to YBH about trading it on another car, 3) Sell/trade it to another dealer, 4) Donate it to our next auction (what do you think Russo could get Janet to pay for that?), 5) Give it to me. It will not be registered until it is won, so it will be an "A" title when whomever gets it. You must be at least 18 to win the car.

Should the winner be under 18, it will be awarded to the parents or legal guardian. No one can win more than one prize to help spread the good cheer. So, for example, if you should win the car, sell the ticket to yourself, and sell the most tickets, you will have to choose which prize you want. That should take 3 to 4 seconds. The "most tickets" prize would then go to the number 2 person and the "winning ticket" prize would be drawn from the barrel. Orders for tickets received through the mail addressed to me will go into the general pot as far as prizes go. I'll be nice and not sleet you out of a prize. Got all this? Not real hard.

The tickets will go on sale at the May meeting and will also be sold at YBH by Jimmy Hanna. If you wish to sell some yourself, contact me and you can check out a block of them. If you have any questions, see me at the Art show.

GOODIE STORE

A new supply of shirts including polo's, rugby's, sweaters, sweatshirts, long sleeve T-shirts and hats are on order.

Still no word on date of delivery of name tags.

All shirt orders made from the 30th will be turned over to the Goodie Store to be sold unless you have either contacted me by phone or payment has been received.

Also available in the Goodie Store are:

RTR Mugs @ \$6.95 each
Liquid Glass @ \$17.95
Connoisseur's Choice @ \$5.95
Boar Hair Body Brushes @ \$28.00
Miscellaneous 30th Shirts
RTR PCA Cordouroy Hats @ \$10.00
Up Fixin Der Porsche Books-\$12-15.00
Accutrak Stop Watches @ \$44.95

I'm also ordering black cotton-like RTR jackets suitable to sew patches on.

If anyone has other ideas for items they would like to see in the Goodie Store, please call.

TALES FROM A GREENIE

By James P. Hartman

Articles pepper the pages of Der Gasser about driver education at the track. Beyond the "how do you get your car tech inspected" and "what do you do when you arrive" type articles, there is little to record why one goes to such an event. Importantly, how does one feel before going to, driving in, and after being at a track event.

The Story that follows is true. Only the names and places have been changed to protect the innocent.

Definition - Greenie: One who has never driven in a high speed driving school will be placed in the green run group.

MONTH ONE: An article in "Der Gasser" describes an upcoming driver education event at Pickemup Raceway. Jon Lateapex senses a dampness in his palms as he thinks, "Should I go to Pickemup? What if I have a wreck?"

As Jon's anxiety subsides, he is soothed by the notion that he might like whirling his car around a track. He will watch for the official event announcement.

MONTH TWO: "Der Gasser" includes an official entry form for the event, plus a list of things to plan. Jon rekindles the apprehension of when he first read about the event, yet he vows to go. Relieved of the decision, he sets about making a checklist of things to do: (1) complete the entry form; (2) arrange a tech inspection; (3) buy a fire extinguisher; (4) buy a safety helmet; (5) make lodging plans; (6) prepare the car; and (7) learn more about high speed driving.

Jon's application is accepted. He activates his checklist.

TWO WEEKS BEFORE THE EVENT: Jon has a date to get the car teched, has purchased a helmet, and has secured a room for two nights. "Wow," Jon muses, "How much will this event cost me?"

A period of doubting and renewed sweaty palms follows. Jon laments, "I may not have the right instincts. What if I don't like the outing? Does my insurance really cover me at a track?"

The period of doubting lingers until Jon begins" Bob Bondurant On High Performance

Driving", which is a way to learn about high speed driving before being put into the fray. As the book unfolds, Jon sheds the doubting for a renewed sense of enthusiasm, nay, confidence. Jon understands what Bondurant is saying. For sure there are unknowns. For example, the business about heel and toe downshifting strikes Jon as sheer fantasy. Jon reasons that unless he can turn his ankle into silly putty, there is no way in a 911 to do what Bondurant suggests.

THE WEEK OF THE EVENT: Jon completes his tech inspection. Jon loads every-thing imaginable and more into the car. "Who knows," Jon reasons, "I may need the wrenches, the extra fan belt or this other paraphernalia." At least he is comforted by his preparedness.

DAY ONE OF THE EVENT: Jon pounds out of a motel bed at 5:30 a.m., signs the race track waiver by 7:00 a.m., and begins the routine of clearing out the car before grid tech. In this time anxiety sets in, but is relieved when Jon gazes upon the horde of 911's, 930's, and 944's. All cars exude speed and display the efforts of caring owners. Confidence builds in Jon since he believes that caring owners will drive prudently on the track. Jon passes time chatting with the experienced drivers.

Jon meets his instructor, Stephen, who queries Jon on his car and his experience. Jon notes favorably that no blood drains from Stephen's cheeks when told Jon has never been to a track.

There is time before the first run, so Jon takes the opportunity to watch one of the experienced run groups maneuver on the course. Jon can't understand why the Porsches are going so fast, yet their tires squeal infrequently and their engines emit so little noise. Moreover, there is neither gasoline fumes nor the smell of hot engines. What Jon sees is speed navigating the course with grace, and the whole time the other senses remain unaware of the activity.

Shortly, Jon is in the passenger seat of his car and Stephen shows Jon the line at moderate speed and points out the safe driving techniques to employ when they swap seats. Jon can't believe

the sensation of someone else plowing through high speed turns in his car. Fear for life and limb is non-existent; concern over someone else damaging his car is present.

Jon takes over the wheel, and in a lap he knows the car can handle! In short order, Jon gets the feel for picking up the line. Refinements of the mix of speed, braking, shifting, cornering, and accelerating are going to be needed.

Late in the day Jon experiences a heavy mix of physical and mental strain. Physical strain comes from the forces against the body in cornering and the muscle tenseness developed by steering through curves. Mental strain comes from an omnipresent state of keenness. As a result of these factors, Jon loses his concentration in the last lap, and must force himself to relax and to apply good techniques. Back into the pits, Jon feels relieved the driving part of the day is over, but relishes thinking part of the day is over, but relishes thinking about what has been accomplished.

Jon returns back to the motel. Relaxed by a hot bath, nourished by a sizzling steak, and fortified with a decent Zinfandel, Jon realizes there is much more to learn. As is true in many sports, practice will be the major source of learning. Jon's day propels him to meet the pillow at an early hour.

DAY TWO OF THE EVENT: The early to bed strategy looks smart when the 5:30 a.m. alarm pops Jon to attention. He thinks, "How many apexes did I miss in my dreams? I must have logged 100 laps last night.

The day reminds Jon of the "next morning" phenomenon in skiing. One needs the first run or two down a mountain to regain the form. To assist in case any instincts departed during slumber, Jon asks Stephen to accompany him on the first run, even though he has been signed off to drive solo. The driving instincts spring to life and the run goes well.

From that point, Jon sets a more demanding standard on himself than when with Stephen. Techniques need to be refined to satisfy Jon's need to execute well. Gradually speeds into turns increase while smoothness through the turns develops. Even skills such as surveying the mirrors in the passing zone become second nature, while the day before it was a last thought effort.

One incident helps braze confidence in Jon. Jon sees a 356 ahead of him cruise into a turn with too much vigor. Yes, the 356 has spun out right on the apex. Jon adjusts his course and steers around the troubled car. Jon mentally pats himself on the back after negotiating his first on-track problem.

Jon's most involved thoughts about the event occur during the flag duty:

"This event is well organized. Contributions by those putting on the event, controlling the flag stations, and keeping the event on schedule are extraordinary.

All the drivers are enthusiastic and courteous. No one complains, except about the thing no one can control--the weather.

The chance of a problem on the track is small.

Porsches are awesome, agile machines. How many poor turning techniques got masked by the car's prodigious handling?

How does one learn what to do when in trouble? Can you learn how to handle spin outs, off track slides and the like. without chancing one's own car? Should one take a professional driving course?"

POSTMORTEM: Jon has returned to life's routine. Following Pickup, he knows he hasn't found a new career, but he wants to hit another of these events before the snow flies. For sure he has moved his driving skills up a notch. Perhaps, the experience will help in a street driving situation. More to the point, however, he has been invigorated by the outing and eagerly marks his calendar with upcoming event dates.

POCONO TRACK EVENT WRAP-UP

I did not receive a single report of a car overheating.

The Pocono track event was a very successful event. The weather was cooperative with only a light mist Friday morning. The track surface dried quickly with overcast skies protecting us from any sun glare problems. It was a little cool Friday but the overnight snow (1/2 inch) made Saturday morning very interesting.

I arrived a little before 7 a.m. Saturday and found Betsi first in line for Day Two (this is a serious sign... I once arrived at the Glen about 30 minutes before anyone else). The morning temperatures were well into double digits (at least 5 or 6 degrees) with a balmy breeze coming from all directions (35+ mph). I'm not good at wind chill factors but I was chilled even with three shirts, a sweater, down jacket, wind breaker, and two hats plus ear muffs.

I was touring the garage area when I saw someone that appeared to be washing their car. My wind-blurred eyes were deceiving me because this poor fellow was just trying to remove the snow from his car. After grid tech and the drivers meeting, the instructors had their cars staged at pit out with all workers huddled to warm their hands by the exhaust pipes. If our photographer had only been there, Porsche worship could have documented on film.

The sun joined us in the afternoon and the temperature moderated to provide a pleasant conclusion to my first event as track chairman.

I would like to thank everyone who helped out but especially John Rosenblum who endured most of both days working at pit out and Billo'Connell for shuttling flaggers.

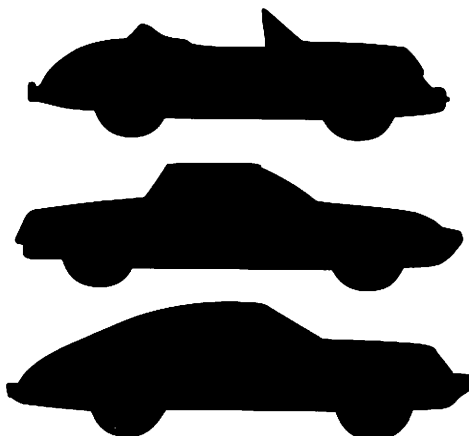
If we'd of only had the event three days earlier or later, sixty degrees would have greeted us. Next year we'll get it right.

Oh. We did go driving. I had a great time. I stayed on course (although barely sometimes) for both days but red turbos kept stopping in with dusty wheels... John W., Neil, the Franco brothers. Do you think it has to do with the color or the type of car? Remeber folks, Watkins Glen has that blue ribbon and it's a long walk home from Mid-Ohio.

Speaking fo long trips, you don't want to drive all the way to Ohio only to fail grid tech because you didn't get pre-tech deficiencies corrected or your tires are about to show their cords. The car must be able to pass grid tech or we will be forced to request you leave or stay as a spectator. The safety of your car is not only your concern but every other drivers.

See you at Mid-Ohio

Jim Confer



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1988 AUTOCROSS SCHEDULE FOR EASTERN PENNSYLVANIA AREA

THE ANNUAL INDY PILGRIMAGE

Each year about this time, my mind prepares for the trip to THE 500. I've been to every race since 1963 with the exceptions of 64 and 79. I was only four years old when I went to qualifying in 62 but they said I was too young to go to THE RACE that year (and I assure you I was not).

The Speedway has changed over the years with new grandstands appearing regularly, the museum, moving inside the track, pit lane expanding, new garages, and a new scoreboard system. All of which combine to make the race truly the Greatest Spectacle in Racing. I've been to many other races but none that require me to attend every year.

I liked the new rear-engined cars, the turbines, the wings, and the major safety improvements throughout the years. Only one thing bothers me. Although the numerous new entrants into CART engine construction might have me shot, I would prefer a return to the pre-turbo era with the loud engines that would leave me nearly deaf for several hours. Maybe a trip to Detroit next year would satisfy my desire or change my mind.

Names and cars I can still remember - Jones, Clark, A.J., Mario, Ruby, and Bobby in the 60's; Al, Gary and Mark in the 70's but then came high school, college, followed by work which have cause my memories to blur in all but the most recent years. For example, in grade school I could tell you in September that there were exactly 257 days left until race day. Now, I just mark it on the calendar and make sure to schedule vacation. Thanks to ESPN, I can and do follow the series more closely but INDY is still THE RACE. I pick several favorites each year which usually include about three of the top drivers, a new comer, and a sentimental favorite. This way I have several races to watch and I'm not out of luck if one or more should drop out. I find this method works well and would recommend it to any new Indy viewers watching the race to see the Porsche run this year.

My best wishes to the Porsche Team and fans. I'll see you there.

Jim Confer

5/29	RTR	Harrisburg	
6/5		Pennsylvania Int'l Raceway #5 & 6	
6/12		Plymouth Meeting #7	
6/19	RTR	Stowe, SJSCCA	Harrisburg Pro Solo
6/26	BMC	Harrisburg	
7/4		SJSCCA	
7/10		Plymouth Meeting #8	Milwaukee Pro Solo
7/17	RTR	Harrisburg	
7/24	BMC	Harrisburg	
8/7	RTR	Harrisburg	
8/14		Northeast Divisional Championships, Harrisburg	
8/21	RTR		
8/28		Pennsylvania Int'l Raceway #9 & 10	
9/14-17		National Finals in Salina, Kansas	
9/18	BMC	Pro Solo National Finals in Salina	
10/9		SJSCCA	
10/16		Hershey #1	
10/23	BMC	Dutch Wonderland #2	
10/30		Hershey #3	
11/13		Hershey #4	
11/27		Hershey #5	
12/11		Hershey #6	

PIR - (enter Gate2) are double events a different course for morning and afternoon, double series points, and double entry fee.
Bob Miller

Brandywine Motor Club - BMC
Gloucester County Community College
(cross Walt Witman Bridge, take 4th exit on 295 south)-
Harry Smith (609) 299-5308

Hershey - at Hershey Factory, Visitors Center
Dave Walter (717) 432-4018
George Bonawitz (717) 566-8431

Harrisburg - Farm Show Complex

Stowe - (Corvette Club)
at Jarvis plantsite near Pottstown
Wayne Holmes (215) 469-6690

SJSCCA - At Fort Dix
Mike Ferrugi (609) 768-1758

Riesentoter - Old York Rd., Atrium Mall (old Sears store).
Rte. 611 Abington. Betsy Leidy 855-0360

MIGHTY NITTO

Part I

In the January issue of Der Gasser Bill O'Connell requested that all award winners at the annual holiday banquet write an article about their award and how they won it. I successfully procrastinated writing this during February and March due to moving into our new garage with attached house (I hope Kathy doesn't read this, she already refers to the 930 as the "other woman", however, I have finally run out of excuses.

The Mighty Nitto (pronounced 'mit-e 'net-o) award was originated by Vern and Melodie Lyle after they won their class, in their first autocross in a 911T equipped with high performance (?) Nitto tires and Mighty sparkplugs. The award is now given annually, to the club member who has managed to make the best of a bad situation sometime during the previous year. I think this is a good award to win, at least it's better than the Tattered Helmet award.

Part I of this story is dedicated to all of you members who have never attended a club meeting, social event, autocross or track event. You can't win the award without participating in club events, or at least it's much more difficult that way.

I purchased my car in the summer of 1985 and joined PCA shortly after with the encouragement of Bob Koerbel. I didn't envision myself as much of a club person at the time, and was content with just receiving my copy of PANO and Der Gasser each month. In the spring of 1986 Der Gasser stopped arriving. I called then editor Bill O'Connell, and he promptly sent me another one in the mail. This continued for a couple of months, until Bill finally suggested that I come to the monthly meeting to pick up my copy, as he was running short of extras. The meeting was the annual Tech Round Table, and I not only had a good time, but I learned some interesting and useful things about my car.

After talking with Bill at the meeting, it became apparent that the reason I had stopped receiving my newsletter was because I had been confused with another club member of the same name. I guess he had been receiving Der Gasser again each month, but now they were addressed to a Dr. John Williamson. It seems that the other member really was a doctor. I didn't complain or ask any questions, if the other guy wasn't getting his copy, he could fix it.

I started attending the monthly meetings on a regular basis, and one thing led to another. Before I knew it I was driving my car in track events and autocrosses, and pulling the Q-tips out for the annual picnic concours. I didn't realize it at the time, but due to the bad situation of not receiving my monthly newsletter, I was already on the way to winning the Mighty Nitto award.

Next month (hopefully) in Part II, I'll describe the details of how I wrapped up the award last year.

- "Dr." John Williamson,
Doctor of Internal Combustion



1988 SOLO I SCHEDULES

NEDIV SCCA

[FROM SCCA NEDIV ROUNDTABLE MEETING MAR 11-13, 1988]

- May 7-8 Montage Hillclimb, Scranton, PA,
(NEPA Region)
- May 21-22 Spring Weatherly Hillclimb, Weatherly, PA,
(NEPA Region)
- Jul 9-10 Giants Despair Hillclimb, Wilkes Barre, PA,
(NEPA Region)
- Jul 23-24 Forest City Hillclimb, Forest City, PA,
(NEPA Region)
- Aug 27-28 Duryea Hillclimb, Reading, PA,
(Blue Mountain Region)
- Sep 24-25 Fall Weatherly Hillclimb, Weatherly, PA,
(NEPA Region)

NOTE: Summit Point Flat Track, Summit Point, WV
being considered by DC Region

SEDIV SCCA

[FROM RECENT SCCA SEDIV MEETING]

- Apr 22-24 Chimney Rock Hillclimb, Chimney Rock, NC,
(Central Carolinas Region)
- Nov 12-13 Summit Point Flat Track, Summit Point, WV,
(Blue Ridge Region) or a hillclimb near
Lynchburg, VA.

NOTE: SEDIV has flat track Solo I's scheduled at
Hollywood, FL Speedway; Bronson Field, Pensacola,
FL; Skelly Field, OPP, AL; Roebing Road,
Savannah, GA; NC Motor Speedway, Rockingham, NC;
Talladega, AL; Road Atlanta; Bainbridge
Industrial Park, GA; Sebring, FL. Some tracks
have more than one event!

Sep 10-11 Solo I National Championships, Salinas, KS

- * 1988 SCCA GCR and Solo I Rules apply
- * Drivers must be members of SCCA and have a Solo I or
other recognized license
- * Some events do not accept Novice Solo I licenses.

Jess Holshouser
Solo I, Phila Region

Tentative 1988 Track Events



These events are subject to change and more may be added. 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.

<u>Date</u>		<u>Sponsor</u>	<u>Place</u>		
April 28, 29	Thu, Fri	CVR	Lime Rock	CVR - Connecticut Valley Jim Russel Sumner & Sumner 757 Main St. Willimantic, CT 06226 203-423-7733 (W) 203-456-7316 (H) 7-10	
30	Sat	HC	Lime Rock		
30, May 1	Sat, Sun	PIMSC	Pocono		
May 6,7,8	Fri,Sat,Sun	Ron Fox	Bridgehampton	H-C - Hudson-Champlain Frank Ambrosino %Color Shop 449 Duane Schenectady, NY 12304 518-377-7449 (W) 518-664-5289 (H)	
12	Thu	CVR	Lime Rock		
13	Fri	Shatt	Lime Rock		
14	Sat	CVR	Lime Rock		
14,15	Sat,Sun	POT	Mid-Ohio		
20,21	Fri,Sat	METRO	Bridgehampton		
June 17,18,19	Fri,Sat,Sun	Ron Fox	Bridgehampton	NNJR - Northern New Jersey Ciro Petti 8 Arnold Dr Randolph, NJ 07869 201-361-2585 (H)	
24	Fri	NNJR	Lime Rock		
24,25,26	Fri,Sat,Sun	NNJR	Mosport		
July 2, 3	Sat,Sun	RTR	Mid-Ohio	POT - Potomac T.R. Pierce 2000 Braddock Ct. Alexandria, VA 22304 (703) 370-1994	
9,10	Sat,Sun	POT	Watkins Glen		
22	Fri	Shatt	Lime Rock		
30, 31	Sat,Sun	RTR	Watkins Glen		
Aug 12, 13	Sat,Sun	NNJR	Lime Rock	SHATT - Schattembaum Peter Tremper 450 Glassboro Road Clayton, NJ 08312 215-339-6379 (W)	
26, 27	Fri,Sat	POT	Summit Point		
Sept 12, 13	Mon,Tue	CVR	Watkins Glen		
Oct 8, 9	Sat/Sun	RTR	Summit Point	Ron Fox Enterprises 150 Marion Drive West Orange, NJ 07052 201-736-9592 (Evening)	
20, 21	Thu,Fri	CVR	Lime Rock		
21,22,23	Fri,Sat,Sun	Ron Fox	Bridgehampton	METRO Henry Hammer 516-421-5139 (Evening)	
22, 23	Sat,Sun	PIMSC	Pocono		
27	Thu	CVR	Lime Rock		
28	Fri	H-C	Lime Rock		
29	Sat	Shatt	Lime Rock		
Nov 3,4,5	Thr,Fri,Sat	CVR	Lime Rock		PI-MS Robert Pallow %Pocono Raceway Box 500 Long Pond, PA 18334 717-646-2300
12, 13	Sat,Sun	POT	Summit Point		
26	Sat	POT	Summit Point		

RIESENTOTER PCA DRIVER EDUCATION MID-OHIO SPORTS CAR COURSE JULY 2 & 3, 1988 SATURDAY AND SUNDAY PLUS NELSON LEDGES ON MONDAY JULY 4

COST: \$95.00 per driver. Make checks payable to RIESENTOTER PCA.

REQUIREMENTS: Valid drivers license; Member of PCA; Porsches only; 18 years or older; one novice driver per car.

ENTRY DATE: May 23, 1988. Applications may be postmarked no earlier than May 23, 1988. No metered mail.

SEND TO: JIM CONFER, 166 PUGH ROAD, WAYNE, PA 19087.

REFUNDS: Registration is refundable if notification is received prior to June 24, 1988. Call (215) 354-5914 (days) or (215) 687-1339 (evenings).

OTHER: Registration materials and information on accommodations near the track will be mailed approximately 3 weeks before the event.

First Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, zip _____
 Home # (____) _____
 Work # (____) _____
 PCA Region _____
 Porsche model _____ Year _____
 Preferred car number 1st _____ 2nd _____

Second Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, zip _____
 Home # (____) _____
 Work # (____) _____
 PCA Region _____
 Modifications _____
 _____ 3rd _____

FIRST DRIVER EXPERIENCE

Year this car _____ Other Porsches _____
 Last school:When? _____ Where _____
 What run group? Beg-Inter-Adv-Instr _____
 # Mid-Ohio events? _____ All tracks _____
 Other High Speed Experience _____

SECOND DRIVER EXPERIENCE

Year this car _____ Other Porsches _____
 Last school:When? _____ Where _____
 What run group? Beg-Inter-Adv-Instr _____
 # Mid-Ohio events? _____ All tracks _____
 Other High Speed Experience _____

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

Tracks where you have instructed:

Instructors' schools attended:

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

Tracks where you have instructed:

Instructors' schools attended:

RIESENTOTER REGION reserves the right to decline any application.

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WELCOME NEW MEMBERS

Total members 671

Fred & Julie Kistler	Allentown, PA	'85 911	
Larry & Carol Bailis	Mercer Station, PA	'82 911	
Dr. Samuel & Helene Lizerbram	Huntingdon Vly, PA	'79 911	
Larry & Patricia Turoscy	Slatington, PA	'79 928	
Tony DeSabado	Narberth, PA	'83 911	Cab
Stanley Dworak	Perkasie, PA	'88 944	
Charles R. Mulvany III	Phoenixville, PA	'66 912	
Tim Loose	Westtown, PA	'69 912	
Bill & Karen Ridge	Chester Springs, PA	'76 930	
Robert E. Morris	Coopersburg, PA	'86 944	Turbo
Robert Hill	Narberth, PA	'81 911	SC
Gary Oberholtzer	Lansdale, PA	'87 944	Turbo
William Fox	Gladwyne, PA	'85 911	
Walt & Bonnie Hafner	Bath, PA	'88 944	
Greg La Chapelle	Newtown Square, PA	'82 911	SC
John Cullen Jr.	Leesport, PA	'70 914	
	Transfer from Central Indiana		
Joseph Audesirk	Perkasie, PA	'73 911	
Richard Daniels	Reading, PA	'76 930	
Joseph Pasquarella	Dresher, PA	'87 911	Cab
Robert Bukovsky	Reading, PA	'63 2000 GS	
		(WOW!)	
Richard Mandel	Philadelphia, PA	'78 911	SC

Welcome to our new members who attended our March meeting - Gary Liesner from Richboro who is on his second 944 and Kim Fliescher who owns a '79 911 SC and is treasurer of Philadelphia Region SCCA. We hope to see you again.

NEW MEMBERS

A special welcome to the new members who attended our April meeting.

Jake Jolly of West Chester, PA recently purchased a 1965 356B. Jake owned 356S in the fifties and sixties before he deserted us for a Maserati. Welcome back Jake.

Chris Bennett of Media owns a 1973 911. He caught the bug 10 years ago when his brother had a 911, so now he has the cure.


Nick Zammer of Havertown has been a member for 6 months and we're glad he finally made a meeting. Nick has a nice '78 911 Targa.

Roy Maloumian told us that he has 2 Porsches - a '78 930 and a cherry "Wayne Flegler Prepared" 1957 356A. Roy attended the Pocono weekend and now he's ready to race in his 356.

Thanks for coming out and we hope to see you again.


Skip

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Available in Red, White, or Blue	
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Stop watches	44.95



CLASSIFIED

- '78 911 SC Targa, Black on Tan, 6" and 7" alloys w RE71's, Euro inj, Carrera chain tensioners, Recaros, frt spoiler, lowered, Euro clutch w less than 5,000 mi. \$18,500. David Azar 951-8667 days.

- '84 BMW M5 (European) Blk on Champagne cloth. 13,00 mi, BBS frt spoiler and 16" wheels, ABS, 240/45 TRX's (new), valentine box, super stereo, very fast. \$35,500. David Azar 951-8667 days.

- '78 VW Beetle Convertible completely restored. Call Al Anderson for details 275-8605.

FOR SALE PROJECT 944

PCA track car, legal SCCA GT2 racecar or hill climb car. Still holds lap record at Summit. Call Al Anderson at 275-8605.

- Trailer & Tow Car - '84 Buick LeSabre Ltd, V8, Trailer package, limited slip, air, O.D., self-leveling suspension, \$6300. '86 D&D Trailer with extended bed, dual axel, beaver tail, equalizer hitch, sway control, hitchlock, hinged fender, 6 foot ramps. \$2000. Bob Holland 436-6577.

- '70 914-6 2.0 - 80,000 miles original perfect condition, 2nd owner tangerine/black \$9,900. Barry Franco 215-794-8657.

- '80 911SC Oak Green w/ Black pinstripe interior. European car w/ 87000 km (50K mis) very clean. New P700's. Kept in heated garage \$18,500 Richard Balka 215-790-0805 (days) 568-0421 (evenings).

- '76 911 Targa recent rebuild. Howard Schneider 820-4156 Days.

- ESCORT, brand new still in box, never removed from box! \$200.

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4 205/60 VR15 Michelin MXV tires new car take offs \$80 ea/\$300 set

Complete exhaust system for 911SC. Heat exchangers, crossover pipe, catalytic converter, muffler. Will sell separately - offers.

29 tube 911 factory oil cooler (replaces "trombone" type) reduces oil temp 30+F \$300.

Will consider swaps for other Porsche parts. Bill Cooper 825-5250 (W) 362-2770 (H).

Seats '83 911 Sport drivers with hole for shoulder belt. \$700 pair call John 667-6693.

Custom made S.S. 930 performance muffler, street or track. Lynn Cox 628-9184.

- 2 - 8X15 factory FUCHS Alloys, 5-spoke black center, 1,000 miles only! Serious offers. Tom 222-7914 Phila.

- 4 Pirelli P6's 215/60 VR15's for Porsche 944, (brand new - never mounted), \$400. Also, rear hatch seal for Porsche 944, \$40; or both items for \$425. Call Bob Brown at 215-963-8002 (W) or 215-896-7334 (H).

'68 911S engine & 5 speed trans, standard ratios. 2.0L engine has 60,000 on since rebuild & runs well. "Long block" with shrouds cooler & alternator. This the "heavy case" engine preferred for high output rebuilds. \$1,300 for both. Ed Lynch 345-9545.

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