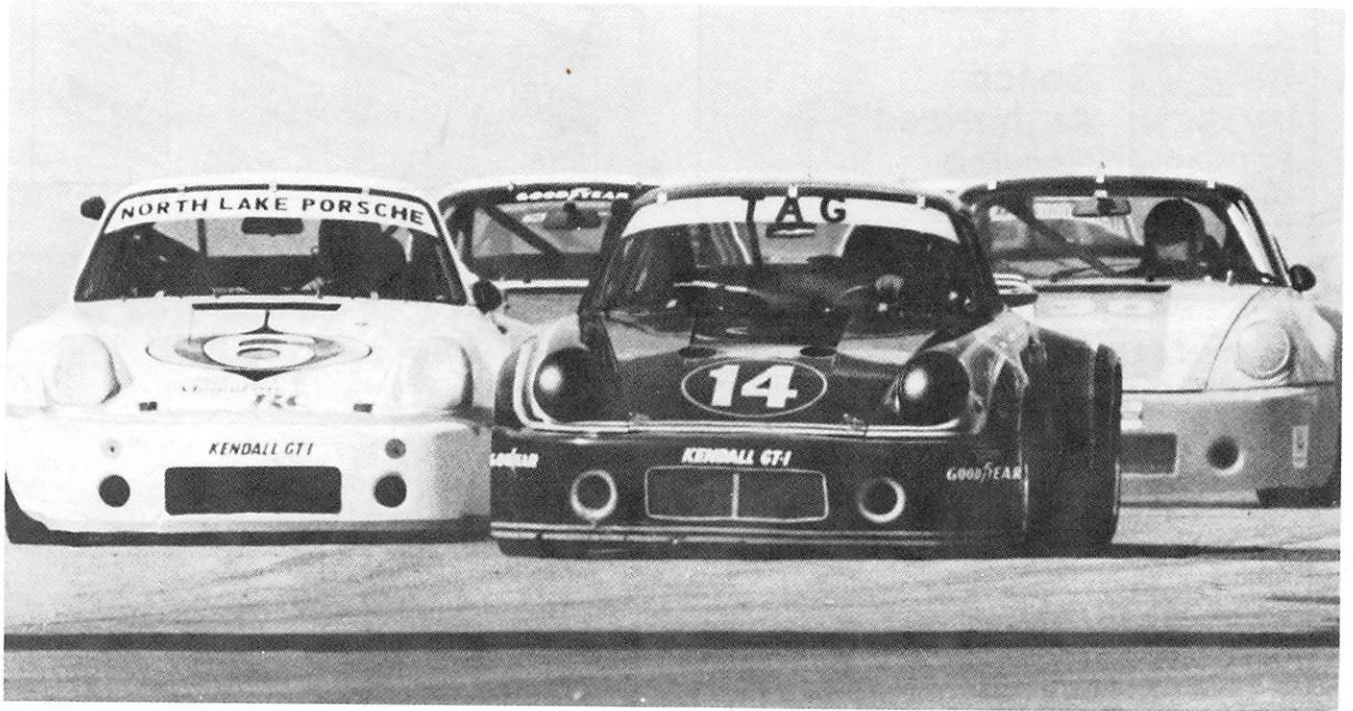


DER GASSER



JUNE 1988



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On the Cover - Porsche Carreras and 911S established Porsche's winning IMSA Camel GT tradition. Photo courtesy Porsche Motorsport.

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.

Please note the date of the JULY Meeting is on THURSDAY the 21st.

| | |
|-------|--|
| 6/29 | Round Table Discussion |
| 7/21 | Ilse Naedele - World Porsche Club Coordinator |
| 8/31 | Movie Night |
| 9/28 | (?) John Paterek - Restoration |
| 10/26 | Oktoberfest |
| 12/29 | 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.

PRESIDENTS MESSAGE

by Bill O'Connell

Well, summer is starting out well for the club. The wine tasting/art show went very well (ok, except for the display case - sorry John, and that was at the start prior to any wine consumption!). Rosemont set up a very nice area for us in the show room and provided the food, posters, and best of all for those that showed up early, the Porsche Indy Car VCR tapes. They deserve an award for responding so quickly and doing such a fine job. As many of you may have noticed, they also had a PCA discount on the cars in the showroom which is still in effect so if anyone wants to buy Vicki or me a little token of their esteem, a red 911 turbo-look cab would be just fine. Randy gave a talk on his art and there were plenty of examples from Craig's (Joe Social), and Jerry Ludwig's (of Horrigan Porsche) collections, plus our "Bob Akin". It would seem that everyone enjoyed themselves.

The tickets for the 944 raffle went on sale and it is off to a good start. My goal is to have most of them sold by the end of June so you better get cracking if you want one. The odds are better than most and someone has to win - remember the Racing Rabbit from last year? The car is on display at YBH if anyone wants to see it.

Betsi had another successful autocross which unfortunately conflicted with Indy, which you all know was not very successful for Porsche. I was glad to hear that there was a good turnout. Jim and Lisa Confer, Vicki and I were hours away baking in the sun with 400,000 or so other souls (including at least 2 other RTR members) watching what is billed as the world's biggest sporting event. There sure is a fair amount of people out there and they come in every size, shape, and mode of dress. Bob Carlson from Porsche Motorsports, ever the gentleman, took time out prior to the race to talk to us and he mentioned that they felt they were going to do very well but then you never know in racing. Unfortunately, the rear wheel came off while leaving the pits and took the car out in the 30th lap. As they say, that's racing. But they are on the right track and it won't be long now.

This month's meeting will be held at Neil Fine's business, Facelifters. It is in the Northeast and not hard to get to. People have been asking for other locations so thanks to Neil, we have a spot in the other side of the region. This is a very informal meeting to chat about cars so come and enjoy.

Don't forget the Inner Harbor trip! And I'll see you at the meeting, right?

JUNE MEETING

- PKJ

The June meeting will be held at Facelifters Kitchens (Neil Fine's Business) at 8:00 on Wednesday June 29th. The subject of the meeting is the Annual Roundtable Discussion. This is your opportunity to unravel some of life's great mysteries (at least as they pertain to your Porsche) with the assistance of some of the clubs leading experts on the various models.

DIRECTIONS FROM PA TURNPIKE;

- PA Turnpike to exit 28
- Bear right and follow signs to Street Road east (2nd Street Road exit).
- go 4 lights to Hulmville Road (Fishers Restaurant) and turn left.
- go 2 lights to Byberry Road (Atlantic Station on right) and turn right.
- go to Bridge Water Road (1st stop sign) turn right.
- go 100 yards to Ford Road, make a left and look for 1448 Ford Road.
- The 5th building is: Fine Fabricators - Facelifters Kitchens.

DIRECTIONS FROM I95:

- Take the Street Road exit and go left
- go 2 lights to Hulmville Road (Fishers Restaurant) and go right
- continue as above to Byberry Road.

4 If you have any questions call Neil at 628-8081 (H) or 639-9292 (W).

CHARITY CAR WASH for CHILDRENS HOSPITAL

by Larry & Cheryl Herman

Once again summer is here and people's thoughts have turned to.....WASHING THEIR CARS! And what more noble a thing could a car nut do than wash someone else's car? It seems that last year's car wash was more successful than it appeared to be. Besides raising money for a worthwhile charity, it raised the conscience of our club to those around us who are in need. This year Riesentoter is sponsoring events to benefit three different charities. It makes me proud to be in our club, and even prouder to put on one of these events. Our 2nd annual Car Wash promises to be bigger and better than the first. The club will provide a picnic lunch with various beverages, and all of the car wash soap that you can use. Bring your car drying towel, wheel cleaning brush and your short pants 'cause it's gonna be a wet day! And we will give away a few horsehair car cleaning brushes for those who stick it out to the end.

The car wash will be held at the Carson-Pettit Mercedes dealership on Lancaster Pike (Route 30) just west of the Devon Horse Show, on Sunday, July 24, 1988. First car in at 9:00. Raintdate - August 14. If you can make it, let me know so that I will have enough food. My number is 215-646-6302. Even if you can't come and work, bring your car by and we'll wash it, and have your friends stop by. Also, any donations would be graciously appreciated. I hope that alot of you can make it, because this is a good time for a good cause. And remember the DONUTS! (for those of you who weren't there last year.....ask someone who was).

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JOHN BAKER

944 RAFFLE TICKETS

Bill O'Connell

The sale of raffle tickets for the new 944 is moving along smartly. In the lead for the most sold is a new member, David Helms, followed closely by Art Rothe. If they keep going at the current rate, they will be gone by months end!

My thanks to one of our members, John Crowley, for assisting in the preparation of the tickets (not to mention many other club/computer related items in the past). John runs a computer repair and sales company called CST, and scanned in the RTR and PCA logos plus helped with Ventura desktop publishing software to make the tickets look somewhat professional without incurring the costs. His marketing manager for a sister company is a Ventura wiz and got drafted as well. He also got sucked into helping the local SCCA editor after I read his plea in their newsletter for someone that knew Ventura.

ZONE 2 GATHERING

by Bill O'Connell

Alan Friedman, our Zone Rep, is in the process of setting up a Zone gathering at the HEISHMAN PORSCHE VINTAGE GRAND PRIX at Summit Point in August. He and a bunch of others will be racing their vintage cars that weekend and is trying to set up a PCA tent with goodies, special parking, and reduced entry fees. Since Bill Scott is a friend of his and ours, it looks good so far. There will be more information forthcoming but so far, it does not conflict with any RTR events.

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AUTOCROSS '88

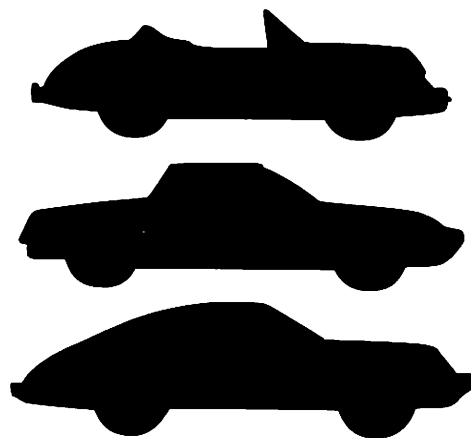
by Betsi Marsh Leidy

Despite the fact that the second Riesentoter autocross coincided with the Porsche debut at Indy, 47 drivers showed up to test their driving skills- several with portable TVs in hand. Even more common than the TVs were bottles of suntan lotion. In classic Memorial Day fashion, the weather was sunny and hot. The cold soda went fast, no doubt resulting in many trips to the Porta-Pot provided by our autocross sponsor, John Heckman of Chase and Heckman Insurance. The parking lot at the Old York Road Atrium Mall is quite spacious, and Bob Russo and Vern Lyle designed an exciting course to challenge the drivers. The event ran smoothly, thanks to help from Connie, Dick and Richard Sweigart who handled registration, timing and scoring. The entrants were divided into 2 heats with drivers 1 through 25 making their 3 timed runs while drivers 26 to 47 worked the course. After a short lunch break, everybody switched places, with the higher car numbers driving while the morning drivers chased pylons. This system seemed to work well, eliminating the problem of cars running out of order and worker shortages and most likely will be used for future events. There was even time for fun runs at the end of the event, due to popular demand.

Men's and ladies FTD went to Vern and Melody Lyle. Longtime SCCA autocrossers Kim Fleischer and Don Paterson, in what must have been a case of temporary insanity, recently bought a 911SC and tried it out. The transition from MGB must not have been too difficult, as Don took first in Class C and Kim took second to Melody in Ladies (watch Kim drive someday - she is the only person I've ever seen who actually smiles while she is out there on the course). Rex Carle turned a few heads with his performance in Class B and must be coaching wife Lisa (or is it the other way around?) who had an incredibly smooth and fast third run. John Heckman's trip back from the shore was worthwhile, as he maintained his first place standing in Class G. After a slow start at event #1, Todd Sylvainus put his foot in it and drive his 944 to first in Men's Novice. The same goes for

second place finisher Jeff Brok. See the complete results in this issue.

Some of you may have noticed, when the results for event #1 were published in Der Gasser, that I inadvertently created a few classes that really didn't exist. Call this (pick one): stupidity, arrogance, inexperience. The error of my ways was brought to my attention and the goof was corrected with the result that some participants have acquired series points they didn't know they had. The point standings for the championship series after events #1 and #2 are published in this issue. For those who aren't first in their class - don't give up - there are 3 more autocrosses to catch up and win the championship trophy. Don't forget, you must drive in at least 3 of the 5 events to be eligible. The next event will be on June 19, again at the Old York Road Atrium Mall (old Sears store) at Rte 611 and London Roads in Abington. Registration at 9 AM, cost \$12. Also don't forget the Porsche/Corvette Challenge on August 7. More details on that later.



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AUTOCROSS RESULTS

| | 1ST RUN | 2ND RUN | 3RD RUN | BEST | INDEX | POINTS | TROPH |
|------------|----------|----------|---------------|----------|---------|---------|---------|
| | | | CLASS | A | | | |
| LYLE | 43.817 | 47.966 | 44.073 | 43.817 | FTD MEN | 9 | T1 |
| RUSSO | 45.204 | 44.881 | 43.932 | 43.932 | | 6 | T2 |
| GALBRAITH | 47.994 | 46.961 | 46.865 | | | 4 | |
| | | | CLASS | B | | | |
| CARLE | 48.028 | 47.301 | 46.795 | 46.795 | | 9 | T1 |
| KOERBEL | 49.277 | 47.911 | 47.716 | 47.716 | | 6 | T2 |
| DONOHUE | 51.192 | 50.400 | 49.801 | 49.801 | | 4 | T3 |
| BONNANI | 58.110 | O/C | 50.468 | 50.468 | | 3 | |
| COOPER | 52.782 | 51.700 | O/C | 51.700 | | 2 | |
| | | | CLASS | C | | | |
| PATERSON | 52.877 | 50.576 | 54.700 | 50.576 | | 9 | T1 |
| PATTON | O/C | 51.445 | 50.772 | 50.772 | | 6 | T2 |
| MILLER | O/C | 50.952 | O/C | 50.952 | | 4 | T3 |
| ROYER | 52.916 | 51.445 | 52.410 | 51.445 | | 3 | |
| SCALFANI | 53.798 | 57.927 | 54.465 | 53.798 | | 2 | |
| | | | CLASS | D | | | |
| HERMAN | O/C | 48.821 | 48.522 | 48.522 | | 9 | T1 |
| PLENZICK | 57.951 | 55.823 | O/C | 55.823 | | 6 | |
| | | | CLASS | E | | | |
| WEGER | O/C | 50.905 | O/C | 50.905 | | 9 | T1 |
| SYLVAINUS | O/C | 52.941 | 51.462 | 51.462 | | 6 | |
| | | | CLASS | F | | | |
| LEWIS | O/C | 1.01.400 | 54.753 | 54.753 | | 9 | T1 |
| | | | GLASS | G | | | |
| HECKMAN | 55.659 | 50.483 | O/C | 50.483 | | 9 | T1 |
| HARKINS | O/C | 54.852 | 56.100 | 54.852 | | 6 | T2 |
| RONIO | 59.713 | 56.890 | 56.324 | 56.324 | | 4 | |
| CROWLEY | 57.703 | O/C | 57.937 | | | 3 | |
| | 1ST RUN | 2ND RUN | 3RD RUN | BEST | INDEX | INDEX | PTS/TRO |
| | | | | | AGAINST | | |
| | | | LADIES | | | | |
| LYLE | 48.437 | 46.131 | 48.516 | 46.131 | A | 1.053 | 9 |
| FLEISCHER | 54.973 | 59.427 | 53.680 | 53.680 | C | 1.061 | 6 |
| LEIDY | 55.749 | O/C | 56.517 | 55.749 | E | 1.095 | 4 |
| COOPER | 1.00.799 | 59.483 | 53.871 | 53.871 | B | 1.151 | 3 |
| GALBRAITH | 54.713 | 51.426 | 52.074 | 51.426 | A | 1.174 | 2 |
| | | | NOVICE | | | | |
| SYLVAINUS | 55.230 | 55.300 | 51.849 | 51.489 | E | 1.019 | 9 |
| BROK | 56.332 | 54.092 | 52.680 | 52.680 | E | 1.035 | 6 |
| EVERETT | 50.062 | 51.124 | 53.400 | 50.062 | B | 1.070 | 4 |
| WILLIAMSON | O/C | 52.898 | 51.069 | 51.069 | B | 1.091 | 3 |
| NELSON | O/C | 57.460 | 56.643 | 56.643 | E | 1.113 | 2 |
| SYNDER | 58.555 | 54.375 | 54.816 | 54.375 | D | 1.1206 | 1 |
| BILELLA | 56.872 | 56.697 | O/C | 56.697 | C | 1.12101 | |
| HASKIN | O/C | O/C | 53.392 | 53.392 | B | 1.144 | 1 |
| WASSERSON | O/C | O/C | 53.534 | 53.534 | B | 1.144 | 1 |
| PEACOCK | 1.04.895 | 1.04.465 | 58.863 | 58.863 | E | 1.156 | 1 |
| COHEN | 55.924 | 57.056 | 54.665 | 54.665 | B | 1.168 | 1 |
| HARTMAN | 58.732 | 57.044 | 56.737 | 56.737 | B | 1.213 | |

| | 1ST RUN | 2ND RUN | 3RD RUN | BEST | INDEX AGAINST | INDEX | PTS/TRO |
|----------|----------|----------|----------|----------|------------------|--------|---------|
| | | | NOVICE, | cont'd | | | |
| SNITOW | 56.880 | O/C | O/C | 56.880 | B | 1.216 | 1 |
| ARNOLD | 1.02.986 | 58.593 | 54.465 | 54.465 | A | 1.243 | 1 |
| PEACOCK | 1.20.724 | 1.15.191 | 1.07.913 | 1.07.913 | E | 1.334 | 1 |
| AZAR | O/C | - | - | - | A | - | 1 |
| | | | LADIES | NOVICE | | | |
| WEGER | 54.405 | 57.294 | O/C | 54.405 | C | 1.076 | 9/T1 |
| BAUERLE | O/C | 58.691 | 54.413 | 54.413 | G | 1.078 | 6/T2 |
| CARLE | 53.050 | 51.567 | 50.954 | 50.954 | B | 1.08.9 | 4 |
| AUER | O/C | O/C | O/C | - | E | - | 3 |
| | | | RUN | WHAT | YOU | BRUNG | |
| BRIGGS | O/C | O/C | 58.873 | | 58.873 | | |
| K.DISQUE | O/C | 59.875 | 46.584 | | 46.584 | | |
| T.DISQUE | 49.162 | 52.910 | 46.018 | | 46.018 | | |

1988 Solo I Schedule

NEDIV SCCA - REVISION # 4

- July 9-10 Giants Despair Hillclimb, Wilkes Barre, PA, (NEPA Region)
 July 23-24 Grier City Hillclimb, Grier 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
Montage Hillclimb near Scranton, PA may be scheduled this season by NEPA Region
Camelback Hillclimb may be scheduled this season - tentative October by NEPA/Blue Mtn/Susquehanna Regions

Northeast Division Solo I Events Steward is:
 Lynne DeHart, 123 South 9th Street, Akron, PA 17501.
 Phone: 717-859-2757. Contact her to get on mailing list for entries.

Nov 12-13 Summit Point Flat Track, Summit Point, WV,
 (Blue Ridge Region) or a hillclimb near Lynchburg, VA.

Note: SEDIV has many flat track Solo I's scheduled.

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, Philadelphia Region

BUSHINGS

by Bob Patton

The torsion bars of a 900 series Porsche are held in place with several rubber bushings. In time, these bushings grow old and wear out. The holes in them become elliptical and they can no longer hold the correct alignment settings under dynamic loading (eventually, even the correct static settings will become impossible to achieve). When this happens, it is time to have the suspension rebushed.

There are basically three types of replacement bushings available:

1) Rubber, which have some "give" and are equivalent to the original factory equipment.

2) Delrin, which are very stiff plastic and give a harsher ride, but hold the suspension settings better under load.

3) Polygraphite, which are somewhere in between, but closer to the Delrin. They are a little softer and quieter than the Delrin but quite a bit harder than the rubber.

If either of the latter two are used, you should install grease fittings at the mounting points of the front bars to prevent squeaking.

The old rear bushings will need to be burned out with a torch. This is a messy and time-consuming job. The front ones are much easier to remove.

Once all the old bushings are removed, the new ones can be pressed into place. Obviously, the suspension needs to come apart in order to do this, so a four wheel alignment will be necessary afterwards. After all of this is done, your Porsche will feel at least as good as new, maybe a little better.

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1988 AUTOCROSS SCHEDULE FOR EASTERN PENNSYLVANIA AREA

| | | | |
|---------|-----|--|---------------------|
| 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 - Betsy Leidy 855-0360

MID-OHIO

By Frank Pilotti

For the last 10 years or so I have been going to Mid-Ohio as a spectator, but had the good fortune to drive the circuit last October for the first time. I was trying to find a way I could get back there this year when I heard that our club would be holding a track event at Mid-Ohio in July (Someone up there likes me!).

As it has been said at our meetings, Mid-Ohio is a beautiful track. If you have only been to the Glen or Summit Point, you will not believe that this is a race track. Bring a blanket and a picnic lunch to the track with you and have your lunch on the 'lawn'.

To introduce those who have not driven Mid-Ohio to the circuit, the following is part of an article by Bobby Rahal called 'A LAP AROUND MID-OHIO WITH BOBBY RAHAL'.

Let me preface these remarks by saying I think Mid-Ohio is one of what I would call 'DRIVERS CIRCUITS' in America. Here, a truly good driver, can be competitive.

When you first come to Mid-Ohio you think it's a relatively slow circuit. The average speeds indicated may allow one to think it is a slow track, yet, it's a much faster circuit than is first perceived. A quick lap sets a premium on smoothness.

Turn 1 looks like a relatively slow corner, yet it's a very fast one, probably Mid-Ohio's fastest. Here you've been coming slightly uphill on the start-finish straight in fourth gear, then grabbing third just before the Goodyear Bridge, and getting on the brakes firmly for a moment.

There are two tricky things to watch for in turn 1. First, in both the entrance and the middle of the corner, there is some patchwork that the car adheres to differently than to other places on the corner surrounding the

patching. Second, you must be very precise in here so you aren't hitting the speed bumps on the inside, yet you have to be close as possible to the inside because the understeer you are experiencing will tend to push the car to the outside.

Drivers often get in trouble on the exit because the track actually drops away from you. If you're a little bit sideways coming out of the turn, it's gonna get worse.

Coming out of 1 you're on the right side of the track next to the grass, but you have to cross it, shifting up to fourth for a moment, and get ready for the combination of turns leading into the turn 3 keyhole.

The keyhole is a very slow corner and again is another area where the more tidy you are going in, usually, the faster you'll be coming out. Because of more patchwork in the corner, it is very slippery, particularly in the rain.

Going down the back straight is rather elementary. Don't consider backing off for the dogleg in the middle of the straight which is actually corner 5. Just start from the right of the track and let the car carry itself out to the left.

From turn 7 to turn 12 (madness) is probably one of the key sections of Mid-Ohio because this is a 'RHYTHM' type of circuit. If you feel good and your car is working well, you can go through these ups and downs very rapidly. If you don't feel comfortable or if you can't get the rhythm, then these corners are nothing but work.

Turn 7 is a very fast corner, but you don't want to get too far to the left as you come off the corner, because then you're improperly set up or turn 8 at the top of the hill.

Turn 8 is a favorite of mine because you can really do some fun things with a car there. The track drops away from you and can be a tricky corner because the car is un-weighted when it comes off the hill crest.

Turn 9 is another corner that is probably a little faster than what you first perceive it to be. It's still relatively slow. But is very critical because if you come in there smoothly and on the power, you're in good shape up under the Datsun Bridge into turn 10 and all the way over to 12.

When you come off turn 9, try to be properly positioned on the track for turn 10 because that, again, is a very tricky corner. You don't want to be too far to the left side of the track, and you most definitely do not want to be on the right side going under the bridge because the next thing you'll see is grass for a landing zone.

Turn 11 you don't want to get off the power, and yet, if the car isn't working correctly, you'll have to because that corner has a way of just spitting you out in the grass on the other side.

Turn 12, which is one of my favorite turns because you actually set the car a little bit sideways before you get there, then you try to straighten out the corner. This is a criti-

cal area because how fast you come off turn 12 determines how fast you'll be down the chute into turn 14.

Turn 14 is fast and breaking can be delayed, but like many of the other corners at Mid-Ohio, it drops off at the exit.

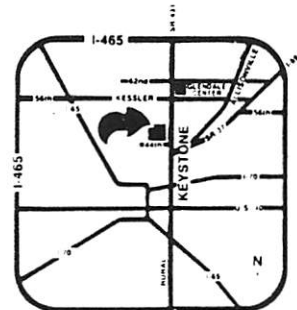
Turn 15, the carousel, like so many Mid-Ohio turns, emphasizes smoothness-getting the power on early and not getting too wide at the exit because you'll want to be set up correctly for the small dip at the exit leading onto the start-finish straight.

It sounds like I've turned Mid-Ohio into a series of 15 'CRITICAL' turns and I keep repeating about how you go slower when you work harder. It is that way. There aren't really turns that you can afford to slough off and still do a great lap.

As you can see from the above, this track is different than any other track we have run. It's a busy circuit but a fun circuit and I'm sure we'll all have a great time. See you at Mid-Ohio.

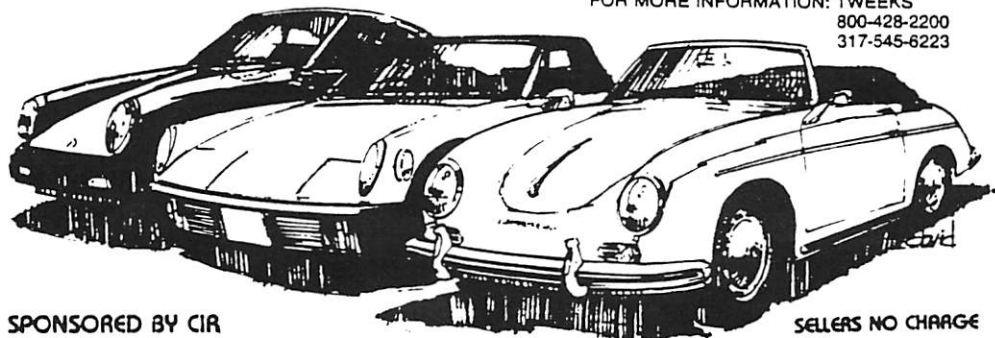
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Tentative 1988 Track Events



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.

PCA CLUB CONTACTS

| <u>Date</u> | <u>Sponsor</u> | <u>Place</u> | |
|---------------|----------------|--------------|---------------|
| April 28, 29 | Thu, Fri | CVR | Lime Rock |
| 30 | Sat | HC | Lime Rock |
| 30, May 1 | Sat, Sun | PIMSC | Pocono |
| May 6,7,8 | Fri,Sat,Sun | Ron Fox | Bridgehampton |
| 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 |
| 24 | Fri | NNJR | Lime Rock |
| 24,25,26 | Fri,Sat,Sun | NNJR | Mosport |
| July 2, 3 | Sat,Sun | RTR | Mid-Ohio |
| 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 |
| 26, 27 | Fri,Sat | POT | Summit Point |
| Sept 12, 13 | Mon,Tue | CVR | Watkins Glen |
| Oct 8, 9 | Sat/Sun | RTR | Summit Point |
| 20, 21 | Thu,Fri | CVR | Lime Rock |
| 21,22,23 | Fri,Sat,Sun | Ron Fox | Bridgehampton |
| 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 |
| 12, 13 | Sat,Sun | POT | Summit Point |
| 26 | Sat | POT | Summit Point |

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THE DEPARTMENT OF THE INTERIOR

By Mike Murphy

Last month (April) I wrote an article about "Plastisizers" and vinyl upholstery care. It was brought to my attention that some people were asking themselves does this guy really know what he's talking about? So perhaps I should introduce myself. For the past 8 years I have operated a business called CAR-ISMA. We specialize in repairing and re-dying leather and vinyl car interiors. Thru these years I have seen just about every malady that can plague a car's interior. I have researched and talked to experts in various fields about why vinyl and leather dries out, and what can be done about it. The purpose of my articles are to share my knowledge with fellow Porsche owners and help you keep your pride and joy looking as new as possible; on the inside at least! So here goes....

Leather is a natural substance and must be treated differently than Vinyl. Leather requires oils and moisture to keep it soft and supple. The fibres of leather make up tiny pockets that contain water, these oils penetrate the fibres to keep the water in. Two factors that cause leather to dry out are heat and harsh chemicals. Excessive heat can cause the rapid evaporation of all water from the fibres causing it to shrink and get hard. I've seen this ton a lot of Porsche's with dark colored seats. (Including my own.) The of sun beating down on an unprotected seat can cause this type of damage in as little as one day. Leather dashboards are also a problem; "LEATHER DOES NOT BELONG ON THE DASHBOARD!" It's too hot! Leather can't stand any more heat than the back of your hand can. If you seats or dash are so hot that you can barely touch them, there is irreparable damage taking place. So what can you do about it?

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1) Most important is to keep your leather cool and out of the sun.

2) Use only mild soap (ivory) to clean your leather seats. Harsh chemicals remove these oils then the water soon follows.

3) Condition regularly, treat your leather with a good quality conditioner. I recommend LEXOL. Unfortunately most automotive leather is coated with nitrocellulose lacquer which is not very porous. So when you wipe conditioner on the surface very little actually penetrates to the leather (Porsche's, however have lots of tiny holes which helps absorption. Also be sure to coat all seams, the conditioner seeps in the stitch holes and also helps prevent dry rot of the thread. Finally, if your really hard core the best way to condition is to remove the seat cover and coat the suede underside of the leather.

There is a point of no return however, once leather has gotten to a certain point it cannot be brought back. The finish however, can be re-dyed to make the seat look as new as possible.

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MIGHTY NITTO

Part II

Part I of this article, last month, described how participation in club events was a key factor in winning the coveted Mighty Nitto award. In part II, I divulge the secrets that will virtually assure you of having your name permanently engraved on this plaque.

Part II really started in November of 1986 when I participated in my first high speed track event at Summit Point Raceway. At this event I was struck by a malady called "track fever." The American Medical Association is just beginning to recognize the pattern of symptoms which comprise this syndrome, but perhaps more on this in a future article.

In the following spring I ran at our club event at Pocono and sent my application in shortly after for the Ron Fox event at Bridgehampton.

The trip up to Bridgehampton Thursday night, which is located near Sag Harbor on the far end of Long Island, was fine until I got to the Long Island Expressway. This road was so rough, it seemed like there were speed bumps every quarter mile, that I was forced to slow down to about 50 mph. The jolting was still sufficient to cause my radio to un-wire itself from the speakers.

I eventually arrived at Sag Harbor (I now understand why they called it LONG Island) and retired in anticipation of the event the next day. In the morning I headed out for my car and Bill O'Connell, now club vice president, greeted me with, "Hey Johnny, did you know you have a flat tire?" Well no, I didn't know I had a flat, and yes, one of my monster 345/35 P7's was definitely on the short side of proper inflation!

I quickly pulled out my air compressor to inflate the tire, before the bead could part company with the rim, which seemed at the time like a potentially major logistical problem. After

what seemed like forever, the wheezing little compressor had puffed the tire back up to a respectable 38 psi. I jumped in the car and followed Bill out to the track with my fingers crossed.

Ten minutes later I parked my car adjacent to the long main straight and got out with my tire gauge. Five pounds! The tire had lost five pounds of pressure in ten minutes, not a good sign.

Don Galbraith brought his tire plug kit to the rescue, and we started what was to become a long search for the leak. It soon became apparent that the leak was not in the tire, but might be in the o-ring that seals the 3-piece BBS modular wheel. A call to Bob Russo at Holbert Racing back in Warrington, Pennsylvania, on Bill's handy cellular phone, resulted in a potential quick fix which might save my weekend. I reinflated the sagging tire and headed out looking for foam type "fix-a-flat."

Having found two cans of fix-a-flat at the local Sag Harbor "true value" speed shop (remember this is a big tire), I proceeded to let only five pounds of pressure out of the tire, since fifteen pounds had already let themselves out. I filled the tire with the miracle goo and crossed my fingers again. No luck.

My frustration was turning to despair, not only wouldn't I run today, but the whole weekend was in jeopardy. I jacked the car up again, took the wheel off, and got the motel garden hose for some serious investigation. No air bubbles were evident in the area that was sealed by the o-ring, so I turned the wheel over and began to fill the rim with water. To my surprise a steady stream of bubbles was coming right through the aluminum outer wheel rim. I got down real close, and there was a hairline crack about a quarter inch long in the rim. Apparently the speed bumps had affected more than just the radio.

I got back on the phone and started calling all over Long Island looking for a replacement outer rim. No luck. In final desperation I called Bob Russo back, and he had what I needed sitting right there on the shelf. Plans were then made for what must be one of the longest pit stops in history.

I got in the car about noon and headed south, leaving all my belongings back in the motel room so I would be forced to come back. The prospect of driving through New York City, in Friday afternoon traffic, with a tire that needed a transfusion every 30 minutes wasn't exactly thrilling, but one of the symptoms of track fever is slightly irrational behavior. As I got closer to the Big City I realized that bumper to bumper traffic in both lanes, with no shoulder, was probably not the best place to try and inflate a tire. I had brought my tool box with me, and at the last chance gas station I pulled over, filled the tire, and put a piece of racer's tape over the crack (I know, I didn't really think it would work either). I pulled back out into traffic with my fingers crossed.

Soon, I was in traffic outside Brooklyn, which was moving about 5 mph, when it was moving. I adjusted my outside mirror, down and in, so I could watch the inevitable deflation of the tire in comfort. To my surprise the darn thing was still going strong after 45 minutes, and I could see the Verrazano bridge leading out of this mess ahead. It seems that the fix-a-flat had reacted with the tape adhesive and temporarily sealed the crack.

The rest of this story is obviously anticlimactic. I blasted down through New Jersey and into Pennsylvania, making up lost time, and pulled into Holbert Racing a little after 6 o'clock. Bob changed the outer rim in about fifteen minutes, and I went home for a few hours sleep. When Kathy got home she was surprised to see the car there, and walked around it several times looking for major structural damage from an off-track excursion. She was dying to march into the house and tell me "I told you so" (it's much safer for domes-

tic tranquility if both partners come down with track fever together). At 2 o'clock in the morning I got up, cursed myself for leaving everything back in Sag Harbor, and headed back to Bridgehampton.


That's my prescription for how to make the best of a bad situation, and perhaps even win the Mighty Nitto award. I only hope I don't win it again this year.

- "Dr." John Williamson


P.S. Turn one and the kink at Bridgehampton were definitely worth it. I now carry a can of fix-a-flat and racer's tape to every track event. And yes, there is no known cure, short of bankruptcy, for track fever.

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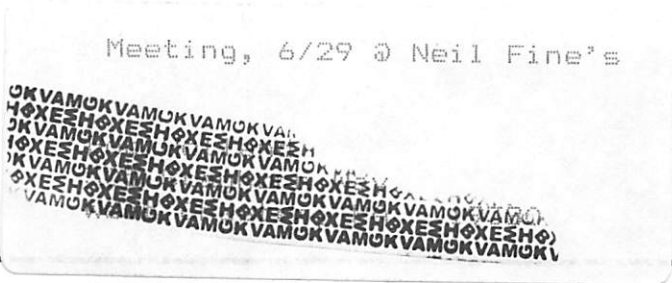
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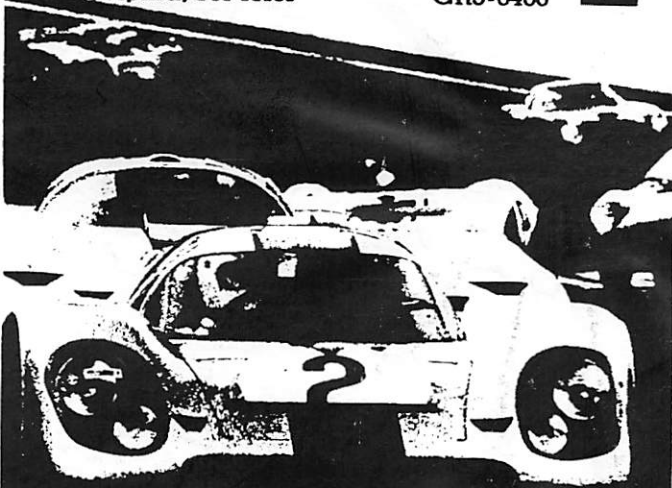
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