

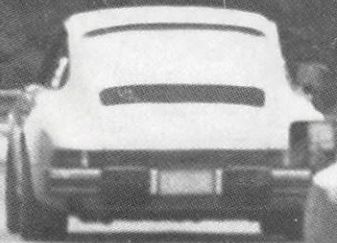
DER GASSER



August 1988

Mid Ohio

MOST COMPETITIVE IN



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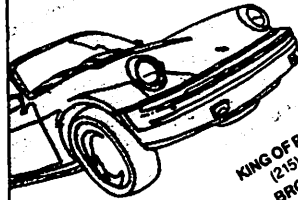


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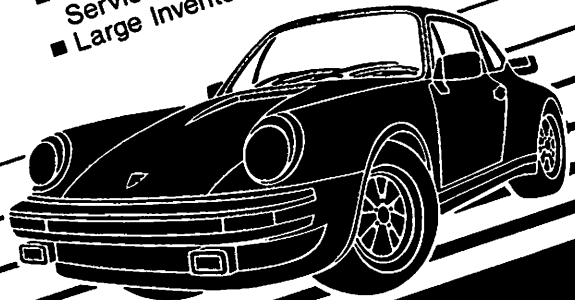
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On The Cover - John Rosenblum -
Guess where! Photo by Vicki O'Connell

1988 EVENTS CALANDER

Aug. 21, Sun	Camp Hideaway
31, Wed	Meeting-Movie Night 8PM at Casa Maria
Sept 18, Sun	Renaissance Fair
28, Wed	Meeting-Tech Night. 8PM at Casa Maria
Oct. 1, Sat	Tech Session - YBH P/A
5, Wed	New Members Meeting Rosemont P/A
8-9, Sat-Sun	RTR Track Event- Summit Point
Nov. 26 Sat	Octoberfest
Dec. 29 Thur	Christmas Banquet

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.

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. Articles and/or pictures dealing with RTR events, Porsches, or topics of general interest are welcome. Articles should be typewritten or they may be submitted on a 3 1/2" or 5 1/4" floppy disc. For further information on compatibility please call Paul Johnston (215) 696-2164 days. The deadline is the 15th of the month prior to publication and can be given to the editor at the meeting or mailed to the address listed in the EXECUTIVE COMMITTEE.

AUGUST MEETING

CASA MARIA

WEDNESDAY AUGUST 31 - 8PM
MOVIE NIGHT

Debbie Cooper

It's been a while since the members of RTR have had a night at the movies, so here's your chance. We have contacted PCA to let us borrow VHS tapes from the national library - but for all you budding film makers out there don't despair. If anyone out there has some footage of any PCA or RTR events, such as a Porsche Parade, our 30th Anniver-

sary Celebration or track event that you think would be of interest to the membership, please let me know.

If you can't go to the movies without popcorn, you'll have to bring your own, since Casa Maria only provides nacho chips. There should be something of interest for everyone, so we'll see you all on Wednesday night! In case you haven't been to Casa Maria, it is located on Route 202 in King of Prussia, 1.5 miles north of the Schuylkill Expressway and turnpike interchange in Valley Forge.

PRESIDENT'S MESSAGE

by Bill O'Connell

July was a very busy month for us. Mid Ohio, Nelson Ledges, an Autocross, an Autocross demo for the folks at the car show, a well attended monthly meeting, and coming up, the GLEN. The major dark spot was the Car Wash which was called off by the Water Authority due to the water shortage. We were in good company, though, another hospital had theirs called off as well. The rain date was nixed as well. We will persevere and it will be held.

As you know, the July meeting was held early due to the guest, Ilse Naedde, and her parade schedule. For those that attended and wondered why Ilse was so brief initially, it seems that her diet of wurst did not prepare her for a Mexican meal. Yep, the gringo succumbed to that age old problem. Maybe it was for the best because after the parade she is going to spend a week in Cancun so this might prepare her. None the less, when the questions started flowing she did a fine job. For those not there, she was very open and honest with her answers about the fu-

ture and informed us that Mercedes did some checking on Le Mans and feels that Jaguar cheated by using extra gas. This allowed them to run faster speeds, while others like Porsche were conserving! More as that one develops. She also presented the region with a nice Porsche banner. My thanks to Ilse for attending and sticking it out when she probably just wanted to go home and die.

Don't forget about the upcoming election! As mentioned last month, if anyone is interested in running for one of the elected positions please contact me or someone on the Exec. The slate will be presented at the August meeting on 8/31 (not the picnic, slip of the key last month). From the names submitted, the nominating committee will pick an official ticket. Those that wish to oppose will have until the end of the September meeting to be nominated and then in October we will hold the election. If you are interested now is the time to step forward. Perhaps now is the time for those that are sure they could do a better job to come out?

See you at the Picnic! **AND BUY A RAFFLE TICKET NOW!!!**

JOE SOCIAL

by Craig Rosenfeld

So far this year's social calendar has been reasonably successful - Louie, Louie, Baltimore Inner Harbor, a terrific picnic. But the best might be yet to come!

The Pennsylvania Renaissance Fair at the Mount Hope Winery in Lebanon, PA is scheduled for Sunday, September 18.

The fair is a re-creation of traditional medieval times. Participants, and many of us guests, dress in garb of the time, eat period food, and drink in garb of the time. There are Shakespearean plays, court jesters, a chess game using live people as the pieces - and even jousts!

The price for those going in with our group will be \$7.50 for adults, \$3.00 ages 6-11. We'll be meeting at Zinn's Diner just off Exit 21 of the PA Turnpike for our caravan into our reserved parking area. I'll be having breakfast about 8:30, join me if you will. We will leave Zinn's by 9:45 at the latest. For those going directly to the fair it is just off Exit 20 of the turnpike - but I can't guarantee the special parking and prices if you don't come in with the group.

Brochures will be available at the August meeting to show exactly what you're getting into. I'll be taking Reservations there and at (215) 775-0997. Thank you.

Pinstriping Monogramming



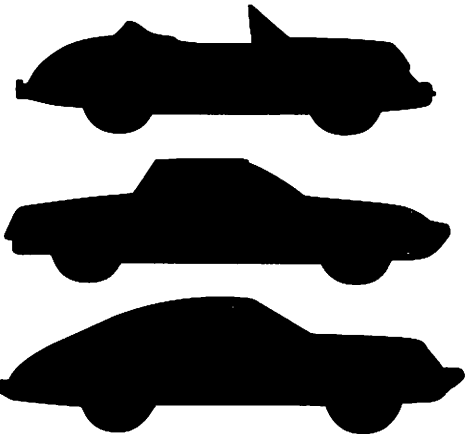
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HELP !

by Vern Lyle

We need your old newsletters or event results of any past Porsche/Corvette Challenge. I am trying to put together a history of this annual event and unfortunately have lost all my records. I would appreciate a copy of any promotional flyers, results that were printed in Der Gasser, or that were mailed to participants.

I believe that 1988 is the 10th year, and while my memory is pretty good concerning locations and FTD winners, I need more info than that. Please give me a call if you can help - 661-7011 days, 368-1062 evenings, or just send along whatever you might have - 1035 Pecan Drive, Lansdale, PA 19446. Thanks.



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"NEW MEMBERS" MEETING

by Skip Corey

The new members meeting will be on October 5, 1988 at Rosemont Porsche.

Have you joined PCA since the summer of 1987? Then you're considered a new member and congratulations, we have a meeting just for you. Don't worry, it's not the meeting where we charge you the local \$50.00 initiation fee (if there was one, Bill O'Connell, our President would be better at coercing it out of you than I would. Bill's organizing our 944 raffle so he knows how to bring the bucks out.) This is a meeting to show you what Riesentoter has to offer and to meet the officers and other new members of the club.

I plan to have at least one car from each of the Porsche series along with some special interest cars (racers or 356 models.) There will be speakers on the different activities which you can enjoy (track events, autocrosses, rallies, concours, social and technical) along with time to meet the other new members. We'll conclude the meeting with a door prize drawing.

Riesentoter has a lot to offer to its' members but if you don't participate you'll never know what you're missing. Keep your eyes open for directions and times in next month's Der Gasser. Any questions, call me.

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JOHN BAKER

FROM THE EDITOR

In an on going battle to get the news letter in the hands of the membership we are moving the deadline to the 15th of the month prior to publication. This should give us enough time to type everything, do layout, get it to the printer, label and mail it, lose it and have it to you by the middle of the month.

While this means you should get Der Gasser before that months meeting, it should not be used as a last minute meeting notice. The events, like meetings, should be in the pre-vious month or two so you not only have plenty of time to plan, but if there should be a problem with the printers schedule or the timeliness of postal deliveries we won't have to push the panic button and try to figure out how to get a flier to 800 people in 6 hours.

This brings us to the "Events Calander" which now appears on page 3. We are requesting that all Chairpersons on the Exec notify us at least 1 or 2 months in advance of any social, meeting, autocross or track events so we can have as complete a calander, as far in advance, as possible.

Paul K. Johnston
Editor

944 RAFFLE NEWS

The raffle is starting to pick up speed but not nearly as fast as I would like to see it moving. The fact that Pano couldn't print the flyer or an article due to Post Office regs (they sure do have it in for us) probably hurt to some extent but there is NO reason that we shouldn't be able to sell 944 tickets in a region our size. So lets get moving and give the kids at the hospital some support. By the time you read this there will be scant few days to meet our goal so if you have not yet bought one get moving. Contact your friends etc. So far, David Helms (a brand new member!) is in the lead with over 50 sold! Art Rothe is close behind with 42. Be sure to make plans to attend the Picnic.

MID-OHIO and NELSON LEDGES

OHIO TOUR - A LONG WEEKEND

by Jim Confer

I spent the Thursday afternoon before Mid-Ohio finishing off the run group schedules. I then managed to pull an all-nighter to correct one of those tech inspection deficiencies plus the 3 a.m. wash and wax. **I must be crazy.**

Anyway, we managed to meet the caravan only a few minutes late at about 9:15 a.m. for the journey to Mid-Ohio. The group managed to get separated as soon as we pulled out of the parking lot. Many were not seen again until we arrived at the motel, although we showed up almost simultaneously.

Several of us enjoyed dinner at the local golf course (country club?). We remained sufficiently restrained to avoid being requested to leave although attempts to start a food fight came under consideration as Gerry had great difficulty resisting a challenge.

As we arrived at Mid-Ohio the next morning we were greeted with great weather that stayed the entire weekend. The track facilities, staff, and flagging crew were all first rate. They made my job easy by keeping the event on schedule and clearing up a couple of problems very quickly and skillfully.

The track's constant demands on the driver to prepare for the next corner and the challenging elevation changes make for an exciting track which is difficult to master. This track is worth the drive to get there.

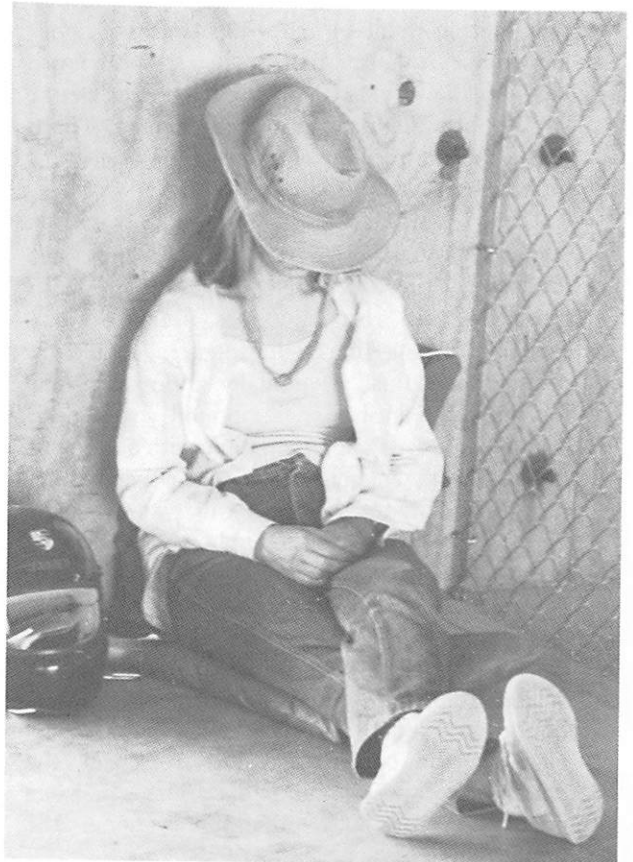
Don experienced some problems with his race car on Saturday but was not to be denied another two days of driving. He did some investigating and found a volunteer to drive his street (well, almost street) 911 out from Philadelphia on Saturday night. He was back on track Sunday morning.

After two great days at Mid-Ohio, many of us headed up to Nelson Ledges for the final day of driving in what I'll call Riesentoter's Longest Weekend (since Nelson Ledges has an annual Longest Day). Upon our arrival, we discovered that the "Executive" Inn must be for former executives that are down on their luck. Many stayed but several departed in search of other accommodations.

Nelson Ledges presented new challenges with banked sweepers and a high speed kink. Nelson is located near Akron and is the site of considerable tire testing. Several drivers commented that their tires were "growing" on the cool down lap as they picked up rubber from the track. Others noticed the opposite phenomena.

The event was finally over and we had pulled it off. My air conditioning blower fuse decided to give out on the way to the track Monday morning and no correct spares were in the car. Fortunately, the Portland Parade

(continued on page 8)



WATER-COOLED PORSCHES

by Bob Patton

In 1976, Porsche introduced the 924, which was the first water-cooled vehicle to be marketed under the Porsche nameplate. The 928 and the 944 followed in years to come.

While this seems like a giant departure from traditionalism, keep in mind that during the 1920's and 1930's, Ferdinand Porsche was chief of Austro-Daimler, Mercedes Benz, and Auto Union. These three companies produced water-cooled automobiles exclusively. The primary coolant should not be just water, but should actually be a 50/50 mixture of water and an ethylene glycol based antifreeze. Even during the summer. The antifreeze prevents the coolant from freezing in the winter and damaging the block (water is the only substance that expands when it freezes - all others shrink), but also serves other purposes year round.

In the summer, the same solution that lowers the freezing point of water also raises its boiling point. A hotter liquid will carry off more heat, so the higher boiling point means better cooling in a high performance engine. There are also water pump lubricants and rust inhibitors in the antifreeze solutions.

The ability to prevent freezing does not diminish with time, but the water pump lubricants and rust inhibitors break down. For this reason, the cooling system should be drained and flushed annually. Be sure that the brand of antifreeze compound you choose is phosphate-free and compatible with aluminum radiators and engines. There are two brands recommended for use in your water-cooled Porsche: VW/Audi part number ZVW237102, and Saab part number 02-08-991. Both are made by BASF and both run about nine dollars a gallon. Porsche has a part number, PNA 000 020, which is used to reimburse dealers for antifreeze, but antifreeze can not be ordered under this part number. When changing the coolant, be sure to check the condition of hoses and belts. This is also a good time to check other items under the hood.

A Riesentoter Tech Session is an excellent time to do all this. The next one is Saturday, October 1 at YBH Porsche on West Chester Pike in Edgemont.

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(continued from page 7)

Tech Quiz Champion on late model 911s helped me locate an unused fuse in the engine compartment so I could resurrect my air conditioning for the drive home. We needed the air since it was a little warm that day. As usual the drive home was about four days longer than the drive out, but we did make it home. My strength began to return a few days later and I could start to consider doing it again.

Flying to the track might be easier. Maybe we can charter an Amtrak car carrier next year to ... Laguna Seca and Sears Point ... any suggestions?

AUTOCROSS '88

Betsi Marsh Leidy

TIME IS RUNNING OUT!!!! I can't believe that the 1988 Riesentoter autocross season is almost at an end. It seems like just yesterday that 70+ eager drivers showed up for the autocross school in May, and now only one more event is left to be run. For those of you who have not yet participated in our autocrosses (and why not? You wouldn't want to hurt my feelings would you?), you've got one more chance this year. Not to mention that the last event is the biggie. **THE** event of the year. **THE** event not-to-be-missed. What I'm talking about, just in case you are new to the club, is the annual Porsche-Corvette Challenge. This event has been held for the last nine years in conjunction with the members of the Cumberland Valley Corvette Club, so guess what kind of car **THEY** think is superior. We, of course, know better, and that's what the Porsche/Corvette Challenge is all about. Instead of running in your class against only Porsches, you will also be competing against Corvettes of similar performance. And the overall winner of the Challenge is the marque that goes home with the most trophies. So, if you're a good autocrosser or a bad autocrosser, or never even autocrossed before, we need you there to defend the marque. The more people who drive, the more trophies Riesentoter will walk away with. Not to mention that we can intimidate them by sheer numbers alone!

The date and location of this event have not yet been finalized as I write this article, but the event will most likely be on a Saturday or Sunday sometime in September or October, hopefully again at the Sheraton Valley Forge Convention Center if they have an open date. Nevertheless, you **WILL** receive a flyer with all the details as soon as they are available, so you can mark your calendars. You **WILL** be there, won't you??

On to the results of event #4, which was held at the Sheraton on July 17. That is if

I can remember. It was so hot that day (102o) that I think my brains might have sized. Wish I had a picture of those classy Riesentoters the Confers, the Lyles, the Galbraiths, Suzanne Bauerle, John Harkins and me crawling under a greasy, slimy tractor trailer after the event trying to cool off. Men's and Ladies FTD went to Vern and Melody Lyle, although by a quirk of the indexing system, Melody was second to Judy Kingston in the Ladies class. Rex Carle and Bill Miller continued their winning ways in Class B and C respectively, while Nick Plenzick was looking for a challenger in Class D. New transfers to Riesentoter Doug and Robert Paradis showed up to compete in class E, but along with other E class competitors weren't quite quick enough to catch Art Rothe. Bob Kingston and Skip Chalfant, with almost identical best times, each took home a first in class F and H. John Harkins took advantage of the fact that this year's autocross sponsor, John Heckman was unable to attend, and walked away with first in class G just in front of John Crowley in his black 912. In the Men's novice class, Todd Sylvainus continues to be the man to beat, but Tim Everett, Jeff Brok, Stu Cerato and Michael Wolkov were all breathing down his neck (is that pressure or what?). In Ladies's Novice, Lisa Carle, who has turned in excellent times all season, continues to get edged out by that aforementioned quirk in the indexing system, taking second behind Suzanne Bauerle, steadily improving in her 914. Lisa Confer and Janet Weger didn't like the course and decided to design their own. Of course, that's perfectly all right, the only problem is, you don't get a time!

Modifications vs Dollars

by Dan McChesney

Reprinted from der Vorganger

Driver's Ed participants eventually approach the organizers of the Driver's Ed events, their instructors or a mechanic with the question of how to make their car go faster. My experience has been that what these people really want are suggestions based on experience that for x amount of dollars they can do this and they will 'feel' the improvement. The following is an attempt by Paul Weston, Jim Loftis and myself to put some dollar figures on improvements based on our experiences. Two things need to be stated initially; 1) there is nothing that will replace seat time (i.e. track time) for improving your skill and 2) speed costs money and more speed costs more money. With that said break out your checkbook/charge card and make all our sponsors smile!

The list that follows is based on the price of the item not cost of installation. Local shops charge about \$40 per hour to work on your car; the labor estimates are mine and I do not make my living by working on Porsches.

\$20 A good tire gauge. Get the kind with a long flexible stem and a bleeder valve. Proper tire pressures are extremely important to proper handling.

\$40 Throttle response kit for 944. Doesn't make the car any faster but makes it feel a lot more responsive and does make it easier to match the engine revs on down shifting. Install it yourself!

\$50 A pair of driving gloves. Be certain to buy all leather or a pair of leather/nomex. Gloves make the wheel slightly easier to hold on to.

\$80 Switch positions of speedometer and tach in 83-84 944s, all 924s and 924S. Having the tach visible makes it easier to gauge progress in speed. See the August 1987 *der*

Vorganger for how to do it yourself instruction by "Dr. Ruf".

\$100 A smaller diameter steering wheel. This effectively makes steering inputs quicker because for a given amount of steering wheel turn your turning the front wheels more. When buying a steering wheel look for a wheel that is thick so that it will be easier to grip and remember that a smaller diameter wheel may block some of the gauges. About 1 hour labor.

\$100 Rear springs for a 914. 110lb springs from a 914-6 are a good street/track compromise; 140lb springs are the hot item for the track but require heavier front torsion bars and different sway bars. About 2 hours labor. Front springs with increased spring rates for a 944 range from approximately \$100 to over \$400. There is no consensus on what works best because the change must be considered in connection with other changes in the total suspension system.

\$150 Short shifter kit. This will reduce the amount of gearshift lever travel to change gears but increases the effort to change gears. It is important to drive a car with this conversion before buying the kit. About 2 hours labor.

\$150 A good four wheel alignment. The most improvement for your money so far.

\$150-\$200 Cool brake kit from Holbert. Reduces brake rotor temperature thus permitting you to use your brakes harder for a longer period of time. May pay for itself in reduced rotor pad wear. About 3 hours labor.

\$150-\$350 Bursch headers for a 944 or 924S. Provides improved mid range torque and reduced heat stress on the right front motor mount. About 3 hours labor.

\$150-\$400 Lowering the car to at least European specs. After you pass these specs ride comfort starts to fall off. Go lower if this is a track car but beware that too low is

worse than stock. Lowering must be followed by a 4 wheel alignment. 1 to 8 hours labor.

\$200 A set of 6 point harness seat belts. These hold you in the seat much better than the standard belt and thus make driving easier. It is important that these be installed correctly. About 2 hours labor. Also consider modifications to factory seats to permit passage of shoulder harness and antisubmarine straps, approximately \$200.

\$250 Bolt-in roll bar, SCCA approved. Adds some chassis stiffness as well as safety and provides a correct place to fasten 6 point harnesses. Labor 3 hours if it fits.

\$300 Substitute a pair of Bilstein sport shocks in the front of a 944; \$220 for a pair in the rear. Greatly improved tracking somewhat rougher ride on the street. Ride in someones car who has had this done before investing in the change over and note there is a difference between Bilstein and Koni which some people feel favors Bilstein. 6 hours labor and a spring compressor.

\$300 A seat with greatly increased lateral support. Keeps your seat in place so you can concentrate on driving without worrying about sliding off the stock seat. Be sure and sit in the seat before buying it because these seats are tight and not everyone fits! Moreover different seats grip you in different ways. The Recaro (\$500) grips your shoulders as well as seat and thighs; the Sportsman (\$345) grabs your rib cage. Also pay attention to mounting height with helmet on. About 1 hour labor.

\$300 Adjustable rear spring plates for a 911. Helpful in weight balancing early 911's; 1978 and later 911's come with adjustable rear spring plates from the factory (there is less adjustment in these than in the after market ones). About 3 hours labor plus the car needs to have the ride height and alignment reset.

\$300-\$400 Readjust cam timing on 911 to effectively alter the torque and hp curves to make the car more responsive. Cost is 95% labor.

\$300 Sport muffler. Provides a modest improvement in horsepower and torque, though rarely as much as manufacturers claim. Be aware, though, that excessively loud cars will not be allowed to run to Potomac events in 1988!

\$350 Reground cams to improve the performance of a 944 or 911. Replacement of a 944 is relatively straight forward, but the engine should be removed in a 911. These cams may be used with the standard 911 and 944 fuel injection.

\$400/set Shaved track tires. Our experience says that these are worth the money, however you also need another set of wheels \$700-\$2000 and a way of getting them to the track. Expect these tires to last about 12 track days on a 911 and 6-10 days on a 944. These fall into the area of a real serious about Driver's Ed.

\$400-\$900 (depending on mfg and condition) 8" forged alloys on the front as well as rear of your 944. Car turns in better, reduces understeer. Also allows for four wheel tire rotations. Also expensive since some people feel the same result can be achieved by tire pressure adjustments.

\$400 A pair of torsion bars. It is advisable to change both front and rear torsion bars/springs at the same time otherwise you can radically alter the handling of your car. Ask someone who had made the change for the correct size to buy. This change will make the car easier to drive at the track but you will give up some ride comfort. Be advised that torsion bars/springs that are too heavy make the car undriveable on anything but a very smooth surface; it is better to have a suspension that is a little soft. 2 (911 & 914 front) to 9 (944 rear) hours labor.

\$400 European fuel distributor or modified ignition distributor for a late model 911. Both in conjunction with early model exhaust system will bring a 911SC up to about 205 hp. If gas mileage and emission requirements are things you worry about forget this modification.

\$400-\$550 Replace the ROM chip in the Motronic brain of a 944 or 911 to give more acceleration and move the red line to a higher value. Recommend retiming the cams in a 911 and other changes to optimize fuel injection performance.

\$400-\$600 Replace fuel injection on a 914 4 with carburetors and new ignition distributor. This is not inherently better than fuel injection but easier to keep running.

\$500 Substitute a European 5th gear in a 944. Lowers the ratio, poorer gas mileage, more pulling power on the top end. Great at Watkins Glen on the back straight! 7 hours labor.

\$600 New camshafts with different profiles for a 911; these will probably require carburetors and a different ignition distributor. These three changes will make a noticeable change in performance. About 5 hours labor.

\$600 Radiator style front oil cooler for 911. Reduces oil temperature for longer engine life. The TerbaTrol coolers are good but have had problems with the oil lines passing through the rear fender well that have caused extremely dangerous conditions at Driver's Ed events. The factory lines are far superior. About 4 hours labor.

\$800 Replace the flywheel and clutch assembly in the 944 to reduce rotation inertia and give the affect of substantial increase in power. Clutch is spring ceter and pressure plate is a heavy duty aluminum unit. Flywheel assembly is difficult to install, normally taking about 15 hours.

\$1000 Early (1974) style exhaust from SSI for late model 911's. About a 10% increase in hp is claimed. This change removes the catalytic convertor but you probably can still pass the local emission tests if the system is optimized just before inspection. About 6 hours labor.

\$1000 Fuel injection to carburetor conversion on all 911's. Most require a modified ignition distributor in addition. About 12 hours labor.

\$700-\$2000 A professional driving school. What you learn at these schools can be used in any car. I would recommend that you do 4 to 8 PCA events before attending a professional school in order to get the most out of their instruction.

\$2000 A full roll cage welded into front shock towers and rear suspension pickup points. Consider this more than safety; it is a major chassis stiffening device which dramatically improves the car's handling and for most folks renders it unusable on the street.

\$2000-\$2500 (approximately) In a 944 change gears 2,3 and 4 syncros, bearings and the ring and pinion, weld the input shaft and add limited slip. Effectively provides more top end speed, 5th becomes a pulling gear. 15 hours labor.

Over \$3000-track car.* Fun to drive, less to worry about than your street car. However, would you really want to drive this to Watkins Glen, Mid Ohio or Charlotte? Of course not, so if your thinking of a track car, be sure to factor in the cost of a trailer and tow vehicle and the fun of maintaining and insuring these as well.

OK, now that you have read the wish list what should you do? If you are just beginning Driver's Ed, do nothing other than make your car comply with our tech form and then drive the car in 4 or 5 events in order to learn the basics and to learn your car. After

(continued on page 16)

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>
July 30, 31	RTR	Watkins Glen
Aug 12, 13	NNJR	Lime Rock
26, 27	POT	Summit Point
Sept 12, 13	CVR	Watkins Glen
Oct 8, 9	RTR	Summit Point
20, 21	CVR	Lime Rock
21,22,23	Ron Fox	Bridgehampton
22, 23	PIMSC	Pocono
27	CVR	Lime Rock
28	H-C	Lime Rock
29	Shatt	Lime Rock
Nov 3,4,5	CVR	Lime Rock
12, 13	POT	Summit Point
26	POT	Summit Point



PCA CLUB CONTACTS

CVR - Connecticut Valley
 Jim Russel
 Sumner & Sumner
 757 Main St.
 Willimantic, CT 06226
 203-423-7733 (W)
 203-456-7316 (H) 7-10

H-C - Hudson-Champlain
 Frank Ambrosino
 %Color Shop
 449 Duane
 Schenectady, NY 12304
 518-377-7449 (W)
 518-664-5289 (H)

NNJR - Northern New Jersey
 Ciro Petti
 8 Arnold Dr
 Randolph, NJ 07869
 201-361-2585 (H)

POT - Potomac
 T.R. Pierce
 2000 Braddock Ct.
 Alexandria, VA 22304
 (703) 370-1994

SHATT - Schattembaum
 Peter Tremper
 450 Glassboro Road
 Clayton, NJ 08312
 215-339-6379 (W)


Ron Fox Enterprises
 150 Marion Drive
 West Orange, NJ 07052
 201-736-9592 (Evening)

METRO
 Henry Hammer
 516-421-5139 (Evening)


PI-MSC
 Robert Pallow
 %Pocono Raceway
 Box 500
 Long Pond, PA 18334
 717-646-2300

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Available in Red, White, or Blue	
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Stop watches	44.95



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OCTOBER 8 & 9, 1988

Saturday and Sunday

COST: \$75.00 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: August 29, 1988. Applications may be postmarked no earlier than August 29, 1988. No metered mail.

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

REFUNDS: Registration is refundable if notification is received prior to Sept.30, 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 _____
 # Summit 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 _____
 # Summit 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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FOR MORE INFORMATION CONTACT:

**BILL O'CONNELL, PRESIDENT RIESENTOTER REGION
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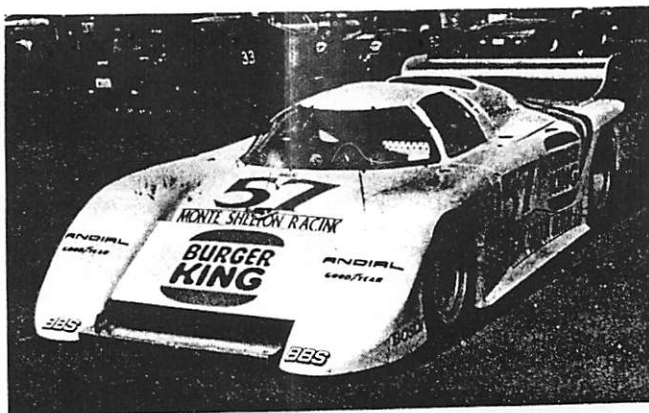
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*** MINIMUM 625 OR ALL MONEY WILL BE REFUNDED**

LIABILITY FOR ALL TAXES AND REGISTRATION FEES REST WITH THE WINNER

(continued from page 12)

4 or 5 schools have the car aligned and possibly lowered slightly and then drive in another 4 or 5 events. By now you should have an idea on how the car handles and what area you would like to improve. Now come back and look at the list and decide what you want to do. If you already have 10 events, then consider making changes to the suspension/brakes or attending a professional driving school; if you have an older car, you might consider updating to late model brakes or making engine modifications; if you have a later model 1978 on and are considering engine modifications, seek professional advice and ask for the names of other owners who have had these modifications done and then go talk to these owners and see if they are happy and what problems they had; and, finally do not go for anything too radical if longevity and resale value are of any concern at all.



* Now, this is a track car.

Also, do not make too many changes at once unless you are certain they are complimentary. If something is not going to work for you or your car, you want to be able to identify precisely which change is not an improvement. Take it in small steps.

WELCOME NEW MEMBERS

Mark Seltzer	Philadelphia, PA	'85 911 Cab
Dr. Emanuel Tress	Rydal, PA	'88 911 Targa
Arthur J. Anctil	Fort Washington, PA	'78 930
Karen Kellen Henderson transfer from Schattenbaum	Langhorne, PA	'74 914
James L. Cottrell	Plymouth Meeting, PA	'85 944
Edward S. Goss	Newtown Square, PA	'86 944 Turbo
Dr. Michael Holland	Berwyn, PA	'85 944
Jack Closshey	Glenmoore, PA	'87 944
Mark Chilutti	Philadelphia, PA	'84 944
David Helms	Downingtown, PA	'72 911 T
John Worthington transfer from NE Region	Perkasie, PA	'83 944
Steven Goldstein transfer from Metro NY	Philadelphia, PA	'82 911 SC
Daniel Lovrinic transfer from Pocono	Hazleton, PA	'79 930
Richard Tyson	Media, PA	'85 911
John & Ruth Vance	Lahaska, PA	'59 356 Carrera '84 911 Carrera
Frank & Joan Harrison	Villanova, PA	'82 911 SC

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1988 911 Cabriolet. Special Edition Model. diamond blue w/matching leather, 3,000 miles. \$48,000. (ordered '89 4WD). Call Louis Rizzuto (215) 378-1371 (W), 678-1599 (H).

1988 Mercedes-Benz 300 TE (Gas) Wagon, 2500 miles, signal red, black M-B tex, 3rd seat, garage kept - like new, 3 months old. \$43,500, call Michael (215) 925-4233.

1987 Porsche 911 Turbo VIN # WPOJB0934HS050556. 4500 miles, guards red with black leather, ltd slip, Momo wheel, sport seats, always garaged and covered, like new. \$56,000. Call Michael (215) 925-4233.

1986 944 TURBO Guards Red w/black leather excellent condition. \$24,000 or best offer. Call Paul 696-2164 days.

1985 Mercedes-Benz 300TD Wagon (Diesel) 64,000 miles, signal red, palamino M-B Tex, SR travel hitch alloy MTD snows, phone, excellent condition. \$23,500. call Michael (215) 925-4233.

1983 944 Guards Red/Grey Beige. All the right stuff. Red Roll bar, Saratoga glass roof, headers, 210 lb. springs, Weltmeister bars front & rear, stabilizer bar, Koni Gas adjustable, 7 & 8 Alloys w/shaved Bridgestone RE71s, 7 & 8 BBS black center/polished lip w/full tread Bridgestone RE71s, Autothority short shifter, 4 spoke steering wheel, Blaupunkt AM/FM/Cass w/remote. Owned since new, well maintained. If you're serious and ready for a sorted out car call Bill O'Connell (215) 640-1675.

1980 911 Targa Saphire Met/Blue Sport Leather, Tuscon radio, Boston Acoustic Speakers, chin spoiler, 16" alloy p7s. 12,000 miles on top end rebuild. \$21,000. Call Gyda, evenings 363-8802.

4 NEW COMP TAR 4/32" 205/50/15 \$225.00. Dave 692-4337 (days).

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1976 914 2.0 Dual 44mm Webers, Koni Shocks, A/C, AM/FM cassette (Blaupunkt), stainless steel heater boxes, Pirelli P6's, 70,900 miles, yellow w/black, needs paint, B.O. Bill McCrink (609) 767-8865.

1968 911 Excellent original condition. Garage kept, driven 2,000 miles last 5 years. Original paint; virtually rust free car. Must sell, sacrifice \$6,900. (215) 868-0863 Mark Fulton.

1968 912 Coupe #12800418 Triple black, new front and rear sways, 16" factory alloys w/ comp TA's, 5 speed, Webers, new interior, less than \$20,000 on total restoration - no rust, garaged. Spare parts, extra seat, call for details \$10,000. John Crowley (215) 785-6110-W or (215) 943-9520 H.

1967 911 Coupe #306721. blue/blk, 5-spd, eng/tran/int. exc, "cookie cutter" wheels, 77,000 mi, body needs floor, normal rust, project car, runs, \$3750. Jack Mitroka, 617 Club Drive Allentown, PA 18103. (215) 821-4937.

1964 Porsche 356 C Coupe, white exterior/black interior, Calif car in nice shape, used daily, carefully maintained, older repaint and engine rebuild, (Weber conversion). Recent: carpets, black sheepskin seatcovers, Goodyear Eagles on painted Fuchs alloys (original wheels and tires, too.), Koni shocks, clutch, PA inspection. \$12,000 or best offer. Fred Yavorsky (215) 848-0574.

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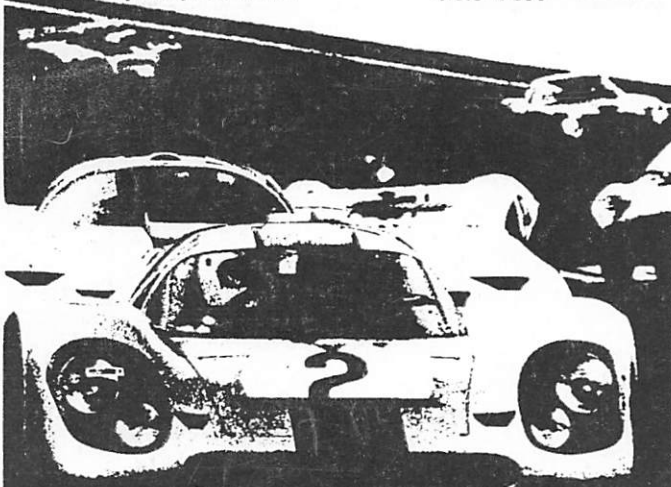
Picnic 8/21, Meeting 8/31

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