

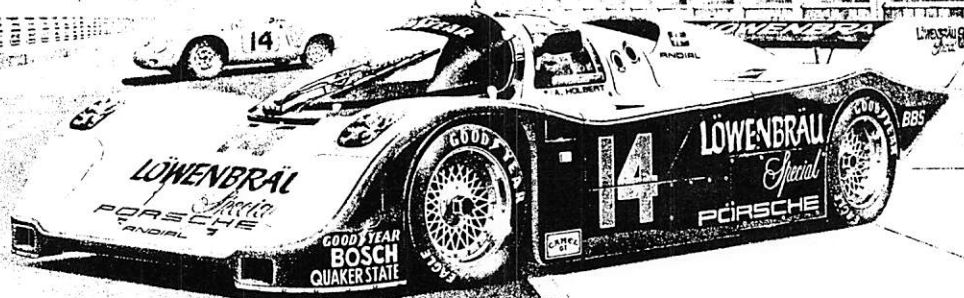
Der Gasser

JANUARY 1996



Riesentöter Region • Porsche Club of America

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President's Message

Ah, the New Year... What a wonderful thing to celebrate. One year closer to death, gray hair, age spots, ear hair, bifocals, the realization that you did not accomplish by the end of the year what you had set out to accomplish at the beginning of the year, and it's harder than ever to lose those 10 lbs you've been trying to lose for the past 5 years. You know the ones. No matter how hard you try to lose them, they keep finding you.

But, hey... Let's celebrate the New Year in the manner the Champagne makers, restaurateurs, and headache remedy manufacturers intended. 1.) Let's turn over a new leaf. OK, I won't stare at the photo of the Speedster I want to buy until I have sold one new insurance policy that day. 2.) Let's have out with the old and in with the new. OK, I'll throw out those old socks with the holes in the toes and jolly-well buy some new ones. 3.) Let's let by-gones be by-gones. Well, I do that anyway...

I know, we can celebrate that 993s are now used cars and one year closer to affordability. And we can celebrate that the Boxter is now less than a year away from introduction. And perhaps most importantly, we can celebrate the beginning of a new Riesentöter Year!

Your newly elected Executive Committee is excited about the opportunity to serve the Club in 1996. A lot of planning for future events has already taken place. Stay tuned for further details on the '96 RTR Calendar. As soon as we know the scoop, we'll see that you'll be able to read all about it right here in *Der Gasser*.

Speaking of being excited, did you see that bunch of partiers out on the dance floor at the Holiday Banquet? How 'bout that Conga Line? When was the last time you saw one of those? What's that you say? You couldn't make it? Ohh... Too bad! We missed you! A tip of the ol' full-faced helmet goes to our Social Chairman Pat Tillson who presented us with an outstanding evening. I'll leave it to Pat to thank all those folks who helped to make the event a big success, but to her here and now I say, "Thanks, Pat!"

Vice President Melissa Plenzick has a terrific RTR Meeting schedule planned including but not limited to an enhanced New Members' Night at Holberts', a return to the Speed Zone for mini sprint car racing, and a (confirmed) visit from IMSA Coca-Cola 935 and 962 driver Bob Akin. Be sure to check elsewhere in this issue for details on the January meeting. And remember, unless otherwise noted, RTR monthly meetings are held the last Wednesday of the month at the Holiday Inn just off the PA Turnpike at Ft. Washington. The meetings begin with socializing at 7:30 pm and the speakers taking the floor at 8:00 pm. Take some time right now and block out your calendar to join us each month. Chances are that if you are reading this,

you own a Porsche and you are a member of Riesentöter. That being the case, come join us and enjoy your car, enjoy your club!

John



Mike Andrews and Melissa Plenzick with Mario Andretti at the Ground-breaking for the Formula Motorsports Park on August 22, 1995.



Congratulations
to all Riesentöter driver's ed
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Down The Pike

JANUARY

31 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Sound systems and Alarm systems for your Porsche

FEBRUARY

3 Philadelphia Auto Show, meet in lobby of Convention Center at 1:00 at the RTR flag
17 Supertech at Dougherty Automotive, West Chester, 9:00 to 3:00
28 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Roundtable Tech

MARCH

27 Club Meeting at Holbert's, Warrington, 7:30
Topic: New Member Night

APRIL

6 Tech Session and Track Inspection, Holbert's, Warrington, 9:00 to 3:00
24 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Speaker - Bob Aiken

1996 TRACK EVENTS

FEBRUARY

9-11 Sebring (Club Race, Host - Gold Coast/Suncoast)

MARCH

2-3 Las Vegas (Club Race, Host - Intermountain)

APRIL

13-14 Road Atlanta (Club Race, Host - Peachstate)
20-21 Pocono (Driver's Ed, Host - RTR)
26-27 Lime Rock (Club Race, Host - Conn. Valley)

MAY

18-19 Mid-Ohio (Club Race, Host - Mid-Ohio)

JUNE

21-23 Watkins Glen (Driver's Ed, Host - RTR)
21-22 Summit Point (Club Race, Host - Potomac)
28-29 Brainerd (Club Race, Host - Nord Stern)

JULY

6-7 Stapleton (Club Race, Host - Rocky Mountain)
13-14 Putnam Park (Club Race, Host - Central Indiana)
27-28 Mosport (Club Race, Host - NNJ/Upper Canada)

AUGUST

9 Pocono IMSA Course (Driver's Ed, Host - RTR)
10-11 Pocono IMSA Course (Club Race, Host - RTR)
24-25 Portland (Club Race, Host - Oregon)

SEPTEMBER

8/30-9/1 Road America (Club Race, Host - Chicago)
13 Summit Point (Driver's Ed, Host - RTR)
14-15 Jefferson Circuit (Driver's Ed, Host - RTR)
14-15 Hallet (1996 Parade) (Club Race, Host - Maverick)

OCTOBER

5-6 Heartland Park (Club Race, Host - Great Plains)
26-27 Formula Motorsports Park (Driver's Ed, Host - RTR) DATE IS TENTATIVE

NOVEMBER

NONE

DECEMBER


7-8 Sears Point (Club Race, Host - Golden Gate)
TBA Willow Springs (Club Race, Host - Los Angeles)

NOTE: Club Race dates are per National info as of 1/15/96 and are subject to change.

Club Meeting Info

The January meeting will be held on Wednesday, January 31 at the Holiday Inn, Ft. Washington. Meeting starts at 7:30. Our friends from Worldwide Stereo in Montgomeryville will speak about sound systems and security systems for your Porsche and answer any questions you may have. On display will be a Porsche with a Worldwide Stereo-designed and installed sound and security system. If you've always wondered about your woofer and your tweeter, join us for an interesting evening. See you there!

for 215-646-1100 your

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**"MONTHLY MEMBERSHIP MEETINGS
TO BE MEMORABLE"
MANDATES MEETING MISTRESS
MELISSA PLENZICK (AKA VICE-PRES)...**

Greetings all fellow Porsche club members! I agree there are a few too many M's in the header, but it's better than too many P's (Piston, pump, pads, pan, plug, pin, pedal etc.). As your newly elected Vice-Pres, I will try to provide stimulating meetings each month, with a high level of the "Mingle Factor." That means even if you don't know anyone at one of the meetings, you will get to mingle with everyone in a friendly, low-key setting. (Hence the term "Mingle Factor.")

Upcoming meetings will include "Sound systems and Alarm systems for your Porsche" - information and demonstration by our friends from Worldwide Stereo in January at the Ft. Washington Holiday Inn, "Roundtable Tech Night" in February at the Ft. Washington Holiday Inn and "New Member Night" at Holbert's (with wine and snacks) in March. April's meeting will be super with a special guest speaker - Bob Aiken! We also will be returning to Speed Zone in May for a night of motorized mayhem. Stay tuned to Der Gasser for meeting information!

I would urge new members, old members and any in-between to come out and join us at a meeting. Find out what we're all about. Women members are especially urged to bring that "significant other" for a night out.

Monthly meetings will continue to be held at the Ft. Washington Holiday Inn. Meetings will start at 7:30, with the first half hour being devoted to the "Mingle." I look forward to meeting/greeting and mingling with all at the meetings! If you have any question, please call me or any other member of the Exec. See you there!

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**Philadelphia Auto Show
Tickets for RTR Members**

Thanks to Saul Kun, RTR member of Fort Buick/Pontiac fame and 1996 Philadelphia Auto Show Chairman, we have been given the opportunity to attend the Philadelphia Auto Show for free. This opportunity is available to RTR members only in gratitude for our help in providing one of the best displays of classic Porsches in the Auto Show's history. We will meet on Saturday, February 3 in the lobby of the Philadelphia Convention Center at 1:00 by the RTR flag, to receive our tickets and tour the auto show. Tickets will be limited to the first 75 members. Please call Melissa Plenzick (215-343-0263) to reserve your tickets.

Thanks Saul!

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Tech Sessions Schedule

Tech Sessions will be from 9:00 to 3:00 on the posted date. Tech Sessions and Track Inspections are open to Porsches only, others need to be inspected by a professional of that marque. Breakfast and lunch goodies provided by the club. Be hungry! Prizes will be awarded for clean cars and engines.

Saturday, April 6, 1996 at Holbert Motor Cars, 1607 Easton Rd, Warrington, PA (215-343-1600)

Saturday, June 8, 1996 at Don Rosen Porsche, 1312 Ridge Pike, Conshohocken, PA (610-279-4100)

Saturday, July 27, 1996 at Mike Tillson Motor Car Service, 2097 N 63rd St., Philadelphia, PA (215-473-6400)

Saturday, September 7, 1996 at Dougherty Automotive Services, 720 E Nields St., West Chester, PA (610-692-6039)

Saturday, October 12, 1996 at Holbert Motor Cars, 1607 Easton Rd, Warrington, PA (215-343-1600)

ANNUAL AWARDS PRESENTED AT HOLIDAY BANQUET

by John Heckman

As if fine food, frivolity, libation, dancing, elegant attire, pleasant company and gorgeous surroundings were not enough, the Riesentöter Holiday Banquet on Saturday, December 16th at the Radnor Hunt Club included our traditional presentation of Riesentöter Club Awards. Augmenting these awards were some very generous door prizes including:

Prize

Service at Dougherty Automotive
Service at Dougherty Automotive
Service at Dougherty Automotive
Franklin Mint model of Hank & Clare
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Another set of tires from RTR
Service at Johnston Enterprises

Recipient

Paul Poore
Philip & Joanne Kibler
Bill & Debbie Cooper
Dick & Barbara Muller
Axel & Romi Shield
Jim & Robin Zelinskie
Jim & Shannon Foster

Our sincere thanks go out to the fine folks who donated these valuable prizes. When anticipating the need for service on your Porsche, please keep in mind that they would very much like to have your business.

Riesentöter is now up to nine Annual Awards, the 1995 versions of which were presented at the Radnor Hunt affair. In commemoration of their 20 years of membership in PCA, "Riesentöter Fossil" tee shirts and 20-year membership certificates were awarded to Don and Linda Applestein. Don also received the Club's newest award, the Case/Beidler Award in honor of his service as President of Riesentöter in '93 and '94. Many thanks to Janet Weger for making the arrangements for the shirts.



The lovely setting for the Holiday Banquet.



Social Chair and Holiday Banquet Hostess Extraordinaire, Pat Tillson with helpers Liz Turner and Mike Andrews.

One Riesentöter Novice Autocrosser stood out from the rest during Chairman Ehrman's 1995 Autocross season and was chosen as the recipient of the William C. Schmidt Broken Crank Shaft Award for the Most Improved Autocrosser. This same Riesentöter has also been elected Autocross Co-Chairman for 1996 - getting involved in a big way is Nick Betegh.

One of our more coveted awards is the High Speed Driver Award presented each year to that Riesentöter who, through a series of varied criteria, most demonstrates a commitment to our Track Event program. Having earned the nick-name "Hooked-up Jimmy" at Pocono this past season from RTR President John Heckman, this year's award goes to Jim Foster.

The Tattered Helmet Award is presented each year to the Club member who best presents themselves in an embarrassing fashion. While leading his class at our Club Race at Pocono in August, this year's recipient's alternator fell off. In so doing, it severed a brake line and forced his retirement from the race. Well, discretion is the greater part of valor, as someone once said. After all, you can probably race without an alternator, but you probably can't without brakes. What's really embarrassing, though, is that our award winner had just finished jury-rigging the broken alternator bracket with (of all things) a coat hanger. To make matters worse, he is our Tech Chairman. Take it away Nick Plenzick!

The Mighty Nitto Award is presented each year to the Riesentöter who "Makes the Best of a Bad Situation." At the Sebring Club Race in February of 1995, Jim Hartman blew the clutch out of his 911 in Saturday practice. Jim and a group of fellow Club Racers worked through the night replacing it. On Sunday, Jim was ready and finished his race.

The Riesentöter Annual Door Prize is just that: a door. From the '62 356-B Cabriolet of John and Jill Heckman it goes to the most active new member(s). This year we had a tie for the

Door Prize between two deserving couples. Couple #1 were active right through, during and after the birth of their first child. Rumor has it that John & Sheri Turko were going to name their baby Portia, but at the last minute opted for Logan. With a reference to Leave it to Beaver, Couple #2 have been nick-named by their grown children "The Cleavers On Acid." Having apparently lots more fun later in life with their Porsche than they had while raising their kids driving Plymouths, Larry & Jacki Boykin will share the Door Prize this year with the Turkos.

Our most prestigious award is The Riesentöter Award. Over the years, the criteria for this award has become somewhat muddled. However, by and large, the winner of it is chosen by the three prior years' recipients based on that person's contributions to the Club. This year's deserving winner is John Crowley. John's past contributions to the Club include three years as Vice President, two years as Editor and two years now as Membership Chair. John is also an RTR Instructor, Tech Inspector and produced one of the programs for the PCA Club Race hosted by our Region. Thanks for all your contributions John!

Congratulations to all Award winners, and thanks for helping to make Riesentöter an outstanding club which celebrates an outstanding automobile: PORSCHE!



Riesentöter Award Winner John Crowley with his wife Chris and Paul Johnston. (Show us that again, Chris!)

TECH ALERT

Snell 90 or 95 helmets are now required. SA 95 are recommended. Equal restraints are required for driver and passenger. If driver has five or six point harness so must passenger. White Run Group and higher are now required to have five- or six-point harnesses. If five- or six-point harnesses are installed, they must be worn - **no excuses or exceptions**. Once again, in order to get maximum track time for everyone, the following rule will continue to apply: if you are not in line to have your car grid teched by 7:45 am each day, **you will miss your first run session**. If you have any questions please feel free to call Nick Plenzick 215-343-0263 or Paul Poore 215-795-2952.

HOLIDAY PICTURES FROM BANQUET

"WE CLEAN UP GOOD!"

As the merrymakers who attended the Holiday Banquet know, not only did we all have a fantastic time, but the evening was memorialized in film. Sponsored by the Riesentöter Region in affiliation with our own members, photographer Dave Weld, who puts the "razzi" in paparazzi, and Bill "Fuji" O'Connell, owner of Chester County Camera, everyone attending was treated to a color portrait.

Pictures can be picked up at the January meeting. In the event you can't make it to that meeting, they will be brought to each following meeting until they are gone or we get sick of looking at them.

Dave Weld may be contacted at (610) 565-2112 to photograph that special occasion.

Thank you Dave and Bill for coming through on such short notice and for doing such a great job!

Melissa Plenzick

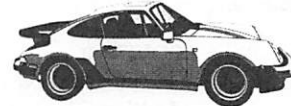


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SUPERTECH Session

SATURDAY FEBRUARY 17, 1996 - 9:00 TO 3:00 (*Snow Date - Sunday February 18, 1996) - Dougherty Automotive Services, 720 E. Nields Street West Chester, PA

Got the winter blahs? When is the last time you enjoyed your car and enjoyed your club? Want to learn how to bleed your brakes or change your brake pads? Want to just hang out in the garage and talk car all day? SUPERTECH is for you!

Tech Meisters Nick Plenzick and Paul Poore, in conjunction with Dougherty Automotive Services (Papa Doc, Marge and Colin) are hoping you and your Porsche will come out to the 10th Annual SUPERTECH sponsored by the Riesentöter Region.

Any club member is welcome to bring their Porsche for expert advice, use of a lift (\$5 fee, 2 hour limit, first come-first served), various mechanical demonstrations, massive display of used parts and free breakfast and lunch goodies. Riesentöter T-Shirts will be awarded for the cleanest car and the cleanest engine.

Due to the great turn-out expected, repairs and maintenance will be limited to basic, minor work. Again, lift use will be limited to 2 hours per car/member. See you there!

In the event of a snow storm, SUPERTECH will be held on Sunday February 18, 1996 from 9:00 to 3:00. Dougherty Automotive Services will have a pre-recorded message changing the date. Call 610-692-6039 Saturday morning if in doubt.

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Tool Time Trade

During some sidebar at a recent Exec. meeting, some discussion erupted about the tools we all have for that 1 or 2 times we have had to do something to our Porsche. From then on, there the tool sits, collecting dust in the tool box. Recognizing that some of these tools are expensive, it presents an even greater burden to purchase them for a one-off repair.

A suggestion came from the floor that we set up a clearing house for these tools, their location and availability.

If you have some specialty tools and are willing to lend them to a fellow PCAer, we would like to hear from you. Recognize that the greater the participation, the greater the potential is for you to also share in the wealth. Although Riesentöter is not in a position to "insure" the tools, we can act as an intermediary.

Tool availability will be published in the *Der Gasser* quarterly and on the Riesentöter Web page. The format will be as follows:

Tool	Application	Model
Star Key	Remove side mirrors	911SC/Car
Feeler Gauge	Adjust Valves	911SC/Car

Contact name, telephone number and location will also need to be included. It will be the borrower's responsibility to arrange pick-up and return of the tool.

Available tool lists may be forwarded to me at the address in the back of *Der Gasser*, or give me a call before 10:00 pm.

Geoff Ehrman, Autocross Co-Chair

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On 5 acres in Salford Township, Montgomery County, near Harleysville/Kulpsville Turnpike Interchange and convenient to Route 309. This, the personal home of the general contractor, is an expansive all-brick cape using only the best materials and workmanship. It features a breathtaking foyer with handbuilt circular staircase, 4BR, 3½ baths, 3 fireplaces and many custom features including wet bar, cherry and pine built-ins. Natural-finish interior trim enhances the warm and tasteful interior. All conveniences, plus an 1,100 s.f. attached brick "Porsche Nest."

Divorce dictates sale. Lease, lease/purchase or terms available from owner.

Call Roger Conroy at (215) 536-6280
Price Reduced to \$375,000

Miscellaneous Ramblings

by John Heckman

I'm reminded of the time in my life that could best be labeled pre-license. That is, before I could legally drive. I say legally because my older-by- nine-years brother Rod taught me how to drive our mother's '56 Chevy 2-door sedan in the parking lot of the high school behind our house. It was 1960, he was 16, and I was 7. The car was a three-speed on the column and I had to perch myself on the very edge of the moved-fully-forward seat in order to get the clutch all the way in. But I did it. Driving illegally at every opportunity became a high point of my young life. I can recall doing "Donuts in the Snow" (sounds like the name of a song from The Bonzo Dog Band) in Mom's Corvair Coupe on a friend of the family's farm. Then there was the time my friend Ted Leonard and I (I think we were 11) jumped into Mom's Thunderbird, backed it from the driveway onto the lawn, threw it into drive and stomped on it without stopping first. I twisted the drive shaft right out of the sucker. Ooops... As my father answered my phone call to his office that day, I broke down in tears. He never yelled at me though. I think he must have thought that the car should have been able to stand that type of punishment better than it did. However, the drive shaft thing kind of put a damper on my illegal driving for the rest of that season. Jockeying the cars around to wash them in the driveway was OK, but hole shots were definitely out for the time being.

About this time, my older-by-five-years brother Tom got his license and an MGA. It was with this car and his training that I learned to double clutch and heel and toe. Dad always had a bunch of cars in the garage, mostly antique Packards and Rolls Royces and stuff, all with manual transmissions. So that when Tom was out in the MG and I couldn't drive his car around the driveway I would practice my downshifting technique on these big sleds with the engines off. I'd just pretend they were running by making all the appropriate noises. Great fun and good practice.

In my pre-license days, my family practiced the tradition of leaving for the Jersey shore the day school let out for the summer. Aside from the sheer glee that a 90-day hiatus from school presented, a summer at the shore meant not having to wear shoes. Hey, it was what every cool kid did at the shore. And being pre-license and cool meant that I walked barefoot EVERYWHERE. It's because of this that I have a distinct fondness for the smell of hot asphalt after a brief summer rain shower. Sometimes now, when I think of it, I try to catch that smell when I can. It's absolutely unique and not the least bit unpleasant.

The Jersey shore for us, unlike so many families who went to Ocean City or Margate, was a place at the top of the Barnegat

Bay called Metedeconk. It was here that Forsberg's Boat Works built the original 22-foot Jersey Speed Skiffs. Still class-raced today, JS boats are now made by someone else of fiberglass. In the '50s and early '60s, however, Forsberg's made them of mahogany. With a cockpit in the bow and another one in the stern that contained the steering station, they ran small block Chevy V-8s mounted amidships and could smoke just about anything else on the water at the time. Even in flat water these things bounced and hopped so violently that the driver had to keep both hands on the horizontal steering wheel. The throttle was a cast aluminum item in the shape of the sole of a boot, right off the shelf of some salt flat racer's Nevada supply shop. Karl Forsberg's 29 year old son Eric had one of these little jewels. The hull was painted black and in big letters across the varnished transom read the name he had given his creation: Rhapsody. I would run to the beaches just to get a glimpse of it when I would hear Eric come screaming around the corner from the bay to the river.

When building these boats, the guys at Forsberg's would toss the scrap wood onto a good sized pile. My shore buddies and I used to root through that pile in our bare feet to find the perfect piece of wood from which to make a toy boat. Just a piece of solid wood with the front and back cut off at angles, we called them skimmers. Not to be confused with Skimmers, which were real row boats about 10 feet long that with a 9.8 horsepower Mercury outboard on the back would bounce and hop with almost as much death defiance as a JS-22, we used our skimmers (small s) in the warm puddles that would appear in the streets after one of those summer showers. Trying not to smash the ankle of the opposing boater, we would take up a position at the opposite end of a puddle and deftly, using two hands, skim the boat across the surface. Depending on the mood of the day we would sometimes grade the skim on various qualities such as speed, duration, and number of hops. Sometimes a guy could get stuck with a boat that just didn't go very well. That was OK, because he still had a shot at fame for that day depending on how well his boat would SIT. "Dis ting SITS! Look a' dis ting SIT!", I can still hear Wiggie Nelson exclaiming in his north Jersey accent. "Why, yes, Louis. I believe your boat does sit rather nicely. Now move outa my way." Sitting, of course, referred to how well the skimmer would replicate the way the real boats we all lusted for sat in the water while at rest -- lower in the stern than in the bow. So low as to not take on water, but low enough to provoke that deep down in the gut feeling of satisfaction. You know the kind. It's just like the feeling I experience every time I look at a Porsche 930 from behind. It just looks so right that one can feel it.

I just may have to get one of those cars someday. And maybe in the summertime I'll park it in the warm rain, stand behind it in my bare feet, and wait for the sun to come out and produce that great smell.

More to come.

PCA RACE at LIME ROCK PARK

This *Exciting* New England Race will be held:

Friday April 26th -Practice

Saturday April 27th -Qualifying & Race

Lime Rock Park and Connecticut Valley Region are hosting this action-packed **premiere event**, whether your car is stock or modified this challenging track will test the skills of both novice and experienced drivers.

Please note: Schattenbaum region is hosting a Driver's Education day on Thursday April 25th so why don't you consider making this a 3-day event.

Please register **early** as this popular event fills up fast!

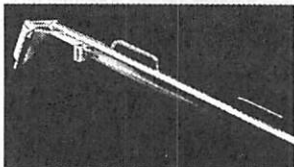
Also, we really need race workers to flag, grid and score so please let us know if you can help out. Call Linda Goodman today!

Race Registration - Lisa Musante (860) 742 -6054
Race Director - Chris Musante (860) 742 -5054
Race Worker Chair - Linda Goodman (860) 242 -2557

Please note that this is a muffled event.

GET EQUIPPED

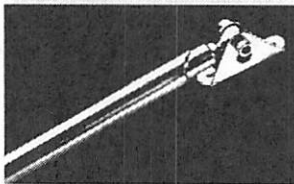
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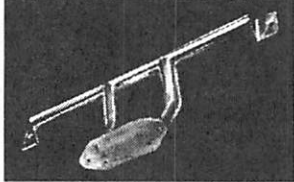
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On Track - Part 1 (First in an irregular series of irregular articles) by John Phillips

If everyone were logical, we would all drive Honda Civics and wear clothes with synthetic blends. We don't. Maybe we've just gotten in touch with our inner child (unfortunately mine turned out to be a spoiled brat who can't get enough toys). If your inner child grew up reading Road & Track, building models, and playing with Model Motoring sets, the little pest may just grab your hand one day and say "can we take the Porsche out on the track? Please! I'll be good. Mommy (Daddy) says it's OK."

This could well be the beginning of a fun, challenging, new hobby. Unfortunately it can also be very expensive. I have witnessed veterans of several years of track driving stare in disbelief at their depleted checkbooks and cry in despair to an uncaring world "How could this be? How, could I let this happen?" (Ok...Ok , I admit it. I said it).

However, if you plan your modifications in logical steps as you grow as a driver, you can keep the expenses reasonable. This article provides some suggestions to do this.

Your Porsche - "Every Porsche ever made is a race car." There's a lot of truth to this. Unlike most performance cars which are built to produce good numbers for car magazines, Porsches are engineered to stand up to sustained performance driving which would literally destroy most cars. This is why they cost so much.

Even in a Porsche, track driving will really accelerate wear on tires, brakes and suspension components, but these are all replaceable and with smooth driving and a few hundred dollars a year extra on maintenance (and check your oil), your Porsche should be none the worse. I believe the occasional track event is actually good for the cars (like giving your Porsche a little vacation) and gives the car back a piece of its heritage. Of course I'm a nut.

As a person evolves from normal human being to full blown track junkie, their car goes through four typical stages. These are Stock, Track Equipped, Track Car, and Trailer.

1. The "Stock" Stage - A dead stock Porsche is well beyond most driver's capabilities and makes a safe, well-balanced track car for the novice driver. Porsche engineers are pretty smart people and have carefully set up the cars for performance driving. As they say, "the car is smarter than you are." However, even with a Porsche, two items should be given particular attention when taking a street car out on the track: tires and brakes (and a check on that oil).

I suggest that novice drivers not go out and buy special "R" type track tires (such as R-1s or A008Rs). Although normal (e.g. OEM quality) street tires are "laterally challenged" on the track,

they tend to break away slowly and provide plenty of squeal to help a novice driver learn car control. Unfortunately, low mileage tires with deep tread can "wobble" under hard cornering, overheat and chunk. Tires which are more than half worn should be OK. Think about doing your first event right before you buy new tires.

Proper tire pressures are important, and allow you to "tune" the handling of a stock car. For example, varying pressures front and rear can adjust the "understeer" and "oversteer" characteristics. Manufacturer's street pressures are generally wrong for the track. Correct tire pressures vary widely depending on tire construction, tire size and the particular car. Wide tires typically used on Porsches are particularly sensitive to tire pressure. Getting the pressures right is a black art.

The old saw of increasing pressure for the track, though generally true, should be used with care. Over-inflation can be as bad as under-inflation and the high heat generated by track use can raise the pressure 8 or 10 psi from cold. The quaint practice of "chalking" the edges of tires, while generally harmless, does little more than confirm that a street alignment does not have enough negative camber for the track. The only proper way to test tire pressures is a pyrometer, although with a street alignment, the outside of the tires will generally be hotter, so even this is not foolproof.

Unfortunately for the novice, the best way to set pressures is the seat of the pants (which is hard to do if you are just learning). Start with a "base" setting using factory pressures for "high speed" conditions, or a recommendation by the tire manufacturer's "competition" department (p.s. many tire companies don't like people tracking their street tires and may not be much help here). You can also ask other drivers, but be careful. People's theories and pressure recommendations can vary wildly (its amazing), and make sure that any recommendation is for the same car and make and size of tire that you have!!

After you are comfortable with the car, vary the pressures up or down in 2 psi increments and feel how the handling changes. Typically the factory picks settings to produce some understeer (for safety), and the tire companies' settings are for better wear. Keep experimenting till the car feels best. Avoid wild changes from factory specs or big differences front to rear (even on 911s!).

Brakes take a beating on the track. Soft pads and silicone ("purple") fluid which are perfect for the street can leave even great Porsche brakes faded to nothing after only a few laps. For the track, use good performance (DOT 4) brake fluid, and quality performance pads. Spend some money here - faded brakes are No Fun. Change fluid regularly and bleed the brakes often.

Tape your side mirrors (to prevent stone chips), and your headlights (so you'll look cool), add shoe polish and go.

2. Track-Equipped Stage - The point of driver education is to create a fast driver not a fast car. You should learn to drive your car at its limits before taking the next step of modification. By improving your car as your skill increases, you set a series of small hurdles to jump and also learn how each modification improves the car.

If, after 3 or 4 events you decide that you are serious about performance driving as a hobby, there are some things you should do to equip your car for the track. The trick here is to address the most serious shortcomings of the street car without ruining it as a daily driver and spending a lot of money which you cannot get back out of the car. Don't get crazy with modifications, or you might end up with something which is a pretty lousy track car and a pretty lousy street car.

Tires - The single biggest improvement you can make is a set of track tires. I think the BFG R-1 is fabulous but some use Yoko A008Rs. Imagine playing tennis in tennis shoes instead of penny loafers and you get the idea. These tires stick well and are more stable and responsive at the limit. They also break away more abruptly, and don't squeal much, so don't make this move until you're comfortable drifting the car a little on street tires.

Track tires aquaplane in the rain, get hard and slippery in cold weather, ride like crap and wear like crazy. In other words, as street tires they stink. This means a second set of wheels. For a typical 911 figure \$600 for a set of tires and \$500 (for scruffy used) to \$1,500 (for fancy new) wheels (ouch). If you cannot talk a friend into taking them to the track in their truck, either jam them in your car somehow (in your wife's lap for instance) or drive up on them (they stink on the street).

If you get the idea that this is starting to become a very expensive pain in the butt, you're right with me, students. However, if you track your car, you'll go through tires anyway, and there is always a lively market for good used wheels.

Suspension - Suspension work is the best way to improve track performance; however, unless you want to upgrade your suspension for the street anyway, or just like spending lots of money, don't bother with suspension modifications. These can get expensive, and you won't get a penny of this money back out of the car. A "compromise" setup or piecemeal changes can easily get you into the lousy/lousy scenario and if you do get more serious, you will end up tearing the whole thing out to put in a full track suspension anyway (p.s. used suspension components have almost zero resale value).

Stock Porsche suspensions are pretty good and if you can learn to squeeze every ounce out of the stock suspension, you will become a hell of a good driver (at "8/10ths" a good performance suspension can cover up for a lot of sloppy driving technique). You may want to add a touch of negative camber (to even wear on your track tires a little), or maybe add a bolt-in camber truss.

Seats - Riddle: Why are stock seats on the track like a baby with a bottle (answer tomorrow)?

I can tell who did a track event on stock seats because they walk funny and the whole left side of their body is stiff from bracing themselves against the door. The answer is to get a seat with heavy side bolsters. A good seat allows you to concentrate totally on driving and is less fatiguing. It will knock more off a lap time than DME chips, fancy headers or any of that sexy stuff.

If you drive daily and value originality, factory sports seats are the hot ticket. I have them on my street Carrera and have done several events with just three point belts. If you don't have them in your car now, check swap meets and *Pano*. Figure \$800 to \$1,200 a set. If you don't have a weird interior color, you can probably match the leather. Although this is a big expense, they are easy to get in and out of, look cool and add a valuable factory option.

The next option is aftermarket seats (Recaro, etc). These can be expensive, but if you like the look, and feel like splurging on some fancy customizing anyway, they can be nice and will work fine in day-to-day use.

The final option is a full racing seat. At \$500 and up, this is the cheapest and the most effective solution (and makes a nice Christmas present), but unless you have flexibility somewhere between Beppo the monkey and an Olympic gymnast, they are a pain to use every day. They also limit access to the back seat. Although, once you get it installed, you can probably do a swap-out with the stock seat in less than an hour. Make sure it has a cutout for a submarine belt and will bolt to your stock seatrails.

While you are at it, you might as well get a nice Momo wheel (about \$150 mail order, and a nice birthday present). It will give you better feel of the car and quicker reaction time. The stock one is like a bus wheel.

Belts - It is irresponsible to be driving at this level without five-point harnesses for both driver and instructor. This is a safety item and will also hold you in place more securely. You can get a good set of cam-lock belts mail order for \$150 to \$200. Make sure the shoulder harnesses are coming down over your shoulders (you may need a shoulder bar). If you install eyebolts in the existing mounting holes (you will need a hole in the floor for the submarine belt), you can keep the three-point belts in the car and install or remove harnesses with "snap-in" fittings in minutes.

Brakes - At this stage you will begin learning to threshold brake deep into turns and will be carrying a lot of speed into corners (especially with track tires). Get top of the line performance brake pads (such as Cool Carbon) front and rear (in my experience they work fine on the street). Get fanatical about brake fluid, and hope your stock brakes are up to it. If not, skip immediately to the Track Car section.

Engine - Check the oil.

With these modifications you can do some serious driving up to an intermediate level and still have a usable daily street car without making any serious and irreversible financial commitments. All of the stuff added can be removed and the car made absolutely stock in a few hours. Should the need arise, you can resell all this stuff at a good price to other track people.



1996 Race Schedules (as of 12/16/95)

JANUARY

27 Indy Racing League Orlando FL (Disney World)

FEBRUARY

3-4 IMSA 24 Hours of Daytona
 23-25 Trans-Am St. Petersburg
 23-25 World Challenge St. Petersburg

MARCH

3 IndyCar Homestead
 10 F-1 Melbourne, Australia
 16 IMSA 12 Hours of Sebring
 16-17 Trans-Am Homestead
 17 IndyCar Rio de Janeiro, Brazil
 24 Indy Racing League Phoenix
 31 Indy Car Surfers Paradise, Australia
 31 F-1 Sao Paulo, Brazil

APRIL

7 F-1 Buenos Aires, Argentina
 14 IndyCar Long Beach
 12-14 Trans-Am Long Beach
 20-21 Trans-Am Phoenix Int'l Raceway
 21 IMSA Road Atlanta
 28 F-1 Nurburgring, Germany
 28 IndyCar Nazareth Speedway

MAY

5 F-1 Imola, San Marino
 5 IMSA Texas World Speedway
 17-19 Trans-Am Mosport
 17-19 World Challenge Mosport
 19 F-1 Monaco
 24-27 Trans-Am Lime Rock
 24-27 World Challenge Lime Rock
 26 Indy Racing League Indianapolis 500
 27 IMSA Lime Rock

JUNE

2 F-1 Barcelona, Spain
 2 IndyCar Milwaukee
 7-8 Trans-Am Detroit
 9 IMSA Watkins Glen
 9 Indy Car Detroit
 15-16 FIA Sports Cars 24 Hours of Le Mans
 16 F-1 Montreal, Canada
 23 IndyCar Portland

28-29 Trans-Am Cleveland
 30 F-1 Magny-Cours, France
 30 IndyCar Cleveland

JULY

5-7 Trans-Am Minneapolis Grand Prix
 5-7 World Challenge Minneapolis Grand Prix
 14 F-1 Silverstone, Great Britain
 14 IMSA Sears Point
 14 IndyCar Toronto
 28 F-1 Hockenheim, Germany
 28 IndyCar Michigan Int'l Speedway

AUGUST

2-4 Trans-Am Trois-Rivieres
 2-4 World Challenge Trois-Rivieres
 9-11 Trans-Am Watkins Glen
 11 F-1 Budapest, Hungary
 11 IndyCar Mid-Ohio
 16-17 Trans-Am Road America
 16-17 World Challenge Road America
 18 IndyCar Road America
 18 Indy Racing League New Hampshire
 23-25 World Challenge Watkins Glen
 24 IMSA Mosport
 25 F-1 Spa, Belgium

SEPTEMBER

8/30-9/1 Trans-Am Dallas
 8/30-9/1 World Challenge Dallas
 1 IndyCar Vancouver
 8 IndyCar Laguna Seca
 8 F-1 Monza, Italy
 15 IMSA TBA (date may change)
 15 Indy Racing League Las Vegas
 20-22 Trans-Am Reno Hilton
 20-22 World Challenge Reno Hilton
 22 F-1 Estoril, Portugal

OCTOBER

6 IMSA New Orleans
 13 F-1 Suzuka, Japan

F-1 Notes: Monaco date may be different than shown. Reserve event is Jerez, Spain. ESPN coverage is expected.

IMSA Notes: All dates are for WSC/GTS-1/GTS-2 events. Speedvision television coverage of each feature race is also broadcast on Prime Network (and/or on TNN). Sebring and Watkins Glen will be televised, either on Speedvision or ESPN or ESPN2. October 13 is an alternative date for New Orleans depending on New Orleans Saints 1996 football schedule.

Trans-Am Notes: One race may be added to the 1996 schedule. Sears Point, Portland, and Road Atlanta are under consideration. All Trans-Am Championship races will be carried live on (TNN) and the soon-to-be-launched Speedvision Network.

World Challenge Notes: One or two races may be added. Speedvision will also broadcast World Challenge events that run in conjunction with the Trans-Am Championship.

IndyCar Notes: Thirteen of 15 races will be televised: the first 10 on ABC, the last three on ESPN.

The Value of Good Cheap Education

by George Beuselink, Hudson Valley Region

Have you stopped to consider the value of your membership in the Porsche Club of America? In addition to the *Panorama*, the technical support network, the newsletter, the free pizza at the monthly meetings, the discounts at local retailers and the camaraderie of other members with the same interests as yours, there's my favorite, Driver's Education.

What is your access to PCA Driver's Education worth to you? If you don't take advantage of it, it's not worth a penny. If you do take advantage of it, well, here's what I feel it's worth.

First, let's talk about safety. The Driver's Education program is not only about being fast on the track, it's about being safe. Novice drivers receive an orientation to the course layout and to classroom theories of cornering and braking. Nobody ever took a course on how to drive fast in a straight line. Any 16 year old in a car with a big V8 can drive fast in a straight line. It's when the roads get interesting that the training makes a difference. An educated driver may avoid an impact in an emergency by using the techniques of threshold braking and throttle steering learned and practiced at PCA Driver's Education. Knowing the way in which your car responds at the limits of adhesion can prepare you for that moment when you round a blind corner and find an obstacle in your lane.

In addition to the safety provided by good education and practice, our Driver's Education program offers the opportunity for experienced technical inspectors to check the safety features of your car. Although the purpose of this inspection is primarily to provide a safe environment for your instructor and the other drivers at the event, another pair of eyes familiar with your model of Porsche can see potential areas of failure that you may not be aware of. In addition to the tech inspection, your instructor can observe whether your car is as stable as other cars of your model year and is running properly. Think of it as the road test that you are not allowed to do on the streets of your neighborhood (unless, your neighborhood includes Stuttgart and Munich).

The last benefit of our PCA Driver's Ed program is that the cost is minimal. I just received a brochure from a famous driver's school. For a three-day track course, using your own car, their cost is \$1,600. If you want to use one of their vehicles, the rent is \$100 per day. Add the cost of airfare and hotels and we're talking really big bucks here. The main reason that the program is so expensive is that the instructors get paid, the big-name race-car driver (whose name is on the sign outside) gets paid, the advertisers get paid, and someone has to pay for the office staff you call.

PCA Driver's Ed instructors are volunteers. They don't get paid for doing what they love to do. At best, they get to run in the event for free. Of course, having an unpaid instructor does not mean that the instruction is the least bit inferior. In my last 6 events, I have been instructed by veterans of SVRA racing, IMSA racing, SCCA racing and Firehawk Endurance racing.

Each instructor has given me a different, valid perspective on driving at speed. Each instructor has helped to make me a better driver. Each instructor has helped me keep over \$400 of my wife's hard earned money in my pocket!

Non-PCA members would love to have as much opportunity for cheap track time as we have. Let's face it, Bondurant and Barber and Derek Bell are making a lot of profit providing the kind of experience that their customers want for \$500 and more per day. As a non-profit organization, we do it as a service to our fellow members.

959S on Display

The Central Pennsylvania Porsche Club Region, in association with their local Porsche dealer, Autohaus Harrisburg, will be displaying a 1988 959S at the 22nd Annual Harrisburg Auto Show. Other classic Porsches will be on display along with the new 911s. The show dates are Saturday, January 20 through Saturday January 27. Show hours are Saturdays 10 - 9, Sunday 10 - 6, Monday through Thursday 3 - 9 and Friday 1 - 9. For more information, contact Steve Baun, Track Chariman, Central Pennsylvania Region, PCA at (717) 561-2842.

Central Pennsylvania Region PCA 1996 Porsche-Only Swap Meet April 20, 1996 Ski Roundtop, Lewisberry, PA

Sell, swap parts and accessories. Porsche-only parking available. Food vendors and clean bathrooms. Event held rain or shine. Vendor pre-registration is recommended!!! Over 300 paved spaces. Vendor area increased, all blacktop.

For swap/pre-registration information, contact Steve Baun at (717) 932-4473.

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FOR SALE

68 911 Targa Soft Window, Black/Black interior. 68K mi. (third owner). 5-spd, interior & trim excellent, new pan. Needs some work but an ideal restoration candidate. \$7,200 OBO. Ken Pac (610) 469-9322 ^{10/95}

76 911S, White/Black interior w/ Red piping. 2.7 CIS motor - rebuilt at 90K. Presently has 120K. Paint and interior redone at same time as motor. 205/55R16 RE71 tires, fog lights, 5 spd. trans. Looks/runs great. \$10,900/OBO. Joe (610) 584-0308 ^{1/96}

84 928S V8, 5-spd, pwr roof, leather seats, all the power access. (except seats). Stock, garaged, no snow, non-smoker, never tracked, very clean. \$11,500. Bill Smyth, (610) 253-5478 ^{1/96}

85 911 Carrera Cabrio, Guards Red/Chocolate Brown interior & top. Silver & gold BBS wheels w/ new Michellin XGTV tires, factory tonneau. Garaged, no snow, no smoke, never raced or autocrossed, lovingly cared for. Perfect, purchased new. 25K mi. \$29,500 Paul Cohen (215) 947-3707 ^{1/96}

85 928 S3 Coupe, Meteor gray/Burgundy leather sport seats. 32 valve/288 hp. All options, BBS 3pc wheels, upgraded brakes (drilled rotors, carbon fiber pads, stainless steel lines), new water pump, timing belt, shocks, tie rods, tires. Excell. cond., garaged, no rain/snow. 78K mi. \$14,500 Demetri Melekos (215) 474-0867 ^{12/95}

86 944 Turbo, White/full black leather interior. Optional fuchs alloy wheels. The interior features all the power options as expected, cruise control, Sony AM/FM Cassette radio and partial power driver's seat. Partial service history available for the 79,900 miles. \$11,600 Colin @ 692-6039 weekdays. ^{10/95}

87 911 Turbo Cab, Guards Red/black leather interior. Heated/pwr sport seats, black pwr top, tonneau cover, pwr windows, climate control, central locking, Porsche alarm system, ltd. slip, Sony CD. No winters. 30K maint. done, Mobil 1. 29K miles. All original. \$45,900/OBO Jim Jandrlich (610) 269-7902 ^{1/96}

87 944 Turbo, Escort Endurance Race Car. Turn Key. CrMo roll cage, 17" and 16" wheels, fuel cells, 10# Halon fire system, new engine, Quaife. Light, extremely fast and reliable. \$30's Dan Jones, Ligonier, PA (412) 238-9520 ^{10/95}

88 911 Cab, Silver/Black leather. 21K miles. 16" wheels, new Dunlops, sport seats, roll bar, short shift, limited slip, Ungo, tonneau, AJ wheel, quad SS free flow exhaust by P. Johnston, Auth. chip (also orig. exhaust & chip). No bumps, smoke, snow; no track or raced. Garaged & covered. \$32,900 Jonathan Kane (h) 610-783-0611, (w) 215-587-5602 ^{10/95}

88 944, Red/Black interior. A/C, S/R, 59K mi. Excell. cond. One-owner car. Garage kept. Must see. (215) 732-1392 ¹²⁻⁹⁵

91 911 C4 Coupe, White/Beige interior. AM/FM CD, remote radar/laser, full pwr seats r/l, sunroof, floor mats, wheel crests, alarm, new brakes, new tires, dual air bags. Garaged, no snow. All records, books, dealer serviced. No smoke. Immaculate condition. 70K highway miles. \$37,500 Marc Neff (215) 732-2900 day, (610) 617-3580 eves, (800) 717-6970 pager ^{1/96}

91 911 C4 Coupe, Slate gray/Gray interior. Usual options. Excell. cond. 65K mi. \$29,900 (215) 598-8000 (day) ^{12/95}

GTU/GTO 911, SVRA/HSR/PCA eligible. Race history w/ log book. SCCA: Blackhawk Farms, NE Ohio Regional, IRP, etc. IMSA: Lumberman's 500 ('80), Daytona 24hr ('81). Semi-roller (some engine parts) w/ 2 sets of RSR bodywork (orig. paint scheme & decals), 3 sets of wheels. All plumbing, electrics, glass, susp. Two 915 gearboxes. \$18,000 Bob Russo (610) 674-4756 ^{12/95}

550 Beck Spyder, Silver/Red interior. 2 liter high-performance engine, 4-wheel disc brakes, front oil cooler, stainless steel roll bar & braided lines, engine chromed. Too many extras to list, best of everything, very fast. \$22,000 Perry (215) 322-0810 ^{10/95}

NON-PORSCHE CARS/ ITEMS

Trailer, 15' bed, 4-wheel el. brakes, beveled tail, pull out ramps, wood deck, winch mount, backup lights, lots more options. Excell. cond. \$1,500 Branko (609) 461-5820 home, (215) 761-8122 work ^{1/96}

Trailer, Deande 21' dual axle w/ electronic brakes, tire rack & large storage/tool box. Anti-sway towing hitch. \$2,500 Joe Ilacqua (610) 584-4821 1295

Trailer, TOW YOUR TRACK OR AUTOCROSS TIRES & YOUR OTHER STUFF ON THIS NEAT COMPACT TRAILER (44" x 48"). Room for tools, 4 tires/wheels. \$125 Dennis Angelisanti (610) 650-6201 (w) (610) 385-6602 (h) 1095

91 VW Jetta, 76K mi., PS, PB, AC, sunroof, cassette, insp. through 9/96. New alternator, timing belt, water pump & battery. Nice. \$6,000 Dennis Angelisanti (610) 650-6201 (w) (610) 385-6602 (h) 1095

PARTS, ETC.

Wheels, Factory forged, from '90 911C2 (not style 90 cast but real forged wheels), optional on C2s. Two 6x16 and two 7x16. Almost new Comp TAs front and used 245/45 Comps on rear - \$850 set. **911SC parts**: factory rear sway bar - \$50; Catalytic Converter good cond. - \$50; Alternator from '82 car (new!) - \$100. Stuart Boreen (610)-758-8664, EMail boreen@fast.net 1295

Wheels/Tires, 2 ea 23x8x15 & 2ea 23x9x15 slicks, 4 ea 15x7 Porsche cookie cutter wheels. 4 ea 225/50x15 Yoko's, used only on the weekends. 2 ea 15x7 & 2 ea 15x8 Porsche Fuchs, 1 dinged. No reasonable offer refused. John Crowley (215) 785-6110 days, 215 943-9520 eves, Email JOHNCST@aol.com 1295

Wheels, 17" set of 4 Hartmann 993 replicas w/ BFG R1 tires. Used once - \$1,700. New Pagid f & r 993 brake pads - \$250. Dudley Wass (610) 584-6821 1295

Wheels, Set of 4 16" Porsche seven-spoke wheels. Off a '91 C2. Nice cond. Make offer. Howard Silvers (215) 569-2836 1295

5 1/2 x 15 Fuchs, 5 each. Restored R. Wood. \$1,000. Ken Pac (610) 269-3416 1095

Wheels, Complete set of 15" cookie cutter wheels off an '82 911 w/ new Yokohoma A-008A tires. \$400 Call Jim Montella (215) 956-0147 (h) (215) 348-3586 (w) 1095

914 1.7 Motor, complete w/ F.I. Less than 10K mi. on rebuild. It does run good. Not fast. Worth it for the injection parts alone. \$225 Dennis Angelisanti (610) 650-6201 (w) (610) 385-6602 (h) 1095

CLEANED OUT THE LOFT!, FABCAR 944 lower control arms w/ bushings ('87 up) - \$1,680; 930 rear engine lid w/ turbo tail - \$750; AutoPower roll bar for C2 - \$200; 930 4-spd trans freshly overhauled - \$2,995; new 915 trans for 911 '73-'86, orig. \$7,000 will sell for \$3,250; used 911 window net sytem - \$175; used 911 lexan windshield - \$300; 944 turbo front bumper cover w/ lamp assemblies - \$475; refinished & repainted 7" & 8" x 16" fuchs wheels w/ new Comp TA3 tires - \$1,650. Make offer on '73-'89 911 hood & doors perfect cond.; 22mm front torsion

bars; complete late model style headlamps from an '87 911; 911 AC compressor; 944 headlamp complete assembly with motor. Bill or Colin Dougherty (610) 692-6039 days 1095

K&N Air Filter, For 3.2 Carrera 911. Used less than 500 mi. \$40. Rob Caso (610) 369-0822 1095

993 SuperCup Sport Exhaust, Extremely lightweight, adjustable free-flow, removable internal mufflers - 1 allen bolt each side, chrome 3.5" outlets - \$650. Also 928 performance system - \$350. Joe Fabiani (609) 520-1998 1095

Parts, 1 Set Burgundy leather pwr seats from '86 Carrera - \$850; 1 Set 16" alloys from '84 carrera, very nice cond. - \$850; 1 '85 930 ignition distributor - \$275; 1 LDZ Turbo (k-26) - \$200; 1 '85 Cabrio boot in black - \$200; 20 RE-71s 245/45/16s & various 16" sizes - \$50 each. Tim (610) 993-9091 between 6pm & 10pm or (610) 695-0626 fax 1095

Parts, etc., New Uniden 4-Band Laser, X, K, KA, super wide laser detection, in box - \$50. '81 SC A-Arms and Teflows - \$600. '90 C-2 Rear Boge shocks, brand new - \$200. '90 C-2 Pre muffler, new, right side - \$400. Stephen Syderman (215) 624-1487 1295

WANTED

Black Sports Seats for '88 911 Carrera, Prefer full or partial leather. Driver's side, if not a pair, must be in excell. cond. Steve Midgett (215) 241-8414 days; (610) 296-7479 eves./wknd 1295

Winch, Hand-operated, able to pull vehicles weighing approx. 4,000 lbs. Any condition considered. Brian Watson (610) 768-5291 1295

DER GOODY STORE Jim and Robin Zelinskie, Props.

We have plenty o'stuff for you and will be glad to add more if you'll be kind enough to pass along what you would like to see.

Currently we have the new Riesentöter decals, new and improved RTR T-shirts, fire extinguishers, RTR hats, racer tape, hats, shirts, posters, and other great items. We can order t-shirts, sweat shirts, and ceramic mugs with the photo of your choice (keep it clean) on them.

See you at the next meeting!

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Kurt Faller, Chief Instructor
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(215) 299-3146 (W)

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(610) 287-5083

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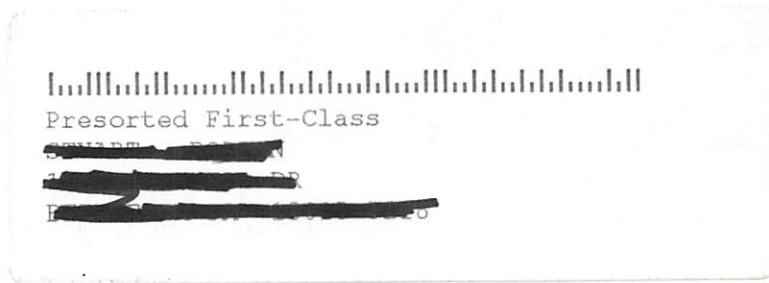
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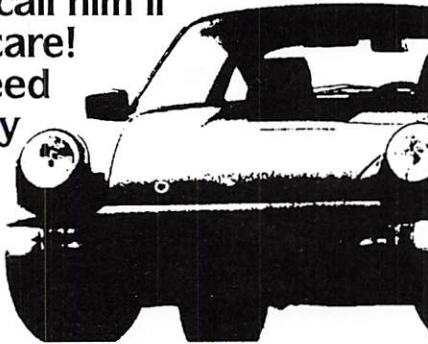
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