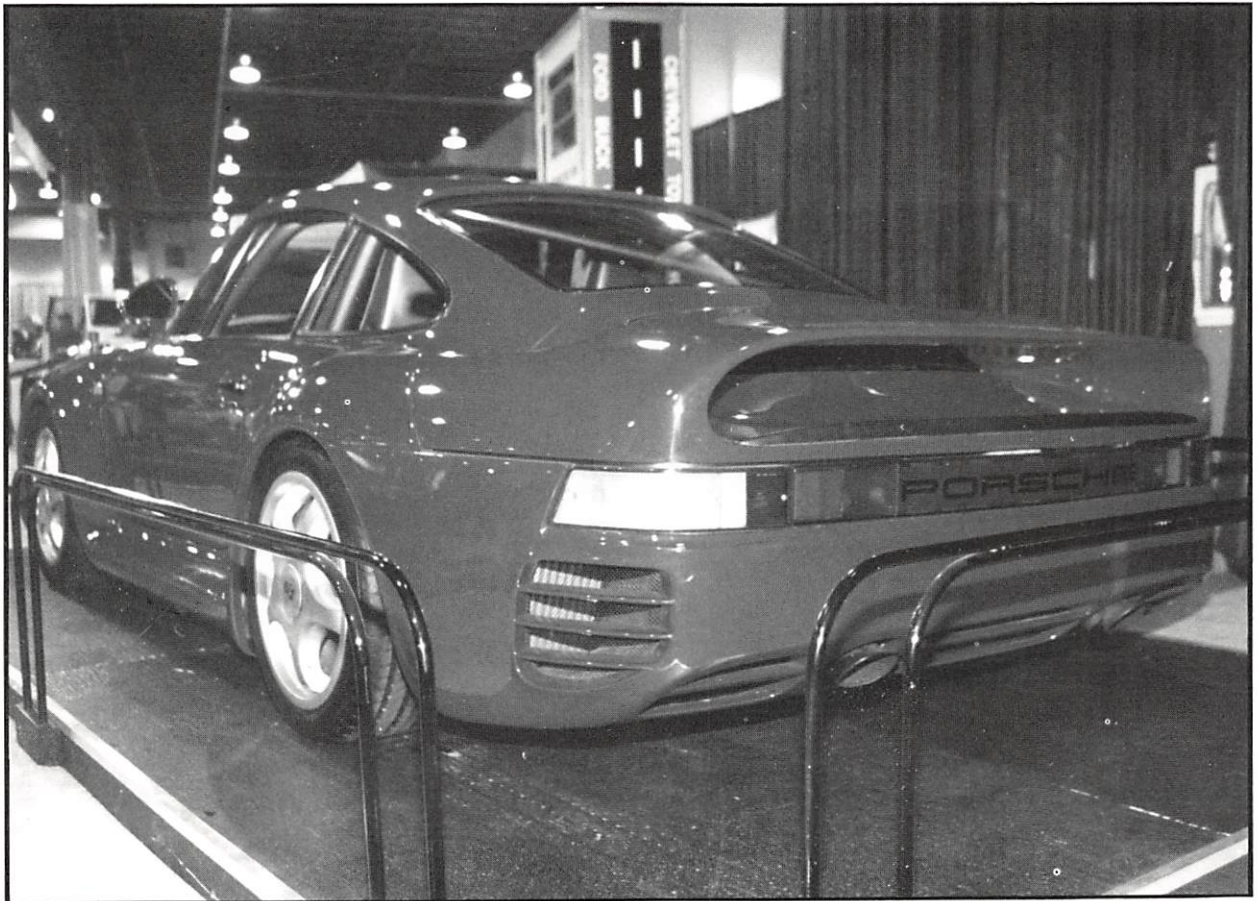


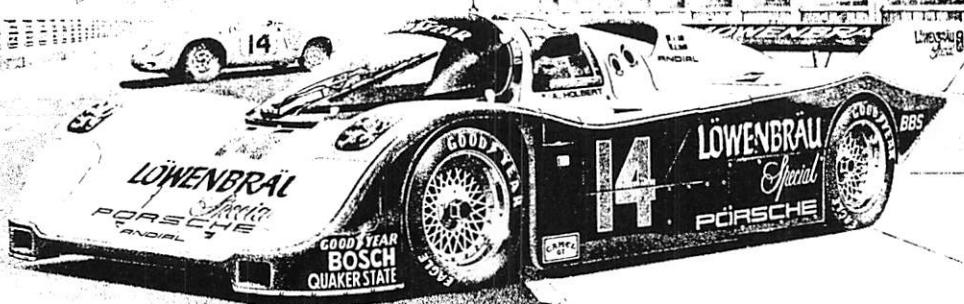
Der Gasser

FEBRUARY 1996



Riesentöter Region • Porsche Club of America

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Warrington, PA 18976

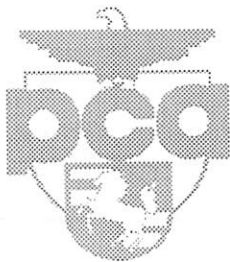
President's Message

Greetings, fellow Riesentöter members! As I write this, it is a less-than-cozy 11 degrees outside. When trying to describe what this is like, the word obscene comes to my mind. Makes me wish I had been in Florida for the 'Rolex 24 at Daytona', where, although I am told it was cold by Florida standards, it was still a lot better than here. Did you happen to see that race on ESPN2 on February 3rd and 4th? Once again, Porsche proved its reliability by winning the GTS-S class and finishing third overall with a normally-aspirated 911. Just wonderful!

I got to see quite a bit of this race because while many Riesentöters were at the 1995 Philadelphia International Auto Show on Saturday, February 3 courtesy of RTR member/Car Show Chairman Saul Kun, I was flat on my back with a sinus infection. The Auto Show was very good this year. The Philadelphia Convention Center is huge with tremendous amounts of space and enormous ceiling heights, grand in the manner of public buildings built in a prior era. The main floor housed the displays of most of the major manufacturers with the downstairs reserved for Motorsports and some spillover from upstairs. We spoke to the people at PCNA about attending and were told that it costs Porsche about \$50,000 to ship their cars and displays to a show. Being geographically close to New York, Philadelphia simply was not on their list. RTR made the best of it though by providing Porsches for the Fairmont Park Vintage Grand Prix display. Jerry Bowes' Sachs 962, Michael Furman's '73 Carrera RS, Paul Johnston's John Deere RSR and my Independent Insurance Agent 914/6 GT and 356 Cabriolet mixed nicely with the six other vintage racers and show cars each positioned dramatically behind the checkered flag ropes. **Many thanks to Saul for providing Riesentöter members with free entry to this outstanding event.** Most gracious, indeed.

February is, no doubt, too cold. But it is, thank goodness, short and full of RTR events. Don't forget about Supertech at Dougherty's on February 17 and Roundtable Tech, our regular monthly meeting, on February 28 at the Holiday Inn in Ft. Washington. Short of leaving the area for the Caribbean, I can't think of a nicer way to beat the cold than by spending time with all my Riesentöter friends. Make it a point to join us and enjoy your car, enjoy your club!

John



John Heckman received the following letter from John and Ginny Case in Oceanside, California:

January 29, 1996

Dear John:

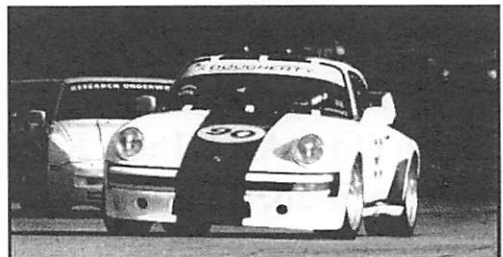
Yesterday my wife and I rearranged the automobile memorabilia on our den walls. I relocated the old Bugatti poster and placed the gavel in a prominent position. It looks great.

I thank you and the Riesentöter Region very much for it. When we return to visit family in New Jersey we will call you and, hopefully, make one of your events.

Happy driving to you all in 1996.

Sincerely,

John (Jack) Case
Ginny Case



Congratulations
to all Riesentöter driver's ed
and club race participants.



Suspension Tuning & Design
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Call (610) 692 - 6039 today!

Down The Pike

FEBRUARY

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

31 Track Clinic at Johnston Enterprises, West Chester,
11:00 am, Topic: 911 Suspensions

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

MARCH

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

APRIL

12-14 Jefferson Circuit (Driver's Ed, Host - Del. Val. BMW Club) Contact Rich Cole (215) 379-2486

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)

12-14 Pocono (Driver's Ed, Host - De. Val. BMW Club)
Contact Rich Cole (215) 379-2486

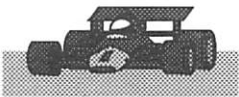
26-27 Formula Motorsports Park (Driver's Ed, Host - RTR) DATE IS TENTATIVE

DECEMBER

7-8 Sears Point (Club Race, Host - Golden Gate)

7-8 Roebing Road (Club Race, Host - Carolinas)

NOTE: Club Race dates are per National info as of 1/23/96 and are subject to change.



Help Needed Nazareth CART/Indy Race April 26, 27 and 28

All racing enthusiasts not attending the Club Race at Lime Rock are invited to help out at the CART/Indy car race at Nazareth. As anyone who helped out last year can attest, these are the BEST "seats" in the house. You won't get any closer to the action without actually getting in the cars.

For info call John Chatley
(610) 696-7125 (evenings)

NO EXPERIENCE NECESSARY!!

Club Meeting Info

The February meeting will be held on Wednesday, February 28 at the Holiday Inn, Ft. Washington. Meeting starts at 7:30. February's meeting will be our annual Roundtable Tech Night. Riesentöter tech "gurus" will head various tables, each discussing and answering your questions about a particular model of Porsche. Tables include 911s, 911 Turbos, 944s and 914s. Other tables will cover RTR driving events such as rallies and autocrosses and auto electronics. This is your chance to get that nagging tech question answered or to learn more about club driving events. See you there!

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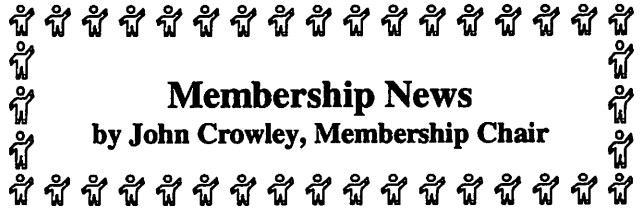
May 18 - 19

(Driver's Ed May 16 - 17)

Anyone interested in caravanning to the race and/or the Driver's Ed event? If so, get in touch with Tony Bonanni at (610) 828-9468 (h) or (610) 834-1509.

for 215-646-1100 your
FORT  **BUICK PONTIAC**
"other" Saul Kun car!

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Membership News

by John Crowley, Membership Chair

Note from the membership computer.

I've got several things on my plate this month, so let's get right to it. National had a small glitch with their computer system during the month of November. Some how, October's new members, renewals, drops, etc. did not get purged from the system and November's new members, renewal, etc. got added in. What a mess. It appears that something happened in December also because as I write this (Jan 20, 1996) I have still not gotten the December and year-end reports. Look for a massive new member hopefully in March's *Der Gasser*.

Next, the National newsletter editor is doing a poll about Regions "on line" and Tracy has supplied him with information about our Region. It has started some discussion about our status. If you didn't know, RTR has a home page and a hyperlink from National which has been set up by Jim ("Have I got Graphics for You") Foster. Check it out. You will also notice that we (the Exec) have listed our E-mail addresses in the back of *Der Gasser*. So...as Membership Chairman, I am asking all those with E-Mail addresses to please send me an E-message and I will update our database to include that information.

While I don't envision an E-Mail *Der Gasser* yet, we can keep you up-to-date with late-breaking items.

Lastly, several members have complained that they have stopped receiving *Pano*. I guess its time for me to remind you all about your nasty habit of moving and not telling anyone. *Der Gasser* and *Pano* are mailed under two different formats. *Pano* guarantees forwarding and return postage, so as long as your forwarding notice is in effect, you'll get *Pano*. As soon as the notice expires, *Pano* will be returned to National and you get zip. *Der Gasser*, on the other hand, is mailed with address correction requested, which means the post office (a.k.a. "snail mail") sends *Der Gasser* back to me with your new address on it and I update the database. The following issues will go to the new address. So, to avoid all the confusion, hassles and missing magazines, please mail change of address cards when you move, especially to National.



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FAX (610) 975-0879

Mark A. Terlecky
(610) 975-0876
Direct Dial

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)

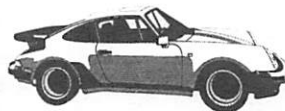
Saturday, October 12, 1996 at Holbert Motor Cars, 1607 Easton Rd, Warrington, PA (215-343-1600)

Track Clinic March 31

This year's track clinic will be held at Johnston Enterprises, 325 Westtown Road in West Chester. The topic will be **911 Suspensions**. The clinic begins at 11:00 am and continues until we're done. Contact Johnston's at (610) 696-2164 with any questions.

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.



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Fred Bernardo, prop..

ATTENTION ALL INSTRUCTOR WANNA-BE'S!

JOIN OUR DRIVER'S ED INSTRUCTOR TEAM! Riesentöter PCA has immediate openings for highly motivated individuals who possess thorough understanding of performance driving. Excellent communication skills a must. Qualified candidates must have demonstrated driving skills (minimum several years of participating in drivers' ed., and currently running white run group or higher), have the ability to arrive at the track on time, and understand the relationship between run group start times and the time of day.

Great Benefit Package Includes (but is not limited to):

1. Discounted entrance fees for RTR Drivers' Ed events.
2. Chance to ride in some very fancy cars at very high speed with the brake pedal very far away, under somebody else's foot.
3. Ability to analyze your own driving technique from the passenger seat of your student's car.
4. Opportunity to give rides to someone other than an instructor.
5. Receive occasional pieces of labeled wearing apparel.
6. And usually, a little more track time during each and every event!

If this sounds like the opportunity you have been looking for, contact Kurt Faller (in strictest confidence) at 215-721-9935 (leave message, I'm rarely home).

On Track - Part 2 (First in an irregular series of irregular articles) by John Phillips

3. Track Car Stage:

Like the night when the girl's father sticks the shotgun barrel through the back window of the Buick and says "Son, what are your intentions toward my daughter here?", its time to make some tough decisions.

The next set of modifications will turn your car into a dedicated track car. If you've seen the movie where the clean-cut all-American teenager grows hair and turns into a horrible werewolf, then you get the idea. This will render your car virtually useless as a form of transportation, the cost of the modifications will go up, and the resale value of your car will drop like a stone. Plus, each modification you make will expose the weaknesses of other components, triggering another round of modifications. Sound like a good deal? Read on.....

Safety Equipment

If you haven't installed a race seat, you must do it now. Cam-lock 5 point belts are an absolute must. The bill has just hit \$1,000.

You also need a roll bar. This will greatly add to your protection, and completely eliminate access to the rear seat. You can get a 4-point "bolt-in" bar for \$400-\$500. "Bolt-in" is a roll bar industry term for "major league pain in the butt". Unless you are an accomplished welder and amateur sumo wrestler, plan on another \$100 or so for installation. Make sure the bar is PCA race legal (keep your options open), and mounts on load bearing structural members of the car (not the floor). Also look for a bar with a properly placed crossbar for mounting belts. Try to find a design which will not hit your head in a crash, especially in a rear-end impact. If there is any doubt, use special roll bar padding. For protection against side impacts, adding side bars, or a full cage is a good idea. Figure on \$1,000 plus or minus for this arrangement.

Suspension

What's good for the street is bad for the track. There is no win-win compromise here. A good track suspension is firmly sprung with lots of negative camber. On the street, this translates to a loud, harsh-riding, darty car that wears the inside edges of the tires to the cord in a few thousand miles. But, at some point you will be over-driving the stock suspension and need to bite the bullet. Sticky track tires simply exaggerate the problem. Reconcile spending \$1,000 to \$3,000 and kiss day-to-day street driving goodbye.

Springs, shocks, roll-bars, and alignment must work as a balanced system. Changing one element out of context can do more harm than good. Do research and stick with entire "packages" designed by professionals to work together. "Mix and match" home handyman suspensions designed by trial and

error are not an attractive option when the "trial" part consists of driving 120 mph through the esses at the Glen.

Brakes and Other

There are two types of brake systems commonly found on Porsches; those that are up to it, and those that aren't. Most are. However, if you still have fade after adding top of the line performance pads and fluid, there isn't much you can do except improve airflow to cool the brakes. Remove the dust shields, add cooling ducts, and make sure your wheel design doesn't restrict airflow. If this doesn't work, either spend megabucks for upgraded brakes, or else seek out the other people whose brakes fade and form a little group at lunch to bitch about your brakes (this is the preferred option).

Over time, track cars begin to lose little things like air conditioning compressors, rear seats, carpets, and trim, and collect an accretion of oil coolers, spoilers, ear-splitting "mufflers" and items of unknown origin and questionable heritage held in place with liberal applications of racer's tape.

These are the incremental solutions to the inevitable problems which emerge over the life of a well campaigned track car. These weave the fabric of that car's unique history, and provide a profile of the owner's personality more accurately than any battery of psychological tests. They also render the car less and less habitable on the street.

Engines

Unless your very rich bachelor uncle is terminally ill, don't open the engine cover except to Check The Oil.

Before you move your car to the "track car" stage ask yourself some serious questions, and don't fool yourself. Once you cross the line and start doing track modifications, you are committing yourself to the program. First, are you really serious about driving? You can have a lot of fun on the track, and become a very skilled driver with a dual use "track equipped" car. Second, do you intend to do club racing? If so, read the rules and be very careful that you don't end up in B Modified because of some minor change.

Third, do you want to do this to your car? If you plan to use it daily, forget it. Also, most people looking to buy a used Porsche get really turned off by cars with racing belts and roll bars, so late model cars can take some serious additional depreciation (at least \$2,000 to \$5,000). In addition, you can easily spend \$3,000 to \$5,000 in the basic modifications described above. Finally, what are you going to drive to work? Add it up and you have just spent \$10,000+ to turn your Porsche into a "third" car.

Did I scare you? I'm sorry, but have a hot cup of coffee, a cold shower, and look carefully in the mirror. This is the basic life cycle cost over, say, three years, and while it may not be quite as bad as building a moon rocket in your back yard or owning a boat, it is serious money.

Before you make this leap, consider buying a built-up track car from someone else. A good rule of thumb is that it costs twice as much to build as to buy. You can get a good track prepared 2 liter 914 or 944 for \$5,000 to \$8,000, a "stock" class 911SC or Carrara for \$12,000 to \$18,000. If saving money is important, be patient, and stick with cars that are basically stock (especially the engine), and completely set up by an owner with a reputation for fanatical maintenance. Keep your head up, and be ready to pounce when they hit the market.

You may ultimately decide to go ahead and modify you existing car. This is OK too, as it is alot of fun to see the car evolve, spreads out the cash flow, and you are starting with a known quantity. With some care and discipline you can build a good track car which you can get to and from events without a.....

4. Traller:

If you have already reached this point in your track adventure, you either know or disagree with everything I've said. However, for the rest of you, trust me, you stay with this long enough, you will find yourself here eventually, despite your best intentions.

Say, for example, you get tired of driving 5 hours in blistering heat with no air conditioning, or stereo, in a loud booming car that rides like a truckload of concrete blocks. Or, say, your wife does. Maybe, (hypothetically) you find yourself at Watkins Glen with a spun rod bearing.

A trailer (\$2,500 to \$5,000) starts to look attractive. All you need then is a tow vehicle (\$8,000 to \$20,000). Oh, and a concrete parking pad (\$2,000) next to the garage would be nice. Of course there is insurance (\$1,000/yr).....and.....

**Who do I talk to about . . . ? Or,
Who's in Charge of What at a PCA Club Race**
by Alan Friedman, Chairman
PCA Club Racing Committee
(from the *PCA Club Racing News*)

Most people seem to know the approximate division of responsibility between and among a Club Race organizing Region, the National Club Racing Committee, and, for a race, the Chief Steward and the Chief Scrutineer. The details are set out in a written agreement between the organizing Region and the National Committee. In fact, this agreement is included in the Event Application Form that is submitted by the Region to National long in advance of the race. The Form allows the Region to lay out all its plans for the event and for National to approve (or discuss further with the Region) these plans.

Approval of the Region's plan by National also is a prerequisite for the Region's insurance application. The form includes an agreement about the allocation of major responsibilities which is set out below. Hopefully this will help you figure out who to ask when you have a specific question or concern, either before or during a race weekend.

REGION RESPONSIBILITIES

- Registration
- Insurance application and premium payment
- Advertising to entrants
- Corner workers
- Pit and Grid workers
- Timing & Scoring
- Scrutineering staff
- Emergency Services
- Pace car (any beautiful Porsche)
- Social events and trophies—discretionary
- Profit and loss

NATIONAL RESPONSIBILITIES

- Licensing
- Club Racing rules and car classifications
- Review of event registration
- Scheduling and Race Group assignments
- Administration of any National sponsor programs
- Provide the Chief Steward who will act as the chief operating official for the event and will:
 - (a) set final schedules, race lengths, and race group assignments;
 - (b) in conjunction with the Flag Marshall, be responsible for all on-track sessions;
 - (c) perform all data collection for any incident involving car damage, and will make any/all decisions regarding 13/13 rule enforcement;
 - (d) as required, deal with any/all situations which involve potentially dangerous behavior of any competitors; and
 - (e) organize and conduct the Rookie licensing school for the event.
- Provide the Chief Scrutineer who will be responsible for all scrutineering matters at the event and will:
 - (a) coordinate with Region scrutineering prior to the event, providing them with detailed guidelines and materials for the inspections to be performed at the track, and providing detailed requests for support needed from the Region;
 - (b) provide for Club Racing Logbooks, tech stickers and tech forms;
 - (c) oversee scrutineering, provide consultation on interpretations of the Rules, and ensure that first-time Club Racers are thoroughly checked for safety;
 - (d) assist the Chief Steward at the Black Flag station in Pit Lane during all on-track sessions;
 - (e) examine any car involved in an incident (with damage) and provide inputs to the Incident Report;
 - (f) examine in detail any car involved in an incident with suspected or reported mechanical failure as a contributing factor, and provide inputs to the Incident Report; and
 - (g) decide on any post-race impound.

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

Riesentöter PCA Driver Education - Application Form

EVENT	DATE	FEES	Student	Instructor
Pocono	April 20, 21		\$120	\$80
Watkins Glen	June 21,22,23		\$200	\$140
Pocono	August 9		\$90	\$70
Summit Point (only)	Sept 13		\$60	\$40
Summit/Jefferson	Sept 13,14,15		\$170	\$110

Please circle the event you wish to enter. A separate form is required for each event.

REQUIREMENTS: You must have a valid drivers license,
be at least 18 years of age,
have a Snell 90 or Snell 95 rated helmet,
have a fire extinguisher mounted securely (metal to metal) in your car.

ENTRY DATE: Six weeks prior to the event. Non PCA members four weeks prior to the event.

SEND TO: Jim Foster, 127 Barley Sheaf Drive, Norristown, PA 19403-5301
(610) 277-8207

REFUNDS: Refundable if **Written Notification** is received two weeks prior to the event.

TECH INSPECTION: Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility. RTR hosts a tech session two weeks prior to each event.

RIESENTÖTER RESERVES THE RIGHT TO REFUSE ANY APPLICATION

Riesentöter Region Porsche Club of America

Name _____
Car make, model and year _____
Car color _____ Car number _____ Run group _____

You must bring this form to both the tech inspection and the grid inspection at the track. Please note: It is the final responsibility of the vehicle owner to provide a vehicle in safe operating condition.

Inspector: Please check the box for "pass". Circle the box for "fail". Inspect these items with the car on the ground.

- Doors - operational latches inside and out.
- Steering - Less than 2 inches of free play measured at the outside of the wheel.
- Windshield wipers - Working with blades in good condition.
- Clutch Pedal - No binding that would indicate cable failure.
- Brake Pedal Feel - Firm, with the engine off and does not drop / bleed down under hard steady pressure. Free play of over 50% of the total travel is cause for rejection. Brake lights operable.
- Mirrors - Rear view mirror is required on windshields. All other mirrors should have secure glass.
- Seat belts - Required on both front seats. Five or six point harnesses are strongly recommended and are required for cars running in the white run group and higher. The factory mounting position must be lowered on early 911's and 912's. Equal restraints are required for both the driver and instructor. Seats are securely mounted.
- Fire Extinguisher - Metal to metal mounting is required. Extinguisher should be 2 1/2 lb. minimum, Halon or Purple K type preferred. 924 / 944 mounting on fiber board shelf is allowed only if the through bolts use large washers.
- Roll Bar - RTR approved roll bars are required for all soft-top and open cars. Targas and 914's are OK as delivered from the factory.
- Shock absorbers - Firm with no excessive leakage.
- Wheel bearings - Front and rear bearings should be properly adjusted. Check rear stub axle nut on 1984 and newer 911's and all 944's.
- Brake fluid - Reservoir full, fluid should be less than three months old.
- Batteries - Mounted securely, fill caps tight, positive terminal covered, and no fluid leakage. No structural corrosion of the battery tray. Check the fuel lines under the tray on 914's.
- Throttle linkage - No binding or unusual looseness, check fast and slow return. Check full throttle action with engine off. Check throttle return springs.
- Fuel Rail - On late model 944/944 turbos check the fuel supply rail for leakage. Recommend replacement with the latest version.
- Engine compartment - Hoses and wiring securely fastened, proper routing of lines and hoses, no excessive leaking of fluids. Belts are in good condition and properly tensioned.

Facility/Inspector stamp here:
Inspector _____
Date: _____

Inspect these items with car on lift/jackstands

- Tires - No excessive misalignment wear. No sidewall cuts. Front tires same size. Rear tires same size.
- Wheels - No cracks. Check aftermarket wheels carefully. No missing wheel studs or lug nuts. Lug nuts must engage threads on studs by at least the stud diameter.
- Wheel Spacers - Allowed for tire clearance only. The use of over wide spacers which place higher than normal loads on spindles, bearings and struts are a safety hazard and are not allowed.
- Brake pads/shoes - Front and rear should be at least 50% of the new thickness.
- Rubber brake hoses and fuel hoses - Should be routed correctly. No dry rot, cracking or leakage. Metal brake lines and fuel lines should not have excessive rust and no leakage.
- Exhaust and hangers - Good condition, mufflers are required at some tracks.
- Tie rod ends/Ball joints/king pins - Within specifications. Anti-roll bar mounts in good condition.
- Rust - Check structural points of suspension and floor pan.
- Control arms - Pre 1988 1/2 944's with stamped steel front lower control arms MUST be gusset welded on all cars with stiffened suspension.
- Oil Lines - All pressurized oil lines (scavenge/supply) must have threaded connections. NO push on connections with clamps are allowed. NO dry rotted/cracked hoses.
- Constant velocity joints - No looseness or excessive grease seepage. All bolts tight.
- Engine and transmission mounts - In good condition.

Are there any unusual modifications? _____

Are there any unsafe conditions not noted? _____

GRID TECH

- Tech deficiencies noted and corrected.
- Sun roofs closed and locked. Front/rear windows unobstructed.
- Car number minimum 5" tall on both sides of car.
- Hub caps removed (does not apply to factory alloy center caps).
- Unusually wide tires/wheels/fenders/flares are subject to approval.
- Tire valve caps at all wheels, recommended that stick on wheel weights be taped.
- Lug nuts/bolts, all present, torqued to 90 ft/lbs. Locking lug covers removed.
- Wheel bearings, check front and rear.
- All fluid caps, on and tight. Gas cap tight.
- Brake lights, working. Cars with obviously old, discolored brake fluid will not be allowed to run.
- All loose items removed from trunk and interior. Auxiliary equipment: phones, radar detectors, audio components, and G-analysts must be securely mounted or removed. In-car video camera mounting brackets must be well constructed and secure or removed.
- Fire extinguisher.
- Snell 90 or Snell 95 rated helmet. SA rating recommended.

GRID TECH INSPECTOR AFFIXES STICKER. PLEASE PROCEED TO REGISTRATION FOR RUN GROUP ASSIGNMENT. THINK SAFETY - HAVE FUN.

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PCA Club Racing Rule Changes for 1996
by Harry Hall, Chairman, Technical & Rules Committee
(from *PCA CLUB RACING NEWS*, December 1995)

Thanks for all the input on the rules. I received more than a hundred written responses, so if your letter or fax included questions for me to answer, it will be some time before I can get to them all. Maybe the changes we have adopted for the coming year, together with the rationale that follows them, will answer most of the questions. Remember that the Technical & Rules Committee consists of all the people who serve as Chief Scrutineer at each race, see all of the year's races (and have seen most of the previous years' as well) and have a broader base of experience than most of you. Changes that may seem strange given the cars you see in local races may make sense for the program as a whole. Our goal, as always, has been to keep the racing as safe, as fair and (definitely) as much fun as possible.

1996 RULE CHANGES

Here are the rule changes for 1996. The effective date will be April 1, 1996, to insure that the new rule books have been out for awhile and that everyone has had some time to make attitude or mechanical adjustments as required.

The Super Classes will now be designated as GT-1 through 6 to leave separate letters for all the stock classes (with one new one and a couple to grow into for the future) without changing virtually all of the current stock class designations. The Super Classes (formerly A through D) will, as before, include all those Porsches exceeding the "stock" and "prepared" criteria, divided as follows:

GT-1r—All turbocharged cars on race tires.

GT-1s—All turbocharged cars having engines over 3.4 liters displacement, on DOT- approved tires.

GT-2r—All normally aspirated cars having engines over 3.4 liters displacement, on race tires.

GT-2s—All normally aspirated cars having engines over 3.4 liters displacement, and all turbocharged cars having engines up to 3.4 liters displacement, on DOT-approved tires.

GT-3r—All normally aspirated cars having engines over 2.8 liters and up to 3.4 liters displacement, on race tires.

GT-3s—All normally aspirated cars having engines over 2.8 liters and up to 3.4 liters displacement, on DOT- approved tires.

GT-4r—All normally aspirated cars having engines over 2.2 liters and up to 2.8 liters displacement, on race tires.

GT-4s—All normally aspirated cars having engines over 2.2 liters and up to 2.8 liters displacement, on DOT- approved tires.

GT-5r—All normally aspirated cars having engines over 1.75 liters and up to 2.2 liters displacement, on race tires.

GT-5s—All normally aspirated cars having engines over 1.75 liters and up to 2.2 liters displacement, on DOT- approved tires.

GT-6r—All normally aspirated cars having engines up to 1.75 liters displacement, on race tires.

GT-6s—All normally aspirated cars having engines up to 1.75 liters displacement, on DOT-approved tires.

(NOTE: All turbocharged cars have a multiplier of 1.3 applied to their displacement.) Stock classes will now be designated C through K, with A and B to be used in the future if additional stock classes are needed to handle numbers of more powerful stock Porsches.

Changes to the stock classes are as follows:

- RS (America) prior to 1996 will move from E to D (formerly E1).
- 993 prior to 1996 will move from E to D.
- 1996 RS (America) will be in C.
- 1996 993 will be in C.
- All 930S and C2 Turbo S will be in C.
- All 996 will be in C.
- 2.0 and 2.2 911S will move from F to G.
- 2.0 and 2.2 911E will move from G to H.
- 944S2 will move from G to F.
- 2.7 U.S. Carrera (CIS) will move from H to G.

Changes not involving classification are as follows:

- Modified cars with substantial amounts of sheet metal replaced by non-metal panels must have adequate steel impact protection for the driver and the fuel tank.
- All cars must have their class displayed front and rear in easily readable characters at least six inches high. Super classes need display only the number and letter after the GT- (for example, 2s).
- Completely open cars with roll cages will no longer be required to have window nets in addition to adequate arm restraints.
- Spoilers in the stock classes may not exceed the stock spoiler height for the vehicle by more than six inches.
- Prepared cars in the stock classes will be allowed to run wheels up to two inches wider than original equipment on the vehicle.

All of these changes will be integrated into a new 1996 rule book which should be available by the end of the month or shortly thereafter, and will be sent to all licensed racers.

RATIONALE

The biggest changes above are in the Super Classes. We have decided to make no distinction for the Super Classes between different kinds of cages. Given what can be legally done to the chassis in these classes, we have decided that the distinction that used to be drawn in the rules is a difference that makes no real difference in performance. In addition, with the sheet metal which can be legally removed from these cars, there are cases where a "chassis-stiffening" cage provides an important safety advantage. We have also redrawn virtually all of the boundaries, but not in ways that should render any current cars

seriously less competitive than they now are. The old A/B boundary of 3.164 liters was designed to split the two typical 3.2 911 engines, with the 95mm long-stroke engines in B and the 98mm short-stroke engines in A.

The reason for doing this was that the short-stroke engines could be twisted tighter without stock rod failure and hence could make more power by virtue of higher RPM's and more aggressive cams. With the current readily available rod hardware, this difference is no longer a real one. So we decided to move the boundary up to 3.2 liters to include both sorts of engine in B. The move to 3.4 liters was motivated by a number of considerations. There were no competitive A cars in the 3.2 - 3.4 liter range. In fact, there were almost no such cars running in A at all. (Rumors maintain that some were running in B. We didn't do this to make honest racers of them, if there is any truth to these rumors.)

Moving the line up above 3.2 does a couple of things that made sense to us. It places the boundary between relatively easy and inexpensive-to-build 911 engines and those that are either much newer and more expensive/exotic or require case machining and serious head modifications and hence are more expensive/exotic. It also made it easy for us to put the stock block, relatively stock cylinder head 944 turbos on street tires in with what used to be A4; and the motive for this is that some of the best wheel-to-wheel racing in A class over the years occurred between such cars. And this isn't surprising given the similar natural power-to-weight limitations of the two sorts of engines and cars involved.

Before any of you B racers get upset, please ponder the following: The winningest B Class car in PCA Club Racing history had a displacement just under 3.0 liters. The next two winningest B class cars in the history of the program were 2.8 liters. If you are still inclined to think that the biggest engine always has the advantage, you might want to chat briefly with David Finch about his 2.5 liter race car.

Moving the old B/C boundary from 2.75 to 2.8 liters makes the number rounder, makes the displacement range of the two new classes (GT-2 and GT-3) the same, and does little or nothing to the two classes involved, since typical "2.8" liter 911 engines are actually just over 2.8 liters and will continue to race against the same cars they always have.

Moving the old C/D boundary from 1.985 to 2.2 liters was designed to provide a better place for small displacement 911s (such as the 2.0 liter vintage cars) to race. A number of you have proven to us that distinguishing between four and six cylinder cars here is completely unnecessary. Keep up the good work.

The additional GT-6 class is intended to provide a better place for all the vintage 356 cars to play. Please come out and join in the fun. We're looking forward to seeing more of you out there on the track with us.

The moves in the stock classes represent responses to actual racing performance in the various classes. The motivation in

each case is the creation of a more level playing field for the classes involved.

The impact protection rule was motivated by our discovery of modified cars with doors or all of the tub forward of the front shock towers removed, and no cage components or other steel impact protection in its place. The result is that the first serious thing contacted by the right sort of front or side impact would be the fuel tank or the driver. Such cars will not be allowed on the race track in the future.

The rest of the changes are pretty clear in meaning and intent, and I will let them speak for themselves.

Before I forget, our appreciation to all those who thanked us for our efforts on I behalf of the program, and something less than appreciation for some of the nasty comments we received about certain proposed changes. Almost all of these proposals came from your fellow racers and not from the Technical and Rules Committee. Moreover, it doesn't hurt to openly consider any suggestion. It's the best way we have to make sure that any important reasons for or against change come to our attention. Please continue to send me your suggestions for improving the rules and the reasons for them. They will be shared, as always, with the rest of the Committee and be part of next year's revision process.

CHANGES NOT ADOPTED

I do want to say something about the changes we did not adopt. By the way, the votes in favor outnumbered those opposed on almost every one of the proposals. Reasons frequently weighed more heavily in our deliberations than just numbers, especially when some racers voted two or three times each.

The most popular change not adopted was the assignment of permanent numbers. At present, most of the timing systems used in Club Racing cannot accommodate more than two-digit numbers. Adding classes to the numbers doesn't help, since the classes divide differently into race groups at each event. So we would have 99 numbers to hand out to approximately 1,000 racers which is not a workable plan. If you want numbers that can be permanently integrated into your paint scheme, just choose a design for your numbers that makes them easily changeable with a few pieces of tape, and send your race application in as early as possible.

Although we continue to strongly recommend them, we decided not to require roll cages or fuel cells for a number of reasons. There are vintage cars which could not compete in their vintage groups with such additions because the cars were originally raced with just a roll bar and the stock fuel tank. Many of you still drive your modified cars on the street and are strongly opposed to taking them that far beyond typical "drivers' ed" configuration. And we continue to believe that the philosophy of PCA Club Racing, racing for fun (rather than purses or a paycheck) with the "13/13 rule" in the background, makes it unnecessary to mandate such all-out racing safety measures.

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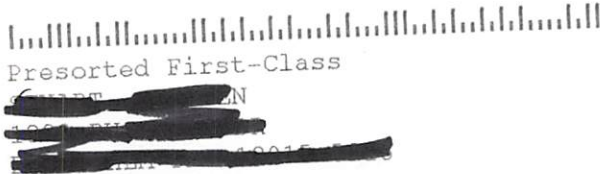
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610-436-6070

AUTHORIZED DEALER FOR:
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