

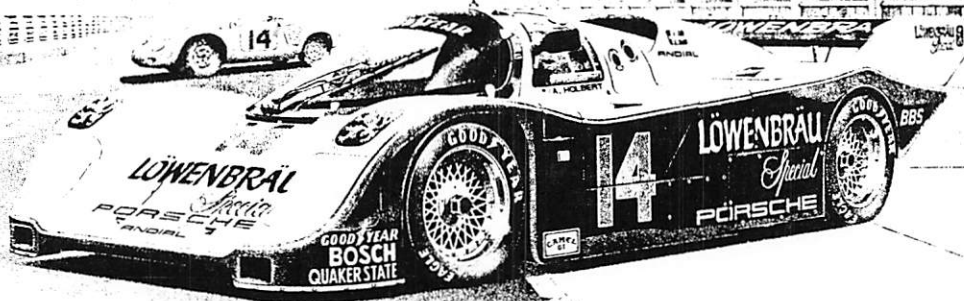
Der Gasser

MARCH 1996



Riesentöter Region • Porsche Club of America

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President's Message

Here it comes. I can feel it in many ways. I've missed it these past several months. It has its harbingers: longer days that dawn earlier; small birds that chatter in the morning; honking geese in northward chevron flight. The approach of Spring. To some it means it's time to get out in the garden. To others, it's time to hit the golf links. To others yet, it's time to go fishing. To me it means one thing: **Driving Season**. And you? If you think the way I do, as someone once said, "You've come to the right place."

Vice President Melissa Plenzick and Membership Chairman John Crowley have got great things in store for us on Wednesday, March 27. It's the Riesentöter New Members' Night, and it's at Holbert's Porsche/Audi/VW in Warrington. If you belong to this club, you will not want to miss this night. And if you have joined RTR over the past year or so, you absolutely can't miss it. Look elsewhere in this issue for more details.

Sunday, March 31 is the date for the annual Track Clinic at Johnston Enterprises in West Chester. Come out and ask those questions about track driving and car preparation you've been wanting to ask.

April is a very busy month in Riesentöter. On the 6th we have our Pre-Pocono Tech Session and Track Inspection at Holbert's. Even if you don't need to work on your car (tech session) or have it inspected for the upcoming Track Event, come join us for donuts, pizza, and yuks. Lots o' friendly Porsche-pushers to help shake off winter's doldrums.

On the 20th & 21st of April, we will be at Pocono for our first track event of the 1996 season. We will be running the North Course again, so to all those folks who have joined us here in the past, things will be familiar. To those members who are coming to Pocono for the first time, you will find that the North Course is an excellent venue for the novice: flat so you can see all the corners, and relatively short so you get a lot of repetition.

April 24th is the last Wednesday in the month, and it will find RTR at the Holiday Inn in Ft. Washington for our ordinary monthly meeting to hear our *extraordinary* special guest speaker, former IMSA racer Bob Akin of Coca Cola 935 and 962 fame. Having pretty much retired from IMSA, Bob is now heavy into vintage racing and is always fun to be around. He promises a transporter full of stories to share as well as advice and a questions and answers period. Don't miss it.

I told you April was busy. Combine it with March and you can find lots o' ways to enjoy your car, enjoy your club!



Help Needed

Nazareth Speedway

CART/Indy Car - April 26, 27 & 28

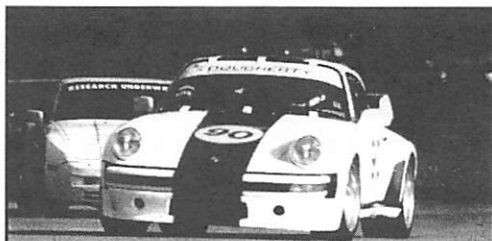
NASCAR/Busch Series - May 18 & 19

NASCAR/Supertruck Series - June 29 & 30

All racing enthusiasts are invited to help out at these races at Nazareth Speedway. As anyone who helped out last year at the Indy Car race 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)

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Down The Pike

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

14 Autocross School, Parking Lot "K", Camden, NJ

24 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Speaker - Bob Aiken

MAY

5 Spring Rally, Limerick Diner, Limerick, PA
Registration begins at 10:30

5 Spring Social, Lake House Inn, Perkasie, PA
After the Rally from 3:00 to 7:00

12 Autocross, Parking Lot "K", Camden, NJ

PCA Race at Mid-Ohio 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.

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1996 TRACK EVENTS

APRIL

- 6-7 Summit Point (Driver's Ed, Host - Potomac)
- 12-14 Jefferson Circuit (Driver's Ed, Host - Del. Val. BMW Club) Contact Rich Cole (215) 379-2486
- 13-14 Mid-Ohio (Driver's Ed, Host - Allegheny)
- 13-14 Road Atlanta (Club Race, Host - Peachstate)
- 18-19 Lime Rock (Driver's Ed, Host - NNJ)
- 20-21 Pocono (Driver's Ed, Host - RTR)
- 25 Lime Rock (Driver's Ed, Host - Shattenbaum)
- 26-27 Lime Rock (Club Race, Host - Conn. Valley)
- 26-28 Bridgehampton (Driver's Ed, Host - Metro NY)

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 Roebling Road (Club Race, Host - Carolinas)

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

Club Meeting Info

The March meeting's theme is **New Members' Night** and will be held on Wednesday, March 27 at Holbert's Porsche/Audi/VW in Warrington. The meeting starts at 7:30 as usual. This meeting is a great opportunity for our new (and some not so new) members to meet veteran members and to really find out about our club. Hors d'oeuvres, wine, beer and soda will be served and **Al Holbert's CRC Can-Am** car will be on display. If you haven't been to one of our meetings yet, this is a great time to start! See you there!

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.

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Thank You Riesentöter - NOT PCNA!

I'd like to thank the members of our region that helped to make the 1996 Philadelphia International Auto Show such a huge success. The Vintage Porsche race car display was VERY impressive. Jerry's 962, Paul's 911, Mike's 911RS, Howard's 356, John's 356 and 914/6. GREAT CARS. What a way to represent the Marque!

BUT, I have to get this off my chest. WHERE THE HELL WAS THE FACTORY? They were invited. No charge. No grief. All expenses PAID. Can't think of a better display - surrounded by significant historical vehicles. Right next to the cars from our own Philadelphia Vintage Grand Prix. The factory, PCNA, chose to pass on Philadelphia. WHY? The Ferraris, Lambos, Loti, not to mention the Z3, looked great in our new convention center. From million dollar backgrounds to No background, everyone else was represented. Not Porsche. HMMMMM. Wake up Reno! There IS COMPETITION!

I hope all of you who toured the New Convention Center on Porsche Day enjoyed The Show. It was indeed a pleasure to see you there.

Thanks,
Saul Kun, RTR '85-'96
Philadelphia International Auto Show Chairman

for 215-646-1100 you

FORT  **BUICK PONTIAC**

"other" Saul Kun car!

115 Bethlehem Pike, FORT WASHINGTON, PA 19034



Membership News

by John Crowley, Membership Chair

As promised last month, I will try and get all the new members listed that have joined since the last time the column was printed . My apologies if I miss your name.

October and November of 1995:

- Robert Auchenbach and Rich Childress of Harleysville
- Stephen Bednarski of Chadds Ford
- Chris Bohem of Blue Bell
- Jeff Burnholdt and Leonard R. Clark of Oreland
- Randall B. Cohen of Chalfont
- Bert Cassaboon, Joel Shockman & Robert G. Reed of Phila.
- Randy H. Feldman of Pottstown
- Edward Gross of Wayne
- Peter E. Horgan of Lansdale
- Mark Kobialka of Mt. Pocono
- Mike Kuenning of West Chester
- Richard S. Lee of Flourtown
- George F. Loeslein, Jr. of North Wales
- George F. Loeslein, III of Rosemont
- Patrick J. McGilloy of Elverson
- Beverly Montgomery of Reading
- Robert W. Moore of Havertown
- Harris M. Newman of Gwynedd Valley
- Martin L. Oberman of Penllyn
- David E. Paul and Anthony Urbano of Bethlehem
- Randolph A. Petercsak of Perkasio
- Chris J. Washko of Allentown
- Sol H. Weiss of Villanova
- David A. Wickman of Doylestown
- and Richard Wilford-Hunt of Mt. Bethel

December of 1995:

- Robert Bedwell of Wayne
- William V. Coleman of Rydal
- Jim Hahn of Schwenksville
- Marc A. Landsberg of Huntingdon Valley
- Len Lederman of Holland
- Nancy A. Macenko of Harleysville
- Peter S. Newman of Devon
- Warren B. Scott of Birchrunville
- Richard A. Valerio of Spring City
- and Jeffery T. Whittmer of Yardley

January of 1996:

- Tom Anderson of Hellertown
- Dana L. Daugherty of West Chester
- Cyril I. Evian of Narberth
- Bruce W. Fricken and Glen Goldman of Philadelphia
- Bruce M. Grassano of Kennett Square
- Laurence Hicks of Newtown

- William P. Kirkland of Warrington
- Mac Kirkpatrick of Glenmore
- George M. Laughlin and Joseph E. Turner of Philadelphia
- Larry Myers of Huntingdon Valley
- Robert Rosenthal of Ivyland
- and Philip Schein of Bryn Mawr

February of 1996:

- Howard R. Boehringer of Broadheadsville
- Thomas J. Burke of Chalfont
- Derek T. Harrar of New York City
- Judy Irving of Newtown
- Samuel Kalter and Stephen D. Ramos of Philadelphia
- James L. Leming of Hamilton, NJ
- Christopher Littrell of Lansdale
- William F. Martin of Villanova
- Eric F. Neff of Springfield
- William A. Richter of Brookhaven
- Craig L. San Pietro of Conshohocken
- Richard C. Sheridan of West Chester
- Michael Simon of Lafayette Hill
- Lewis T. Tefteau of Ivyland
- Joseph Valerio of Collegeville
- Robert G. Weiss of Levittown
- Mark J. Wollman of Oreland
- Ronald C. Wurtz of Chalfont
- and Michael G. Lane of Doylestown

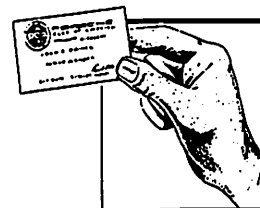
Members who transferred in to RTR were:

- Alton E. Bradshaw, Jr. of Wyomissing
- Robert C. Little of Doylestown
- Michael L. Pucciarelli of Staten Island, NY
- Edward Brouillet of Mohnton
- Susan Robertson of West Chester
- and Henry B. Robertson Jr of Greenville, DE

Good luck and best wishes to the members who have transferred to other regions:

- Frank Barone, Frank Cacchione, Mitchell Lindquist, Karl Poeltl, Joe Morrissey, G. R. Mulling, Graeme Ratray, Richard Shenk, Dennis K. McDaniel, Partick A. Morgan, James Sutter and Jason Safabash.

Welcome to everyone! See you at the New Members' meeting at Holbert's Porsche.



1996 Autocross program!!

by Nick Betegh, Autocross Co-Chairman

Last week we had a glimpse of a few days of warm spring weather, and right away my thoughts went to cleaning and preparing my Porsche for this coming season. As you all avid readers and club enthusiasts know by now, both Geoff Ehrman and I will be running this year's Autocross program. We feel that a joint effort of organizing and working together makes the workload on the individual less strenuous. Volunteers to set up and take down the course are always welcome.

This year we will follow the same group format as last year:

1. **Novice** - Newcomers with little or no autocross experience. It is OK! No one will make fun of you. The more experienced drivers will coach you and give you helping hints. Come on out and see how much fun it is to have your adrenaline running at the starting line. By the way, you will be running against the clock (the only enemy) and the rest of us will be on your side.
2. **Intermediate** - Drivers with 2 to 3 years experience and novice drivers who have won the novice group 2 times.
3. **Expert** - Drivers with 3 to 5 years experience, basically stock cars and those who have won intermediate group 2 times.
4. **Non-PORSCHE** - Yes, you can bring your Yugo, or your 1968 VW van, or whatever else to compete in this prestigious class! Geoff even brought his kid's bicycles. A couple of fast Beemers seem to show up every time, so Geoff has a tough time with that cereal propelled 2 wheeler. Those are the breaks!! Come to have fun anyway.
5. **Hot Shoe** - Drivers using non-stock cars, Porsche or what you like, SCCA and other experience. These drivers will only be eligible for the FTD award.

In an effort to encourage spouses, there will be trophies for ladies, and the classes may be divided as listed above depending on ladies turnout. So guys, bring your better halves.

In addition to the usual class awards, we have introduced a few additional recognition awards that promote the camaraderie and fun of the sport. This is given out at every event at the discretion of the Autocross Chairperson(s). The **NO FEAR AWARD** for the most thrilling run of any group, the daredevil. The **CONEHEAD AWARD** for the person who has no respect for the nice shiny cones we set up, and the **PAMPER AWARD** for the most careful law abiding driver.

In order to promote maximum safety, the autocrosses require standard seatbelts and 1985 Snell helmets. Although the car will be subject to a safety inspection, a typical road-worthy car is sufficient to pass. **SO COME OUT AND HAVE SOME FUN!!**

COST: Solo driver: \$14.00. Second driver for the same car is \$10.00.

SCHEDULE: Please mark your calendars. Yes, even you track junkies, you think that you are good drivers? Ha,Ha.....So come out and become even a better driver. The best thing is that you won't have to break your piggy bank (see costs above) to come to the Autocross. Here are the dates:

April 14, **Autocross School.** Learn techniques from the experts in separated segments of the courses. Fun runs in the afternoon.

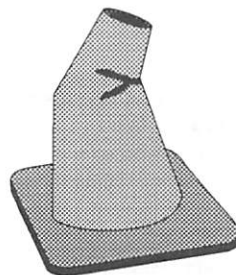
May 12
June 9
July 14
August 18
September 8

Anyone interested in more Autocross events? We will provide anyone with a list of the SCCA events at the April 14 event.

LOCATION: Parking lot "K" next to the Delaware River in Camden, NJ. This lot is the best we have encountered. Large lot with virtually no obstructions and with the possibility of any course design.

DIRECTIONS: Anyway you like to I-676 (Vine St. Expressway). Cross Ben Franklin Bridge. Take an immediate right after tolls. Proceed to Cooper St. and take another right (back towards the river). This is the nice part of Camden. Follow Cooper St. to the end and LOT "K" will be directly in front of you. If you have any questions please contact Geoff or Nick. We are on the Exec. Page of this great magazine.

SEE YOU THERE!!



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RALLY, RALLY, RALLY 1996

by Dennis Angelisanti, Rallymaster

The Spring Rally will be held on Sunday, May 5th, that's right "Cinco de Mayo." The type of rally has not yet been determined, but we are exploring some new ideas. We'll start at the Limerick Diner in Limerick, PA (near the nuke power plant) and end at the Lake House Inn on Lake Nockamixon, site of the Spring Social.

Registration will begin at 10:30am and end at 11:15am. A driver's meeting will start promptly at 11:30am with the first car off at high noon. Oh yeah, bring five bucks for an entry fee.

YOU MUST REGISTER FOR THE SPRING SOCIAL SEPARATELY. SEE THE SOCIAL CHAIRPERSON'S COLUMN. RALLY REGISTRATION DOES NOT INCLUDE THE SPRING SOCIAL !!!

After the successes of 1995, I'm looking forward to 1996. The attendance at the Spring and Fall Rallies was 34 and 42 cars, respectively. We are looking forward to more of the same participation.

We encourage our new members to join us for this event as well as the Spring Social that follows. This is an excellent opportunity to meet your fellow Riesentöter Porsche lovers, show your cars, test your skills and in general have a good time on a Sunday afternoon.

Don't fret if you are a rookie as rookies finished on the podium at both the Spring and Fall rallies last year. Again, as always, please bring your "Por-sha" and leave those BRAND X cars at home.

Directions to the start point: From points East, Take the 422 by-pass out of King of Prussia West to the Linfield/Limerick exit. Turn right on Lewis Rd., proceed to the "T" and turn right onto Ridge Pike. The Limerick Diner is just a short block farther.

From points West, Reading, Pottstown etc., take 422 East to the same exit and follow Lewis Rd. towards Limerick. Turn right at the "T" onto Ridge Pike to the Limerick Diner.

BE THERE!!!!



Riesentöter's Knights of the Round Table (Tech)

by John Heckman

On behalf of the Executive Committee and the membership at large, I wish to thank those members who headed tables at our February meeting, Round Table Tech. Each of these fine folks either owns or is involved in a business that specializes in the Porsche marque.

They are:

Don Galbraith, Don Galbraith Motoring, Inc., Devon
 Bob Koerbel, Precision Motor Works, Rosemont
 Bill Dougherty, Dougherty Automotive Services, West Chester
 Paul Johnston, Johnston Enterprises, West Chester
 John Dietterle, Johnston Enterprises, West Chester
 Bruce Baker, Madden & Ryan, Radnor

Next time you see one of these guys, thank them for helping to make Riesentöter a success. And the next time your car needs some work, keep them in mind.



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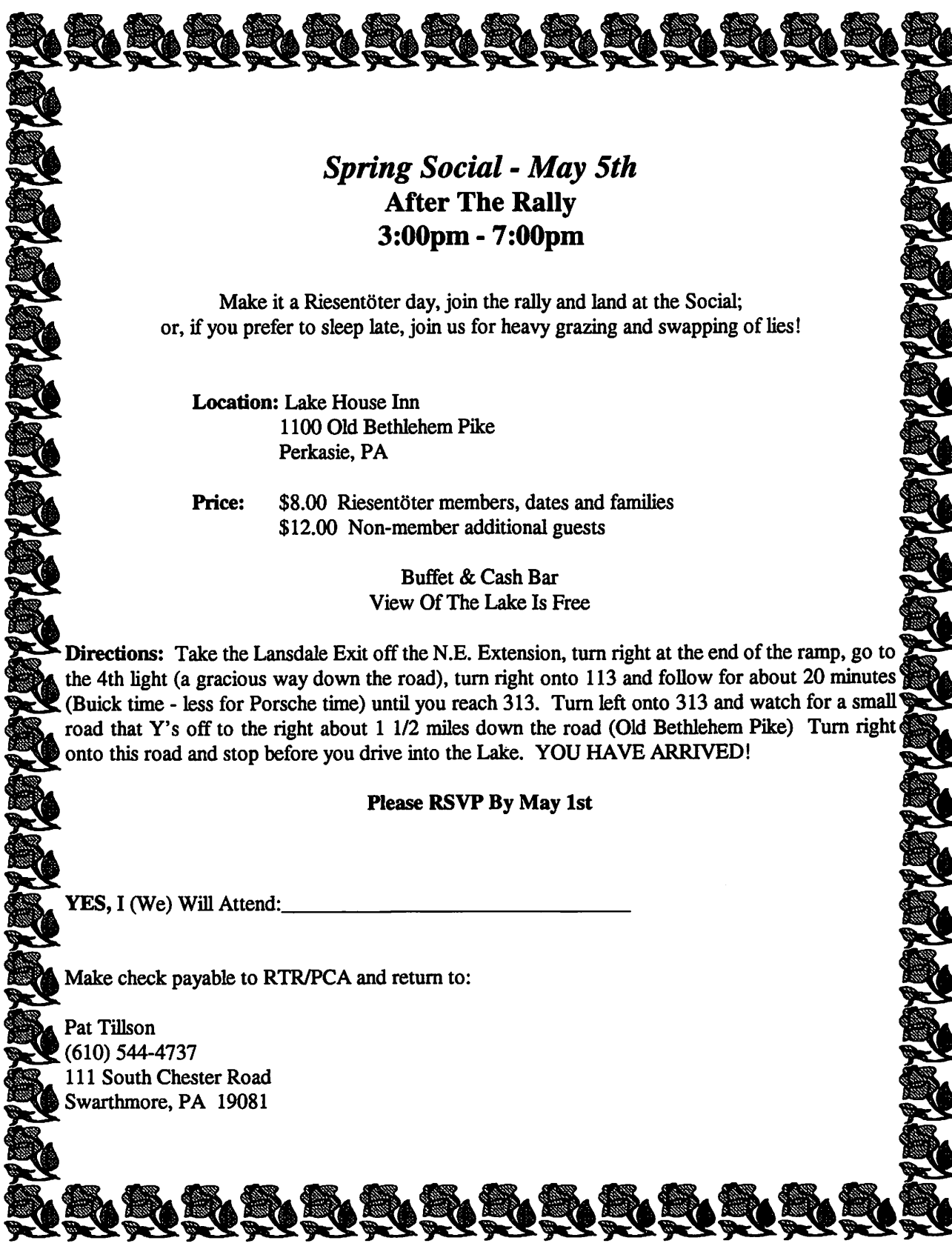
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Spring Social - May 5th
After The Rally
3:00pm - 7:00pm

Make it a Riesentöter day, join the rally and land at the Social;
or, if you prefer to sleep late, join us for heavy grazing and swapping of lies!

Location: Lake House Inn
1100 Old Bethlehem Pike
Perkasie, PA

Price: \$8.00 Riesentöter members, dates and families
\$12.00 Non-member additional guests

Buffet & Cash Bar
View Of The Lake Is Free

Directions: Take the Lansdale Exit off the N.E. Extension, turn right at the end of the ramp, go to the 4th light (a gracious way down the road), turn right onto 113 and follow for about 20 minutes (Buick time - less for Porsche time) until you reach 313. Turn left onto 313 and watch for a small road that Y's off to the right about 1 1/2 miles down the road (Old Bethlehem Pike) Turn right onto this road and stop before you drive into the Lake. **YOU HAVE ARRIVED!**

Please RSVP By May 1st

YES, I (We) Will Attend: _____

Make check payable to RTR/PCA and return to:

Pat Tillson
(610) 544-4737
111 South Chester Road
Swarthmore, PA 19081

Dealer News

by Michael A. Wanner
Autohaus Harrisburg

Does our Porsche future contain Mexican-built Porsches, Porsche luxury sport utility vehicles, or a Porsche Minivan?

No, this is not an April Fool's Day article in which I would write about Porsches that operate on water not gasoline or 911s that generate 2.5 g's on the skidpad with zero oversteer. Moreover, this is a serious article that suggests ways that Porsche AG may change doing business in the very near future. A change in the corporate mission at Porsche. A change in the Porsche philosophy as an automobile manufacturer. A change that the extreme Porsche conservatists may deem foolhardy and very risky. A change that I see as a means to ensure Porsche's corporate viability well into the twentieth century.

Lindsay Chappell, staff reporter for *Automotive News* wrote in a December 4, 1995 article that Porsche intends to assemble the Porsche 911 at a new BMW kit-assembly plant in Toluca, Mexico, as early as this year. While the planned volume of seventy five units is not significant in light of 6,000 units total annual production, it is significant that this marks the first time that Porsche will build a Porsche outside of Zuffenhausen in more than thirty plus years. This move comes as a loophole exercise to counter a Mexican import law that requires automakers to manufacture vehicles in Mexico in order to sell them in Mexico. Until now, this has all but closed the Mexican market to smaller luxury and sports car manufacturers.

The cars will be shipped from Germany as "kits" and assembled in Mexico by a firm that also assembles BMW 325s. The assembly firm is partly owned by Eduardo Henkel who coincidentally owns a vehicle distribution firm called "Turbo Carrera" that will represent the Porsche Marque in Mexico. Bob Carlson, Spokesperson for PCNA, said that Porsche is testing cars in Toluca and will begin assembling cars "immediately." Porsche is also looking into selling vehicles in South America, Middle East and the Far East. This venture makes Porsche the third German automobile manufacturer to produce vehicles in Mexico. The other manufacturer is Mercedes Benz which produces E class cars in Tlanguistenco, has eight dealerships throughout Mexico, and has a total sales volume of 800 plus units in 1995.

The interesting point to the entire "kit" concept of automobile production is the level of completeness that is reached in Germany before the kit is shipped. Are the bodies welded and painted in Germany and shipped? Are the interiors installed in Mexico? Is the engine and gearbox assembled in Germany? Who installs the suspension and drivetrain?

Porsche Chairman, Wendelin Wiedeking, says Porsche is looking for partners to help it expand into new market segments, including sport-utilities. In her December 11 article in the *Automotive News*, staff reporter Diana T. Kurylko reports the

Wiedeking is studying the possibility of building as many as seven new vehicles through joint-venture partnerships with two prospects as serious candidates for production. These two are a four-wheel-drive similar in concept to a Range Rover and a minivan-type vehicle. "To establish a broader position in the market, we must introduce additional vehicles beyond, or in addition to, the thrill-oriented sports car segment - vehicles offering leisure-time enjoyment and fun," Wiedeking said. In spite of Porsche's recent success in the "over \$30,000 sports car market segment" Wiedeking is attempting to prevent Porsche's reliance on sole dominance of a rapidly shrinking market as evidenced by the exit of the Japanese supercars such as the Nissan 300zx and Toyota Supra.

Another segment that Porsche is looking into is that of the "off road" nature. Porsche's interest into a Range Rover-type vehicle is to offset the loss of production volume created by the discontinuation of the 928 and 968. Porsche is now a one-model car manufacturer and cannot compete in a world market with any expectations of efficiency and profitability. Despite the soon-to-be-introduced Porsche Boxster, Porsche's volume is not great enough and needs to go beyond annual production of 30,000 units. Additionally, if Porsche were to produce a new "style" of vehicle completely in-house, the end cost to the consumer would not be price competitive. "Porsche needs to broaden its range in light of new competition and customer tastes" Wiedeking said in support of this concept. Porsche expects to conclude a joint venture in the next six months to share a platform and development costs for an unspecified vehicle. By sharing this platform, Porsche would reduce time and costs.

Wiedeking stresses that the result of a joint venture would not be a "re-badging" of another manufacturer's vehicle but rather the re-engineering of the vehicle from the basic platform up, including Porsche-only interior and exterior, Porsche engine, gearbox, and suspension. Wiedeking did not single a manufacturing partner but he did rule out Japanese and Korean companies. An example of a joint venture product is the high performance VW Sharan Minivan that debuted at the Geneva auto show in 1994.

Porsche Range Rover-type vehicles? Porsche Minivans? Mexican Built 911s? Is there some contaminant in the water at Zuffenhausen? As I said earlier, the extreme Porsche purist may get angry over the apparent dilution of Porsche "Blue Blood." However, I must state that as a Porsche dealer and Porsche fanatic I am in much in favor of the changes that may happen. During the early 1970s when Porsche was designing the upcoming 928, the Arab Oil Embargo hit the U.S. This caused Porsche to carefully consider what it's corporate mission was and then decided that Porsche was to remain solely a sports car manufacturer. One problem with corporate missions, however, is that the company must re-analyze their mission periodically to match changing market conditions. I believe that Porsche's examination of alternate vehicles and markets will lead to excellent profitability. Only then can

Porsche invest more moneys into research and development of even better and better Porsche sports cars, racing, and etc. I don't want Porsche to go the way of Ferrari with exorbitant new car prices, weak dealer network with poor parts availability, and with most owners who end up being too afraid to drive their cars the way they were meant to be.....FAST!

As for the Porsche Minivan? Hell, make mine black and turbocharge it. Until next time, remember that it is better to apex late than early.

Club Racing Rules and Scrutineering by Harry Hall, PCA Club Racing Tech Chair

The 1996 PCA Club Racing rule book is now complete, delayed by some late facts and figures from PCNA. We've also added some of the models missing from our stock class list and horsepower-to-weight pages and we've formalized the process to be followed in making future revisions of the rules including published deadlines for input to the PCA Club Racing Committee.

If you plan to participate in the club racing program, you'll need to contact Ruth Harte at the national PCA office, (703) 922-9300, for application materials which includes a copy of the rule book. Take time to read the rule book carefully before preparing your car. If you have any questions the rule book doesn't answer, just ask me. Email is the best way to contact me (hhall@strauss.udel.edu); fax, the next best way at 302/831-6321; snail-mail the next best at 491 Blake Road, Elkton, MD 21921; and the least likely way to get me is by phone, 410/398-8784.

Stock Classes

We are frequently asked why a car in one of the stock classes has to have a particular interior piece if it makes the weight requirement without it. The short answer is; every car in a stock class must have every piece of original equipment that the stock class rules require. The only body-panels that can be replaced with non-factory, different material, pieces are bumpers and spoilers. The only interior pieces that can be replaced are the seats. The only interior pieces that can be removed are panels that physically interfere with the roll bar/cage (the removal should be done so that what remains doesn't look "stripped" or "gutted"—that is, the "aesthetically pleasing" provision of the rules still applies), the driver's side front carpet, and loose pieces such as floor mats (which must be removed). This is what "stock" in the stock classes means. It has nothing to do with weight. Even if your car is 500 lbs. over the required minimum weight, it still must have all of the required pieces on it.

Weight is a separate issue. The stock classification system is driven in large part by power-to-weight ratios, and the car must conform to the weights used to calculate those ratios. These weights are listed for all the stock class cars by year and model in the back of the rule book. Whether it has been "prepared" up

into a higher class or is still in its original stock class, every car racing in classes C through K has to make the minimum weight specified for its year and model at the completion of any club race. This may mean, for some cars, that ballast must be bolted into the driver's compartment or that the car must be raced with a full tank of gas, especially if many lighter-than-stock components have been used to replace bumpers, spoilers and seats, or if the car has virtually none of the original optional equipment on it. In this context, optional means items that could be option-deleted by simply checking the appropriate box on the order sheet at the time of original purchase of the vehicle. It does not mean items that could be deleted by special order at the time of purchase.

Scrutineering

I'd like explain how we check cars for compliance with club racing rules. In addition to spot checks during the initial technical inspection and throughout the weekend as time permits, impound is conducted after every club race. There have been very few exceptions in the past when time and resources were not available, but there will be no exceptions in the future. At a typical race event, several cars may be disqualified and several other drivers told prior to the race that they are racing for fun only and not for position. These penalties are handled quietly between the steward and the drivers involved, and they frequently do not show explicitly in the published race results.

Here are the tasks we do at impound. Cars in the stock classes are weighed, visually checked for the presence of required pieces; the proper brakes, induction system, wheel and tire size, visible tread, etc.—all the things we can check quickly. In addition, either randomly or prompted by observation during the event, electronic control boxes are frequently opened and chips checked, wastegates checked for visible evidence of modification, turbos checked for size, and so on. In rare cases I have checked valve timing, compression, ring and pinion, gear ratios, boost pressure, wastegate springs, and internal turbo components. We cannot check comprehensively enough to make rules violations impossible, but we are sure the vast majority of our cars are "legal" as far as could be determined by reasonable inspection short of complete teardown.

We don't have any purses, we aren't likely candidates for heavy sponsorship, and we don't have a series or national or regional championship. And, most of the time, the trophy for a race or class winner is no different than what every participant takes home from the event. We do, however, offer you the opportunity to gain satisfaction from having driven your car well enough to prevail over some of your friends with similar or better cars. The primary means of rules enforcement in club racing is peer-pressure. We have gotten sophisticated enough to appreciate the difference between fast driving and improbably fast hardware. Our respect and admiration is directed to the former, and our attention at impound to the latter.

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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}

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NON-PORSCHE CARS/ ITEMS

Manuals, 911SC Shop Manual ('72-'83), Reproduction - \$75. 911 Performance Handbook - \$10. 911 Guide to Purchase and Restoration - \$17. Haynes 911 Repair Manual - \$9. All for \$100. Mike Fries, Coopersburg (610) 282-2596 3/96

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

PARTS, ETC.

911 Parts, Parting out entire 1973 911T Targa. 24 engine, mechanical injection, 70K mi., 4-spd trans., 6x14 Fuchs, SC rear flares, SC sport seats - black. Fred Brubaker (610) 434-8778 (w), (610) 797-9298 (h) 2/96

81 911SC Parts, Fuel injection w/ repairable air box. Worked great before replacing with carbs. Orig. factory muffler, excell. cond. Ansa 4 tip muffler, only used 5000 miles. Heat exchangers, good cond. Converter test pipe only used for 500 mi. Peter Messikomer (610) 388-1835 2/96

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