

07/86



JULY MEETING

Technical Roundtable, WED 07/30

GEO. WASHINGTON LODGE, NORRISTOWN EXIT, PA TURNPIKE 8:00 pm

In the tradition of War Bonnet Tech in the west and Tech Tactics in New England, for the second year in a row we proudly bring you our Round Table Tech.

Back by request, this event features six tables, each headed by a knowledgeable RTR member prepared to field and answer your technical questions pertaining to your particular model of Porsche.

There will be tables for 911 to 1973; 911 from 1974 to present; 914 and 912E; 356 and 912; the water cooled cars; and something new - a table concerning after market accessories.

This is a good opportunity to pick a learned Porsche brain for the answers to those questions you may have been accumulating. What's more, you won't have a bill to pay when it's time to go. Even if you do not have any particular questions, take a seat at a table and listen in. We are confident you will learn something. See you there. Don't forget about the picnic next month. This year there is no IMSA race to compete with us and we expect a good turnout.

Be sure to attend on Wed. See you there.

PRESIDENT'S MESSAGE by Richard van Zijl

"The time has come the walrus said, to think of other things..."

Alice in Wonderland.

Each member has a right to PCA Suffrage. You will all soon once again have the opportunity to participate in and influence the events of Riesentoter for the coming year. We are actively looking for candidates for the positions on the executive committee. Look upon this as an opportunity to contribute towards and to influence the direction and flavor of the club. We really do expect people to come forward and volunteer to help with the running of the club. This then gives the membership the opportunity to participate in all aspects of the club. I am sure that I am speaking for all members of the exec - past and present - when I say that the planning, organizing, and running of Riesentoter is fun and an experience that every member should share in. May I ask you all to please approach a member of the exec to discuss some of the positions you may wish to fill.

(Continued)

DER GASSER

RIESENTÖTER REGION

PORSCHE CLUB OF AMERICA

PRESIDENT, CONT FROM PAGE 1

The proposed slate for 1987 will be introduced at the regular August meeting and is to be ratified at the Octoberfest event. Time, therefore, is of the essence - please participate.

Our upcoming meeting for July will feature a Technical Roundtable Session. Several knowledgeable persons will head these tables and field technical questions regarding the various Porsche models.

Our Summit Point track event was very successful and enjoyable. We also have a strong Riesentoter turnout for our joint event at Watkins Glen in July. Should these dry conditions prevail, the Glen will also be a lot of fun.

Our recent autocross at Lulu Temple managed to bring out twenty-four cars in some beautiful weather. Most people only stopped running the course when they had their fill of track time. We are capable of handling far in excess of fifty cars at our autocrosses and I would like to invite you all to come and see how effortlessly and smoothly Vern and Melody Lyle are able to run FTD's.

See you at the meeting!

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Picnic Concours

by Debbie R. Cooper

It's that time of the year to start giving your Porsche or Porsches (if you are really lucky) that thorough cleaning in preparation for the Fourth Annual Concours. Each year, more brave souls have proudly displayed their cars on the grassy knoll to be carefully inspected in hopes of leaving with a trophy. The cars should be as clean and original as when they left the factory, but since most of us use our cars, the judges are a little lenient. The entire car will be judged, excluding the under chassis front and rear for only three minutes. (We do examine the engine and luggage storage area!).

The demands we make of our cars on an Autocross course, on the track, or even in our everyday driving are many, so the least we owe these terrific machines is a good cleaning every now and then. Porsches like to be cleaned, to feel the gentle touch of a Q-Tip, the tires yearn for the rub of a brush on the sidewalls, and in addition to a coat of wax making the car look great, the Cd is reduced!

The score sheets that will be used are from the National Parade and have been used in the past. If anyone would like a copy before the event, just let me know and I'll send you one. Trophies will be awarded for the top three cars as well as for People's Choice. Now that Craig and Fran Ebner have sold the Speedster, the rest of us have a chance for People's Choice and we'll have to see if George Bukovsky will take top honors this year with his new 911 Carrera. If you're interested in learning another aspect of competition and want to try something new, join us. The more the merrier.

Concours d'Elegance
your
Porsche

Helmets

by Bob Lamb

A good helmet is probably the most important safety item at a track event or autocross. I prefer and recommend full-face helmets. In the event of need they protect your nose, mouth, chin, and teeth.

A good helmet should be both strong and light. Unfortunately, the stronger and lighter ones are the most expensive, but they are also the safest and most comfortable.

At the time of purchase, the helmet should fit as tight as you can stand it. This is for two reasons: first, you never want a loose fitting helmet that could move around your head in an accident; second, the helmet will loosen up through use. The energy-absorbing material inside will compress and form itself to your head. If you have a new helmet that is particularly tight at one or two points, such as your forehead, you can expose the energy-absorbing material and compress those points with your thumbs to achieve a more comfortable fit.

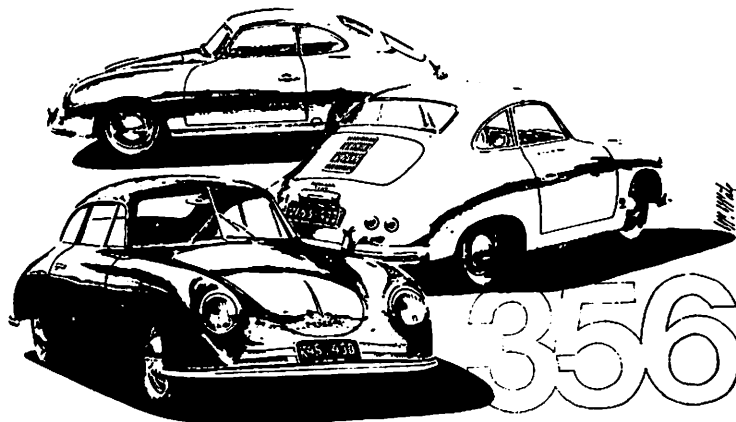
Whatever kind of helmet you use you should have eye protection, be it flip-up shield goggles or glasses. An insect or small piece of debris such as dirt, sand, etc., can be painful, distracting, and dangerous.

When wearing the helmet, please remember to use the chin strap, pulled up snugly. You would be amazed to see how many people forget to buckle up their chin straps prior to entering the track. The helmet cannot work if it doesn't stay on your head.

At the conclusion of an event, let the helmet air out and dry. If you don't, you might find strange things growing inside and an accompanying odor similar to unwashed socks. Once or twice a year you might spray the inside with a light dose of Lysol spray disinfectant.

Good helmets can be found at speed shops and motorcycle agencies. Good American helmets are made by Bell and Simpson, among others. Find a knowledgeable salesman and try on a number of different helmets until you find the one that fits right. Before buying any helmet, look inside for the Snell Foundation sticker. The Snell Foundation sets helmet standards. If you buy a new helmet today it should have a Snell '85 sticker.

Finally, if you own a helmet that is over five years old, consider replacing it. There is a strong probability that the outer shells have become brittle over time, and therefore, unsafe.



BLUE RIDGE REGION, AUTUMNFEST

The Blue Ridge Region will hold their annual AUTUMNFEST in Radford, Va on Sept 19, 20, & 21 complete with a concours, autocross, and a rallye through the Blue Ridge Mountains. The fee for everything including cocktail party, banquet, luncheon, etc, etc is \$80.00 per couple or \$55.00 single. Members from our region have been invited so if you are interested, contact; Eileen Keeney, 103 Buckeye Lane, Radford, VA 24141, 703-639-9711.

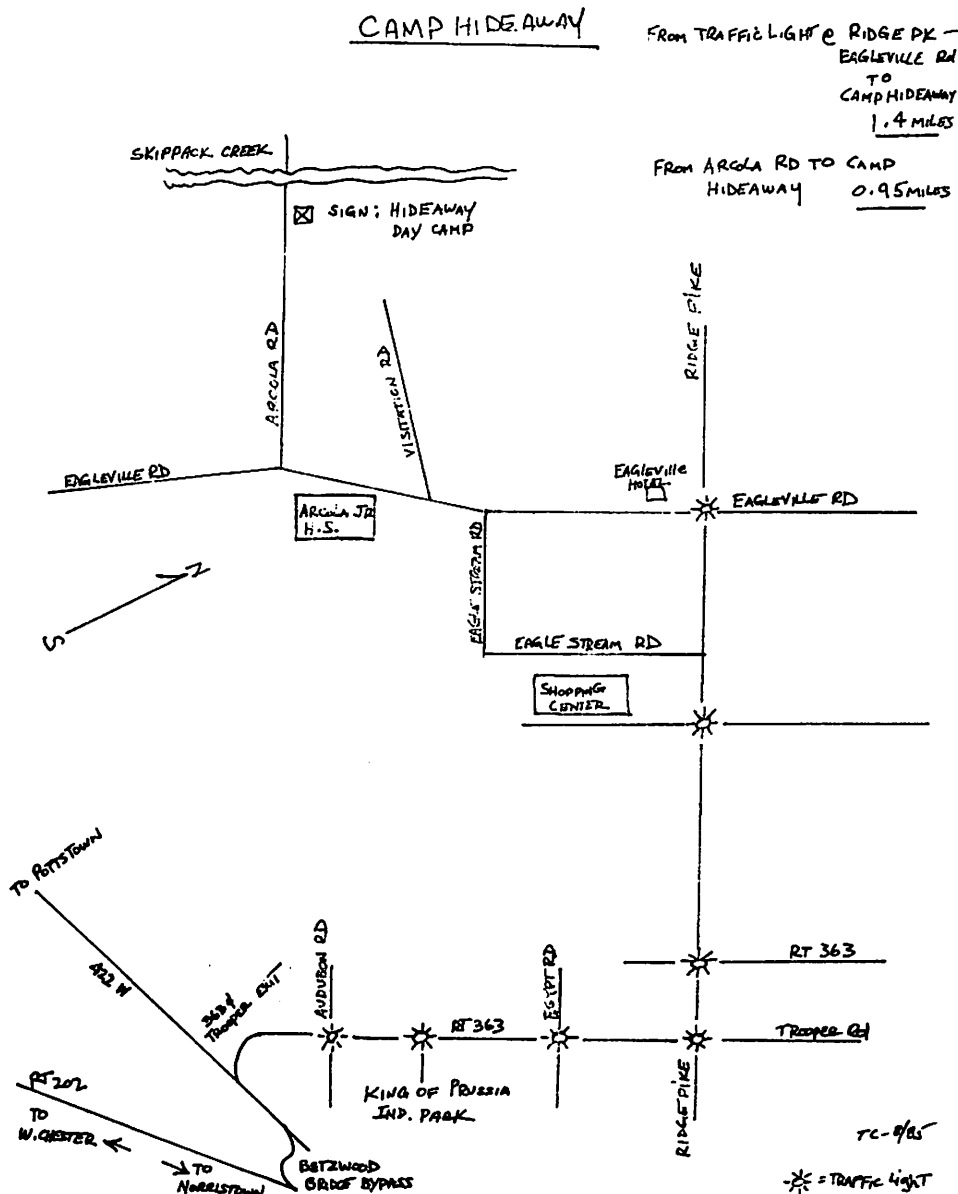
ANNUAL PICNIC
 August 17th
 by Jill Heckman

The tradition continues... This year, it's earlier in the calendar to provide more light for a longer day. There will be free hot dogs, and you are welcome to bring steaks and burgers etc to grill. We provide the charcoal. The schedule should help you to plan the day.

11:00 - Parking of beaters in the lower level lot (also known as the Volvo wagon concours site). All Porsches go to the top lot whether you are in the concours or not. The cookout, swimming, games, etc. will be available as well as the concours.

- 12:00 - Charcoal is lit. Hot dogs are free, and you may cook anything else you brought. It is time to eat!
- 1:30 - Top only concours. Debbie Cooper, Chief Judge.
- 2:30 - Concours awards. Trophies for 1st, 2nd, & 3rd plus Zee Peoples Choice.
- 3:00 - Softball game starts. 6 cyl vs. 4 cyl, with 8 cyl as umps.
- 4:00 - Volleyball game.
- 5:00 - Cakes baked get judged.
- 5:30 - Awards for the best cakes.

Do make it a point to attend. It's one of those few times a year when you can do something with the entire family, including the Porsche.



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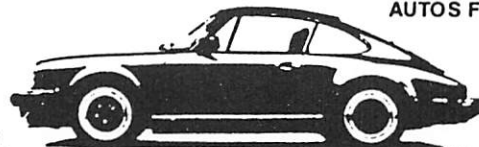
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FLAGGING

by Bill O'Connell

I was voted MHP (Most Hated Person) by some at Summit Point during our last event. Why? I was in charge of the flaggers and we know what a rotten job flagging is. It is beneath some of us, Porsche owners that we are, to stand there and flag. There must be some lackey Datsun owner that can do it. This is what is known as a bad attitude, and I will explain why. Before the tirade, I must thank the great number of people that made the job easier by understanding and doing their part. To the whiners and laggards that dragged their feet hoping that they would be missed, all you did was hold up run groups. And to the person(s) who stated "Oh, they just think that everyone should do it, they don't need me". You are right in both cases, everyone should do it and we don't need you.

These are volunteer events, with a very low cost per member. Part of the low cost is because we ALL chip in and work at them. There should be no free rides for some while others work and end up missing run groups. It is as simple as that!

There is a lack of knowledge of how important flagging is. The only eyes a driver has around corners and over hills is the flagger. At Summit some of the people took their flag time as a chance to visit with pals, and work on their tan. Think how much fun it would be to come around a corner to find a car sideways on the track and the flaggers standing around chatting while you drop kick the car into Utah. It is hard to get the point across to some but try to put yourself on the track it may help. There were at least two

mixups at the track and they were caused by people not thinking about what they are supposed to do (one was captured on video tape - no questions). There should be at least three people at each station - one for the radio, one for the flags, and one for the fire bottles. The radio and flag person stay in place when there is someone off the track. Only the others should leave to assist when it is safe. Getting yourself trashed by an oncoming car does no one any good. As soon as a car is in trouble, the yellow flag comes out and control is radioed. The flag stays out until control tells you to take it in. Don't make your own decision, you don't know what else is happening. Drivers must also pay attention to what is going on. Don't assume that someone forgot to take in a flag. You can't know what is going on elsewhere on the track and I for one do not want someone trashing me, then saying "I'm sorry, I didn't think" or "I thought". When a car is allowed back onto the track, be SURE no other car is coming! It is your responsibility to notify drivers via the flags what is going on.

If you pay attention to the people that run fastest, you will find they spend time at the corners watching what goes on and learning. Spend your time constructively. Like most things, it is as good as you make it - no more, no less. Remember, these are driving SCHOOLS, and when your turn comes up, do it, don't bitch and try to hide - or you just may not get your next run group!



TENTATIVE 1986 EVENT CALENDAR

These events are subject to change and more may be added. Check the calendar on the back page each month for RTR updates. For more information on an event, contact the chairperson of the proper committee. For events not sponsored by RTR, contact the club holding the event. IT IS IMPORTANT that you respond early for all events as many fill on the first day of registration.

Events at Watkins Glen, Summit Point, Lime Rock, etc. are all High Speed, and when sponsored by a PCA region, are classified as a High Speed Driving School.

All events are run by PCA regions unless marked with an "***".

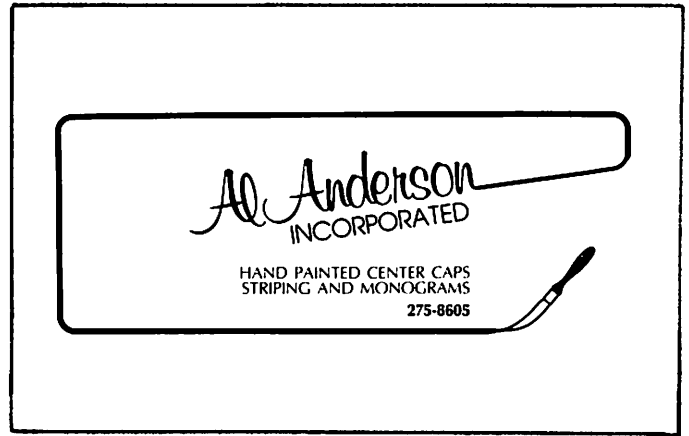
Prior to RTR driving events, we will hold a tech session to check out your car. Watch for the time and place.

DATE	PLACE	SPONSOR
JUL 4- 6	Mosport	NNJR
17-18	Watkins Glen	RTR & Potomac
23-24	Lime Rock	Northern NJ
25	Lime Rock	Schattenbaum
30	G W Lodge	RTR MONTHLY MEETING
AUG 3- 9	Portland ME	Porsche Parade
14-15	Lime Rock	Connecticut Valley
17	Camp Hideaway	RTR picnic
Mid	TBA	RTR autocross II
22-24	Watkins Glen	NNJR (Closed?)
SEP 4	Lime Rock	Metro NY
4- 5	POCONO	NNJR
6- 7	Summit Pt	Potomac PATTS
19-21	Bridgehampton	RTR/SHATT OR RON FOX, TENT!!! PORSCHÉ/CORVETTE autocross
28	Harrisburg	
OCT 17-19	Charlotte	Potomac (Tentative)
23-24	Lime Rock	CVR
25-16	Summit Point	NNJR
30	Lime Rock	* High Performance Drivers Club
31	" "	Hudson Champlain
??-??	Bridgehampton	Metro NY - PATTS
NOV 1	Lime Rock	Schattenbaum
7- 8	" "	CVR
15-16	Summit Pt	RTR/Potomac

SCCA AUTOCROSS PHILA Etc.

These are SCCA not PCA events. They are subject to change, for more info contact Russ Hunsberger, our Autocross chairman.

- JUL 13 Northampton County
- 20 Harrisburg
- 20 Gloucester County (BMC)
- 27 Harrisburg
- AUG 6 Northampton County
- 9 & 10 Harrisburg, NE Div Champ
- 17 Harrisburg
- 24 Gloucester County (BMC)
- SEP 7 Plymouth Meeting
- 14 Gloucester County (BMC)
- 15 thru 19 SCCA Nationals, Kansas
- 20 thru 21 Pro Solo Finals, Kansas
- OCT 19 Gloucester County (BMC)



PCA CLUB CONTACTS

CVR - Connecticut Valley
Russ Pratt
Pratt General Contractors
Route 6
Columbia, CT 06052
203-223-3373

BUCK - Eastern Buckeye
Mark Taylor
1303 Baier Ave.
Louisville, OH 44641
216-875-1384

H-C - Hudson-Champlain
Frank Ambrosino
210 S 3rd Ave
Mechanicville, NY 12118
518-664-5289

Metro NY - New York City
Doreen Ventura
84 Berglund Ave
Staten Island, NY 10314
718-698-0428

NNJR - Northern New Jersey
Richard Schmidt
29 Fair View Ave.
Hartland NJ 07506
201-423-1770

POT - Potomac
Dan McChesney
10407 Mountain Quail Rd
Silver Spring, MD 20901
301-681-3712

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

RIESENTÖTER REGION

EXECUTIVE COMMITTEE

PRESIDENT

Richard van Zijl
144 Sugartown Rd.
Malvern, PA 19355
296-8862 (H)
854-6483 (W)

PAST PRESIDENT

Michael Stolper
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248-4445 (W)

TREASURER

Paul Richardson
1910 Panama St
Phila, PA 19103
985-1053 (H)
339-4385 (W)

SECRETARY

Debbie R Cooper
659 Brighton Drive
Hatfield, PA 19440
362-2770 (H)

MEMBERSHIP

Skip Corey
108 Michaels Drive
Wallingford, PA 19806
874-3201 (H)
766-8109 (W)

DRIVER SCHOOL

Al Anderson
1015 Thomas Road
Norristown, PA 19401
275-8605 (H)
and
Michael Stolper

AUTOCROSS

Russ Hunsberger
324 Blue School Rd
Perkasie, PA 18944
257-8777 (H)

EDITOR

Vicki/Bill O'Connell
133 Spencer Road
Devon, PA 19333
687-9574 (H)

SOCIAL

Jill Heckman
(See John)
and
Gloria Auer
255 Clinton Court
Holland, PA 18966
860-0736 (H)
322-6928 (W)

C A R P H O N E S

APPOINTED POSITIONS

CHIEF INSTRUCTOR

Axel Shield
1022 Belvoir Road
Norristown, PA 19401
279-1809 (H)

SAFETY

Robert Lamb
328 Valley Forge Rd
Devon, PA 19333
687-4828 (H)
666-9200 (W)

REGISTRAR

Jane Stolper
(See Michael)

TECHNICAL

Bill Cooper
(See Debbie)

ZONE 2 REP

Alan Friedman
Potomac Region
11706 Riders Lane
Reston, VA 22091
703-620-9268
(National elected position)

GOODIE STORE

John Dietterle
157 Westbrook Rd
Feasterville, PA 18966
357-4930 (H)

ADDRESS CHANGES Should be sent to the MEMBERSHIP Chairman at least one month prior to your move.

MEETINGS are normally the last Wed of every month. The time, place, and topic is printed in **DER GASSER**.

CLASSIFIED and ARTICLES. Ads are FREE to members, \$10 per issue to others. They are NOT automatically reprinted. Articles and/or pictures dealing with RTR events, Porsches, or topics of general club interest are welcome. Articles should be type written, and between 200 to 800 words in length. Pictures should have good contrast and be 3-1/2 x 5, color or black and white. The deadline is the 1st of each month and can be given to the editors at the meeting or mailed to the address listed under the EXEC committee.

DER GASSER is the official publication of the RIESENTÖTER Region of the Porsche Club of America.

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EDITOR'S BABBLINGS

Elections, New Features, etc.

Believe it or not, the year is half over and it is getting to be time to look toward the new year. In that we have a democratic club, I, and the rest of the executive committee encourage you to run for the various offices and most certainly vote for your choice. To help matters for the new members, here is how the various positions get filled. The nominating committee, which is comprised of the 3 latest past presidents plus the current president, will choose a slate of proposed candidates and announce it at the August meeting. The opposing slate is created by interested members, and the members vote at the October meeting. The elected positions are; President, Vice President, Treasurer, Secretary, Membership, High Speed Track, Autocross, Social, and Editor and each one has a vote on the executive committee. The Chief Instructor, Registrar, Safety, Technical, and Goodie Store positions are appointed by the new exec at the beginning of the year and as such do not have a vote on the exec. Anyone that has a desire to run for one of the elected positions (like EDITOR, for instance), or wishes to volunteer for one of the appointed positions should attend the August meeting or make your wishes known to the president. Now is your chance to do all the things you think we should be doing. To repeat myself one more time, it is your club, guys.

How many of you know who is competing in SCCA, IMSA, Skip Barber, etc? With the exception of Al Holbert, I bet most of you would be hard pressed to name the RTR members in these events, yet we have a fair amount of people that do well and work pretty hard at it. Check out the latest column - Who's Racing.

Speaking of racing, for those who attend the High Speed Drivers Schools, you do not need to

attend the tech session prior to an event but you **MUST** have your car checked out by a qualified person. This can be one of the approved inspectors (check with the Tech Chairman), a Porsche dealer, or many of our advertisers. The price varies from low at the tech session to high at the dealers but the decision is yours. No one, by the way, can tech their own car.

WHOS RACING

by Bill O'Connell

We have a few RTR members that compete in SCCA, IMSA, and Skip Barber events. I think they all deserve our support and what better way than to let you know who is doing what; thus, this new feature. It is my intention to run this every month and would appreciate it if people would pass along information about what is going on.

IMSA - Al Holbert took home all the marbles last year and is well on his way to doing it again this year. As of this writing, he is number 1 this year.

SKIP BARBER series - Axel Shield is really doing well this year with a 1st at Pocono and Lime Rock, 4 second places, and ranked 3rd overall in the east (100+ drivers in the Formula Ford series). He is about to try the SAAB series with a 225 hp Saab 9000 at Brainerd raceway this month (and mentioned that he could use a few sponsors if anyone is interested).

Craig Rosenfeld is also joining the F/Ford series with races at Summit Point and Watkins Glen this month.

SCCA - Two of the top drivers in the Pro Solo II series are none other than Melody and Vern Lyle. They have both been tops in their class in this region for the past few years. They did this in an "old" (but beautiful) 140hp 911, turning in FTD (Fastest Time of Day) against BIG Corvettes in our Corvette Challenge, and Rennfest at Atlanta. They are building a burned out '70 911 with a '82 SC motor for this year and looking

toward the Nationals. Melody, by the way, switched from the Ladie's class to the Men's to get some better competition and now runs just a hair behind Vern. A few of the men in the class quit after being beaten by her on a regular basis.

Jim Confer runs a SC and is 2nd in points for A/Stock.

Scott Rankin is running a 944 in B/Stock.

Betsy Marsh is killing them in the Lady D class. She is tied for 1st!

Jim Bryand is running his 924 in F/Stock.

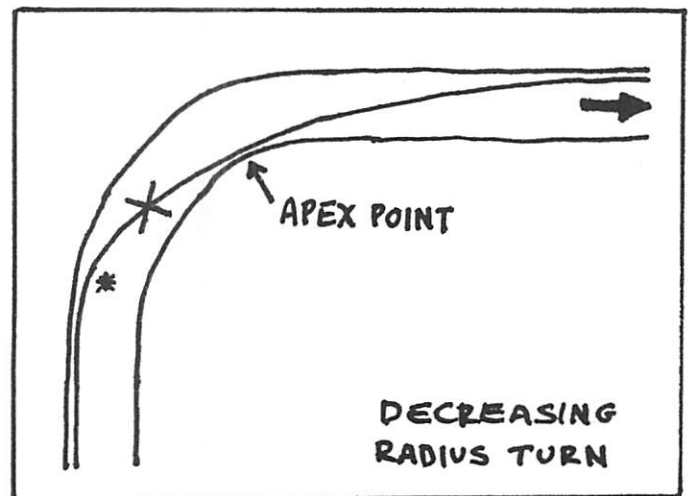
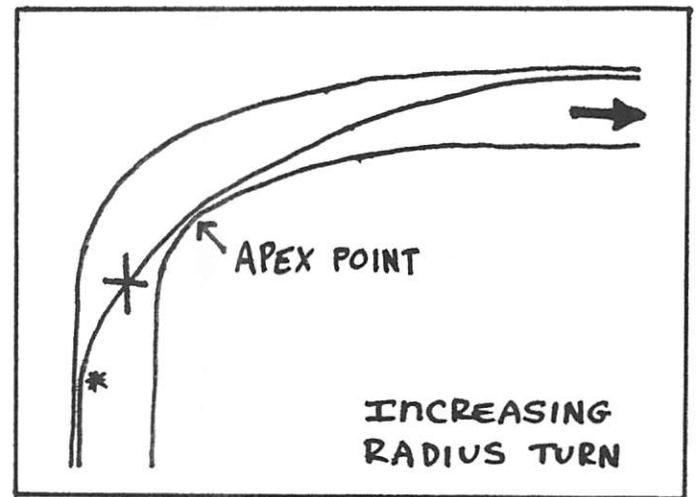
Then there is Jess Holshouser, zipping up the hills in his 356 and showing the young wippersnappers how it is done. He is consistently winning the hill climbs he enters!

I am sure there are more people doing these types of things, so please keep me informed.

DRAWING IN THE DIRT

by Larry Herman

As promised, I have once again drawn some of my famous pictures. I don't think that I'll be a threat to take any of Al's (Anderson) Pin Striping business away from him! In my last article, we discussed the turn-in point, and the factors that affect that point. The most influential factor is the type of turn, and I have drawn the two main types of turns; increasing radius and decreasing radius. I suggest you also refer back to my last article (6/86) for additional explanations.



Note the differences between the two turns. Start with the turn-in point, marked by the asterisk '*'. In the increasing radius, the turn-in point is well

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before the corner, and the turn-in itself is somewhat gradual, allowing you to carry more speed. In the decreasing radius, the turn-in point is at or even into the beginning of the corner. This forces a more severe turn-in, hence a slower corner. The 'x' marks the point at which acceleration starts, and in both turns, it happens BEFORE the apex. Remember, in order to go fast, you have to drive a line that will allow maximum acceleration as soon as possible. The apex is rather early in the increasing radius, while it is quite late in the decreasing radius due to the tightening of the road at the exit of the corner. Finally, the exit of the turn is the same in both corners, a gradual arc that straightens out allowing maximum exit speed onto the straight.

I want to take a few paragraphs to cover some minor points that might prove helpful somewhere down the road.

IF IT'S NOT COMFORTABLE, IT'S WRONG. One thing I would recommend to most students is that if your line does not feel comfortable, or if the car feels nervous or jerky, then you are probably doing something wrong. Learning to drive the proper lines yields the most speed, not taking a crazed kamikazi line and manhandling the car around the turn. The proper line also feels safer than the wrong one. If what you are doing is scaring you, then it is probably wrong. The top drivers are going fast because they are comfortable with their line, and their speed.

BE SMOOTH. Maximum adhesion is generated by smooth motions of the car, and on the steering wheel. One key to going fast is SLOW HANDS. Turn the wheel smoothly and only as fast as necessary. Jerky motions make the tires slide. I know that you have heard this a hundred times before. It's still true.

CONCENTRATE ON WHAT YOU ARE DOING. If more people spent their time at a track event watching the lines of other cars, and thinking about their own lines, they would go faster. When you are working a flag station, watch the lines of the other cars. When you are out on the track, forget about racing whoever is in front of or behind you - drive your own car! When you are in the pits, discuss your lines with other instructors. It seems that the people who are always worried about the perfect tire pressures or the latest car modifications are the same ones who are looking for 5 or 10 seconds. The keys to speed are in your hands, and in your head.

FULL THROTTLE PAST THE APEX. If you are NOT at full throttle before you pass the apex, then your line is wrong (your apex is too early). If while driving around a corner, you have to feather the gas, or worse yet, lift a little, then your line is WRONG! Even in the higher powered cars, the faster drivers use the throttle like an ON/OFF switch. They brake into the corner, turn-in late, floor the gas, and scream past a late apex and down the next straight. If you don't believe me, just ride with Michael Stolper (European 930) or Axel Shield (European SC).

DRAWING IN THE DIRT. Don't be afraid to sketch out a few corners in the dirt to help with your line. Sometimes seeing the corner in front of you while it is still fresh in your mind can be very revealing. It may seem like a pit racer's tool but it still works. More than once I have heard derisive remarks about these drawings (or maybe the drawers?), but just one such sketch helped me find at least half a second around Big Bend at Lime Rock this past May. If at the next event you see me crouched down with a stick in my hand, you'll know school's in session. Next Month - Troubleshooting your line.

You know it's going to be a bad day when...

by Russ Hunsberger

You know it's going to be a bad day when you design the autocross course, you are first out on the course, and you promptly get lost. However, from that point on things steadily improved for our first autocross on Sunday, June 8th. About twenty-two cars showed up and nearly everyone had a good time. The weather cooperated and even though in the morning it looked like we would get wet, we got sunburned instead. The cars were arbitrarily divided into three basic classes:

Class I: 911, 1974 and newer

Class II: 911, 1973 and older

Class III: 914-4
924
912
356

These classes were further broken down to stock and modified. As it turned out, the modified class was not necessary.

With the exception of the course designer, most people took to the course rather quickly. There were a few pylons knocked down during the course of the day and Jim Confer, who we mistakenly called Jim Carter all day, (our apologies) managed to take out quite a few in one spectacular slide. John Heckman brought out his lowered to the ground 914 but was unable to get it fully dialed in as he would have liked. Mark Schnoerr took his stock 914 out and blistered the parking lot for FTD.

After the main event we had unlimited fun runs. The fun runs were quite popular with a few people. Art Rothe took his VW Rabbit out several times and tried to wear the tires off it and Janet Weger, much to the dismay of her husband, Gerald,

made great strides in learning a much more aggressive technique off the line. Through the use of more aggressive starts during the fun runs, she was able to run several seconds quicker than her best time during the event. The complete official results are printed below.

Our thanks to Autofest for sweeping the course, and for providing the porta-potty, tent, and free sodas for everyone. Also thanks to Autofest for providing course workers throughout the event.

Our next event will be in early September. Look for the announcement in the August issue. See you then.

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OFFICIAL RESULTS - RIESENTOTER AUTOCROSS, JUNE 8, 1988

Name Class I, Stock:	Raw times plus penalty cones				Best adjusted time
	Run #1	Run #2	Run #3	Run #4	
Richard VanZijl 1979 911SC 3.0	47.582	45.362 +2	46.541	46.749	46.541
James Confer 1979 911SC 3.0	O/C	50.242 +1	48.003	48.043 +1	48.003
Ron Huber 1984 911 Carrera 3.2	56.204	51.708	47.032 +1	47.053 +2	49.032
Tony Checkowski 1975 911 2.7	50.215 +1	49.772 +1	50.078	49.790	49.790
David Azar 1978 911 2.7	47.891 +3	O/C	46.577 +2	46.267 +2	50.267
Scott Howell 1974 911 Sportmatic	54.679 +1	52.319 +2	50.922	49.950 +3	50.922
Nick Imperato 1974 911 2.7	49.374 +1	48.633 +2	49.023 +1	49.440 +1	51.023
Class II, Stock:					
Russ Hunsberger 1971 911T 2.2	O/C	46.665 +1	46.408	45.644	45.644
Arthur Rothe 1973 911T 2.4	50.525	48.004	47.114	47.371 +1	47.114
Paul Margaritis 1973 911S 2.4	49.268 +1	46.063 +1	52.286 +4	46.724 +3	48.063
Robert Patton 1973 911T 2.4	48.234	47.359 +1	53.358 +3	48.879 +1	48.234
Eric Prywitowski 1973 911 2.2	O/C	O/C	52.836	49.630	49.630
John Lemanowicz 1970 911T 2.4	51.142 +3	50.021 +2	49.073 +4	48.276 +2	52.276
Donald Huber 1984 944	54.329 +3	51.486 +1	50.516 +2	50.618 +1	52.618
Gerald Weger 1985 944	O/C	55.271	51.186 +2	51.665 +1	53.665
Class II, Stock - Ladies					
Betsy Marsh Leidy 1973 911T 2.4	49.411 +1	49.034 +2	47.241	46.662 +2	47.241 FTD Ladies
Janet Long Weger 1985 944	61.597 +4	67.738 +4	O/C	55.783 +2	59.783
Class III, Stock:					
Merk Schnoerr 1974 914 2.0	44.267	43.344 +2	43.495	43.364	43.364 FTD
Jim Bryant 1979 924	52.937	48.009	49.183 +2	49.945	48.009
Class III, Modified					
Dick Sweigart 1957 356 1.6	O/C	O/C	49.911	48.250	48.250
John Heckman 1974 914 2.0	O/C	O/C	49.413	50.007 +2	49.413
Other					
Ben Sequer 1984 Toyota Celica 2.4	49.790 +1	47.604	46.260 +1	45.845 +2	47.604

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- '85 VW GTI, Red w/Black & Grey sport seats, Sunroof, A/C, Yamaha AM/FM/Cassette, 100% factory warranty until April '87. \$8900.00 Bill Cooper 362-2770 (H) 825-5257 (W)
- '84 944 Copenhagen Blue, grey/beige Porsche cloth sport seats, 15" 7s & 8s w/P6, limited slip, a/c, p/s, stabilizer bars, side molding, Blaupunkt, 3k miles. \$22k. Bill Cooper 362-2770
- '84 Mercedes-Benz 280GE Gelandewagen 4WD cross-country vehicle. 5 door, auto, Silver w/deluxe cloth Recaro interior, all options, 25k miles, immaculate. A. Rosen 794-3433
- '76 912E Silver/Tan interior. A/C, Sunroof, Excellent condition, 87,500 miles, must sell!. \$11,500. Eric Osaundson 791-2492
- '72 911 Coupe White/Black interior, factory air, alloys, totally restored, all original, over \$20,000 invested (have receipts) none better anywhere. \$13,400, Alicia Somers 527-6565
- '71 911E Irish Green. Owned over 13 years. Never driven in rain or snow, always garage kept. All original except "S" front suspension. No rust. Relatively new XAS tires. 37,700 miles, service records complete and available. \$11,900. Irv Ross 649-3480(h) evenings.

PARTS WANTED

- 911 6x15 Fuchs alloys. Larry Herman 233-5845
- 911 Sport Seats, will consider any condition, prefer needing re-upholstery
- 911 Carrera motor, any condition Bill Cooper 362-2770 (h)
- Early 928, any condition Irv 742-9957
- 911 Recaro or sport seats
- Set of phone dial or cookie cutters for 911. Art Rothe 363-0775 (after 6)

PARTS FOR SALE

- Pirelli P-77s (2) 195/60x15 all weather, will fit 944 etc. Michael Stolper 696-6018 (h)
- Jensen 40w AM/FM/cassette, 5x7 Coialial speakers. \$125
- 5 914 steel wheels w/junk Michelin tyres (good for towing) \$125
- 914 brakes, struts, Koni shocks, & assorted junque. Larry Herman 233-5845
- BFG COMP T/A, 2 215/60X15, Very good shape, best offer
- 914 5 speed '71, 70k miles, rebuilt at 60k, probably ok. \$300 obo. Bill O'Connell 687-9574
- 2.2E ign distributor heads 5 Pistons & Cyl
- Exhaust system for '75-86 911 (muffler, heat exchangers, crossover pipes)
- York/Sanyo adapter. Offers. Bill Cooper 825-5257(w) 362-2770(h)
- Set new 6" & 7" Forged Alloys w/ P-7s from '86 Carrera. \$1,300.00
- Set used 6" & 7" Cookie Cutters - good shape. \$400.00. Tim Holt 215-642-5940
- 911 Carrera sport seats (2) high back w/cloth inserts, excellent cond. will deliver. \$400 obo. Fred Brubaker 434-8778(w) 770-1282(h)
- '85 930 Targa parts. Front valance w/rubber & fogs \$350. 2 rocker panels w/out the rubber \$300 both. \$600 takes all. Jim Levitt 667-2595
- 4 Yokohama A008s 205/55 VR16 brand new, still have original factory seal. \$600. Mario Deguchi. 789-8299(h)
- Fuchs factory alloys; 7 & 8" w/ 205 & 225x16 Pirelli P7 less than 2k miles perfect.
- Factory front valance w/integrated fog lights and spoiler for 911 Turbo body
- Brass tube type oil cooler.
- European 911 Turbo muffler w/less than 2k miles, complete. Andy Rosen 794-3433
- Chin Spoiler
- Used halogen headlights in good condition
- Rims for Bosch H-1 headlights
- Proton #222 power amp, 22 watts per channel
- Alpine 7135 auto reverse AM/FM tape deck. John D. Main 854-6000(w)

MISC


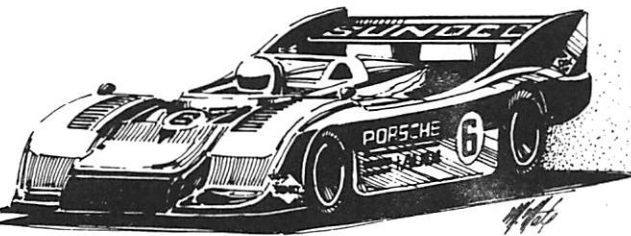
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WANTED: The good, the few, the dedicated, to help run the club next year. This includes my wonderful job, editor. Contact Richard van Zijl if you are interested.



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6 7 8 9 10 11 12	8/17	Summer Picnic; Camp Hideaway
13 14 15 16 17 18 19	Mid	Autocross event II
20 21 22 23 24 25 26	9/6-7	POTOMAC, Summit Point
27 28 29 30 31	19/21	RTR/SHATT, Bridgehampton
	28	PORSCHE/CORVETTE CHALLENGE, Harrisburg
	11/15-16	RTR/POTOMAC at Summit Point

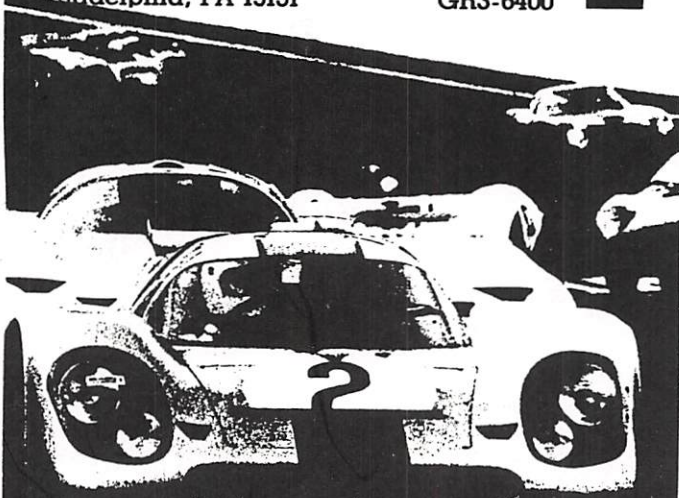
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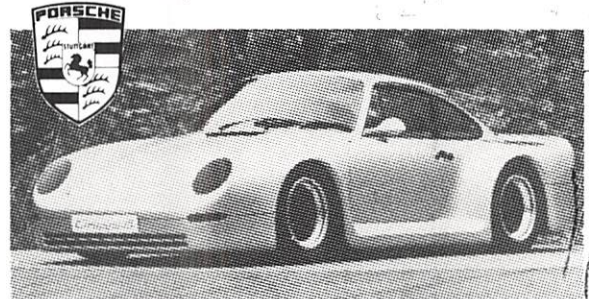
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