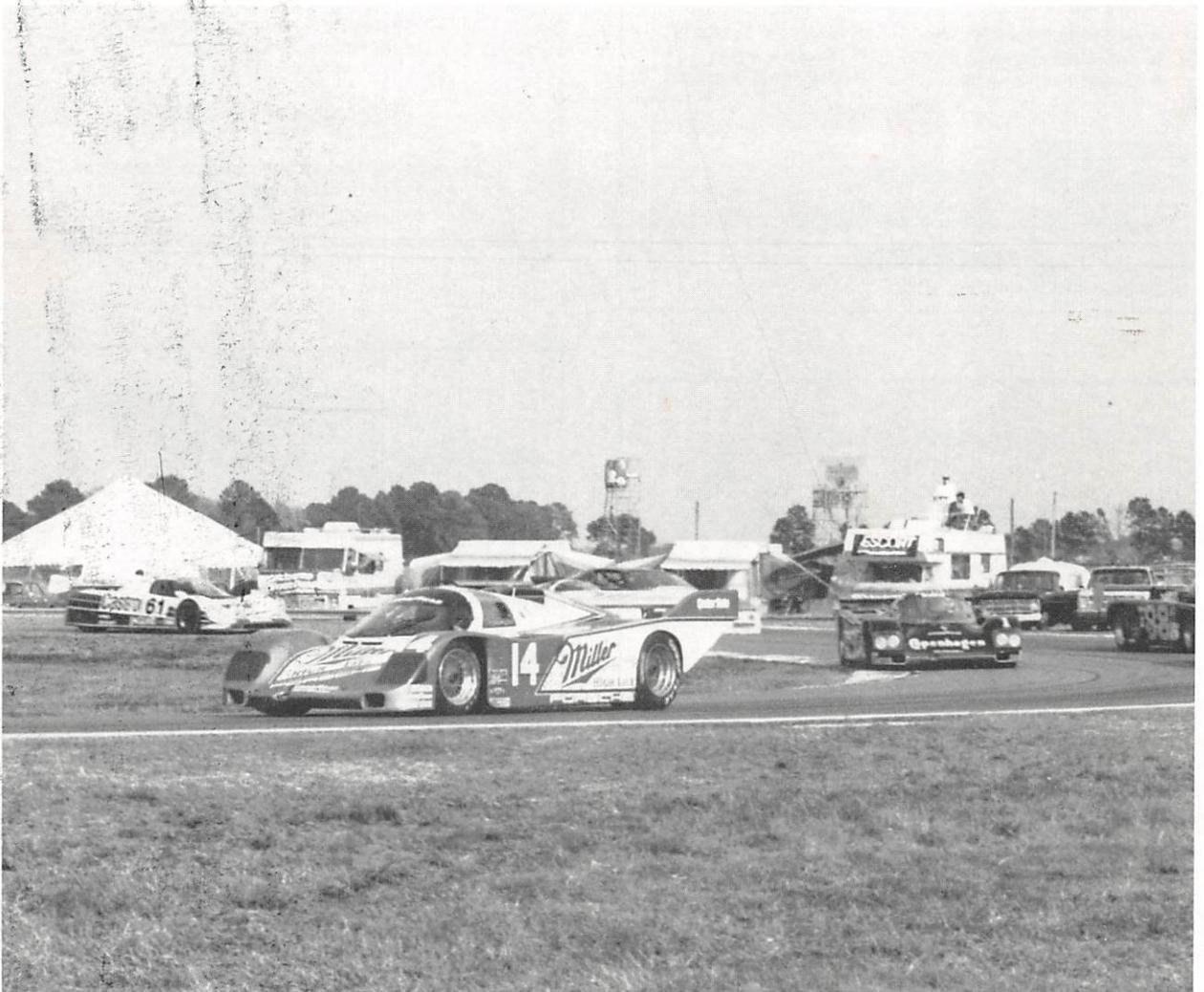


# DER GASSER



FEBRUARY 1988



RIESENTÖTER REGION      PORSCHE CLUB OF AMERICA

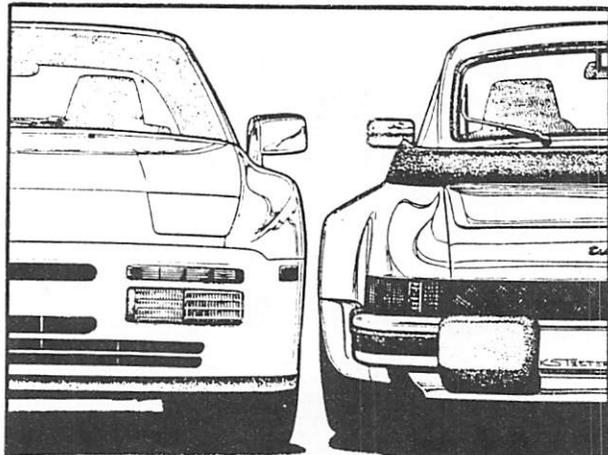
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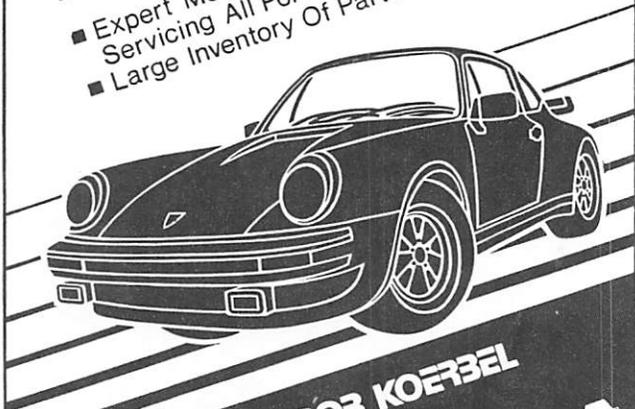
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## MEETING SCHEDULE

February 24, 1988 Johnston Enterprises  
Details on Page 4

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**DER GASSER** is the official publication of the **RIESENTOTER** region of the Porsche Club of America. Unless otherwise stated, comments and/or articles are those of the author and not necessarily those of PCA or Riesenotter.

ON THE COVER Holbert leads Foyt  
at Daytona

## PRESIDENT'S MESSAGE

By Bill O'Connell

To say the January meeting was spirited would be an understatement. It was my first as the new president, and was the first in a long time to have such serious participation from the members. For those that were not there, it seems that some of the older members feel that over the past few years the club has been straying from its roots. They made some very good points and so elsewhere in this issue you will find a questionnaire which I hope you will take the time to fill out and return. If in fact we are not giving you what you want, please take a few minutes and let us know. As has often been said, the club is what you make it. We don't expect to get all 700+ to participate in everything but there should be enough events that most of you will find at least one to your liking. The results of your responses will be published. We obviously can't be all things to all people but we are committed to be guided by the majority.

The meeting was our now annual advertisers meeting where we invite the advertisers to come out and display their products or discuss their services. We had a good turnout of both members and advertisers. All in all most had a good time.

The Goody Store still has shirts, etc that were ordered. Please contact Lisa to arrange to pick them up.

The next meeting is going to be the classic auction. For those that have never attended, members bring Porsche related items that they have but no longer need like that tool kit from a '72 914 which was sold 5 years ago, or the stock steering wheel that was hung on the wall when they got the spiffy MOMO. Bob Russo will do his best to find a new home for it - he has yet to fail! The items start cheap and the only rule is that the person that brought it doesn't buy it back. It is not mandatory to bring anything, but if you just happen to have something around... A motion was made at the January meeting to donate the proceeds to charity. It passed by a show of hands so if anyone has a favorite charity, please contact someone on the exec.

I have some sad news for you. Nate Rothe died in December. Many of you knew him as our junior member and saw him at most of our events over the past few years. The decision to wait until now to mention it to the general membership was a conscious one to give Lynn and Art time to recover and get their permission. Nate was a great kid and many of us will miss him. This would have been the year he finally got to be a full member.

See you at the next meeting.

## SOCIAL GATHERINGS

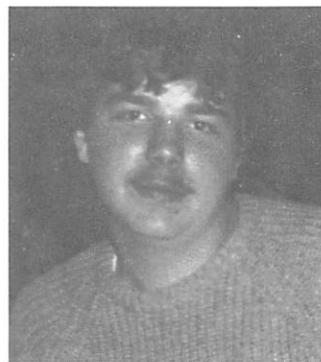
By R. Craig Rosenfeld

This will be the first and only time I have to announce our March function. If you are interested in either displaying your Porsche or working in a Riesentoter information booth at the Philadelphia Car Show in the Civic Cent March 18 thru 20, please call me immediately for an application. Our cars will be partitioned off against the crowds and have twenty-four hour protection. I will also have a limited number of free passes, so call me at 215-775-0997 days.

The traditional Spring Social/Winetasting program will be altered this year. By popular vote at the January meeting it was decided to replace the usual dinner with a true winetasting and automotive art show. Details will be available at the February meeting.

A very unofficial Riesentoter Happening will occur in May. We have been invited to enter twelve Porsches in WMMR's famous "Louie Louie" parade. Cabriolets with mega sound systems are obviously preferred. The exact date will be announced shortly, but I would like to get an idea how many people are interested ASAP.

After my plea for ideas and help, only Rick Marshall has stepped forth with support. If this doesn't change soon, all the programs will reflect my boring, incongruous personality by default. Please Call!



NATE ROTHE

The club lost one of its youngest and most active members in December. Nate was a very familiar sight at meetings, autocrosses, and track events. He always lent a hand with whatever needed to be done. Those of us that knew him will miss him at the events. Our condolences to Art and Lynn.

# THE RESCHEDULED AUCTION

By Debbie Cooper

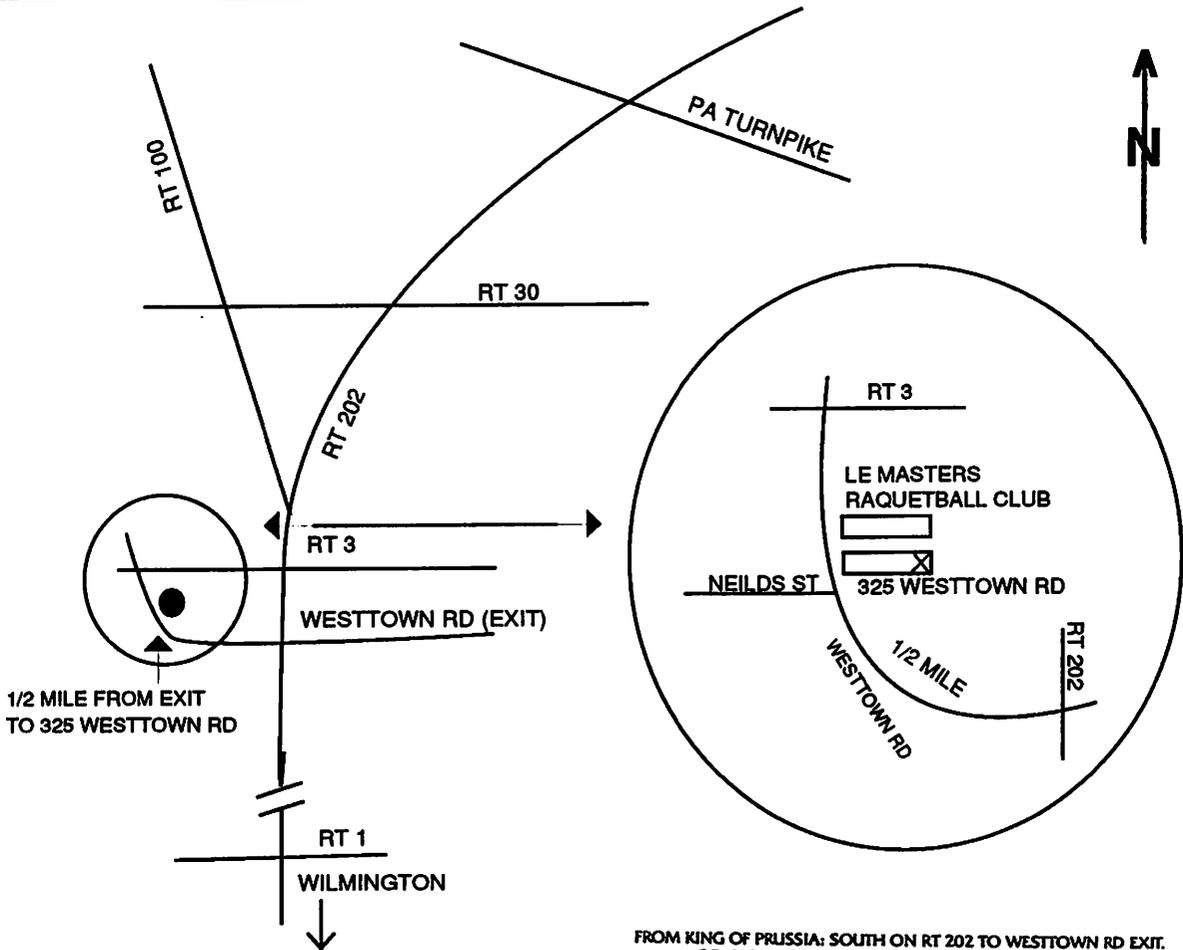
"Who will give me an opening bid of \$.50?"

For those of you who have attended our auctions in the past, you know these are the words of RTR's auctioneer, Bob Russo. If you have never attended an auction, it will be an evening of fun that you won't forget. The auction is a "fund-raising" event where everyone brings some type of Porsche-related item and the term Porsche-related is interpreted loosely. Ferret through your house or garage and please bring it with you. It need not be new or expensive - as a matter of fact some mystery items are packaged in brown paper bags or are items that are recycled yearly. (Who is the present

owner of that Famous "rug"?)

If you think you will go home empty handed because you didn't raise your hand to bid on anything, you may be surprised. A scratch of a nose, a nod of head, the raising of glasses or some other movement (voluntary or involuntary) may make you the lucky owner of the item in Bob's hand. If you want to share an evening of stories, jokes, and laughs with other RTR members - JOIN US!

The meeting will be held at Johnston Enterprises (see directions) at 8:00 sharp.



FROM KING OF PRUSSIA: SOUTH ON RT 202 TO WESTTOWN RD EXIT. GO RIGHT 1/2 MILE. LOOK FOR 325 ON RIGHT TO REAR OF BUILDING.

FROM WILMINGTON: NORTH ON RT 202 PAST RT 1 TO WESTTOWN RD EXIT. LEFT 1/2 MILE.

FROM PHILADELPHIA ON RT 30: WEST TO RT 202. GO SOUTH TO FIRST EXIT (WESTTOWN RD) GO RIGHT 1/2 MILE.

## PORSCHE/corvette CHALLENGE WRAP-UP

By Jim Confer

Yes, believe it or not, Riesentoter easily defeated the Harrisburg Corvette Club and secured bragging rights for at least one more year. The event was held under hostile conditions that included bitter cold and driving rains (no pun intended).

I appologize for the lateness of the article but I didn't receive the official results until Christmas.

The Porsche drivers OUTNUMBERED the Corvette drivers for the first time in my years with the club. However, the total turnout was somewhat depressed by the weather.

Vern Lyle took FTD with Dave Donohue close behind. Bob Koerbel and Ron Lego tried to catch Dave while yours truly spent the day mowing down pylons.

Art Rothe, Mark Schnoerr, John Crowley, and Betsi

Leidy were all class winners. Rex Carle turned in a good time in Class C but was edged out by a couple of those American-made cars with John Harkins taking fifth. Larry Lewis took third in Class E. Glen Cole, Jeff Brok, and Suzanne Bauerle also braved the elements but were forced to leave with only memories.

Betsi Leidy forgot to bring her 911, again. Fortunately, she was able to rent-a-ride from Confer Racing. The car was obviously prepared flawlessly as she was able to easily dominate her competition.

The complete results are included in this issue. I would like to thank everyone that helped make the Autocross school and events a success - the participants, the helpers, and Autofest for providing their van and sodas. I enjoyed the experience very much and wish Betsi and Dick the best for 1988. I'll be there and I hope to see all the '87 autocrossers along with some new faces.

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NOVEMBER 29, 1987**

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**MENS CLASS A**

1. Vern Lyle	Porsche	49.033	T	Overall FTD
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**MENS CLASS B**

1. David Donohue	Porsche	49.151	T	
2. Bob Koerbel	Porsche	49.523	T	
3. Ron Lego	Porsche	51.082	T	
4. James Confer	Porsche	52.340	T	
5. Glenn Cole	Porsche	57.032		

**MENS CLASS C**

1. Wayne Holmes	Corvette	49.645	T	
2. Dave Walter	Corvette	50.296	T	
3. Rex Carle	Porsche	51.080	T	
4. Bill Lyberger	Corvette	52.241	T	
5. John Harkins	Porsche	52.674	T	
6. Michael Musar	Corvette	52.711		
7. Ray O'Dore	Corvette	52.902		
8. Jeff Brok	Porsche	55.488		

**MENS CLASS D**

1. Arthur Rothe	Porsche	51.891	T	
-----------------	---------	--------	---	--

**MENS CLASS E**

1. Mark Schnoerr	Porsche	49.461	T	
2. Don Merris	Corvette	55.132	T	
3. Larry Lewis	Porsche	59.906	T	

**MENS CLASS F**

1. Chuck Herr	Corvette	50.374	T	
2. George Bonawitz	Corvette	51.499	T	
3. Al Kerchner	Corvette	51.586	T	
4. Dick Johnson	Corvette	51.636	T	

**MENS CLASS G**

1. John Crowley	Porsche	58.491	T	
-----------------	---------	--------	---	--

**LADIES CLASS B**

1. Betsi Leidy	Porsche	53.042	T	
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**LADIES CLASS C**

1. Sally Walter	Corvette	51.800	T	Ladies FTD
2. Bambi Lyberger	Corvette	56.070	T	

**LADIES CLASS F**

1. Debra Bonawitz	Corvette	54.713	T	
2. Suzanne Bauerle	Porsche	O.C.		

**GOODIE STORE**  
**By Lisa Confer, Proprietor**

There are several people who still have not picked up their 30th Anniversary Goodies - I transport them to every meeting to be picked up but am getting exhausted from lugging them around. I am taking orders for name tags at \$4.50 each. These name tags will have the member's name, region, and Riesentoter crest on them. I am also carrying a new car polish called Liquid Glass at \$15.50 a can - approximately 6 - 8 applications. Also available, is a liquid vinyl-leather protector with a non-alcohol base, called Connoisseur's Choice at \$5.50 per 8 oz. Literature on these products is available. There are corduroy hats with Riesentoter crests for \$10.00 in Red and Black.

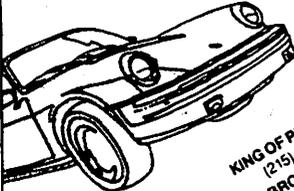
An interest has been expressed in carrying brake pads, brake fluid, and sunglasses including Porsche Design and Serrengetti glasses. I will be pricing these items and hope to have some of them available at the February meeting. Please contact me if there is anything you wish to see in the Goodies Store. I will do my best to accommodate you.

Also available are Saratoga tops for 924's and 944's, Riesentoter car badges, autoembroidery shirts with 911's, 944's, and 356's, merger mirrors and miscellaneous 30th goodies.

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## 24 HOURS OF DAYTONA - IMSA WIN - PORSCHE LOSS

By Jim Confer

I was fortunate enough to be able to visit Daytona Beach on the Thursday and Friday before the 24 hour race. Of course, I stayed over for the weekend event. I watched practices, the garage activities, and the entire race which over three times around-the-clock for an observer (from 9a.m. Saturday to 11 p.m. Sunday).

Porsche fell short in their effort to score a twelfth straight victory but the event was top quality motorsport entertainment. Jaguar/Castrol/Dunlop put together a first class team effort in GTP as did the Ford/Mercur in GTO. The B.F. Goodrich Porsche had a shot at the victory in the closing hours, but a cut tire and a couple off-track excursions put an end to their chances.

Suddenly, in the final two hours the Jaguar owners donned Jaguar hats and Porsche had found a competitor in U.S. endurance racing. New blood is good for IMSA, the sport, and sport cars.

This should be sports car racing. I hope others will rejoin the GTP and other classes and help IMSA move forward. Maybe Porsche could have won the event but a loss may be the best for IMSA racing, the fans, and us pit-side dreamers.

My memories are fragmented by exhaustion - The pre-race. Riesentoter's Bob Russo installing the lights in

Holbert's pit for the Thursday night practice. Big, inch-thick brake pads. Famous names everywhere. Exotic and powerful racecars disassembled in the garages.

The race. The deafening noise level in the Porsche Paddock. Heavy traffic through the early hours. At 1 a.m. the first three cars together through the banking as a Jag takes the lead. At 3 a.m. socializing with a Jag owner under his tent, avoiding the rain and watching numerous spins. The orange glow of hot brake rotors. A walk through the pits just before dawn. The BFG car leading and spinning, then the late race yellow flag shuffle, and finally my own resignation. Battle weary cars struggling to the checkered flag.

If you missed the race, the new gold and white Miller 962 driven by Holbert, Bell, and Robinson, looked strong and led throughout most of the night but was sidelined late in the race. I enjoyed watching the Porsche museum cars in the lower classes but I wonder if maybe they could construct something newer to run.

I have to go back to the real world now and limit myself to thinking about those days in spring when the SC and I head for the first event of the year. Reality is depressing.

Would I do it again? That's tough to answer...Let's say a qualified yes.



In the Pits at Daytona

## TECH SESSIONS

By Bob Patton

Spring is here, and it's time to get your Porsche out of winter storage. The best way to be sure all the cobwebs are out of your car is to bring it to a tech session. The first tech session of the year will be held on the first Saturday of spring, March 26, 1988. The location is YBH PORSCHE + AUDI, West Chester Pike (Route 3), in Edgemont, PA. It will run from 9AM to about 3PM. This is two weeks before our April 8-9 event at Pocono Raceway.

Before entering any track event, your Porsche will need to be tech inspected to insure that it will be as safe as possible when on the track. All safety related items are checked, some with the car on the ground, and others with the car in the air.

So that you know what to expect, a copy of the Riesentoter Region tech inspection sheet is printed elsewhere in this issue of Der Gasser. A copy will be sent to each entrant upon registration to any track event. The inspection includes items such as tire tread and brake pad thickness, oil leaks, battery holddowns, seat belts, lights, etc.

We will hold a tech session one or two weeks before before each of our track events so that you will have an opportunity to get your Porsche tech inspected, and if necessary repaired, before getting to the track and finding out that you can't run because of a mechanical problem.

Attendance at these tech sessions are mandatory for any Riesentoter attending one of our track events, unless he or she takes the car to a qualified shop to have the inspection performed. (There will be NO at the track inspections, but the cars will be rechecked at grid tech.) Remember that this inspection is not in place of the State vehicle inspection nor vice versa.

Other projects may also be performed at tech sessions. Lifts will be available and the parts department will be open. Basically, anything that you can do to your Porsche in six hours or less can be done at a tech session. Typical items include oil changes, brake pad replacement and brake line bleeding, tune-ups, accessory installation, etc.

*Dick*  
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## THE TRACK STORY CONTINUES

By Jim Confer

The last article took you through the pre-event preparation and early morning trackside activities. This discussion will examine the rest of the day's activities.

I'll skip some of the logical ins and outs which are described in detail in our pre-event documentation and meetings. What I will describe here are the three main activities which are driving, waiting to drive, and flagging.

Run groups consisting of comparably skilled and experienced drivers are scheduled for four track sessions of approximately 20 minutes each. Generally, five run groups are scheduled and are color-coded. Two colors seemed to be used universally. Red is used to designate the instructor group and Green the beginner group. This article is directed primarily at first timers since anyone who has been there knows what goes on.

When you are behind the wheel, you should be working to master the correct line around the track, learning the feel and capabilities of the car, and maintaining an awareness of other drivers on the track. First, you'll never go fast if you don't know the line. Second, driving near the car's limits requires that you know how to correct small errors, without committing any big errors. Finally, I am of the firm belief that Porsches are not equipped with rear view mirrors until the drivers are advanced to the middle run group. If someone is

catching you in every turn, lift off the gas a little on the next passing straight and wave them past you. It's more fun for both of you.

Develop a comfort zone and push it in very small increments. I know from experience that moving braking points in 50 foot jumps can cause some problems. A few feet later and a few more RPM's through the turn are the safe way to pick up speed around the track. Spinning the car and delaying the event for towing are frowned on and repeat incidents will result in an early trip home. If you do go off the track, wait for the O.K. from a corner worker. Last year, one driver ignored the flagger and proceeded to deposit oil all around the track forcing the cancellation of the remaining run group.

Waiting for your next run group is a good time to socialize or enjoy some food. Enough said.

Flagging is a key element in running a safe event. The drivers on the track are counting on you to keep them advised of track conditions ahead. Arrive on time for your flagging assignment and take the job seriously. Others are depending on you and you expect the same when you're out on the track.

See you at Pocono.

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## Tentative 1988 Track Events

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

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

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

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

<u>Date</u>	<u>Sponsor</u>	<u>Place</u>
March 19/20 Sat/Sun	Potomac	Summit Point
April 8, 9 23,24 Fri/Sat Sat/Sun	RTR Blue Ridge	Pocono Charlotte
May (TBA) 14,15 Sat/Sun	Potomac	Mid-Ohio
June 26 Sun	Potomac	Summit Point
July 2, 3 11, 12 30, 31 Sat/Sun Mon/Tue Sat/Sun	RTR Potomac RTR	Mid-Ohio Watkins Glen Watkins Glen
Aug 27, 28 Sat/Sun	Potomac	Summit Point
Sept (TBA)		
Oct 8, 9 Sat/Sun	RTR	Summit Point
Nov 12, 13 Sat/Sun	Potomac	Summit Point

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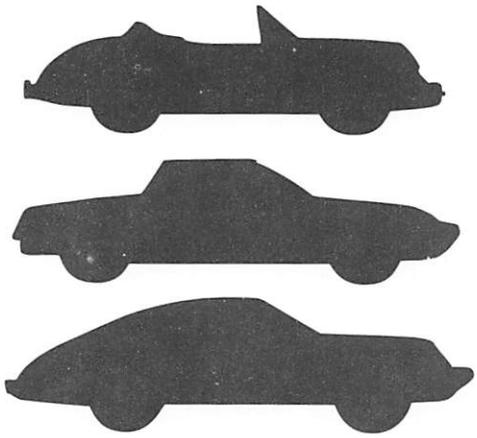
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Driver Ed Events	17,172.39
Van Sale & Ins Refund	1,407.20
Autocross	1,033.00
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Charity Car Wash	404.00
Octoberfest	1,155.00
Goodie Store	499.00
Holiday Banquet	<u>3,932.50</u>
	54,356.33

EXPENSES:

Der Gasser, Flyers, Stamps	11,821.62
30th Weekend (2)	14,314.76
Drivers Ed Events	12,448.23
Autocross	1,326.73
Spring Social	1,142.92
Donation, Children's Hospital	485.00
Octoberfest	1,493.80
Goodie Store (3)	910.67
Holiday Banquet	4,841.80
Monthly Meetings	616.89
Miscellaneous	<u>249.75</u>
	49,652.17

Ending Balance 5,416.95

- (1) Paid as of 12/31/87- This includes billing for 1986 and 1987 reflecting the change in billing from the end of the year to the beginning.
- (2) Includes shirts, etc ordered and not picked up by 12/31. Transferred to Goodie Store.
- (3) Includes items ordered and not picked up by 12/31.



CHASE & HECKMAN is able to insure your Porsche, regular autos and home by special arrangements with a major U.S. Insurance Company, at competitive prices, without using the Assigned Risk or substandard markets. Please call John Heckman for details, or see him at the next club function.

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Performance from Experience





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# RIESENTOTER PCA DRIVER EDUCATION POCONO INTERNATIONAL RACEWAY

North Course

APRIL 8 & 9, 1988

Friday and Saturday

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**COST:** \$95.00 per driver. Make checks payable to RIESENTOTER PCA.

**REQUIREMENTS:** Valid drivers license; Member of PCA; Porsches only; 18 years or older; one novice driver per car.

**ENTRY DATE:** February 29, 1988. Applications may be postmarked no earlier than February 29, 1988. No metered mail.

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

**REFUNDS:** Registration is refundable if notification is received prior to April 1, 1988. Call (215) 354-5914 (days) or (215) 687-1339 (evenings).

**OTHER:** Registration materials and information on accommodations near the track will be mailed approximately 3 weeks before the event.

---

## First Driver

Last Name \_\_\_\_\_  
First Name, Initial \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_  
State, zip \_\_\_\_\_  
Home # (\_\_\_\_) \_\_\_\_\_  
Work # (\_\_\_\_) \_\_\_\_\_  
PCA Region \_\_\_\_\_  
Porsche model \_\_\_\_\_ Year \_\_\_\_\_  
Preferred car number 1st \_\_\_\_\_ 2nd \_\_\_\_\_

## Second Driver

Last Name \_\_\_\_\_  
First Name, Initial \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_  
State, zip \_\_\_\_\_  
Home # (\_\_\_\_) \_\_\_\_\_  
Work # (\_\_\_\_) \_\_\_\_\_  
PCA Region \_\_\_\_\_  
Modifications \_\_\_\_\_  
\_\_\_\_\_ 3rd \_\_\_\_\_

---

### FIRST DRIVER EXPERIENCE

Year this car \_\_\_\_\_ Other Porsches \_\_\_\_\_  
Last school:When? \_\_\_\_\_ Where \_\_\_\_\_  
What run group? Beg-Inter-Adv-Instr \_\_\_\_\_  
# Pocono events? \_\_\_\_\_ All tracks \_\_\_\_\_  
Other High Speed Experience \_\_\_\_\_  
\_\_\_\_\_

### SECOND DRIVER EXPERIENCE

Year this car \_\_\_\_\_ Other Porsches \_\_\_\_\_  
Last school:When? \_\_\_\_\_ Where \_\_\_\_\_  
What run group? Beg-Inter-Adv-Instr \_\_\_\_\_  
# Pocono events? \_\_\_\_\_ All tracks \_\_\_\_\_  
Other High Speed Experience \_\_\_\_\_  
\_\_\_\_\_

---

### COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

\_\_\_\_\_

\_\_\_\_\_

Tracks where you have instructed:

\_\_\_\_\_

\_\_\_\_\_

Instructors' schools attended:

\_\_\_\_\_

\_\_\_\_\_

### COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

\_\_\_\_\_

\_\_\_\_\_

Tracks where you have instructed:

\_\_\_\_\_

\_\_\_\_\_

Instructors' schools attended:

\_\_\_\_\_

\_\_\_\_\_

RIESENTOTER REGION reserves the right to decline any application.

# SAMPLE

## RIESENTOTER REGION PCA - TECHNICAL INSPECTION FORM

First Driver's Name \_\_\_\_\_ CAR NO. \_\_\_\_\_  
Second Driver's Name \_\_\_\_\_  
Street Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_  
PCA Region \_\_\_\_\_ Event Date \_\_\_\_\_  
Year/Model \_\_\_\_\_

YOU MUST BRING THIS FORM TO BOTH THE TECH INSPECTION & THE GRID INSPECTION

Inspectors: CIRCLE those boxes where deficiencies are noted. Inspector's Name \_\_\_\_\_  
CHECK where OK. Inspection Date \_\_\_\_\_

### INSPECT THESE ITEMS WITH THE CAR ON THE GROUND:

- Wheel bearings: tight but not binding
- Brake fluid: reservoir full; DOT 4 less than 3 months old or DOT 5
- Battery (2 on some 911's): securely tied down; caps tight
- Fan belt: good condition; no cracks; 1/2" to 3/4" slack
- Throttle linkage: no sticking or sloppiness; check fast and slow return
- Fuel lines (in engine compartment): good condition; no wetness or leaks
- Hoses and wires (in engine compartment): securely fastened
- No excessive oil leaks in engine compartment
- Windshield wipers: working, blades in good condition
- Glass: Not severely scratched; no major cracks
- Mirror(s): required on windshield; all mirrors secure
- Fuel tank lines and inlet: good condition; no wetness or leaks
- Shock absorbers: firm; no leaks; mounting secure
- Steering: very little or no play at the steering wheel
- Brake pedal feel: firm
- Emergency brake: operable
- Seat belts: required on both front seats; mounting position **MUST** be lowered on early 911, 912; 5 or 6-point harness strongly recommended
- Fire extinguisher (metal-to-metal mounting) **REQUIRED**; Halon recommended
- Brake lights: all working
- (356 only) Front suspension: no binding or squeaking
- Engine mounts: no cracks or distortions in metal parts
- Rollbar **REQUIRED** on ALL open cars; 911/912 Targas and 914's acceptable

### INSPECT THESE ITEMS WITH THE CAR ON LIFT OR JACKSTANDS:

- Tires: minimum 3/32" tread; no excessive wear pattern; no sidewall cuts
- Wheels: no cracks; wheels not bent
- Calipers: clean and dry

- Brake pads/shoes - front and rear: minimum 3/16" (5 millimeters) thickness, excluding backing plate
- Brake hoses and lines: dry and in good condition
- Exhaust: good condition; muffler required at some tracks
- Tie rod ends: tight
- Suspension location points: no excessive rust
- Engine/transmission/oil lines: no excessive leaks
- (356 only) Wheel cylinders and drums: dry
- (356 only) King pins and link pins: tight
- (356 only) Rear wheel bearings: no leaks
- (900 cars) Constant velocity joints: no looseness or grease seepage

Inspector's comments:

=====

**GRID INSPECTION    GRID INSPECTION    GRID INSPECTION**

- ALL tech inspection deficiencies corrected
- Front and rear windows clean and unobstructed; glass in good condition
- Car number: on both sides of car at least five inches (5") tall
- Hub caps removed (does not apply to center caps on alloy wheels)
- Tire pressure (street tires): at least 30 psi cold
- Lug nuts/bolts: none missing; torqued to 91 foot-pounds minimum
- Wheel bearings: recheck
- Brake fluid: reservoir full; cap on tight
- Gas cap: on tight
- Brake lights: recheck; all working
- ALL loose items removed: trunk(s); interior; glove box empty or locked; CB's, car phones, radar detectors, g-analysts, etc. bolted down or removed, EXCEPT 911/912/914 spare tire should remain in place
- Helmet required: **1980** or later **SNELL** sticker **REQUIRED**
- Clothing: fire-resistant material (e.g. Nomex) or natural fibers (wool or cotton); long sleeve shirt, long pants, rubber sole shoes **REQUIRED**

<b>GRID INSPECTOR NOTE:</b>
If car is ready for
the track, affix
<u>tech sticker</u> to
the windshield.

Inspector's Name \_\_\_\_\_

**LET'S HAVE ANOTHER SAFE AND PLEASANT EVENT!**

**PLEASE PROCEED TO REGISTRAR FOR RUN GROUP ASSIGNMENT**

## MEMBERSHIP SURVEY

Please take a few minutes to fill out this form. The purpose of this exercise is to find out how you like or don't like what we are doing in this region. There are quite a few of you out there that we never hear from so now is your chance to tell us where we are heroes and where we are bums. Constructive criticism is as welcome as praise, but without your input we are left to guess what you want. In the unlikely event that you think everything is fine as is, let us know that too or it will probably change based on the results of this. Let's move ahead as a unified region. I have asked for your name to keep the "wit" to a minimum, not to make a black list. There are a few categories which seem to get the most comment, and a general "other" for anything else you want to write about. Take as much room as you need to comment. Please return this by February 29th so we can get the results tabulated and printed in Der Gasser.

NAME:

Monthly Meetings:                      Great \_\_\_\_\_      Okay \_\_\_\_\_      Poor \_\_\_\_\_  
I would like to see the following changes:

Social:                                      Great \_\_\_\_\_      Okay \_\_\_\_\_      Poor \_\_\_\_\_  
I would like to see the following changes:

Activities:                                  Great \_\_\_\_\_      Okay \_\_\_\_\_      Poor \_\_\_\_\_  
I would like to see the following changes:

Der Gasser:                                  Great \_\_\_\_\_      Okay \_\_\_\_\_      Poor \_\_\_\_\_  
I would like to see the following changes:

Other Items:

# CLASSIFIED

- '86 Turbo Coupe #WPOJBO938GSO51157, US Mod, black/champagne lea. int., sunroof, sport seats, AC, ltd slip diff, Blaupunkt Monterey with stalk equalizer, alarm, full power, always garaged and covered, 5 yr/50,000 mi. transferable warranty, 9700 mi., exc. cond., \$49,900. Call John R. Ferrara, days 327-1200 (x2940), evenings and weekends 489-6845.

- '79 911 Targa newly rebuilt trans and engine with upgraded pistons, new clutch. Very clean. \$19,500. Call Don Galbraith at 644-4911.

- '73 914/2.0 4732917403 Red/Black, no rust, prof. restored, pictured Nov. 87 PANO, page 38, rebuilt stock 2.0, Bilsteins, F&R sway, Momo, Console, Cibies, new 205 P6 tires, AM/FM/Cass, all new rubber, 911 master cyl., 120,000 miles, S.S. Ht Exc., Ttd Glass, Monza, air horns, bra, cover, buying 944. \$8,250 - OBO Skip Corey 215-874-3201

- '78 911 SC Targa, Black on Tan, 6" and 7" alloys w RE71's, Euro inj, Carrera chain tensioners, Recaros, frt spoiler, lowered, Euro clutch w less than 5,000 mi. \$18,500. David Azar 951-8667 days.

- '84 BMW M5 (European) Blk on Champagne cloth. 13,00 mi, BBS frt spoiler and 16" wheels, ABS, 240/45 TRX's (new), valentine box, super stereo, very fast. \$35,500. David Azar 951-8667 days.

- '64 Porsche 356C Cabriolet - Ser.# 160736 Engine #610542 - Total restoration - dark blue/tan top - tan interior - excellent investment condition \$22,000. Dale Dries 215-966-5555 days, 215-966- 2715 eve.

## CAR PHONES



Riesentoter members now receive preferred treatment when buying or leasing a car phone. We are experienced in PROPER phone installation for PORSCHEs, Mercedes Benz, BMW, and other fine cars. We will give your car the attention it deserves, no matter what make.

We install all major brands and are very competitive in our pricing. Whether you want to lease or buy, call MIGUEL at 632-5255 and mention this ad for the RTR exclusive.

- '87 Carrera Slopenose wide body conversion by Johnston. Black w/black leather. 1,100 miles, \$3,200 Blaupunkt custom sound system, remote alarm call Ed 696-2164.

- '86 911 Turbo Iris Blue w/black leather, 12,000 miles 9" and 11" Gotti modulars. Call Ed 696-2164.

- '86 944 5spd, Guards Red/Black leather interior, sunroof, cruise, 15 inche forged alloys, limited slip, Monterey/cassette stereo, sport seats, stabilizers and sport shocks, 6,900 miles, garaged. ABSOLUTE MINT CONDITION \$25,500 FIRM. Call Randy Moore (W) 215-696-4300 (H) 215-296-0393

- '83 944 Saphire Blue Callaway Turbo. New motor and clutch less than 1000 miles. Adj. sway bars, camber truss, extra tires and parts. Also available with car MGS Trailer with tire rack (pictured in MGS Trailer Ad). \$25,000. Ed Arnold 666-1900 (W) 354-9180 (H)

- '87 BMW 325is 2Dr, Delphin Gray, Pearl Leather, Auto, Cruise, PW, Alarm, BBS, P6's, All Available Options. 21,000 miles. 363-8802

'70 914-6 2.0 - 80,000 miles original perfect condition, 2nd owner tangerine/black \$9,900. Barry Franco 215-794-8657.

2 - 205/55VR16 + 2-225/50VR16 Dunlop D4's 3000 miles \$300

Camber Truss for 944 \$135

Black seat savers - pre '85 1/2 \$30

Right side convex mirror (OEM) \$30

Frank Pilotti 383-2397 (W) 384-9156 (H)

'72 2.4s motor - bottom half - pistons & cylinders, case crank needs rebuilding. \$1000 OBO. Call John 692-4337.

- 4 Goodyear Eagle VR "S", 205-50-15, no noticable wear, soft compound. A steal at \$275.00. 4 Goodyear VR"S" track event tires, great for autocross \$40.00. 2 Bridgestone 205-50-15 3/32 tread \$30. 2 Goodyear Eagle 215-60-15, 5/32 \$30.00. 4 Dunlop D4's 6/32, 215-60- 15 \$60.00. Don Meluzio 717-764-1016 (H), 717-846-2222 (W).

- WANTED - For 1968 Porsche Targa - boot for soft window. Also early style hub covers (silver - three clip type). Call George at (215) 723-1737 between 6 & 10PM.



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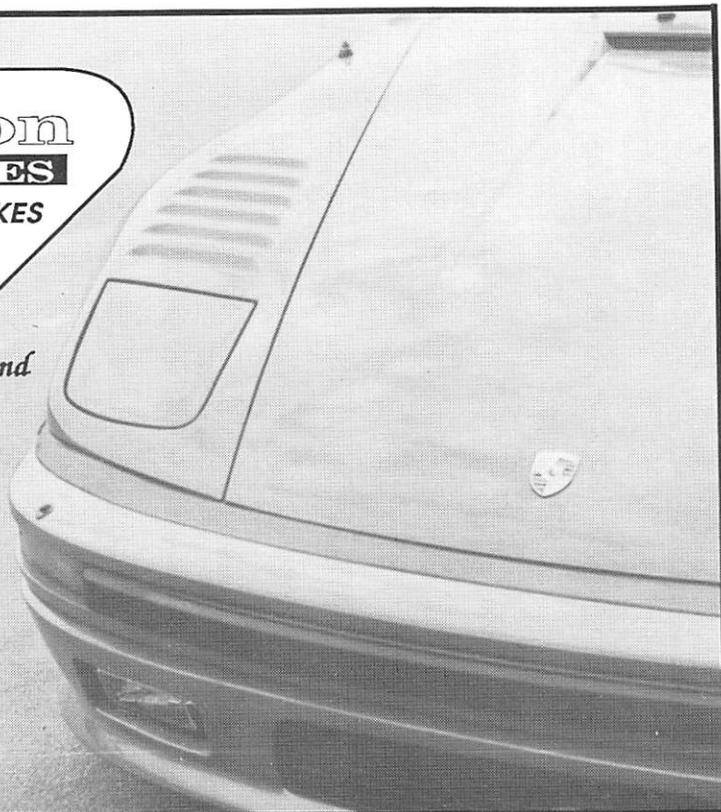
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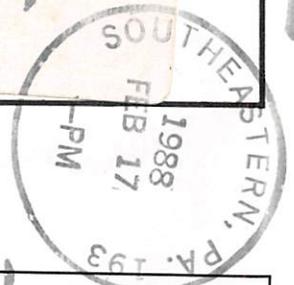
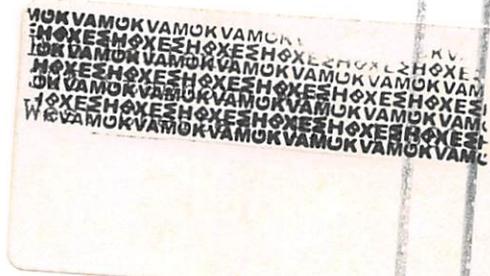
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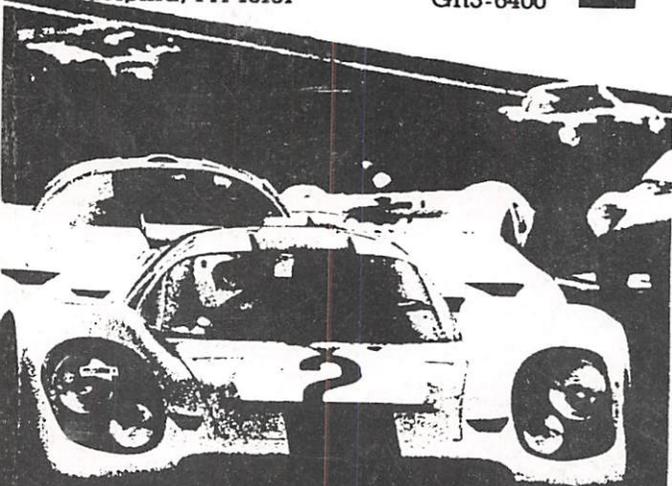
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