

04/86

**APRIL Meeting by John Heckman
WINE TASTING Fri, April 25th**

This is our first Social event of the season, and one of the more popular. Read all about it below and plan to attend!

The Jill & John Memorial Day More-or-less Rally will be held Monday, May 26th at the Heckman Estate. There will be a nominal charge of \$5.00 per car and lunch will follow. It is a Time Speed Distance Fun rally. Call us by May 15th, evenings (before 9PM).

WINE TASTING by Gloria Auer

Come celebrate spring with other club members at our annual wine-tasting on April 25th at the Cock 'n Bull restaurant in Peddler's Village, Lahaska, PA.

Although we do taste wine, it's really a good excuse for we Porsche people to meet and enjoy each other. Yes -- you are permitted to talk about your car! The 'tasting' starts at 7 pm and the eating begins at 8 pm.

The menu promises to please everyone for a reasonable \$21.95 per. This will include our own version of King Henry's Feast, a well-known attraction. There will be a hot and cold buffet with entrees of shrimp, lobster, roast beef, chicken breast, and quiche. Add to that an array of salads, breads, vegetables, and glorious desserts and we will have to go dancing across the street at Jenny's afterwards.

There is still some space available. If you have not already made reservations, call me at 860-0736 or 322-6928. Hope to see you there!

Directions:

From exit 27 (Willow Grove) of the PA turnpike, go North on rte 611. You will cross County Line Road, Street Road, and Bristol Road, and pass Holbert's before you come to Almshouse Road, Rte 332. Make a right onto Almshouse Rd. Continue to Rte 263 and make a left onto Rte 263. 263 will merge with and become Rte 202 just after the town of Buckingham. Follow Rte 202 North until you come to Peddler's Village. Make a left onto Street Road, (NOT the one you passed 15 min earlier) at the light. There is parking on the left and right and it's only a short walk to the Cock 'n Bull in the center of the village.



DER GASSER

PRESIDENT'S MESSAGE by R. van Zijl

We want a standard factory four-valve, dual ignition 250 hp 911 and we want it now! The 911 owners of this world have been patient for long enough! The 911 footed the bill for the development of the 928, the 944, and helped pay for the 4 valve 928 engine, the 944 Turbo and the 959. The time has come for the 911 program to be rewarded. And I don't mean by the introduction of a \$180,000 replacement which is not even available here!

Many of the other car manufacturers have surpassed the 911 in performance and state of the art technology. The combined tax of very ambitious racing and new model development programs have brought this about. Rumors abound about possible improvements for the '87 model. If they were true I am almost certain that we would have heard some official announcement from the factory by now. All we have heard about are price increases, however. Besides, more power will hopefully disguise and compensate for some of my driving disabilities.

When PORSCHE AG does announce improvements to the 911 I am sure they will be as exciting as the 944 Turbo and 928 four valve announcements. I do hope that I will not have to wait until 1989 to buy a new car.

A number of us attended the Potomac Region Instructor School this past weekend. You can't imagine the dedication it takes to sit in a corrugated iron paddock in freezing temperatures with the wing galling at 35 mph. listening to "my most exciting 1985 instructing experience" storied for the odd 3.5 hours or so.

I'm still trying to determine whether Michael Stolper and Axel Shield were trying to set land speed records or they are naive enough to believe if you go fast enough for long enough that you can eventually get a 911 airborne. Looking at the track event schedule for '86 it would appear as if they will get more than enough opportunity to do whatever it is they are trying to do.

April will herald in the promise of Spring and to celebrate Gloria Auer has arranged an exciting night for us at our annual wine tasting event. As mentioned in the article above, we are again subsidizing part of the cost so as to ensure that every member shares in the wealth of the club. We are looking for a large turnout which is why it is held on Fri rather than Wed. Please attend.

See you at the COCK & BULL!

THE BRIDGE IS FOR REAL

by Al Anderson

Bridgehampton Race Circuit has new owners with big ideas. There will be a full schedule of events this year including two PCA events. Riesentoter is teaming up with our neighbor region, Shattenbaum, to hold a track event which will include a PATTS time trial on Sept 19, 20, 21 (Mark your calendar!). An application will be forth-coming in Der Gasser, around July. Bridgehampton is a truly great track, with all the goodies, a great beach, fine restaurants, a scenic view of Barons Cove, and, a quaint little town nestled in the harbor on the tip of Long Island. It is like the GLEN, with sand dunes. It's really different, its exciting, you will love it, just ask Don Galbraith. See you at the track.



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RESTRAINT SYSTEMS By Robert Lamb

If you have watched any automobile races, you have probably seen a few spectacular accidents. In most cases the driver unbuckles and climbs out.

One of the primary reasons for this phenomenon is the use of multi-point restraint systems. The purpose of the system is to keep you in the seat rather than have you banging around the cockpit during an incident. It also keeps you from being thrown out of the vehicle.

I have a six-point system in my car and use it on the road as well as at track events. I don't like factory installed cross body straps, from either a comfort or safety point of view. I find two shoulder straps more comfortable and safer. I prefer and recommend 3" wide lap belts, shoulder harnesses, and anti-submarine belts because they are more comfortable and, in the event of an incident, they spread the impact over a wider area.

The purpose of the anti-submarine belt is to hold the lap belt around your pelvis so you cannot slide under it and to prevent the lap belt from riding up and impacting the soft areas of your abdomen. In an impact you fall forward on the shoulder harness which tends to pull up the lap belt unless you use an anti-submarine belt. Initially I didn't install a sub belt and when I pulled the shoulder harness tight, it would raise the lap belt to an uncomfortable position.

There are two side benefits to a multi-point restraint system, (1) you feel more secure under all driving circumstances; and (2) in spirited driving situations they hold you in position in the seat.

There are a number of manufacturers to choose from with multiple colors, latch and attachment options available. The choice is a matter of personal preference. You really cannot go wrong with any of the good multi-point restraint systems.

AUTOCROSS SCHOOL by Russ Hunsberger

On Sunday, April 27, we will hold our annual autocross clinic. This will be a good opportunity for you to brush up on your autocross skills. This will also be a good opportunity to practice the techniques Larry Herman has talked about in his Late Apex columns and the heel and toe Al Anderson has taught. Once again, this clinic will be held at Lulu Temple located on Butler Pike west of Ambler. Please plan to have your car ready (interior, glovebox, and trunk empty, lug nuts torqued, and proper tire pressure by 10 AM so we can get on with the heavy instruction. Instruction will include real life autocross type situations and we plan to have several types of turns.

We have been having some difficulty in finding a suitable site for autocross events. The parking lot at Lulu Temple is adequate but it is far from ideal in terms of surface, condition, and size. We had been negotiating with Temple U for the lot at the Ambler campus, but that fell through. It seems that in the 'golden age of litigation' people are reluctant to expose themselves to potential legal problems. If we have Temple alumni in the club, I would appreciate hearing from you and we could possibly exert some influence to change the situation.

Remember, please try to arrive early enough to have your car completely prepared by 10 AM sharp! We look forward to seeing you all there and having a good time.

Rules: A Helmet, street legal exhaust system, \$10.00 per driver fee.

Directions: Norristown exit of the PA turnpike, take Germantown Pike (Rt 422) East (toward Phila). Turn left at the second traffic light onto Butler Pike. Go approximately 1 to 2 miles to Lulu Temple on right.

EDITOR'S BABBLINGS

This is the fourth time I have written an article for the paper but to date we have been fortunate enough to have had plenty of articles so. But enough is enough and now I am going to have my say.

One of the things this job gives me is the opportunity to hear from many of the people on various and sundry subjects, some of value and some ... One recurring theme I hear is "all we have are track events and track articles, we never have any _____ events". Well, team, a few facts are in order. First, there is a lot of interest in track events because there are a lot of people willing to work their tails off setting them up and, second, contrary to popular opinion, they don't cost the club a cent. In fact they never fail to generate money to support other less profitable things, i.e. the Wine Tasting party, and this paper. Both things which EVERYONE can share in. If you want more Autocross events, give Russ a call and tell him how eager you are to give him a hand in working at them, finding a site, etc. There is a lot of work that goes into events like this and until we are rich and famous, we need volunteers to do it. Another cry is not enough rallies. Well, girls and boys, the same thing applies. If enough people are willing to work one, more will follow. For these events, no experience is needed. We have the talent to set it up if we have the people willing to work it. This is your club, and like everything else, you get back what you put in. So contact the chairperson of the committee for the event you want held and they will be more than happy to get one going.

On the lighter side, a few people have expressed interest in bike racks for their cars. In our never ending quest to make you all happy, I have found one which of all things uses a 944 in its ad and can be purchased at a club discount to boot. Rhode Gear has developed a new rack which BUSTLETON BIKES, Northeast Shopping Center Roosevelt Blvd. (671-1910) will give us a break on. The list is \$45.95 and the club price is \$34.00 total. I will have one and some literature at the Wine Tasting if anyone is interested in seeing it. Contact John at the bike shop or me for more info.

Next year we will celebrate our 30th year in PCA. As we pass into adulthood, we want to have a party to end all parties. The suggestion which seems to be coming up most so far is a weekend event which will have a rally, autocross, track event, picnic, and dinner probably held at Pocono or Summit Point with speakers from our earlier members, PCNA, and dare we hope, the factory. I have been volunteered to chair this event and want to start early enough to insure the plans can be made in time. Any suggestions you may have are welcome. Drop me a line. And as you may have guessed, we will need some assistance from all.

Keep those articles flowing and maybe, just maybe, you won't have to hear from me again or at least from my soapbox.

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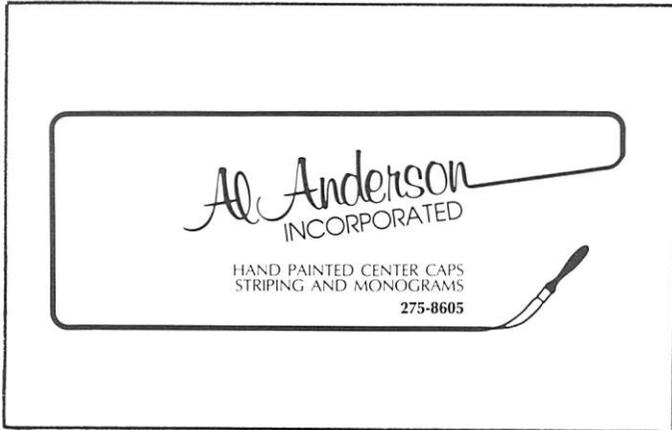
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THE GOODIE STORE
John Dietterle, Prop.

The Goodie Store is alive and well just brimming with stuff for you and your toy. I hope to unveil the new '86 t-shirts at the wine tasting party just in case you needed further reason to come. This years are the best to date! We have also come across a supply of the new Wink mirror, the MERGER. This version is a 3 panel model and clips onto your regular mirror, no need to drill holes, remove sun visors, bump your head, etc. We will be selling them for 15.00, a super price which is not likely to be beat. I will have a table set up at the wine tasting so bring plenty of \$\$\$, and prepare to have a super time.



TECH TIP - PAINT CHIPS

Reprinted from Del Valley chapter of BMWCCA, with our thanks

Everyone loses chips of paint on the front cowl and along the fender wells. Here is a technique to repair them. If the ding has not broken through the primer, apply the finish coat. First take the factory touch up kit and cut off the brush in the cap; it's useless. Buy a sable tip brush so you have a tip smaller than the spot you are going to paint. After touching up the spot, clean the brush in lacquer thinner and then in warm soapy water. Before the brush is dry, draw the tip out to a sharp point again. After the paint has dried over night, use Classic Car Wax finish restorer and rub the spot out, then wax.

FUTURE MEETINGS

This is a tentative list of the meetings for the year. More detail about each one will be printed in the paper each month.

- Apr - Wine Tasting
- May - Auction, Donate your Junque
- Jun - Phil Potter from B. F. G.
- Jul - Tech bull session
- Aug - Bob Aiken
- Sep - Vince Evens, from Holberts
- Oct - Octoberfest, the 24th
- Nov - New members night
- Dec - Annual Banquet, the 6th

The May meeting has changed. John Paterek can't make it so we are holding the snowed out auction in it's place. Bring anything Porsche related - good, bad, whatever and donate it to a good cause - our club. Past goodies have ranged from worn out shocks to 914 trunk racks to good wheels. The proceeds go to our treasury and everyone has a good time. Bob Russo has again agreed to be the head huckster and it will be great entertainment.

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John D. Heckman
Broker

ALL TYPES OF INSURANCE

PATTS

PATTS, Porsche Atlantic Time Trial Series, is alive and well for '86. For those not familiar with PATTS, it provides standardized rules and classes for members to compete in time trials for end-of-the-year trophies. Points are awarded based on the driver's finish in class by position. The time trials are run in conjunction with track events and there will be four this season. There is a \$15.00 entrant fee to cover trophy costs and for those interested in an application, send a stamped self addressed envelope to: Bob Russo 400 W. Monument Ave. Hatboro, PA 19040, or see him at a meeting.

MID OHIO DRIVING SCHOOL

Anyone interested in attending a driving school at Mid Ohio is invited to do so by EBR, Eastern Buckeye Region. Entry fee is \$150 per driver with a limit of 60. Deadline is May 3rd, and the event is May 17 & 18. For more information contact Mary-Margaret or Bert Pharis, 4379 Devonshire Drive Youngstown, OH 44512. Given the time constraint, you might want to call prior to sending your money, the number is 216-782-4522. It is a beautiful 2.4 mile track about 12 hours west of here. Well worth the trip if you have never been there.

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18x 50wR14	100 84	27x 50wR15	158 32
20x 50wR14	108 76	18x 50wR15	140 62
18x 75wR15	100 62	20x 50wR15	171 05
20x 50wR15	108 62	27x 50wR15	182 53
18x 60wR14	118 63	27x 50wR15	208 63
27x 50wR14	122 67	27x 50wR16	228 32
20x 50wR15	130 21	20x 50wR16	200 59
27x 50wR15	130 21	27x 50wR16	212 99

Radial 90

20x 50wR11	83 16	17x 70wR11	74 53
18x 60wR14	88 68	18x 70wR12	77 05
27x 50wR14	88 63	18x 70wR14	80 74
27x 50wR14	100 32	18x 70wR14	83 16
20x 60wR14	91 63	20x 70wR14	88 00
27x 60wR14	95 68	27x 70wR14	106 21

FULDA Y-2000

18x 50wR11	74 63	18x 50wR15	80 37
20x 50wR11	80 27	20x 50wR15	128 17
18x 60wR14	77 31	27x 50wR15	189 80
18x 60wR14	88 53	20x 75wR16	188 05
20x 60wR14	94 52	27x 50wR16	154 52
27x 60wR14	100 81		

PIRELLI

P-6 P-7

20x 50wR13	75 72	18x 50wR15	163 00
20x 50wR13	95 00	20x 50wR15	131 70
18x 60wR14	79 80	27x 50wR15	184 00
18x 60wR14	86 97	20x 50wR15	204 54
18x 60wR14	97 01	18x 60wR15	238 00
20x 60wR14	101 20	20x 50wR15	274 66
27x 60wR14	113 30	20x 50wR16	188 72
27x 60wR14	130 63	27x 50wR16	218 61
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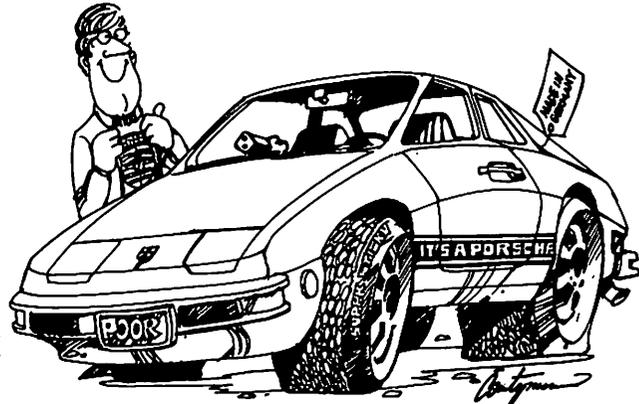
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DATE PLACE SPONSOR

**SCCA PHILA/HARRISBURG
AUTOCROSS**

APR 27 LULU Temple RTR autocross school
MAY 9-10 Lime Rock Northern NJ
15-17 " " CVR/SCHATT PATTS
???? Bridgehampton Metro NY
24 Summit Pt Potomac
26 Heckman's RTR
30-31 POCONO NNJR
JUN Early TBA RTR autocross I
1 POCONO NNJR
21-22 Summit Pt RTR PATTS
JUL 4- 6 Mosport NNJR
17-18 Watkins Glen RTR & Potomac
23-24 Lime Rock Northern NJ
25 Lime Rock Schattenbaum
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 - TENT!
19-21 " " DR RON FOX
28 Harrisburg PORSCHE/CORVETTE
 autocross
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

These events are subject to change. They are SCCA Autocrosses, not PCA events. For more information, contact Russ Hunsberger, our Autocross chairman.

DATE PLACE/SPONSOR

APR 13 Plymouth Meeting
20 School, Gloucester County (BMC)
27 Harrisburg Farm Show
MAY 4 Plymouth Meeting
11 Harrisburg
25 Harrisburg
25 Northampton County
JUN 15 Harrisburg
22 Plymouth Meeting
22 Harrisburg
28 & 29 Harrisburg - Pro Solo
JUL 13 Northampton County
20 Harrisburg
27 Harrisburg
AUG 6 Northampton County
9 & 10 Harrisburg, NE Div Champ
17 Harrisburg
SEP 7 Plymouth Meeting
15 thru 19 SCCA Nationals, Kansas
20 thru 21 Pro Solo Finals, Kansas

PCA CLUB CONTACTS

CVR - Connecticut Valley Bo Skutnik 70 Kenwood Dr. New Britain, CT 06052 203-223-3373	NNJR - Northern New Jersey Richard Schoidt 29 Fair View Ave. Hartland NJ 07506 201-423-1770
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BUCK - Eastern Buckeye Mark Taylor 1303 Baier Ave. Louisville, OH 44641 216-875-1384	POT - Potomac Dan McChesney 10407 Mountain Quail Rd Silver Spring, MD 20901 301-681-3712
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H-C - Hudson-Champlain Frank Ambrosino 210 S 3rd Ave Mechanicville, NY 12118 518-664-5289	SHATT - Schattenbaum Peter Trempier 450 Glassboro Rd Clayton, NJ 08312 215-339-6379 (W)
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718-698-0428

TENTATIVE 1986 EVENT CALENDAR

These events are subject to change and more will be added. Check the calendar on the back page each month for updates. For further information on an event, contact the chairperson of the proper committee. Events not sponsored by RTR require contact with the proper club. It is important that you respond early for any event 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 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.

RIESENTÖTER REGION

1986 EXECUTIVE COMMITTEE

PRESIDENT

Richard van Zijl
144 Sugartown Rd.
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296-8862 (H)
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666-9200 (W)

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(See Michael)

SOCIAL

Jill Heckman
(see John)

TECHNICAL

Bill Cooper
(see Debbie)

ZONE 2 REP

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703-620-9268

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322-6928 (W)

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19047
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Vicki/Bill O'Connell
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Devon, Pa 19333
687-9574 (H)

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

CLASSIFIED and ARTICLES. Ads are FREE to members and \$10 per issue to others, and 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 (we have to be able to read them to re-type them into the computer), 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.

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PCA RIESENTOTER DRIVER'S EDUCATION
SUMMIT POINT RACEWAY
JUNE 21st-22nd
Saturday & Sunday

You are cordially invited to apply to Riesentoter Region's June 1986 driver's education and PATTS (PORSCHE ATLANTIC TIME TRIAL SERIES) event. Our schools emphasize practice time on Summit Point's 2.0 mile, road course. The 'Point' is located among the rolling hills and dairy farms of West Virginia near the Virginia border. Its 100 foot elevation changes, sweeping turns, esses and long straight have always been a favorite of Riesentoter Drivers. Inexperienced drivers will be assigned a knowledgeable instructor who will teach them safe driving technique.

- Cost:** \$60.00 per driver. Make checks payable to Riesentoter Region, PCA.
PATTS: Applications will be mailed with registration materials. The time trial is optional.
Requirements: Valid driver's license; Member of PCA; Porsches only; 18 years or older.
Entry Date: Riesentoter member applications will be accepted with postmarks no earlier than May 6th, 1986, no metered mail. Applications from Non-Riesentoter members may be postmarked no earlier than May 20th, 1986.
Send To: Jane C. Stolper, 1504 E. Grand Oak Lane, West Chester, PA 19380
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: Preferred Car #:
 Porsche Model: Year: Modifications:

Second Driver

Last Name:
 First Name, Initial:
 Street:
 City:
 State: Zip
 Home #:() Work:()
 PCA Region: Preferred Car #:

First Driver Experience

Years in this car: In other Porsches:
 Last school: When?..... Where?.....
 In what run group? begin. interm. advan. instr.
 # of events at Summit Point:All tracks:.....
 Other high speed experience:

Second Driver Experience

Years in this car: In other Porsches:
 Last school: When?..... Where?.....
 In what run group? begin. interm. advan. instr.
 # of events at Summit Point:All tracks:.....
 Other high speed experience:

Complete only if you are an instructor

Regions for which you instruct:

 Tracks at which you have instructed:

 Instructors' schools you have attended:

Complete only if you are an instructor

Regions for which you instruct:

 Tracks at which you have instructed:

 Instructors' schools you have attended:

Riesentoter Region reserves the right to decline any application.

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PROFILES

Profiles is a column meant to highlight some of our members in an attempt to get everyone acquainted with each other. It will be printed as space allows assuming that it is well received. Our membership covers a wide variety of people with diverse backgrounds. Hopefully this will get people to know one another better and spark an increase in participation among the 450 + members at our events. The people chosen for the maiden article had no idea it was being done and were chosen at random by me. If there is someone you would like to see featured here, drop me a line with the information.

NAME: Rob Winner
RESIDENCE: Westampton, NJ
OCCUPATION: Consultant, Data Processing
CURRENT PORSCHE(S): '86 944
PREVIOUS PORSCHE(S): None
SPORTS CARS OWNED: Datsun 300ZX
DAILY CAR: 300ZX, Volvo Wagon
CLUB INTERESTS: Meetings, Track Events, Concours, Social
OTHER INTERESTS: Horses (currently has a few with an eye toward making it a full time profession), Motorcycles, ATV's, Photography

NAME: Craig Rosenfeld
RESIDENCE: Berwyn, PA
OCCUPATION: Owner, Manufacturers Rep company for textiles
CURRENT PORSCHE(S): None, waiting for his 928S
PREVIOUS PORSCHE(S): 914, 944, 911 Targa
SPORTS CARS OWNED: 2 Triumph TR3's, Datsun 2000
OWNES: AUDI Quattro Coupe, Ferrari 308GTS
DAILY CAR: BMW 533
CLUB INTERESTS: Past Vice President, Track Events, Meetings, Social
OTHER INTERESTS: Trap and Skeet Shooting, SCUBA, Travel

NAME: Frank Polotti
RESIDENCE: Coatsville, PA
OCCUPATION: Systems Analyst
CURRENT PORSCHE(S): '86 944
PREVIOUS PORSCHE(S): 914, 924, 924 Turbo
DAILY CAR: 944 (lives close)
CLUB INTERESTS: Track Events, Meetings, Social
OTHER INTERESTS: Most types of major auto racing, travels extensively from the midwest to the deep south to attend races

THATS THE BRAKES

by Larry Herman

In order to go fast you have to use the brakes! Think about it. Let it roll around in your noggin for a while. Explore the potential ramifications. In order to go fast you have to use the brakes. You have to use them hard, and in most instances often. The cardinal sin of the novice driver is coasting; the act of neither accelerating or braking. In this article, I want to explain when, where, and how to brake.

The biggest misconception around is that fast drivers do not use their brakes. The truth is they brake hard before entering most corners. This is why they are fast. They do not waste one moment of speed by coasting up to a corner. They maintain their acceleration until the last possible moment, and brake as hard as the car is capable of. After you have learned how to maximize your speed out of the corner, the last thing you want to do is throw away any of that precious momentum by lifting off the gas early and cruising up to the corner. Many people do just that. The idea is to maximize the time available for acceleration, and minimize the time spent cornering and braking. By braking hard, you minimize the time spent. I do not believe in coasting; you are either on the gas or on the brakes, no in-between, although you may use a quick lift as a method of braking but never coast.

There are many tracks where the proximity of two turns leads the novice to think braking is not necessary. Keep in mind that if you coast for three seconds, you could have been accelerating for two and braking for one! Drivers have told me "I am going too slow to brake here". Even if you are going slow, if you don't brake where you are supposed to, you will never get faster. When you lift to coast, you could still be accelerating, and when you get closer to the corner, you would use the brakes.

Now that you know to brake before the entry of almost every corner, the next topic is when to brake. You're hurtling down the straight, and the corner is approaching. When do you brake? The best way to answer is to work backwards. Your turn-in speed, and the area of the track that you want to release the brakes (and turn into the corner) is what determines everything else. The velocity of the car, it's braking ability, and your braking ability are the factors that set the point for the application of the brakes. This point is unique to each corner and is learned through trial and error. Try a conservative (early) point and then adjust as needed. You should finish braking at the turn-in point. If you find you are finished braking before the corner, move the point closer and if you find yourself too deep, brake sooner. Remember, as you improve, the point will move closer to the corner.

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BRAKING, CONT:

The last part is how to brake. This is one of the hardest things to learn because it is not practiced or used in normal driving. It requires a keen sense of awareness of exactly what the tires are doing (i.e. impending lock up). Therefore, I am not going into the finer points of threshold braking; that is best left for another time. What I want to do is help get you started on the right method, and let you learn from there. The object of proper braking is to apply the brakes as hard as possible in the minimum time without locking any tires. Many people make the mistake of being too gentle on the brakes when they first apply them. Remember that track braking is completely opposite from normal street braking! SQUEEZE on the brakes HARD and maintain pressure! Don't slam your foot on the pedal. If you do it properly, the nose should drop and stay down until you are finished. If you lock a tire, you hit the pedal too hard, if the nose bounces, you didn't maintain braking pressure. Depending on your speed, you may have to reduce pressure on the brakes as the car slows to prevent lock-up. The only other advice I can offer is that it takes time to learn. More advanced braking will be covered in another article. Keep practicing, you will get the hang of it! Next month - Entering the corner.

Welcome New Members!

Barry & Mary Franco Doylestown, PA '70 914	Ed Rosenthal Phila, PA '80 911SC
Steve Eisenhower Los Alamos, NM '78 911SC	Lee & Jane Nentwig Bryn Mawr, PA '85 911 Carrera Targa
Dominick & Annette Bucci Holmes, PA '86 944	Paul & Barbara Devins Feasterville, PA '59 356A
Richard & Jessica Banks Phila, PA (from LA Region) '84 944	Gary & Cynthia Maucher Newtown, PA '69 911 T
Michael Strawbridge Newtown Square, PA '86 911 Turbo	John Harkins Boothwyn, PA '77 911 Targa
Joseph Cappello Phila, PA '79 911 SC	Dr. Warren Cohen Phila, PA '86 911 Targa
Chris Perkins Wayne, PA '83 944	Barry & Lori Dutt Bethlehem, PA '83 944
John & Rebel Schrecengost Washington Crossing, PA '85 930	Timothy West Barto, PA '78 911SC Targa
Murray & Joan Wattenmaker Huntingdon Valley, PA '86 928S	Lynn & Cathy Cox Blue Bell, PA '74 914 2.0
Zoltan & Anna Csepely Bryn Mawr, PA '73 911 T	Drs. David & Judy Bernbaum Bryn Mawr, PA '86 911 Turbo



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- '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. Bill Cooper 362-2770

- '84 944 Guards Red/black, leather sport seats, sport wheel, S/R, A/C, antisway bar, cruise, rear wiper, door guards, 1 owner, Euro delivery, 13K miles. \$19k Jerry Killiher 642-7661

- '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

- '83 944 rare Sienna Red met/brn lea, Blaupunkt, sport susp, S/R, A/C, Porsche mats, side moldings, wheel locks, etc. always garaged & covered, no soot or snow, mint 6.7k \$21,500 080. Rudolph Peritz 635-4380 (h)

- '83 944 Alpine White/black gray, very low miles, super condition, \$23k. Bruce Berlinger 646-1159

- '83 930 Guards Red/black, all options but cruise, euro H-4s, UNGO, Alpine w/ ADS, Tillson maintained, 7k miles, perfect. \$40k David Azar 951-8786(w)

- '81 924 Silver, sport seats, am/fm cass, alarm, Comp T/As, 48k miles, excellent condition. Kurt Fredrick 398-8611(w) 967-6088(h)

- '81 924 Black Met/black, new; Alpine, & alloys w/tires. Sunroof, 5 speed. \$10.5 k. Mike Sonstein 646-3889

- '79 911SC Gray met/black leather, Blaupunkt Tuscon cass, 2 120 watt ADS amps, 2 sets ADS speakers, Comp T/As, 4 new Bilsteins, 42k miles, 930 repro whale tail, recent leakdown test 80/80 all 6 cly. \$20k Paul Bier 285-6997(h) 434-8231(w)

- '78 928 Silver/black leather, 5 speed, new JVC stereo, Escort, PTs, all options, garaged, ex cond. \$19 k. Mike Sonstein 646-3889

- '76 912E silver w/tan, a/c, sunroof, stereo, new: clutch, tires, brakes, heat exchangers, & muffler. No rust or dents ever. 86k, a beautiful example of rare model. Must sell \$12k/DBD/trade down for rust free 914-2.0. Eric Osaundson 791-2492

- '73 Mercedes 350SL (450) Orient Red w/tan leather & sheep skins, stereo cass, A/C, both tops, 4 alloy & 5 steel wheels, P77 all season + mounted snows, bunches of spares + NEW: soft top, brake master cyl, power booster, and front calipers, shocks, front end bushings, door and trunk rubber, etc. 100k miles, well maintained, service records. Uses leaded gas and VERY fast. Spring is here and so is the Quattro. Vicki O'Connell 687-9574(h)

- '72 911T coupe mech inj, burgundy/black, no winters, fresh: paint, motor, & trans, rest is 90% new. Fastest, cleanest, street-driven '72 around. \$13,500. Vern Lyle 679-9262

- '72 911T coupe totally restored, \$20k invested, concours condition, everything new, 2nd owner, white/black, all service records. \$14,200, Alicia Somers 527-6565

- '67 912/912 coupe #458768, total restored and highly modified, Red Iron w/clear, 911T motor w/2k miles, Webbers, 5 speed, power; windows, mirrors, & antenna, Blaupunkt, BBS 9 & 11x15s w/P7s, Classic plates, absolutely perfect. \$16k, pictures available Tom Pushack 222-7914

CARS WANTED

'79 - '83 911SC Coupe or Targa must be absolutely immaculate w/low miles. A. Rosen 794-3433

MISC

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SWEATERS, hand knit with large Porsche emblem, all sizes, call for details. Chris Galbraith 644-4911 (w) 644-9079 (h)

CAR PHONE, portable phone in briefcase with rechargeable batteries, 3 antennas; magnetic, glass, and briefcase mount, D/C power cord. Includes phone number. Retail \$3,200, sell for \$1,900 call for details on this once in a lifetime offer. Bill O'Connell 687-9574

PARTS FOR SALE

- Pirelli P-77s (2) 195/60x15 all weather, will fit 944 etc. Michael Stolper 696-6018 (h)

- 914 5 1/2x15 Fuchs alloys, w/lugs \$400.00.

- 914 brakes, struts, Koni shocks, & assorted junkie. Larry Herman 233-5845

- 911 parts: factory take-offs; 2 8x15 w/black center, perfect \$700. '67 912 tach \$25. '72 fuel/oil guage \$25. Temp guage \$20. after market power locks \$100. Tom Pushack 222-7914

- 914 5 speed '71, 70k miles, rebuilt at 60k, probably ok. \$300 obo. Bill O'Connell 687-9574

- 914 parts garage sale: seat, all dash parts, boxes full of interior parts, lenses, fuel pump, 3 rotors, metal front skirt, manuals, and a long list of other bits and pieces. Must sell, package deal \$200. Bob Gill 867-2284

- 911 parts Blaupunkt Bamberg AM/FM/SW/LW radio w/cass and recording system, 2 frt and 2 rear speakers

- Brown leather turbo wheel

- 2.2E ign distributor heads 5 P/Cs

- York A/C compressor York/Sanya adapter Offers. Bill Cooper 825-5257(w) 362-2770(h)

- 944 Weltmeister springs front coil, 210 rate, street/comp, lowers car 1 inch \$50.

- Factory forged alloy 16x6 wheels, 2 @ \$75 ea.

- BBS 1 piece 2 - 16x7 & 2 16x8 for 911 or 944, brand new. Al Anderson 275-8605(h)

- 911 Carrera sport seats (2) high back w/cloth inserts, excellent cond. will deliver. Fred Brubaker 434-8778(w) 770-1282(h)

- Fuchs factory alloys 2 sets; 7 & 8" w/ 205 & 225x16 Pirelli P7 less than 2k miles on both sets, perfect.

- Factory front valance s/integrated fog lights and spoiler for 911 Turbo body

- Seats factory black leather sport seats from Carrera, perfect. Andy Rosen 794-3433

PARTS WANTED

- 911 6x15 Fuchs alloys. Larry Herman 233-5845

- 911SC or Carrera motor, any condition Bill Cooper 362-2770 (h)

- '74 911, oil lines and thermostat to install a front fender mounted oil cooler. Bill Kelso 233-5142(h) 697-5891(w)

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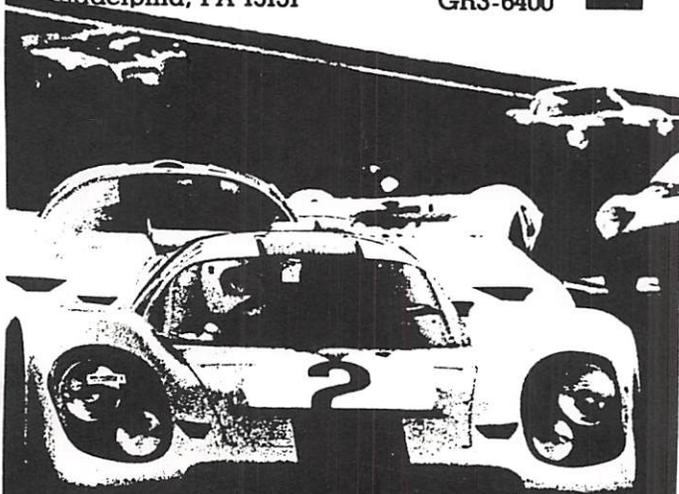
is a two syllable word

4/25:	WINE TASTING MEETING, COCK & BULL	April									
27:	Autocross school, LULU Temple		S	M	T	W	T	F	S		
5/24:	POTOMAC; at Summit Point					1	2	3	4	5	
26:	Rally at Heckman's					6	7	8	9	10	11
6/Early:	Autocross event I					13	14	15	16	17	18
21-22:	RTR at Summit Point					20	21	22	23	24	25
7/17-18:	RTR/POTOMAC at THE GLEN					27	28	29	30		
8/17:	Summer Picnic; Camp Hideaway	May									
Mid:	Autocross event II									1	2
9/6-7:	POTOMAC, Summit Point									4	5
19/21	RTR/SHATT, Bridgehampton									11	12
28:	PORSCHE/CORVETTE CHALLENGE, Harrisburg									18	19
11/15-16:	RTR/POTOMAC at Summit Point									25	26
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