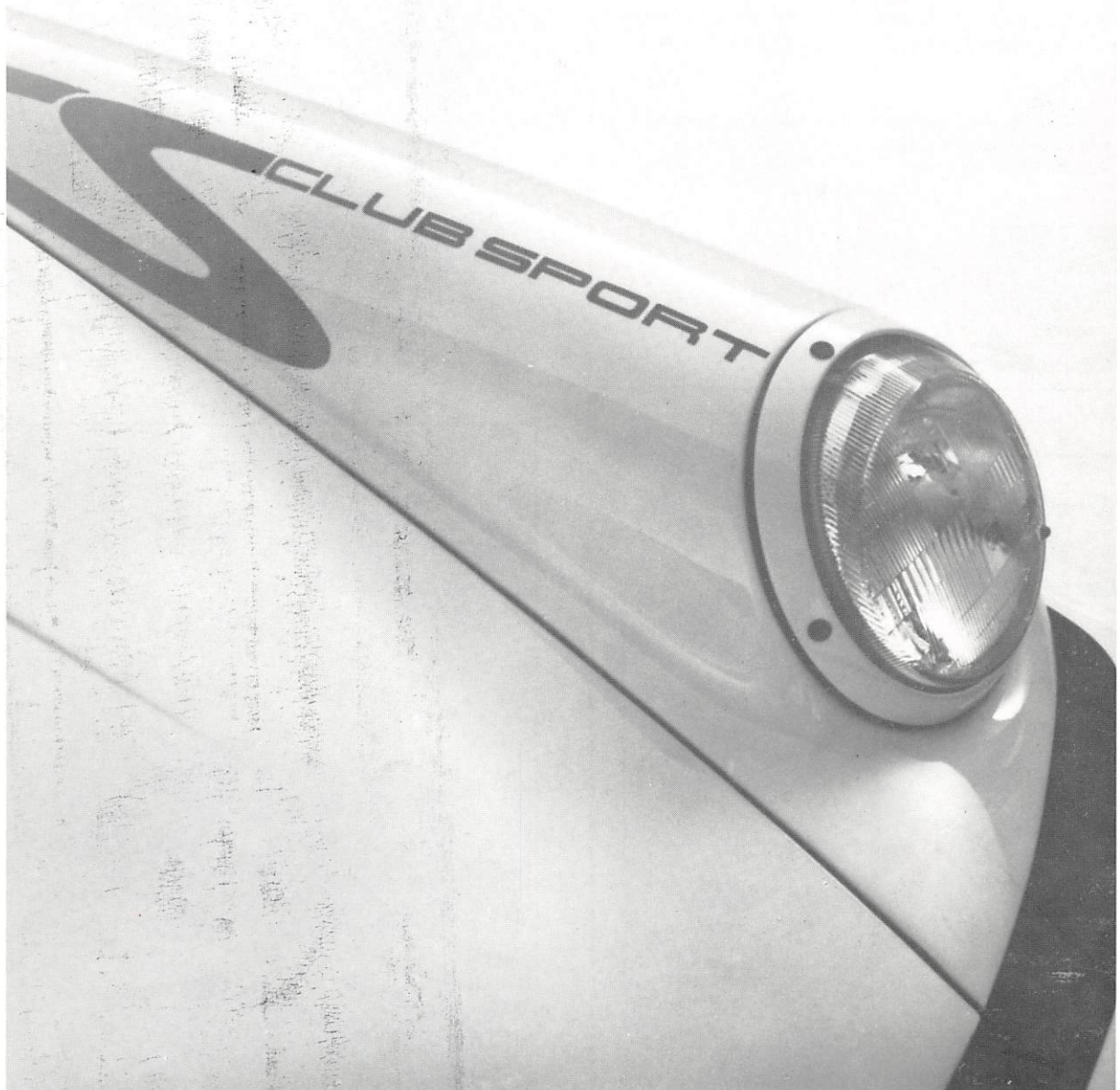


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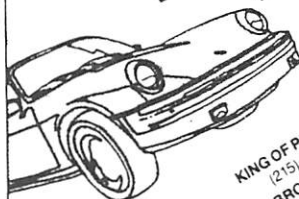


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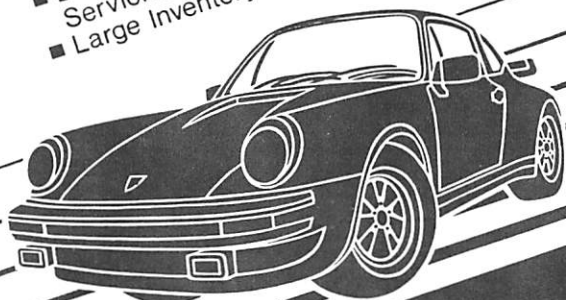
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MEETING SCHEDULE

The 1988 meeting schedule is listed below. Normally the meetings are held the LAST Wednesday of the month, except for special speakers or events. The meetings begin at 8PM with the business session followed by a guest speaker or event. Since there is the chance that a location or program will change, PLEASE check this schedule each month, so you don't miss out.

4/27	Bill Scott - Summit Point Race Track
5/25	Art Show/Spring Social
6/29	Round Table Discussion
7/??	Ilse Naedele - World Porsche Club Coordinator
8/31	Movie Night
9/28	(?) John Paterek - Restoration
10/26	Oktoberfest
12/9	Christmas Banquet

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

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 interest are welcome. Those with letter quality (not dot matrix) printers or typewriters can submit them in columns of 3 1/4 X 10 otherwise, they should be typewritten between 200 and 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 in the **EXECUTIVE COMMITTEE**.

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 Riesentoter.

PRESIDENT'S MESSAGE

By Bill O'Connell

Well, spring is here and things are looking pretty good from the helm. The last meeting had Bob Carlson from Porsche Motorsports speaking about the Indy car project. He brought along a video of the development which was pretty interesting. He also brought his wife. So what, you wonder, lots of us bring our wives/husbands/etc. Well not everyone would come out on their anniversary to listen to their husband entertain a bunch of car nuts. Thanks again Bob, we hope the make-up dinner didn't cost you too much.

On April 7th, Vicki (as the treasurer) and Skip Corey (as the person who suggested it) went to St Christopher's Hospital to deliver the check for \$500.00 which was raised at the auction (yes, we added \$15.00). It was a dank cold day but according to the reports, the sun was shining inside. The hospital is in a poor neighborhood and to these people, \$500 is a major donation! They were overjoyed with our gift which will be used for research. Their PR department took pictures which will go to the press and to us so watch for the upcoming story. Our thanks to all who participated in this worthwhile event.

Pocono, or as it came to be known, the Spring Arctic Event, went very well. To say that it was cold would be a gross understatement. It was VERY COLD, not to mention rainy, on Friday. None the less, I think most everyone had a good time. The sun did come out Sat afternoon but it was too little to late to warm the bones of most of us. It was a great event and Jim Confer, Craig Rosenfeld, and Don Galbraith deserve a pat on the back, as do the majority of the flaggers who understood what "it is your turn" meant and went forth into the frigid air to give the others a chance to drive (not to mention the greatest flagger of the weekend, John Rosenblum, who spent most of Fri and Sat at Pit Out).

There are plenty of things still to come and they promise to be warmer. The Spring Social Art Show is coming up. And we are in the Louie Louie parade which will be broadcast across the country. Space is limited to 12 cars so if you are interested, call Craig Rosenfeld (Social). And of course, there is the next meeting. See you there, right?

JOE SOCIAL

The Louie Louie Parade is still on without a definite date. I will call all those who have expressed interest as the date approaches with exact information. Rumor has it this year will include television coverage in eight states!

The trip to the Baltimore Inner Harbor and Seaquarium is tentatively scheduled for June 25. Rick Marshall has made arrangements with the brand new Stouffers Hotel for guarded, reserved parking and special room rates for those wishing to stay overnight. Sunday will include a special brunch and a leisurely drive back along the eastern shore. Specifics next month.

The May meeting is still the Art Show/Winetasting at Algar Enterprises in Rosemont. See the March issue of Der Gasser for details.

I lied in the last issue about the picnic. It is really Sunday, August 21. Sorry, I just lost my head.

The Christmas banquet plans have been confirmed for Friday, December 9 at the Columbia Station in Phoenixville. The Kimberton Country House has no free Fridays or Saturdays ever, and recommended the Columbia Station who fortunately had a cancellation on this date. They have great food, a room that can accomodate 250 people, and private parking for 90 cars. More details in six months.

THE SURVEY

by Bill O'Connell

The survey forms are still arriving in dribs and drabs. So far the response has been very favorable with some good constructive comments. By and large, most of you didn't fill one out which means that you're pretty happy with things, right? I am going to wait a little longer and then the results will be printed. Still time to get yours in!

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JOHN BAKER

TECH SESSION
by Bill O'Connell

The Tech Session at YBH Porsche, Audi, Alfa, Mazda, VW went very well. We had a full garage from start to finish and the folks at YBH did a great job of looking after us and keeping people from getting too deep. Parts opened up for us and gave members a discount on the trinkets they bought to get their cars up to snuff. The rain did little to dampen spirits and no one was turned away.

Some of you are still confused about these sessions, so here is a brief explanation. The purpose of the tech session is twofold. First, it is a way for you to get your car checked out prior to one of our driving schools at a minimal cost (usually \$3.00 to \$5.00 to use the lift for however long). Prior to every school, you receive a checklist of things which must be examined by a designated tech inspector, your local Porsche dealership, or an approved independent garage. If you choose to do the work yourself, then the tech session is for you. Second, there are many that don't go to the driving schools but want to do some work on their Porsche and this gives them a lift and a warm dry place to do it, not to mention ready access to parts and a trained mechanic to answer questions. So if you fall into either category, check out the next session, and remember to wear grubby clothes and come early if you have a major project.



"I wonder if O'Connell will notice if I leave his brake line loose." Jerry Wager at Tech Session.

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THE DEPARTMENT OF THE INTERIOR

by Mike Murphy

Let me give you just one word of advice, "Plasticizers". This is the chemical that is used in all vinyls to keep them soft and pliable. Unfortunately plasticizers evaporate, leaving your seats hard as a rock, your dashboard cracked, and an annoying film on the inside of your windshield. The two main enemies of plasticizers are strong detergents and sunlight. The latter of these two being the most devastating. It is the quality of the plasticizer used in the manufacturing of the vinyl that determines how long the vinyl will last. Unfortunately, auto makers (Porsche included) go for the cheaper stuff and the result is shorter life span for your cars' interior.

To my knowledge, there is no product available to the general public, (although there are some available to professionals), that will actually replace your vinyls' plasticizers. Anything that you can buy off the shelf (Armorall, Nu-Vinyl, etc.) contain a cheap grade of plasticizer that will displace the better plasticizer used in manufacturing and actually cause your vinyl to dry out faster! Here are a few steps you can take to help make your interior last as long as possible:

1. Don't use any harsh detergents like Fantastic or 409. Use a mild soap and water and scrub like hell.
2. Keep sunlight and heat off of your interior. Invest \$2.95 on one of those tacky cardboard dash covers, tint your windows, or somehow cover your seats and dash where they are exposed to direct sunlight.
3. Never use Armorall or any other so-called "vinyl conditioners". You are better off using nothing at all.

There is one ray of hope however, most vinyl trim can be repaired. It is not always necessary to replace cracked or damaged vinyl. See you next month when I address the "problems of leather".

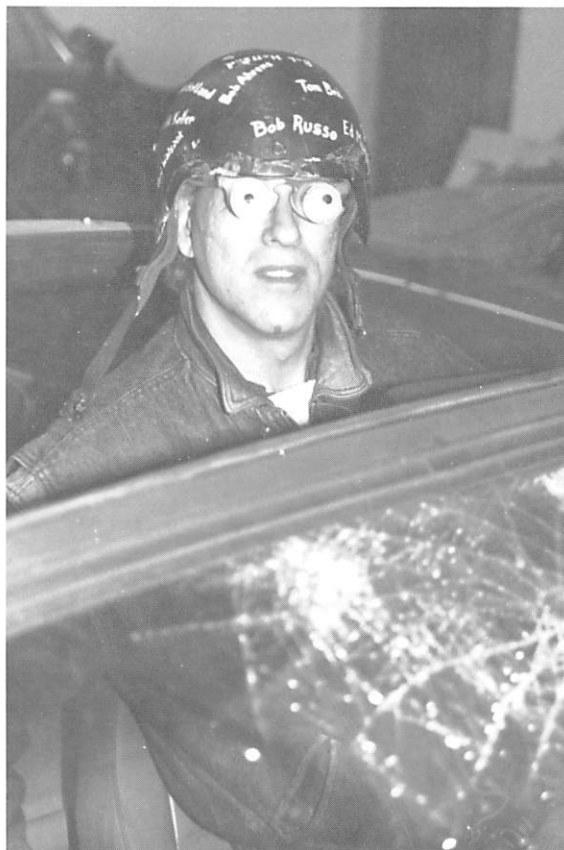
THE GREAT POCONO ICE RACES

by Craig Rosenfeld

Our first track event of the 1988 season turned out to be a frigid success. About 125 drivers braved freezing wind chills, fog, and drizzling rain to enjoy two days of track time. Paul Johnston was upset because he left his studded racing slicks at the shop.

Jim Confer did an excellent job as Track Chairman - with a lot of help from his wife Lisa, Bill O'Connell, John Rosenblum, and many others. Many thanks to the instructors who kept running around to insure the high quality standard of a typical Riesentoter event. Most students did surprisingly well, and everyone got in as much track time as the schedule originally allowed.

Again, many thanks to all the participants and hope to see everyone at Mid-Ohio in July.



"You mean turn one at Summit isn't a left hander?" John Rosenblum displays the latest Snell 38 Helmet.

AUTOCROSS '88

by Betsi Marsh Leidy

The first event of the 1988 autocross season is history. Seventy-one drivers showed up for the annual autocross school and autocross held April 17. If you weren't one of these 71 people, you made a big mistake! The weather was great, the course was exciting and Riesentoter's best drivers were there to teach you how to get the best from your Porsche. As the date of the event neared, I admit to being a little nervous (make that a lot nervous). After all, I'd never run one of these events before, only driven in them - and judging from the telephone inquiries I had received, it looked to be a record turnout. I shouldn't have worried. The help from Riesentoter veterans plus the cooperation of newcomers made the event come off like clockwork. I wish I could acknowledge everybody who helped but a special thank you to Bob Russo, without whose cool-headedness and persuasive powers, the show literally would not have gone on.

The site for our autocrosses is the old Sears store on Route 611 in Abington, which is currently being renovated into the Old York Road Atrium Mall. This parking lot is an autocrosser's dream - plenty of room, good pavement, convenient location, a nearby McDonald's, and hopefully a Johnny-On-the-Spot next time. The owners, Paris and Associates have been very enthusiastic and cooperative.

In return for the use of the lot, Riesentoter will hold a car show in conjunction with the grand opening of the Mall, projected for sometime in October. There will be a People's Choice voting with an award for the most popular car. There also will be a drawing from the ballots cast by the spectators, with a Mall gift certificate going to the winner. I hope every who participates in the autocross program this year will show their appreciation for the use of such a great site by bringing their cars out for the car show.

Before I go on to the details of the Riesentoter autocross series, I'd like to acknowledge the accomplishments of Riesentoter's premiere autocrosser - Vern Lyle. SCCA runs a Pro Solo series at various sites throughout the country. Last year, Vern finished near the top in the national standings for his class and is off to a great start this year, finishing second in Street Prepared 1 (by only 0.013 second!) at the opening event in Sebring, Florida. He followed this up with a third in the second event in Pittsburgh despite 4 inches of snow on the ground. Way to go Vern!!

The Riesentoter autocross series won't be on as grand a scale as the Pro Solo competition, but it should be just as exciting. I was thrilled with the number of newcomers and women who decided to give autocrossing a try at our first event. I'm so hooked on this sport it was great to be able to expose new people to it. Men's novice times were

closely contested among about 7 drivers; after indexing against the best time in the corresponding experienced men's class, D.R. Snyder walked away with top honors, earning 9 points towards the men's novice series championship. Ladies novice times were also closely grouped with Janet ("I'll buy anything") Weger turning in the fastest time. It wasn't good enough for first though, since Suzanne Bauerle zipped by in her spiffy yellow 914 after indexing. In the experienced classes, Bob Russo took men's FTD in Fraud. Mark Schnoerr debuted his 928 in C Stock, the largest class, winning first with Ron ("I need new tires") Lego close behind. In Ladies experienced, I squeaked by Judy Kingston (who with husband Bob acquired Mark Schnoerr's 914) for ladies FTD. The complete results of the event are in this issue of der Gasser. Winners - come to the April 27th monthly meeting for the recognition you deserve. Non-winners are also welcome and encouraged to take their revenge at our next autocross on May 29 - again at the old Sears store. Registration opens at 9AM, cost is \$12. If you missed the first event, it's your chance to right a grievous wrong. Remember, this will be the second of 5 events in the championship series. Time to go for it! Questions? Call me 855-0360 eves. Here are the rules for the series:

1. There will be 5 autocrosses in the series: April 17, May 29, June 19, July 17, August 7, August 21 (yes, I know this is 6 dates. One is an extra in case of a total rain-out or for the Porsche/Corvette Challenge). You must drive in 3 of the 5 events to be eligible for a series trophy.
2. You must drive your Porsche to be eligible.
3. Men and women's novice classes for those having driven in 3 or less autocrosses. Novice winners will be determined by indexing against fastest time in corresponding experienced class.
4. Nine classes for experienced drivers
5. Trophies and points will be awarded according to finishing place in each class. 1st = 9 points; 2nd = 6; 3rd = 4; 4th = 3; 5th = 2; 6th or more = 1. Points accrued in all 5 events will count toward end of season championship. Individual in each class with the most points wins season trophy.

AUTOCROSS RESULTS

NOVICE MEN

	1st Run	2nd Run	Best	Class	Index	Points	Trophy	
D.R. Snyder	1:04.325	1:00.050	1:00.050	B Stk	1.004	9	1st	
Tim Everett	56.461	55.947	55.947	B Imp	1.014		6	2nd
Gary Wasserman	O/C	1:03.509	1:03.509	B Stk	1.061		4	3rd
John Williamson	59.611	57.281	57.281	C Stk	1.062		3	4th
Walt Stefkovich	O/C	1:03.694	1:03.694	B Stk	1.064		2	5th
Chris Beery	1:01.725	58.567	58.567	C Stk	1.086		1	
Peter Schorsch	1:00.504	59.596	59.596	C Stk	1.105		1	
Stu Cerato	1:07.016	---	1:07.016	B Stk	1.120		1	
George Bryan	1:08.783	1:00.662	1:00.662	C Imp	1.125		1	
Michael Wolkov	O/C	1:00.791	1:00.791	C Stk	1.127		1	
Jeff Brok	1:02.715	1:05.725	1:02.715	C Stk	1.163		1	
Christopher Mowry	1:02.950	O/C	1:02.950	C Stk	1.167		1	
Jim Hartman	1:03.936	1:03.766	1:03.766	C Stk	1.182		1	
Todd Sylvainus	1:05.778	O/C	1:05.778	C Stk	1.219		1	
Lee Hoskin	O/C	1:05.961	1:05.961	C Stk	1.223		1	
Al Nelson	1:07.864	O/C	1:07.864	C Stk	1.258		1	
Irvin Schorsch	1:12.849	1:08.881	1:08.881	C Stk	1.277		1	
Craig Shecter	1:09.254	O/C	1:09.254	C Stk	1.284		1	
Bob Fox	1:05.847	---	1:05.847	A Mod	1.302		1	
Nick Zammer	O/C	O/C	---	C Stk	---	1		

NOVICE LADIES

Suzanne Bauerle	1:15.096	1:04.506	1:04.506	G Stk	1.159		9	1st
Janet Weger	1:03.044	1:06.410	1:03.044	C Stk	1.169		6	2nd
Lisa Confer	O/C	1:04.021	1:04.021	C Stk	1.187		4	3rd
Sybil Margaritis	1:09.612	1:07.961	1:07.961	B Stk	1.231		3	
Lisa Carle	1:10.091	1:07.556	1:07.556	C Stk	1.252		2	

EXPERIENCED MEN'S

A MOD					
Bob Russo	50.625	50.576	50.576	9	FTD 1st
B STOCK					
Tony Bonanni	59.839	1:01.903	59.839	9	1st
Tom Sclafani	1:01.030	1:04.850	1:01.030	6	2nd
Bob Patton	O/C	1:02.406	1:02.406	4	3rd
B IMP					
Bob Koerbel	57.802	55.202	55.202	9	1st
Paul Margaritis	57.875	57.065	57.065	6	
C STOCK					
Mark Schnoerr	53.944	55.372	53.944	9	1st
Ron Lego	56.314	54.689	54.689	6	2nd
Rex Carle	55.831	55.354	55.354	4	3rd
Jim Confer	O/C	55.908	55.908	3	4th
Gerry Weger	1:07.983	56.530	56.530	2	5th
Scott Rankin	56.611	56.595	56.595	1	
Bill Miller	56.976	57.929	56.976	1	
Scott Sylvainus	1:00.743	58.204	58.204	1	
Larry MacIntyre	1:02.180	1:02.734	1:02.180	1	

D STOCK							
Nick Plenzick	56.802	1:01.381	56.802			9	1st
D IMP							
Larry Herman	53.872	52.225	52.225			9	1st
1st Run	2nd Run	Best	Class	Index	Points	Trophy	
E STOCK							
Art Rothe	57.282	58.813	57.282			9	1st
F STOCK							
Bob Kingston	57.887	55.887	55.887			9	1st
Larry Lewis	1:08.967	1:04.094	1:04.094			6	
G STOCK							
John Heckman	57.220	55.668	55.668			9	1st
John Crowley	1:02.162	59.906	59.906			6	2nd
John Harkins	1:02.106	1:00.607	1:00.607			1	
H IMP							
Wayne Flegler	O/C	54.505	55.505			9	1st

EXPERIENCED LADIES

Betsi Leidy	57.979	57.234	57.234	E Stk	0.999	9	1st
Judy Kingston	O/C	58.833	58.833	F Stk	1.053	6	2nd
Gloria Auer	1:06.551	1:04.531	1:04.531	C Stk	1.196	4	

RUN WHAT YOU BRUNG (non competitive entries)

Ron Huber	59.845	58.711	58.711
Dick Sweigart	1:00.997	59.913	59.913
Christopher Kellett	1:07.026	1:09.468	1:07.026



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TORSION BAR STIFFNESS

by Bob Patton

The standard torsion bar diameters on a Porsche 911 are 19 millimeters in the front and 23 millimeters in the rear. If you increase the diameter by one millimeter, how much are you increasing the stiffness of the bar? Going from 19 millimeters to 20 millimeters means an increase of 5.26% in the diameter, and an increase of 10.8% in surface area.

But what about stiffness? Stiffness is based on the moment of inertia of the cross section, which, in the case of a circular shape, is increased by an amount proportional to the ratio of the diameters to the **fourth** power! That means that changing from a 19 millimeter bar to a 20 millimeter bar gives an increase in stiffness of 22.8%, and changing to a 21 millimeter bar gives an increase of 49.2%. Similarly, changing from a 23 millimeter rear bar to a 24 millimeter bar gives an increase in stiffness of 18.6%, while a 25 millimeter bar means an increase of 39.6%.

This added stiffness will give you more stability on the road and on the track, but at the expense of the smooth ride you now enjoy. This will also put you into a different class at the autocrosses.

You will need to weigh the plus and minus sides of the argument to decide if stiffer torsion bars are really for you.

AMERICAN CANCER SOCIETY PORSCHE RAFFLE

A 1988 PORSCHE 911 Carrera Targa will be this year's prize in a \$50-a-ticket raffle organized by the Southern Fairfield County Unit of the American Cancer Society, Connecticut Division, Inc.

The 1987 Porsche Raffle was sold out one month prior to the drawing.

The drawing, limited to 4,000 tickets, will take place on June 17, 1988, at Traynor Porsche + Audi, 2269 Post Road, Fairfield, CT. Payment may be made by check, payable to American Cancer Society; we also accept VISA/Mastercard. Please give credit card number, expiration date, name as it appears on card, full address and telephone number. Send to Porsche Raffle, American Cancer Society, P.O. Box 2087, Norwalk, CT 06852. Your ticket with a copy of the stub will be mailed to you.

This year marks the Southern Fairfield County Unit's Fifth Annual Porsche Raffle with the proceeds to benefit the programs of the American Cancer Society. Our thanks to Porsche Club Members for their support.

1988 AUTOCROSS SCHEDULE FOR EASTERN PENNSYLVANIA AREA

3/20	Hershey - practice event only	
3/27	Philadelphia school - novices only	
4/10	Plymouth Meeting #1.	Harrisburg, Stowe
4/17	Harrisburg	Pittsburgh Pro Solo
4/24	Plymouth Meeting #2.	Harrisburg, Stowe
5/1	Plymouth Meeting #3.	Harrisburg
5/15		Akron Pro Solo
5/22	Allentown area #4	
5/29	Harrisburg	
6/5	Pennsylvania International Raceway #5 & 6	
6/12	Plymouth Meeting #7	
6/19	Stowe	Harrisburg Pro Solo
6/26	Harrisburg	
7/10	Plymouth Meeting #8	Milwaukee Pro Solo
7/17	Harrisburg	
7/24	Harrisburg	
8/7	Harrisburg	
8/14	Northeast Divisional Championships	Harrisburg
8/28	Pennsylvania International Raceway #9 & 10	
9/14 - 17	National Finals in Salina, Kansas	
9/18	Pro Solo National Finals in Salina	
10/16	Hershey #1	
10/23	Dutch Wonderland #2	
10/30	Hershey #3	
11/13	Hershey #4	
11/27	Hershey #5	
12/11	Hershey #6	

Allentown area site (5/22) to be determined

Plymouth Meeting at Mall

Bob Miller

215-436-6176

PIR - (enter Gate 2) are double events a different course for morning and afternoon, double series points, and double entry fee.

Bob Miller

Brandywine -

Gloucester County Community College

(cross Walt Witman Bridge, take 4th exit on 295 south) - schedule not yet available.

Hershey - at Hershey Factory, Visitors Center

Dave Walter

717-432-4018

George Bonawitz

717-566-8431

Harrisburg - Farm Show Complex

Stowe - (Corvette Club)

at Jarvis plantsite near Pottstown

Wayne Holmes

215-469-6690

THE 1988 SCCA SOLO I SEASON

The schedule for the upcoming season for Solo I events in Northeast Division of SCCA was finalized at the NEDIV Roundtable held March 11-14 at the Hotel Madison, Morristown, New Jersey. Solo I's are high speed one-at-a-time-against-the-clock events which in the Northeast Division are mostly hillclimbs with perhaps one flat track included (like Summit Point). This year there are no flat track events included in the Northeast although the DC Region is still trying to fit one into the schedule. They hosted Summit last year.

There are two new hillclimbs planned for the Northeast that look pretty definite are Montage and Forest City. The organizers are hard at work. These have been in the works for a couple of years so perhaps they will happen this year. I have not seen either course. I only know that the Montage course is the approach to the Montage Ski Resort and it is uphill and fast. The other events have been around for years. Weatherly has a spring and fall edition. Giants Despair has been run for two years now after an absence of five or so years. It looks like it is here to stay. They really promote that one with TV and newspaper coverage before and after the event. It started in 1906 but not under SCCA at that time.

And of course Duryea is a premier event and draws entrants from as far away as Ohio and North Carolina come to it. It is the only one that accepts vintage classes under VSCCA. Finally there is even one more hill on the drawing board - Camelback which may be held in October of this year.

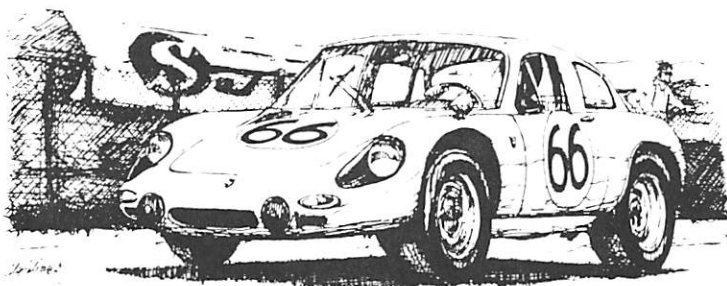
I have included maps with this writeup to Paul Johnston so perhaps as the time approaches he can print the appropriate one for the upcoming event in case you would like to spectate.

A couple of "new" RTR members have competed during the last couple of years (but only at Duryea) and I think they enjoyed it after they learned the hill. Bill O'Connell and Al Anderson are the ones. I held some briefing sessions with them which did help. You see Duryea Hillclimb is some 2 1/2 miles long with many turns and it is a little unnerving to be approaching a blind corner at speed without knowing whether the road turns right or left.

Anyway I think they have it down. How about some other entries from the club? I haven't been to any meetings lately but talk to Bill or Al to see what it's all about and call me at 766-8201 for info if you want to enter. The car must be equipped with a roll bar and the usual road racing safety stuff and you need a Solo I license.

In the Southeast, the heavily promoted event and rightfully so for both spectators and drivers is the Chimney Rock Hillclimb, Chimney Rock, NC near Asheville, NC. It draws competitors east of the Mississippi, and paying spectators in the 5 to 8 thousands. I will be going back for that one this year. It is really worthwhile.

Keep it between the trees.
Jess Holshouser



1988 SOLO I SCHEDULES

NEDIV SCCA

[FROM SCCA NEDIV ROUNDTABLE MEETING MAR 11-13, 1988]

- May 7-8 Montage Hillclimb, Scranton, PA,
 (NEPA Region)
- May 21-22 Spring Weatherly Hillclimb, Weatherly, PA,
 (NEPA Region)
- Jul 9-10 Giants Despair Hillclimb, Wilkes Barre, PA,
 (NEPA Region)
- Jul 23-24 Forest City Hillclimb, Forest City, PA,
 (NEPA Region)
- Aug 27-28 Duryea Hillclimb, Reading, PA,
 (Blue Mountain Region)
- Sep 24-25 Fall Weatherly Hillclimb, Weatherly, PA,
 (NEPA Region)

NOTE: Summit Point Flat Track, Summit Point, WV
 being considered by DC Region

SEDIV SCCA

[FROM RECENT SCCA SEDIV MEETING]

- Apr 22-24 Chimney Rock Hillclimb, Chimney Rock, NC,
 (Central Carolinas Region)
- Nov 12-13 Summit Point Flat Track, Summit Point, WV,
 (Blue Ridge Region) or a hillclimb near
 Lynchburg, VA.

NOTE: SEDIV has flat track Solo I's scheduled at
 Hollywood, FL Speedway; Bronson Field, Pensacola,
 FL; Skelly Field, OPP, AL; Roebling Road,
 Savannah, GA; NC Motor Speedway, Rockingham, NC;
 Talladega, AL; Road Atlanta; Bainbridge
 Industrial Park, GA; Sebring, FL. Some tracks
 have more than one event!

- Sep 10-11 Solo I National Championships, Salinas, KS

- * 1988 SCCA GCR and Solo I Rules apply
* Drivers must be members of SCCA and have a Solo I or
 other recognized license
* Some events do not accept Novice Solo I licenses.

Jess Holshouser
Solo I, Phila Region

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>
April 28, 29	Thu, Fri	CVR	Lime Rock
30	Sat	HC	Lime Rock
30, May 1	Sat, Sun	PIMSC	Pocono
May 6,7,8	Fri,Sat,Sun	Ron Fox	Bridgehampton
12	Thu	CVR	Lime Rock
13	Fri	Shatt	Lime Rock
14	Sat	CVR	Lime Rock
14,15	Sat,Sun	POT	Mid-Ohio
20,21	Fri,Sat	METRO	Bridgehampton
June 17,18,19	Fri,Sat,Sun	Ron Fox	Bridgehampton
24	Fri	NNJR	Lime Rock
24,25,26	Fri,Sat,Sun	NNJR	Mosport
July 2, 3	Sat,Sun	RTR	Mid-Ohio
9,10	Sat,Sun	POT	Watkins Glen
22	Fri	Shatt	Lime Rock
30, 31	Sat,Sun	RTR	Watkins Glen
Aug 12, 13	Sat,Sun	NNJR	Lime Rock
26, 27	Fri,Sat	POT	Summit Point
Sept 12, 13	Mon,Tue	CVR	Watkins Glen
16,17,18	Fri,Sat,Sun	Ron Fox	Bridgehampton
Oct 8, 9	Sat/Sun	RTR	Summit Point
20, 21	Thu,Fri	CVR	Lime Rock
21,22,23	Fri,Sat,Sun	Ron Fox	Bridgehampton
22, 23	Sat,Sun	PIMSC	Pocono
27	Thu	CVR	Lime Rock
28	Fri	H-C	Lime Rock
29	Sat	Shatt	Lime Rock
Nov 3,4,5	Thr,Fri,Sat	CVR	Lime Rock
12, 13	Sat,Sun	POT	Summit Point
26	Sat	POT	Summit Point



PCA CLUB CONTACTS

CVR - Connecticut Valley
 Jim Russel
 Sumner & Sumner
 757 Main St.
 Willimantic, CT 06226
 203-423-7733 (W)
 203-456-7316 (H) 7-10

H-C - Hudson-Champlain
 Frank Ambrosino
 %Color Shop
 449 Duane
 Schenectady, NY 12304
 518-377-7449 (W)
 518-664-5289 (H)

NNJR - Northern New Jersey
 Ciro Petti
 8 Arnold Dr
 Randolph, NJ 07869
 201-361-2585 (H)

POT - Potomac
 T.R. Pierce
 2000 Braddock Ct.
 Alexandria, VA 22304
 (703) 370-1994

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

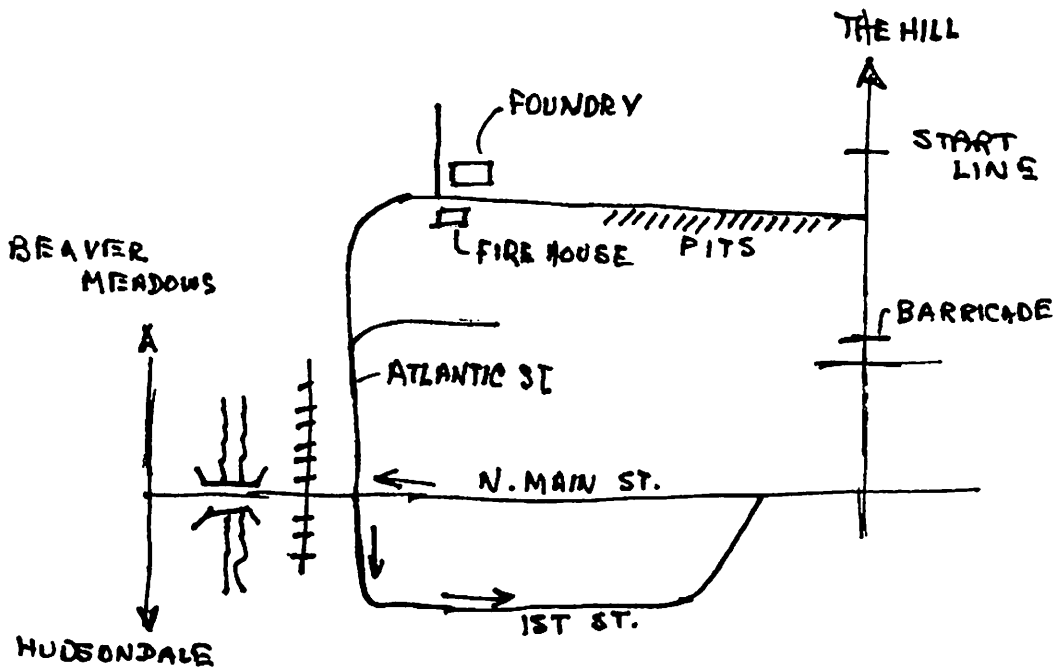
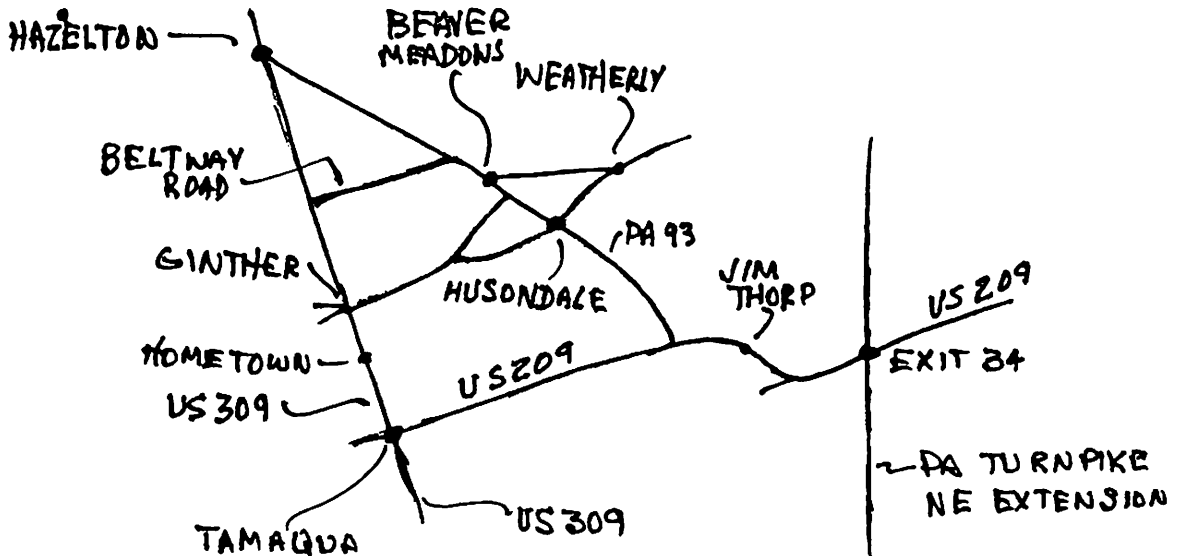
Ron Fox Enterprises
 150 Marion Drive
 West Orange, NJ 07052
 201-736-9592 (Evening)

METRO
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- '88 **BMW 735ia** Luxor beige metallic/antelope leather; limited slip; heated seats; lease \$630 month. Norman Robinson 649-6820

- '85 **911 Carrera Cabriolet** #WPOEB0911FS170487 Guards red/Dk. brown leather, 9200 mi, never driven in rain or snow, garaged, gold BBS wheels, alarm, cruise, Monterey, Tonneau cover, 5yr/100,000 warr, perfect, like new, \$38,000. Paul Cohen, Red Barn Ln, Huntingdon Valley, PA 19006. 215-947-3707.

- Trailer & Tow Car - '84 **Buick LeSabre Ltd**, V8, Trailer package, limited slip, air, O.D., self-leveling suspension, \$6300. '86 **D&D Trailer** with extended bed, dual axel, beaver tail, equalizer hitch, sway control, hitchlock, hinged fender, 6 foot ramps. \$2000. Bob Holland 436-6577.

- '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.

- '78 **VW Beetle Convertible** completely restored. Call Al Anderson for details 275-8605.

FOR SALE PROJECT 944

PCA track car, legal SCCA GT2 racecar or hill climb car. Still holds lap record at Summit. Call Al Anderson at 275-8605.

- '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.

- '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.

- '76 **911 Targa** recent rebuild. Howard Schneider 820-4156 Days.

- '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** Sapphire 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.

- '80 **911SC** Oak Green w/ Black pinstipe interior. Eurpoean car w/ 87000 km (50K mis) very clean. New P700's. Kept in heated garage \$18,500 Richard Balka 215-790-0805 (days) 568-0421 (evenings).

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- '69 911S Targa 119310231 soft rear window Pol Red, Tan interior. Original owner 135,000 miles never wrecked all records. Engine, trans (Adio v gears) suspension all rebuilt and excellent. Factory forged 6" & 7" wheels. Rust proofed & rust free. Needs paint. Perfect driver \$9,500. Ed Lynch 345-9545.

- '65 C Cabriolet 161776P717009 light Ivorytan interior 65,000 original miles never wrecked 10 years in storage original engine & trans excellent. Body restored 1978 rust proofed & rust free 20 years of records. Needs top. Have complete CBE tan interior kit. Excellent Driver. \$12,500 Ed Lynch 345-9545.

- '66 Austin Healey 3000MK III, BJ8 engine (40,000 miles & recently tuned), 4 speed with electric overdrive, complete new exhaust system, new tires (on wire wheels), new Blaupunkt AM/FM stereo cassette player, fresh paint (BRG with white side panels) and new white top. Excellent condition, runs great, a true classic. \$8,500 O.B.O. Call Bob Brown at 215-963-8002 (W) or 215-896-7334 (H).

- '84 GTI silver, sunroof, A/C, Eagle GTs, new battery, 24,000 miles. Never in snow, clean as new \$6,250. Mike Evangelista 345-0890 (7-9PM).

- '73 911T Coupe, Met. gold/Dk brown leather, alloys, Blaupunkt am/fm stereo cassette, 5-speed, A/C, 6K miles on rebuilt engine, newly painted, all new rubbers, excellent condition int/ext, \$9,500. Call Eloy Bangsil 609-227-0399 (H).

- '71 911T Targa, red/black interior, fact Recaros, S instruments, 6X15 alloys, f/r swaybars, solid underneath, looks good but not concours. Offers near \$8,000. Russ Hunsberger 345-9132 (D) 257-8777 (E).

- '73 911T Coupe, white, black int, air, alloys, new tires. \$9,000. 275-8605 or 962-4337.

- '71 914 1.7, rust free chassis, new running gear, comp TA's, spare engine. 275-8605.

- 911 Bra for late model. Openings for fog lights and headlight washer. Seldom used. \$20.00. Leo Nentwig 215-525-7445.

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- 914 PARTS FOR SALE. Doors with glass \$80, rear trunk lid \$80, engine lid \$50, 1.7 liter engine and sheetmetal \$250, and much more. Call Joe Shemanski 215-343-3766.

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- 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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Camber Truss for 944 \$135
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'72 2.4s motor - bottom half - pistons & cylinders, case crank needs rebuilding. \$1000 OBO. Call John 692-4337.

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- 4 Pirelli P6's 215/60 VR15's for Porsche 944, (brand new - never mounted), \$400. Also, rear hatch seal for Porsche 944, \$40; or both items for \$425. Call Bob Brown at 215-963-8002 (W) or 215-896-7334 (H).

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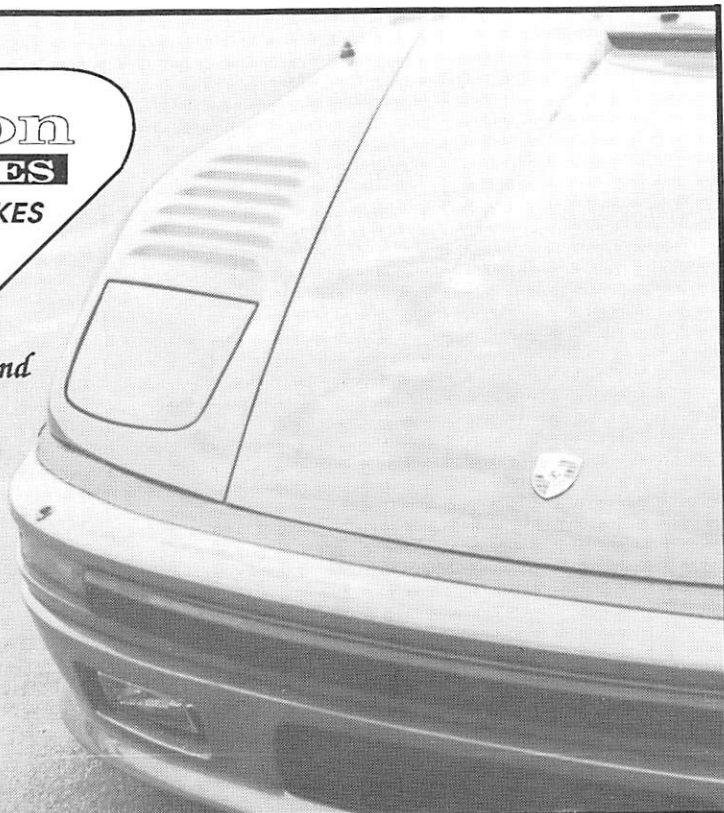
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A black and white photograph of a wall covered in a dense, overlapping pattern of the words "VAMOK" and "HOKESH" in various orientations and sizes, creating a complex, abstract visual texture. The words are arranged in a way that they appear to be layered and interwoven, with some appearing larger and more prominent than others. The overall effect is a chaotic yet rhythmic composition of text.



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