

# DER GASSER

Aug 82 Newsletter of RIESENTÖTER  
REGION, PORSCHE CLUB OF AMERICA



RIESENTÖTER LOOKS BACK...

SILVER ANNIVERSARY ISSUE

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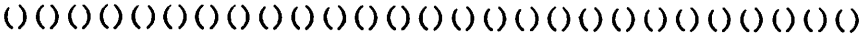
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COVER:  
Charlie Beidler in  
a reflective moment  
at Pocono Parade '74

PHOTOS:  
By Vern Lyle

PRINTING:  
Minuteman Press in  
Lansdale, 362-2227



# precision

## MOTOR WORKS

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# Thoughts from the Top

Don

The time has come for the Nominating Committee to gather together and put forward the candidates for the various offices for next year. Regretfully, (for me at least) I am unable to run for a second term as President. The Committee is composed of the current President (me), and the past three Presidents, namely, Bob Holland, Axel Shield and Bill Smith. Any one of us should be contacted to present nominations for any office, or to become a volunteer. It is amazing how much more one participates in and receives from the club as an officer on the Exec. Committee. Please do not hesitate to call with your suggestions.

## Ed. Note

- Holbert's Porsche-Audi in Warrington is offering a 10% discount on parts to all PCA members - show them that you appreciate that!
- The protest of the June 20 DVSA event, originally denied, is still being investigated.
- The Bruce Jennings photo last issue was taken by Bob Holland, the year of which was 'forgotten'.

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## Super Sundays, etc

- Aug 22 - DVSA CHAMPIONSHIP SPRINT, Riesentoter host, Bob Russo for details, 674-4756  
25 - Riesentoter General Meeting, see page 3  
29 - DVSA Sprint, BMC at Gloucester County is tentative, call Harry Smith, 609-299-5308
- Sept 11 - Riesentoter 25th Anniversary Celebration  
12 - Riesentoter Picnic at Camp Hideaway  
12 - DVSA Sprint, BMC at Gloucester County  
19 - DVSA CHAMPIONSHIP SPRINT, Schattenbaum host, Bob Carrington for details, 609-771-0613  
26 - Porsche/Corvette Challenge at Christmas Village International Raceway, call Wayne Flegler for details, 609-423-6659  
29 - Riesentoter General Meeting
- Oct 2 - Tech Session at Rosemont Porsche-Audi, see page 15  
3 - DVSA Sprint, BMC at Gloucester County  
3 - SCCA Solo II Sprint, Mike Signore 643-5212  
10 - DVSA CHAMPIONSHIP SPRINT, OYR host, call Walt Boutcher, 674-4794  
16 - PCA National Exec Council Meeting, hosted by Central Penn Region in Harrisburg  
17 - DVSA Sprint, Riesentoter host  
27 - Riesentoter General Meeting

## HOLBERT RACING

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Holbert Racing Inc., 1425 Easton Rd., Warrington, PA 18976  
(215) 343-3131

# Next Meeting: Radar

Larry Bruce

Wednesday August 25  
8:30 (informal dinner at 6:30)  
George Washington Motor Lodge, Exit 25 of  
PA Turnpike, Norristown

I'm sure most of us have paid our dues (learned about radar the hard way) and paid and paid for the luxury of driving our cars in a spirited manner. Well, now's your chance to even up the odds.

Our August meeting will be devoted to radar, how it works, what it can and cannot do. And most important, how you can apply this information on a daily basis to avoid the inevitable. John Chatley, Police Commissioner of East Goshen Township and long time Riesentoter, will bring along a patrol officer (and car) to give us a detailed presentation. This will include some live demonstrations of the more popular systems currently in use by law enforcement agencies. So if you miss this meeting and then find yourself caught in the act, just remember you had your chance! Join us!

Ed. note: As an added attraction (alliteration alerts audiences) at the meeting, there will be a raffle for a pair of Terrace box seat tickets to the Phillies vs. St. Louis game Sept. 13 - at \$1, better than the 50-50.

## PORSCHE ONLY . . . .

Repairs and restoration of air cooled Porsches. Tune-ups. brake work, clutch replacements, engine and transmission repairs, rust repair, body and paint work. New and used parts for 356, 911, 912 and 914.

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# We're Growing

Skip Corey

Welcome to these new members:

Greg Hillyard  
Wilmington, DE  
72 911 T

Harry Anderson  
Reading, PA  
61 356 B

James & Cynthia Margrave  
Reading, PA  
76 912 E

Bill & Linda Pistoll  
Huntingdon Valley, PA  
69 911 S

Vince & Christina Kling  
Chester Springs, PA  
75 911 S Targa

Geoff Magistrate  
Abington, PA  
72 914

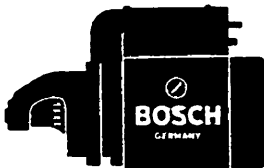
Michael & Jane Stolper  
West Chester, PA  
74 914

Martin Zawarski  
Bethlehem, PA  
82 911 SC

Glad to see some new members at the last meeting:

- The brothers McKenna were in from Hockessing, Delaware.  
Doug has a 69 912 and Tom drives a 67 911
- Andy Rosen blew down from Bucks County in his 930

For both of the people who asked, the significance of the following graphics for the new member page is meant to be a comparison to "starters". Too subtle, huh?



# Competition

Bob Russo

AUTOCROSS -- By the time you read this we will have had our Aug. 8 event. Although not previously scheduled, we thought this would be a good shake-down for our Aug. 22 DVSA Championship Autocross. The new site, at Bradford Mall on Rt. 162 just outside of West Chester is really super. It's large, with few obstructions, elevation changes and a first class surface. There are some off-camber areas, but we feel we're dealing with them to provide a fast but safe course. Just a word to those who feel autocrosses are too small and not fast enough. If you haven't been out recently, you're in for a surprise. Every one we ran this year has been at least a third gear course and most have had sections where I used fourth!

CHESAPEAKE CHALLENGE -- Largest ever. A super event! Full coverage elsewhere.

SUMMIT POINT DRIVER'S SCHOOL -- A well organized fun event. We had great weather and the Bavarian Inn was in itself worth the trip. We'll be going back in Sept. for a Driver's School and time trials. If anyone is interested, contact Dodie, myself or Axel. While we're on the subject of high speed driver's schools, let me again emphasize the importance of a thorough inspection of your car before and after each high speed event. The only way to do the inspection is to put your car up on jack stands, pull all the wheels, crawl under the car, and look at everything. Look for any leaks, check suspension points, balljoints, shocks, and swaybars. After you've looked around, go over every nut and bolt and fitting with a wrench - you'd be surprised how many things loosen up. And check your tires for any signs of weakness. Remember, if you're doing it right, a driver's school is not really much different than a race. So you should try to replace a part before it fails.

Look for the 956 GROUP C Porsche at some of the later Can-Am races!

Come out to an autocross! See page 14 for the results of our Aug 8 event. If you want to see YOUR name in print, make the event on the 22nd of August.

# Shine 'n Speed

Axel Shield

With approximately 110 entrants (more than 30 from Riesentoter) the weekend has got to be considered a very resounding success!

Steve Freda from Potomac ran the Saturday Concours, entered by our own Larry Bruce, Jay Goldfarb, Geoff Magistrate, Bob Holland and Joe Long. Although Jay took a 2nd place, mainly because he lost points for having a roll bar bra (not standard equipment), Joe Long upheld Riesentoter's honor by taking a first in the "Early 911" class. John Chatley deserves a salute for making the trip down just to help judge the Concours. Unfortunately, the weather was too hot for John to wear his long white lab coat with appropriate Porsche patches but he looked official anyway. Bob Russo and Wayne Flegler both "voluntarily" skipped lunch to help judge and I wonder if they are still speaking to me?

The hot weather was probably the only bad thing about this weekend. There was, however, lots of beer at the Bavarian Inn to cool oneself off. Saturday night was a great opportunity for Riesentoter oldtimers to renew old acquaintances and for our new members to strike up friendships with Potomac Region members.

Sunday dawn again saw rising temperatures and very high humidity. A large gang of Riesentoters started teching at 7am and the Speed part of the weekend, co-chaired by Alan Friedman of Potomac and yours truly, went off as scheduled. Run groups were cut from 30 minutes to 15 in the late morning because of the incredible heat, but for those who endured, there was still 2 hours of total track time. Tim Berardelli, President of Potomac, had been riding with various 356 drivers, instructing them on the "line". He said that as he came down the chute with Wayne Flegler, he just closed his eyes and when he opened them he was almost thru the carousel. Tim, who races a Speedster in SCCA, made the unsolicited comment that Wayne and his car were both already fast enough to be competitive in SCCA racing.



Special thanks to Mary Jo Grove for working the booth for registration all day long. It was very hot, but somehow she kept a smile on her face the whole time. Bob Russo also deserves comment for sneaking a couple of free clear laps by "conveniently" missing the checker. Bob explained that he was looking for the flag down the straightaway at the start-finish. Sure Bob.

Riesentoter and Potomac each earned \$725 net for the weekend. All in all, this was a great event for both regions as well as for Zone 2. For many Riesentoters it was their first track event; now they know what Ted, Stu and I have been talking about! I can't mention everyone who has given me advice and assistance on this event over the last ten months or so, but I would like to thank everyone who helped and attended. I know I missed some names in this report, but you must forgive me because my recollection of the weekend is somewhat limited due to my brain being baked in the hot Summit Point sun for two days.



What's left of a rear P7 from the Boreen's Turbo. This happened at Lime Rock at 95 mph - no people damage, but the car suffered. Photo Stu Boreen.

# 25 YEARS!

## HAPPY ANNIVERSARY RIESENTÖTER

Melody Lyle

Take about 30 knocked-down pylons worth of time for a trip through 25 years of Riesentoter's fondest memories.

Seven people met in February of 1957 at the Bull Tavern: Charles and Helen Beidler of Langhorne, Lee Kauffman of Warminster, Jack and Ginny Case, Bob Sacks of Levittown, and Phil Cowan of Phoenixville. They discussed the possibility of a local region to be a part of a 2-year young national organization called the Porsche Club of America. The result of this meeting was a charter granted in August, to the Eastern Pennsylvania Region of PCA covering Pennsylvania and southern New Jersey and boasting 15 members who elected Jack Case as the first president.

February, '59 saw DER GASSER'S first issue, introduced by Harry Nowak. It was a folded single page with a bold German letterhead, six paragraphs long, and sealed with a 4¢ stamp (!!). DER GASSER No.1 had results of The Rose Tree All Night Rallye, some personal notes, tech tips and a question ... "Does anyone know of a hill, preferably on private property, the club could use for a hillclimb?" The Porsche-pusher's dream was weekends filled with serious hillclimb competition. They held competitive events of many kinds whenever possible - very ingenious rallyes, fun gymkhanas, drag racing at Vineland, and ice racing in the Poconos! Names like Stover, Ott, Beidler, Price, Watt, Grimm and Holbert continually carried home wins for the Eastern Pennsylvania Region.

During the 60's the talk was hot about the "Normal" vs the "Super" Porsches in all types of competition (including the annual picnic's softball game). Speaking of the 356's, an ad appeared in a '62 issue of DER GASSER: "Porsche Super 90 Special, space frame, all aluminum body, super 90 engine mounts in front of reversed transmission ... Has terrific acceleration and is set up perfect for hillclimbing, short course racing and stop light drags. The nearest thing you will ever come to a push rod Spyder. Complete car & trailer ...\$2,700, Charles Beidler, Jr."

Eastern Pennsylvania Region became known in Porsche Club of America in 1963, hosting the 8th Annual Porsche Parade at Split Rock Lodge in the Poconos. Over 300 people attended. It was so well received that the following year, Charlie Beidler and his crew were awarded the "Region of the Year" award for an outstanding Parade.

Rumors circulated constantly about the factory's new models: the 356C; then the 901 (soon changed to the 911 since Peugeot claimed the rights to zeros in the middle of model numbers); later, the buzz was about the new 912 with a base price of \$3,700. There was much reservation about these new designs - never to replace the 356 -- as well as much confusion as to where they fit into the competition. Bill Singer appeared at a fun gymkhana November of '65 with his new 911 that "turned a time which would have been good for about 5th in E production (the 356 class) but after much discussion by the officials he was placed in his proper class of C/D production, which was good for 1st place! Needless to say this caused much consternation among the MGB and TR-4 drivers ...".

Gymkhanas were held at numerous sites, but the first "autosprint" was held at Christmas Village go-kart track in 1965. Dick Sweigert, later known as "King Gymkhana", had Best Time of Day with a 100.2 (3 laps) and sincere condolences were expressed to Paul Sweigert for blowing his engine in early morning practice. From this time into '67, '68 the events seemed to take on a more serious competitive character.

Though "Riesentoter" (translated as "Giant Killer") was the region's nickname through the years, in 1968 the membership adopted Riesentoter Region as their calling card. It was not officially changed however, until 1973.

The Delaware Valley Sprint Association came into being around 1969 with Riesentoter one of nine member clubs. Autocross sites were plentiful and an event could be found almost any weekend from March to November. Hillclimbing was still charging forward with the '69 team consisting of 14 drivers: Dick and Paul Sweigert, Charlie Keller, Jan and Fred Remick, Jesse Holshouser, Jay Schneider, Jim Haas, Sandy Sadler, Charlie Beidler, Russ Poole, Dick Merriman, George Fowle, and Bob Pethick.

Many Riesentoters attained fame in SCCA road racing. Names like Everett, Frey, Bridwell, Kresge, Stover and Scarborough branded the years with victories. Bill Mayberry worked on Donohue/Penske cars among others. Charlie Beidler, PCA National President in '61 and '62, also covered Sebring and Watkins Glen for WFIL films. Bob Holbert became Sports Illustrated "Driver of the Year" in '61 and in the same year was asked to drive on the Porsche factory team at LeMans (finishing 5th overall with Maston Gregory).

The 914 entered in the 70's with much negativism from the fans and had to work hard to be accepted. Howard Reed received the first Battered Helmet award for buying the first one in the region.

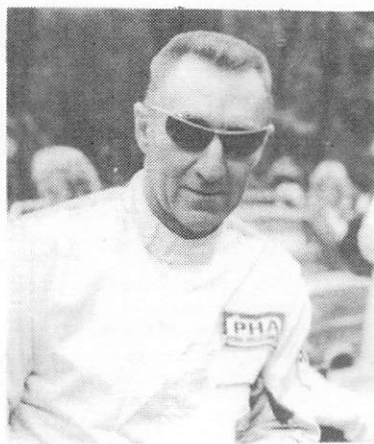
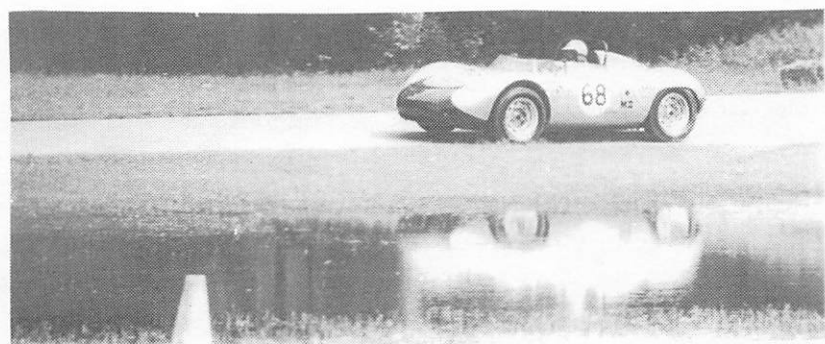
Hillclimbing continued to bring home the silver with some additional drivers on the team - Tom Beil, Dick Schuck, Dick Weiss and Connie Shel-drake. Sites were thrilling - the infamous Giant's Despair, Duryea, Weatherly, Fleetwood, Topton, Rose Valley. But 1972 saw devastation of some sites and though the sport rebounded, it has been all uphill.

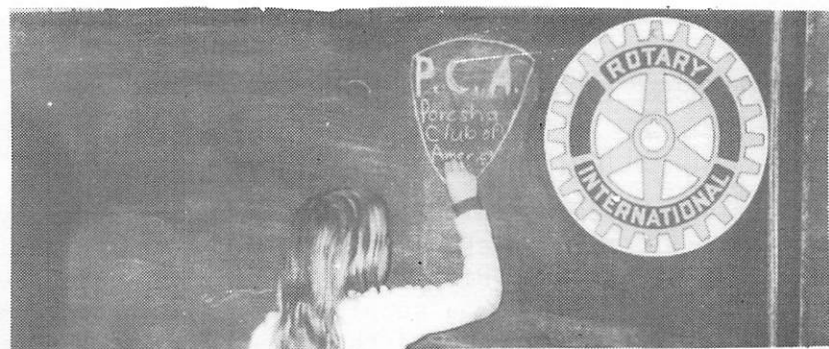
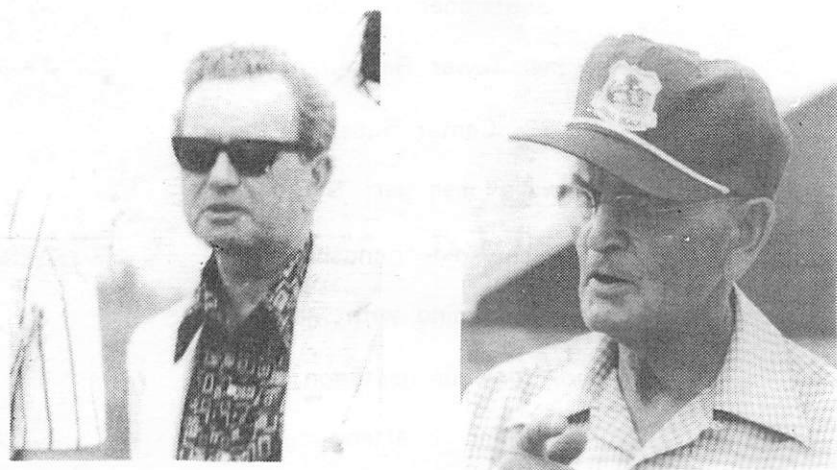
Sprints were increasing and being held at Cornog, Christmas Village, Bushkill Pines and Virginville. One DVSA event at Cornog had 94 cars! Drivers of note were Bill Schmidt, Bob Koerbel, Dave Kauffman and newcomers Ed Lynch and Wayne Flegler. 1971 brought a 100% increase in membership, the greatest growth in the history of the region, and credit was attributed to the dynamic energy of Wayne Flegler as Activities Chairman. Some other highlights of the 70's:

- Bob Russo, Wayne and Bob McCullen handled our first Driver's School at Pocono. It was so well received that it continued for three years and then the '74 Parade. Expensive track rental became outrageous and the events had to stop.
- 1972 was the first year of the Bill Schmidt Broken Crankshaft Award, given to the most improved sprint driver - it's full weight went to Rocky Williams.
- Al Holbert made his entrance into SCCA racing and continues today on the national and international level.
- Dieter Oest and Mike Tillson competed successfully in many IMSA and SCCA races, especially Sebring, Daytona and Watkins Glen.
- Riesentoter co-hosted the '74 Parade with Northern New Jersey Region and it was a huge success with 500 cars.
- Mark Donohue was made Riesentoter's one and only Honorary Member in April of '74 after he gave an exciting presentation to a crowd of 200.

The list is incomplete of all the Riesentoters who contributed so much of their time and energy to the club, and the Porsche marque. True membership and a common bond, motivated by a demand for integrity, the drive of competition, and the love for this German car and the people who are so devoted -- a quality of spirit so few can understand.

## Faded memories





# 25th ANNIVERSARY CELEBRATION

September 11, 1982

Bell Tower Restaurant

Rt. 73, Center Square, PA

Cocktails (cash bar) & Dinner

Renew old friendships

Boggle your mind with Memories

Look for your Invitation and

Plan to attend

\$15/person

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## Porsches, playing 'n pools - picnickin', partyin' phools

As part of our 25th Anniversary Celebration on Sunday, September 12 (rain or shine), Riesentoter will hold its annual picnic at Camp Hideaway (see map). The day begins around 1:00 P.M. with you supplying your own food, cooking and eating utensils, and the Club bringing the beer, soda, charcoal and grills. There are screened-in picnic tables and a swimming pool with a lifeguard and dressing rooms. There is no monetary charge for Riesentoter members and their guests - only the donation of at least one Porsche related article (new or used) per person for sale at the auction to help defray cost of the picnic.

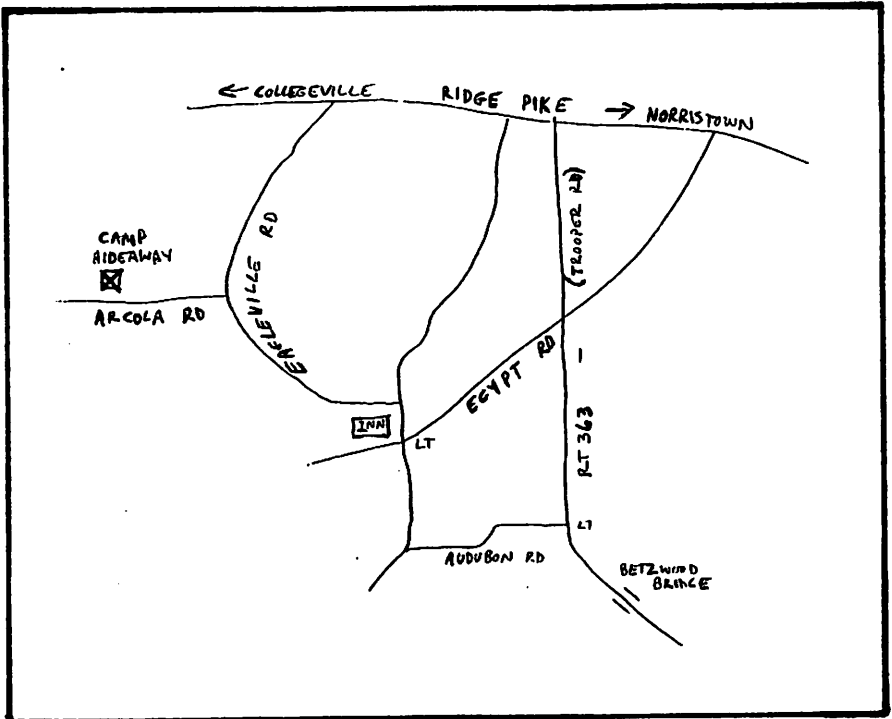
We will have a Top Only Concours with prizes in these classes: (1) 356; (2) 911/912, '65-'73; (3) 911/912, 930, '74-'82; (4) 914; (5) 924/944/928.

To encourage participation in the concours, there will be a prize for all entrants. There will be a baking contest with categories in cakes, pies, brownies and/or cookies. What remains of the entries after judging will be available for all to sample as dessert. So, please enter.

Don't forget to bring your glove for our annual 4-cyl. vs 6-cyl. softball game. Also you can bring a Porsche-sized inner tube, if your children would like to participate in some pool games. In addition, we plan on having a big wheel race for the little ones. If you can't fit everything in your Porsche, we will have a couple of locations to drop your big wheel off in advance.

In order to determine how much beer, soda, charcoals, etc. to buy, we need to know how many people will be coming. Please call Bob or Nancy McCullen at 789-1523. If you have been to any good picnics lately and have some suggestions, please let us know when you call with your reservations. Don't forget that this year's picnic is part of our 25th Anniversary, so we would like to see as many new and old time members as possible to celebrate this very important weekend.

Bob McCullen



# DVSA Championship Aug. 1

Brandywine Motor Club designed one of the best courses I've seen in a while, including two long straights ending in decreasing radius turns. Only 35 drivers were there, so we were finished early in the day. Notable winners of Championship points:

<u>A Stock</u>	1. Don Reinhard	914-6	68.37	
<u>B Stock</u>	1. Bob Carrington	914 2.0	64.88	
<u>C Stock</u>	1. Gary Grove	914 1.7	69.26	
<u>Ladies B</u>	1. Melody Lyle	911 T	66.30	FTD Ladies
<u>Ladies C</u>	1. Mary Jo Grove	914 1.7	74.79	
<u>A Imp.</u>	1. Vern Lyle	911 T	62.19	
	2. Harry Smith	Lotus	63.86	
	3. Ted Sechowitz	914 2.0	64.22	
<u>Mod</u>	1. Jerry Fink	Lotus S7	56.61	FTD

# DVSA-PCA Aug. 8

We tried our damndest to notify everyone of the change in schedule and only 27 drivers showed up. The SCCA Divisionals may have had something to do with it. The elevation changes in the layout really gave a feeling of a road course and everyone seemed to like the first "downhill". Most people did seem to get out of the gas and nail the binders pretty early though. For the Championship on Aug 22 the course will be pretty much the same - so there's your tip for the day.

<u>A Stock</u>				<u>Ladies B/C</u>			
T 1. Axel Shield	1.00.83	FTD Stock		T 1. Melody Lyle	1.00.07	FTD Ladies	
T 2. John Chatley	1.02.61			T 2. Mary Jo Grove	1.05.34		
3. Jim Jandrich	1.07.08			3. Dodie Reiter	1.05.95		
4. Greg Henry	1.07.09						
<u>B Stock</u>				<u>C/D Improved</u>			
T 1. Skip Chalfont	1.02.76			T 1. Joe Shelanski	1.01.60		
3. Bob McCullen	1.05.55						
4. Bob Patton	1.05.67			<u>A Improved</u>			
				T 1. Vern Lyle	57.96	FTD Improved	
<u>C/D Stock</u>				3. Ted Sechowitz	1.00.39		
T 1. Gary Grove	1.01.59			<u>B Modified</u>			
3. Al Anderson	1.06.42			T 1. Bob Russo	54.40	FTD	



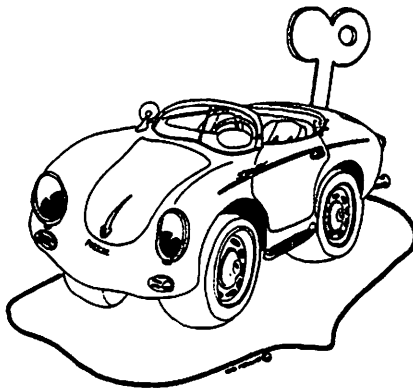
# Tech Sessions

Tony Checkowski

Twenty Porsches showed up with their drivers. If you got there at 9:00 - our starting time - you were late and had to wait. Everyone finally did get a lift for their car and did their thing - tires changed, plugs cleaned, oil changed, exhaust gases checked, shocks replaced, brakes bled, etc. About 14 cars got tech'ed for the July Summit Point event. The cars came well prepared and after a brake bleed or two (3 in Axel's case), they all passed and were ready for the Point.

Those of you who did not come missed a good time shared among friends, technical tips about your Porsche, use of the lifts and a cool beer and sandwich at the dining spot across the road. Please note that even if you don't have your own tools, everyone shares theirs and Bob Patton and I always have ours available (regular metric wrenches/allen heads, cylinder compression gauge for Porsche engines, vacuum/fuel pressure tester, dwell and tach, timing light, ohm/volt meter plus other small items. Thanks again to YBH for the use of their nice facilities, the donuts, and especially to Sandy whose advice and help were very much appreciated.

**NEXT TECH SESSION:** Rosemont Porsche-Audi on Lancaster Ave (Rt 30) in Bryn Mawr on October 2 - 9am-3pm - come and get your Porsche ready for winter. You may want to change oil/filter, plugs, points, inspect and replace heater hoses, check your battery, anti-freeze, etc. A \$3 donation goes to the Riesentoter treasury.



# Challenge Report

Vern Lyle

Over the years, many Riesentoters have attended this weekend event in Maryland and we've decided that the Challenge part is in getting there. You see, we try to meet at Maria and Bob Holland's house since it is on the way, and everyone tries to leave work a little early so we can make it to the pool/cocktail party. Well - one year when we arrived in Baltimore late, there were no more rooms (of course we had reservations...); one year Wayne Flegler's new dry sump system let go and we all piled out and repaired it on the side of the road; a few years ago Melody and I worked feverishly to prep the 69T for the Concours and just before departure time I came down with dizzy spells and held up everyone else for hours (my body was probably trying to make me come to my senses); then there was the year we spent 8 hours trying to rebuild the Holland's injection pump in the driveway. Doesn't this sound like fun? This year was uneventful (other than Shelanski's car not being done on time), we just drove down, checked in at the party, went out to a crab palace and stuffed ourselves. No challenge at all.

The Concours Saturday morning drew some very nice cars and some that should have stayed in the parking lot - way back in the parking lot. Gus Rosenberg took a 1st in the 911 class, with Bob Russo 2nd and Bob Holland 3rd. An amusing addition - the judges carried little plastic bags and collected the dirt from each car, properly labelled of course, and presented it with the trophies.

The Rally was billed as a Regularity Run and was so simple it was confusing. We ran a short route at our own pace, the only requirement being that we had to start the re-run in 90 minutes. The purpose of the second run was to duplicate the time of the first run as close as possible. Well, some people never finished the first run and just went to the pool; some took longer than 90 minutes on the first run and before their second run was complete the checkpoint people went home; some people finished in 90 minutes and got lost on the second run! A little luck was definitely a factor here. Sharon and Joe Shelanski driving the Russo 356, took 2nd place with a 38 second differential, the Lyles were 4th with 67, and the Russo/Reiter 911 was 17th with a larger number.

Sunday means Autocross! After their usual casual and disorganized tech inspection, we ran a very fast course in just six classes. Joe Shelanski took a 1st (by a lot) driving the 356 for the first time; Dodie took a 1st with Ladies FTD in the 356; Charlie Keller got a 3rd in the 924; I got a 2nd when a 911S got me by .06 seconds on his last run, and Bob Russo drew the crowd's applause with his FTD run. The Mark Donohue FTD Trophy is donated by Chesapeake's Bob Rassa each year and our Bob has won it so often in the past that he told Rassa that he would buy it next year.

Only six cars entered all three events and were eligible for the Overall Award. The beautiful silver bowl was brought home by Bob and Dodie - Congratulations!

There have almost always been grumblings about one thing or another at the Challenge, but the Chesapeake Region does a good job with very few people - imagine the event Chairman, Bob Schmitt, working a checkpoint on the Rally. Maybe it's their charm or southern hospitality or just the challenge of the whole thing - but one thing's for sure, next year we'll be ready to go back. Join us!

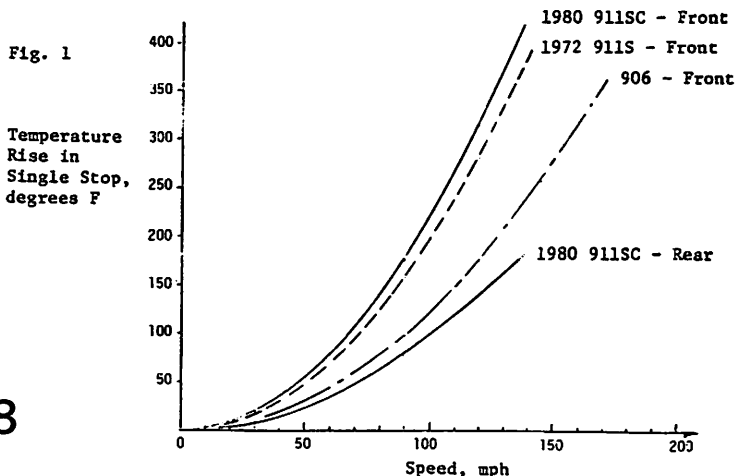


Joe Shelanski on his way to a big win.

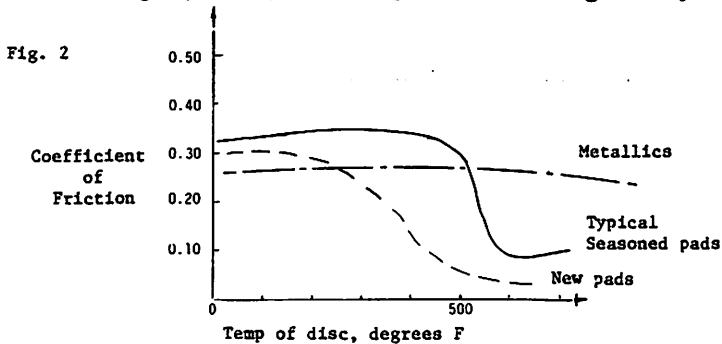
The braking system performs a key function in the operation of an automobile - stopping. For normal driving the systems on Porsches are more than adequate, lasting years with little or no maintenance. However, for those of us who use our Porsches at track events, brake system care is mandatory.

First of all, your brake fluid should be fresh. Brake fluid is hygroscopic and as it absorbs water the boiling point is drastically reduced. New DOT 3 or 4 brake fluid has a boiling point of 446 degrees F and moisture can lower that to 311. If your brake fluid boils, the air and water vapor produced make your pedal spongy and erratic braking results.

As you improve your driving (better lap times) or the power of your car, speeds on the track increase. Fig. 1 depicts the temperature rise of the Porsche brakes in a single stop. Notice how rapidly the temp increases as the speed increases. Also, temp increases with the weight of the car. Notice the large difference between the 911SC and the 906 at the same speed. The SC weighs around 2600 lbs. vs 1400 for the 906. Though the "S" type brakes were more than adequate for the 906, they were not completely suitable for track driving with the 76-77 Turbos because of the latter car's greater weight and top speed capability. Since 1978, larger finned calipers have been used on the 930s. Notice also that most of the braking is done by the front brakes and they heat up much more than the rear.



Most of the braking heat is absorbed by the metallic portions of the system, especially the rotor which can get as hot as 1000 degrees and literally glow! On the track it continually gets hotter up to some terminal temperature and cools much more slowly than it heats up. In time the rotor can crack from successive heating and cooling cycles, so inspect them regularly.



Another cause of braking loss is depicted in Fig. 2. As the pads heat up from continued use, the friction is pretty constant until the temp gets above 550 degrees. During a hot day on the track, braking effectiveness can decrease markedly, so remember that this summer. Metallic racing linings work well at high temp but they create more rotor wear and are not very effective at low temp, making them poorly suited for street use. Use a medium compound Textar, Repeco or Ferodo - I have found that even stock pads are adequate but at track speeds, my wife and I wear out a set in a weekend. Notice also what happens with new brake pads. Without seasoning they lose friction developing capability at low temp - brake fade - so don't put in new pads and go out to burn up the track.

Remember these points for safe high speed stopping:

- Change your brake fluid every year and bleed the system before every track event
- Bearing grease can oxidize at high temp, so repack the wheel bearings every year if you drive hard
- Removing the splash shields from the hub will help cooling, but watch that first application in the rain
- At the end of your run group, cruise the track without using the brakes, this way the heat goes into the air and not your brake fluid.

## Parts Bin

FOR SALE: 1976 912E, beige/saddle, sun roof, air NCTs on 7" alloys, 930 bars, lowered, ANSA, european lights, lenses, Blaupunkt Grand Prix, much more, good condition no rust, asking \$11,950; 1980 911SC Weissach Coupe, black, loaded, showroom condition, lowered, power tube, BWA steering wheel, under 6000 miles, asking \$34,000, Al Anderson, 215-845-7462 evenings

FOR SALE: Stock trombone loop cooler from 911SC; four P7s 205 and 225x16, no tread, suitable for recapping, best offer, Stu Boreen, 884-8121

FOR SALE: 12V generator #211.903.031A for 68-69 912 or VW, perfect condition, \$35

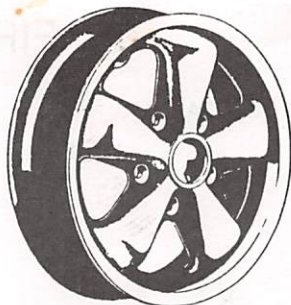
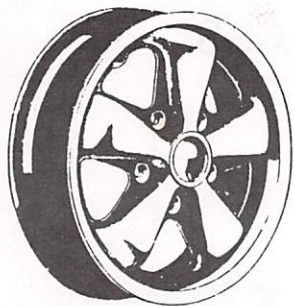
WANTED: Two Michelin 165 SR ZX or XZX tires in good condition, Skip Corey, 874-3201 eves, 766-8109 days

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