

# 08/86



## AUGUST MEETING

Bob Akin, WED 08/27 8:00 pm

GEO. WASHINGTON LODGE, NORRISTOWN EXIT, PA TURNPIKE

Our second major racing speaker of the year will be with us this month. Those of you who heard Al Holbert's talk may remember Al telling us to ask Bob about "that race". Well now is your chance. Bob is a super speaker and seems to really enjoy these meetings. If you have not had the opportunity to see him before, you won't want to miss this one.

## PRESIDENT'S MESSAGE by Richard van Zijl

A zillion new members attended our regular monthly meeting which featured the technical round tables for the various Porsche models. We certainly were pleased to welcome the new members to the club and hope that they will continue with a high level of participation in the future. Opportunity abounds for involvement driving the next 2 or 3 months with Bob Akin addressing our August meeting, our Summer Picnic at Camp Hideaway, an Autocross in September (hopefully featuring the Lyles in their new rocket), and of course, the Octoberfest. We are currently planning to have the Christmas Banquet at the Yellow Springs Inn in Chester County and this may be by far one of the nicest locations for this event.

We now have more than 510 members in our region and we are still growing by leaps and bounds. According to National, 135 people renewed their memberships last quarter.

Paul Richardson reported that the kitty contains about \$5,000.00 all told, without any major outstanding obligations. This leaves the club on a reasonably sound financial footing for now.

Our recent joint RTR/Potomac drivers ed event went off very well and a big thank you to all of you whom helped with the many aspects of making it a success. I believe Michael Stolper was rewarded for his efforts by a video tape produced and directed by Bob Holland. I don't want to steal the thunder of it before you have had the opportunity to see it, but it is apparently a view of the same cloud from a continuously changing vantage point for about 15 minutes. Feel free to stop by and view it at any time.

The close of business at the September meeting is also the deadline for the nominations for the 1987 Executive. Please remember to get yours in.

See you at the upcoming events!

# DER GASSER

## TROUBLESHOOTING YOUR LINE

by Larry Herman

Before I get into troubleshooting, there is one more point that I would like to cover; USE THE ENTIRE ROAD. Many drivers have a bad habit of driving around the middle of the track. Unless there is some mitigating reason for taking an irregular line, you should be using the whole track. Start your turn-in from the outside edge of the road. Clip the inside apex. Your tires should touch the inside curbing at the apex point. Let the car drift out to the outside edge of the road. If you want to leave a margin of safety, leave a two foot buffer on the outside exit of each turn (but do it consistently). Use the whole track even if you are going slowly. This way, you will not develop any bad habits and will know the line better when you are going faster. You will be surprized at how much extra room there is when you use the track efficiently.

For those of you who have a good understanding of the line, and how to drive it, and are capable of driving it at reasonable speed, the rest of this article will deal with improvements and/or corrections to your line. The premise that I am taking is that you are turning into the corner, and flooring the gas immediately (or trying to), and exiting under full power. The two basic problems that you may have are #1 running out of road and #2 not having enough exit speed. Sometimes, you may find that in trying to get more exit speed, you run out of road, and so to stay on the road, you lose your exit speed. You may feel that you are going as fast as you can because there is no more road left at the exit. The secret to more speed lies in the beginning of the turn.

If you find that you do not have enough exit speed, i.e. you

have plenty of track left when you exit the corner, I would try adjusting your turn-in (entry) speed first, and your apex point second. Are you able to clip the apex? If so, try turning in with a little more speed. This added velocity will be carried all of the way through the corner and will increase your exit speed, while using up the extra road. If in trying to get more turn-in speed, you can no longer clip the apex, then try moving your apex point a few feet earlier. This will allow you to carry that extra speed into the apex point. BE CAREFUL as this will tend to use up the amount of exit road very quickly! This balance of turn-in speed verses apex point can be adjusted to yield the maximum exit speed. Keep increasing your entry speed until you cannot clip the apex, then move your apex point a little earlier, and again increase your turn-in speed until you cannot clip the apex. When you start running out of road, and can still clip the apex, then you are taking the corner as well as I know how to tell you. If you find a way to get even more speed, please let me know!

Conversely, some of you may be having problems running out of road. You have no trouble hitting your apexes, but don't seem to have enough road left as you exit. Maybe you don't even have enough road to floor the gas after you turn-in. For those of you who haven't guessed by now, your apex is too early. Keep moving your apex later, and slowing down your turn-in speed until you can floor the gas and stay on the road! Sometimes the problem is not running out of road, but carrying too much entry speed, and not clipping the apex. Here again the answer is to slow down your entry speed so that you can take a proper apex and increase your exit speed. Trust me, this will definately make you go faster. Some people have to be slowed down

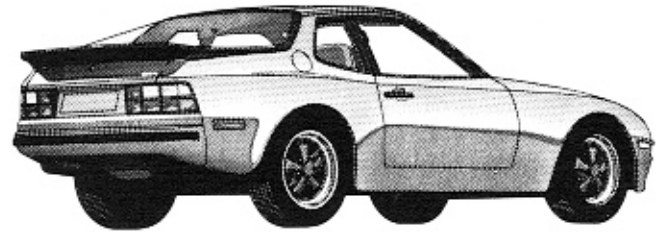
in order to go faster (yours truly included). The mistake being made is that in order to carry alot of entry speed, the car is being thrown into the corner. The ensuing understeer will at best hinder the car's acceleration if it hasn't totally screwed up your line. The smooth turn-in will allow for maximum acceleration past the apex, and the only way to get a smooth turn-in is to NOT overbrake and to NOT throw the car into the corner. The extra tenths of a second that you get by overdriving the entry to a corner, you will pay for in seconds down the next long straight. It may feel as though you are giving away too much of the entry to the turn, but if you keep an eye on your tachometer after you exit the corner, you will see that it yields more exit speed.

I would like to thank all of the people who brains that I picked to help me write these articles, and would also like to thank all those who took the time to let me know how much these articles were enjoyed. If you have any input, or feel that there was a subject that I didn't cover, please give me a call at 215-233-5845, and I will be happy to discuss it with you. Enjoy the rest of the racing season!

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## EDITOR'S RAMBLINGS

New members, events, whatever

As I mentioned last month, election time is here and you should be attending this meeting to have your say. The executive committee will announce the official slate for the coming year which is the nominating committee's best shot at the group they feel can run the club. You have every right to disagree and put your own candidate forward. You can nominate yourself if you wish to, just get someone to second it. Point being, those that don't participate can't bitch later. As a passing note, if you have a PC with a good word processor, or access to one, and a few (?) free hours a month, this powerful position is looking for an able body. Where else would you get the chance to reach over 600 people every month and spout out on whatever crosses your mind? If you are interested, contact Richard van Zijl or myself.

New members, we have them by the boat load. As of July we have 538 members, with 30 joining in June and July. We are seeing an increase in participation at our events and meetings, which is very good. Now if we could only get some pictures - hint, hint. As I have mentioned before (at least once or twice), this is your club, if there is something you want to do and we are not doing it, help to organize whatever it is. Just contact a member of the exec and let your wishes be known. This meeting would be a great time for everyone to show up. We have a super speaker, and the elections are coming. Be there!

Some of our members were a little upset about the upcoming event at Summit Point and their inability to get in. Well, out of the kindness of my heart I will repeat some earlier advice. Most events sell out on the first day. If you don't mail your entry form on the first day of registration, you stand a better than even chance of not getting

in, simple as that. The events our region runs will have an entry form printed in this publication but for events run by other regions, you must write to their track person. The contacts are printed every month and you only need write and ask to be added to the list. Then when an event comes up, you get the form. Easy huh? Based on the number of disappointed people for Summit, I guess not. I keep the calendar as current as possible so keep an eye on it for something that strikes your fancy and write away now! If you know of an event that is not on the list, let me know as others may be interested.

In my never ending quest to make this something you want to read as soon as the postman brings it, I have yet another brainstorm. This will require a bit of help from you (and a loud groan was heard over the Delaware Valley). What I want is pictures of license plates that have some humor, symbolism, or whatever. The pictures should be b/w or color, no larger than 3 1/2 x 5, and NON-returnable, so I can cut them up. Identify the car and owner and mail it to me and in an upcoming issue I will print them in conjunction with a contest. The prizes will be something from the Goodie Store - or maybe something of great value from my forced (read Vicki) garage sale when we move in Oct. Like brand new RX7 headers, or various MGB or Mercedes parts, who knows? Unlike my other great ideas, this can't succeed without some help so get those cameras clicking!

By now we all are laughing about the fun we had at the picnic, right? Next month every one that didn't attend will be envious when the news gets out. 'Till then.

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### AUTOCROSS II, etc.

by Russ Hunsberger

Autocross II will be held at LULU Temple in October. The planned date of 9/14 posed a problem for them so it has been postponed - but it will go on!!!

The Porsche-Corvette challenge tentatively will be held on 9/28. The latest news has it that this may be an open event hosted by the Central PA (Harrisburg) Corvette Club. In any case, it will be held in the Harrisburg area, probably near Hershey. We should all try to make the trip to defend our honor against the Corvettes.

TENTATIVE 1986 EVENT CALENDAR

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

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

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

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



DATE	PLACE	SPONSOR
SEP 4	Lime Rock	Metro NY
4- 5	POCONO	NNJR
6- 7	Summit Pt	Potomac PATTIS
Mid	LULU Temple	RTR Autocross II
19-21	Bridgehampton	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 - PATTIS
NOV 1	Lime Rock	Schattenbaum
7- 8	" "	CVR
15-16	Summit Pt	RTR/Potomac



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POT - Potomac  
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 301-681-3712

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 215-339-6379 (W)

SCCA AUTOCROSS PHILA Etc.

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

- AUG 24 Gloucester County (BMC)
- SEP 7 Plymouth Meeting
- 14 Gloucester County (BMC)
- 15 thru 19 SCCA Nationals, Kansas
- 20 thru 21 Pro Solo Finals, Kansas
- OCT 19 Gloucester County (BMC)

**BLUE RIDGE REGION, AUTUMNFEST**

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

# RIESENTÖTER REGION

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

CLASSIFIED and ARTICLES. Ads are FREE to members, \$10 per issue to others. They are NOT automatically reprinted. Articles and/or pictures dealing with RTR events, Porsches, or topics of general club interest are welcome. They should be type written, 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 EXEC committee.

DER GASSER is the official publication of the RIESENTÖTER 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 Riesenötter.



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## Avellino's



## From Track Side

by Al Anderson

To date RTR has held two track events, including one with time trials.

Our June event at Summit Point was a huge success. Saturday featured lots of track time to warm us up for Sunday's time trial. We ended the day with a track side cook out, steak with all the trimmings. Sunday came with great expectations. Morning track time was devoted to last minute "on line" study and working out the jitters for the afternoon's time trials, and boy did we have a time trial. Our region is really going forward by leaps and bounds. Not only did we run the fastest time trials I have ever attended, but it was safe and well organized (thank you, Mike Stolper!). We purchased a very unique state-of-the-art timer and it was worth every penny. The timer gave us the ability to keep the trials running when they would have bogged down in the past. Our local members didn't let us down either. We set 3 of the 5 new index records with Mark Schnoerr, Larry Herman, (and the bashful author - ed.) setting them. Plus people like Paul Richardson winning his class and so on, and so on. All in all, our region is really doing well at the track events, so come on out, and keep us up there in the ratings.

Our July event was at Watkins Glen, and was great as usual. The normal Glen weather was there to keep us busy; sun, rain, sun, rain, etc. etc.

I think everyone enjoyed the track, the dinner at the Glen Club, and the surprise guest appearance of the Bob Sharp/Paul Newman Racing team. You don't want to miss this event next year.

Some thoughts on 4 cylinder cars... Yes we are the underdog, but some 4 cylinder drivers are being heard from! Look at the time trial results. I wish I had a dollar for every time I said "what I would give for 50 more H.P".

Yes, I would like 50 more horses, but what a great satisfaction running quicker times at Lime Rock than much more powerful cars. By the way, Lime Rock is a drivers track, not a power track, and the same could be said for Summit Point. All you 4 cylinder drivers, stand tall, you are a force to be reckoned with. I recently told a student in a lower run group with a 944 "almost any one can take a car with gobs of power and go fast". I said fast, not necessarily good. The trick is to drive an under-powered car to it's limit, smooth, safely, and fast. I am not knocking high horse power cars. My point is, live with what you have and learn to drive it well. Step by Step! Watch Larry Herman or Mark Schnoerr. Enough said. See you at the track.

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- '70 914 Orange, black interior, 70k miles, 1.7 engine, no 1st gear, restorable, battery box solid, needs floor pan and rocker panels, must sell \$1,200 obo. Barry Franco 794-8657
- '67 912, White, black, 52k miles, rebuilt motor at 47k, new: pistons, fuel pump, cylinders, starter, generator, master cylinder, clutch, battery. Alloys, Michelin XWX, body and pan in good cond, minor rust. Runs great, \$7,250. Fred Yavorsky 848-0574 anytime.
- '63 Corvair pick-up. rare ramp-side model. new tires, 140 motor, inspected to 10/86. running but needs work/restor. any reasonable offer. AND
- '63 356B Coupe for restoration or parts. Complete w/S90 motor, camber compensator, wood steering wheel & possibly (?) airport gears. Package ONLY. Best offer. Tony Pizza 256-0506 (aft 6) 542-5183(W)

PARTS FOR SALE

- Pirelli P-77s (2) 195/60x15 all weather, will fit 944 etc. Michael Stolper 696-6018 (h)
- Jensen 40w AM/FM/cassette, 5x7 Coalial speakers. \$125
- 3 914 steel wheels w/junk Michelin tyres (good for towing) \$125
- 914 brakes, struts, Koni shocks, & assorted junkie. Larry Herman 233-5845
- BFG COMP T/A, 2 215/60X15, Very good shape, best offer
- 914 5 speed '71, 70k miles, rebuilt at 60k, probably ok. \$300 obo. Bill O'Connell 687-9574
- 2.2E ign distributor heads 5 Pistons & Cyl
- Exhaust system for '75-86 911 (muffler, heat exchangers, crossover pipes)
- York/Sanyo adapter. Offers. Bill Cooper 825-5257(w) 362-2770(h)
- Set new 6" & 7" Forged Alloys w/ P-7s from '66 Carrera. \$1,300.00 Tim Holt 215-642-5940
- 911 Carrera sport seats (2) high back w/cloth inserts, excellent cond. will deliver. \$400 obo. Fred Brubaker 434-8778(w) 770-1282(h)
- '85 930 Targa parts. Front valance w/rubber & fogs \$350. 2 rocker panels w/out the rubber \$300 both. \$600 takes all. Jim Levitt 667-2595
- 4 Yokohama A008s 205/55 VR16 brand new, still have original factory seal. \$600. Mario Deguchi. 789-8299(h)
- '66 - 69 rear quarter panel, left & right, FREE, come and get them!
- '67 911 Right door, complete/repairable \$50.00
- '68 911 rear license panel \$20.00
- 911/912 air conditioner \$50.00
- '67 door panels black w/arm rest \$30.00
- hub caps, bumper guards, horn, grills, etc. Herb Barrett 544-4985
- 911 shaded windscreen, from '67 Targa. \$35.00 Tony Pizza 256-0506 (aft 6), 542-5183(W)
- 2 Fuchs 6 x 16 from '84 Carrera
- 2 BBS 9 x 15 w/Goodyear 10 1/2 by 23" diameter slicks, used once
- Heater boxes, muffler, American Motronic catalytic converter, complete Motronic injection system including distributor, cruise control complete, sell separately or together. H. David Smith 944-8913 day or night
- Set black leather seats from '77 930 turbo. John the Goodie store man. 357-4930 (H) 657-4070(W) or at the meetings

## PARTS WANTED

- 911 6x15 Fuchs alloys. Larry Herman 233-5845
- 911 Sport Seats, will consider any condition, prefer needing re-upholstery
- 911 Carrera motor, any condition Bill Cooper 362-2770 (h)
- Goodyear NCT 195/60 HR 14 one or more in good cond Jim Schwoyer 767-6934
- 911 Recaro or sport seats
- Set of phone dial or cookie cutters for 911. Art Rothe 363-0775 (after 6)
- Decent black carpet set to fit '71 911 Targa. Russ Hunsberger 257-8777 (H) 345-9130(W)

## Wheelin' N Dealin'

### MISC

#### WANTED:

Good meeting site. We are looking for a place to hold our regular meetings. If you can be of some assistance, please contact John Heckman or any officer.


Autocross Chairperson for '87 season. No experience necessary. Contact John Heckman or Russ Hunsberger

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 \$1,700 OBD call for details on this once in a lifetime offer. Bill O'Connell 687-9574

Do you have artistic talent? Don't be humble, I don't and I need some help to make up three dealer boards for membership. If you're interested, please call me, I NEED HELP. Skip Corey 874-3201 (H) 561-2109 (W)

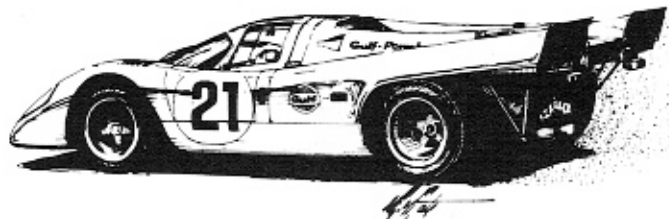
WANTED: The good, the few, the dedicated, to help run the club next year. This includes my fun filled job, THE EDITOR. Contact Richard van Zijl if you are interested.



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August

S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

8/27  
9/6-7  
19/21  
28  
11/15-16

MEETING, Geo Washington N-TOWN  
POTOMAC, Summit Point  
Ron Fox, Bridgehampton  
PORSCHÉ/CORVETTE CHALLENGE, Harrisburg  
RTR/POTOMAC at Summit Point

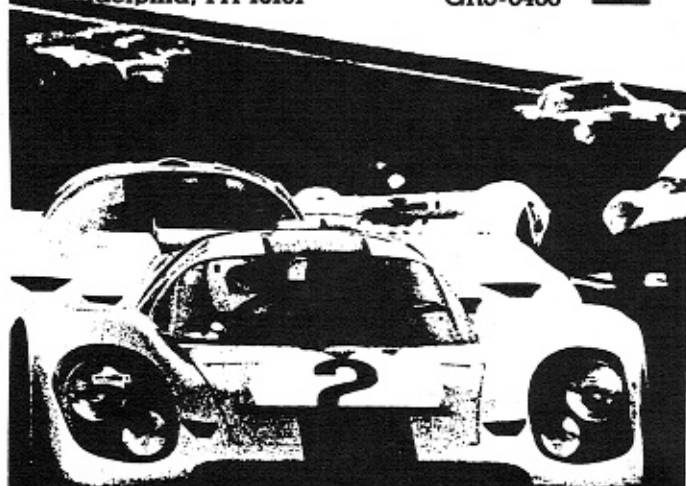
September

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

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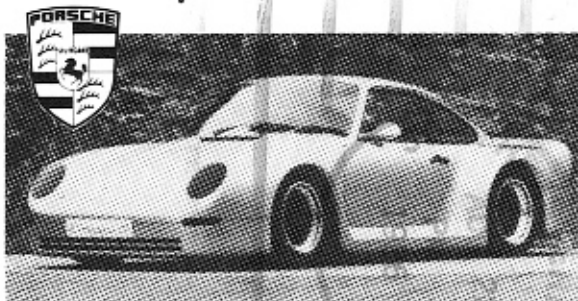
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