

# DER GASSER

April 82 Newsletter of RIESENTÖTER  
REGION, PORSCHE CLUB OF AMERICA



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Photos by Editor

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((( )))



# precision

## MOTOR WORKS

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# President's Message

Riesentoter is in a bind as far as an Autocross site is concerned. Not one of the many companies we have contacted have been willing to assume what surely is minimal, even negligible risk and allow the use of its parking lot.

The club has \$1,000,000 liability insurance at all events. We can raise this to \$5,000,000 quite easily (although at extra cost). Still, no one will capitulate. If we fail to secure a site within the next month it may signal the end of this great, safe sport as far as Riesentoter is concerned. I must ask everyone to be on the lookout. Call me or Bob Russo with any ideas. Please keep this uppermost in your minds.

On a brighter note, our social season is underway and Craig is doing a great job offering all the choices we could hope for. We merely have to choose and just commit beforehand.

There will have been at least two track events by the time you read this. In my opinion, the opportunity to drive your Porsche on a true race track must not be missed. It is the one way to really appreciate what you own - a car that is as at home on the track as it is on the street. They are amazing!

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## Super Sundays, etc

- Apr 18 - DVSA Sprint, Riesentoter, Bob Russo 674-4756  
Apr 25 - DVSA CHAMPIONSHIP Sprint, Valley Forge Motor Club at Burlington County Community College, Larry Herman for details, 215-233-5845  
Apr 28 - Riesentoter General Meeting, see page 3  
May 2 - Riesentoter Co-ed Sprint School, call Bob Russo for details, 674-4756  
May 2 - DVSA Sprint, Schattenbaum Region PCA, call Bob Carrington for details 609-771-0613  
May 9 - SCCA Sprint (Solo II rules and classes), call Mike Signore for details, 643-5212  
May 13-15 Driver's School at Lime Rock, call Bob Carrington, 609-771-0613  
May 16 - DVSA CHAMPIONSHIP Sprint, Riesentoter, call Bob Russo, 674-4756  
May 23 - DVSA Sprint, Old York Road Sports Car Club, call Walt Boutcher, 674-4794  
May 26 - Riesentoter General Meeting  
Jun 6 - Riesentoter Sailing Day, Craig Rosenfeld for details, 431-2836  
Jun 6 - DVSA Sprint, Schattenbaum, Bob Carrington, 609-771-0613

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## Next Meeting: Steve Limbert

Larry

As you know, Steve Limbert was scheduled to speak at last month's meeting. Unfortunately, he was called out of town at almost the last minute and I know that everybody at the meeting was disappointed.

Steve has assured me that he will be at the April meeting with some slides and a discussion of what real amateur racing is like (see the March Der Gasser for his credentials). Incidentally, the weekend before Steve is speaking to us, he'll be racing his 914 at Summit Point.

Anyone even remotely considering preparing and racing their own car should come to this meeting because Steve can tell you how it really is.

(Ed. note: An interesting comparison might be the kind of preparation and maintenance required for a race car and the demands made on a driver's school car, pointed out as very important by Bob Russo on page 6.)

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## NEW MEMBERS - WELCOME!

Robert Werner  
Huntingdon Valley, PA  
1979 930 Turbo

Thomas Franco  
Springfield, Pa.  
1972 911T Coupe

Robert Sharpless  
Devon, Pa.  
1982 911SC Coupe

Jay Windsor  
Ardmore, Pa.  
1970 911S Coupe

Thomas & Paula Wolfe  
Colmar, Pa.  
1978 911SC Coupe

Joseph & Karen Ehritz  
Allentown, Pa.  
1971 911T Coupe

Charles Scott  
Devon, Pa.  
1976 911S

John Branch  
Coopersburg, Pa.  
1973 911T/ 1965 912

A SPECIAL WELCOME TO OUR NEW MEMBERS WHO ATTENDED OUR  
MARCH MEETING!

JAY WINDSOR just bought a 1970 911S. Jay is a former  
member - welcome back!

JOHN BRANCH owns two Porsches. A 1973 911 Coupe and  
a 1965 912 sans a crank.

BOB SHARPLESS just purchased his first Porsche, a  
black 1982 911SC Coupe - very classy.

CHARLIE SCOTT is running around in a sharp 1976 silver  
911S and intends to run some high speed  
events with us.



# Social Doings

The Grand Prix in Paoli turned out to be a super day for 26 Riesentoters. Many thanks to George Reppert of Horrigan Porsche-Audi for lending us the films "Le Mans" and "Grand Prix".

Sunday June 27 - Bus Trip to Atlantic City. Leaving King of Prussia at 10:30am, returning early evening. Cost is \$12/person and you get \$13 back from the Playboy Club - you're ahead already! June 1 is the deadline to sign up - 45 people maximum.

The May meeting will be a Wine Tasting at Cafe Vienna. Beef Wellington or Fish stuffed with scallops and crab-meat are the entrees - choose one and send \$18/person to Craig Rosenfeld by May 7.

## Ed. Note

Vern

Just a reminder that items for sale or wanted are listed free to members in the Parts Bin on page 12. Also that Porsche-related articles and BW photos are welcomed. Articles need not be technically oriented as long as the information is of general interest. Also feel free to express your opinion pro or con on anything Porsche or club related. The deadline is the first of the month for that month's issue.

It takes about a week to put Der Gasser together, add 2 or 3 days of hassle and rearranging for people who miss the deadline, 3 days at the printer, then it's in the mechanical hands of the US Postal Service. You should receive it shortly after the middle of the month. If it's later, blame the Postal Service or the people who missed the deadline, but never the Editor. Except during autocross season....

# Competition

Bob & Dodie

## SPRINTING VS. DRIVER'S SCHOOL

Must these two types of events be mutually exclusive? Can a person be an avid autocrosser and still attend driver's schools and vice versa? I think you can, providing you keep things in proper perspective. Each event offers a driver a different set of experiences and places different demands on the car.

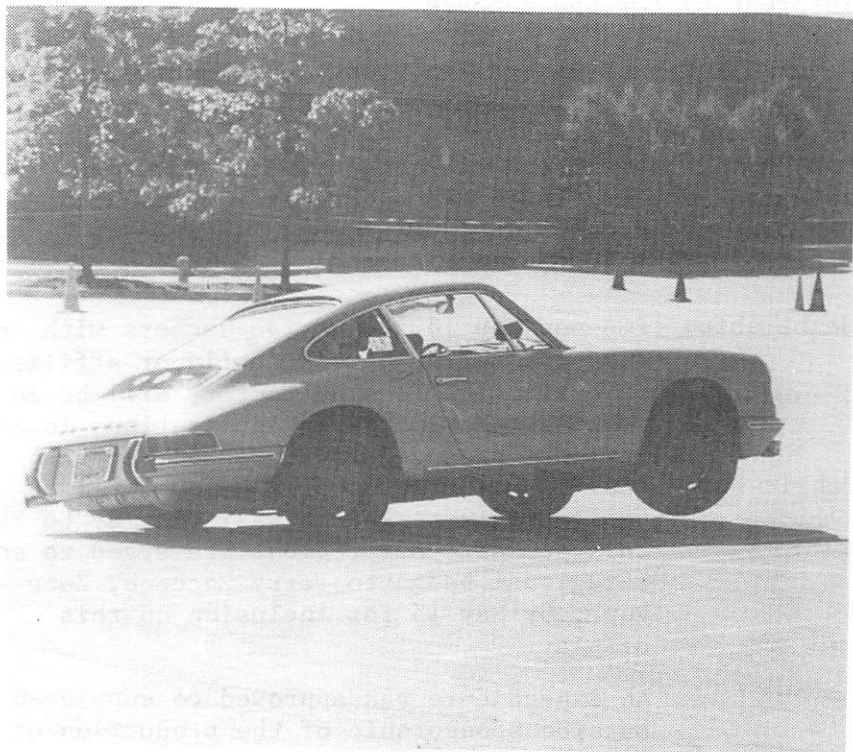
An autocross, with its tight, twisting turns and the course marked only with pylons, requires that the driver make certain decisions not necessarily required at a driver's school. An autocrosser must, in effect, select the inner and outer limits of the course to achieve a proper line to post the lowest possible elapsed time. Upshifts and downshifts, though only in the lower gears, are made in rapid succession. Any mistake in this area can mean the difference between first and fourth place. A car set up for autocrossing in general must be prepared with low speed cornering and its inherent understeering as a major concern. However, recent autocross courses have been designed much more open (faster) and this has required the autocrosser to reassess his suspension adjustments. The demands of this type of competition take a toll on components such as clutches, transmissions and of course, tires.

What then are the demands made by a high speed driver's school? In these events we see the driver facing much higher speeds, a variety of changing conditions in the track surface, and the all-out exhilaration of driving your Porsche flat out down the main straight. First and foremost you have to realize that you are now operating the car at speeds far in excess of normal driving. Now, oversteer, for which Porsches are famous, becomes something with which to be reckoned. A mistake here can be exciting, but also dangerous. Smoothness and a good feel for what the car is doing now become necessities. Now that the course is determined by the



edges of the blacktop, the driver must concentrate on the line that would provide the fastest entry and the quickest exit through any corner. What demands are placed on the car during these events? Suspension components are subjected to high loading for long periods of time and begin to deteriorate. Engine and drive train components operate at much higher temperatures than normal, accelerating wear. Tires, just as in autocrossing, become a high wear item.

The serious Porscheophile can and should try both types of event. The important thing is that you should recognize the demands placed on you and your car, and take the proper steps to counter them.



Did you say something about suspension loading?

# Zone Rep. Rap

Bob Holland

Having returned from my first National meeting as Zone 2 Representative, I thought some of you may want to know what occurs at such a meeting. The morning is comprised of three separate meetings; the Executive Council, the Zone Reps. and the National Committee Chairmen. One hour before lunch the Zone Reps. and Executive Council meet. After lunch the National Board Meeting takes place. The major subjects discussed at the Zone Reps. meeting were changes in the PCR's, regional boundaries and how members are assigned to regions, feedback from regions on Zone Rep. effectiveness, request for information regarding autocrosses and driver's education events for an article in Autoweek, and more informative financial information for the members.

Several items of general interest to all members were discussed at the National Board Meeting.

Bob Rassa, Legislative Liaison Committee Chairman, informed us that the 85 MPH speedometer regulation has been rescinded. The 5 MPH bumper is under consideration.

**Membership:** PCA now has 16,222 active members with an almost equal number of family or affiliate members. The Porsche factory will be inserting PCA membership applications in all Porsches produced for U.S. delivery.

**Public Relations:** Harrahs Automobile Museum will be dedicating a permanent wall display to PCA this summer. All regions are urged to send a regional badge to Terry Zaccone, Zone 7 Rep., by May 15 for inclusion on this display.

An expenditure was approved to supplement outside sponsorship of the production of a film on the 1982 parade.

Annual award nominations are due in 1982.

Finally, a resolution was approved supporting the Executive Committee's approach to sanctioning the 1982 "Treffen".

I must say that my first exposure to the National organization was very interesting. I had an opportunity to talk informally with Hank Malter and found him to be a very dynamic and genuine individual. He is very interested in what is happening in the regions and concerned about the problems that affect the regions. The man behind that picture in "Pano" is really a super guy.

This is the first of several articles I will attempt to write to keep you all attuned to what is happening at "National".

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# Broken Crankshaft

Dodie

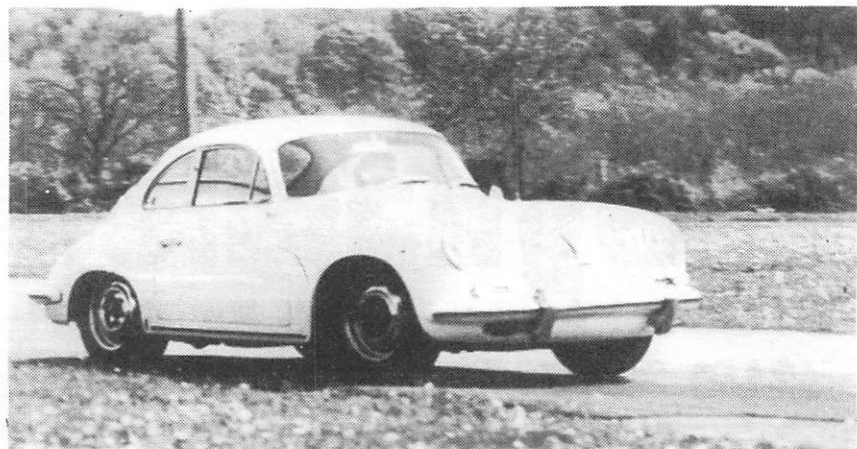
What is the Bill Schmidt Broken Crank Shaft Trophy? If you've attended any of the banquets since 1972 you know it is a trophy awarded to the person selected by the club as The Best Novice Sprint Driver for the year.

Last year I was fortunate enough to be the proud recipient of this honor.

In 1981, my first year autocrossing, the events were so enjoyable. The people were so warm and everyone seemed so involved in improving not only their cars but their driving abilities as well, that I never thought of receiving an award for having so much fun.

I don't know what this award meant to my predecessors but to me it was a thrilling, exhilarating experience. It offered the confidence to actually get out there, the encouragement to continue learning from the club's more experienced sprinters and the inspiration to be as competitive as possible.

Thanks to those who were responsible for selecting me! And I want to wish Good Luck to all the new sprinters out there this year.



In the process of improving....

# Lateral Acceleration

Tony

How many lateral G's can your car deliver? If you can't find the figure in the popular "Road & Track", you can generate your own figure for your own car. If you make modifications to the suspension, you will be able to see if it helped do a better job of "sticking-it-to-the-road".

Find a flat surface - paved or concrete is best. With a string and chalk, scribe a 100 foot radius circle. Drive around this circle at the maximum speed you can, yet still have control of the car. Either check your speedometer or if you believe it may be too far off, use a stopwatch. The G figure will be found from Table #1.

Now if you improve the suspension, you should be able to generate a higher G value. Be sure to use the same surface when making comparisons. Figures are good for any car (size, weight, etc.).

Time is in seconds, and it is for 1 complete ride around the circle.

Table #1	<u>100 Foot Radius Circle</u>	
<u>Miles/Hr.</u>	<u>Time in Sec.</u>	<u>Lateral G's</u>
25	17.14	0.42
30	14.28	0.60
31	13.80	0.64
32	13.40	0.68
33	12.98	0.73
34	12.59	0.77
35	12.25	0.82
36	11.90	0.86
37	11.57	0.92

You should be in the 12 second area with your Porsche.

(Ed. note: The hardest part of this is finding the area to do it - if you do let us know. If you're stuck with a smaller area, you can plug in the radius you use, time one lap and use this formula:

$$LA = 1.22 \times \frac{\text{radius in ft.}}{(\text{sec.})^2}$$

# Parts Bin

FOR SALE: 356A engine - strong, rebuilt within 20K mi, complete except for generator, running well when removed, \$500 or discuss trades. Call Paul Barry (days) at 609-665-8833

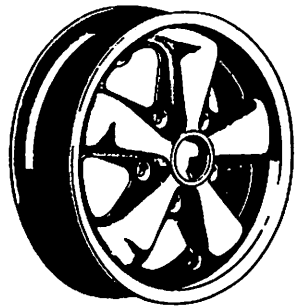
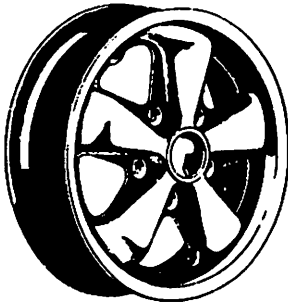
WANTED: Early type stone guard (mask) that fits over the entire hood of a 911. Bob Russo, 674-4756

FOR SALE: Factory alloys, 6 and 7 inch x 16" (911SC option), set of 4, \$500; 5.5"x14" factory alloys from 912E, set of 4, \$200; 1980 911SC Weissach coupe, Black, loaded, lowered, power tube, BWA steering wheel, cover, garaged, never seen rain, 4,450 miles, \$38,000; 1969 VW Beetle - autocross, brand new motor, Weber, suspension, too many modifications to list, ground up restoration, \$2,900. Al Anderson (eves) 845-7462

FOR SALE: 924 Ansa exhaust, good cond, includes center resonator, \$50; 924 stock sway bars, F & R, \$25 both; 185/70x14 Goodyear NCTs shaved, \$15 each or \$100 for all 8; other 924 parts, LH mirror, antenna, etc. Harry Kintzi, 395-6506

FOR SALE: Four 185/70VR15 steel Semperit Super Speed tires (5 to 6/32s) plus 4 5.5x15" steel wheels - no rust, just been painted silver, 4 hub caps plus lug nuts; 2 vinyl seats, black, right side perfect, one small tear in drivers side - all from 71 911T. Call Bill Dewees (days) 841-5342, (eves) 644-4866





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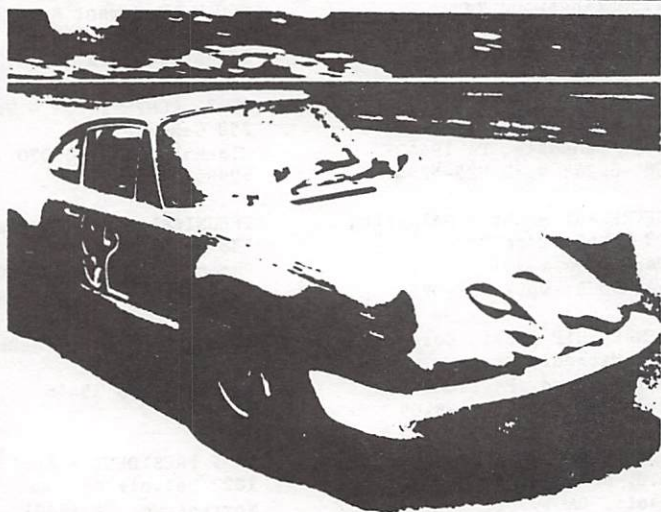
...and remember this

When you are new to your Porsche, take the time to learn to drive it. When you think you know how to drive it well, then try autocrossing. If you find you can't drive it well, wax it a lot and refer to it as your "investment".

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