

Der Gasser

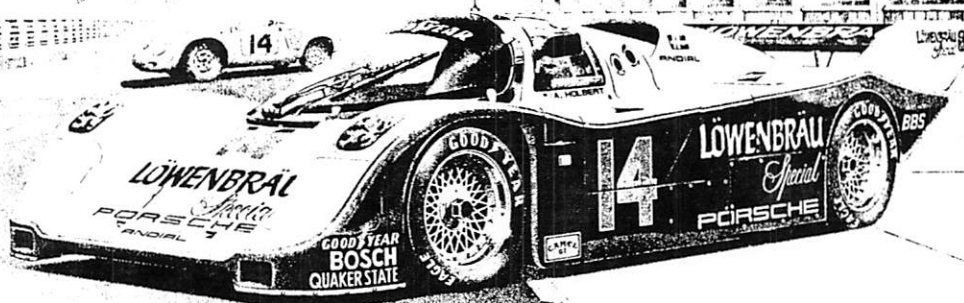
JULY 1997



Riesenötter 40th Anniversary 1957 - 1997

Riesenötter Region • Porsche Club of America

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President's Message

Whenever I go away to participate in a concours or a race or a Drivers' Ed event, I like to, at some point during the affair, take some time to "smell the roses." I like to encapsulate the event in one point in time, to store it away in my memory in order to revisit it from time to time.

As I am currently preparing my 356 to run the Pittsburgh Vintage Grand Prix over the weekend of July 19 and 20, I am reminded of our own Philadelphia Vintage Grand Prix of October 7 and 8, 1995. If you were lucky enough to attend, you know what I mean when I say that this was truly a glorious event. The "roses" I remember have me in the 356 on West River Drive with no other cars in site, open exhaust gleefully echoing off the surrounding trees and hillsides, cloudless blue sky above and the site of one lone sculler rowing down the river towards the city. I wish I had a photograph of the moment. Shot in black and white and developed on paper with slightly yellowed and torn edges, the scene could have been from 1962.

Having attended this year's Riesentöter Drivers' Ed event at Watkin's Glen with the kind use of Tony Bonanni's 930, those "roses" I am remembering are me with my foot flat on the floor at 6,600 RPMs in third (it's a 4-speed) at the top of the esses with that magnificent machine gently drifting and fluttering across the surface from the apex to the trackout point. Grabbing 4th, I look for 150 MPH on the speedo before it's time to shut down for the inner loop.

Labor Day of 1996 found me at the Vintage Fall Festival at Lime Rock presenting my 356 in the concours. Geoff Ehrman and I spent two 12-hour days cleaning my already clean car in preparation. Jim Grundy loaned me his enclosed trailer to tow the car behind my Suburban. These "roses" have me standing dutifully beside my shimmering steed explaining some minute detail to an interested spectator when I overhear one excited college student say to another upon spotting my car, "Ah! I have a new favorite." When it is time to hand out the awards, out of a field of 100 cars, my car gets "Best Import."

Although it has been quite dry this Summer, the weather has been almost perfect for all of us Riesentöters to celebrate owning our Porsches, the finest sports cars in the world. Take some time this Summer to smell the roses while driving your Porsche. That is something some people elsewhere would pay good money to do. It is a privilege.

Fond regards,

John Heckman

HELP!! RTR CLUB RACE WORKERS NEEDED

We still need workers for the Club Race weekend at Pocono, August 16 and 17. We can't pull this off without YOUR help. Lunches and Sat. night dinner provided as well as lodging (double occupancy for race workers only. You must work as least eight hours to receive dinner and lodging.).

If you are interested in helping, please contact the following:

Pit/Grid	Tracy Chatley	(610) 696-7125
Registration	Vicki O'Connell	(610) 640-1675
Tech	Mark Winkle	(215) 855-6954

Note: You can work Pit/Grid as well as Registration or Tech. Registration and Tech will be finished by the time workers are needed for Pit/Grid. We had a blast out there last year. The more, the merrier!

Riesentöter 40th Anniversary Jacket

As part of Riesentöter's 40th Anniversary, we are making a limited edition 40th Anniversary track jacket. It is a weatherproof jacket with a zip-out lining designed to be worn everywhere, from track events to Le Bec Fin. It even has a hood for those rainy flagging days. The jacket will be embroidered with the 40th Anniversary RTR Crest on the front and your name (if you wish). Ever see the Formula Motorsports jacket? Same one.

If you want to be the first on your block with this fashion winner, you can order one at the pre-production price of only \$125 (\$130 if you want your name on it). Pre-production orders must be in to Goodie Store mistress Robin Zelinskie by August 1. After that date you cannot get your name embroidered on the jacket (unless you do it yourself). Don't delay. Insure that you get one in your size. Once the jackets are gone, they're gone. The post-production jackets will be available for sale at the Pocono Club Race.

Down The Pike

JULY

30 Club Meeting, CJ Tires, Route 422, Birdsboro, PA
7:30, Topic: Tires!

AUGUST

- 2 Tech Session, Don Rosen Porsche, Conshohocken, PA
9:00am - 2:00pm
- 10 Autocross
- 23 Tech Session, Vision Porsche, Audi, VW, Reading, PA
9:00am - 2:00pm
- 24 Summer Picnic, Lenape Valley Swim Club, Chalfont, PA
1:00pm - 6:00pm
- 27 Club Meeting, Don Rosen Porsche, Conshohocken, PA
7:30, Topic: Race Cars at Rosen's

SEPTEMBER

- 21 Autocross, Camden, Lot K
- 24 Club Meeting, Speed Zone, Bethlehem, PA 7:30
- 27 Tech Session, Holbert's Porsche, Audi, VW, Warrington, PA, 9:00am - 2:00pm

OCTOBER

- 19 Fall Rally and Social (details forthcoming)
- 29 Club Meeting, Bent Elbow Tavern, Fort Washington, PA
7:30 Topic: Election and Tech Quiz

NOVEMBER

- 9 Porsche, VW, Mercedes Mobilia Swap Meet, Embassy Suites, Philadelphia Int'l Airport

DECEMBER

- 13 Holiday Banquet, Doylestown Country Club

1997 TRACK EVENTS

JULY

- 24-25 Watkins Glen (Driver's Ed, Host - Allegheny, contact Claire McConaha (412) 341-7939)

AUGUST

- 2-3 Portland (Club Race, Host - Oregon)
- 2-3 Mosport (Club Race, Host - NNJ/Upper Canada)
- 15 Pocono (Driver's Ed, Host - RTR)
- 16-17 Pocono (Club Race, Host - RTR)
- 23-24 Summit Point (Driver's Ed/OG Racing Time Trials Weekend, Host - Potomac)
- 30-31 Road America (Club Race, Host - Chicago)

SEPTEMBER

- 6-7 Jefferson Circuit (Driver's Ed, Host - RTR)
- 6-7 Las Vegas (Club Race, New 2.5 mile FIA Road Course & Tri-Oval)
- 13-14 Willow Springs (Club Race, Host - Los Angeles)
- 27-28 Indianapolis Raceway Park (Club Race)

OCTOBER

- 4-5 Jefferson Circuit (Driver's Ed, Host - Blue Ridge, contact Don Stefl (540) 774-6644)
- 4-5 Heartland Park (Club Race, Host - Great Plains)
- 10-11 Summit Point (Driver's Ed, Host - RTR)
- 18-19 Mid-Ohio (Driver's Ed, Host - Allegheny)
- TBA Memphis (Club Race)

NOVEMBER

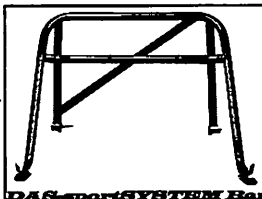
- 15-16 Summit Point (Driver's Ed, Host - Potomac)

DECEMBER

- 6-7 Sear's Point (Club Race, Host - Golden Gate)
- TBA Roebling Road (Club Race)

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- Get glued to the road...911/993/944 Fully adjustable front & rear anti-roll (sway) bar kits, special pricing all summer long, ends 9/30/97.

Porsche Service Reminders

- While you wait oil & filter change services! We'll use Agip's premium oil, genuine oil filter and a friendly technician.
- Clear your head, or at least your control units with our "hammer" tool for on board diagnostics, used on your C2,C4 and 993.
- Has your air conditioning lost its cool?? AC service and repairs with r12 and the new stuff r134, and EPA certified technicians.

Club Meeting Info

July Meeting - CJ Tires and Riesentöter want You!!

Don't be too "tired" to attend our July 30th meeting at CJ Tires - come see where the rubber meets the road... Kevin Hyatt and the nice guys at CJ Tires have invited us to their shop for a night of fun and info. On hand, in addition to Yours Truly and the rest of the zany Executive Board, will be a representative from Pirelli Tires. We'll get the latest on Pirelli's racing effort along with practical information about your "daily driver" tires.

Where and When:

Wednesday, July 30th at 7:30 Telephone - (610) 582-4266
91 Ben Franklin Highway (Route 422)
Birdsboro, PA

Directions:

From Valley Forge take 422 West. Continue on, they are on 422 West, 8 miles past Pottstown, on the right.

Coming in August - Race Cars at Rosen's!!!!!!!!!!!!!!!!!!!!!!!!!!!!

See yah at the meeting.

Melissa Plenzick, Vice President

Next Generation Porsche 911 Revealed

RENO, Nevada, July 3, 1997 --- Porsche today released initial details and photographs of the next generation of its famed 911 sports car. While retaining the 911's classic rear-engine layout and distinctive silhouette, it is the first model to be completely redeveloped in the 911's 34-year history.

The new 911 will feature a more stylish and spacious body and, for the first time, will be equipped with a water-cooled engine. This 3.4-liter, 296 (SAE) horsepower, flat-six cylinder power plant will produce 258 ft. lbs. of torque and propel the car to a top track speed of approximately 175 mph. It will release lower exhaust gas and noise emissions while maintaining the characteristic Porsche engine sound.

The new 911 will also be available with either a six-speed manual or optional Tiptronic S automatic transmission. The new manual gearbox will be more compact and lighter, in spite of adapting to the higher engine torque. The Tiptronic S will have five speeds instead of the current four.

The latest in the series of one of the world's most popular and enduring sports cars, the new 911 will have its world premiere at the 1997 Frankfurt Motor Show (IAA) in September.

(Courtesy Porsche Cars North America Inc.)

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Brake Rotors OE - front	
911 '69-'83, 944 '83-'86.....	\$35 each
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Brake Rotors OE - rear	
911 '69-'83.....	\$68.35
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911 Expandable return tubes, solid machine	
aluminum with Viton seals	\$24.00
911 valve cover gaskets - late style kit.....	\$15.02
911 Mahle oil filter with drain plug gaskets.....	\$7.80
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CORRECTIONS!!!!

Guess what everyone, the Editor (and her husband, whose photos she has been using) isn't perfect. I know it comes as quite a shock to some of you (and not at all to those who really know her). Thanks to all who not only correctly identified the two gentlemen in the back row of June's cover photo (see photo at left), but also corrected the misidentification of Mel Feldman - the gentleman on the far right of the first row. My apologies to both Axel Shield and Mel. The correct identification of the people pictured in the adjacent photo is as follows: First Row (left to right) - John Chatley, Bob Russo, Mel Feldman; Second Row - Paul Walsack (left) and Rasim Tugberg (right). Larry Herman was the first person to correctly identify all the individuals and he gets an RTR sweatshirt for his diligence. Bob Russo also correctly identified everyone (Hmmm, Bob must have a better memory than John). Nevertheless, thanks to everyone that called me with Paul and Rasim's names.

While I was on the phone with Bob Russo going over the spelling of Paul and Rasim's names, he brought it to my attention that the April cover photo (we aren't doing so well with this cover photo thing, are we) was actually a 1967 911S. Several people had mentioned that to John (I wouldn't have a clue!), but I don't think the issue had been officially resolved until I talked to Bob. He told me that in 1968, no 911S's were imported into this country due to revised emissions standards. Therefore, it has to be a 1967 (or earlier) 911S. In 1968, the 911L (same as the S but different engine) was imported. See, you learn something new every day. Bob, you get a sweatshirt too.

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John looks really happy, doesn't he. Hmmm, I wonder why.
(Photo courtesy John Chatley - who else?)

Riesentöter Annual Picnic

Sunday, August 24th 1:00pm-6:00pm
Lenape Valley Swim Club

Swimming, Volley Ball, Baseball (bring your equipment), Dessert Contest and People's Choice Concour.

Hamburgers and Hot Dogs Compliments of BONNANI FOODS.

Bring your bathing suit, your favorite homemade dessert and the whole family for an afternoon of fun, food and PORSCHEs.

Please note: the People's Choice is not a judged concour - no one will crawl into your trunk or glove box - dirty cars have been known to win!! Any Porsche qualifies, everyone gets to vote!!!

Directions

Lenape Valley Swim Club is located in Chalfont near the intersection of Routes 202 and 152.

From Montgomeryville via 202, turn left onto 152, go 4 blocks to Westview Avenue, turn left and Lenape is a short distance down the road, on the left.

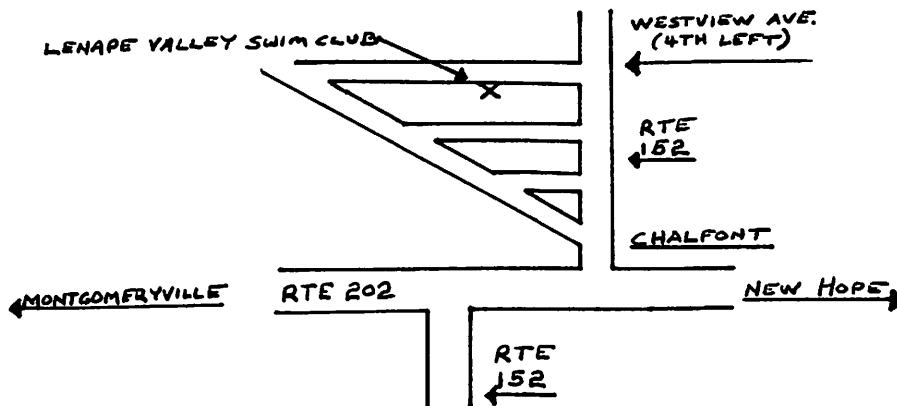
From New Hope via 202, turn right onto 152, go 4 blocks to Westview Avenue, turn left and Lenape is a short distance down the road, on the left.

\$10.00 per adult, Children are FREE
Any Questions????? Call Pat Tillson 610-544-4737

Name _____

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Make Check payable to RTR/PCA and send to Pat Tillson, 111 South Chester Road, Swarthmore, Pa 19081



**1997 Porsche Parade
San Antonio, Texas
by Liz Silverman**

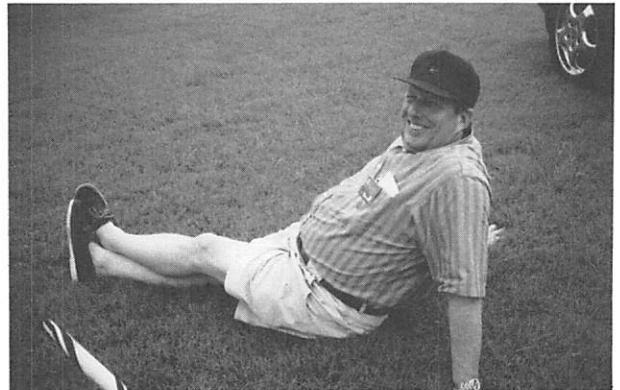
I had to pull out all the stops to get time off from work to go to my eighth Porsche Parade in San Antonio. Was it worth it? You bet! My fun actually began prior to the Parade.

The 968 did not get to go to Texas since I barely had time to fly down. I played tourist for a couple of days before the Parade. It was humid, sunny and in the mid 90s every day so I thank God my rental car had excellent A/C. I could not resist touring a local brewery even though their beer is not as good as Rolling Rock or Yuengling. I visited the old missions, some of which still have Sunday services. The most famous one, The Alamo, was very interesting and different from what I expected. There is a lot of history in San Antonio, and they celebrate often with fiestas. The Alamodome is a huge structure which is divided in half for the Spurs games because it is long enough for regulation football. Taking a boat ride along the Downtown San Antonio's Riverwalk, or Paseo del Rio, feels like being back in Venice on a gondola ride. I scoped out places to return for food and shopping. Believe it or not there are wonderful places to antique shop. Finally, I got an aerial view of all this from the revolving restaurant atop Tower of the Americas.

Now it is time for the 1997 Porsche Parade to begin. My friends from San Diego, who have unofficially adopted me, waited to go through Registration with me because we were to rally together and sit at the same table for the two formal banquets. The very important next step was to shop at the Goodie Store. What surprised me was how little I spent due to the fact that it was very small and not as good as previous years. Okay, so on to better things like going out to take pictures of awesome beauties.



The judges swarming over the C4S of John and Tracy Chatley (notice John checking on the judge in the trunk). Photo courtesy John Chatley.



Yep, he's happy. John won First in Class in the Concours. (Photo courtesy John Chatley.)

A few people brought Boxsters in a variety colors. Snap, snap, snap went my camera.

The rest of the weekend I caught up with old friends and made many new ones. The first night I ate at a table with a bunch of SMR people with whom I made an agreement not to discuss the fact that their Wings slaughtered my Flyers. Unlike mean Philadelphians, they obliged.

Slightly showery on Concours Day, but not too many upset people since it was the smallest display I have ever seen. They are all so lovely that it is hard to pick People's Choice. I had to vote for my home favorite, a 912, driven from Maine and belonging to old time friends.

Rally day did not go well for me since I made stupid mistakes about which I knew better. I spent all week apologizing to my driver since she expected me to bring her another trophy as I did in Oregon. I needed the ice cream social at the end to console myself. The awards dinner was at Le Villita downtown as a Mexican fiesta. I did win a Yokohama t-shirt as a door prize.

One day I spent out in the sun getting a nice tan while working the autocross at Brooks AFB. I sweated like a stuck hog, but came prepared with sun screen and water. Had I not had these items, there were plenty of people willing to offer theirs. PCAers are the best!

Friday I helped out the banquet lady again with floral decorations for our tables at the hotel. I am not very artistic, but all help was appreciated. I did sneak away for a tech session on the Boxster. Man, I want one of those little suckers! I know, me and the rest of the world. Speaking of the world, two Porsche Club Sweden guys stayed and competed with us. They are going to make an annual tradition of sending someone over to

our Parade. After seeing them, it could be my incentive to go to the Parade every year.

The autocross awards dinner was a big barbecue followed by dancing to a versatile local band. Free Shiner Bock was flowing all night. Can't drink too much though because the Tech Quiz is first thing Saturday morn. It was my first diagram test, but that must have worked since I won First in Class. The trophy is a beautiful German-made stein with relief artwork all over it depicting Porsches, San Antonio and other Parade-related scenes. Also, on Saturday I traded well with a man to get a beach towel for my car, a 968.

See, did I not tell you this Parade was good. It is amazing how fast the time goes. You just get reacquainted with your friends and they take off for all parts of the country. The weather got really bad at the end. I guess that was the signal to wrap things up. When I got back to Philly, I quickly took the 968 out. I promised it would see its friends in Montreal in 1999.



John and Tracy Chatley at the Victory Awards Banquet.
(Photo courtesy John Chatley.)

More Comments on the 1997 Parade by Tracy Chatley

This being my first Parade, I was in Porsche Heaven! Although attendance was down from other Parades, there were still around 475 entrants. John and I drove to San Antonio in three days, which was a blast on highways with posted speed limits of 70mph (although it made getting the car ready for the Concours that much more difficult with bugs sandblasted into the front of the car). Riesentötters in attendance included John and I, Liz Silverman, Hank and Clare Scheuermann, and Donald and Katherine Schaub. I also got to meet former RTR members now in other regions, including **founding** members Jack and Ginny Case. Jack was the first President of our region.

Although our region may not have brought home a lot of awards, we certainly did well in the events we entered. John won First in Class in the Concours and Liz Silverman won First in Class in the Tech Quiz. Awesome guys!

The 1998 Parade will be in Steamboat Springs, Colorado from July 19 through 25. It was also announced that the 1999 Parade will be in Montreal. That will be the first Parade held outside the United States.

I really enjoyed the Parade and am looking forward to the next one. If you haven't been to a Parade, I highly recommend it. Although Colorado might be a little too far for most of us, the 1999 Parade in Montreal shouldn't be. We should get a big RTR group together and caravan to Canada. How fun that would be!

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The Glen

by Bill O'Connell, Track Chair

Three days of fun in the sun! Thanks to the wonderful help of a few very dedicated folks, it ran like a charm. Were there any hiccups? Sure, but by and large it kept moving along. One minor snag came about because the Glen forgot to send the letter telling us we needed some more pit out folks than intended. Seems staging and pit out moved to the garage area but as always, a few folks jumped into the thick of it and made everything almost ok.

We were honored this year by the folks at the Glen. We were chosen to revive an old tradition, that being the lunch time touring laps. For years the non-participants would take a few laps at what was supposed to be slow controlled speeds during the lunch break. It was slow because no flaggers or safety personal were at their stations. Well as time went by, some folks (no Riesentöter members of course) started playing. They would drop back, build up a head of steam then attempt to wow and impress their passengers with their driving prowess. Surprise, surprise, once the Glen management got wind of it, the games were over. The Glen has had many requests the revive the runs but were reluctant due to the great liability issue should one of the "racers" get in over his/her head. Well, we impressed them sufficiently and got the green light. There were some interesting restrictions - must be 18 or older, must be belted in, must wear a helmet, must not exceed the 45mph set by the pace car (which became faster as they realized a) 45mph is pretty slow and b) these were Riesentöter drivers!) But on the positive side, anyone meeting the requirements could drive, so spousal units, significant others, etc. got a sense of what it was like. It was led by the General Manager of the track with the President overseeing. It went well and now will become a regular feature. Thanks to all who participated, ya done good!



Vicki O'Connell takes an M3 out for a "test drive."
(Photo courtesy Bill O'Connell.)



RTR does Go-Karts at the Glen. (Photo courtesy Bill O'Connell.)

There was an interesting spread of cars including a Rabbit, a Turbo Honda Civic, some Vettes, some of the very limited production M3 Lightweights and a splendid array of Porsches, but NO Boxsters! I expect most everyone had fun based on the smiles and the minimum of carping. In fact the biggest complaints came from those that had a hard time figuring out math in regards to time. Lets see, three 20 minute sessions per hour, 7-10 minutes per session to clear the track - "hey, how come I don't get a full 20 minutes?" Well, if you can clear the track in seconds, the problem goes away. It also helps if you can insure no one will have any problems and require flats fixed etc. Of course, part of this problem is the length of the track and the new staging area. By Sunday we had cut the time down considerably with some fine tuning.

My thanks go out to all the folks that chipped in, from Colin and Paul doing the morning talks to the various pit out folks like Milessa who pulled multi sessions, to Mike Andrews jumping in at the last minute to make the Saturday night dinner a success, to Ms. Vicki who ran Registration for hours every day to pick up the stragglers and overseeing the new control area in the garage. She must have done something right because for the first time in many a year, a member was moved to send a thank you. Sam Low created a nifty computer generated thank you to her.

Next in line, the the Race and Drivers' Ed at Pocono. We are on a roll!



Autocross IV by Bob Weigand, Autocross Co-Chair

Sunny weather helped produce a fine turnout on Sunday, July 6th, for what should have been our fourth event this year. Unfortunately, Autocross III was canceled due to the implosion of the old RCA building on June 15th. We registered 32 drivers with a variety of cars including a very quick Honda, a Saturn, Corvettes and of course, Porsches.

We have some novices this year that are driving very impressive times. The class was led by Mark Brodowski in 72.592 seconds. Randy Cohen and Len Mancini followed in second and third with times of 74.182 and 75.970 respectively.

Perry DePietro won our Intermediate Class in an expert time of 70.820 seconds. Jeff Yoroshko finished second with 73.775.

The experts were led by Brian Smith with a 68.980 and followed by, yours truly, Bob Weigand in 70.228 and Dennis Angelisanti in 71.212.

Fastest Time of the Day (FTD) was awarded to Sean Christie in the above mentioned, very quick Honda. With some excellent driving he narrowly beat out Richard Jarrell with a 68.654 and Brian Smith for the Honor.

Next event is scheduled for Sunday, August 10th next to the Ben Franklin Bridge.



The ultimate tire rack! Seen at the Texas Speedway Club Race.
(Photo courtesy John Chatley.)

A New Car Feel at a Low Price by Tony Checkowski

The steering of the 1975 911S felt a little different. A little loose, and I could really feel the road quite well. A check of the tires confirmed that the wheel bearings were tight, so maybe the steering linkage had gotten loose somehow. An inspection of the ball joints and anchor points of the rack and pinion revealed nothing loose. A check under the hood where the steering linkages meet again revealed nothing amiss.

There was not much to check except for the steering wheel itself. By this time I could move the steering wheel about ¼ inch in any direction. It seemed uncomfortable and maybe dangerous, so I proceeded to attack the steering wheel.

After removing the steering wheel (battery ground disconnected first) via the large nut and washer located under the horn, I was confronted with a large needle bearing. The splined steering wheel shaft went through the inner ring of the bearing. The outside ring of the bearing was held by the inside of the steering wheel tube. I noticed the considerable clearance between the shaft and the inner ring of the bearing. No wonder the wheel could move about ¼ inch in any direction. A flashlight indicated part of a plastic spacer had fallen through the bearing and was lying down in the steering wheel tube. It was quite broken.

I found it impossible to get the bearing out since it had an interference fit between the tube and the outer ring of the bearing. Anyway, all I needed was the plastic spacer. A visit to Rosen's Porsche parts shop indicated that the plastic spacer was a discontinued part. What next?

The Parts guy, Rich I think, handed me the replacement. A thin needle bearing with a plastic sleeve already mounted to the bearing. Porsche had gone from two parts to just one. There was enough space in the steering wheel tube to mount the new thin bearing on top of the old bearing. A slight protrusion of the new bearing existed but it did not interfere with anything. I mounted the new bearing in the tube with a hammer and hollow cylindrical tube (used as a tool) because it too had an interference fit. I do not expect it to ever be dislodged.

After putting things back together and heading down the road, I could not believe the secure feel of the steering wheel. In a straight line, the wheel was tight enough that it held the line without any assistance and when turned it was very precise. Gee, it felt like a new Porsche might have felt.

If you feel the steering wheel getting a little loose and all the other points check out OK, you could improve the steering and feel of the car for under \$15.00 by inserting a new steering wheel bearing. Check with Rich for the application by year.

Riesentöter PCA Driver Education

EVENT: POCONO
EVENT DATE: AUGUST 15, 1997
COST/DRIVER: \$90 (Member/Non-Member) \$60 (Instructors)
YOU MUST: Have a valid drivers license,
 Be at least 18 years of age,
 Have a Snell 90 (or better) rated helmet,
 Have a fire extinguisher mounted in your car if you are in the White, Black, or Red Group
ENTRY DATE: Four weeks prior to event date
SEND TO: Vicki O'Connell, 2801 Stoneham Drive West Chester PA 19382 – (610) 640-1675
REFUNDS: Refundable if WRITTEN NOTIFICATION received two weeks prior to event date.
TECH INSPECTION: Cars must be tech inspected no sooner than two weeks prior to the event by an approved tech inspection facility or Tech Inspector.

RIESENTÖTER RESERVES THE RIGHT TO REFUSE ANY APPLICATIONS

NOTE: Pocono Raceway does NOT allow DOGS (leashed or otherwise). They are serious about this. Save yourself a lot of grief and possible ejection from the track - DO NOT BRING YOUR DOG!

<u>FIRST DRIVER</u>	<u>SECOND DRIVER</u>
Name:	Name:
Street:	Street:
City:	City:
State, ZIP:	State, ZIP:
Home Phone:	Home Phone:
Work Phone:	Work Phone:
PCA Region:	
PCA Member #:	PCA Member #:
Make of Car:	Year: _____ Color: _____

List number of DAYS you have driven at the following tracks:

	First Driver	Second Driver
Pocono	_____	_____
Watkins Glen	_____	_____
Summit Point	_____	_____
Lime Rock	_____	_____
Bridgehampton	_____	_____
Other Tracks	_____	_____
Other high speed experience:	_____	_____

Last Riesentöter event Run Group _____
 Tracks where you have instructed: _____

I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

1st Driver's Signature _____

2nd Driver's Signature _____

EMERGENCY CONTACT INFORMATION

Contact _____	Relationship _____
Address _____	
Day Phone# _____	Evening Phone# _____
Family physician _____	
Day Phone# _____	Evening Phone# _____

Big Brakes or Big Bull by Todd Meisner, Acadia Region

Since I have been attending more driving events, one comment I have heard repeated many times is that this car or that car has huge brakes on it and boy, does it stop quick. It seems that next to horsepower, large calipers are next in line for must-have modifications. The popular thinking is that the bigger the brakes, the faster it'll stop. I've always had my doubts about this but now thanks to an article by physicist Brian Beckman, titled 'The Physics of Racing,' I have some authoritative back-up. Excerpts from Brian's article state. . .

→ "Do brakes dissipate energy at a constant rate? My guess as a physicist is 'probably not.' The efficiency of the braking process, dissipation, will depend on details of the friction interaction between the brake pads and disks. That interaction is likely to vary with temperature. Most brake pads are formulated to grip harder when hot, but only up to a point. Brake fade occurs when the pads and rotors are overheated. If you continue braking, heating the system even more, the brake fluid will eventually boil and there will be no braking at all. Brake fluid has the function of transmitting the pressure of your foot on the pedal to the brake pads by hydrostatics. If the fluid boils, then the pressure of your foot on the pedal goes into crushing little bubbles of gaseous brake fluid in the brake lines rather than into crushing the pads against the disks. Hence, no brakes.

"We now arrive at the second way of looking at this problem. Let us assume that we have good brakes, so that the braking process is limited not by the interaction between the pads and disks but by the interaction between the tires and the ground. . .

"The numbers (from a calculated table - Todd). . . are in the ballpark of the braking figures one reads in published tests of high performance cars, so I am inclined to believe that the second way of looking at the problem is the right way. In other words, the assumption that the brakes are better than the tires, so long as they are not overheated, is probably right, and the assumption that brakes dissipate energy at a constant rate is probably wrong because it leads to the conclusion that braking takes more time than it actually does."

You see, how fast you stop is determined by your tires, not your calipers, at least in any Porsche. For one minute forget about threshold breaking and think about breaking with all four wheels locked. This is still the fastest way to stop a car, albeit with no directional control. Most any car can do this (that is, lock-up all four wheels). Once this happens you have shown that your brakes have a higher grabbing power than your tires. Your wheels have stopped moving and that is all your brakes can do. Now your stopping distance is a function of the friction between your tire and the road surface. A higher adhesion track or a stickier tire compound will shorten your stopping distance and nothing else. Well, lightening your car or changing the weight balance will also affect it, but that's a different direction.

Then why do the newest Porsches stop faster? Check out the tire and wheel combinations and you'll see why. ABS also plays a key roll in a non lock-up situation. Take a new 911 Turbo and disable the ABS and then put the same tires and rims on a 1969 911S, run them both up to the same speed and lock-up the brakes and the 1969 911S will stop quicker due to its lighter weight, big brakes be damned.

If what I say is true, you ask, then why the big brakes on the new cars and on all race cars? Good question. The answer lies in the first paragraph of Brian's article. What I haven't taken into account is the heat generated by the brakes in the process of stopping the car. If we go back to my 911 Turbo vs. 911S example and keep repeating the test, the brakes on the 911S with their lower surface area and poorer heat dissipation qualities would start to fade and soon you could not lock-up the brakes and therefore couldn't stop as quick (soon you couldn't stop at all!).

One thing that fools a lot of people too is the feel of bigger brakes. Because bigger brakes can give a much bigger bite with less effort, they appear to break better. Did you ever stall a car with power brakes? It seems like you'll never stop but the brakes are just as good, you just have to really PRESS. Many people just don't press hard enough on the pedal to approach threshold breaking.

Another factor that can play a big part is the brake balance. In most 911s the balance is biased toward the front to prevent rear lockup. If, however, you take full advantage of the 911s rear weight bias and increase the rear braking forces to better match the car's weight transfer, your braking will improve. If one caliper setup is naturally sized to better take advantage of this, the braking performance will appear to be better. By simply adding a brake balance adjuster, things will again be equalized.

So folks, we have discovered the true reason you may need bigger brakes. If your car is driven really hard, such as in track events, and you encounter brake fade, you need to get better heat dissipation for your system so your fluid doesn't overheat or your pads don't go off. To correct this you can use a better brake fluid, get effective brake coolers, get better pads, or (finally) get BIGGER BRAKES.

So, the next time someone with the same BFG R1s as you with the big red calipers brags about how fast he can stop, you can just smile to yourself and brake with him into any corner, but maybe just not as often.

One last comment. If you take the proper route to stopping quicker and go with better/wider rubber, just remember this will put an addition strain on your existing breaking system and you may (make that will) experience fade sooner. So be really careful on those long hard runs until you know your system can handle it. Better braking to ya.

(Editor's Note: the internet address for the "Physics of Racing" article is <http://reality.sgi.com/employees/rck/PhOR/>)

**PCA Chicago Region and Bill Jacobs
Motorsports present ROAD AMERICA
Labor Day Weekend / Aug. 30 - Sept. 1, 1997**

Fourteen turns, three long straights, and four miles of track make Road America one of the most exciting and challenging race tracks for all levels of competitive drivers. The Chicago Region PCA events held at Road America draw drivers from not only all over the country, but from overseas, as well. Last year, over 300 cars entered, and if this years predictions come true, there will again be a great variety of very interesting Porsches on the track.

TRAC 97, the Fifth Annual PCA Club Race at Road America, will be held on Monday, Sept. 1st.

For Drivers' Ed the usual procedures will be in place with run groups alternating every half hour and passing allowed only in designated areas. Only experienced drivers may participate; there will be no novice drivers or novice run groups. All cars running in this event must have a five-point harness for the driver. If an instructor will be in the car at any time, there must also be a five-point harness in the passenger seat.

Please contact Chuck Bittman, Registrar, (708/482-4401) to receive the Registration Packet. Spaces are limited, so sign up early if you want to drive. You will be notified of your acceptance by mail. All cars running at Road America must meet their noise restriction of 108 dB. It is the responsibility of each driver to insure that his/her car does not exceed this noise restriction.

On Saturday evening, Aug. 30th, the Chicago Region will host a Concours, dinner, and 'The Big Easy Party', complete with a real, live, Cajun band at Siebkens. The dinner, an outdoor buffet, will be free to all registered drivers and volunteers. Additional tickets are \$18 for adults and \$9 for children 12 and under. The street by Siebkens will be closed off for the Concours, and the Chicago Region invites all Drivers to enter this event. The Concours is free to all registered drivers. There will be a special exhibition class for all Club Racers.

Siebkens will again be the headquarters for all non-track meetings. Please contact them directly (414.876.2600) for lodging reservations. Continental breakfast will be available at 6:00 a.m. and full breakfast at 9:00 a.m.

TRAC 97 T-shirts will be available for purchase for \$15 each at Registration, at the track and at Siebkens.

Event Chairs: Arnold Zann and Margo Pinkerton (708)366-9064

Registrar: Chuck Bittman (708)482-4401

**Porsche Claims 15th Le Mans Victory
by Bob Carlson
(from PCNA web site)**

Porsche-powered cars have now claimed a record 15 overall victories in the famed 24 Hours of Le Mans endurance classic. No other manufacturer has won the torturous event more than eight times.

The 1997 version of the French event was captured by the Joest Racing TWR Porsche co-driven by Michele Alboreto, Stefan Johansson and Tom Kristensen. The Joest Racing team brought only one car to the 65th running of Le Mans. And they made it count. The car that took the checkered flag after completing 361 laps is the same car that won at Le Mans in 1996.

It marks the fourth overall Le Mans victory for the Joest Racing team. In addition to 1996-97, the Team also won consecutive races in 1984-85. Interestingly, both of these events were won by the same Porsche 956 race car.

Porsche 911 Turbos swept the top four positions in the companion GT2 class. The Elf Habarth Racing team's #78 won behind the efforts of co-drivers Neugarten/Martinolle/Lagniez, who overcame an accident where the left rear tire came off on the track early Sunday morning.

While these Porsche teams were enjoying tremendous success, the two factory entered Porsche 911 GT1 cars suffered race-ending incidents. Both incidents struck while the cars were securely positioned in first place overall, as they had been from the very first lap of the race.

The first incident occurred at the 16-hour mark when Bob Wollek crashed car #25 while attempting to overtake a backmarker. Fortunately, Wollek was not injured in the accident. The second car, co-driven by Yannick Delmas, Ralf Kelleners and Emmanuel Collard, retired after 22 hours when it burst into flames out on the race course. The team was fighting overheating problems throughout Sunday morning, and the cause for the fire was speculated to be a broken oil system.

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69 912 Coupe, Bahama Yellow. 5-spd. Restored to orig. cond. Alloys, new tires. 16th from the last production 912 Coupe. \$10,500 or will trade up to 356 roadster/cabrio. or '73 911 Targa. Charlie (215) 968-5153, (215) 860-2424 or (215) 860-7146 fax ⁵⁹⁷

73 911T, Alpine white. 3.2L F.I. DME engine. 915 trans. w/ Quaife. Carrera brakes, Carrera oil cooler, adjustable Konis. A/C. 8" Carrera flares, RSR front & rear bumpers. Rust-free Texas car. Smog legal. Fast! \$18,500 Joe Shemanski (800) 338-7731 day, (215) 343-3766 eves. ⁶⁹⁷

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87 911 Carrera Coupe, Silver on black. All options. Garaged and covered, no winters. Flawless cond. Lowered 22 & 28 torsion bars, adj. Konis, turbo tie rods, camber truss, mass flow, B&B exhaust, much more! All service records. 69K. \$22,900 Roger Pasquale (H) 610-670-5061 (W) 610-926-3700 ⁷⁹⁷

87 928 S4, Silver/Burgundy leather interior. AM/FM/Cassette, 5spd., sunroof, new tires. All options. Holberts serviced since new. Mint cond. inside and out. No track. Needs nothing. 97K mi. \$16,900. John Warren (215) 464-9302 days, (215) 794-8910 eve & wknds. ⁶⁹⁷

88 944 Turbo, Black/Black leather interior. A/C, sunroof, rear wiper, factory alarm, cust. radar, garaged. New Bilstein Sport shocks & struts, control arms, rotors & pads, battery, water pump, cam & balance belts/seals, parking brake. Newer clutch, tires, dist., A/C compressor, air/oil/fuel filters. Many extras. Over \$18K invested, asking \$12,300. Frank Tavani (215) 782-8827 ⁶⁹⁷

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Fuchs 7Jx16 & 8Jx16 from '86 944T, including four 225/50ZR16, two Dunlop D40M2 and two BFG Comp TA ZR. Wheels are clean aluminum (black paint removed) and one has a light curb scratch (easily repaired). \$1,000/OBO Call Chris (610) 239-7215 or cbohem@prodigy.com 7/97

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Hart "Turbo" Wheels, 2 - 7.5x17 w/ BFG 235/45/17 Comp TA R1s; 2 - 9x17 w/ BFG 255/40/17 Comp TA R1s. Perfect cond. Used 1 track event. Fit 911, 930, 944, 968, C2/4, 928. \$1,099 complete. Pete Fitzpatrick (215) 493-7773 home, (215) 741-4228 work 6/97

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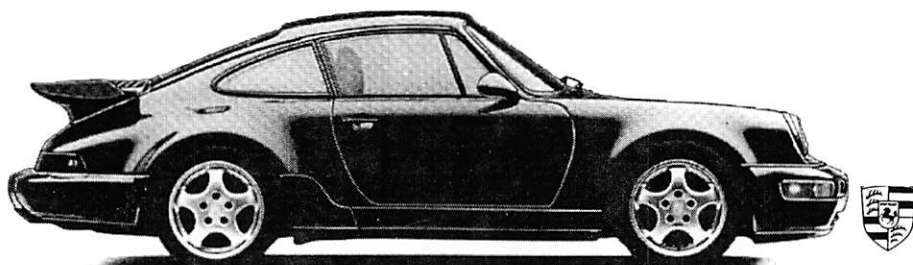
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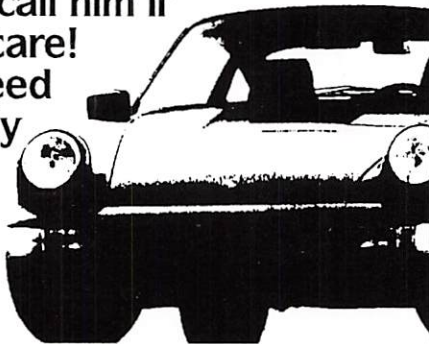
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