

Der Gasser

JULY 1998



50th Anniversary of Porsche 1948 - 1998



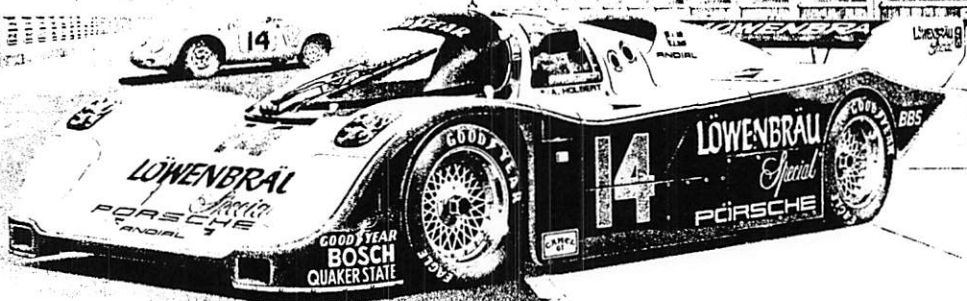
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Riesentöter Region • Porsche Club of America

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Warrington, PA 18976

President's Message

PICTURES FROM XTREME

Our May meeting was a fun introduction to Xtreme Motorsports in Warwick. Our hosts Jim, Bill, Carmine and the gang gave us a great welcome. As you can see, there were quite a few Porsches in the parking lot.



Photo courtesy Bill Blauvelt.

Jim filled us in on the safety equipment available for Porsches, whether track or street. Pictured below, Jim and VP Nick Hatalski demonstrate the hokey pokey. Thanks for inviting us to your shop!

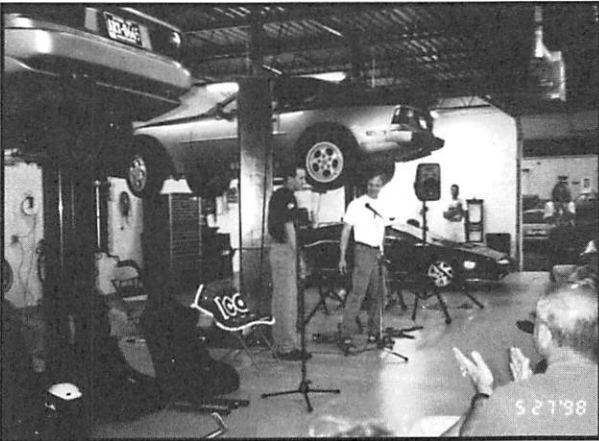
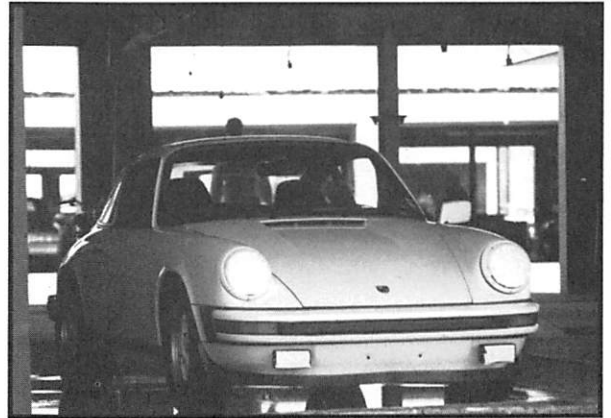


Photo courtesy Bill Blauvelt.

POCONO WAS AWESOME!!!!

Member Joe Loscalzo was kind enough to send a note and pictures from our recent track event at Pocono. Joe was innocently changing the oil on his '76 911 at the Riesentöter tech session at Holbert's when he got suckered - I mean asked - to come out for some fun at the track event.



911 oil temp reached 250°F. Thank goodness for the cool garage.
(Photo courtesy Joe Loscalzo.)

Well, he had fun and felt that the weekend was a great experience. Joe was a Club member for 10 years before his first track event. What's your excuse? Come out and join the fun! Pictured below is Graham Hassard having an RPM moment.

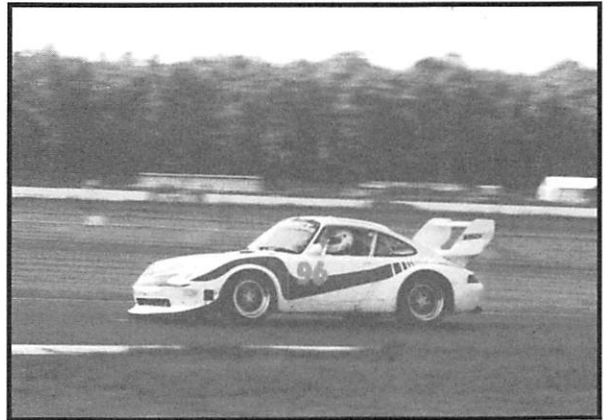


Photo courtesy Joe Loscalzo.

Special thanks to all the folks who work so hard to put these events together - You are all appreciated.

THANKS CJ TIRES!

Our June meeting at CJ Tires was a real "round-up" of Porsches. We appreciated the information on rubber and your shop is super. Thanks Guys!

BLINK YOUR LIGHTS OR WAVE HELLO!

Hope everyone is enjoying driving their Porsche in this super weather! Go for a cruise! See you at the next meeting! (Drive your Porsche!)

Fondly,
Melissa Plenzick, President

Down The Pike

JULY

- 19-25 43rd Annual Porsche Parade, Steamboat Springs, CO
26 Autocross, Lot "7" Camden, NJ
29 Club Meeting, Karosserie, King of Prussia, PA 7:30pm
Topic: "Adjuster Negotiations," How to maximize ins. reimbursement for collision claims.

AUGUST

- 1 Tech Session, Mike Tillson Motor Car Service, Philadelphia, PA 9am - 2pm
2 Summer Picnic/Social, Camp Hideaway, Arcola PA 1:30pm to 7:00pm (Rain or Shine)
8-9 New Hope Auto Show, New Hope, PA. Call Randy Cohen at (215) 997-1782 for more info.
9 Autocross, Lot "7" Camden, NJ
26 Club Meeting, Don Rosen Porsche, Conshohocken, PA 7:30pm Topic: "Race Cars at Rosen's"
27-30 Porsches at the Glen, 50th Anniversary of Porsche and 50th Anniversary of Watkins Glen. Hosted by Brian Redman.
30 Autocross, Lot "7" Camden, NJ

SEPTEMBER

- 19 Tech Session, Don Rosen Porsche, Conshohocken, PA 9am - 2pm
19-20 Zone 1 Autocross, Meadowlands Sports Complex, E. Rutherford, NJ and Farleigh Dickenson University, Teaneck, NJ. Contact Dave Weber at (978) 352-6601.
27 Autocross, Lot "7" Camden, NJ
30 Club Meeting, CJ Tires, Birdsboro, PA 7:30pm
Topic: Porsche Alignment by Hunter Engineering

OCTOBER

- 11 Fall Rally (details to follow)
18 Autocross, Lot "7" Camden, NJ
28 Club Meeting, Vision Porsche, Reading, PA 7:30pm
Topic: Riesentöter Exec Election and Tech Quiz

1998 TRACK EVENTS

JULY

- 23-24 Watkins Glen (Driver's Ed, Host Allegheny Region. Contact John McConaha (412) 341-7939 for app.)
25-26 Mosport (Club Race, Host - Upper Canada)

AUGUST

- 8-9 Portland (Club Race, Host - Oregon)
14 Pocono (Driver's Ed, Host RTR) CANCELLED
15-16 Pocono (Club Race, Host RTR) CANCELLED
15-16 Mid-Ohio (Driver's Ed, Host Northern Ohio Contact Ed Montgomery (440) 835-2129)
21-22 Indianapolis-IRP (Club Race, Host - Central IN)
22-23 Summit Point (Driver's Ed, Host - Potomac)

SEPTEMBER

- 5-7 Road America (Club Race, Host - Chicago)
19-20 Mt. Tremblant (Club Race, Host - Rennsport)
17 Lime Rock (Driver's Ed, Host - Jersey Shore. Contact Dick Maybach (732) 946-8853 for an app.)
26-27 Willow Springs (Club Race, Host - Los Angeles)

OCTOBER

- 2-4* Watkins Glen (Driver's Ed, Host - RTR)
3-4 Thunder Hill (Club Race, Host - Sacramento Valley & Golden Gate)
10-11 Heartland Park (Club Race, Host - Great Plains)
11-12 Summit Point (Driver's Ed, Host - Potomac)
31-11/1 Memphis (Club Race, Host - Mid-South)

NOVEMBER

- 14-15 Summit Point (Driver's Ed, Host - Potomac)

DECEMBER

- 5-6** Sears Point (Club Race, Host - Golden Gate)
5-6** Roebing Road (Club Race, Host - Carolinas)

* The Watkins Glen event will NOT be a Club Race. It will be a Driver's Ed event ONLY.

** These dates are based on the 1997 schedule; no final confirmation date has been received.

DER GOODY STORE

Jim Foster, Prop.

The Goody Store has the NEW Bonsall Art T-shirts (short and long sleeved), COOL Porsche-shaped tins for candy, etc., sweatshirts, RTR decals and hats. I also have fire extinguishers, racer tape, and other great items.

See you at the next meeting!

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(610) 775-2794 FAX

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Dealer Principal

Club Meeting Info

All of the attendees of our June meeting are now certified tire gurus after passing the multiple choice test given at CJ Tires. Skip & Paul Levengood displayed an awesome inventory of performance tires at great prices. Kevin Hayatt put together a great event featuring the healthiest food we've had all year! The Pirelli reps told us everything we always wanted to learn about tires but were afraid to admitted we didn't know. Bob Jack, from their racing division, explained how the rubber meets the road. Those who stayed until the end got a chance to win some great prizes including books on Pirelli's 1997 racing season and the infamous Pirelli calendar (won by none other than our Editor, Tracy Chatley). It was a late meeting and everyone certainly went home tired! (Pun intended)

Dick von Medicus, owner of Karosserie, will be hosting Riesen-töter's July meeting on Wednesday, the 29th. His King of Prussia location specializes in collision repair of exotic cars, antique restoration, and race car preparation. He promises to have intriguing cars on display and is prepared to share with us, his secrets on how to maximize your insurance reimbursement for collision claims. Stop by to socialize around 7:30 and check out the awesome display of automotive engineering. The club meeting will kick off promptly at 8:00.

Karosserie is located off of route 202, at 378 Crooked Lane, in King of Prussia. Their telephone number is 610-279-8925.

Our August meeting will be held Wednesday, the 26th. It's "Race Cars at Rosen's"! Anyone who is interested in displaying their car at Don Rosen Porsche for '98's annual outing, please drop me an email or a phone call.

Nick Hatalski, Vice President

Pocono Club Race and Driver's Ed Cancelled by John Chatley, Race Co-Chair

My Co-Chair, Geoff Ehrman and I regretfully announce that the August 14, 15 and 16 weekend at Pocono has been officially cancelled.

Unfortunately, there were a number of factors that apparently led to insufficient registrations prior to our cut-off date with Pocono. Acting in the best interests of Riesen-töter, it was the recommendation of Geoff, Mike Andrews and me to the Exec Board that the event be cancelled. The risk of substantial loss was present and we were unwilling to assume such risk.

Once again, my sincerest thanks to all those who worked so hard giving their time and efforts in the planning of the event. Hopefully we will all be up to the task again next year.

Tech Session at Mike Tillson Motor Car

Date: August 1, 1998

Place: Mike Tillson Motor Car Service
2097 N 63rd St
Philadelphia, PA 19151
(215) 473-6400

Time: 9am - 2pm

Directions: Tillson's is located on N 63rd Street, near St Joseph's University. It is about a block south of Rt 1, on your left as you drive from Rt 1.

Tillson's will be hosting our tech session on Saturday, August 1st. Those of you who have been here know what a unique place this is. Mike's shop is as much a museum as it is a garage. He always has a number of rare and exotic cars in various state of restoration. You never know what you will find as you wander through various spaces of this facility. Last year, they were in the process of remodeling a space to store/display some of these. It is worth the visit just to see how a hard core car-guy lives.

We will start around 9:00am. A lift will be reserved for track event tech only - no repairs or maintenance. The remaining lifts will be available on a first come - first served basis for repair and maintenance. A modest fee (\$5) is collected for use of the lift. Coffee and doughnuts/bagels/muffins will be available in the morning and we will order pizza for lunch. Bring the tools and parts you need for your work (don't use the shop's tools or equipment without talking to the mechanic first). Tillson's mechanics (usually Mike himself) will be on hand in if you need some advise and there are usually plenty of club members around with lots of experience. It is a great time to meet other people in the club. You can even drop by just to see what is going on and learn from watching other people. Give me a call if you have any questions. See you there.

Mark Winkle, Tech Chairman



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Upcoming Zone 1 Events
by Judy Hendrickson, Zone 1 Publicity Chair

Watkins Glen 50/50

Celebrate the Watkins Glen 50/50 with Zone 1 August 28-30, 1998. This is the twin 50-year celebration of Porsche and of road racing in America at Watkins Glen International Raceway, Watkins Glen, NY. Noted veteran Porsche driver, Brian Redman is assembling a wide selection of Porsches (factory cars from the museum, vintage racers and PCA club racers) to participate in this ALL Porsche joint celebration with the Watkins Glen track. Zone 1 considers the Glen its home track, celebrating its 24th year of the 48 Hours at the Glen on July 4th, and is sponsoring a special added value 50/50 Race Weekend package (a \$30 value for \$15 per person). The package includes a full race weekend ticket for Friday-Sunday (includes access to paddock, pit terrace, grandstands and garage areas), an upscale lunch in the Brian Redman tent (expect racing dignitaries to drop in) on Sunday and special parking for Porsches throughout the weekend in the Porsche Corral. The number of people that can be accommodated at this special price is limited so call now. You don't want to miss the last of the Porsche 50th Anniversary parties in the US.

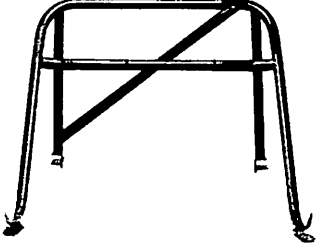


For tickets, call the Watkins Glen Ticket Office (607) 535-2481 and ask for the PCA Ticket Package Program. You must give your Region affiliation and PCA# and there is a limit of 4 tickets per PCA#, tickets are \$15 each. Questions: call Pete Tremper, Zone 1 Rep, (NJ) (609) 881-7049 or Tim Coleman, General Manager, Event Operations, Watkins Glen Interna-

tional Raceway, (NY) (607) 535-2481. Check the Glen web page for lodging options: <http://www.theglen.com>.

13th Annual Zone 1 Autocross

September 19 & 20, 1998. For those of you who can't get enough of autocross and/or for bragging rights against the best of the best, don't miss the Zone 1 Autocross. This year's event is hosted by Northern New Jersey and features two courses at two sites on the consecutive days. Sites are Meadowlands Sports Complex in E. Rutherford, NJ and Farleigh Dickenson Univ. in Teaneck, NJ. There will be a different course each day. PCR rules for classing and trophies, parallel women's classes, 2 car minimum per class, must complete both days to trophy, registration opens 8 AM sharp, first car off 9 AM, Porsches only. Pre-registration opens July 13, 1998. Discounts for early registration: \$30/person until 8/24, \$40/person 8/25-8/29 and \$50/person after 8/30 or at the event. Prices are for one or two days, max 2 drivers per vehicle, dates refer to postmark.

Information packets with directions will be mailed to registered entrants as of 8/29/98. Event Chair: Dave Weber (978) 352-6601; Host Region : Bill Gilbert (908) 647-0037. To register send names of drivers, address, phone (eve.), Porsche model/year, PCA Region and PCR class along with appropriate fees payable to Zone 1 PCA to Registrar, Don Wolcott, 5 Nicholson St., Marblehead, MA 01945, ph (781) 631-4157, email: dwolcott@flash.net. Registration form can be found at <http://www.pca.org/zone1>.

<p>DAS-sportSYSTEM Bar & Cages</p>	
<p>Would you like the added protection of a bar without making your car a "racing" car? Well here is the answer! The original, no cutting, no added holes, no alterations needed, bolts in place "roll" bar. Just in case! Mounts to the stronger sills rather than the floor, easily removable when not needed, meets PCA & SCCA material requirements and the best part, it permanently removes without any evidence it was ever installed. Stop in and see the bar in a car, anytime! Prices vary with application, but range from \$685-\$795. Cabriolet models too!</p>	
<p> NEED AN OIL CHANGE? -AGIP's Best Motor Oil -Genuine PORSCHE Oil Filters -Complimentary 22 Point Inspection Done while-U-wait by a certified technician. Whether you drive a 356, 914 or a 993, our reasonable price won't shock you! (Synthetic MOBIL 1 is also available)</p>	<p>Cool Off Sooner! Get AC service before the summer season. Driver's Ed Tech Inspections Carefully performed for your safety! "Chassis Drills", Simple Pleasures. Set ride heights, corner weighting, four wheel alignments. . .do it all, and you'll be surprised at the transformation in your car.</p>
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June 28th Autocross
by Nick Betegh, Autocross Chair

After a sweltering day the day before, Sunday was a beautiful day with low humidity and a light breeze. This was the day that the Corvette Club showed up with a number of cars, which made the competition more interesting. The course was set up so that the larger cars would have a chance to show their brute strength. Nick Chieppa, Corvette club chair, mentioned that he would have preferred ONE long straightway for a course. I prepared the driver's meeting to explain to all that autocross is a "Driving skill event and not a drag race". The event went off without any problems, and I am proud to say that we, Porsche drivers beat the Pants off the Corvettes. The top 7 cars from each mark were added up and the Porsches won by a margin of 46 seconds. The scores herewith should explain the success of our team. If you have a computer and you are internet connected, go to our web page to see great pictures of our event in addition to all the other club information. Doug Mahoney has been an attentive and valuable addition to the club's web page manager.

Our next event is July 26 in Camden. The point system is working well, and we need more drivers in some of the classes to fill, so come out and enjoy a nice autocross event.

June 28 Autocross Results

PORSCHEs

Class	Driver	Best time	Place	Points
A	Daniel Drabick	69.095	1	10
A	Geoff Ehrman	68.696	2	1
A	Nick Betegh	70.667	3	1
A	Robert Koerbel	73.771	4	1
C	Len Mancini	74.314	1	10
C	Jason Mahoney	74.733	2	1
C	Andrew Miller	92.745	3	1
F	Mike Ellis	72.414	1	10
F	Bob Wiegand	72.528	2	8
F	Scott Miller	72.886	3	6
F	Robert Pandaleon	84.117	4	4
F	Bob Patton	87.117	5	2
F	Barry Peters	95.905	6	1
G	Chris Grenzberg	85.237	1	10
G	John Brick	88.226	2	1
H	John Heckman	77.037	1	10
H	Craig Concour	83.870	2	1
I	Fred Matolicz	81.574	1	10
K	Ted Heinritz	94.527	1	10

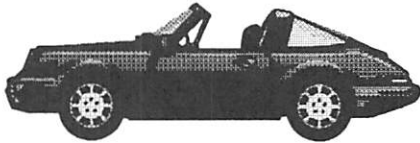
SCCA

Driver	Best Time	PAX	Points
Curtis Springstead	73.487	57.908	10
Dan Sanders	73.348	61.539	8
Jess Springstead	78.554	61.901	6
Joe Savukinas	72.350	62.149	4
Andy Dickerson	78.825	62.587	2
Tim Mahoney	76.194	62.860	1
Romy Locklear	77.847	63.757	1
Anthony Saeli	75.247	63.960	1
Richard Shuman	77.138	64.719	1
Kate Meyer	77.508	65.029	1
Butch Rorosz	77.861	65.325	1
Ron Sanders	78.378	65.759	1
Albert Bogutz	83.188	68.131	1
Stephen Lex	82.675	69.364	1
Louis Pacinelli	82.725	69.406	1
Scott Armstrong	83.405	69.977	1
Bill Matolicz	90.770	71.799	1
Lu Rokosz	87.691	73.573	1
Nick Chieppa	103.777	87.069	1
Bud Gerhab	205.385	172.318	1

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New Hope Auto Show
by Randy Cohen

Earlier this month the auto show management informed me that the show was only open to pre '78 cars. However, after further discussions, they agreed to an additional display-only (no judging or awards) class for post '78 Porsches. This group is limited to 15 cars, but there may be some flexibility in this number. If you have a post '78 car, please contact me about available space before submitting an application. A copy of the application form is below. If you have an older Porsche and want to show it, send the form and \$10 to the address shown. If you have any questions about the event, their number is (215) 862-5665. The deadline for applications is August 2nd. My phone number is (215) 997-1762 if you want to discuss any issues.

Name

Street Address

City

State

Zip

Day Phone

Night Phone

Saturday Code "P"

Year

Make

Model

Body Style

National Winner

Sr

Jr

Fee \$10.00/Car

NOTE: ALL CARS MUST HAVE FIRE EXTINGUISHERS

Make check payable to: New Hope Auto Show

Mail to: New Hope Auto Show

P.O. Box 62

New Hope, PA 18938

THE GOOD NEWS *and* BAD NEWS!

Changes in
O.N T.RACK C.OVERAGE
for 1998

First--The Bad News: Through no fault of our own, coverage for Drivers' Education events has been suspended. We are working hard to find another insurance company to provide it. We are optimistic. We will get the word out as soon as we know.

Now--The Good News: Nothing else has changed! Except the cost. (It's lower!)

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? "Whadya mean I can't drive my Porsche to work once in a while?!" *The Good News:* No drivers under age 21. No coverage for racing or participation in Drivers' Education events (stay tuned.) No other restrictions.

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

The Good News: Simple, one page application.

We think we've got what you need: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy.

It's priced like the others, is easy to apply for, but it is far less restrictive.

We at **CHASE & HECKMAN, INC.** *still* call it the O.T.C. Policy. Because it's C. overage that's O. n the right T. rack.

We think you'll call it *The Good News*. Phone us today for a quote.

John D. Heckman, P.C.A. member since 1978

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**Porsche Launches Nav System In The USA
Leading-Edge Car Navigation Technology Meets Superior
Sportscar Performance**

ATLANTA, GA—June 24, 1998 -- The car age meets the space age with the introduction of the Porsche Communication Management (PCM) system, the factory-installed navigation option for Porsche that uses the NavTech Database for its route guidance information. A half century-long tradition of high-performance, style, speed, and now GPS satellite technology, define driving excellence for Porsche automobiles. The new in-dash PCM system offers navigation (turn-by-turn route guidance and Points of Interest information from Navigation Technologies Corporation) and integrated features like cassette radio, climate control display, and on-board computer (indicators for fuel range, fuel consumption, average speed, time to destination and elapsed time). Data is displayed on a large liquid-crystal screen occupying the center dash. Drivers receive one NavTech map CD with the system and a free map update six months later. The United States is sectioned into seven map CD's for the PCM system. "Drivers will not only benefit from Porsche's longstanding history of delivering superior automotive performance, but also from the addition of leading-edge technology like navigation," said Bob Carlson, spokesperson for Porsche Cars North America, Inc. "Porsche believes navigation is the core application to any present or future on-board communication system and is excited to bring PCM to our vehicles."

The NavTech Database is an extensive and precise digital representation of the road network that provides the depth, accuracy and coverage needed to enable turn-by-turn, door-to-door route guidance. It provides detailed, street-level coverage for more than half the U.S. population in over 3,000 cities nationwide, including most major tourist destinations. The remainder of the U.S. is covered at a level equivalent to the roads featured on a AAA map. The U.S. database includes over 500,000 Points of Interest in more than 40 categories, including restaurants, gas stations and hotels. Every in-vehicle navigation system in North America and the majority of systems in Europe that offer turn-by-turn route guidance use a NavTech Database. "Porsche customers will quickly appreciate all that a navigation system brings to their vehicle," said Mike Walsh, President, Navigation Technologies North America. "NavTech's high-quality route guidance information and strong history of customer satisfaction will meet the expectations and navigation needs of Porsche customers. From door-to-door route guidance and locating the nearest site or service to regular map CD updates and assistance, drivers can rely on NavTech to be there for them." PCM will initially be available this summer throughout North America as an option on 1999 Porsche 911 Carrera Coupes and Cabriolets and the 1999 Porsche Boxster. (courtesy Porsche Cars North America, Inc.)

New RTR Web Site

The Riesentöter Region has a new web site located at <http://www.rtr-pca.org> on the World Wide Web. This site will be used to provide up-to-date information to interested members and Porsche owners on the events, results and activities of the club. Following the committee outline of the Exec Board, the site will post timely information as received from the committee chairpersons or club members. In addition, the site will also provide images from events such as Autocross and Driver's Ed.

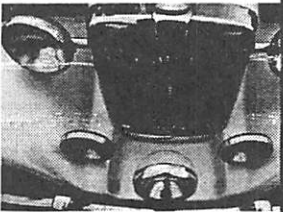
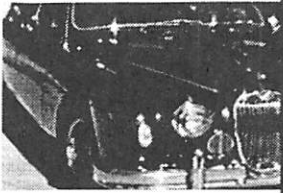
Although the site will be reconstructed, it will continue to evolve as information is received and requests are made for specific inclusions. Considering the differences in browsers and modems which exist throughout the viewing world, attempts will be made to accommodate these differences with pages which are pleasing, informative, and download within a reasonable time.

The home page will consist of contents for the site, links to other Porsche sites, important items and "Quick Notes," which is intended to provide short notices of timely importance. Other pages will focus on items of club activity including upcoming events; autocross rules and car specifications, autocross schedule (and location directions), driver's education application, event results and images. Images, at this time, are S-video stills presented in medium JPEG format. Each page, within a gallery, will present five to seven images, dependent upon the total size of the files.

Please look at the new site and make any suggestions on changes you feel could be made to content or presentation. These may be e-mailed to Jason and Doug Mahoney at dsmahoney@aol.com.

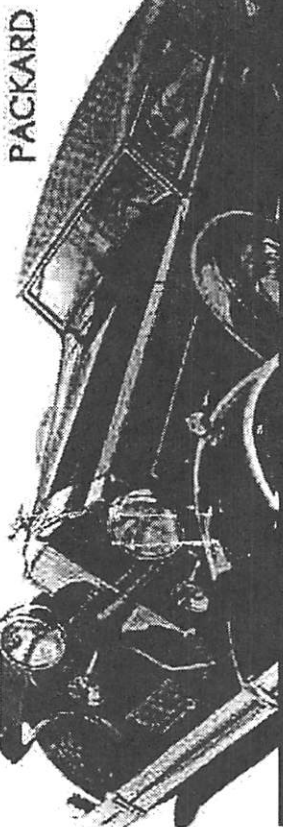


1998 Radnor Hunt Concours d'Elegance



Saturday & Sunday,
September 12-13, 1998
Radnor Hunt
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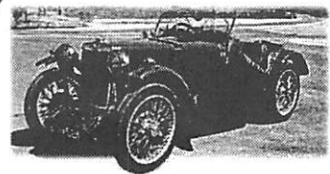
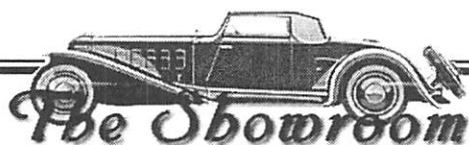
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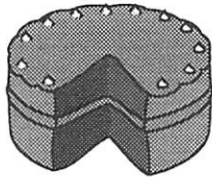


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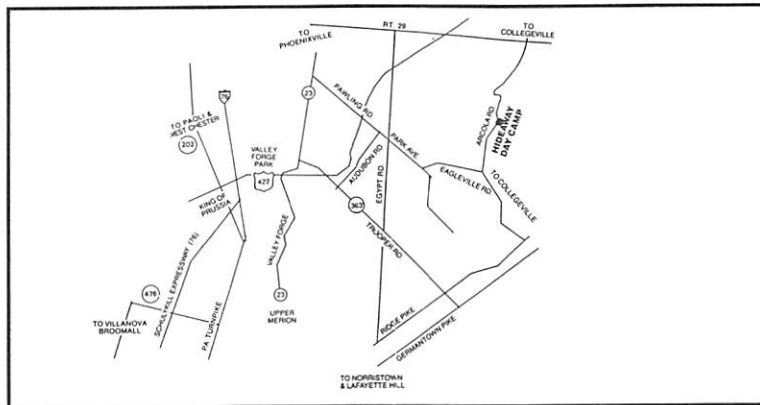
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Arcola Road, Arcola, PA

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Technical Tips

by Paul Lighthill, Riverside Region
(from *Porsche Gedanken*)

911 Brake Warning Light

All 911, 912, and 914 models since 1969 have a brake system warning light on the dash which alerts the driver to low brake system pressure, such as would occur if one circuit of the dual-circuit hydraulic system had failed. If one circuit has failed, you may have less than half of your available braking power, but without the light, this potentially hazardous condition is difficult to notice.

A common problem with these lights is that they will stay on continuously (It's the big red one!), especially after either bleeding the brakes or replacing the master cylinder. On early cars without the combination Seat Belt Warning-Brake Warning Light module, it's necessary to raise the front of the car so you can access the master cylinder. Pull back the rubber boot on the warning switch, which is mounted on the left of the master cylinder and push the small reset button. Make sure the inside of the boot is clean and dry and reinstall it.

Later cars which have the warning light module are a little easier: Either carefully remove the module from the dash and disconnect it or simply disconnect the negative battery cable. Either procedure will erase the memory in the unit and cancel the light, although disconnecting the battery can also affect the memory in the car's sound system or cell phone. Before proceeding with any of the above, it's a good idea to check the handbrake switch, which if failed or out of adjustment, will also cause the light to stay on.

911, 912, 914 Turn Signal Flasher Relay

If both of the arrows on your tachometer flash simultaneously whenever you signal a turn, this is due to a failed diode in the turn signal relay, commonly called the flasher relay. Replacing the relay will correct this problem and restore normal operation of the indicator lights, with only the arrow in one direction flashing at a time. Hopefully it's the direction you're turning.

911 Upshift Indicator Light

If you find the little arrow that lights up on your tach to be a bothersome intrusion on your rights, as any self-respecting Porsche file would, it's very easy to extinguish it forever. Simply remove the tachometer from the dash by either grasping it and pulling it towards you or by very carefully slipping a flat-blade screwdriver between the face of the dash and the rim of the tach and by working it slowly out (it's not necessary to remove the tach very far) just enough to see and disconnect the single green wire on the back of the tach, which simply pulls off, and then to cover the end of the wire with electrician's tape. Reinstall the tach by pushing it back into its hole (this is your big chance to re-orient the tach if you like seeing the redline at 12 o'clock) and you're on your way, but without Big Brother staring you in the face and telling you when to shift.

Toe In Or Toe Out?

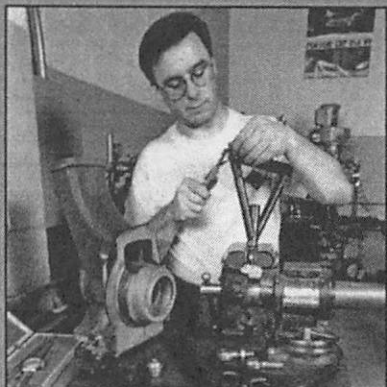
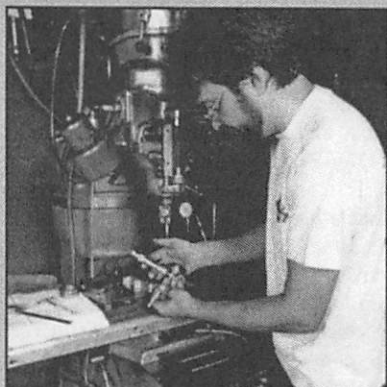
by John Ruther, Chicago Region
(from *Chicago Scene*)

First, let's define what we mean by toe. It is the difference in the distance between the front and rear edges of the rims on one axle. If the distance at the front is larger than the rear, then the alignment is said to be toe-out, and if the distance at the rear is larger than the front, that's toe-in. This is relatively easy to measure and to adjust. It requires not much more than a tape measure, or an alignment rack, and then loosen the jam nuts on the tie rods and adjust the rods.

Having said all that, what does toe-in or toe-out do to the way a car handles? Generally the rule of thumb is that more toe-in increases oversteer. However, with modern cars, especially race cars with independent front and rear suspensions, there is another effect on handling. Most manufacturers recommend a chassis alignment which contains a small amount of toe-in. This will give the best possible stability at speed; the car will not have a tendency to wander. And the small amount of toe actually pre-loads the wheel bearings to make turning more instantaneous.

But what does toe-in do to the handling of a race car? As soon as you turn the wheel, the front tires initiate the turn, the rears simply follow. Therefore, what happens at the front wheels determines how the car responds to the initial steering input. When cornering, the outside tire requires a larger turning radius than the inside tire. In other words, the inside tire has to turn more sharply than the outside tire to get the maximum combined cornering force. With a car that has toe-in, the inside tire is constantly turned in, and it is fighting the outside tire and detracting from the total front cornering power. This reduces the ability of the front end of the vehicle to turn into the corner. However, by having the front wheels set with a small amount of toe-out, the instant you turn the wheel, the action of the inside tire turning more sharply than the outside tire already exists and the car turns into the corner "like it is on rails". Once the car gets turned into the corner, then the weight starts to transfer from the inside to the outside, thus minimizing the affect on the inside front tire. Also, then the rear tires are contributing to the overall cornering power while the suspension components (springs, shocks, roll-bars) are reacting according to their designs and settings.

So, if your race car just doesn't like to turn in, and you feel as though you have to literally throw the car into the turn to get it to turn in, try a small amount of toe-out rather than the conventional toe-in. You will lose a little amount of straight-line stability, but the car will certainly turn in much better.



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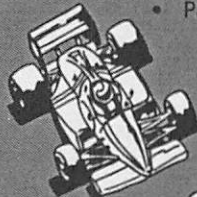
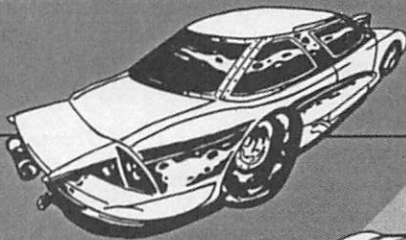
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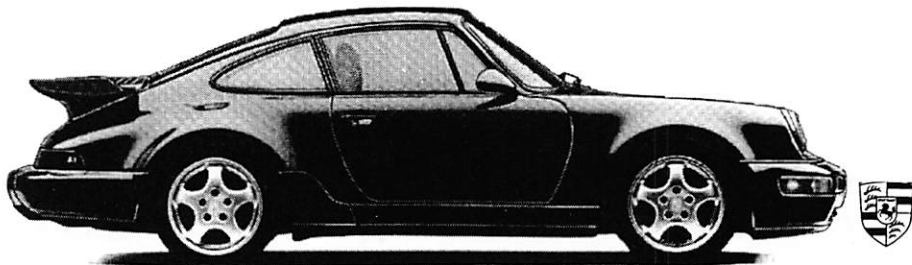
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