

03/86

MARCH Meeting
by John Heckman
AL HOLBERT



Al Holbert is one of the winningest drivers in history. Porsche is one of the winningest marques in history. Both will be the topics of discussion when Al Holbert joins us as our special guest speaker at the March meeting.

Plan now to attend on 3/26/86 at 8:00 PM at the George Washington Motor Lodge in Plymouth Meeting (right off the Norristown exit of the PA turnpike).

Al will have just returned from the IMSA race at Sebring and should have lots to talk about. Don't miss it.

President's Message
Richard van Zijl

It would appear as though the demise of the grey market is in the offing. The rapid fall of the exchange rate in the dollar is most certainly going to bring this about. I am not sure whether that is good news or bad news for us. However, if it is the decline of the dollar that brings it about, it would at least be the free-enterprise system at work and not be brought about by legislation and lobbying.

There is no question about it, the grey market served us well. It all but forced manufacturers to make their European and U.S. models equal, introduce new models in the U.S. before or at the same time as they do in Europe and once again to introduce or re-introduce cars like the 930 Turbo. What the grey market did not do for us was to achieve a pricing equality with Europe. It did however force manufacturers to raise their prices in Europe - which is no consolation at all.

Let's hope that if the grey market should come to an end that this will not serve as a signal to the manufacturers and distributors to fall back into their old ways.

Thanks to the first blizzard of the season, we were assured of a turnout of at least 30 people at our first regular meeting of the year. Of the 30, half did not imbibe and the rest, therefore, had to consume all the beer that we had ordered for the expected crowd of a 120. I made an early exit, fearing a police raid. I am told that as the last lights were put out, Bob Russo could still be seen, standing on a chair bidding against himself for six 911 heads that were later sent off to Calif. as a further gesture of charity, this time towards UPS. We'll re-schedule this event, thus hopefully ensuring Bob a more responsive gallery.

Our next meeting will feature Al Holbert, recently back from his amazing win at the 24 Hours of Daytona. I am sure that all of Riesenötter will join me in congratulating Al in this terrific victory and achievement. It is very difficult to consistently drive a race car well for extended periods of time. What is more difficult is the task of putting a race team together that can win a grueling race like Daytona.

See you at the meeting.

DER GASSER

UPCOMING SOCIAL EVENTS

The following is a list of proposed club events. If you have an idea for an additional event, please contact our social chairpeople, Jill or Gloria at the meeting or drop them a line.

WINE TASTING PARTY

The annual wine tasting party/meeting will be held at the COCK & BULL, Peddlers Village (near New Hope) this year on Friday, April 25th. This year's party should be a super event with plenty to eat and a wide range of wines to taste. The wine tasting and a short meeting will run from 7 to 8, with dinner following. The price is a very reasonable \$21.95 a person when you consider the following menu: To start things off, 6 types of bread, chicken liver pate, mini salad, and cheese, followed by a cold buffet; shrimp, caesar salad, red potato salad, cole slaw, pickled eggs, marinated vegetables, pasta salad, and more. Hot buffet; lobster tail, roast beef, potatoes, fried vegetables, sauteed chicken breast, quiche. And last but not least, desserts of fruit, strawberries with fresh cream, brownies, and eclairs to close it down. This one will be hard to beat.

To attend, PRINT your name and address on a piece of paper and send it with your check (payable to the club) to Gloria Auer by April 10th.

FUTURE MEETINGS

This is a tentative list of the meetings for the year. More detail about each one will be printed in the paper each month.

- Mar - AL Holbert
- Apr - Wine Tasting
- May - John Paterek, Concours
- Jun - Phil Potter from B. F. G.
- Jul - Tech bull session
- Aug - Bob Aiken
- Sep - Vince Evens, from Holberts
- Oct - Octoberfest, the 24th
- Nov - New members night
- Dec - Annual Banquet, the 6th

TRIP TO MEADOWLANDS

There is some interest in taking a bus to the Meadowlands for the big race on June 29th. Should you share this interest, contact John Heckman by the April meeting at which point the go/no go decision will be made (calls to his home should occur prior to 9 PM). The details are a bit hazy now and parts are being left up to the participants to help work out but the basics are; The bus holds 47 people and would cost \$9.10 each. It would leave from the Plymouth Meeting George Washington parking lot early on the 29th. The cost of the tickets would depend on what type of seating everyone wanted - block together, spread out all over, etc.

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Technical - March
by Bill Cooper

As I mentioned in January, the tech sessions at area dealerships will continue this year. The first session will be held Sat April 5th, from 9:00 to 3:00 at Holbert's Porsche Audi on Rt 611 in Warrington, PA. This session is a popular one, with many members getting their cars ready for the spring driving season. Holbert's is a superb service facility with many lifts available. We will have Holbert's super Porsche technician and good friend of Riesentöter, Walt Carter, to provide assistance where necessary. Plan to attend and get something done on your car. The only restriction is all work be completed and the bays cleared by 3:00, so no engine rebuilds should be started.

This year, we plan to make a change that will hopefully benefit the first time attendees. The exec committee has been made aware that some participants have had a difficult time getting information on how sessions work even though a qualified mechanic is available for information. To assist newcomers, each session will have a person designated as a coordinator to guide them. As Technical Chairman, I will handle this for the first session. For subsequent sessions, I am looking for volunteers to help out. We will evaluate the results after this session, so be sure to let members of the Exec know how you feel it worked out. We encourage all new members, particularly the ladies, to come out and get your hands dirty!!

I am writing this section in Geneva, Switzerland. After finishing my business for the day, I decided to walk back to the hotel. I went about 1000 meters and upon rounding a bend in the street I came upon the local Porsche dealer. The showroom was bulging with new cars, at least one of every model was present including something very interesting, a new slope nose 930 which the French speaking salesman

explained was made by the Porsche factory (not Kremer, Reinspeed, B & B, etc.). It featured an unusual color scheme, Prussian Purple/Blue metallic (like Mike Stolper's 930) with full leather in Can-Can Red, but I found it attractive.

The other car I looked at (for this report) was a new 924S, due to be released in the U.S. in a few months. Body wise, it looks like the old 924 inside and out. It does not have the late 944 flush mounted windshield, new 928 style dash or electric adjustable seats. The instrument panel seems to come in black only, regardless of the interior, and the instruments now have white numerals on black, not the hard to read green, of the earlier 924 or the yellow of the earlier 944. Electric mirrors on both sides, a rear spoiler (smaller than the 944) and 15 x 6" telephone dial wheels shod with 195/65SR 15 rubber (P6 on one, Continental CH51 on another) which looks awful in the 6" width, rounded out the standard equipment (provided I read the French literature correctly!). Electric windows, sunroof and A/C will be available, along with 205/55VR 16's with "Jantes Forgees de 6 Pouces" - loosely translated 6" Fuch forged alloy wheels, I think. Most interesting is the price, 38,000 Swiss Francs, at current exchange of 2 to 1 means \$19,000. If we subtract the 8% Swiss VAT, the base price is about \$17,500, which is my guess for the U.S. base price. Incidentally, the car is designed to run on 91 RON fuel or 87 in CLC (US) terms and the catalyzer can be added as an option if desired! Performance is listed as 0-62.5 in 8.5 seconds, & 134 MPH as top speed. Virtually identical are the 944 figures in the same brochure. Porsche will have to hustle out the 4 valve 944 due in the fall with it's 185 horsepower to re-establish model differentiation, at least in terms of performance.

PORSCHE

LATE APEXING, Part 2
by Larry Herman

Before we get into the late apex, there are two important clarifications that I should make. The first is the apex point is not really a point on the track, but an area on the track that you want your car to drive through. For expedience, I will continue to refer to it as a point. The second involves the location of that point. Late apexing is like tire pressures; too much is just as bad as too little. Which means that apexing too late can be just as slow as apexing too early. In a discussion with an experienced driver and a very knowledgeable instructor who shall remain nameless, Bob Russo presented the point that many novices make the mistake of apexing far too late. Once they discover what a late apex is, some try to straighten out the corner too much. In doing so, they go through the corner much too slow, and get on the gas too late. The idea is to get on the gas as EARLY as possible; by turning sharply in the beginning of the corner, and by taking an increasing radius arc that allows you to accelerate at full throttle through the corner, past the apex, out to the edge of the track, and down the next straight. The fact that this arc takes you to the inside of the track past the midpoint of the turn is what makes it a late apex. The earlier you can get on the gas, the earlier you can accelerate past the apex, the faster you can go.

HOWEVER, if your apex point is too early, and you accelerate through the corner, you are in trouble! Your car will not follow the arc that keeps it on the track. This leaves you with two options, both potentially dangerous. The first and preferred is to maintain your line and drive the car off the track. This allows you to remain in control and slow safely. The second, inspired by panic and lack of experience, is to tighten your line. This causes the front tires

to scrub off speed and hopefully slow the car so a tighter arc can be driven. Unfortunately this makes the rear of the car unstable. Combined with a panic lift of the throttle and you find yourself out in the weeds, regardless of what kind of car you drive! Obviously it is wiser and safer to err on the late side than the early. None-the-less, some people are apexing too early and get away with it. How? They don't accelerate hard through the corner. They dive deep into the corner and trundle around until they are lined up with the straight; then floor it. These people are slow!

The final point I want to make is the actual line, or arc, that you want to take. Do you remember your high school physics? Remember vector forces? Well, they are alive and well at work on the tires. Your front tires, which have the most influence on the line that your car takes, can be thought of as having a vector force, or more simply as having a total amount of traction equal to 100%. If the force that you put on these tires exceeds 100%, they will slide, and you lose traction. If your tires are braking 100%, they cannot steer. If your tires are steering 100% they cannot accelerate or brake. They can do both, as long as the forces do not exceed 100%. As you approach the corner, and let up on the brakes, some traction becomes available for turning. When you completely release the brake, your speed becomes constant, and the front tires can generate maximum cornering power. At this point you should be making the tightest part of your turn. As you squeeze the throttle, the front tires cannot maintain the tight arc and still accelerate. As the car's speed increases, so must the radius (arc) of the turn, this is why you must unwind the wheel. If you don't, at some point the front tires will exceed 100% and they will start to scrub. This hinders acceleration and makes it difficult to stay on the line you chose.

LATE APEXING, Cont

Because your car can accelerate with only half of the force it can corner with, some cornering is always available, even at maximum acceleration or velocity. This is why there will always be some steering input left when your car stops cornering at the edge of the track. At this point you will fully straighten the wheel and your car will be lined up heading down the straight. I hope I have made the idea of late apexing clear, because next month we move on to BRAKING AND ENTERING THE CORNER.

Welcome New Members!

Rob Winner
& Metie Olesen
Westampton, NJ
'86 944

Adam & Diane Varrenti
West Chester, PA
'86 944

Richard & Patricia Poynton
Upper Darby, PA
'68 912

Ernest Neff
Mount Laurel, NJ
'84 944

Reginald Brown
& Deborah Guess
Wyncote, PA
'68 912

Dr. Nicholas Borodulia
& Ginny Taylor
Wilmington, DE
'83 928S

Bernard & Susan Byorek
Conyngham, PA
'86 911

Darrell & Melva Jackson
Phila, PA
'86 944

Russell & Elaine Kriebel
Lansdale, PA
'75 914

Richard & Marilyn Kurz
Newtown, PA
'81 911SC

Jack & Karen Wolford
Ivyland, PA
'85 944

Richard Stewart
Phila, PA
'76 914

Pam Der Derian
Huntingdon Valley, PA
'83 911SC Cabriolet

Dale Brewer
Swathmore, PA
'84 911

Christian Paris
Reading, PA
'86 944

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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.

Al Anderson
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PARTS FOR SALE

CLASSIFIED

CARS FOR SALE

- '85 Nissan 300ZX white w/burg cloth, 5 speed, T top, stereo cassette, window tinting, bra, alloy wheels, rear wiper, cruise, air, power; windows & locks, full inst, inter. wipers, garage kept, all service records, 20k highway miles. new 944 delivered (and picked up!). Rob Winner 609-877-8825
- '84 944 Copenhagen blue, grey/beige Porsche cloth sport seats, 15" 7s & 8s w/P6, limited slip, a/c, p/s, stabilizer bars, side molding, Blaupunkt, 3k miles. Bill Cooper 362-2770
- '81 928 Chiffon white, brown leather, all options available in '81, 44k miles, \$20k firm. Sally Burka 732-0429
- '76 911S Peru red/tan, 50.5k miles, Mich XWX, Sony am-fm/cass, \$11,500 o.b.o. consider 64/5 C or SC cab. Buzz Weidman 977-8423 (aft 6:30 pm)
- '76 912E silver w/tan, a/c, sunroof, stereo, new: clutch, tires, brakes, heat exchangers, & muffler. No rust or dents ever. 86k, a beautiful example of rare model. Must sell \$12k/OBO/trade down for rust free 914-2.0. Eric Osmundson 791-2492
- '72 911T coupe, mech inj, burgundy/black, no winters, fresh; paint, engine, and trans, rest is 90% new. Fastest, cleanest street-driven '72 around, \$13,500. Vern Lyle 679-9262
- '72 911T coupe 41k miles, ex cond, new clutch, SR, H1's, 2nd owner, white/black, all service records. \$12,500
- '72 911T coupe 65k miles, totally restored, everything new, showroom condition, 2nd owner, with/black interior, all service records. \$15,500. Alicia Somers 527-6565
- '73 Mercedes 350SL (450) orient red w/tan & sheep skins, stereo cass, a/c, power; steering, brakes, both tops, 4 alloy & 5 steel wheels, P77 all season + mounted snows, bunches of spares + NEW: soft top, brake master cyl, power booster, and front calipers, shocks, front end bushings, door and trunk rubber, etc, etc. 100k miles, well maintained, service records. Uses leaded gas and very fast. Summer is around the corner. Vicki O'Connell 687-9574(h)
- '66 912 new motor 40k miles, rebuilt: trans, carbs, new: underpan, rocker panels, undercoat, carpeting, paint. garaged, driven rarely last 2 yrs, orig chrome wheels, orig color slate gray, all body work by Holbert's, all bills from '72 on, 2nd owner excellent condition. D. D. Duvall 723-6319 (H) 628-7620 (W)
- '63 356B Super 90, all original, 80k miles, elec sunroof, mint condition, Euro model, silver/black leather. Reasonable offer around \$10k. Lee Pavorsky 927-5192
- '60 AC ACE 39k orig miles, excellent body, engine, & interior. One of 450 built. \$15,500/OBO. Bob Koons 717-839-9158 after Apr 1.

CARS WANTED

'64 or '65 C or SC Cab, clean, not alot of body work, will talk about trade options for '76 911S above.
 Buzz Weidman 977-8423 (aft 6:30 pm)


- Phone Dial Wheels; 4 7x15" from new 944 with 215/60x15 Dunlops. Will sell as set, just tires or just wheels, \$600/OBO for all. Rob Winner 609-877-8825
- 4 - 7 & 8" cookie cutters b/o. '82 targa rear glass b/o. '79 924 rear glass b/o. '79 911 leather seats (poor cond) b/o. Tim Holt 642-5940
- 2 - Pirelli P-77s 195/60x15 all weather, will fit 944 etc. (winter is not over yet!, nice tires for the street) Michael Stolper 696-6018 (h)
- 914 5 1/2x15 Fuchs alloys, w/lugs \$450.00. 914 brakes, struts, Koni shocks, & assorted junque. Larry Herman 233-5845
- Yokohama 001R (the 1.0g kind), 4 nice track or autocross tires, 205/60x15 with less than 1000 street miles, \$350. Vern Lyle, 679-9262
- 914 parts garage sale: seat, all dash parts, boxes full of interior parts, lenses, fuel pump, 3 rotors, metal front skirt, manuals, and a long list of other bits and pieces. Must sell, package deal \$200. Bob Gill 867-2284
- 911 parts Blaupunkt Bamberg AM/FM/SW/LW radio w/cass and recording system, 2 frt and 2 rear speakers; Brown leather turbo wheel, 2.2E ign distributor heads, 5 P/Cs, York A/C compressor York/Sayno adapter Offers.
 Bill Cooper 825-5257(w) 362-2770(h)
- 944 Weltmeister springs front coil, 210 rate, street/comp, lowers car 1 inch \$50. Factory forged alloy 15x6 wheels, 2 @ \$75 ea. BBS 1 piece 2 - 16x7 & 2 16x8 for 911 or 944, brand new. Al Anderson 275-8605(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
- Fuchs factory alloys 2 sets; 7 & 8" w/ 205 & 225x16 Pirelli P7 less than 2k miles on both sets perfect. Andy Rosen 794-3433
- Seats factory black leather sport seats from Carrera, perfect. Andy Rosen 794-3433

PARTS WANTED


- 911 6x15 Fuchs alloys. Larry Herman 233-5845
- 911SC or Carrera motor, any condition Bill Cooper 362-2770 (h)

BOATS(?) FOR SALE

- Hydrosport Bassboat 1 yr old, custom made, high performance w/dual consoles, am/fm stereo w/tape. Kevlar, 20' 150hp Merc, matched Cox trailer, 2 new batteries, 2 depth/fish finders, carpeted, electric trolling motor, many more extras, 100% guaranteed. \$20,000 package for \$17,500. Bruce Berlinger 337-7222(w) 646-1159(h)
- 31' Allmand sailboat, sleeps 6 or 7, for and aft cabins, galley w/stove, sink and ice box. dinette, head w/shower, ac/dc power, am/fm stereo w/cassette, "racing rigged" w/150 roller genny, depth guage, compass mounted by wheel, excellent shape. Bill O'Connell 687-9574.



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TENTATIVE 1986 EVENT CALENDAR

These events are subject to change and more will be added. Check the calendar on the back page each month for updates. For further information on an event, contact the chairperson of the proper committee. Events not sponsored by RTR require contact with the proper club. It is important that you respond early for any event 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 PCA regions unless marked with a "*".

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

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DATE	PLACE	SPONSOR
MAR 22	Summit Pt	Potomac Instructors
23	" "	" Open
25	Lime Rock	Hudson-Champlain
26	" "	* Poughkeepsie Sports Car Club
27-29	Lime Rock	CVR
APR 5	Holbert's	RTR tech session
6	LULU Temple	RTR Heel/toe class
10:30		
11-12	Lime Rock	Metro NY
25	" "	Hudson-Champlain
27	LULU Temple	RTR autocross school
MAY 9-10	Lime Rock	Northern NJ
15-17	" "	CVR/SCHATT <u>PATTS</u>
?????	Bridgehampton	Metro NY
26	Summit Pt	Potomac
30-31	POCONO	NNJR
JUN Early	TBA	RTR autocross I
1	POCONO	NNJR
21-22	Summit Pt	RTR <u>PATTS</u>
JUL 4- 6	Mosport	NNJR
17-18	Watkins Glen	RTR & Potomac
23-24	Lime Rock	Northern NJ
25	Lime Rock	Schattenbaum
AUG 3- 9	Portland ME	Porsche Parade
14-15	Lime Rock	Connecticut Valley
17	Camp Hideaway	RTR picnic
Mid	TBA	RTR autocross II
22-24	Watkins Glen	NNJR (Closed?)
SEP 4	Lime Rock	Metro NY
4- 5	POCONO	NNJR
6- 7	Summit Pt	Potomac <u>PATTS</u>
28	Harrisburg	PORSCHE/CORVETTE autocross
?????	Bridgehampton	Metro NY
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
NOV 1	Lime Rock	Schattenbaum
7- 8	" "	CVR
15-16	Summit Pt	RTR/Potomac

PCA CLUB CONTACTS

CVR - Connecticut Valley
Bo Skutnik
70 Kenwood Dr.
New Britain, CT 06052
203-223-3373

BUCK - Eastern Buckeye
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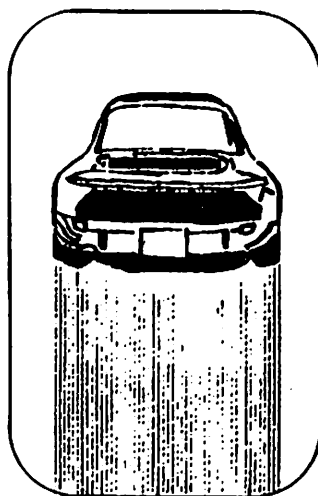
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718-698-0428

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14 Juniper Drive
Cedar Knolls, NJ 07927
201-538-4648

POT - Potomac
Dan McChesney
10407 Mountain Quail Rd
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301-681-3712

SHATT - Schattenbaum
Peter Tremper
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J.F. Smith

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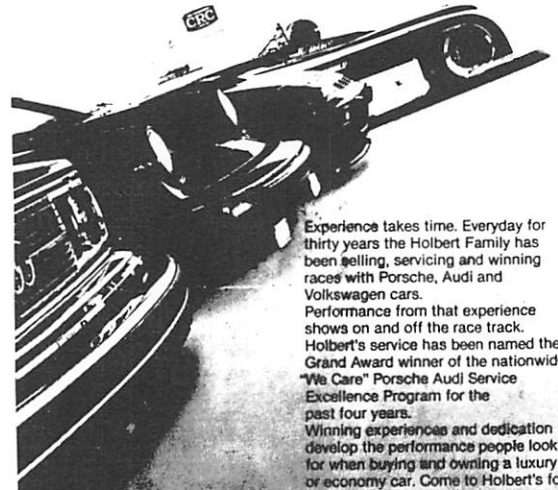
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133 Spencer Road
Devon, Pa 19333
687-9574 (H)

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

CLASSIFIED and ARTICLES. Ads are FREE to members and \$10 per issue to others, and are NOT automatically reprinted. Articles and/or pictures dealing with RTR events, Porsches, or topics of general club interest are welcome. Articles should be type written (we have to be able to read them to re-type them into the computer), and between 200 to 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 under the EXEC committee.

PERFORMANCE FROM EXPERIENCE



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Avellino's

Track Events
by Al Anderson

By now you should have had your fill of winter. If you are a tracker you are looking forward to the first event of the season. If this is your first year at track events, this article should benefit you most of all.

First, we start with registration. If you have entered an event in the past you should be on a mailing list and should receive a registration form in the mail, but if this is your first event, how do you find out about track events? Read the Der Gasser or Panorama calendar for dates and contact the track chairman early.

With registration form in hand, first thing you do is put a BIG RED circle on the calendar around the date you are going to mail in your entry form. This is VERY important. You must mail your entry form early in the morning on the first day of registration. It is a good idea to take it directly to the post office. Track events are known to fill the first day and the number of entrants is limited. The next thing to do is make a reservation at a hotel or a motel in the area. Rooms are sometimes in short supply and sleeping in a tent or your car may put a damper on the weekend. A list of places is included in the packet you receive.

Now that you know when and where to mail the form, what are you mailing? The registration form provides important information for the track chairman about you, your car, and most important, your driving level. You will be asked to evaluate yourself (be honest, it is better to under-rate), and to describe your car and any modifications

Next the car must be inspected before coming to the track, and again at the track. This is done by attending one of our tech sessions, going to an authorized garage (at your expense), or at the home of one of the qualified tech inspectors. The tech sheet will be provided in

your entry packet. Read it carefully.

You should make a list of items to take to the track with you. You must have a Snell approved helmet, and if you are buying driving gloves, they should be a bright color (I highly recommend a trip to Holbert Racing, behind the dealership, for any track related items you need. The chat with Bob Russo is worth the trip plus, he will price items right for club members!). Take rain gear, sun protection, container for hot/cold drinks (while working your flag stations), white liquid shoe polish for car numbers, extra oil, assorted tools, an air tank if you have it, a tire gauge, trash bags, paper towels, a tarp in case it rains, and warm clothing (we do start early).

Now, you are registered, inspected, and you have gathered all your stuff to take with you. You are excited, right! You might want to contact other members to find out where they are staying and possibly set up in cavalcade to the track.

Well track day is here. You awaken at 6:00, eat at the local whatever and drive to the track. You will be greeted by the sign-in squad, usually someone's son, daughter, etc. who was hastily recruited for the job. You then drive to the paddock area and stake out your territory, unload your car, and for the first time you are aware of the butterflies in your stomach. Remove everything from the car that moves and is not locked up, including the driver's floormat. You can leave the stuff in your glovebox and trunk but it must be locked and secured. Put the number assigned to your car on the windshield and side windows (hint: if it is raining, do it from the inside). Then drive your car to the grid-tech area, usually held in the pits, for the final inspection. Take your helmet and tech sheet to the grid tech! After you're checked out, drive your car back to your 'camping' spot and get some coffee, relax, take care of last minute items (tire pressure, the john,

etc.) and wait for the driver's meeting. This meeting is very important and if you don't attend you do not belong on the track. It is held at the start of each day and covers the rules, announces instructor assignments, etc. By now it is 8:00 and you are following the schedule you received so you see it is time to go out to your flag station. The engines are revving and control at pit-out is calling for a course check, insuring all stations are manned, and the track is clear. Usually the instructors have the 1st run. You will notice that they start slow, warming up tires, motors, and themselves. Gradually the pace quickens and you will begin to see the line the cars are taking. Be alert on your flag station and learn the line the drivers are taking. When it is your turn to drive, it will help.

Your flagging assignment is finished and your group is called to the staging area in pit-out. You talk to your instructor and notice you are a tad nervous. The instructor drives your car first for two laps. You will be going slow and be shown the line around the track so pay close attention to everything that is going on. After the second lap, the instructor will pull into the pits and you will change places. Now it is finally your turn. Don't be overwhelmed by it all. It is a long weekend and there is lots of track time so take your time and settle in, listen to your instructor talk you through the turns and try to absorb what is going on. Don't try to impress your instructor with your ability to speed or pull 4 wheel drifts around corners, you are there to take advantage of their knowledge - use the time wisely. Each session lasts about 20 minutes with about 1 hour between sessions so you have time to digest what has happened and put things in perspective. You are learning to drive at speed under safe controlled conditions. You are learning car control, braking, and how to go through turns properly (just like in Larry Herman's

articles).

It is now lunch break, half to one hour, depending on the schedule. Get acquainted with other drivers, share information, and enjoy the smell of castor oil in the air. Once lunch is over you go back out and the next thing you know it is quiet. It is 5:00 and the day is over just like that. It is time to share your excitement with everyone that will listen. You break out the Lowenbrau and the bench racing begins. People will be talking about the line, who has the stickiest tires, where the best place to eat is, etc. You finally pack up the car and head back for a shower, then out to party with your new found friends. The party will be a short one though, 6 AM comes early and you want to be alert to start the day. Stuffing your throbbing head in a helmet is not fun.

If you want to see what your Porsche is really about, come to a track event but be very careful. You will probably get hooked!

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185-70VR15 108-82	205-50VR15 131-08	185-60HR16 86-91	225-50VR15 148-84
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195-50VR14 116-83	215-50VR15 208-42	205-60HR16 101-20	345-25VR15 274-48
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SAFETY AT TRACK EVENTS
by Robert Lamb

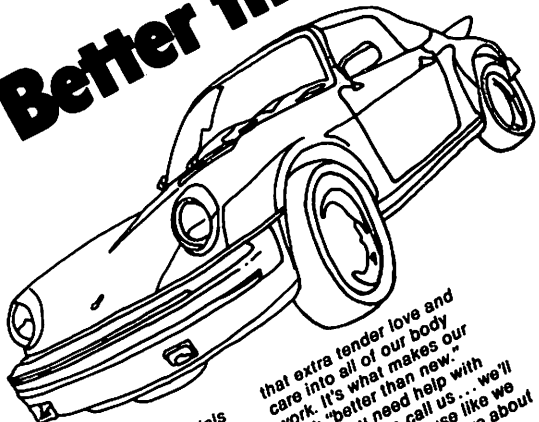
PCA high speed driver's education track events are intended to be fun, educational, inexpensive, and safe. The ideal conclusion of a track event weekend is to drive your car home in the same good condition that it arrived in. Your attitude should be one of relaxed exhilaration, recalling what you learned, and looking forward to the next event.

In order to experience these pleasant feelings, you need to think about and practice safety. Safety involves a number of elements, but the basics are common sense, consideration of others, and constant vigilance. At track speeds, physical forces are multiplied and things happen quickly. You all know this intellectually, but you don't know it in practice if you have not experienced it. Even if you have participated in track events, you need to constantly remind yourself about what you are doing and how you are doing it.

I think an analogy with flying is appropriate. Flying can be very safe and predictable if you do it correctly, or deadly if you don't. Like flying, high speed driving is a learned and practiced skill, not something you are born with. The challenge is to learn the skills deliberately and consistently operate below the limits of the car and your own physical and emotional capabilities.

This may sound simple and elemental, but it really isn't. We all basically believe we are good drivers and in control of our actions and feelings. We have been driving for a long time and are clever enough to drive Porsches - right? Well, at track speeds things happen a lot faster and the adrenaline may just be flowing a bit. If you are going to attend your first event be prepared for some humbling experiences. Don't expect to drive as well as your image of your current race driving hero. Listen at the driver's meeting; learn about the flags,

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emergency procedures, where and under what circumstances you might pass, etc.

Finally, and perhaps most important, listen to your instructors. Remember it's very difficult to learn anything when you are talking. The instructors are very good and have a lot of experience. They have received training and periodic review as instructors. It takes a few fun sessions to be comfortable with your instructor. Keep in mind it also takes a while for the instructor to be comfortable with you. I found the best way to get an instructor's attention is to listen and try to do what he says. Again, this may sound simple and reasonable, but most instructors tell me many students do not listen.

If you accept there is much to learn, if you have a learning and listening attitude, you will find yourself learning and improving. You will gain knowledge, understanding and confidence. You will also find yourself having great fun. This attitude is also the safest.

MAR 26: MEETING, GEO WASHINGTON,
NORRISTOWN
APR 5: Tech Session, Holbert's
6: Heel/toe school, 10:30
LULU Temple, Norristown
25: MEETING, WINE TASTING,
COCK & BULL
27: Autocross school,
LULU Temple, Norristown
MAY 26: POTOMAC; at Summit Point

JUN Early: Autocross event I
21-22: RTR at Summit Point
JUL 17-18: RTR/POTOMAC at THE GLEN
AUG 17: Summer Picnic; Camp Hideaway
Mid: Autocross event II
SEP 6-7: POTOMAC, Summit Point
28: PORSCHE/CORVETTE CHALLENGE,
Harrisburg
NOV 15-16: RTR/POTOMAC at Summit Point

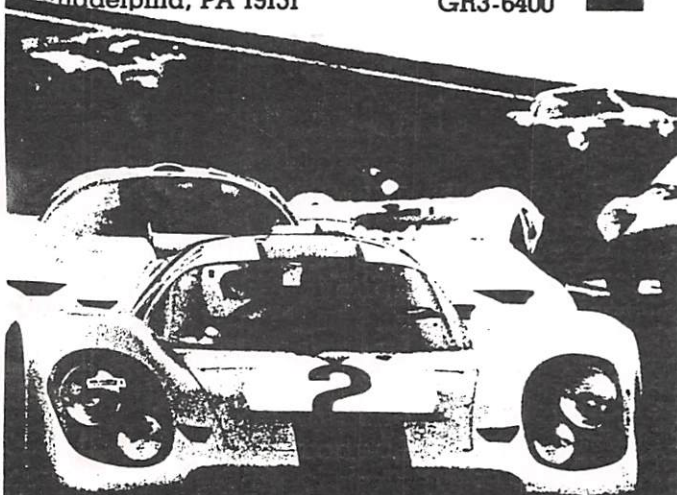
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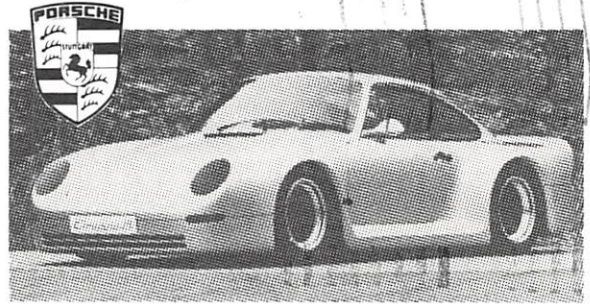
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