

# 08/86

## AUGUST MEETING

Bob Akin, WED 08/27 8:00 pm

GEO. WASHINGTON LODGE, NORRISTOWN EXIT, PA TURNPIKE

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

### PRESIDENT'S MESSAGE by Richard van Zijl

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

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

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

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

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

See you at the upcoming events!



# DER GASSER

## TROUBLESHOOTING YOUR LINE

by Larry Herman

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

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

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

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

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

