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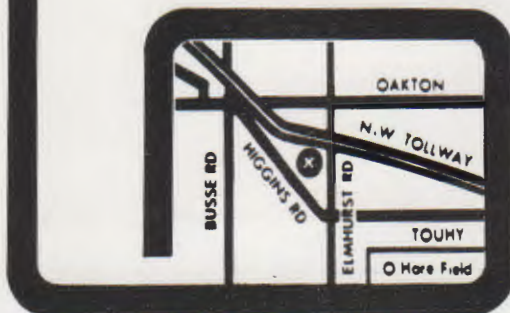


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# The Editors Emporium

By Jeff Thurmond

It's late Monday night (March 6th) and I just got back from a long business trip. Four hours on a 747 give you a lot of thinking time. Naturally, PCA-Chicago and the newsletter were general topics of mind communication. The way I see it, PCA National is way off base in their legislative wishes of recent.

PCA National wants liberal legislation on clean air issues and also on air bags. I agree that we ought to have clean air and should be protected in our Porsche seats. But, is that the real point? I think not.

Porsches were meant to be driven, and driven hard. Who the hell cares if Porsches give up half of their horsepower to give us clean air; or all of the American cars give up half of theirs for the same result? You do, you say. Well, let me tell you . . . at 55 mph, 50 horsepower or 500 is merely an academic issue. My Suzuki 4-wheel drive has 32 hp and gets me around just fine, and will go when and wherever Porsches won't. And air bags — how much good will they do at 55 mph and under anyway. They are great for protection in impacts with walls at 80 mph, but a headon with a semitruck will rip the airbag and you both apart . . . at any speed.

So, what's the point? Simple. PCA National, and all the Regions that follow the great PCA Father, are striving for the wrong thing. I say: redirect our energies to getting back the good old 70 mph speed limits, or even open speed limits like Nevada and Montana used to have. Then weight and horsepower will be a factor for consideration, as will safety. Then we can concern ourselves with gas consumption and exhaust, air bags, et. al. As it now stands, you can't drive your Porsche out of 2nd gear. And in Illinois you can't drive in winter (read: salt). So why worry about the future of Porsche . . . unless we get back speed limits (or no limits) so we can drive and enjoy Porsches for what they are. Let's hear it for better roads, old pre-1974 speed limits, and for now screw the gas consumption/exhaust/air bag issue. If you can't drive it, as it is now, who cares?

**SPECIAL NOTICE:** My co-editor, Tom Lynch, was in a very serious car accident on March 2, 1978. He was not driving, but got hit while on business in Iowa. He's ok, but a fractured skull, concussion, and slipped neck vertebrae will put him out-of-action till way into April.

Black Bart is a co-driver in the Seberin 12 hour race. Tom Masles wants to dump his two 911's for a new 928 (true elegant simplicity). Dick Gunther will burn his hair piece at Potters Picnic this year. Dan Gallagher is still looking for that silver 904 to add to his collection. Bob O. says he'll blow the doors off everyone this year in his clean 911 (he reduced the weight by 20% by washing it). Hok and Hill are already getting things together for the annual H&H Icekahne. And, no one has guessed correctly the owner of the wet t-shirt on the February issue of the newsletter . . . how 'bout a wet t-shirt contest?

## EDITORIAL REPLY

(to March '78 Editors Emporium)

Help money! Rising taxes, rising interest rates, rising inflation — where will it end? And all those educational institutions clammering "Alumni, send money". Oh, thank goodness there are some bastions of fiscal solvency left. You know, the Chicago Club, Malcom Bricklin, W.T. Grant, and of course the Chicago Region of the P.C.A. What? We're having money problems too? No, it can't happen here! Yes, folks, we too have to tighten our belts, bite our bullets, build up our reserves, or whatever it is one does when things get rough. But how? This was the question recently posed to that famous consulting firm, Author De'Little. Their reply I have outlined below:

**1. Change the club's currency base:** All transactions of club business should now be conducted in German marks, not dollars. In this way, the club can reap the benefits associated with the dollar decline against the mark. This strategic move is furthermore right in line with the marque's German heritage. Just think how much we can gain through foreign currency exchange rates! Making this change clearly involves less risk than running your Turbo at Elkhartd events.

**2. Charge for hit pylons:** Forget about the club's current "one second per pylon" rule at autocrosses. Let's get tough and profit from a new rule. Each pylon hit in an event will now cost \$25.00. Think of the challenge, think of how our driving would improve, think of the money the club would make!

**3. Auction off Parade Tickets:** Let's learn a lesson from the overbooking at this years Parade. In coming years, we'll award half the region's Parade tickets on a random drawing basis. The other half will be auctioned off to the highest bidder. Yes, this system will of course favor the wealthier elements of the club. But these are hard times we face, and who wants the club to go the way of New York City?

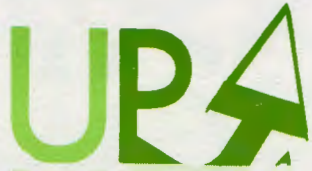
**4. Establish the Chicago Region Stock Trust:** Let's get out there and fund raise. We welcome all deductible contributions from members. Now ask yourself, which is closer to your heart? (wallet?), your alma mater or your Porsche? The club should encourage all contributions — cash, stocks, bonds, etc. We'll accumulate a terrific portfolio in no time. Rufus can manage it.

Now that's just a taste of some of the recommendations. I see a couple of pitfalls in the above, but have been assured by Aurhor De'Little all the recommendations are quite logical. I felt it my responsibility to relate A.D.L.'s findings back to the club membership. I've been told that by implementing such modest proposals, our fiscal problems, like Chicago's pot holes, are well on their way to being solved. These consultants make it all seem so easy.

Bob Gamble

# COMING

By Rufus



The next event is the Drivers School/Gymkhana. "O! Dirty Car Ostholthoff and Hot Shoe Russ have put together what looks like a dyn-o-mite event. Of prime importance is the date change. Please Note: **April 23, 1978** (NOT April 16).

The following is the rundown on the event by Bob & Ed (hope the yellow stains come off their copy — didn't know what it was when I tore the envelope open with my teeth and paws.

Hibernation season is over. Time to shake things up. Get the wheels rolling and the exhaust pipes singing.

We're back at one of our favorite sites — Soldier's Field parking lot. Classroom and behind the wheel lessons in the morning and a full gymkhana in the afternoon. Then

on to dinner at Sauer's for some great food and drink.

The day will begin at 9 AM SHARP at Sauer's Restaurant located at 311 E. 23rd St., Chicago, Ill. This is where the classroom session will be held from 9 AM to 10 AM. Coffee, donuts, and rolls will be supplied.

After class we will move to Soldier's Field lot and continue the school behind the wheel and work right into the gymkhana.

Dinner back at Sauer's will be at 5:30 PM.

Our schedule will be very tight so we ask that you cooperate and start the day on time. Stragglers will be left behind.

## DRIVERS SCHOOL-GYMKHANA

Driver No. 1 \$7.00 (Includes pamphlet, coffee and rolls) \_\_\_\_\_

Driver No. 2 \$5.00 \_\_\_\_\_

\_\_\_\_\_ Adult Dinners @ \$7.50 ea. \_\_\_\_\_ Childs @ \$3.75 ea.

I will be happy to work as (Please check one):

\_\_\_\_\_ Timer \_\_\_\_\_ Scorekeeper \_\_\_\_\_ Course Worker \_\_\_\_\_ Tech Inspector

Porsche Model \_\_\_\_\_ Year \_\_\_\_\_ End. Ltr \_\_\_\_\_ Modified \_\_\_\_\_ Color \_\_\_\_\_

Entries must be postmarked by April 13, 1978 — Late entries add \$1.00 to each above.

Make checks payable to: PCA/ Chicago Mail to: Terri Russ, 460 Cedar, Winnetka, Ill. 60093

Next up is a double event; Chicago's first real track and speed event of the year and also the first of 1978 IROC.

Bet ya got it on the first guess. That's right, Grattan! The Second Annual Die Grattan Verbindung/IROC.

Frank Wagner and his neat sidekick Beth<sup>h</sup>, have done all of the pre-planning for this event. It was put together the week after last year's Grattan (wish others would plan that far in advance). The track is reserved for all day on May 20 and 21, 1978. Frank has also reserved a block of rooms at the Holiday Inn in Grand Rapids for the club.

If this event is not on your schedule of activities for '78, put it on now! Not only do we need ya all at the club event, we also need to show the other regions that Chicago has the best drivers. Remember, Chicago came in last in IROC-1977. Read on!

## GRATTAN '78

by F. Wagner

Well people, here we are again. Spring is rapidly approaching and that means good times and Porsche driving for all of us in P.C.A.

Our first big autocross, as usual, is Grattan Raceway just outside of Grand Rapids, Michigan. On top of being a drivers' school on Saturday, May 20th, it's also an IROC event on May 21st.

Saturday morning starts very early at Grattan. Registration and tech both open at 8:00 a.m. and remain open the entire day. Our practice Saturday will start at 8:30 a.m. and continue on till we close the track.

Sunday, May 21st, will be the big day of timed runs. Registration and tech again open at 8:00 a.m. but close at 11:00 a.m. to allow for timed runs to fit in.

# COMING UP

GRATTAN '78 (Continued)

Timed runs will start at 11:00 a.m. and run until every one has at least three runs to his or her credit. At the end individual trophies will be handed out at the track.

Of course you must allow for a one hour time difference between Chicago and Grattan. All times listed are Grattan times, they are one hour ahead of us so please plan accordingly.

Naturally if you have two drivers registered in the same car but they are not your family or affiliate member, they must pay full price.

We ask that no registration forms arrive later than May 12th, 1978. If they do, we will not be able to count them as pre-registration and an extra charge will be added, sorry. Registration will also be open at the gate for late comers.

As you can see in the registration forms, we'll need some additional information over our normal questions. We will need to know your 1) P.C.R. class; 2) a list of modifications you have made on your car; 3) the type of car you drive (i.e. 9112.4T, 911S2.2 or 914-6, 2.0); 4) color of your car; 5) year of your car; 6) P.C.A. Region you belong to. Last but not least your three different choices for working a corner that weekend.

Working will be one hour shifts in one of six different areas of the track. All Chicago Region people will be asked to work one hour each of the two days at Grattan. Of course working will be assigned on a first received, first choice granted basis.

Jim Sovik will be Chicago Regions Safety Chairman in this year's IROC series. One of the things he has promised Joe and I is that corner workers will be rotated on time. Please, we need your help at this event. With the help of our region, Grattan can be a completely safe and enjoyable weekend.

This year we have been fortunate to reserve a block of rooms at the Grand Rapids, Holiday Inn North. It is the closest Holiday Inn to the track. You must make your own reservations with the Inn. I strongly suggest you phone in your reservations and mail your deposit. We have a limited number of rooms and when they are gone that's it. You can contact:

Holiday Inn North  
270 Ann St. N.W.  
Grand Rapids, Mich. 49502  
616/363-9001

All classes in the IROC will be run under 1978 P.C.R.'s. The classes are the same as last year. There will be only one change to speak of. If a participant wishes, they may run under 3/32" of tire. This will give the driver five points toward a class bump. It takes only six points to bump your class. The gentlemen that are inspecting the cars at the tech will make special notes on tech stickers for cars with less than 3/32" tread. Participants wishing to run less than 3/32" tread may be rechecked during the weekend at random for safety purposes.

One note for all drivers to remember - If you wish to be eligible for an overall trophy at the end of the year, you must race in three out of four events in one class. In other words, if your bald XWX tires are the deciding factor in bouncing you into another class, you will have to consider remaining in that class for three races even if your bald XWX tires finally wear out and you purchase new tires.

Tech this year will be run by two independent gentlemen with no attachments to Porsche Club. It will be a thorough tech so please check your car out before you

come to the track. These gentlemen will be backed up by four Safety Chairmen, one from each participating region - what they say goes.

Waivers must be signed by all people entering the track. If you do not sign the waiver, you will not be covered on Porsche Club insurance. No children that do not belong to you will be allowed on track property. If you bring your children, the parent must sign for the child on the waiver and include the child's age. Both promised she'd sign for me.

Now that I have covered all the technical things about Grattan, let's have some fun.

For those of you who have never been to Grattan, do we have a surprise for you! Ever think of sky diving? Well, the hill at Grattan will give you your first taste of weightlessness. Porsches have been known to be weightless coming over that hill. For those interested in the top speed of their autos, Grattan provides a 3/4 mile straight that's been known to cause many a change of underwear. I could sit here and tell you about that hairy off camber, left hand, up hill, blind corner, or the famous esses that have brought men and women to their knees, but I wouldn't want to make Grattan sound so easy. Of course, there's always the hairpin, no I'd better not mention it, right "FOOL"?

I am told that the concession stand will be open at the track for lunches and snacks. Also camping will be available at the track. Indoor restrooms and showers are also part of the deal. Mosquitos are optional at the track. Naturally it goes without saying that no cars will be allowed on the track after dark.

Last year the overall trophy went to the region with the most points for victories. This year things are going to be different.

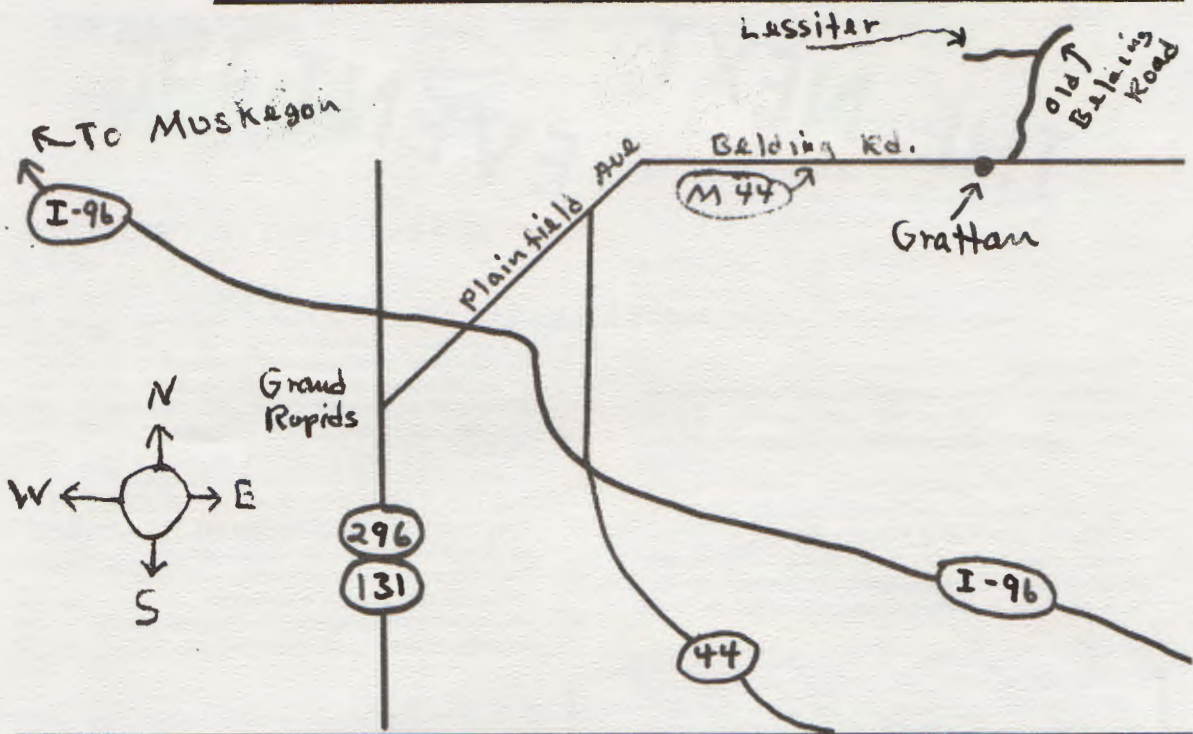
Overall trophy will go to the region with the largest percentage at each event. Chicago has already been given a 50% handicap. All you people who stayed home last year after Grattan because you felt too much pressure can come out all year. All the regions have decided that we need all our members to participate at our events. We work very hard to try and bring an exciting, and fun event to our members. We want all our members out. Driving instructors will be available at all times to help those who feel they would like to have instruction. These instructors will remain with you until you are comfortable with yourself and your Porsche. Besides, this may be the last time this year the Chicago Region will have a competition event on a race course.

To make things a little more professional, the car number given you at Grattan will be the same car number you'll carry all through the IROC series. So remember those numbers ladies and gentlemen.

At this moment, dinner has not yet been decided. I will do my utmost to bring you this information as soon as I receive it from my sources up in Grand Rapids.

If you have any questions at all about Grattan, please don't hesitate to call me. I am not only one of the Grattan chairpeople, but also your IROC Representative. I'll answer all questions that I can and will try and get answers to all questions I personally can't answer. Contact me at:

Frank Wagner  
2108 W. Morse  
Chicago, Ill 60645  
312/764-0083 (Home)  
312/237-2220 (Work 9-5)



Take I-96 to Grand Rapids. Exit at Plainfield Ave. North. Drive to "T", pick-up M44 by turning left onto Northland N.E. Stay on M44 by turning right onto Belding Rd. Turn left beyond the "Grattan" sign and the "Big Pine Island Lake Public Access" sign - onto Old Belding Road N.E. Then left onto Lessiter, then left onto track.  
 Suggest you take good Map of Michigan along.

### GRATTAN REGISTRATION

- Cost: \$40.00 - one driver, two days  
 \$45.00 - with 2nd family member, two days  
 \$25.00 - one driver, one day  
 \$30.00 - with 2nd family member, one day

NAME: \_\_\_\_\_

Yes, I'll be there. Enclosed is check for \$\_\_\_\_\_ for \_\_\_\_\_ number of drivers for \_\_\_\_\_ day(s).

My Porsche is in class \_\_\_\_\_ (if you don't know, call Frank Wagner). Porsche has the following modifications:

\_\_\_\_\_  
 \_\_\_\_\_

Porsche is: \_\_\_\_\_ (year), and model \_\_\_\_\_ Porsche is painted \_\_\_\_\_ (color).

I'm from PCA Region \_\_\_\_\_

I'd like to work at the following three times: \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_.

NOTE: Late registration at track will be an extra \$5.00. Registration will be considered late if not received by May 12th.

Questions: Call Frank Wagner at 312/764-0083 or 312/237-2222.

Send Registration to: Terri Russ  
 460 Cedar  
 Winnetka, IL 60093

# THE NEXT EVENT IS!!!

## PAPA'S ABEND RALLYE

The Ramada Inn, Elgin, it seems to me,  
On June the 17th will be a good place to be.  
Please come at 4:00 and plan to stay awhile.  
Just bring your tuned Porsches, and a great big smile.

The first car off is at 5:15.  
The rallye will show you the Kane County Scene  
Just 'cause we've named it Papa's Abend  
Doesn't mean that we've caused Father's Day to end.  
So bring your fathers, papas and/or friends  
And let's have an event that Saturday ends.

The Ramada Inn will serve all the food.  
This will help put you in a good mood.  
I'll need \$7.50 per person two weeks in advance.  
The reason for this is to give me a chance  
To know how many people are going to be fed  
And how many tables will need to be spread.

Also, please remit \$6.00 per car  
As the event trophies we all hope to win  
Will have to be purchased without any mar,  
And presented as usual over the din  
The shouting, the haggling, the feathers and tar,  
The scotch, the bourbon, the beer and the gin.

The event will begin from and end at the Ramada Inn-Elgin, 500 W. River Road (Rt. 31 and NW Tollway), Elgin, Illinois  
(Exit Tollway going south on No. 31)

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### REGISTRATION FORM

Driver \_\_\_\_\_ Navigator \_\_\_\_\_

Car Class (check one): \_\_\_\_\_ Seat of Pants \_\_\_\_\_ Navigational Aids \_\_\_\_\_ Equipped

Registration fee \$6.00 before June 14th; \$8.00 late registration fee, per car

I'll need the following food selection for dinner:

Roast Sirloin of beef \_\_\_\_\_ (number) at \$7.50  
Chicken Cordon Bleu \_\_\_\_\_ (number) at \$7.50

Send Registration to: Phyllis Harwood  
1142 Florimond Drive  
Elgin, Illinois 60120

Make checks to PCA Chicago Region

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## Kusay - Ward - Kusay

### INSURANCE BROKERS

- Personal Coverages
- Group Hospital & Life
- Commercial Insurance
- Mutual Funds & Annuities

*Insurance proposal or review on request*

18100 Harwood Avenue  
Homewood, IL 60430

312/799-4800  
RICH WARD

# THE REAR VIEW MIRROR



## YOU CAN'T GET THERE FROM HERE

by Rufus

Well, I looked in the mail box each day . . . and no article on this event came. Since I didn't go and Jeff and Julie don't bark so as I can understand, there won't be an article on this event in this issue. Maybe next month (Remember — event chairpeople are responsible for event articles following event). However, Jeff did do some photos, which are here somewhere.

## THE SECOND ANNUAL PORSCHE PIPEDREAMS AND PASTIMES CRAFTS SHOW & OUT DAMNED SPOT CONOURS

by Jeff Thurmond

The event was, in all modesty, just super fine. We ran out of floor space for the concours cars, and were pushed for room for the Arts & Crafts show in available display areas.

This was the largest turnout of any event, except maybe Elkhart Lake. In the Concours we had 17 well polished toys and 86 people turned 172 eyes to bright chrome, waxed paint, extra black rubber trim and then reviewed 23 articles of true art in the Crafts Show. The club used two kegs of beer, 100 paper beer cups, 196 Q-tips, 12 pounds of wax, 2.3 gal. of Armorall, 135 sq. ft. of polish cloth, and countless "oohs" and "ahs". After judging, we all walked 1½ blocks over to the Last National Bank for an exquisite dinner of, your choice, prime rib beef, very lean baby back ribs, or special boned chicken. It was unanimous that it was the best dinner of the year . . . or years for that matter. And a bit of "disco" after dinner. Wow, what a full day. Prizes were bottles of good German Moselle wine with special labels noting the name of the event.

### Winners were: CONCOURS

Class D	
Wagner, F.	107 points
Baumhardt	99 points
Meyer	81 points
Hutton	72 points
Class C	
Leed	143 points
Welda	140 points
Bangert	133 points
Ratsehan	123 points
Stoeck	97 points
Class B	
Jenecek	184 points
Coburn	171 points
Hursh	145 points
Wagner, B.	137 points
Kleen	126 points
Class A	
Gummow	296 points
Masles	259 points
Bobbe	250 points

## ARTS/CRAFTS SHOW

- Best Impact/Impression  
Harold Beach — Mark Donohue photo — 1st  
Hokey/Hill — Slide Show — 2nd
- Best Use of Logo  
Dick Gunther — Chicken Liver Crest — 1st  
Bonnie Shapiro — Denim Outfit — 2nd
- Most Artistic  
O.J. Meyer — Metal Sculptline — 1st  
Bob O. — Blue Outfit — 2nd
- Best Crafted  
Bonnie Gladish — Leather Tooling — 1st  
Brian Allman — Etching — 2nd
- Best Overall  
George Guttman — Leaded Glass — 1st  
Gene Janacek — Easter Eggs — 2nd

## CHICAGO REGION GOODIE STORE ITEMS

Chicago Region Car Badges . . . . .	\$ 6.00
Chicago Region License Plate Frames . . . . .	2.50
Chicago Region Key Chains . . . . .	1.50
Chicago Region Name Badges . . . . .	2.00
Chicago Region Yearbooks . . . . .	2.00
Chicago Region T-Shirts . . . . .	5.00
Chicago Region Patches . . . . .	1.50
Bumper Stickers. . . . .	1.00
Buttons "Porsche uber alles" . . . . .	.25
Porsche Belt Buckles . . . . .	7.95
Sweatshirts. . . . .	5.00
PCA Mylar Decals (interior & exterior) . . . . .	1.00
PCA 2" Decals. . . . .	.10
PCA 1" Flats . . . . .	2.00
PCA ½" Flats . . . . .	1.50
PCA 1" Pins . . . . .	2.25
PCA ½" Pins. . . . .	2.00
PCA Car Badges . . . . .	10.00
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Porsche Stick Pins. . . . .	.75
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Porsche Tripartite Knife . . . . .	4.00
Porsche Patches . . . . .	2.00
Germany Patches . . . . .	1.00

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" OH GOD "

**FG President:**

Leaps tall buildings in a single bound  
Is more powerful than a locomotive  
Is faster than a speeding bullet  
Walks on water  
Gives policy to God

**FG Vice-President:**

Leaps short buildings in a single bound  
Is more powerful than a switch engine  
Is just as fast as a speeding bullet  
Walks on water if the sea is calm  
Talks to God

**FG Treasurer:**

Leaps short buldings with a running start and favorable winds  
Is almost as powerful as a switch engine  
Is faster than a speeding BB  
Walks on water in an indoor swimming pool (Jazzuzil Editor)  
Talks with God if special request is OK'd

**FG Secretary:**

Barely clears a quonset hut  
Loses a tug of war with a locomotive  
Can fire a speeding bullet  
Swims well  
Is occasionally addressed by God

**FG Member at Large:**

Makes high marks on the wall when trying to leap buildings  
Is run over by a locomotive  
Can sometimes handle a gun without inflicting self injury  
Dog paddles  
Talks to animals

**FG Membership Chairman:**

Runs into buildings  
Recognizes locomotives two out of three times  
Is not issued ammunition  
Can stay afloat with a life jacket  
Talks to walls

**FG Non-Active Member:**

Falls over doorsteps when trying to enter buildings  
Says "Look at the Choo-Choo"  
Wets himself with a water pistol  
Plays in mud puddles  
Mumbles to himself

**FG Active Member:**

Lifts buildings and walks under them  
Kicks locomotives off the tracks  
Catches speeding bullets in his teeth and eats them  
Freezes water with a single glance  
HE IS GOD!

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Now, I told you not to detour through St. Louis...



And after you leave Reno, Nevada, CAST 32...?



If we go through O'Hare we save 15 seconds.



Isn't this the correct method for the map rallye?



Do you suppose he's talking about the same thing as these sheets?



Dumping the beer all over the horn grills sure was a funny idea Rip!

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No Officer, I'm not hotwiring it to steal...I'm a concours freak.



Let's go fingerprint that one next.



The Porsche bunny



Damn Rufus, had to pick my wheel.



Did you see Gummow's car...and I'm in Class A too.



Best Overall

... more Crafts  
& Concours...



Those birds; who let that  
duck in here anyway. And  
on my hood.



Mine never come  
out looking that  
good.



Hi folks! My name's O.J. Meyer.  
Clearing Porsches is my type  
of fun. Now this...



All-temperature  
ArmourAll my ass.



See, she does all the work and  
I just supervise.



...and how much will you give  
me as turn-in on my Porsche?

## "PORSCHE BINDERS"

by Chuck Vischuis

The braking system is one of the most vital areas of the car. Your safety depends on the brakes to such a degree that you should pay particular attention to the maintenance of the system, especially before a high speed event. In this article, we will examine the braking system in more detail.

While performing the spring safety check, you examined the brake lines for leaks or damage. You might consider replacing the rubber brake lines with a set of steel flexible lines. The latter are less susceptible to wear damage and will not expand when pressure is applied to the braking system. Check and adjust, if necessary, the brake pedal free play. Follow the factory recommendations for changing the brake fluid and the proper type of fluid to be used (preferably a high-temperature, non-silicone type). Bleed your brakes properly and sufficiently to remove all of the air and other foreign matter which may be present in the brake lines. While working on the brakes, avoid getting brake fluid in your eyes (remember those goggles) and use care in handling, so that you do not damage the components of the system. Once again, make sure that the car is properly supported by a quality set of jack stands before attempting any major brake work.

As you probably already know, the brakes stop the car through friction between the brake pad material and the discs. The standard brake pads are effective for all normal driving conditions. However, when you move to a high speed gymkhana or to a race track, you may experience brake fade or even total brake loss. Frequent and heavy applications of the brakes generate a great amount of heat. In typical braking applications, the temperature of the brake disc can increase in temperature from 200 to 300 degrees in a matter of seconds. If several more applications of the brakes occur before this heat is dissipated, you can readily see that the entire braking system will become hotter and hotter. The brake fluid can boil, thus generating bubbles in the brake fluid. When this happens the pedal feels spongy. If this condition becomes excessive, total brake failure can result. When brake pads become excessively hot, they tend to form a glazed surface, which is very abrasive and can cause grooves in the discs. (I know this from experience!) The brake disc can warp under these conditions. Thus, all our efforts will be directed toward slowing down and dissipating this normal heat build-up.

The braking system works most efficiently at a point when the wheel is not quite locked up. By using too large a tire, you increase the tire footprint and also the friction between the pavement and the tire. If this friction is increased to the point that by hard application of the brakes you cannot lock up the wheels, you may be in for serious trouble. Two things are complicating the matter: as the braking system becomes hotter, the brakes lose their effectiveness; by applying enough force on the brake pedal to lock up a normal size tire, you will not be able to lock up an oversize tire. This causes the braking system to become even hotter and can ultimately result in complete loss of brake.

A high speed event naturally demands heavy and frequent applications of the brakes. Using a pad with a too-soft compound leads more quickly to excessive heat build-up. These pads will generate more heat faster as they are used. Hard pads require a good deal more pedal pressure until they warm up properly and even then, they require a heavier pedal pressure. Hard pads wear at a slower rate than do the soft-compound pads. It should be kept in mind, however, that no matter what type of

(continued on page 15)

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(continued from page 14)

compound is used, heat will be built up. If sufficient time is not allotted to cool them down, you will run out of brakes. After making several high speed runs, take a short drive at reduced speed to cool off your braking system. Never use your parking brake after high speed runs because by forcing the pads against the rotor, you can cause local overheating of both the pads and the discs. It is not a good idea to put in new, "unbedded" brake pads just before taking that first high speed lap. Unbedded or "green" pads can fail without warning.

So take care of your braking system! Plan ahead for the speed events. Buy a complete set of brake pads of your choice and properly bed them in on the street or over the weekend. When you remove them from the car, mark this set of pads as to which corner of the car they belong and whether they were on the inside or the outside of the disc. You now have a complete set of fresh "bedded" pads to be used when they are needed for gymkhana or drivers' schools. Carry this set of pads in the car — they will not do you any good if they are in the garage. Racing teams that are really organized use untimed practices to bed extra sets of brake pads. Determine the tools that you will need to change brake pads as well as to bleed the brakes and bring

them along to the track.

We have seen that overcoming heat build-up is of the utmost importance in maintaining a good braking system. Another way to reduce this heat build-up is by allowing more air to reach the discs and calipers. Although not recommended for the street, removing the antirattle springs and the backing plates will help.

Ducting of air to the discs is also an effective way to reduce the heat build-up and can be accomplished by crossdrilling and slotting of the solid discs. Both of these procedures help remove the "fireband" from the pad before it comes in contact with the disc. Although both crossdrilling and slotting are common procedures for racing, they must be done properly or the result is a warped or cracked disc. While I am not suggesting that you follow these procedures, I have slotted the discs on my 914, removed the backing plates and antirattle springs, and I feel that doing this has definitely helped both the continued braking effectiveness and pad wear.

Finally, remember that first attempts at brake work should be made with someone "looking over your shoulder," someone who has experience. If you follow these recommendations, you should have an efficient braking system under both street and track conditions.

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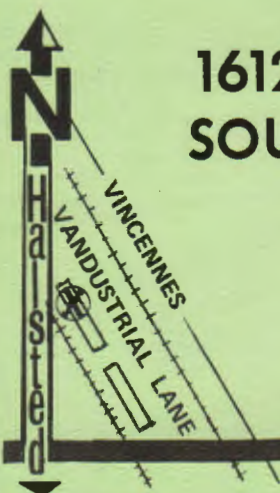
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