



DER GASSER

APRIL 2012



From the Editor's Desk:

Welcome to the April edition of Der Gasser. You'll notice that this issue is much larger than the March issue. Thank you to everyone who has submitted content for this issue as well as for upcoming issues. Please continue to submit content.

Rather than highlight what we've included in this issue I would like to talk about what is coming up in future issues.

First the Executive Board met this past month and the editorial team updated the board on where we are and where we hope to be. We also asked for direction on the issue of advertising taking into account the fact we no longer will be dependent on advertising to pay for a printed edition. The Board provided the following direction:

- We would continue to have advertising in Der Gasser.
- Advertising space would be limited to no more than 20% of the total space in Der Gasser.
- Any advertising included in Der Gasser would be for automotive services and products, with priority given to services and products offered for Porsche's.
- We will propose a rate schedule to the Board at the April Executive Board meeting. Once approved that rate schedule will be published in the May edition of Der Gasser.
- We will honor any existing advertising agreements that have already been paid for.

Also, we will be continuing Marketplatz, so please send us your Porsche items and cars that you would like to sell.

RTR member David Newton came up with a great idea for a new monthly feature entitled "Defining Moments". This feature will consist of articles from our members who want to share a defining moment in their lives that influenced them to become a Porsche owner or enthusiast. You get to read David's "Defining Moment" in the May issue and mine in June. Once you read either one of these you will have a better understanding of what this feature is about. I think each one of us has had at least one "Defining Moment".

Please consider sending in a submission for the "Destinations" feature. I'm sure many of you have visited some interesting places in our area and have had exhilarating drives getting there that only a Porsche can give you.

Best wishes and safe driving,

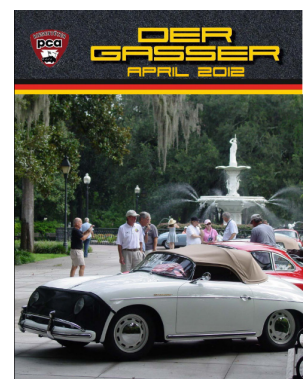
- Dave Hathaway
- RTR Der Gasser Editor



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— On the Cover —



**Porsche Parade 2011
Forsyth Park, Savannah GA**

Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published twelve times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editor. The editor reserves the right to edit all materials submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

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DER GASSER

A monthly publication of the Riesentöter Region
Porsche Club of America

April 2012

Submissions: The deadline for submission of materials is the 15th of the month preceding monthly publication. Please e-mail submissions to editor@rtr-pca.org with “Der Gasser” in the subject line.

Updating Your E-mail

Frequently we send e-mail blasts out to the membership to remind everyone about upcoming events. These e-mails are not sales oriented, but strictly for the benefit of our membership. This database is for Region use only and will not be released to other parties.

It’s simple! Go to the Porsche Club of America Web site at www.pca.org. Sign in through “MEMBER LOGIN,” then go to the tab “MEMBERSHIP” and scroll down to “MEMBER SERVICES” and click “MEMBER RECORD.” Click on the pencil icon to the right of your information to edit, then scroll down and click “SAVE.” You’re done!

Note: to avoid conflict with spam filters, enews@enews.pca.org should be added to your address book – thanks!



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Membership Report

Here are two sets of figures that provide an insight into the demographics of our club. The first set of numbers show where our members live by county within Pennsylvania as well as outside of Pennsylvania. The second set of numbers shows what Porsche models our club members drive.

These figures are as of January 2012.

Montgomery County	353	24.3%
Chester County	280	19.2%
Bucks County	259	18.0%
Delaware County	156	10.7%
Lehigh County	111	7.6%
Berks County	82	5.6%
Philadelphia County	80	5.5%
Northampton County	51	3.5%
State of New Jersey	32	2.2%
Out of the Area	29	2.0%
Carbon County	7	.5%
State of Delaware	6	.4%
Lancaster County	2	.1%
Monroe County	2	.1%
Schuykill County	2	.1%
State of Maryland	2	.1%
Centre County	1	.1%

Totals	1,455	100.0%
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911 Air Cooled	492	34.1%
911 Water Cooled	391	27.1%
Boxster	211	14.6%
944	90	6.2%
Cayman	81	5.5%
924 or 928	42	3.0%
Cayenne	41	3.0%
356	32	2.2%
914 or 916	24	1.6%
964 or 968	21	1.5%
Panamera	18	1.2%

Totals	*1,433	100.0%
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*Twelve members do not have a specific model indicated.

Please join us in congratulating the following members on their anniversaries with Reisentöter and the Porsche Club of America.

April Anniversaries

30 Years

Albert Anderson
Joseph Ehritz

25 Years

Warren Weiner

20 Years

Stuart Hirsch
Michael Midash
Roy Porta

15 Years

Charles Glackin

10 Years

Francis Ashton
Ara Chalian
David Cowburn
Jack Kramer
Glen McCartney
Darren Mingis
Richard Ratner

5 Years

Michael Kaczenski
Todd Little
Jason Livingood
Chris Morganheira
James Palmer
Jim Titus
Lakshmi Venkataswamy
Richard Waldman

New Members

Please join us in welcoming the following new members to the Riesentöter Club:

Member's Name	Town	Model Year	Vehicle Model	Month Joined
Christian Aguirre	Doylestown, PA	2011	911	January
Charles Asensio	Morrisville, PA	2012	Panamera	February
Paul Bandlow	Doylestown, PA	2003	911 4S	February
Shawn Black	Devon, PA	1974	914	February
Gerald Bonk	Hellertown, PA	1972	911	February
Jay Burgman	Pipersville, PA	2003	911	February
Rich Coomes	Spring City, PA	2001	Boxster	February
Steven Degnan	Wallingford, PA	2012	Cayenne	January
Joe Delikat	Doylestown, PA	2001	Carrera	January
Rich DiMartini	Berwyn, PA	2008	911	January
Scott Fudenberg	Bala Cynwyd, PA	2006	Cayman S	February
Martin Gibbons	Perkiomenville, PA	2002	911	January
Dan Gregory	Wayne, PA	1989	944	January
Brenda Haas	Northampton, PA	2007	911	January
Jerome Hallman	Nazareth, PA	2008	911	February
Tyler Hopp	Ambler, PA	2008	Cayman	February
Michael Langer	Chadds Ford, PA	2006	911	January
Jay Miller	Easton, PA	2007	Cayman S	January
Doug Miracle	Phoenixville, PA	1991	944 S	January
Terrance O'Brien	Havertown, PA	2003	911	January
Nicholas Perakis	West Chester, PA	1977 and 1995	911	February
Marcus Rex	Downingtown, PA	1995	Carrera	February
Samed Rizvi	Old Bridge, NJ	2002	Boxster	February
Dan Salameda	Greenville, DE	2003	996 C4	February
Joseph Schiliro	Warrington, PA	1987	944	January
Scott Schrepple	Boyertown, PA	1986	944 Turbo	January
Bentley Saul	Philadelphia, PA	2012	Carrera GTS	February
Stefano Sola	Gladwyne, PA	2010	Panamera	January
Kim Wood	Springfield, PA	2003	Boxster	January

If you know of a fellow Porsche owner who has not joined the Porsche Club of America (PCA), please encourage them to do so. They can visit the PCA [website](#) for more information on joining along with the benefits of becoming a PCA member. They can also contact our membership chair Paula Gavin via e-mail at membership@rtr-pca.org.

Porsche of the Month

Each month we will be featuring a Porsche owned by one of our members. If you are interested in having your car featured in an upcoming issue of Der Gasser, send an e-mail with the description of your car using the format shown below along with one or two pictures to: editor@rtr-pca.org. The file size should be no larger than 1 MB each in size. We'll edit the photos to fit the page.



Owner: Linda Erwin
Member Since: 2008
Model: 2003 Porsche 911 Turbo (996 TT)
Exterior Color: Lapis Blue Metallic
Interior Color: Black
Purchased Pre-Owned: August 2006
Dealership: HBL of Tyson's Corner, VA

Modifications:

8 Point Roll Cage
19" BBS RS-GT Wheels
Bilstein PSS 9 Suspension
GIAC Re-Flash ECU by Evolution Motorsports
GT2 Front Bumper
Carbon Fiber Hood and Cup Wing
996 Cup Steering Components
997 Turbo Rotors
997 GT3 Calipers
997 Rear Sway Bar

Recaro Racing Seats
Schroth 8 Point Harness
SPA Fire Suppression System
Gutted Interior (no A/C, stereo or nav system)
OMP Quick Release Steering Wheel
Fresh Air Hose
Tiptronic Transmission (yes it's a chicktronic but it still hauls butt!)
Cool Suit System
FabSpeed Exhaust (no cats or mufflers)

Notes:

I adopted Bart when he was 2 ½ years old and had traveled only 5K miles. When I first saw Bart on the lot, I knew he was meant for lots of fun times both on the street and on the track. He's been to Pocono, the Glen, NJMP, Summit Point, and Mid Ohio.... he loves to collect stone chips and tire rubber on his front bumper. Sadly, Bart is getting old and grumpy (like his owner) and has hit 111K miles (unlike his owner). So, we are thinking about becoming spectators for a while until we both can be rebuilt. Most importantly, Bart and I are very grateful to Mark and Carol Reynolds for their support and instruction along the way. They are proof positive that the PCA is not just about the cars, but the people too!



RTR Upcoming Events



Monthly Membership Meeting Schedule

Wed. April 25 th	Innovative Racing, Limerick
Wed. May 23 rd	Knopf Automotive, Allentown
Sat. June 16 th	Reading Phillies / Picnic
Wed. July 18 th	Porsche of Conshocken

For questions or more info, please contact Paula Gavin at Membership@rtr-pca.org.

Membership Breakfast Series

Our Member Breakfast Series begins April 22nd at 10:00 am. in Chester County. Our first location is Shoo Mama's Farm Fresh Café located at 66 East Street Rd., West Chester, PA 19380. www.shoomamascafe.com If you're familiar with the area, they are located in the Commons at Thornbury Shopping Center, across from the ACME, at the intersection of Rt. 926 and 202. The restaurant will be offering discounts for club members so be sure to mention you are with the PCA when ordering. The private section has been reserved for us. Our hosts, Lady Donna and Mike Kling will have a prize for the member that has driven the furthest. Please contact Wendy Walton if you have any questions at social@pca-rtr.org.

Social Events

RTR Wine Dinner on Friday, April 13th

The Historic General Warren Inn in Malvern will be the location for our next Wine Dinner. Join us for a wonderful gourmet five course meal where each course will be paired with a different delicious wine. The Wine Dinner is \$50.00 per person plus tax and tip. Come a little early for Cocktail hour (cash bar) from 7-8pm. Seating for dinner will be at 8pm. Look for the menu for this event in an upcoming email and on the website shortly. The General Warren Inn also has several deluxe rooms! If you would like to book a stay or learn more about the inn please visit their website below.

RSVP's for this event by Wed. April 4th to Wendy Walton at: social@rtr-pca.org

The General Warren Inn: <http://www.generalwarren.com/>

Jim Thorpe Art Festival May 6th.

We're planning on visiting Jim Thorpe again this year for their annual Art Festival. Bart Springer has graciously agreed to be our host again for lunch at the Albright Mansion. We plan on leaving (caravanning) from the Cracker Barrel Restaurant in Plymouth Meeting @ 10:00am. Arrival at Jim Thorpe will be around 11am and we'll be parking at the train station. Please RSVP with number of attendees for lunch arrangements. The afternoon can be spent browsing about the Victorian town and visiting the various galleries and shops.

If you intend to spend the night there are many B&B's in town and a few hotels in the area (Please see website for options) <http://www.jimthorpepa.com/>

Directions, contacts & additional information will be handed out at the Cracker Barrel

RSVP for this event by April 28th to Scott Duvall at seduvall@verizon.net

Attention Cayenne Owners!

Saturday May 12 – Rausch Creek Off Road 101

Cayenne (and other 4x4 owners), please join us for a drive to Rausch Creek Off Road Park in Schuylkill County for their Off Road 101 Class. The class is a beginner level session designed to show you what your vehicle is capable of. For info about the park and their class, please go to <http://www.rauschcreekoffroadpark.org/>. Look under the "Off Roding 101" section for info. Please note, this off road class is run by Rausch Creek Park and not PCA. Our PCA portion will be the caravan to the park. Participation in the class will be at the discretion of the individual.

Approximate Pricing (Payable to Rausch Creek) Class fee - \$125; Park Fee (car & driver) - \$50; Each Additional Passenger - \$15

If you'd like to join us, please contact Paula Gavin at Membership@rtr-pca.org by Friday May 4th with the following info: Name, Vehicle, Number of passengers, e-mail address, and where you'd like to meet the caravan, either turnpike rest stop just west of Downingtown or Vision Porsche in Reading.

Au·To·Cross (ô'to-krôs', -kros')

n. - A form of motor sport that emphasizes safe, low-cost competition and active participation. An autocross is a timed competition where drivers navigate, one at a time, through a temporary course marked by traffic cones. Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower.

Autocross events are easily accessible to drivers of any background and experience level, without costly preparation schools or training. They provide fun, friendly competition, and an environment that is conducive to learning how to be a better driver, or even racer. In fact, Autocross itself can be considered excellent basic training for those who would like to eventually move to full-on track events or club racing. Events are always on Sundays, and are usually done by the early afternoon. They cost very little (under \$50 an event) and do not require you do anything special to your car. The only safety equipment you will be required to wear is a seatbelt and a basic helmet (there are always ones you can borrow). If you are interested in participating, please send your name and the car you drive to the AX chair, Jonathan Arena

2012 Riesentöter Autocross Championship

While any member may attend any of the events, for those interested in improving their driving skills and earning some bragging rights in the process, we will be compiling results from each of the individual races and counting them towards an overall championship. The championship will consist of 8 different Autocross races in the area starting in April, with drivers earning points based on how they finish within the club that count towards their season totals. The top 5 performances out for each driver will be counted for the final standings so those who cannot attend every race can still compete for the championship.

There will be two categories:

PAX Champion (Performance based handicap): The PAX index is a sophisticated mathematical system designed specifically to compensate for the different levels of performance between different brands and level of modification to eliminate the advantage one vehicle has over another. For instance, no matter how talented the driver, a road-going 1985 Carrera 2 with all-season tires does not have a chance of beating a track prepped modern car with a stripped interior and racing slicks. But with the PAX index, the times will be adjusted to remove the advantage that the faster car gives the driver. It's like a handicap for the cars, so it's safe to say that the winner of the Riesentöter PAX championship is the best driver in the club!

Overall Champion: The Porsche club is of course a club about the cars, and there is something satisfying about owning, tuning and piloting the fastest car in the bunch. The overall champion is just that: The driver who turns the fastest times, regardless of what Porsche he or she is driving.

2012 Autocross Schedule

Sunday April 22nd	Hershey, PA Porsche Swap Meet
May 6th	Warminster Community Park
June 10th	Hershey Park
July 29th	Northern New Jersey at Giants Stadium
August	Planes & Porsches - To be Announced
September 14th	Pocono Raceway
September 23rd	Hershey Park, Porsche & Corvette Challenge
October 14th	Warminster Community Park

For questions or more info, please contact Jonathon Arena at Autocross@rtr-pca.org.

Drivers Education

2012 DE Schedule

April 13-15, 2012

Track: Jefferson / Shenandoah

Registration Open Date: February 13, 2012

[Click here to register.](#)

May 7- 8, 2012

Track: Watkins Glen

Registration Open Date: March 12, 2012

[Click here to register.](#)

Safety Tech Date: April 21 at

[Meehan Transmission](#)

1938 North Broad Street

Lansdale, PA 19446

(215) 885-5123

June 8- 10, 2012

Track: NJMP Lightning

Registration Open Date: April 16, 2012

Introduction to DE will be held on Saturday, June 9

[Click here to register.](#)

Safety Tech Date: May 26 at

[Tillson Motorcars](#)

2097 North 63rd Street

Philadelphia, PA 19151

(215) 473-6400

July 27- 29, 2012

Track: Watkins Glen

Registration Open Date: June 4, 2012

Introduction to DE will be held on Saturday, July 28

[Click here to register.](#)

Safety Tech Date: July 14 at

[Dougherty Automotive](#)

17 Hagerty Blvd.

West Chester, PA 19382

(610) 692-6039

August 15- 16, 2012

Track: Summit Point

Registration Open Date: June 25, 2012

[Click here to register.](#)

Safety Tech Date: August 4 at

[Phoenix Performance](#)

481 Schuylkill Road

Phoenixville, PA 19460

(610) 482-0141

September 14- 16, 2012

Track: Pocono (Full Course)

Registration Open Date: July 23, 2012

Introduction to DE will be held on Saturday September, 15

[Click here to register.](#)

Safety Tech Date: Sept. 1 at

[Knopf Automotive](#)

3401 Lehigh Street

Allentown, PA 18103

(888) 437-9168

September 19- 21, 2012

Track: Summit Point

Registration Open Date: August 27, 2012

[Click here to register.](#)

Safety Tech Date: Oct. 6 at

TBD

If you have any questions, please contact Brian Minkin by e-mail at bminkin1@comcast.net or by phone at (215) 519-4140. For additional information, please visit the [website](#).

Note: Registration opening date is for PCA members. Registration for non-PCA members will open two weeks after PCA member registration opens.

Regional & National Upcoming Events

Hershey is Coming !

2012 Central PA PCA

Porsche-Only Swap

Meet Saturday, April 21, 2012

The Central PA Region of the Porsche Club of America is once again bringing its world-famous Porsche-Only Swap Meet to Hershey, Pennsylvania, on Saturday, April 21st, 2012. This is, without exaggeration, the largest event of its kind on the planet. It typically brings nearly 650 vendors, around 1,000 Porsches, and over 6,000 visitors together in Hershey every year. If you're seeking an obscure Porsche or an obscure part for your Porsche, this is your best chance to find it. Every dealer and Porsche packrat in a 250-mile radius will be bringing their odds and ends for sale or swap. You'll see exotic Porsches found nowhere this side of Stuttgart. We'll once again be featuring a People's Choice Concours, too!

- Largest gathering of Porsches in the United States
- Gates open at 7:30 AM and close at 4:00 PM
- Reserved Porsche parking for over 900 cars
- Reserved parking for Porsche caravans, contact the Swap Chairman for details
- Admission is free, parking is \$10 per car
- Porsche Corral for private sales costs \$20 per car, no pre-registration is necessary
- Event is held rain or shine

For more information on the Swap Meet, visit <http://www.cpa-pca.org/swap/>

July 8 - 14, 2012

PORSCHE PARADE



SALT LAKE CITY 2012

Salt Lake City, Utah is the place to be this July for the Porsche Club of America's national convention. "Crossroads of the West," as the city is affectionately named, has all the amenities of a major metropolitan area; the friendliness and warm hospitality of a small Western city; remarkable history; and unparalleled access to natural recreation (21 national parks and monuments within a few hours drive). The city is on land that was once covered by the prehistoric Lake Bonneville. Towering Wasatch Mountains frame this beautiful, safe and vibrant mountain setting.

Salt Lake City will be the perfect destination and backdrop for a Porsche enthusiast's "Dream Week." For more information on what to see and do in Salt Lake City, beyond Parade activities, check out www.visitsaltlake.com.

Registration is Open!

“Destinations”

by Scott Duvall

Welcome to a new series in Der Gasser that will showcase our member's favorite roads and destinations. Our staff encourages you to send us a brief write up of your favorite Porsche drives to share with our members. We hope to perhaps inspire you to take a new excursion or visit a place that may become your new favorite.

Grounds for Sculpture, Hamilton, NJ.

This month we're back to New Jersey again but the destination is worth the return to the Garden State. Last year our intrepid Rally Master, Pete Webster, had planned on having the 2011 rally end at Rat's Restaurant located at Grounds for Sculpture. Due to an unexpected heavy turnout for the rally, Pete had to change our end point to another restaurant in New Hope that could handle the capacity. Having never heard of Rat's before, I spoke with him about it and he gave me some information on the restaurant which led to a quick search on the web. Intrigued by what I'd found out, Leslie and I decided we'd give it a shot.

Grounds for Sculpture is located on the site of the former New Jersey State Fairgrounds, which ceased operations in 1980. Part of the original property was sold off for industrial development and what remains became the sculpture park through the work of J. Seward Johnson. The park opened to the public in 1989 and has grown to include over 240 works. A couple of the original buildings from the State fair days still stand and have been incorporated into the park structure. The park is laid out as a series of walking trails with the different works



incorporated at advantageous locations for their display. The map, available when you pay your admission fee, is critical for explanations of the pieces and for finding your way through the park so as not to miss anything.

We found it to be easy to navigate about with the map and enjoyed all of the various displays. Some of our favorites were sculptures by Seward Johnson that were done from popular paintings by artists such as Monet and Renoir. It was literally taking a two dimensional painting and making it three dimensional. In one sculpture display, Johnson also cast Claude Monet painting the scene. It prompted the question, “which came first?” Many of the sculptures were intriguing from either the composition itself or the use of the setting in which the piece was displayed. This was really worth the trip up from Philly and we will more than likely be up there again.

On to Rat's Restaurant!! You may ask why the name Rat's? Well, the explanation is that Seward Johnson was apparently a great fan of Kenneth Grahame's classic, The Wind in the Willows. In the book, Ratty represented everything a host should be, throwing the best parties with the best wine. Rat's is set into the park invoking the feel of being in a small French village. The patio area sits on a small lily pond with a bridge over one end, reminding one of Claude Monet's paintings.



Destinations, continued from pg. 11

We enjoyed a great Sunday lunch during our visit with prompt service and gorgeous views from our table on the patio. The menu had French overtones and the offered wine list had several nice selections to compliment our meal. Rat's offers several special meals during the year so you must get the annual schedule should you visit.

We found a northern Italian wine dinner on the schedule and made a point of returning for that event. The evening was really a fine dining experience. They had a 5 course meal with wine pairing for each course. All of the wines were from Italy and we had an explanation at



There is a list of all of the artists that have their work in the collection and you can click on the links for each. This will give you a brief bio on the artist and a description of the piece that is on display. This part of the site seems to be a work in progress, as some of the artists listed do not include the specific art work that is on display.

The link to Rat's restaurant is here:

<http://www.groundsforsculpture.org/RatsRestaurant/index.html>

I have to admit, the website needs a little work but you can find the information you need to plan a trip to Hamilton.

In closing, gotta' just say – “Thanks Pete, for letting us know about a great *Destination*”.



Seward Johnson sculpture inspired by “Luncheon of the boating Party” by Renoir

two different points during the meal explaining the source and character of the wine selection. We definitely enjoyed both of our visits and wouldn't hesitate on a return.

For information on the Grounds for Sculpture you can visit their website here:

<http://www.groundsforsculpture.org>

The website contains directions should you wish to visit and has some good information on the works on display.



Technically Speaking- The DME/ ECU

by Pedro Bonilla, Gold Coast PCA, and Contributing Editor

One of the most-asked questions in Porschedom is:

“How can I get more HP out of my car?”

In many instances, people spend a ton of money purchasing expensive and exotic intake or exhaust systems and other aftermarket add-ons, only to find out that they’ve lost, not gained, horsepower.

Why does this happen, you may ask? Because of a little box called the DME. You’ve probably heard of it, but maybe you don’t know exactly what it is and what it does. Let me try to explain. **DME** stands for **D**igital **M**otronic **E**lectronics, or actually, **D**igitale **M**otronic **E**lektronik, in German. It was originally designed by, and is still manufactured by, Porsche’s electronic supplier: Bosch GmbH. It is also known as the **ECU** which stands for **E**ngine **C**ontrol **U**nit or **E**lectronic **C**ontrol **U**nit.



Simply put, the DME or ECU is the engine’s management computer, which is programmed at the factory to provide the best combination of power and fuel economy for a myriad of driving conditions. This engine management system will actually work against any changes you make to the engine’s systems and will try to bring the parameters back to standard. That’s why you may lose power with some aftermarket parts or products, but there’s a way around that ... later.

How and why was the DME developed?

The first Porsches of the very late 40s through the early 70s used carburetors and distributors for their engine management, and it worked well until we needed better

emission controls, which forced manufacturers, including Porsche, to develop fuel injection. This new management system now needed an analog computer to control the amount of fuel the engine would receive by varying the time the injectors were open.

The first Porsche engine management computers were the **Bosch D-Jectronic** and they were controlled by the engine’s vacuum. The D-Jectronic was first introduced on the 1972, 2.4 liter 911T and was standard on subsequent Porsche models. Using the vacuum was not very efficient, so Bosch eventually advanced to the **Digital Motronic Electronics** (DME) still in use today, although immensely more refined than the first versions.

These systems were much more precise. Gas mileage and performance were dramatically increased while emissions dramatically decreased. Today, our DME’s do much more than just control the fuel injection.

The actual term generally used in English is the **ECU** (**E**ngine **C**ontrol **U**nit) or **ECM** (**E**ngine **C**ontrol **M**odule) and it controls everything related to the engine, such as measuring the incoming air temperature and ambient air pressure, the amount of fuel injected, the throttle position, the amount of air flowing into the engine, and many other parameters. Then, based on its memory maps, it makes a decision as to what’s the best combination of air, gas and spark timing for that particular situation, and maintains it for maximum performance and fuel savings.

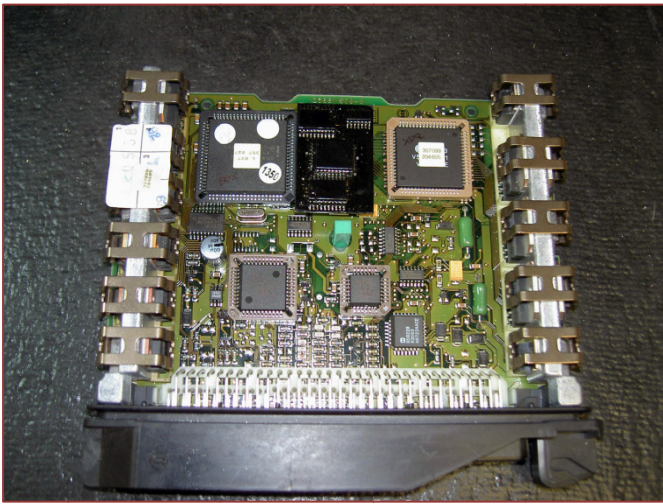
Using the information about how much air is flowing through the engine, (sensed by the Mass Airflow Sensor - MAF), and how fast the engine is turning (RPMs), the DME uses a fuel map to determine how long each injector should stay open during each cycle to inject the correct amount of fuel.

During partial-throttle operation, the injector pulse-width is also modified by the readings from the oxygen sensors, devices that sit in the exhaust collectors and determine how much oxygen is left over in the exhaust. Each cylinder is constantly adjusted to obtain maximum operating efficiency under virtually all conditions.

Technically Speaking, continued from Pg. 13

In the event of an electrical or electronic fault, the DME can even reconfigure itself to bypass the problem and can self-diagnose for quick and efficient troubleshooting. That's why even with a failed MAF, for instance, the DME goes into a "safe mode" and keeps the engine running safely and efficiently. If this happens, it will also alert the driver via the check engine light (CEL) so that it can be corrected by a service provider.

At the core of a DME there are multiple microprocessors, and in a modern Porsche, they execute nearly twenty million instructions per second (20 MIPS). Microprocessors have a reputation for being extremely reliable. They are designed for a lifespan of at least 150,000 active hours. A car, by comparison, is expected to survive around 4,000 hours of use.



The **Porsche ECU** is typically located under one of the front seats (911) or in the rear trunk (Boxster or Cayman).



The **Porsche DME** is a very reliable and rugged piece of engineering. Nevertheless, having said that, the number one cause of a **Porsche's** DME unit failing can be caused by jump-starting the car using cheap jumper cables which may cause the electrical system to surge when the vehicle is started. Another common failure can occur when an enthusiast, or a shop, uses an electric welder, and fails to disconnect the ground cable on the battery prior to welding, thereby causing a high voltage surge through the ECU.

ECUs are very complex computing systems and can be very expensive, costing as much as \$5,000 or more to replace. Luckily, many failed ECUs can be repaired quickly and affordably by a few highly-specialized repair facilities around the country.

Now let's get back to how to make more horsepower on your Porsche. When Porsche manufactures a vehicle, they don't generally know where the car will end up and under which conditions it will be driven, so they "de-tune" the engine through the ECU maps to allow for a multitude of adverse driving conditions, such as using low octane fuel, driving at high-altitudes, under very hot ambient temperatures, etc.

But you can narrow the parameters dramatically by having your ECU reprogrammed to the conditions you will drive under, such as: Street, Spirited Driving, AX, Track, full-blown Racing, etc. For instance, if you only use 93 octane gasoline, the ECU can be reprogrammed for that.

- If you've installed aftermarket intake and or exhaust systems, the ECU can be reprogrammed for that.
- If you've increased the throttle body's size, the ECU can be reprogrammed for that.
- If you'd like to raise the rev-limiter, the ECU can be reprogrammed for that.
- If you've ... you get the idea.

All of this collected information is optimized, converted into data and maps and can be reprogrammed into the ECU's memory during the chip tuning or flashing process. Once the ECU is "Flashed" with its new maps, the engine's data is now processed with the new parameters and significant gains in torque and HP can be achieved.

Technically Speaking, continued from pg. 14

HP and Torque increases of 20-30% are possible for turbo-boosted engines, while 8-12% gains are the norm on normally aspirated engines.

The recommendation though, is to make all the changes to the hardware (engine intake through exhaust) first, and as a final step flash (reprogram) the ECU so that it knows which changes to consider and incorporate. If you don't follow this plan, you'll have to flash every time you modify any physical engine component(s) in order to obtain significant gains from that particular mod.

You may also hear the process of Flashing a DME referred to as "Chip" or "Chipping", that's because the first generations of DME used ROM (Read Only Memory) chips that could not be re-programmed. Many "tuners" today still have to crack open the DME's case and remove, re-flash, and re-solder the physical chip in Porsche models up to 2001.

Today, some very exclusive "tuners" with state-of-the-art computing hardware and software can now read and reprogram your car's ECU without opening its case. It's all done through the DME's existing 88-pin connector, even on the first generation 986 (Boxster) and 996 (Carrera).

We have had great advances in ECU reprogramming in the last couple of years. Some services which were considered impossible on a Porsche's DME, are now available to the general public.

To obtain additional information about "chipping" or "tuning" your Porsche and more, please visit my website at:

www.PedrosGarage.com.

Happy Porsche-ing, **Pedro**



Summit Point - First Experience at Speed

By David Newton

If you haven't heard of the PCA "Taste of the Track" (TOT) program, you owe it to yourself to check it out. This is your opportunity to ride safely at track speeds with a qualified instructor. Driving fast isn't just having the car, the opportunity and a stretch of blacktop. In point of fact, street driving and racing have a unidirectional relationship. Practically applying racing concepts to daily driving develops driving skills, but employing the habits we've accumulated to racing on a track, is at the very least dangerous and potentially deadly.

I signed up for the TOT in October at Summit Point in scenic West Virginia. My wife and I came down Friday afternoon to enjoy the ride and to be there early Saturday. We are new PCA/RTR members, and the thought of getting my 2009 Cayman out on a track was at once tempting and terrifying. I just wasn't sure it was something I wanted to commit to, and I needed an opportunity to find out. TOT seemed to be a great alternative, and I can attest it was all that and more.

We arrived Saturday morning 90 minutes before the classroom event, and took the opportunity to wander around looking at the array of cars; talking to enthusiasts from all over the region. I'm a gear head of the muscle-car variety, but I've always been in awe of Porsche engineering since my dad's boss pulled up in a new 1972 911 Targa when I was 13 (story for another day). It turns out that many started out like me, which was encouraging as by now I'd seen (and heard) some serious machinery wailing around the track, and I was feeling somewhat intimidated.

Ten o'clock finally came around and a group of us gathered in the training room for a discussion on racing concepts, control and vehicle dynamics as presented by veteran instructor Brian Minkin. He emphasized smoothness; don't stab the gas and brakes, or jerk the wheel. Steady, controlled input from the driver will result in a comparable response from your car. We learned about the racing "line"; the theoretical path to travel through a turn, and the importance of completing the braking process before the turn to maximize tire contact with the road surface.

After the classroom instruction, we staged our cars for "parade" laps. The very sound of this is a little boring, right? Mere highway speeds around a track like Summit Point? But we diligently followed Brian's lead, noting the different reference points on the track to help us through the ideal line. Not as easy as it first appeared on a white-board. I was all over the place, and being the immediate car behind the instructor, this wasn't very helpful to the

others that followed me. By lap three, I was getting more comfortable, and by the time we "pit in", I hadn't embarrassed myself too badly. Now, I was pretty juiced up.

Finally the time arrived; hot laps with a qualified instructor. After being fitted with a loaner helmet, we paired off. I was fortunate enough to ride with Brian, so introductions were out of the way and we got right to it. I was strapped into the passenger racing seat; a little snug I thought, but I was thankful later. We cruised over to the staging area and in seconds went blasting down the straight. Each turn came alarmingly fast, and I was immediately stunned by the staggering forces at work on the car (and me). I'd crossed my arms and gripped the harness as instructed, which kept me from smacking Brian in the face as we ripped through each turn. On the approach to the pit area, I got my driver's "thumbs up" sign and signaled my approval. For those of us who tend toward motion sickness, "thumbs down" gives you the chance to back out; the instructor will slow down and "pit in" at the earliest opportunity. No one wants you to have a bad experience after all.

I cannot describe the astonishing speed followed by the force of sudden and immediate deceleration as we approached the first turn for the second lap. You can only prepare yourself so much for the oh-my-God velocity and astounding handling. The grip these cars have in the corners is nothing short of impossible. As we rumbled back to Brian's trailer 15 minutes later, I was shaking from the rush. I climbed out of the car and landed on rubber legs. My wife approached with a little concern as I removed my helmet and babbled off several ill-constructed sentences. I could not put words together...

I've spent my whole life wondering what something like this could be like, when all I had to do was plunk down \$25 and commit a Saturday. Don't wait as long as I did. You owe it to yourself to try it once. Wander around; talk to the other participants who love nothing more than to share their experiences with you and listen to yours as well. The racing bug may bite you; it may not. I can all but guarantee you won't regret it though. If you decide to take the next step, you can begin the program where drivers are divided into colored run-groups. There is no pressure, and no preset pace. No one was standing there at the end of my run with a contract, an open hand and a cattle prod. What better chance are you going to get? After all, this is what Taste of the Track is all about.

Editor's Note: The Taste of the Track program has been replaced by the new "Introduction to Driver's Education" (DE). Please see pg.17 for the description of the new program.

New for 2012: RTR's Introduction To Drivers Education

Have you considered Drivers' Education (DE), but are not sure if you want to take your car on a race track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter "Introduction To Drivers' Education" program is a way for interested drivers to explore Drivers' Education without enrolling for a full event.

Your one day Drivers' Education experience will start with an informative introductory classroom presentation about Drivers Education, safety and the skills and knowledge required to drive your car at high speed on a racing surface. After the classroom you will proceed to "Grid Tech" with your car where you will learn what safety issues are looked at before allowing a car on the race track. Then you will drive on the race track for the first time behind a pace car at parade lap speeds to become familiar with the track and the proper line required to control your car at high speed. The next step in your introductory experience will have an RTR instructor join you in the right seat of your car for your first session at speed. You will be on the track only with other introduction students and the instructor will teach you how to safely drive your car at speed. Once you have completed your laps at speed you will join your instructor in their car as a passenger in one of the instructed run groups to observe how all the knowledge and skills you have learned are applied to drive consistent safe laps at speed.

This introductory program will be held at 3 events during the 2012 Drivers Education season. The first event will be at Lighting Race Track at New Jersey Motorsport Park in Millville, NJ on Saturday, June 9th. Next will be Watkins Glen, NY on July 28th. The final introductory event will be at Pocono Raceway on September 15th. The Pocono event will also include the opportunity to drive your car on an Autocross course allowing you to enhance your car control skills.

The cost for this program is \$50. You must be a licensed driver and at least 18 years old. Helmets, long pants and closed toe shoes are required and the helmet must be Snell approved with either a 2005 or 2010 certification. Your car will be required to pass a pre-event tech inspection. RTR runs tech inspections on Saturdays, 2 weeks prior to the event and the cost of the tech inspection is included in your registration fee.

Registration for this Introductory Drivers Education Program is on Motorsportreg.com. Pre-registration is required, Questions should be directed to Brian Minkin bminkin1@comcast.net or call me at 215-519-4140.



Porsche Parade Experience

By Scott Duvall

Having only been a PCA member since the spring of 2010, I had never had an opportunity to attend a Porsche Parade. When I saw the promotional material in Panorama last winter for the Savannah Parade it really got my interest. I had been stationed in Charleston, SC for four years when I was still in the Navy and really enjoyed the area when I was actually in port. I had read a bit about Savannah but never had the chance to visit even though it wasn't that far down the road. My wife, Leslie, had also been to Charleston but never Savannah. After a bit of discussion, we decided to go, as we both really wanted to see the city. We were both pretty excited about heading down there that at first we didn't

think much about what it might be like visiting the south during August. To say it was warm would be an understatement, but I'm getting ahead of myself. After getting all of our reservations in order and deciding which events we wanted to attend, we found out that our very own Rally Master, Pete Webster, was also heading to Savannah. Deciding to caravan down together was a no-brainer and we planned on breaking the drive in to two days to make it easier. Straight through drive time from Philly to Savannah is right around 12 hours so we decided to do 8 hours the first day and 4 the next. Well, our 8-hour driving plan turned into a 12-hour day before we finally reached our stop-over point in Fayetteville, NC. We found ourselves snared in traffic between Washington, DC and Richmond, what a mess. The rest of the trip down was fairly uneventful and we checked into the Parade welcome center shortly after noon. The convention center is located on Hutchinson Island which was to be the central point of most of the planned activities. Our hotel was located back across the river but we found arrangements had been made for free water taxi service back and forth for the duration of the week which was great when we didn't need to take the car over. We stayed at the historic Mulberry Inn which is currently operated by Holiday Inn though you would never guess it when you see the property. Simply put, the hotel is Southern Elegance. From the lounge area where they had guest pianists in the evening, to the genuine hospitality of the entire staff, we totally enjoyed our stay at the hotel.

The first evening we attended the Welcome Banquet and kind of got in the "Parade Mood" for the week. People everywhere, from everywhere; it was great meeting so many people with Porsche interest. Leslie and I attended three of the different banquets during the week and my favorite was the "Low Country Boil". I'm talking tons of shrimp here folks, it was great. The other nights we went out in Savannah for dinner and had fun trying out the different eateries available. Out of those I would have to say that "The Pink House" restaurant was the best one we went to. The meal was absolutely delicious and I would recommend it to anyone visiting the city.



There were so many events to choose from for the week that at first we were a little daunted on how to schedule our time. We really enjoy the "Drive and Dine" type of thing and with so many tours scheduled we easily filled our schedule. I had wanted to participate in at least one of the two rallies that were scheduled but I couldn't fit it in with the other events that we wanted to take part. The first day was the concours, which was held at Forsyth Park. There was a sea of P-cars in attendance. Besides the concours, there was also the Porsche Corral where those that were not being judged brought their cars. This was organized by type and was interesting to wander through to see all the different models. The big event for the day was the unveiling of the restored 1973 911T raffle car. What a beautiful job they did on that car! It was quite literally a new 1973 vehicle.



Porsche Parade Experience, continued from pg. 18

Tuesday we were off on the first of our driving tours. We had signed up for four of them which kept our days busy through Friday. The first tour was out to Hilton Head Island where we parked down by the marina and had a group lunch. We had a chance to browse around the various shops and admire the other P-cars that had made the trip. Wednesday we headed out to Rose Hill Plantation. This is the oldest plantation house still standing in Georgia. The couple that owns the home has been carefully restoring the house over the years using old photos, descriptions and some original drawings. When they initially purchased the property the roof was open to the elements and severe damage had occurred to the interior. The work they have accomplished is

remarkable. The interior rooms are just gorgeous, filled with period decoration and furniture. Our lunch was prepared onsite and we enjoyed getting together under the large tent they had set up outside for us. (The shade was very welcome). Our third tour was out to Skidaway Island. On the way we had a stop at Tybee Island to see the old fort there and also visit the lighthouse station. Another scorcher of a day and the Cayman never budged above normal temperature range. We were just glad to stop inside the underground parts of the fort for a little cool air when we were out walking. Our last full day was our tour out to Jekyll Island and this was the best one. The previous days we had around 75 cars per tour. On this one we had at least 125. It was also the longest drive out of all the tours. When we got down to the causeway that ran out to the island we all formed up on the side of the road to regroup for the final run in as we had become separated due to other traffic and stop lights. The gate guard had a big smile on his face as we came streaming by on our way to the old club house grounds. We got to take a tour to see all of the so called "cottages" that the Pulitzers, Goodyear's, etc had built on the island. The original clubhouse has been restored and now has a hotel attached. We had lunch inside the old dining room and enjoyed conversation with our fellow tour members.

The whole week was just great and I would recommend to anyone that if you haven't been to Parade, you should go. I still remember each morning when we went over to the convention center to form up for the day how cool it was, to see all of the different types of P-cars running around to their designated locations. Each morning I was out to the parking garage with a cup of coffee to get the car all cleaned up for the day and meet my fellow "clean" fanatics for our polishing routine. We met fabulous people from all over the country and yes, Canada too. Yes, we got rained on, and yes it was HOT, but you know what? I'd do it all again. One of the things that impressed me was the sheer amount of planning that went into the entire week. Everything was well coordinated and there was hardly ever a hitch. For the driving tours you had a driver's brief in the morning where you received maps showing your route, toll passes when required, and entry passes for the spots that required those. It seemed no detail was left out. We were tired by the end of the week because every day was up and out early and every evening there were activities to attend as well. We both would love to go out to Salt Lake City, but the driving time to get there makes it undoable this year. So, I'm waiting for the next one that's a little closer to the east coast and you can bet we'll be there.

Parade? Do it!!!



Porsche Parade Experience, continued from pg. 19



904 at the Concours



Hilton Head Island



917 at the Historic Auto Display



Jekyll Island



Unveiling of the 1973 911TRaffle Car



My Co-Pilot

Shifts and Giggles

by Jeff Walton, Contributing Editor

The birds and bees have heightened pheromone levels; winter, if you can call it that, has been stowed away by Mother Nature, and there's a buzz in the air as the electric garage doors are opening throughout our region. The car covers are coming off and the battery tenders removed. The clay bars, orbital buffers, boar hair brushes, wash mitts, wash buckets, chamois, microfiber towels, bottles of Zanio, Mequiar, SwissWax, Adams, or heaven forbid – Turtle Wax, along with chrome cleaners, window cleaners, tire gels, P21S, Q-Tips, and a garden hose are making their way to our driveways- then the ritual begins. The first nice Saturday - the finest Germany has to offer is brought out of hibernation and backed out of the garage, and our backbones are put to work.

Start the wash with blue Dawn (to remove the old wax), then rinse. Next you use the clay bar. Rinse again. Scrub the tires and wheels. Rinse again. Dry with a chamois. Apply the first coat of wax and detail spray. Feel the microfiber towel as it glides over the fenders, the hood, and the wing. Apply the second coat of wax and then the detail spray. Feel the microfiber towel as it glides over the doors, the roof, and the bumpers. The wheel wax and tire gel are next. It's time for the glass cleaner. Spray. Wipe. Sparkle, sparkle, sparkle. Wipe your brow. Admire if only for a brief moment.

The Interior comes next. Remove the mats. Vacuum, maybe even shampoo the carpet. Leather cleaner, leather conditioner, and plastic cleaner are all applied. Clean the inside glass. If you are anal, you use a can of air and Q-tips (use your imagination if you need to). Insert mats. Wipe your brow again. Admire again, this time longer. Take it in, the shine and the smell of your Porsche. Your Porsche looks brand new. Just like the day you picked it up from the dealer. Get in. Turn the key. Rev the engine. Blow out those cobwebs. Rev the engine again. It's just like you remembered. Perfect. Well worth the wait. Spring is in the air. Finally it's time to drive. You smile. Your smile grows, now you are grinning from ear-to-ear. Oh yeah. Purrrfect.

And I'm sure this is a typical scenario throughout RTR and other northern territories above the Mason Dixon Line, but not at my house. No way. No how. Okay - it's close, except for the part of waking up the Porsche from its hibernation. Replace that part with removing its snow shoes and installing sandals - readying for the hot tarmac of summer. Everything else is the same. You see, there are those of us out here who don't give a rodent's rear about the weather...the diehards...the real enthusiasts,

and I'm one of them. We are the DD'ers, the daily drivers. Driving our Porsche in everything nature can throw at us. Hell, I think I should work for the United States Postal Service, because rain, sleet, or snow, I'm out and about, even to stores like Home Depot and Costco jamming and cramming things into every nook and cranny – who needs a truck when you have a frunk and those of us that are lucky to have a trunk to boot. And Ferdinand would be proud. He didn't visualize his car sitting in a garage for the bulk of its life covered and protected. No, no, no. He envisioned his creations carving up the corners, no matter what the weather was. You've all seen those pamphlets and ads – the ones with the 911 in the white fluffy powder, skis on the roof, going around the bend with ease, even the very first cover of Christophorus had a Porsche planted in the snow atop the Alps. Why waste time behind any other steering wheel? Why wait for a nice day because you might be too lazy to wash it when it gets dirty? Are you afraid to wash your sheets or your clothes when they soil? I promise rain and snow will not melt your car. Just take care of it when it needs attention. You can pamper it and drive it like you stole it. It's a Porsche.



Caring for Your Porsche - How to Use Detailing Clay

Article courtesy *AutoGeek.net*

If detailing clay is new to you, you might be thinking, “What is detailing clay and what can detailing clay do for my car?” The short answer is that auto detailing clay removes from the paint what washing cannot. For the long answer, read on!

Auto Detailing Clay Bar is an engineered resin compound used to remove contaminants from the surface of your car’s paint, glass, fiberglass and metal. Detailing clay can be natural or synthetic, though most manufacturers utilize synthetic clays.

Auto detailing clay is similar to the stuff you played with as a kid, but the clay used for detailing is usually much more elastic, especially in the case of Pinnacle Ultra Poly Auto Detailing Clay Bar. The elasticity gives the detailing clay excellent durability as it is rolled, flattened, smashed and stretched over and over again.

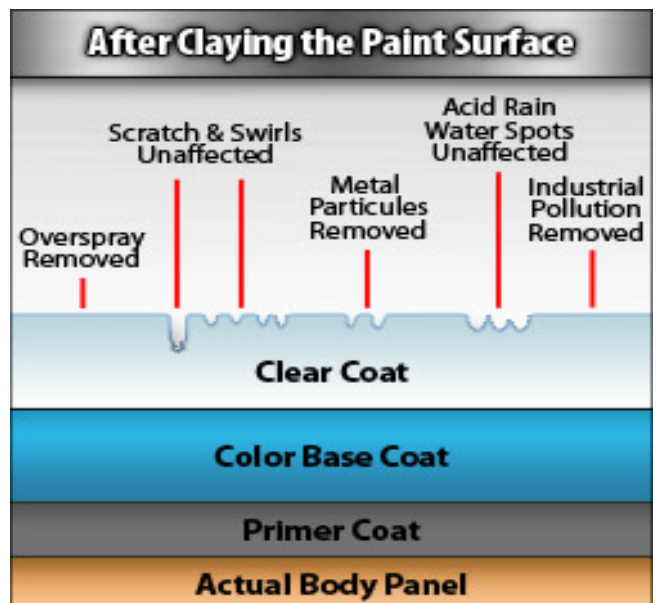
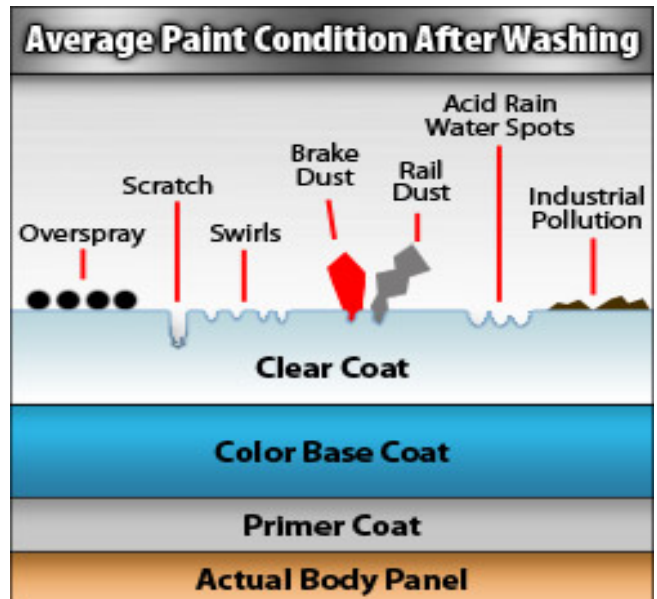


Plus detailing clay is designed to stand up to the kind of contaminants that your childhood clay never had to face, i.e. industrial fallout, rail dust and brake dust. These contaminants pierce paint finishes, glass and metal and remain stuck on your vehicle through rain, car washes, and even polishing. The only way to remove these pollutants is – you guessed it – detailing clay.

How Does Auto Detailing Clay Work?

Detailing clay glides along the surface of your paint and grabs anything that protrudes from the surface. The particle sticks to the clay and is therefore removed from your vehicle. The surface being clayed should always be

moistened with clay lubricant to prevent loose debris from scratching the vehicle. Used properly, detailing clay is completely safe and non-abrasive. It’s a much better option than polishing to remove these contaminants because clay doesn’t remove any paint.



There are two different grades of clay currently available to the public. One is a medium grade detailing clay designed to clean the vehicle once or twice a year. This grade of clay removes wax along with anything else on the vehicle. We’re talking CLEAN. Examples are Wolfgang Elastic Poly Clay, XMT Speed Clay, and DP Universal Detailing Clay.

How to Use Detailing Clay, continued from pg. 22

Your other option is a fine grade that's relatively new to the industry. It's called Pinnacle Ultra Poly Clay and it's a favorite of enthusiasts who prefer to clay as often as needed to keep that slick finish. This detailing clay removes everything the medium clay removes and it is gentle enough to use monthly or as needed for spot cleaning. If you're someone who's meticulous about clean, shiny paint (and who isn't?!) you'll love Pinnacle Ultra Poly Clay.

All detailing clay requires the use of a clay lubricant to prevent scratches as you gently rub the clay on the vehicle. Check out our Clay Page. at <http://www.autogeek.net/clbaandlu.html>. There you will find all of the different clays and their coordinated clay lubricants.

What Does Detailing Clay Remove?

Your vehicle is under constant assault from airborne pollutants. Brake dust, industrial fallout, acid rain deposits and rail dust all can adhere to your vehicle. These contaminants often contain metal particulates, which accounts for the ease with which they penetrate the clear coat to attack the paint below. These contaminants then oxidize, and they allow rust to spread beneath the clear coat. Tiny orange spots today, total paint system failure tomorrow! Detailing clay removes these contaminants in order to keep the paint healthy and vibrant.

Detailing Clay also removes stubborn sap, tar, and bug remains. Detailing clay works wonders on glass as well. Try some the next time you're washing your windows. You'll be amazed at the results!

Do You Need To Clay?

Chances are, the answer is yes. The surface of your vehicle faces assaults from the environment every time it's out in the weather. Each road trip brings new insults from roadway debris, exhaust films, and airborne pollution. They will splash, mar, and embed themselves in that beautiful paint job you've labored over. Vehicles can accumulate these contaminants any time, any place – even at the dealership. Waxes and paint sealants will adhere better to clean paint and the shine will be more uniform and vibrant.

The Bag Test: There's a simple test that will indicate whether or not you need to clay. Wash and dry your vehicle, put a plastic sandwich bag over your hand and lightly rub your fingertips over the paint. If it feels gritty or rough, your paint is contaminated. Use a high quality detailing clay bar, like Wolfgang Elastic Poly Clay or Pinnacle Ultra Poly Clay, and a clay lubricant to clean your paint before applying wax or polish.



How to Use Clay:

Clay is available in 2 to 8 oz. bars. Two ounces is enough to do three or four vehicles. On average, a vehicle will need to be clayed twice a year. At this rate, one 2 oz. clay bar will last you 18 months to 2 years if used on the same vehicle. If you buy clay in an 8 oz. bar, like DP Universal Detailing Clay or XMT Speed Clay, cut it into quarters and keep the unused portions moistened with lubricant in the storage case. Other brands, like Pinnacle Ultra Poly Clay, come in a 4 oz. bar.

- **NOTE:** To optimize both the quality of your claying and the clay's useful life, avoid soap and water as a lubricant. They will prematurely deteriorate today's clay compounds. Use only clay lubricants. A good clay kit, like the Wolfgang Polishin' Pal Clay Kit, will contain both the detailing clay and its corresponding lubricant.

How to Use Detailing Clay- continued from pg. 23

Follow these steps:

- Wash and dry your vehicle.
- Spray a small area with clay lubricant, no bigger than 2 square feet.



- Gently rub the clay bar back and forth across the wet area. It will grab at first. This means that it is pulling contaminants out of the paint. When it glides freely, the paint is clean.
- Wipe the area with a microfiber towel and use the clay lubricant to remove any clay residue. Rub

your fingers across the paint now; it should be as smooth as glass. If it's not, repeat the process. Reshape the clay bar as needed to expose a clean Surface. **Keep the clay well-lubricated.**

- Continue these steps until you've clayed the entire vehicle. Clay does a marvelous job on glass and chrome, too.
- Store the clay bar in its original case if possible, or in an airtight plastic bag. Spray it with lubricant to keep it moist. Do not allow the clay to freeze and do not store it in temperatures above 200° F.
- Always follow claying with a wax or sealant. Clay will remove the existing wax and may leave tiny holes where contaminants have been removed. They must be sealed in order to protect the paint from corrosion.
- **NOTE:** Detailing clay does not remove oxidized paint or fill in blemishes. If your paint is mildly oxidized, clean the paint with clay and then use a polish to remove the oxidized paint. If the oxidation is severe, polish first because the oxidized paint may flake off as you clay and ruin the clay bar.

Editors Note:

Please visit the AutoGeek.net website, it is filled with great car care information and products. I can personally vouch for this company as I have been very happy with both the products I've purchased and their service. When I contacted them about content for Der Gasser, they were very helpful and said yes right away.

I just started using the Pinnacle Ultra Poly Clay and it really works well. It's amazing to look at the clay bar after you are done and see all of the contaminants that washing didn't remove. Before I bought my Cayman, I had never heard of detailing clay until I started browsing the forums on Planet-9.com. Visit the AutoGeek website at <http://www.autogeek.net> to find any of the products discussed here plus much more.

Driver's Education - Watkins Glen May, 7-8, 2012

Riesentöter will be holding a Driver's Education Event at Watkins Glen, NY, on Monday May 7th and Tuesday, May 8th. [Click here](#) to register.

[Watkins Glen Website](#)

[RTR Drivers Education Forms](#)

[RTR Drivers Education Manual](#)

March 12th- Registration for PCA members opened.

March 26th- Registration for non-PCA members opened.

April 21st- Tech inspections at Meenan Transmission.

April 27th- Last day to register online.

Arrangements have been made with Watkins Glen Staff to allow drop off of cars and trailers on Sunday evening, May 6th, between the hours of 6 PM and 8 PM. Garages for this event are pre-assigned.

Riesentöter events feature five classes of drivers, based on experience level.

Green: Beginner Student - Instructed
Blue: Advanced Student - Instructed
White: Intermediate – Non-Instructed
Black: Advanced / Instructors
Red: Instructors

Students new to our region will be placed in the Green run group unless their Chief Instructor or Track Chair confirms your run group via an email to our registrar at registrar@rtr-pca.org

Instructors new to our region must request instructor status. Please send an e-mail to our Registrar at registrar@rtr-pca.org that includes your PCA National Instructor number (or equivalent).

All Drivers must have a valid driver's license and be at least 18 years of age. You will be asked to present your driver's license at the track. Don't leave home without it!

A **Snell 2005** or **Snell 2010** helmet is required for all drivers and passengers on the track.

Technical Inspection Rules

Riesentöter Members- Your Porsche must be inspected by an authorized Riesentöter Tech Inspector.

Driving Instructors- You must have your car inspected by an approved Riesentöter Tech Inspector for each event.

Non- Riesentöter Members PCA Members- A technical inspector authorized by your region should inspect your car. Please have a Riesentöter tech form signed and stamped.

Non-PCA Members- If you reside within twenty-five miles of Philadelphia, your car should be teched by a certified Riesentöter tech inspection facility or at our tech session. If you reside in the state of Pennsylvania but outside the 25-mile radius, your car can be inspected at a certified Pennsylvania Inspection facility. If you reside outside of state, your car must be teched by a professional repair facility that specializes in your make of vehicle. A Riesentöter tech form is required. It must be signed, include a VIN on the form and a **RECEIPT FOR SERVICES RENDERED**.

Please note: The technical inspection is for your benefit. As a driver, you are responsible for the tech inspection of your vehicle. Your safety as well as that of your fellow drivers may depend on the quality and thoroughness of this inspection. Please emphasize this to your inspector.

All cars, including instructors' cars, must be inspected no more than two weeks prior to the event by an approved Riesentöter tech inspection facility. **Only approved Riesentöter tech forms will be accepted.** Convertibles: See specific requirements on the Riesentöter tech form.

Please keep in mind that this is not a racing school but rather a high speed driving school, conducted on a race track under the supervision of experienced instructors. You will learn how to handle and control your vehicle at speeds not normally attained on public roads. This will help to prepare you for emergencies in normal driving. It will also allow you to explore your capabilities as a driver and those of your vehicle.

At no time will you be pushed or encouraged to go any faster than is comfortable for you. All participants will be

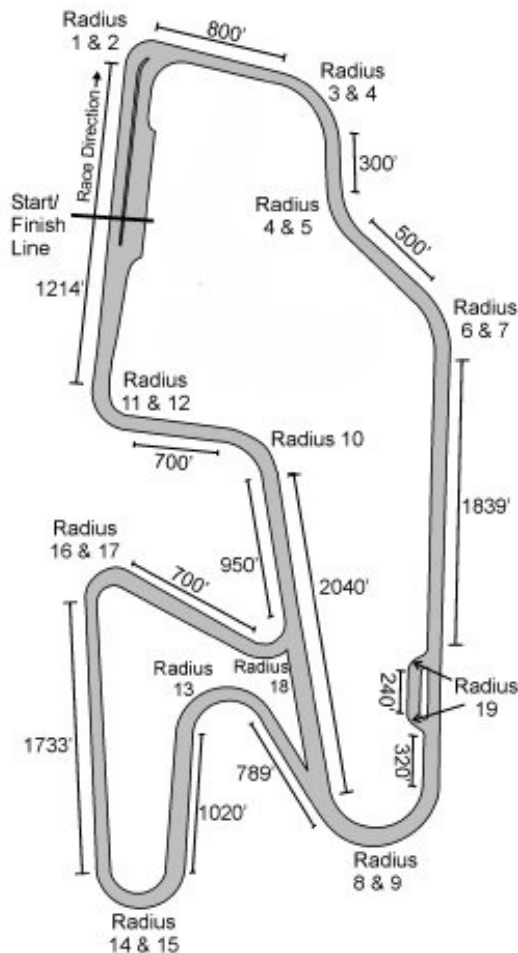
Driver's Education - Watkins Glen, Continued from pg. 25

organized into run groups in accordance with experience, skill, and vehicle type. Riesentöter has developed a [Drivers' Education Manual](#) especially designed for the novice student. If you are a new Driver School Participant, we urge you to read this material to familiarize yourself with the program, safety issues and concerns and to obtain a better understanding of our events for your benefit and for the benefit of your

fellow participants.

Be sure to visit the [Riesentöter website](#), where event forms, updates, Track Bulletins, and other Driver School event information may be found.

Written requests for refunds, sent to registrar@rtr-pca.org must be received two weeks prior to the event.



BANKING:

6 Degree banking at all turns except Turn 9S/5L, which is 10 Degrees.

TRACK WIDTH:

Varies from 36' to 48'
Average = 38'

TRACK LENGTH:

Short Course - 2.45 mile
Long Course - 3.37 mile

TURN RADIUS

(in feet to centerline of track)

Radius 1 = 125'
Radius 2 = 245.79'
Radius 3 = 518'
Radius 4 = 745.26'
Radius 5 = 632'
Radius 6 = 1080.15'
Radius 7 = 1064.92'
Radius 8 = 356.99'
Radius 9 = 391.86'
Radius 10 = 300'
Radius 11 = 200'
Radius 12 = 296.62'
Radius 13 = 250'
Radius 14 = 200'
Radius 15 = 305.81'
Radius 16 = 150'
Radius 17 = 281.45'
Radius 18 = 200'
Radius 19 = 70'

MARKTPLATZ



Please note terms:

Member classifieds are free to PCA members for occasional sales of personally owned items and run from date received for two issues unless cancelled. Porsche vehicles for sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for two issues; check for payment made out to "RTR-PCA" must accompany your copy. Commercial classifieds are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories. Commercial classifieds are available at a cost of \$20 per issue, limit 25 words. E-mail submissions to Dave Hathaway at editor@rtr-pca.org with "Der Gasser" in the subject line.

RTR logo merchandise is now available at the PCA Webstore at this url:

<http://www.pcawebstore.com/RIESENTÖTER>

Currently the items available are limited but we hope to have an expanded line available in the near future. Below are two examples of the jackets you can order.



1988 Porsche 944 Turbo S (951 S)

Original condition Turbo S
Very limited production with few unraced / modified cars still on the road. Silver rose with burgundy leather interior. Garaged and nice (not perfect) condition for its age. Only 85K summer miles. Will be eligible for classic / antique tags next year. 5 Speed transmission, stainless steel exhaust, high end audio. A/C needs work and the timing belt change is due.

Asking \$8,900 – Photos available on request.

Please e-mail Bert at Lbert54@yahoo.com

Worried about IMS failure?



We have the **IMS Guardian** DIY Kit in stock, ready to ship. The only engine pre-failure warning system on the market for M96/M97 Porsche engines

The Kit includes a step-by-step DVD installation guide
Call 954.385.0330 **technolab**/PEDROSGARAGE
Florida Pre-Purchase Inspections (PPI)

FREE DIY tutorials and technical info on our website.

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We also offer: ECU Tuning, Bored TBs, HID/LED Performance Parts, Brake Caliper Restoration & Painting, AX & DE Magnetic Bras and Numbers, much more.

954.385.0330 • www.PedrosGarage.com



Riesentöter Region, Porsche Club of America

Picture Trivia



Do you know the story behind the Tree House in this picture? Hint: This picture was taken at one of last year's events. If so, drop a line to the Editor at editor@rtr-pca.org. We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.