



DER GASSER MAY 2014



Aus des Präsidenten

(From the President)

So far under our five point racing harnesses this year we have had our first DE at Summit Point, though not a sellout the track was filled with fast cars, fast laps, and fast talk. The Autocross crew kicked off their thirst for tarmac as well with a day of feasting at the Nichols' abode prior to their laps around the orange conicals at Warminster. Both of these events featured our members enjoying their commonality while exploring the limits of their Porsches in their natural habitat. The beginning of May featured a long-missing aspect of our club... a rally. Roughly 30 cars braved the spring weather and dashed through the countryside in search of the winning circuit. We have had happy hours in center city and the suburbs, along with various social events like caravaning up to the famed Hershey Swap Meet.

The months of May and June are pretty busy as well, and I'm pretty proud of the wonderful job the executive board is doing in order to give its members a reason for joining PCA in the first place. One of the behind the scenes initiatives the board has created is a liaison program to help promote the symbiotic relationship with our four area Porsche dealerships in order to help us acquire new members. As the Porsche line expands more and more, people are getting behind one of the greatest engineered automobiles so why not share the wealth of our knowledge as well as our love for the brand? Yes, indeed the biggest growth spurt in Porsche has been the 4-door models but they still have the crest on the hood and they all handle like true sports car; so put your snobbery aside and welcome them with open arms because they are here to stay... besides when a 4-door turbo passes you on the track you have some more learning to do.

Now when you see our 4-door P-cars in their natural habitat such as shopping malls, grocery stores, and country clubs, be sure to wave and maybe strike up a conversation and tell them about our club. Just maybe, maybe you'll turn a soccer mom into a feverish track junkie or turn a dot com CEO into a good friend. They say finding good friends later in life is a challenge, but I found if you drive a Porsche your chances increase exponentially.

Drive safe and drive every day,

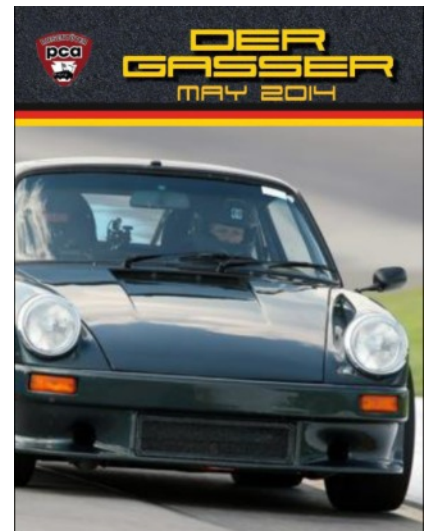
Jeff Walton

President, Riesentöter Region, PCA

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— On the Cover —



Dan Yonker at Watkins Glen

DER GASSER

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From the Editor's Desk:



At our last member meeting held at Porsche of Conshohocken, we had seven new members attend. That was the most I think I've seen at our meetings in some time. Usually there are just a couple of new members. I hope this trend continues and we get to welcome new members in droves. Even of more interest, these new members had a wide range of Porsche models and age.

Before, during and after the meeting, the new folks reached out to existing members as well as the board with questions about the club and what it has to offer. They listened intently as each committee chair gave their reports. Discussions of opportunities for driver education and for social events continued long after the event was adjourned.

Our club has a tremendous amount of activities to offer that are all geared to increase the enjoyment of owning and driving a Porsche. In looking at other Regional PCA Clubs throughout the country, many seem to lean to the DE side or the social side when it comes to the activities they offer their members. In our club we seem to have a great balance between DE and social events, and that may be because we have a growing number of members (myself included), that participate in both. At first I joined the club really interested in socializing and meeting new friends while enjoying my new Cayman. This was great as it presented more things that my wife and I could do together.

After I took advantage of a few opportunities to drive a Porsche on a track I started to look into participating in our DE program by talking with members of the Speed Council and other members that frequented the DE events. I'm proud to say that I have been to my first RTR DE event (more on that in this issue), and will be doing more in the near future.

Like me, additional members will become interested in participating in a wider selection of activities after hearing about the experiences of others. So I'd like to encourage you to reach out to both our new and existing members alike and share your RTR club experiences and your Porsche passion with them.

Drive safely,

Dave Hathaway
Der Gasser Editor

Editor's Notes

Photos, Photos, Photos

**If you have event photos, don't hesitate to send them in to:
editor@rtr-pca.org**

If you attend an event and want to write up a short piece describing it, we'd appreciate it. We can't attend everything so your help, helps fill in the blanks. We'll edit and let you proof before we publish so rough input is fine.



Membership Report

Submitted by Paula Gavin, Membership Chair



Please join us in welcoming our new members. If you know another Porsche owner that hasn't joined PCA yet, encourage them to do so. See you at an event soon!!!

Seth Beckley	Telford, PA	1986 951
Ron Bixler	West Chester, PA	2002 911 Turbo
Josh Byrnes	Furlong, PA	1987 944
Michael Claypoole	Quakertown, PA	1992 911
David Colangelo	Philadelphia, PA	1978 911 SC
Mike Dewane	Landenberg, PA	1984 928 S
Willy Ephraim	New Hope, PA	2012 911 GTS
Francisco Franqui	Philadelphia, PA	2014 Boxster S
Ted Fur	Emmaus, PA	1994 968
Chris Gaumann	Havertown, PA	2014 Boxster
Nate Gillem	Coatsville, PA	1970 911
Ken Graham	Spring City, PA	2012 Cayman
Orim Graves	Philadelphia, PA	1988 911
John Jaffe	Orefield, PA	2005 Boxster S
Luann Lehnert	Bangor, PA	2008 Cayenne
Brad Levie	New Hope, PA	2013 Cayenne S
Brent Lister	Yardley, PA	2012 Cayman R
Steve Litman	Dresher, PA	2013 Boxster S
Kirk Lindvig	Malvern, PA	2014 Boxster
Marc Luciani	Langhorne, PA	2004 Cayenne
Amy Marren	Wayne, PA	2009 911
Elliot Menschik	Wynnewood, PA	2012 Cayman R
Thom Mollen	Philadelphia, PA	1989 911
John Mordock	Newtown, PA	2014 911
Jeremy Myers	Elkins Park, PA	1980 911 SC
Allen Parker	Bethlehem, PA	2002 Boxster
Jeff Robins	Phoenixville, PA	2010 Cayman
Richard Ryan	Yardley, PA	2007 Cayman S
Paolo Sulit	Easton, PA	2009 Carrera S
Robert Trenner	West Chester, PA	2014 Panamera
Brad Whitman	Wayne, PA	2014 Carrera S
Wayne Wilson	Chadds Ford	2007 911
David Wright	Washington Crossing, PA	2014 911



Transfers

Sal Agati	Kennett Square	"A Whole Stable"	From Jersey Shore Region
John Bock	Morrisville, PA	2014 Cayman S	From Keystone Region
Susan Cutler	Bryn Mawr, PA	2014 Cayenne	From Northeast Region
Dennis Gallagher	Woolwich Twp, NJ	2006 Boxster S	From Schattenbaum Region
Philip Mondello	Philadelphia, PA	2013 Boxster	From Northeast Region
Maria Sauler	Philadelphia, PA	2002 911 Turbo	From Blue Ridge Region
Al Zdziera	Southampton	2005 Boxster	From Goldcoast Region

Membership Report - continued

Submitted by Paula Gavin, Membership Chair



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RTR Membership Anniversaries

35 Years

Christine Galbraith

25 Years

Raffi Amirian
Kam Ho



20 Years

Gregg Frey
Carol Saeger
Susan Wickham

15 Years

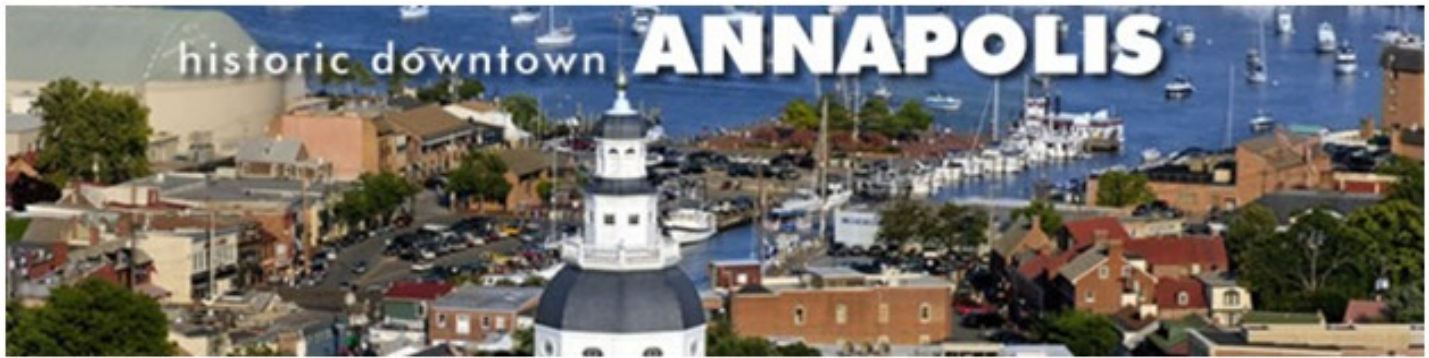
John Arnold
Stuart Field
Kate Kervin
Frank Rauscher
Sherri Todaro
Richard Woytowich

10 Years

Peter Bonacum
Tim Boyer
David Chantry
Richard D'Andrea
Maryclaire D'Andrea
Robert Field
William Hoffman
Kathryn Hoffman
Joe Piernock
Sheila Piernock
Robert Puglisi
Amar Sharma

5 Years

Seth Blau
Judith Blau
Aria Craig
Andy Davidoff
David Ford
Greg Ford
Mary Herzog
Bud Horenci
Kathleen Horenci
Michael Michalgyk
Vince Richardson



August 1-3, 2014

Come join us for another great weekend road trip this summer to Annapolis, Maryland with your friends at Riesentöter. See our scheduled itinerary below. We hope you can join us!

There is limited space available, so RSVP at your earliest convenience.

Friday, Aug. 1st

9:30am-meet at Nordstrom's Rack parking lot in King of Prussia in front of theater.

10am sharp - departure (a stop will be made for lunch on the way).

In the Afternoon arrive at The Loews Hotel Annapolis. Check in and have some free time to recharge and have a look around the area.

5:15pm - meet in lobby to walk to Pusser's Caribbean Grille where we will learn how to make their famous Painkiller cocktail.

Cocktail hour followed by dinner at 7:30 pm.

Special room rate of \$169 per night
\$12.00 per day parking (in/out privileges)

Email Wendy Walton social@rtr-pca.org for information on how to book your room

Saturday, Aug. 2nd

Breakfast on your own at hotel or nearby restaurants.

9:30 am - Meet in Lobby to go on special behind the scenes tour of the Naval Academy followed by lunch and a boat tour of the bay area.

Afternoon on your own to recharge and explore.

6 pm - meet in the lobby to head out to the Chart House for cocktail hr and dinner.

Evening to stroll downtown, visits pubs, listen to live music, or just call it a night.

Sunday, Aug. 3rd

Breakfast on your own, check out by 11 am.

Explore downtown galleries and shops and head home at your leisure.



Upcoming Events

Submitted by Wendy Walton, Social Chair



May 21, 2014

RTR Membership Meeting

The May membership meeting will be held at Knopf Automotive located at 3401 Lehigh Street in Allentown, PA. Socializing starts at 6:30 pm, food and beverages will be served. The membership meeting will start at 7:30 pm.

June 8, 2014

Wyebrook Farm BYOB Dinner

The Wyebrook Farm BYOB dinner will be held on Sunday June 8, 2014 at the Wyebrook Farm located at 150 Wyebrook Road, Honey Brook, PA 19344. For more information on the Wyebrook Farm, you can visit the website at: www.wyebrookfarm.com. Additional details on this event will be posted on our website www.rtr-pca.org.

June 18, 2014

RTR Membership Meeting

The June membership meeting will be held at Porsche of the Main Line located at 4005 West Chester Pike in Newtown Square, PA. Socializing starts at 6:45 pm, food and beverages will be served. The membership meeting will start at 7:30 pm.

June 29, 2014

Drive and Wine, Grace Winery in Glen Mills

Please join your fellow Riesentöters for a scenic drive to Grace Winery in Glen Mills. After the drive we'll enjoy some cool wines on a hot summer day in the winery's restored stone bank barn on this beautiful property in the heart of the Brandywine Valley. Tastings are \$15 and they have a limited menu of light fare available for snacking. For a "taste" of what to expect once we get to the winery, please check their website, www.gracewinery.com. Additionally, on Sundays in the summer, the winery is featuring "does your dog wine?" While pets are not permitted in the winery itself, they have a paddock area available behind the winery where your four legged friend can play while you're enjoying your wine. Specific questions regarding "does your dog wine?" should be directed to the winery at info@gracewinery.com. We'll meet behind the Dilworthtown Starbucks (1353 Wilmington Pike, West Chester) at 1 pm where we'll have some time for socializing before our scenic drive to the winery. Please RSVP using our website by Thursday June 26th so that we can let the winery know about how many to expect. Hope that you can make it. Please e-mail Paula Gavin at membership@rtr-pca.org if you have any additional questions

July 19, 2014

RTR Family Picnic

The annual RTR family picnic will be held on Saturday July 19, 2014 at the Valley Forge Fire company Picnic Grounds, located at 630 Valley Park Road in Phoenixville, PA. Additional info will be posted on our shortly website www.rtr-pca.org.

July 26, 2014

Mecum Auctions

RTR will be gathering for a road-trip to see the famed Mecum Auctions since they are in our neck of the woods (actually Harrisburg but close enough). We will meet at 7:30 am at the AMC parking lot in King of Prussia, wheels up at 8:00 am. The cost is \$20 to view the auctions plus any subsidiary expenditures you may accrue by scratching an itch or waving to a friend. Additional details for this event will be posted on our website www.rtr-pca.org.

August 1-3, 2014

Annapolis, MD Road Trip

Come join us for another great weekend road trip this summer to Annapolis, Maryland with your friends at Riesentöter.

Riesentöter Autocross



Autocross is a sport of trying to navigate your car through a defined course of pylons usually on a large parking lot, faster than your competition. Autocross courses are set up using soft orange traffic pylons, which will not damage your car.

Autocross is a safe way to push your car at its limit. You not only learn how to handle your car at speeds that you drive daily, but you also:

- ✓ Gain confidence in your driving ability
- ✓ Learn the limits of your car's brakes
- ✓ Learn correct seating, hand, and feet positions
- ✓ Learn the limits of your car's tire adhesion

Finally, Autocross is a social gathering of new and old friends and **LOTS OF FUN!**



2014 Autocross Cup Series

Race 1-----April 6-----Philly SCCA Warminster
Race 2-----April 20-----Central PA PCA Hershey
Race 3-----June 22-----Lancaster Corvette Manheim
Race 4-----July 13-----NNJR Met Life Stadium
Race 5-----August 10-----Lancaster Corvette Manheim
Races 6 to 8: Scheduled later

Questions: autocross@rtr-pca.org



Upcoming Regional Events

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THE MUST-DO PORSCHE EVENT OF 2014! in beautiful Monterey, California

- Autocross
- Concours
- Rally
- Tours
- Tech Sessions
- Social Events
- More!



**Legendary
Monterey!**

Registration
opens March 11,
2014 so start
planning now!

Learn more and register at parade2014.pca.org



Escape 2014 to Magical Orlando

Nov 06-09

Thursday, November 6, 2014 - 12:00am to Sunday, November 9, 2014 - 12:00am

Escape 2014 to Magical Orlando

The PCA 2014 Escape to Magical Orlando will be headquartered at Walt Disney World November 6 - 9. Visit the PCA website for more information.

June 20- 22, 2014

Zone 2 Club Race and Advanced Drivers Education Weekend

The 2014 Zone 2 Club Race and Advanced Drivers Education Weekend will be held on June 20- 22, 2014 at the Virginia International Raceway (full course). Registration for both events will be through www.Motorsportsreg.com. Tech forms can be found on the PCA Zone 2 website www.pcazone2.homestead.com.

For Sale

2006 Porsche 911 Carrera S Cabriolet

Immaculate condition. First place winner 2010 *Concours d'Elegance*, Riesentöter Region, PCA. Loaded with many Porsche installed extra features, including full leather interior, Bose sound system, stabilizer bars and summer and winter tires with rims. Only 6,250 miles on a new 3.8 liter engine.

This Porsche is extremely rare in that when the soft-top is conventionally stowed, two people can install the Targa-type top in its place in thirty minutes. No special tools, skills or alterations to existing mechanical systems are required.

Porsche mechanics have faultlessly serviced and main- tained this Carrera S. Complete maintenance records and manuals are available. This Guard Red Porsche is a rare beauty, an eye pleaser and a standout in any crowd.

Serious buyers only please.

Price: \$53,000

Phone: 610-642-7424
robtruit@comcast.net



2014 DE Schedule

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June 11- 12, 2014
Track: NJMP Lightning
Registration Open Date: April 14, 2014

Safety Tech Date: May 31 at

[Tillson Motorcars](#)
2097 North 63rd Street
Philadelphia, PA 19151
(215) 473-6400

July 25- 27, 2012
Track: Watkins Glen
Registration Open Date: May 26, 2014

Safety Tech Date: July 12 at

[Dougherty Automotive](#)
17 Hagerty Blvd.
West Chester, PA 19382
(610) 692-6039

August 19, 2014
Track: NJMP Thunderbolt Raceway
Registration Open Date: June 23, 2014

Safety Tech Date: Aug. 9 at

[Innovative Racing Technology](#)
319 Commerce Court #101
Limerick, PA 19468
(610) 639-6724

September 12- 14, 2014
Track: Pocono South and East
Registration Open Date: July 23, 2012

Safety Tech Date: Aug. 30 at

[Knopf Automotive](#)
3401 Lehigh Street
Allentown, PA 18103
(888) 437-9168

October 17- 19, 2014
Track: Summit Point
Registration Open Date: August 18, 2014

Safety Tech Date: Oct. 4 at

[Meenan Transmissions](#)
1938 North Broad Street
Lansdale, PA 19446
(215) 855-5123



For additional information, please visit our [website](#), and [Motorsportsreg.com](#).

The RTR website contains information on registration, track profiles, forms and manuals, safety tech info and an updated schedule. Contact information for the track chair and members of the Speed Council can be found on page 3 of this newsletter.

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

Defining Moments - Dan Yonker

by David Newton, Contributing Editor

I've always wondered what characteristics are essential to race a car at frightening speed while maintaining control and concentration, and to do so consistently over the length of a race and the breadth of a season. Ever since I was a ten and marveled at Mario Andretti's win of the Indy 500 in May of 1969, I wondered what it took to run with the big boys.



Like athletes, racing drivers are organized in categories of ability. When I was in high school, there was a student that appeared to have the makings of a basketball superstar. At 6'7" he towered over other players, was unusually athletic for his size and seemed to defy gravity on the court. College scouts came from around the country to evaluate this talent, and I was sure he'd be a rock star in the NBA. But then he went off to college and competed with hundreds like him, and subsequently disappeared into mediocrity. I was dumbfounded. What was missing? How did he not excel as we all assumed he would?

After all these years, my question was answered in a fascinating interview with PCA Riesentöter (RTR) region member and esteemed driver, Dan Yonker. I'm not qualified to judge just how good he is, but within minutes into our conversation, I could tell he had an inherent ability to excel; not just in racing, but in everything he put his mind to. Those critical qualities revealed themselves repeatedly in our discussion.



I called him in his car on his way back from a job in New Jersey, so we had time to dig into what drives him; what motivates him to be better and continually test his skills in racing, work and leisure. What Dan possesses that the aforementioned athlete did not, is a perpetual desire to be his best. To challenge himself in every way, to be better tomorrow than he is today and not be satisfied arriving at the pinnacle, but to look around for new summits when he gets there.

Dan Yonker is the founder and principal Geologist of Phoenix Consulting out of Phoenixville, Pennsylvania, and lives in Berwyn with his wife Sharon and his two college-aged children, Charlie and Laine. His daily driver is a 2011 second generation Cayenne S that doubles as a tow vehicle. He also owns a 1973 Porsche RS replica; a DE/Street monster. His non-car hobbies (when he finds the time) are racquet sports, golf, boating and (with a laugh), beer. He's easy going in conversation, but intense when he wants to make a point. Up until now, my only connection to Dan was as a fellow Riesentöter member.



Dan's 1973 RS clone

In the revival of the Defining Moments column (which has been on hiatus for a while), I could not have asked for a better subject to reestablish the series, "The events that inspire your passion for Porsche." Most RTR members have one that sticks in their minds; some need to think about it, but eventually we can all trace our passions to a moment in time, the genesis of a dream. Dan's history and experience with Porsches makes it a bit harder to pinpoint than most of us, but he is no exception to the rule as I found out in our discussion.

After he graduated from college, he and his father (Tim Yonker) attended a two-day Skip Barber racing

Defining Moments - continued

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school and Dan developed "just enough experience to be dangerous." Getting a taste of racing on a legitimate track is not something you'd soon forget, and he credits this event as an influencing factor in his interest in the sport.



Dan and his father Tim, at Skip Barber Racing School in 1991

Admiring Porsche fanatically, he always presumed the brand to be beyond his reach. But over the summer of 2008, he regularly passed Porsche of the Main Line just west of Philadelphia. There in the lot sat a 911 C2S; an example of Porsche's best. Red with 19-inch wheels, he admired it each time he drove by. As fate would have it, the dealer promoted a periodic fire sale; discounts on inventory to coax buyers over the line that exists between reality and fantasy. Surprising himself, the dealer (and his wife), the lure was cast too close. Taking the bait, he stopped in one Saturday and walked out the new owner.



Dan's Carrera C2S at his first track event; Shenandoah

At the time of his purchase, Dan had developed into a BMW enthusiast having owned a number of M models. He had scheduled a course at the BMW driving school in Virginia, and drove his new Carrera to the event. Dan convinced the school to let him bypass the

prerequisite course and move directly into advanced racing. Driving in lead-follow sessions behind the likes of racing professional Donnie Isley in a BMW Z Coupe at 150 mph was an experience that served to further his obsession to be on the track.



The 1984 911 in action at Watkins Glen

Someone approached Dan at the conclusion of the course, "You have a nice Porsche, have you done any DE?" At this point he didn't even know what the PCA Driver Education (DE) program was, but he recalls he obtained a membership as part of the purchase of his Carrera. He quickly got himself educated and looked into the requirements, options and the season schedule, and then signed up for his first event at Summit Point, Shenandoah in West Virginia. His instructor was Terry Lefco, who must have been a positive influence as Dan became completely hooked on the program; an adrenaline rush like a drug for the soul. He couldn't stop now if he was paid to.



Crawford (270) and Yonker (384) sparring at Summit Point

He started meeting other RTR club members, guys like Glen Crawford, Jeff Conklin, Nick Benz, Steve McMorn and Graham Knight. His new track friends began to coordinate events through email, picking the best weekends they could attend. Dan ended up doing 3-4 of them that year. He loved the 911 C2S, but started to wonder if his early success was attributable to himself or to the car. This was a finely engineered machine; it had just about all the idiot-proof amenities on it, and that fact gnawed at him.

Defining Moments - continued



The 1984 911 at Virginia International Raceway

So he ended up selling it and purchased a 1984 Carrera. No crap on it; just a straight up racecar with the 915 gearbox and no frills. He bought it from Peter Dawe of Dawe's Motorsports, former IMSA racer and renowned engine builder and chassis setup guy. Intended as a track-only car, Dan installed a roll bar and racing seats. This is not a hobby for the faint of heart and once you commit to the car, you need a trailer to transport it, and then a truck to tow the whole shebang.

Dan was all-in at this point. Over the 2009 and 2010 seasons, he appeared at some 20 events or about 40 track days. He also attended the 3-day SCCA School and got his rookie racing license in the spring of 2010 at Summit Point with his friend Glen Crawford. At the conclusion of the school is your first race; that's where it all hits you. As great as DE is, this was exponentially better. There aren't the same rules as in DE, and it's more of a free for all. Plus (running spec Miatas), the cars are comparatively cheaper so you're concerned less about the consequences of wrecking it. This was not the end of his training, however. Dan also took the comparable NASA School driving the Miata and obtained his NASA license. Finally, he received his rookie PCA license and was now running in the black group. Over a six-month period, Dan went from zero to three racing licenses, an astonishing accomplishment by any measure. He expressed some regret for his reduced involvement in the PCA, but racing licenses have to be maintained and now his calendar was getting quite full. And he always knew that some day when the pace caught up to him, he'd give back what he could by instructing.

From 2008 through the summer of 2012, the 1984 Carrera gradually developed into a front-running National Championship winner in the GT4S class. Classes have certain weight and displacement requirements that factor into the setup of the car,

which meant Dawe's involvement was all the more critical. He began setting track records up and down the east coast. In 2012, he won the PCA National Championship Series in the first year it was instituted. This became a highly progressive and motivating factor for Dan. There's no money at this level of racing, so you better have goals to shoot for or it's not worth much to anyone. Setting track records was an objective, and he amassed quite a few of them; Watkins Glen, Summit Point, New Jersey (NJMP Thunderbolt), Virginia International (VIR), and Sebring among others. Driving fast only made winning races inevitable, and Dan modestly credits a very quick and capable car built and tuned by his very gifted friend, Peter Dawe.



The 993 and Peter Dawe (left) with Dan at Lime Rock Park

Unfortunately, the Carrera met its catastrophic demise on August 18th of 2012 at Mid-Ohio. Essentially, a driver in front of him missed a shift, and doing so in a race is much the same as jumping on the brakes. A chain of horrific events occurred in milliseconds. I watched the in-car video of the crash several times as background for this column and everything happened in a blur. He thankfully walked away from the incident with minor injuries due in large part to the safety requirements and the car's integrity. But as Dan put it, no matter how mechanically sound your car is, things can happen out there that are completely beyond your control.

He won the championship that year due to his point accumulation, but the accident was a game changing experience for him. He appreciated that you can get hurt or even killed. I had to ask the obvious question,

Defining Moments - continued

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"Do you find you're not quite as fast *because* of the crash?" There was a pause, and then Dan admitted that he hasn't perhaps been quite as assertive or aggressive in his technique, altering his approach somewhat. And he now understands the financial consequences. He had \$150 thousand plus tied up in a car that was now used for parts. For a short while he thought of throwing in the towel and playing golf like everyone else.



The 1995 993 is presented at Dawe's Motorsports

But by October of that year, Dan acquired a 1995 993 from fellow Riesentöter member and friend Jeff Conklin. He retained Dawe to "build a better mousetrap" than the next guy. Dawe set to work stripping all the body panels and replacing with fiberglass; hood, roof, everything possible. He put in a custom wiring harness, brakes and tranny. It was pretty much gutted. The intent was to stay in the 3.4 liter GT4 class. The car was developed from October to January and he brought it to Sebring, ultimately breaking last year's track record he had set himself in the 1984 Carrera. He won a few races there as well.



The 993 in action at the Circuit of the Americas



The 1984 911 in true form at Sebring

The 993 proved to be a well sorted, top-contending car, and Dan continually credits Peter Dawe for the design, build and setup since (as he put it) you're only as fast as your ride. They only had to make minor chassis adjustments at Sebring; pretty impressive for a brand-new racecar as most need some significant alterations. This was a very encouraging sign for the 2013 season, and he went on to break all his previously established track records.

Dan looked for new challenges and set goals to expose himself to diverse environments. He hauled the 993 west to the Circuit of the Americas in Texas for the first annual PCA race in April 2013 and established the track record there. To Dan, this was an amazing experience as he got to drive on a genuine Formula One track against the best in the PCA. It was also a really fun trip with good friends; a truly great experience.

Setting the goal of winning the National Championship involves a complex approach. Not all races are awarded points, and you have to determine which are worth doing. You need to consider the wear and tear on the car as well as your own endurance. The all too familiar risk of an accident is also a factor. Like any athletic competition, as you advance in each category the sport becomes progressively cerebral. Your choice of races is more critical. For most of 2013, Dan established the practice of getting good lap times for grid position even if that meant pulling out of the balance of a race, maximizing points in the process. It was a purposeful strategy that ultimately paid off. He won the National Championship for the second year in a row.

Defining Moments - continued

Dan believes varying cars and tracks is the best way to evidence driving competence; settling in with one car and limited tracks may only prove you have a great car and a lot of experience on your home turf. Much like a club golfing pro, almost anyone with decent ability can be really impressive. So the 993 is up for sale this year. "The GT4 class is an arms race. It becomes more of what you can spend than the talent you bring to the track." Not that driving skills don't matter, but in theory at least, they become more apparent in a stock class. For that reason, he will now be competing in the F Stock Class in a 2003 Boxster S. The F class allows only certain modifications that keep the cars principally stock. To Dan, competing at a high level in this class would be the ultimate test of his driving skills. Not to mention being at least economically reasonable. The season starts at Road Atlanta this year; a new car and a new track.



Another challenge Dan accepted was night racing, which he enjoyed at Sebring in the 2010 and 2011 seasons. A great experience he conveyed with enthusiasm. It's as social as it is functional. You're all cooped up for the winter, and seeing your buddies after the break sets the season off right. Sebring is the only track on the east coast that lets you race at night. Your car has to be specially set up with apex lights; beams mounted at a 45 degree angle to illuminate the turns. Night driving requires tremendous concentration and can amplify mistakes, so although he had a blast doing it, there are no plans of future night racing due to the risk/reward factor.

As the conversation was wrapping up, Dan made sure I plugged his PCA instructors. Were it not for their encouragement and education, the process wouldn't have been nearly as successful (or fun for that matter). He particularly complimented the consistency of standards of the Riesentöter DE program. Some clubs may be easier to advance in, but RTR takes pride in doing things right. After all, they were clearly instrumental in his personal racing evolution.

At this point I asked if he could convey what coaching he received that helped him particularly in his racing experience. Don Cox (former Penske Engineer now working for Dougherty Automotive) was instrumental in improving his heel-toe shifting techniques. And Fred Brubaker might have taught him the most valuable lesson of all. Waiting for track time was always frustrating for Dan, particularly when you get to the grid and a delay would eat into valuable minutes. He'd get really worked up and it must have showed because at one point Fred addressed him directly and said (in a way that only Fred could), "Dude! You need to bleeping RELAX!" Dan learned to use these delays as Zen time; to get himself in the proper mindset or it would otherwise have an opposite and destructive effect on his runs.

Dan credits his DE/Club racing experience as fuel for his passion; a phenomenal group of people (his words), and not just the racing component but the social as well. Some of his favorite memories were after the racing ended, when everyone was back at their trailers with fires going and food smoking on the grill; clearly some great times for him. Which may be partly responsible for his desire to give back now as an instructor. Competitive racing and instructing are very hard to do together, so he has begun the inevitable transition from student to master. There is a perpetual need for instructors and drawing from his experiences would help students immeasurably. Positioned in the "other" seat of a race car will present a new challenge to Dan; one I have no doubt he will succeed in.

Family is often a source of motivation and support as Dan was compelled to express to me. His father is a racing fan and therefore an eternal motivator as well as his biggest supporter. Sharon proves to have the patience of a saint and accepts the shortcomings of this hobby knowing what it all means to him.

I pondered on our conversation in reflective astonishment. I also felt an innate responsibility to convey this fantastic accounting while doing justice to a prominent Riesentöter member. It seemed difficult at first to pinpoint Dan's Defining Moment; the event that sent him on the road he's now traveling. But if you think about it, it's not all that difficult to determine. Because even Dan Yonker would have to admit that if it hadn't been for spotting that Red C2S Carrera promoted on the lot at Porsche of the Main Line, he might very well be just another exceptional golfer, instead of one of the most successful racers in the history of the PCA Riesentöter region.

DE- NJMP Lightning

By Ofer Tal, RTR DE Enthusiast

It's June. The heat is on outside and the passion is burning inside. By now we all have heroic stories and passing moments to share as we meet and greet each other at the parking area at New Jersey Motorsport Park. It feels like a park. Large green fields, airplanes above, go karts, dirt track and other motorsport activities are everywhere. As you pass the front gate and drive around to the Lightning race track you can't stop wondering – how big is this place? It's big! It is actually over 500 acres of race tracks. As the car slowly rolls along the access road turns, you find yourself practicing already hitting the Apex at 20mph... just getting into the groove. A bit later and there's a steep climb onto a little bridge bringing you to the paddock. As the car rolls down the other side a fantastic celebration of automobiles are on display. Scattered on the green grass are sports and racecars from all makes and generations. There's Porsche, Corvette, BMW, Audi, Mazda, Honda, Lotus, Subaru and sometimes you're lucky enough to get a visiting Ferrari. What a view!

By now, we all know the ritual of the morning inspection and drivers meeting. The moments before provide a great opportunity to catch up on "mid season adjustments." Remarks like "I got new brake pads," or "I'm trying a new kind with more stopping power," or "I'm running slicks," can be heard everywhere. As I said... the heat is on.

About half an hour later it's time to get a bad hair day. Helmet on, seat belt on and we are rolling into the starting grid. Lightning is a fun, short and fast collection of corners and straights. It's considered short in time not in distance. It is actually 1.9 miles in length which makes it middle-of-the-pack in terms of length, but because it is a medium to high speed course, it feels short. The blend line starts on the right side of the track between corner one and two, and we must stay right until corner two. It's important to keep right as cars already on the track are passing through corner one and coming extremely fast into a blind blend area.

The right handed corner two is partially a turn as well as a straightaway, and it is followed immediately by a slower corner three. Therefore, most drivers try to carry as much speed as possible from the one to two straight while setting up for corner three. I feel lucky I have an instructor next to me, who knows exactly what my car can and cannot do, and help me create and learn my specific line. After few laps and

maybe a tweak or two of the line I nail it. Note to self – get this instructor a beer at the end of the day!



Some consider corner three as the second part of corner two. It starts all the way on the left side of the track as the car is positioned almost parallel to the track past the apex, making this in effect a very late apex corner. Like all late apex corners, patience and precision are key here. You have to wait until the right moment to turn the wheel right and the car into the corner.

No time to evaluate the corner three performance as corner four is already here! It takes just a few seconds for the car to transition from the right corner three to the left corner four. Corner four is a fairly straight left-hander. However exiting the corner fast is important. Because there is a short distance between there and corner five, and exit speed makes a huge difference. To get maximum speed, the car is aligned on the left side of the track and pointed at the most left point away from the corner five apex. It's best to keep it this way for as long as possible before making the right turn into corner five. At first, it seems as if I was going for a little excursion in the fields to pick some flowers, but once I got used to it I was able to pick up more and more speed into the important corner five.

Why is corner five so important? Because it leads into a long straight labeled as corner six. But corner six is more like a bended straight. Corner five is fairly quick and mostly a blind right-hander cresting a hill. This to me is the most dangerous and tricky corner at this track. I've heard of cars going off track at the end of the corner due to either not turning enough before the crest (less experienced drivers), or excessive speed entry/mid-corner speed (more experienced drivers). The corner exit is off camber, making it feel as if the car wants to fall off the track. I have to use every inch of the track all the way to the exit cone. Once again I am grateful for the precision guidance of my instructor. That's two beers now.

Now we are at corner six which (as I said), is more like a bended straight than a corner. Hard on the gas to get some speed. As the car roars on the straight and slides to the right side of the track in preparation for corner seven, it passes under the bridge decorated with a big Subaru sign. For a moment it feels like I'm driving in the American Le Mans, only slower...

The bridge passes quickly and it's time to slow the car down by applying some serious pressure on the brakes. Need to slow down for this almost ninety degree left-hander corner seven. It is tight and probably the slowest

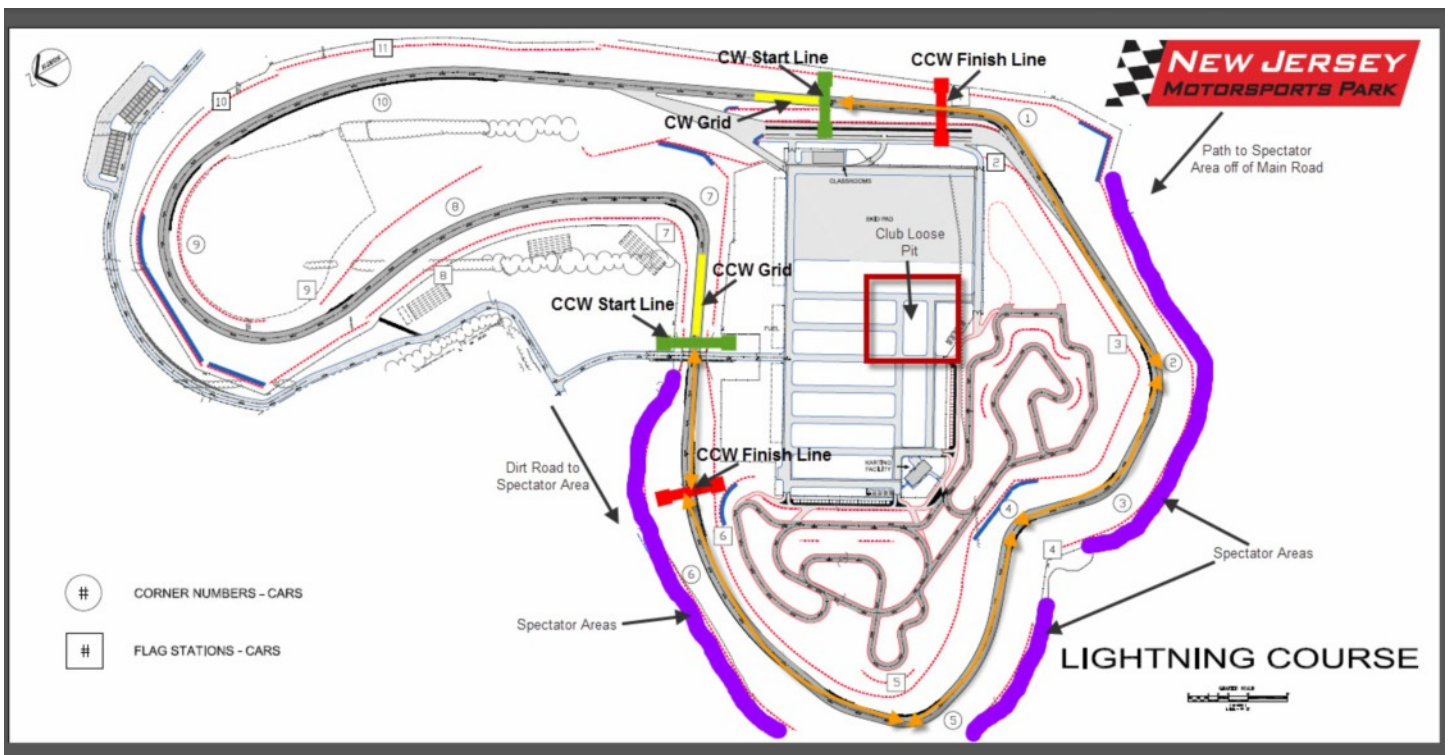
NJMP-Lightning - continued

corner on the track. It has a deceptive early apex. It took me a few laps to stop concentrating on the braking and consequently hit the apex early. Thanks again to my instructor who helped me time myself correctly, and after a few laps my apex is perfect. Make that three beers. Thankfully we are almost done... I am not sure I brought enough!

I hit the gas hard as I meet the apex cone, and stretch the corner as further out as possible gaining speed in the process. Wow... I love that engine roar! We are on our way to turn eight, which is another bended straight. All there is to do here is transition the car from the right side of the track to the left while hitting the gas. I can do that!

It's a tricky skill to stay on line and avoid hugging the curve too early, waiting for the apex at a slower speed to accelerate. It takes a few laps to master.

Now my foot is deep into the gas and at first it seems that I'm on a straight line back to corner one. But the course has one more surprise... corner ten is another bend in the straight. It comes fast since I've planted that right foot into the gas at the apex of corner nine. Corner ten bends that left side back into the right! Boy, am I happy my instructor warned me to come back quickly towards the center. I would have driven right into that flag station on the grassy hill.



And now we get to the most famous of them all; corner nine is also known as the "bowl" or the "lightning bulb". The line through this long, long, almost U-shape banked corner depends on your car, tires and how much can you stay in your seat. I used to go through it pretty slow when I had street seats. But once I installed racing seats and I don't have to rely on the door to keep me held in, I feel like I'm flying through this corner.

Now all there is left for me to finish this fast lap is a long straight leading to the blind corner one. Remember the blind line was on the right and I had to stay right until corner two? Now I can see why! As I come into corner one, the car goes up hill and the other is hidden. It's a blind corner!! On top of everything I come in FAST and there are blending cars on the other side. Shhhhew... I'm happy they stayed right this time and I can do this fast and fun lap all over again!



SHIFTS & GIGGLES

BY JEFF WALTON, CONTRIBUTING EDITOR

Hidden fees...

to put it bluntly, I hate them and I am seeing them more and more as of late. Why can't anybody be upfront with what they advertise? It seems pretty shady to me. Case in point: so I call for say mounting some tires, the price quoted on the phone \$70; includes balancing they say. I'm fine with that. I'm even fine with them not quoting the tax... I can do that in my head in most of the state of Pennsylvania (Philadelphia aside), and for those of you following along at home, that's \$4.20 which brings my total to \$74.20. Got it. I'm good to go. I make my way to the shop and I wait in the service room watching some leftover chefs from the Food Network talking about their realm of current events and why organic beef is becoming so expensive because no one wants to change the television to something a wee bit more interesting like the Velocity Channel. So I wait and wait and I'm finally called to pay my bill. I pull out three Jacks, a Hamilton, 4 crisp singles that look like they were just minted, and two dimes. I pride myself in coin management and exact change. Then I hear the person behind the counter say... that's \$82.51.

I ask, "Since when did they raise the state tax to close to 18 percent (I'm good at math)?" I get a curious look. "I was quoted \$70 on the phone, plus tax that comes to the exact amount I placed on the counter."

"Oh," he says, "there's a \$7.99 charge for shop fees plus tax."

"First, why wasn't I quoted this over the phone and second what the hell are shop fees?"

Turns out shop fees are for rags, brooms, various tool breakages, basically whatever a shop deems worthy over the cost of their hourly lawyer-like rates. So when has this become a thing? Why do I have to pay for rags to keep someone's hands clean or their shop clean or if they break a tool? Isn't that the cost of doing business? Isn't that a natural occurring expense of the business that is tax deductible? Think about it. That's like going to a restaurant and getting charged a condiment fee

for the use of salt or ketchup or sugar. Hey while we are at it lets charge table and utensil rentals, napkin disposal and restroom usage fees.

I think this all started with the gas surcharges and now everyone wants in on it. Frankly it just irks me. They should just hide the fees in their hourly rates and be done with it. No one says hourly rates need to be an even amount. Instead of charging \$80 an hour, charge \$81.50. Because if I see this extra added fee in front of me, I start doing the math (again I'm good at math). I can calculate that \$7.99 based on an average twenty cars coming in and out of your tire store per day is a whopping total close to \$48,000 over a course of a year. That's a boat load of rags my friend. Hell I might need to get in the rag business for I have a closet full of old t-shirts.

So now every time I go into a restroom and see the sign "Employees must wash hands", first off they never do come around, you wait and wait but they never show, I'm going to have to pencil in just below that "clean hands means a clean customer wallet."



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Dave's Excellent Adventure At Summit Point

By Dave Hathaway, Editor



One of my goals for this year was to start participating in our RTR Driver's Education program. So I signed up for the DE event that was being held at the Summit Point Raceway in West Virginia on Friday April 25th. This event starts out on the Shenandoah Circuit on Friday, and then moves to the Jefferson Circuit for Saturday and Sunday. Due to a scheduling conflict I could only attend on Friday. Before the event I needed to arrange to have my Cayman S inspected at our safety tech session.

For those of you like me that are new to our DE program your car must be inspected by an approved RTR safety tech inspector two weeks prior to attending a DE event. A list of can be found on our website along with the necessary forms and additional safety information. I highly recommend that you read as much of the DE information as you can before you sign up for your first event. I'd like to stress one important point about our DE program; it meets all national PCA safety standards and exceeds many of them. These standards are meant to ensure the safety of each driver not only while on the track, but also in the pit areas.

Instead of taking my Porsche into the dealer who is one of the approved safety tech facilities, I decided to use the safety tech session scheduled at Vintage Motorsports on Saturday April 12th. Before going that morning I printed up one of the RTR safety tech forms to take with me as instructed. I arrived at 9 am in order to get my inspection done as early as possible as I had another appointment by noon. The inspection itself took 15-20 minutes, but during and after I asked a ton of questions not only about my car, but about the whole DE experience. I soaked in as much information as I could from our highly experienced DE team as well as other members getting their cars inspected. Attention is focused on the braking system, suspension, and the condition of your tires. The goal of the inspection is to make sure that your car will keep you safe while you are

Green group drivers left to right: Corey McFadden, Dave Hathaway and Yoyi Fernandez

enjoying your time on the track. Any issues that arise during the inspection regarding the mechanical safety of your car will have to be addressed or corrected before the event. One important tip here, place your completed safety tech form either between your seat, on the console or in your glove box. This way you won't forget to bring it with you to the track. This form is the only way the DE team knows that your car has been inspected.

Since I was only able to a participate on Friday, I decided to drive down to West Virginia late Thursday afternoon and stay overnight at the Holiday Inn Express in Charles Town, WV. The hotel is only eight miles from the track so it was ideal. In addition to being in close proximity it was also a nice clean hotel, with a great daily rate of under \$100 a night. Shopping and an assortment of places to eat is very close by. The drive down to West Virginia only took just under four hours and once you get into Maryland, it's beautiful. The drive on route 340 into West Virginia through Harpers Ferry was stunning at sundown, and would be a breathtaking drive in the fall.

After a comfortable night sleep at the hotel, I got up early in order to be at the track by 7 am to get registered and go through one last tech inspection there at the track. Registration, which included a few forms that needed to be signed (as well as getting your helmet checked), was completed in just a couple of minutes. Next it was off to have my car inspected one last time before I was given the "all clear" to participate. This inspection was brief, but covered a few additional things like making sure that you have all cargo and loose objects removed from the car, and another look at your tires and car exterior. Also, this is where you give the inspectors the completed safety tech inspection form that you remembered to keep in your glove box or between

Summit Point - continued

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your seat and console. After the inspection is completed a green sticker is placed on your windshield to indicate that you are now cleared to go.



Cayman going through a safety tech inspection at the track – Photo by Dave Hathaway

After going through inspection, there was a drivers meeting that participants from all five run groups must attend. The five run groups are color coded; green, blue, white, red, and black. Novices like me are assigned in the green group while the most experienced drivers are assigned to the red and black run groups. This assures that groups of drivers with similar experience levels are on the track together. The drivers in black want to zoom around the track as fast as they can and it would make for a less than enjoyable day if they had to continually worry about passing much slower drivers like me. In another article in an upcoming issue I we'll explain the run groups a little more thoroughly.

Before the drivers assigned to the green and blue groups get to go out on the track at their assigned times, we need to attend one of two classroom sessions scheduled for the day. Seasoned veteran driver and member of the speed council Brian Minkin taught the classroom sessions. Brian is a very experienced driver with a wealth of knowledge that he is more than willing to share with all the drivers. The information covered in class is extremely useful. The topics that are covered include braking, use of your throttle, flagging, anatomy of the track such as the apex, turn in and track out. While this was my first time at an RTR DE event, it was the fifth time on a track and most of the information is not new to me, but it helps to continually reinforce the concepts.

After the first classroom session, my instructor for the day Marty Kocse (our Track Chair) offered to take me out in the blue group. He drove in order to show me the course and drive line. Marty is a lot of fun on the track and is a talented and patient instructor. He seems to be having a great deal of fun driving my new Cayman S. He can actually say he drove it on the track before I did. We only were on for a few laps before we had to pit in and get ready for the first laps in the green group.

Finally it was time for the green group to head out to the track for a 40 minute session. Before coming to the track, I tried to prepare myself a little by watching videos of other drivers on the same track, as well as studying the track layout. But nothing could really prepare me for the track itself. At 2.2 miles in length and with 22 turns, it is one of the most technically challenging tracks to drive on. During the first couple of laps it becomes evident that this will be a challenging day. I wasn't prepared for the constant shifting of my eyes from one turn to the next, watching the other cars around me, watching for flaggers. So much so I suffered from mild motion sickness not in my stomach, but in my head. One challenge I wasn't counting on was the wildlife. At one point during the day a ground hog stood up at the edge of the track and looked as if he would dart out in front of me. I think he decided to challenge a 911 rather than my Cayman. I was too busy to look back to find out his fate.



In the Karussell turn – by Etech Photo

As I progressed through each lap and each set of laps I got better. Marty's instructions were thorough and precise, but came at machine gun speed because of the numbers of turns and their proximity to one another. There are parts of the track that don't afford you much time to enjoy your successful maneuvers or for you think about what you did or didn't do correctly. Instinct kicks in and there are parts of the track that when you run them right, you just feel it. You know you nailed it, and it feels good. At that point you know that you are getting better and that practice does make it perfect.

Summit Point - continued



Coming out of the Karussell turn with two 911's in tow – by Etech Photo

The first two sets of laps are now under my belt and I'm feeling more confident than I was when I first started out. Lunch is now in order as is the second classroom session. After that we'll return to the track for more laps. After lunch however a new challenge was introduced; rain, and lots of it. Shortly after lunch it started. At first it was light, but quickly it turned into a pour. The drivers could navigate the track even though the rain made running slower and required taking the turns a little more carefully. But as the teaming rain continued, more and more drivers decided to call it quits for the day, after all there were two more days to drive.

It was a fun day and I learned a lot. I was saddened that it came to an early end due to conditions, but I did decide that this was to be only the first of what I hope will be many DE events to come. How do I know this? Well, after returning home I signed up for the upcoming Pocono and New Jersey Motorsports Park events.



Sidetrack – Floor It

by David Newton, Contributing Editor

I have been considering garage flooring options since the day my wife and I moved into our two-car home ten years ago this Christmas. Five hundred and twenty-five square feet of virgin poured concrete with nothing on it but the dust and dirt left by the builders (which I promptly washed down with a sudsy mix of detergents and warm water).



While Christine researched paint colors, fabric swatches, credenzas, and throw pillows, I planned the covering of my garage floor. The idea was to use it for one thing – the storage and protection of two cars. No bicycles, projects or storage boxes. No freezers with 40 pounds of assorted meat. No patio furniture, paint cans or lumber; just our two cars.

The first option we tried was the epoxy-resin paint kits you find at the Mega-Chain hardware store. This is the product where you're instructed to scour the surface with acid and use a floor stripper with special pads that can remove layers of steel from a Sherman tank. I did all of this judiciously, and I let the product cure for the required seven days, then parked our two cars on the magnificent surface overnight. And in the morning, we drove off to work with eight patches of paint-skin on our tires that had lifted off the floor when we backed out. I was mortified and immediately covered the mess with two heavy garage mats. Then I tried desperately to forget the incident.



It seemed to me the best option at this point was those snap-together composite tiles you see in car magazines and assorted websites; there are endless suppliers. But most of them are four or five dollars a

Square foot and that's more than two thousand in materials alone. I looked around a while and almost pulled the trigger on a deal at Costco, but the options were limited and I waited too long missing the sale. Then last month I was roaming Amazon and plugged in the search phrase "garage flooring tiles" and discovered some credible options. I found one and could see the name of the manufacturer on the box, so I went to their website and got more information: <http://www.rubberflooringinc.com/>



I ordered a sample and then called to get help with the order. Since I had already measured, it was now just a matter of color. The tiles

arrived on a skid at about \$2.25 per square foot (delivered), which was substantially less than any one else. They are a durable polypropylene with interlocking tabs on two of the edges with corresponding eyelets on the other two. They ship four attached in 2x2 squares (four tiles) which makes installation faster. The tiles easily separate over your knee and reattach just as simply. They are super-strong and impervious to oil, chemicals, tires; even children. I purchased the "Diamond Grid-Loc" style shown, which has a raised pattern that serves as an anti-slip surface.

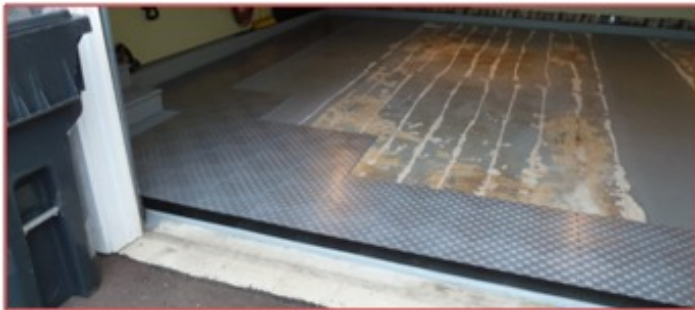


Floor It - continued

Installation is fairly straightforward for the handy homeowner. The tools are pretty basic, but like any other project, the better your workshop, the easier the job is. You'll need a straight-edge and Sharpie to mark the tiles to be cut; a jigsaw is ideal for that function. You can use a hacksaw or coping saw, but it'll take a lot longer. A rubber mallet is a must as although the manufacturer says you can pop the tiles together by stamping with your foot, I would avoid this or you could regret it the next day; just my advice.



The first step is to remove everything from the floor, and in my case this included the mats that I had glued down. Sweep out the larger debris and then blow out the space with a yard blower if you have one. You don't have to worry if the surface isn't perfectly smooth; the floor "floats" over smaller imperfections.



Start with the front left corner and run the tiles along the garage opening and then up the left side as far as you can, making sure the tabs are facing toward the right and the opening of the garage. Leave a half-inch around the perimeter to allow for expansion. This "L" shape ensures the pattern remains square and that you have at least two clean edges once you add the ramp material (which I did first to help with alignment). Finish in with tiles in a diagonal pattern toward the opposite corner. This process took only 90 minutes and provided an immediate sense of satisfaction.



Once you have filled in all the full tiles, trim in the right and back edges. I had a few steps to cut around in the front corner in addition to the sides. This is the hard part, and you'll appreciate the jigsaw and a sawhorse.



Some lessons learned: I did not want to over-order, so I measured wall-to-wall and rounded up to the next full tile. And I still ended up with 91 extra tiles (more than \$200 worth). The mistake drove me batty until I was trimming around the concrete footer; which *extended out six inches around the three walls*; duh. Something else I would suggest is to keep the tile boxes furthest from your starting point. It will save you from having to move 500 pounds of material more than once. So for less than a grand, a little planning (and just a day of labor), we turned our boring car storage unit into the Taj Garage!



Technically Speaking- Checking Your Porsche's Oil Level

By Chris Andropoulos, Tech Editor, Santa Barbara PCA Region



The topic of this month's tech feature may seem rudimentary, given the fact that your owner's manual contains pertinent information on the matter (you have read yours cover to cover, right?). Nonetheless, I field at least a few requests per week from customers wishing to know the proper method of checking the engine oil level of their Porsche. The air-cooled 911's oil system takes a bit of practice to figure out, and Porsche has further muddied the waters by delivering all sports cars sans dipstick from the factory since 2005. The current Porsche models have redesigned oil level sensing circuits that add a further wrinkle to the process.

Most readers are likely well versed in the time-honored tradition of checking a conventional engine's oil level by shutting off the engine, waiting a brief period for all of the oil to trickle back into the oil pan, and pulling the dipstick to check the oil level. If you own a 356, 912, 914, 924/944/968 or 928 this is all you need to know!

The air cooled 911, produced from 1964 through 1998, utilizes a racing-derived dry-sump lubrication system. Instead of the traditional "wet sump" arrangement of an oil pan bolted to the bottom of the engine as the main oil reservoir, a remotely mounted oil tank stores much of the oil while the engine is running. A large oil pump mounted below the engine crankcase draws oil from a small "sump" area that is filled by the oil tank, and pressurized oil is distributed throughout the engine. The oil pump features a separate scavenge section to siphon the oil after its journey through the engine's oil passages and return it to the tank for redistribution.

The reason Porsche uses a dry-sump lubrication system is twofold. In a traditional oil system, the oil in the pan can slosh to the side due to gravitational forces while cornering at racing speed. This can potentially expose the pickup section of the oil pump and introduce air into the system. Porsche adopted a dry-sump system to its production 911 model given its sporting heritage. The other major benefit of the system is that with the lack of an oil pan, the engine can be mounted much lower in the chassis, which lowers the vehicle's center of gravity for improved handling.

A tertiary benefit of the dry-sump system for the 911 is improved engine cooling. The "air-cooled" engine is equally cooled by air and by the engine oil flowing through it, and the remote oil tank and large volume of oil (8-12 quarts depending on model) allow the oil to circulate and carry heat away from the engine.

Even if your daily commute does not include a racetrack, it is imperative to keep the air-cooled 911 engine oil level in the correct range. The engine oil level is checked while the engine is running. The criteria for proper oil level inspection is that the vehicle needs to be parked on level ground with the engine at idle speed for at least a minute, and engine oil temperature fully warm. "Warm" is defined as 180 degrees Fahrenheit, or if the oil temperature gauge does not have numerical markings, approximately 8 o'clock on the gauge (see picture). Oil expands as it heats up, so the registered oil level will be lower when the engine is cold.

When all of these conditions are met, the oil level gauge should read between the 1/2 and 3/4 mark if the oil level is correct and the oil level sender circuit is working properly (this is not always the case). The oil level needle will go down to the zero mark while driving, or if the engine is revved up; this is perfectly normal as the increased oil pressure and volume demands of the engine as the RPM increases will lower the amount of oil in the tank.

The oil level on the dipstick should be halfway between the min and max marks. The approximate difference in oil level between these marks is 1.75 liters or 2 quarts in most cases. If the level is too low, oil should be carefully added while the engine is running. If the oil level is too high, it is possible for oil to get drawn into the engine intake through the breather hoses and burn in the combustion chambers, causing smoking from the tailpipe and possible catalytic converter damage in later cars.

The 964 and 993 models have the oil tank located ahead of the right front wheel, and a very long dipstick is accessible from the engine compartment. It can be difficult to accurately determine the oil level on these dipsticks, so several tries may be necessary. Be sure to fill to oil tanks of these models *slowly* to avoid a mess in the engine compartment.

The water-cooled Boxster and 996 Carrera models saw Porsche switch to a more conventional lubrication system with an oil pan, but it retains some features of the dry-sump system, including oil an scavenge pump in each cylinder head to evacuate oil from the heads and return it to the sump, along with additional baffling in the oil pan to prevent sloshing. Porsche went as far as to call this an "integrated dry-sump" system, though it is not quite as suited to the rigors of motorsport as the true dry-sump oil circuit in the air-cooled engines. The 996 and 997 GT3 and Turbo/GT2 models retain the traditional full dry-sump system with remote oil tank, reflecting the motorsports pedigree of each.

Technically Speaking - continued

The Boxster and 996 Carrera engine (and 987/997 engine through 2008) features a long thermal oil level sensor that is screwed into the top of the engine case, with the tip protruding into the oil sump area. When the oil level display is toggled by the driver (engine switched off, ignition key in the #2 or "run" position), the sensor is electrically heated, then cooled by the surrounding engine oil. Each segment of the oil level sensor element roughly corresponds to the segments in the instrument cluster display. If a segment is surrounded by engine oil, it cools the heated sensor enough for the circuit to determine the oil must be at that particular level.

This sensor design has proven to be accurate and reliable over the years, especially compared to the mechanical float design of the air-cooled oil level sender. Owners of 986 and 996 models should still rely on the included dipstick for the final word on oil level measurement. Cayenne models through the 2010 model year use a similar dipstick and thermal oil level sender combination.

Porsche eliminated the dipstick of the 987 and 997 models in 2005. Your author has never seen a Porsche-documented reason for this move, but reduced manufacturing cost, fewer blow-by vapor emissions from the engine crankcase to the atmosphere, and discouragement of owners performing their own service on the car were all likely factors. The oil level sender in the 2005-2008 sports car engines is the exact same part as in the 986/996 models, and is very accurate within its measuring range. If the engine oil level is below or above this range, it is difficult to know exactly by how much in either case. If the oil level is low, oil should only be added in 1/4-of-a -quart increments and rechecked, and drained by the same amount if overfilled.

The thermal oil level sensor in the 2009-2012 987/997 models with the direct fuel injection engine is more sophisticated and measures oil level while the engine is running. The display in the instrument cluster uses the

same measuring segments as the previous version, but a factory-level scan tool is required to accurately measure the exact oil level, where it is expressed in a percentage scale from 0 to 100. If the oil level is the slightest amount over- or under-filled, the red engine oil level warning will illuminate while driving.

If the engine oil level is slightly over-full in any of these flat-six engines, it is possible for a small amount of oil to migrate into the combustion chambers of the engine after the vehicle sits for a long period. This can cause a cloud of smoke to emanate from the exhaust at the next startup. However, this phenomenon can be normal if the



engine oil level is correct but the vehicle has sat for several days or more.

The latest generation Porsche models (Panamera, 2011- and newer Cayenne and all 981/991 models) use an extremely sensitive ultrasonic oil level sender. This sensor continually measures engine oil level while the engine is running, and the level can be displayed while the engine is running or when it is shut off. The engine oil level is calculated using a complex algorithm based on a number of operating conditions, and this calculation is reset any time the engine lid or hood is opened (the system assumes that one may be adding oil). After the hood is opened, the vehicle has to be driven at least 6 miles before the oil level is recalculated. Long live the dipstick!

MARKTPLATZ



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Moto - Trivia

Okay Vi, first: What are these cars? Second: What do they have in common and when? 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.



Last Issue's Answer: Last month's picture was correctly identified by Vi as the 944 S which was produced from 1987 to 1988. It was replaced by the 944 S2.



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