

DER
GASSEER

October 2014

918 Spyder



Riesentöter Region

www.rtr-pca.org

Aus des Präsidenten

(From the President)

Volunteers and teamwork help make our beloved club run like clockwork and enhances our experiences as well. So I want to reach out and thank all of those who put time and effort into Riesentöter that do not get the recognition they deserve, you know, the people beyond the executive committee. I'm talking about the people who just lend a hand wherever they are needed. Need someone to help make popcorn for the picnic? They lend a hand. Need someone to pass out flyers? They lend a hand. Need someone to collect insurance waiver signatures? They lend a hand. It's the simplest of gestures that help our club run smoothly and I thank you for that.

Though sometimes it involves a bit more effort, yet they don't shy away. Take the club race at Monticello Motor Club. The amount of volunteers needed was enormous. The amount of volunteers that actually showed up – enormous as well. Yes we have our track chair Marty Kocse, who treated this like a second job and the members of speed council pitched in a great deal too, but there were others that helped; things like the coordination, finding sponsors, creating banners and programs, and the list goes on... and I thank you for that.

There are also members who donate their expertise and talents to our club. They help create pamphlets and banners. They help define autocross courses, they help with creating Der Gasser, they help because they want to help. And I thank you for that.

Now not every time things work out - plans fall through, the timing is not right, Mother Nature gets in the way, but as I have learned from this club, our members are pretty resilient and just by their very nature they come back to lend a helping hand. And I thank you for that.

Drive it like you own it,

Jeff Walton

President, Riesentöter Region, PCA

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— On the Cover —



Porsche 918 Spyder, photo by Jeff Walton at Radnor Concours.

DER GASSER

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Editor: Dave Hathaway
215-431-7397
editor@rtr-pca.org

Assistant Editor: Scott Duvall

Contributing Editors:

David Newton
Jeff Walton
Ofer Tal

Contributors:

Chris Andropoulos

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Riesentöter Region, Porsche Club of America Executive Board Members 2014

President*

Jeff Walton
president@rtr-pca.org

Editor*

Dave Hathaway
editor@rtr-pca.org

Autocross Chair*

David Nettleton
autocross@rtr-pca.org

Historians

William & Debbie
Cooper
historian@rtr-pca.org

Vice President*

David Newton
vicepresident@rtr-pca.org

Social Chair*

Wendy Walton
social@rtr-pca.org

Track Chair*

Marty Kocse
track@rtr-pca.org

Safety Chair

Dan Rufer
Steve Hoagland
safety@rtr-pca.org

Treasurer*

Chris Barone
treasurer@rtr-pca.org

Goodie Store

Kris Haver
marktplatz@rtr-pca.org

Past President*

Joe Asher
pastpres@rtr-pca.org

Rally Master

Open
rally@rtr-pca.org

Secretary*

Christopher Karras
secretary@rtr-pca.org

Webmaster*

Jeff Walton
webmaster@rtr-pca.org

Chief Instructors

Steve Meenan
Brian Minkin
chiefinstructor@rtr-pca.org

Registrars

Kevin Douglas
Adam Kocse
registrar@rtr-pca.org

Membership Chair*

Paula Gavin
membership@rtr-pca.org

Technical Chair

Larry Herman
tech@rtr-pca.org

Awards Chair

Kris Haver
awards@rtr-pca.org

Zone 2 Rep

Cheryl Taylor
zone2rep@comcast.net

*Voting Privileges

Riesentöter Region, PCA
1735 Market Street, Suite A
P.O. Box 247
Philadelphia, PA 19103

From the Editor's Desk:

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I recently discovered that I have become hooked on driving my Cayman S on the track and participating in the Riesentöter DE program. Last month I thought that my last track day was at Pocono, but then I signed up for two more days; this time on the main circuit at Summit Point in West Virginia. I'll be ending my first DE season at the same

track I started, just a different circuit. Once this next DE event is behind me I'll write an article about my first DE season and the lessons I learned.

Meanwhile what started out as a simple desire to run a couple of tracks to see what it was like, turned into an intense desire for much more. I've even begun looking at used Porsches for a suitable track car. It's not enough that I have one Porsche, now I want another just for the track. At the beginning of the DE season Marty Kocse (RTR Track Chair) told me that I'd be headed in this direction and I'd be hooked. I remember telling him emphatically that I would not be, despite his insistence.

I really wasn't interested in progressing through the DE run groups, and I was perfectly happy staying in Green with the rest of the beginner students. But after the last DE event at Pocono something snapped, and now I wanted to be promoted from Green to Blue. I guess I could finally see that I was getting better and all of my inputs were getting smoother and more consistent. My instructor helped boosted my confidence by clearing me to run solo without him for my last two sessions on the track. There was quite a bit of traffic on the track, and it was even more exciting chasing other cars and having some chase me. I managed to get some great video on my iPhone of all my laps that day. I could hardly wait to get home and watch to see how I did, and to critique my efforts.

While I didn't believe Marty at the beginning of the season he was right, and just sat back and watched as I and others like me were sucked into the DE program without any hope of being able to resist. Driving these Porsches as they are meant to be is truly intoxicating and addictive. One line from my favorite science fiction show come to mind; "Resistance is Futile".

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!!!

Fayez Baki	Nazareth, PA	2007 911 Turbo
Roy Blumberg	Chester Springs, PA	1987 924 S
Alan Brecher	Haverford, PA	2008 Boxster S
James Craig	Churchville, PA	2014 Boxster
Frank Feddor	Catasauqua, PA	2000 Boxster S
Marc Fitzgerald	West Chester, PA	2008 911 Carrera
Rodman Heckman	Chester Springs, PA	1983 911 SC
Peter Herbein	Wyomissing, PA	2006 911 Carrera S Cabriolet
Paul Hoh	Upper Black Eddy, PA	2005 Cayenne
Tanya Hottenstein	Orefield, PA	2009 911 Carrera 4
Ronald Long	Doylestown, PA	1976 912 E
Calvin Mahoski	Allentown, PA	2002 Boxster
Steve Moore	Pottstown, PA	2012 Boxster
Scott Pelkola	Paoli, PA	1996 911 Turbo
Hasan Shah	Philadelphia, PA	2010 911 Turbo
Robert Shelbourne	New Hope, PA	2010 911 Carrera
Sean Simko	Chester Springs, PA	2014 911 Carrera Cabriolet
Ferhan Tunagur	Philadelphia, PA	2006 911 Carrera

RTR Membership Milestones



25 Years
Wayne Walker
Mark Weinberg



20 Years
Chris Cleary
Glenna Giannone
John Turco



15 Years
Kevin Brennan
Sheila Lopolito
James McHenry
Maureen McVail
Jack Ruse



10 Years
John Berlinger
Kevin Flounders
Chris Karras
Michael Lang



5 Years
Zach Alexander
Mark Johnson
A.Lambright
Tom Miller
Cathie Miller
Robert sprouls
Launa Sprouls



Upcoming Events

Submitted by Wendy Walton, Social Chair



October 10-12, 2014 **PCA Club Race**

RTR will be sponsoring the PCA Club Race that will be held at Monticello Motor Club located at 67 Cantrell Rd, Monticello, NY. Additional information on the race will be posted on our website www.rtr-pca.org.

October 11, 2014 **Porsches, Exotics and Classics Car Show**

The Porsches, Exotics and Classics Car Show will be held on Saturday, October 11, 2014 at P.J. Whelihan's located at 799 DeKalb Pike in Blue Bell, PA (rain date is Sunday, October 19). This is a people's choice car show. All proceeds will be going directly to the Eastern PA Chapter of the Juvenile Diabetes Research Foundation. For more information about the show and how to enter your car visit www.autowerks9.com RTR is helping to support this event and is looking for volunteers to help out before and during the event. Please contact David Newton vicepresident@rtr-pca.org for more information.

October 12, 2014 **Dilworthtown Wine Festival**

Please join your fellow Riesentoters for a scenic fall country drive through Southern Chester County's Hunt Country on Sunday October 12th. We'll have twisty roads, see some historic farms and stables, and, oh, more twisty roads. The destination for our drive will be the Dilworthtown Inn just outside of West Chester for their annual fall wine festival and car show, benefitting Chester County Hospital. New this year, in addition to the many wines, shopping, silent auction opportunities, and food offered, there will also be a tasting of a few craft beers from Iron Hill, Mackenzie's, and Victory Brewing. Details on the festival as well as advance ticket sales can be found here: <http://www.chestercountyhospital.org/cchfdn.asp?p=1210>

Now for the details -

Meet at the Dilworthtown Starbucks, 1353 Wilmington Pike, West Chester between 9:15 and 9:45 and head off for the 1 1/2 hour drive following a brief drivers meeting. We'll have special parking in the center of everything in the car show area! General admission tickets are \$40 in advance (\$45 at the door) or VIP tickets are available for \$100. Note that members are responsible for their own ticket purchase.

An option to do just the drive is also possible if time doesn't allow you to stay for the festival.

The tour runs rain or shine!

October 22, 2014 **Membership Meeting at Cavallo Auto Body**

The October member meeting will be held on Wednesday October 22nd at Cavallo Auto Body located at 18 S Newtown Street Road, Newtown Square, PA. Come find out what's happening in the club, grab a bite to eat, grab a drink, and mingle with other Riesentöter members. Food and social starts at 6:45 pm followed at 7:30 pm by the meeting. To learn more about Cavallo Auto Body visit their website at www.cavalloautobody.com/home.php

October 25, 2014 **Dogfish Drive and Tour**

Details on the Dogfish drive and tour will be available shortly. Check the RTR website frequently for updates.

Upcoming Events - cont.

Submitted by Wendy Walton, Social Chair



November 7, 2014

Steak and Scotch Social

Join us for our second steak and scotch social at the Capitol Grille located at 236 Mall Blvd King of Prussia, PA. Cocktail hour at 7:15 pm with a four course dinner starting at 8:15 pm. The cost is \$100 per person, tax and gratuity are included. Seating is very limited so register now by visiting our website at: www.rtr-pca.org.

November 12, 2014

Happy Hour at McFaddens

Join us for Happy Hour at McFaddens in Citizens Bank Park in South Philadelphia. Starts at 5:30 and ends whenever. Just show up; Dutch Treat. Park in the Phillies lot.

November 19, 2014

Membership Meeting at Porsche of Bucks County

The November member meeting will be held on Wednesday November 19th at Porsche of Bucks County located at 1607 Easton Rd, Warrington, PA. Come find out what's happening in the club, grab a bite to eat and drink, and mingle with other Riesentöter members. Food and social starts at 6:45 pm followed by the meeting at 7:30 pm.

December 3, 2014

Phil-a-Frunk

Join your fellow Riesentöter members in conjunction with WMMR's Camp Out For Hunger to help Philabundance stock up on shelf-stable items. Last year's Camp Out For Hunger raised over \$240k and 386 tons of food. With RTR's generosity, we can help exceed those amounts. Join us by filling your Frunk or trunk with nonperishable items (see below), and meet us at the United Artist Theater (Lockheed) in King of Prussia at 7 pm. At 7:45 pm we will Caravan (with a possible police escort) down to Xfinity Live in Philadelphia at the Sports Complex (76 east, to 476 south, to 95 North, exit at Broad Street), and in an array of generosity, pop open our Frunks to help those less fortunate this holiday season. Please ask your family and friends to join us. Phil-a-Frunk with the gift of food.

Choose products that are in boxes, cans, or plastic bottles and do not have to be refrigerated such as:

- Canned/ Shelf-stable tuna and or Chicken/meat
- Macaroni and Cheese
- Canned/Boxed Pasta
- Canned Beef Stew
- Canned Chili
- Creamy Peanut Butter
- Jelly
- Canned Green Beans
- Canned Corn
- Canned Fruit
- Breakfast Cereal and Hot Cereal
- Non-refrigerated boxed or powered milk/rice milk

December 6, 2014

RTR Holiday Party

Come celebrate the holidays with your fellow RTR members at the annual RTR holiday party located at the Chester Valley Golf Course, 430 Swedesford Road, Malvern, PA. Check the website frequently for updates and keep an eye out for the email blast.

2014 DE Schedule

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October 17- 19, 2014
[Transmissions](#)

Track: Summit Point
Street

Registration Open Date: August 18, 2014

Safety Tech Date: Oct. 4 at [Meenan](#)

1938 North Broad

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.

Mecum Auto Auction

by Jeff Walton, Contributing Editor
Photos by Craig Nichols

The famed auto auction, Mecum, came to our neck of the woods for the first time ever on July 26th and I gotta tell ya... what a production – more on that later. We had about 20 rides meeting in the usual spot, and if you don't know where that is, you need to come out to more Riesentöter events. There probably would have been more if our DE program didn't book "The Glen" for that date (tongue in cheek). At 8 am it was wheels up for our trek to the Farm Center in Harrisburg. It was about an hour and a half drive, and we all got to test out the new speed limit signs west of Morgantown... those being 70mph. They worked well.



We pulled into the packed-to-the-gills farm center, and were told to turn around by the men in blue as the lot was full. The lady behind the closed-off parking gate jumped to attention and yelled to the officers to let us in – she recognized a Porsche when she saw one. Yours



truly had already arranged private parking with the fine folks at Mecum, and it turned out to be free as well (usually \$8). We were then escorted to our parking locations right in front of the staging tent area – again, membership has its privileges.

The cost to get into the auction was \$20 per person, unless you actually wanted to bid. To bid it was a \$100 registration fee and 8% of the sale was tacked on as a buyer's premium. There were no bidders among us... but hell, we wanted to! The exhibition center is roughly 172,000 square feet and held the 750 cars that were being auctioned during the three day event. If you have ever been to a local auction before... (this is nothing like that), just the mere fact it is televised live on both MSNBC and the Velocity Channel is a distinction. The stage is huge I tell ya, a full-fledged television stage about 100 yards long, complete with lights, red carpets, cameras, sound equipment, announcers, auctioneers, bidders, gawkers, and plenty of chrome and neon to blind even a welder. It takes 12 semis to load all the equipment from place to place.

At 10 am the "LIVE" light goes on and the first car crosses the auction block. "Who'll give me 10, 10 10, 10 thousand, now 11, 11, 11, 12 now 13, 14 thousand, 15, 15, 15, got it thank you sir, now 17 five, and 20, 20, 20, 20 thousand... 20, now 22 five... 22 five... in the back... now, 25... 25... going once... yes I'll take 24... 24 now 25, 25, 25... twenty five thousand... going once... 25... going a second time... 25... all through... (hammer down) 24 thousand... SOLD!" The crowd applauds. The first car was a 2001 Bentley Arnage Turbo which hammered for \$24,000 plus the 8%. And so the echo of auctioneers continues (man I love that sound).

The cars were definitely the stars of the show. While the cars were being prepped you were allowed to meander through the rows and rows (both outside and in) of meticulously buffed wheels of sparkle and talk to the owners and other admirers. With most of the cars, you could pull off the air cleaner cover and use it for a plate – yes you could have eaten off of them. If you were not there to buy, you certainly got your money's worth just perusing the drop-dead gorgeous array of automobiles. You name it, it was probably there. 63 split window Vettes; original or resto mod your choice, 68 Shelbys (both fastback and convertible flavors), and tons of other American muscle. There were Ferraris, and Lotus, and yes even our beloved Porsche. The first Porsche to cross the block while we were there was a 1996 993 which drew a final bid of \$47k. A twin turbo version made its debut about thirty minutes later and sold for \$56,000. The star of the show was a 1970 Dodge Hemi Coronet R/T... one of only 4 made with a 426 4-speed, that sold for... hold on to your hats now... three oh five... that's three hundred and five thousand dollars people. Number two of the sale was a 2012 Cadillac CTS-VR Hennessey that produced a whopping 1250 horsepower. The investment in this outlandishly equipped GM sedan was well over a quarter of a million dollars, but sold for only \$165k (yep buy smart and let someone else take that depreciation hit).

Mecum Auto Auction (cont.)

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I left around 2 pm, but made my way back home to watch the last few cars cross the block live on TV. I also learned while watching, that Mecum will definitely be back next year because of two reasons: First, the crowd was the friendliest and biggest they have ever encountered, and second, while I really do believe this is the major reason they'll be back in Harrisburg,

the 750 cars totaled more than \$20 million dollars in sales. So we too are definitely going back, in fact I have already made arrangements for parking again. Don't miss it next year for it truly is a production not to be missed. I'm not sure of the dates yet but I'm betting right around the 25th, 25th, maybe the 26th... do I hear 27th... 27th...



Storing Your DE Porsche for the Winter

By Ofer Tal, RTR DE Enthusiast

Track days are gone and the falling leaves are a heart-rending reminder that winter is next. It's time to pack our beasts up and store them for next year. Before we stow them away for the next 5 months, it is important to follow some steps to help ensure we'll get them back in running condition in time for the next DE season.

Clean it up – before we put it away; let's clean it one more time. We always say if you didn't get dirty you didn't play. Well the game is over, so we can spare a minute and wash all the dust, rubber, exhaust and brake dust off the car. I wouldn't be surprised if it takes a pound or two off in the process...

Select the right storage space. While most of us probably do not have too many options, you should still consider them. There are paid storage locations, maybe your mother-in-law unused garage space? Whatever you decide, make sure the space is accessible (I was not able to use a friend's empty garage because my low car did not clear the driveway entry angle). Clear the area of moving items like doors or cabinets, tools or anything else that might hit the car. You'd hate to see your kid scratch the door while pulling out his ski equipment. Once the area is clear and there's nothing around it that can harm the car, you might want to cover the floor with some plastic sheeting to protect the underside of your car, creating a kind of moisture barrier to prevent any kind of corrosion underneath.

Next on the list is to seal off any holes in your car. After all, you never know which of God's creations might consider your garage a nice shelter from the snow and your Porsche a luxury hotel. You can tape them off or use rages to cover any open holes.

Place a piece of plastic wrap on the windshield under the wiper blades, to prevent the rubber from sticking to the glass. Better yet, remove the blades completely and store them in a warm place (perhaps beside the battery and carpets). If you remove the blades, be sure to pad the ends of the wiper arms, which can scratch the glass if inadvertently turned on. If you are comfortable with basic mechanics, you can remove the spark plugs and spray a small amount of oil into the cylinders to prevent rusting, and then insert the plugs again. Special "fogging oil" is available for storing boats, and will work well here.

Release the parking brake. If the brake is left on, the brake pads can stick to the rotors. Place chocks under the tires to prevent movement, which is even more effective than the brake, anyway. The next group of tips is more serious, and you probably don't want to skip any of them. First, fill up your gas tank. This will help in reducing moisture inside the gas tank about 95%. Once you do that, you can also add a fuel stabilizer. A fuel stabilizer eliminates the need to drain the fuel before long term storage

in order to protect the engine from the gum, varnish, rust, and corrosion that can afflict the engine during the long storage. It keeps the fuel fresh for quick, easy starts after storage, while prolonging engine life.

Change all fluids! It's better to change the fluids before the long winter break. This will help remove any junk in there from the track days that might have corrosive properties that might damage some of the components. This includes oil and filter change, coolant, transmission and differential fluid. Next on the important to do list is to raise the vehicle and get the tires off the ground to prevent flat spots. So use some good quality stands and place your car up in the air. I also tend to leave the old not to be used again tires in lieu of good tires. This way, I don't care what will happens to them, I am not going to use them next year anyway. If you can't lift your car, you can also add 10 PSI to the tire pressure to prevent those flat spots.

Probably the most known thing to do when storing your car for the winter: take out the battery or connect it to a battery charger. Before you take it out or hook it up, make sure to clean any corrosion that might have formed on the terminals. I use the Delran Battery Tender Plus which is fully automatic.



Now, you are ready for the last and final step – a car cover. A cover's breathability and water repellency are usually inversely related. What this means is that the higher the water repellency is, the lower the breathability will be, and vice versa. Keep this in mind when selecting your car cover. If you just park it outside, you

Storing Your DE Porsche for the Winter (cont.)

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would probably be better off with a waterproof cover. However if you park it inside your garage, pick a good quality car cover with a fabric that is completely breathable. This allows trapped moisture and condensation to evaporate quickly, thus shortening the amount of time your vehicle is exposed to wet, humid conditions.

You can take it a step further and place your car in a CarCapsule Indoor Vehicle Storage System. Just remember, this one needs an electrical outlet nearby to operate. The capsule will protect your car from dust, rust, scuffs, moisture and those intruding creatures. The built-in 12V high-pressure fan inflates the entire cover, forming a protective car bubble!

One tiny little tip, that might end up being the most important you will do... place a note to yourself on the steering wheel outlining which steps above you carried out (rag in exhaust, rag in intake, carpets removed, battery removed, etc). When returning to the car in the spring, ensure all of these steps are reversed, checking them off as you go down the list. The list should contain every item separately; "rags in openings" may lead to one being left behind!

Spare tires. If you're like me, you have another set of tires somewhere in or on your trailer or in a rack in the garage. Follow these simple steps to store your unmounted tires:

First (before storing), use a tire brush to clean each tire with soap and water to remove brake dust, dirt and grime. If the tires are still mounted on wheels, use a

wheel brush to clean the wheels with an approved cleaner as well. Dry with a towel and let any remaining moisture thoroughly evaporate.

Second, **DO NOT APPLY ANY TIRE DRESSINGS.** Tire compounds are formulated to resist ozone cracking or weather checking.

Third, place each clean and dry tire in its own large, opaque, airtight plastic bag (such as lawn and garden bags) for storing. Avoid allowing any moisture to remain and remove as much air as practical (some drivers even use a vacuum cleaner to draw out as much as possible). Close the bag tightly and tape it shut. This places the tire in its own personal mini-atmosphere to help reduce oil evaporation.

Fourth, place the tires in a cool, dry location. It is better to store tires in a dry basement or climate-controlled workshop than in a standard garage, storage shed, hot attic or outdoors. While basement and shop surroundings tend to remain cool and dry, conditions found in typical garage, shed, attic and outdoor locations often include a wide range of hot and cold temperatures, as well as seasonal precipitation and humidity.

One other option to avoid all of this storing process is to keep using the car. There are plenty of tracks down in Florida and other warm states where you can feel the need for speed and avoid a long and boring winter. If you're not planning a trip to the sun this winter, indoor go karting, racing on PlayStation and the storage process I described is what's in store for you.



Radnor Hunt Concours

By Jeff Walton, RTR President

It was a beautiful day, the sun beat down, had the radio on, I was drivin'... that is until I pulled into the Motorsport Park at the Radnor Hunt Concours d' Elegance early Sunday morning September 14th. There were two other Porsches before me in our designated space, and throughout the day that number would increase to about 50, if not more. We certainly out-ranked the Ferraris, Lambos, and the Mercedes crowd by a mile. I think most of them weaseled out for fear of mud due to the rainfall the previous day (by the way, the fields were fine). As I was early, I just admired the fine array of exotics, antiques, and classics as they pulled into the Motorsport Park and struck up conversations with many Porsche owners. At 9:30 the 18th annual Concours d' Elegance was open and the amount of chrome blinded all those who entered.



biggest tizzy. For some reason I imagine the Wicked Witch of the West and a rain drop when it comes to owners of Ferraris.

Enough with the new rides; time to pull out the white gloves and eat off the engines for this is the premier Concours on the east coast, which features 100 of the best cars the country has to offer. Upon entering the gate you are greeted with a replica of the very first car every made, some Mercedes thing-of-mig-bob, plus an array of early racecars that look unsafe at any speed. Then the real magic starts to happen as the chrome expands exponentially. Huge headlights and exhaust from the sides of the bonnets. Running boards and fender mounted spares. Rumble seats and phaeton seats. There were Duzzies, Cords, Bugattis and a ton of early Chryslers and Packards. Porsche was represented well with a 57 1600 Super Speedster that took home 1st in the Open Sports class. There were Jags and Vettes, Sunbeams and Lotus; in other words something for everyone in the seemingly endless array of automotive history.



I choose to walk past all the entries in the Concours and went straight to the beast to see it in person. There it was, in true 3D. 887 horse power. Zero to sixty in 2.6 seconds. Lime green calipers. GT Silver with red leather interior. A whopping starting price of \$845,000. It was the new 918 Porsche Spyder. I did a few laps around the hybrid, picked up my jaw off the grass, and went over to check out its competition which was parked less than 100 feet away... the McLaren P1 which starts at a cool 1.3 million, outputs 903 break horse power with 722 lb ft of torque. This one was orange and black; a perfect gift for any Flyers fan. Farther on down the lane was an even bigger monster. Red, need I say more? This one comes in at 1.69 million and over 960 brake horse power. The car is simply called LaFerrari after the name of the company, and only 499 were produced; also a hybrid like the P1 and 918. All are sold. Now I don't particularly care for Ferraris – don't get me wrong, visually I think they are stunning and this one is no exception... I do take issue with the maintenance costs, and I guess if you can afford one of these cars, that isn't an issue; unlike the little drops of rain that will send any red car owner into the





The big winner of the year, aka, "Best in Show" was a 1933 Chrysler CL Imperial 5 Passenger Phaeton. This was the personal car of legendary LeBaron designer Ralph Roberts as a gift to his wife. The granddaughter of Roberts was on hand earlier in the day and recalled sitting in the back playing with all the buttons that "never did anything." It was the first time she saw the car since she was 6. It was a well-deserved winner though my favorite had to be 1941 Chrysler Thunderbolt that you couldn't tell if it was coming or going.

It took home 1st in the Classic Chrysler Late category.

Just a beautiful show and next year Riesentöter will be well represented again.

Promotion to the Next DE Run Group

By Dave Hathaway, Editor

With five days of driving in my first DE season with RTR behind me, and two more scheduled before the end of the season, I find myself getting more comfortable with high speed driving and developing my skills with each DE event.

At first I wasn't interested in being promoted to the next skill level and I was very happy with just running in the Green beginning student level or run group. But now I find myself looking ahead at challenging myself more and maybe getting promoted to the Blue run group as an advanced student.

During the DE season I was given an RTR driver logbook by one of my instructors. This logbook serves as a written record of the tracks you have driven, along with each skill set that the instructors evaluate you on. If you will, it's a perpetual report card on your on track performance. The logbook has two pages for each event with room for your comments and most importantly, room for comments by your instructor as well as a section for your instructor to grade you on each skill set. The logbook and the feedback you receive from your instructor during each DE event are used to determine how your skills are developing and whether or not you are ready to advance to the next level.

Following are the required skills you need to develop in order to be promoted to the next level. As with anything that involves human judgement, evaluating these skills is inherently subjective and there will be differences in interpretation. However, agreeing on criteria, and the steps we will follow to improve our consistency in our driving, will give us clear benchmarks to aim for in order to be promoted. Knowing the criteria for promotion allows you to have a productive discussion with your instructor about your performance. Be patient with your instructors as they want to promote you, but only when they feel that you can safely handle the next level of driving within the DE program.

Promotion from Green to Blue Run Group Required Skills

- Drives the line reasonably accurately and consistently
- Drives at an appropriate pace for the Blue group
- Inputs increasingly smooth
- Makes few mistakes and self corrects
- Calm and patient in traffic
- Fully aware of corner stations
- Anticipates slower cars in front
- Does not give or accept late passing signals
- Passes with good safety margins



- Exhibits good manners and consideration
- Displays full knowledge of procedures, flags, terminology
- Is safe to drive alone

Other Criteria

- Student must exhibit the above skills at the beginning of the event
- Student must have a minimum of 6 days at 3 different tracks within a year
- Ideally a student will have experienced every track we run
- Any RTR instructor can determine advancement
- Second opinion optional

Promotion from Blue to White Run Group Required Skills

- Demonstrates patience in potentially frustrating situations
- Uses the full track consistently
- Very smooth inputs, especially braking
- Vision at least three seconds out
- Carries reasonable momentum into corners
- Practices smooth downshifting technique (e.g. heel & toe)
- Demonstrates competent car control and recovery skills
- Prompt and courteous passing signals
- Good driving record for two events minimum

Promotion to the Next DE Run Group (cont.)



- Calmly deals with fast traffic and close passing
- Completely safe without an instructor
- Demonstrates full compliance with Region DE philosophy

Other Criteria

- Typically a season's worth (16 - 20 days) of experience in Blue
- Must demonstrate White ability at more than one track
- Must successfully complete a "test drive" in White
- Any RTR instructor can initiate
- Second opinion from any RTR instructor required

Assigned instructor takes student out in White to observe behaviour. This is an observation session with no instruction provided. Driver must get second opinion from another RTR instructor. Assigned instructor asks another RTR instructor to take student out for an observation session in White. Student graduated to White if both instructors agree. Assigned instructor completes event with student in White.

Promotion from White to Black Run Group Required Skills

- Exceptional track awareness
- Exceptionally smooth inputs
- Demonstrates patience
- Anticipates vs. reacts
- Calmly deals with wide variety of closing speeds
- Readily adapts to new and changing conditions
- Drives at appropriate pace for Black group
- Comfortable in close to race conditions

Other Criteria

- Must be able to keep pace in Black
- Typically a minimum of a season's worth (16 - 20 days) of experience in White
- Believe student has capability to be an instructor
- Must complete check out ride in Black with designated instructor
- Any RTR instructor can initiate
- Second opinion from designated check-out instructor required

Promotion from Black to Red Run Group

- Only RTR Chief Instructor can initiate
- Second opinion from designated check-out instructor required

Out of Region

Out of Region instructors require second opinion from RTR instructors for all graduations

Graduation Notebook

- One page per student - similar to logbook
- Must be completed by assigned and second opinion (if required) instructors



Sidetrack: Wax On, Wax Off

by David Newton, Contributing Editor

I appreciate how obsessive car enthusiasts can be about the finishing products they use on their rides, especially since I count myself in their numbers. There are scores of owners that swear by specific makes of chemical compounds, and those can be as diverse and comprehensive as hair products.



I was at a Cars-and-Coffee gathering as the summer concluded, and met a guy there with an impeccable Porsche 968. I referred to it as a 944 until the owner politely corrected me. But the focus of the exchange was not his car, it was the flawless finish.

He spent several minutes touting the virtues of a certain premium wax. Personally, I'm a bit of a brand agnostic when it comes to finishing products. I choose what suits my particular needs, which would likely not agree with his (or yours, for that matter). I use a variety of brews from as many manufacturers, and stand by each of them for their individual purpose. But if I find something better, I'll switch without debate.



As background, there are basically two categories of car waxes: cleaner and finishing waxes. Finishing wax doesn't contain the abrasives found in cleaners. There are also two types of protective finishes: natural and synthetic polymers. Natural waxes contain ingredients such as Carnauba and beeswax. Synthetic polymers are a low-cost alternative to natural waxes. It is widely accepted that Carnauba produces the deepest shine with superior reflective properties, but at a cost. Polymers are easier to apply; also to remove, polish and buff. But is the tradeoff of labor worth it?

The answer to that question is what separates the Concours enthusiast from the weekend detailer, and is often the source of heated discussions at car events. I'm finding that car people are more zealous than others when it comes to brand choice; perhaps because of product validation. And they often feel empowered to spread this wisdom; even attempt to convert non-believers. Though I appreciate this type of fervent salesmanship, I'm a proponent of the "live and let live" mentality. You want to see your ancestors in the reflection of your finish? Knock yourself out...



In my own experience, I too have developed an attachment to specific products that have survived vigorous testing. But whereas my perfectionist friends are achieving a flawless shine, I look for an acceptable percentage of that excellence with a fraction of the required effort. At first this used to bother me; after all "acceptable" sounds a lot like "lazy". But after years of cramping fingers, aching shoulders and strained backs, I have accumulated a combination of products that satisfy the unique requirements of a daily driver. Concours d'elegance would cringe at the very thought of this sacrilege. But the shine on my Cayman you see pictured below was achieved in less than two hours. I can live with that; even if they can't.



DE - Summit Point, Main Circuit

By Ofer Tal, RTR DE Enthusiast

As in the name, this is the Summit Point of our season. After this, it's the boring downhill with no curves and four months of boring winter. So we have to give it our all at Summit to finish the season on a high note with lasting memories to push us through the winter into April of next year.

Summit is located in the same facility as Shenandoah and Jefferson, so everything from the ride, to the hotel room is familiar and effortless. Luckily, this old school track (Summit Point Main opened back in 1970) is an exciting track!

The 2.0-mile lap starts with a long straight blend line. It is easy to think that since the entire blend line is in plain view, one can move left and start turn one from the proper position, but it is dangerous to wander across the track as cars coming off turn ten pass in speeds of 120 mph plus! So we blend on the right side all the way to turn one.

Turn one not following the blend line starts with haaaaard breaking. As I mentioned, cars come very fast after a 2,900-foot (880 m) main straight. So hard breaking is a must before turn one keeping the car as much left as possible.

Most drivers follow a painted line on the left edge of the track through the braking zone until the turn-in point. We turn in hard right and arch into the late apex due to the length of the turn. Kiss the cone, unwind the wheel, floor the right pedal and track-out. Oh... for those who love to hear their engine roar – this is your corner!

Some believe that using a small, extended pavement extension is helpful. Each driver needs to figure out what's his/her best line because different cars, different tires, different suspension and different drivers can use it differently. Using the extended pavement makes the turn geometrically wider, but also makes the initial turn-in sharper. Since this is just HPDE (High Performance Drivers Education), and we (unfortunately) don't win any trophies, I say – do whatever leaves the biggest smile on your face!

OK, so the Apex of turn one is in the rear mirror and we are winding our wheel toward turn two. But where is it? For most, turn two will feel like an extension of turn one more than a turn all by itself. When I finally figured out how to do both correctly, it just felt like one long turn rather than 2 distinct turns.



So now turn two is behind you as well, but the foot never left the gas pedal. The car still accelerates as we slowly shift from the left to the right side of the track. We close in on the left-hand turn three fast, going slightly uphill. The turn is partially blind. It seems as if the track narrows a bit past the apex, which seems to make this turn somewhat of a late apex, but going uphill which slows the car and negates that a bit. Most of us use an access road on the right side of the track as the turn-in point. It's easy to use this marker and stay consistent lap after lap. We go fast past the apex on the left and on the power through most of the turn, and definitely from the apex forward. We track all the way right using that rumble strip. This turn is quite fast and requires a fair amount of confidence. But if you come out fast, you can carry that extra speed with you all the way to turn five. So developing confidence in your driving and your machine pays off here.

We are done with three and now over the crest. Some novice drivers lift here, but this should really be taken with full throttle down-shifting the car back to the left side of the track and peaking quickly at the flag station to make sure there is no one in the next section.

We've passed the flagger, and a car or two going downhill toward turn four. We are rolling quickly and downhill ready to take a fast right turn. Similarly to turn three, some novice drivers do not carry enough speed through turn four. I know it took me some time to develop the confidence to go fast through this off camber, fast, downhill turn followed by almost immediate sharp left turn five. We start with a late apex, positioning the car on the right edge of the track for the entire turn. Track-out on this one, is actually on the same side because we use track-out as a braking zone into turn five!

No time to look for the turn four apex in the mirror as turn five appears immediately after passing it. Haaaard on the brakes again, downshift and transition to the accelerator with finesse. We are starting the sequence of turns known here as the carousel. It starts at the left run five. The line has the turn-in point on mid to extreme right, followed by a normal apex, and then tracks out to about mid track before going back left to set up for turn six. This is the slowest part of the track. There's not a lot to gain here by going any faster between the turns. This is where the smoothest and most "on the line" drivers make the best time. Every time we hit the turn five to six sequence, my instructor keeps saying "stay smooth".

Coming out of turn five, the line goes through a late apex and we are a bit faster.

DE - Summit Point, Main Circuit (cont.)

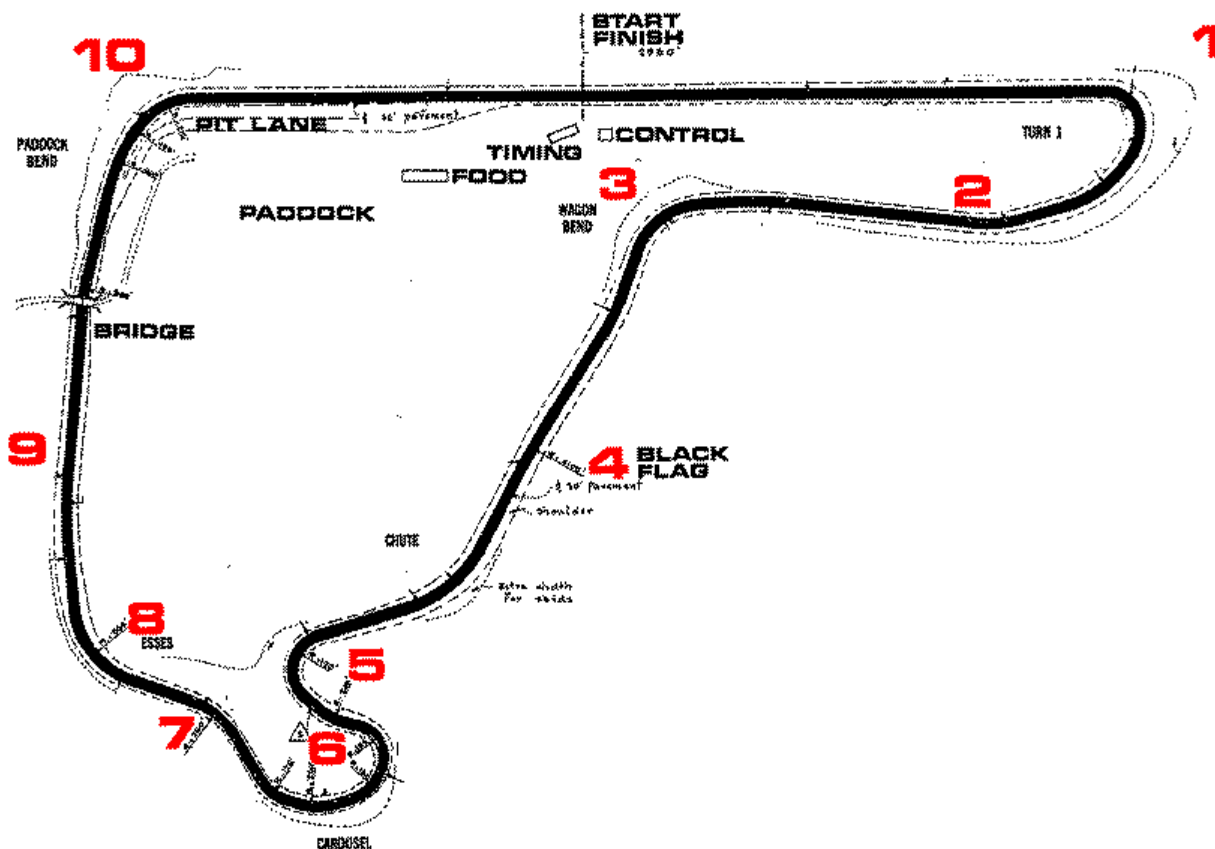
We begin a long right arch with turn six that will take us all the way to the exit of turn seven. Once we pass the turn six apex, we slowly shift the car to the left side (outside) of the track. An almost continuous, a bit faster but still right is turn seven. We tighten the radius; a late apex turn again. This turn seven apex is an important one. Miss this apex and you are not set well for corners eight and nine, which will result in a slower exit speed toward the long straight headed into turn ten. So better get this one right! Come out of turn seven on the right edge of the track to set up for a late apex in turn eight.

We are still on the gas and still accelerating. We are finally done with the right turning and we shift quickly to the late apex right-handed turn eight. We must come out of this one as far left as possible on the track; still on the gas and headed into turn nine.

too much speed and you'll be plowing the earth on the side of the track.

After all this right turning and turning and turning, we are finally back on the accelerator for some speed. We go up the hill, under the bridge and over the crest. The car becomes light and we position it dead in the center towards the entry point of turn ten.

Moderate braking before entering the corner, smoothly downshift and back to the gas for this fast 90-degree right turn linking us back to the front straight. Being a 90-degree turn, it is one of very few corners on road courses where the line is close to an actual circle, as is drawn in classrooms. Exiting the corner, my instructor says "you paid for the entire track, use all of it as you exit right!"



Turn nine is a fast right-hander leading onto the second longest straight. Exit speed is paramount here because the turn and the straight are uphill. We should take turn nine with a sufficiently late apex to be on power at least from the apex forward, and before the apex if possible. This off-camber turn is a bit tricky; take it too early and

At the end of the weekend, we surely got the line right, dropped our lap time by a second or two and passed a few cars to gain some bragging rights back at the paddock. All we have now to carry us through the winter are these precious moments and some video. As we pack the tools and get into the car for a long and boring drive home, we wave to the gatekeeper and whisper "see ya in April!"

SHIFTS & GIGGLES

BY JEFF WALTON, CONTRIBUTING EDITOR

Progress ?

We all know Porsche is on the cutting edge of automotive technology. They spend millions of dollars if not hundreds of millions perfecting the art of racing, and the technologies from that endeavor eventually make their way into the vehicles we drive. This has me thinking about what the future may hold. Will we have 17 gears in the new PDKs? Will we run on hydrogen? Will we break the zero to sixty in less than two seconds mark? Will the 911 become so large the back-seats might be a viable option for two grown adults?

Those questions aside, what I really think about as far as the future goes is driverless cars – I have now given up all hope for the flying cars that the past has promised us. It seems every day they are perfecting the art of this hands-free technology where they might even operate in the rain or avoid potholes. Laws for these types of automobiles are already appearing on the books, which means the driverless car will soon be making its way to a garage near you. So where does that leave our beloved Porsche?

Think about it. How difficult is it to envision a driverless Porsche? I actually shutter when thinking about this. What could Porsche offer to entice you to spend your hard-earned coin for that crest on the hood when you are not even driving? Better seats? A better radio? A full screen holographic display connected directly to the World Wide Web and your brain, all while sipping coffee out of one of those gerbil bottles installed in the roof?

I guess it all depends how you envision a world of driverless vehicles. Do you imagine a sea of cars in grid like fashion, evenly spaced and all going the same speed (that being 45mph), all while their passengers are reading their tablets or actually doing work? Or do you envision a chaotic roadway with cars bouncing through traffic at break-neck speeds like ping-pong balls stuck in a lotto machine.

For Porsche's sake and mine, I hope it's the latter. I envision a button on the dash that states DLUSI, pronounced D-Lucy, which is an acronym for "Drive like u stole it." Pushing this button should not be taken lightly for it will invoke the true sense of the now Porsche Slot Car Racing Team (since there are no race car drivers anymore as well). Porsche has now placed all their R & D into processors instead of combustion and electric engines. These processors are able to perform billions of calculations per second as well as carving up the curves with the best track-out option based on speed, GPS location, school buses, bike lanes, joggers, and potholes (rain will be in the next software package upgrade).

As long as your ten-point harness is properly secured and your emergency cabin foam dispensers have been inspected you will arrive at your destination in 9.9 minutes traveling a distance of 21.78 miles. That's the new Porsche of the future and you didn't even have to look out the window or select a gear... just push "DLUSI" because there is no substitute.



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Technically Speaking: Porsche Turbocharging

By Chris Andropoulos, Santa Barbara Region Tech Editor

The words "Porsche" and "Turbo" have long been synonymous with power and speed. In fact, it has been almost 40 years since the iconic Porsche 911 Turbo (930) debuted at the 1974 Frankfurt Auto show. Intensive racing development since the early 1970s has allowed Porsche to be a pioneer and premier expert in turbocharging, and they have installed turbochargers in six generations of 911 models, the 924/944, the Cayenne and Panamera, and now in the latest Macan models. An increasing number of downsized and turbocharged gasoline direct fuel injection engines are being offered by many automakers to comply with strict fuel economy regulations, so an updated primer on turbocharging is timely.

Turbocharging is an engineer's dream. It captures waste heat energy from an engine's exhaust and converts it into positive pressure that is forced into the intake to improve cylinder filling. If an internal combustion engine is viewed as a fancy air pump, getting more air/fuel mixture in and out increases torque and horsepower output; forced induction via turbocharging achieves this without increasing engine displacement.

A turbocharger uses the energy from the exhaust gases to spin a turbine wheel, which is connected via a shaft to a compressor wheel, which spins to speeds of well over 100,000 RPM to create positive pressure that is piped into the intake manifold. The snail shell-shaped turbine housing, or "hot" side of the turbocharger, is usually made of cast iron or steel alloy for durability and is mounted downstream of the exhaust manifold. The heat energy from expansion of the exhaust gas molecules (it can approach 2,000° F!) is more responsible for spooling up the turbine wheel than is the exhaust pressure.



The cast aluminum compressor housing of the turbo is bolted to the turbine housing, and sandwiched in between the two is a center housing. A shaft connects the turbine and compressor wheels and is supported by bearings in the center housing. Porsche turbochargers use plain bearings made of bronze to support the shaft, and they require copious amounts of lubricating oil. Large oil feed

and return pipes are attached to the center housing, and most turbocharged Porsche engines feature engine-driven oil scavenge pumps to evacuate oil from the turbo and return it to the oil sump. Water cooled Porsche engines also use coolant to help carry heat away from the turbo center housing.

The engine aspirates through the compressor inlet, to which the air inlet/filter is connected. At idle and at lower RPM or engine loads, a turbocharged engine operates in the same manner as a normally aspirated engine, and a vacuum is present in the intake manifold. When a sufficient load is placed on the engine via throttle angle, the resulting exhaust energy spools the turbocharger to the point where positive pressure is generated at the compressor outlet, which is connected to the throttle body and intake manifold via pipes and/or hoses.

When the intake air is highly compressed, the amount of air molecules admitted into the cylinders is increased, but compression also heats up the intake charge. Most turbocharged engines use a heat exchanger called an intercooler that is mounted between the compressor outlet and the throttle body. The intercoolers in Porsche cars use cooling fins through which ambient air flows to carry heat away from the compressed intake charge. This cools down the air that is admitted into the engine and allows more of it to be packed in per throttle opening.

So far, turbocharging sounds like a win-win scenario, but there is no free lunch in the engineering world. Turbocharging does endow a smaller displacement engine with the punch of a larger power plant, but there are tradeoffs in reliability and throttle response.

Force-feeding compressed air into an engine's cylinders induces tremendous stresses on the engine's bottom end; turbo engines tend to be overbuilt with stronger forged pistons and crankshafts than would be used in an equivalent normally aspirated engine. The intense intake charge also escalates the chances of detonation, also known as "pinging" or knocking. Detonation occurs when in-cylinder temperatures are high enough that a spontaneous secondary ignition event occurs after the spark. This intense secondary explosion can be destructive to engine components, and results in a rapid metallic ping-ping sound that is sometimes audible to the driver.

To combat detonation, engine designers lower the compression ratio of turbocharged engines to safely allow the desired amount of boost pressure. A lower compression ratio reduces the engine's volumetric efficiency however, and throttle response may be soft before boost pressure is built. The long air intake path of turbocharged engines also decreases throttle response, as the air has to go through the turbocharger inlet and into the turbo compressor housing, and then through boost piping and an

Technically Speaking: Porsche Turbocharging (cont.)

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intercooler before reaching the throttle body.

The delay between the driver applying the throttle and turbo spool up and meaningful acceleration is called "turbo lag." Excessive turbo lag was a defining feature of the early Porsche 911 Turbo models. Flat initial throttle response is followed by a late but sudden increase in torque, which can surprise the uninitiated driver and cause him or her to lift. This is exactly the wrong thing to do in a tail-heavy car, and it resulted in many spinouts and even a few lawsuits.

The 930's excessive turbo lag was mainly due to technological limitations of the time. This first 911 Turbo employed CIS mechanical fuel injection, with a turbo boost-based fuel enrichment mode and vacuum retardation of ignition timing to allow for safe running under boost. The first 930 engine had a measly 6.5:1 compression ratio, versus the 8.0 - 8.5:1 of the contemporary normally aspirated 911 models.

This is the main reason for the relatively "gutless" engine performance of these early 911 Turbo models before boost is generated. By the 1980s, advances in electronics technology allowed designers of the 944 Turbo to incorporate electronic ignition timing control and special knock sensors and other controls to detect detonation and safely back off ignition timing and/or limit turbo boost.

If turbo boost were unregulated, a turbocharged engine would continue to develop boost pressure until the engine self-destructed. Therefore, most turbo engines use a mechanical wastegate to bleed excess boost pressure into the exhaust stream. Older Porsche Turbos use an external wastegate that is more suited to the rigors of racing, while most modern Porsches use internal wastegates that are built into the turbochargers.

The wastegate uses a spring-loaded diaphragm, one side of which is connected to the intake manifold via a hose. When the boost pressure in the intake manifold reaches a predetermined level (usually between 10 and 20 PSI over atmospheric pressure), this pressure overcomes the spring pressure in the wastegate, which opens a valve and allows exhaust gases to bypass the turbine housing.

The 944 Turbo was also the first Porsche to use modern electronic boost control, in which an electronic solenoid valve regulates the boost signal to the wastegate. This enables precise wastegate control and allows for a low boost, "limp home" mode if the engine electronics detect any problems that could potentially cause engine damage.



Like anything, turbocharger sizing and design is a compromise. A large turbocharger is able to compress a large amount of air to enable high horsepower output. A larger turbo does take longer to spool up, however, which increases turbo lag. A smaller turbocharger offers quick response at the expense of volume. For this reason, all modern turbo Porsches (except for the Cayenne Diesel) use twin turbochargers. Each turbo is small enough for good response, and their combined airflow volume is sufficient to meet engine power requirements.

The 997 Turbo of 2007 introduced variable turbine geometry (VTG) control. VTG uses a series of adjustable vanes that surround the turbine and are attached to an electronic actuator. By changing the angle of attack of the vanes, the turbo can exhibit both the rapid response of a smaller unit and the airflow capabilities of a larger unit. The adjustable vanes can also regulate boost pressure, allowing for the elimination of traditional wastegates.

All current Porsche models feature direct fuel injection (DFI), which allows high compression ratios of up to 10:1. This allows for excellent off-boost response, and modern engine controls and turbocharging technology allow for rapid spool up and acceleration. Naturally aspirated engines may soon be the minority in Porsche's lineup: all of the 4-door "S" models are now powered by twin turbo V6 engines, and Porsche's rumored turbo flat 4 that is likely to be introduced in its sports cars.

The intense heat from the hot side of a turbocharger transfers to the center housing and places great demands on the engine oil that flows through, with flash temperatures up to 700° F! Therefore, a robust synthetic oil is strongly recommended, even in older Porsche turbo engines. Porsche's current A40 engine oil specification for its newer models is adequate for street driven Turbo models, though engines that see

Technically Speaking: Porsche Turbocharging (cont.)

With proper maintenance and lubrication (oil changes every 5,000 miles or once a year with quality oil), a Porsche turbocharger should last a very long time before requiring a rebuild. Lubrication issues are the usual cause of outright turbocharger failure, but the turbo oil seals between the center and turbine/compressor housings can fail and cause heavy smoking due to oil ingestion into the intake and/or exhaust. Older 911/930 Turbo models are prone to oil scavenge pump failure, which can cause the center housing to overfill with oil and damage the turbo seals. Turbochargers can either be replaced or rebuilt by specialists.

The newer Porsche turbo models tend to be very reliable (save for a few hundred 2011 - 2012 Panamera/Cayenne Turbo models with turbo casting flaws that caused dramatic failures), but are usually more expensive to repair and maintain. Spark plug replacement intervals are more frequent (24 - 30,000 miles on current Turbo models), and said spark plugs often require more labor to replace. Turbo models have more complex intake and breather systems, and the extra heat produced in the engine compartment increases the chance of vacuum leaks and sensor failures with age. Turbo boost hoses can sometimes fail or pop off, causing a dramatic loss in power and/or stalling due to the large vacuum leak created.

The best recommendation to owners of any turbocharged Porsche is to let the engine idle for a minute or two after a hard drive. This allows lubricating oil to continue flowing through the bearing housing as the turbochargers spin down from over 100,000 RPM.

Chris Andropoulos is the Service Manager and a technician at Schneider Autohaus in Santa Barbara (a Der Auspuff advertiser). Chris is a lifelong Porsche "nut" and is fascinated with and knowledgeable about all Porsches, from 356s to the latest GT3s. When he's not racing his daily driven 944 Turbo at PCA and POC track events, he can be found enjoying the beaches, ocean, and mountains of beautiful Santa Barbara.



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Company founder and owner Mike Yaskin is currently running a 2007 GT3. Yaskin still races to this day.



Service manager Tom Silknitter has joined the company after being in the Porsche field for almost a decade.

Two of our mechanics have extensive air-cooled 911 experience and have race prepped numerous water cooled 911s, Boxsters and Caymans.



340 East Church Rd.
King of Prussia, PA 19406
Tel: 610-277-6037
www.bavarianspecialties.com

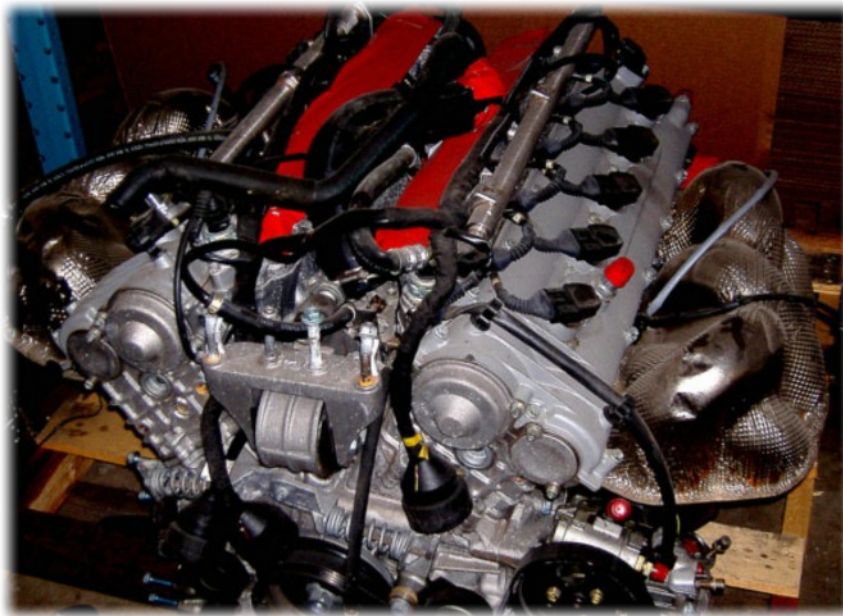


Riesentöter Region, Porsche Club of America

Moto -Trivia

This month we're looking for some performance info on this powerplant and what car it was built for. If you have the answer, 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 photo shows a Porsche 968, Production Years: 1992-1995. Total Produced: Worldwide production during the four years it was manufactured was 12,776 (4,665 in the US and Canada, 8,111 ROW).





We will unite with [WMMR's "Camp Out For Hunger"](#) to help fill the food banks of the Delaware Valley in order to feed the million or more people in our region who go hungry every day. Our club members are fortunate enough to own one of the finest production vehicles in the world -Porsche, yet there are many around us that are not so fortunate. There are many around us that couldn't even fathom paying to fill up our tanks with gas because they can't even fill up on food.

Last year's Camp Out For Hunger raised over \$240k and 386 tons of food for [Philabundance](#) and with our Riesentöter Family and the help of all our area Porsche dealers we can help exceed those amounts.

Join us by filling your frunk or trunk with nonperishable items (see below) and meet us at the United Artist Theater/Lockheed in King of Prussia at 7pm. At 7:45pm we will Caravan (this will literally be a food drive) or maybe even police escorted down to Xfinity Live in Philadelphia to the Sports Complex. (76 east, to 476 south, to 95 North, exit at Broad Street) and in array of generosity pop our frunks to help those less fortunate this holiday season. Please ask your family and friends to join us. **We want at least 100 Porsches** so please RSVP so we know when to stop sending emails.

PhilaFrunk with the gift of food.

Choose products that are in boxes, cans, or plastic bottles and do not have to be refrigerated such as:

- Canned/ Shelf-stable tuna and or Chicken/meat
- Macaroni and Cheese
- Canned/Boxed Pasta
- Canned Beef Stew
- Canned Chili
- Creamy Peanut Butter
- Jelly
- Canned Green Beans
- Canned Corn
- Canned Fruit
- Breakfast Cereal and Hot Cereal
- Non-refrigerated boxed or powered milk/rice milk



RTR-PCA

RTR-PCA

We are pleased to announce that beginning with the August issue, *Der Gasser* is now available in printed format for you to order at an additional cost. We will continue to publish *Der Gasser* as a digital newsletter free of charge for our members, but now offer this option for those who want a professionally printed hard copy of *Der Gasser*.

The cost of each issue will vary depending on how many pages each contains. The August issue of 26 pages costs \$6.20. Shipping is an additional \$1.56 for a total delivered cost of \$7.76. Delivery of your printed version will take 1-2 weeks via USPS first class mail.

Here are the instructions for ordering your hard copy monthly issue of *Der Gasser*:

1. Go to www.magcloud.com
2. Click on "Shop" at the top middle of the page.
3. Go to "Shop by Category".
4. Click "Auto & Cycles" to browse automotive and motorcycle publications or you can search by publication name. To use this option simply key in *Der Gasser* and press enter.
5. Searching by publication name *Der Gasser* will bring up all of the issues that are available to print and order.

In addition to ordering printed copies, you can also order or view digital copies for free. To order printed copies you won't have to create an account, but to order or view digital copies you will need to set up an account (which is free). The digital copies are the same as we feature on our website and send to you as a link each month. This option will enable you to buy professional quality copies if you or your car is featured in *Der Gasser*!

The *Der Gasser* team will continue to monitor the quality of the printed version with particular attention paid to the resolution of any photos and artwork. As always, please let us know how we can further enhance *Der Gasser* for your reading pleasure.

