

# DER GASSER



MARCH, APRIL 2009

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"Winter Fun" See page 17  
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The deadline for submission of materials is the 10th of the month preceding bi-monthly publication. Please e-mail submissions to Got2BFit@aol.com with "Der Gasser" as the subject line.

# DER GASSER

A monthly publication of the Riesentöter Region  
Porsche Club of America

MARCH/APRIL 2009

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*For the latest information, please visit the Riesentöter Region web page at: [www.rtr-pca.org](http://www.rtr-pca.org).*



## *From the Editor's Desk*

*The first day of Spring is March 20 and boy I'll tell you . . . I can't wait! During the winter months, our Boxster turns into a "garage queen," so when the snow melts and the streets are cleaned of that nasty gravel, we fire up "Zip" and hit the road.*

*It is also my heartfelt wish that the new season ushers in a stimulated economy. In an effort to cut costs, the Exec Board recently voted to decrease publication of Der Gasser from ten times per year down to six times per year. Due to the high postage cost, this should save the club thousands, and result in a thicker magazine chock-full of articles. According to the recent member survey, about fifty percent of you said you were in favor of Der Gasser switching to a bi-monthly, so we felt comfortable making the switch. The survey also said many of you would like to see articles on how-to/maintenance, track-prep, and technical issues, so I'm currently looking for contributors to tackle those topics.*

*See you 'round the garage,*

*Maureen Sangiorgio*

## **State of Affairs**

*By Graham Knight, RTR President*



We are well into 2009, and your executive team is planning many events intended to attract your participation including our monthly meetings, monthly breakfasts, annual picnic, drive and dines, driver education and autocross events. We have a dedicated team crafting more than 30 great events that will cater to the various interests of all of the Club's members. Be assured that we listen to your thoughts and judge our success by the level of your participation.

As is the rest of the world, Riesentöter is concerned about the state of the economy and is watching finances closely. As you will see in the 2008 financial statements elsewhere in this issue, your Club spends almost \$250,000 every year, most of which supports our driver education program. Track rental for several of our DE events approaches \$50,000. This year we are looking for new marketing opportunities to attract your interest and participation in our events. We are looking to cut the costs wherever possible without reducing the value of our activities.

For 2009 we are planning 10 monthly member meetings, eight events on our autocross road show, a gala picnic, annual banquet, 10 drivers education events *and* several new rallies. We hope that there will be something for everyone.

In our continued effort to keep our members informed of upcoming events, our web site is going to undertake another change. We want you to be able to check on upcoming events from your computer. Der Gasser will still be sent via mail, however, we are working to make the web site the current, up to the minute conduit for events, stories, pictures and the calendar, with the opportunity for you to receive updates by RSS feed or e-mail. We are also beginning to publish the minutes of our Board meetings on our web site so that you can better understand how the Exec team is working for the Club.

As the Club grows and becomes more complex, we are expanding to include committees to work with several of our executive positions. We will be posting "Help Wanted" ads on the web site and in Der Gasser to let you know what positions are available. We hope you will have the desire to get more involved—our Club has a rewarding position for you!

Thanks again for being part of the Club, whether you come out to vendor night or you participate in every DE event, enjoy our banquet or attend a rally. We appreciate you as a member and are working hard to make this a thoroughly enjoyable Club.

*-Graham Knight*

president@rtr-pca.org

## NEW DER GASSER PRODUCTION SCHEDULE

In an effort to save the club \$\$, Der Gasser is changing from 10 issues per year down to six. We're also going to scale down our postage status to non-profit organization postage. Here is a handy guide to help you with the new submission deadline dates:

<b>ISSUE</b>	<b>DEADLINE FOR SUBMISSIONS</b>
May/June	April 10
July/August	June 10
September/October	August 10
November/December	October 10

— Maureen Sangiorgio, Ed.



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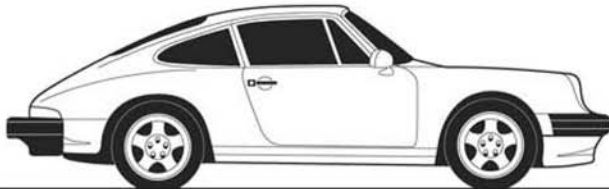


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## AutoX News

**Drivers . . . Start Your Engines!**



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

## RTR Autocross Receives International Coverage

*By Mike Kling*

Philadelphia SCCA hosted their first Winter Series Autocross at Citizen's Park. As luck would have it, I ran into my old friend, Myles Tidball. Myles is a reporter for Canada's leading monthly Motorsports magazine "Autocross Weekly". Below is his article, reprinted with permission.

### *Winter Auto Cross Gains Traction in US*

*by Myles Tidball*

*Congratulations! Our southern neighbors have finally figured out how much fun winter driving can be. Auto Sledding and Car Skating, along with Winter Auto Cross have been enjoyed for decades here in the Great White North. Now Philadelphia, PA, in the USA, has started a winter Auto Cross series. Philadelphia, famously known as the "cradle of liberty" and "city of brotherly love" and infamously for their motto "Come for the cheese steaks, stay for the angioplasty", is the perfect venue to launch such an event.*

*The day started early with the intrepid racers busy in their preparations. The bleachers quickly filled and were a sea of blue. It seems defending RTR Auto Cross champion, and home town hero, James Wirth, has quite a following. The fans' deep blue shirts emblazoned with WIRTH'S WARRIORS were quite a site. The crowd rose to their feet cheering as Jim entered the field for the obligatory autograph signing and pre race interviews with local television reporters.*

*The western side of the course had some commotion as Wirth's competitor rolled onto the course. Current Broken Crankshaft Award winner, newcomer and Cinderella story Mike Kling piloted his car to a smaller crowd waving their signs and chanting "I LIKE MIKE". Apparently Kling's fan base comes mostly from his home town of Pittsburgh. A bystander told me that the crowd was unusually small as revelers continue celebrations since the winning of some competition involving a large basin. I believe he said it was a "Super Bowl"? I have never understood American sports.*

*Anyway, the grid was hot, the air was cold, and the race was set to go. Jim and Mike slogged it out. In the end, there can be only one winner. The crowds were cheering frantically for Jim as he handily won the contest. He's on his way to another great season. At the trophy ceremony Jim pledged that all of his winnings this year will be donated to the Human Fund. No wonder he's the crowd's favorite.*

As always, Myles has captured the thrill of Auto Crossing in his very insightful article. Your RTR Auto Cross committee is putting together an exciting season for all members. Our kick off for 2009 will be Saturday April 18<sup>th</sup>. Dave Neuman will again teach a class at Specialty Auto Center in Allentown. Our first event will be in Hershey on Sunday April 26<sup>th</sup>. Mark your calendars and come on out for a great time and learn just how great these P-cars can perform.

On last note, our Planes and Porsches event date must be changed due to a scheduling conflict with Reading Airport. Stay tuned for the new date.

**Mike Kling**

Official Autocross Newbie

# Calendar of Upcoming Events

## RTR MONTHLY MEETING SCHEDULE

Meetings start with a social hour at 7pm unless otherwise stated.

**March 25** - Vendors Night at Dougherty Automotive Services, 720 East Niels Street, West Chester, PA. Contact 610-692-6039.

**April 29** - Penske Racing Shocks, 150 Franklin Street, Reading, PA, 610-692-6039. Penske Racing will be providing a guest speaker. info@penskeshocks.com.

**May 27** - Knopf Automotive, 3401 Lehigh Street, Allentown. Contact RTR member and Assistant Porsche Manager Jim Sangiorgio @ 610-967-0787. jsangiorgio@knopfauto.com.

## DE TECH INSPECTION SCHEDULE

May 2	Holbert's (Pocono)
May 23	Meenan's Transmissions (NJMP one day)
June 13	Dougherty Automotive (NJMP Lighting)
July 11	Meenan's Transmissions (NJMP one day)
July 18	Dougherty Automotive (The Glen)
Aug. 8	Tilson Motors (Summit Point)
Sept. 5	Knopf Automotive (Pocono)
Oct. 3	Holbert's (NJMP Thunderbolt)

Time of techs is 9:00 am to approx 1:00 pm.  
Address of sites will be on the Forum and on the web site.

## RIESENTOTER REGION 2009 DE SCHEDULE

EVENT NAME	EVENT DATE	OPENING DATE OF REGISTRATION FOR RTR MEMBERS	OPENING DATE OF REGISTRATION FOR NON RTR MEMBERS	CLOSING DATE OF REGISTRATION
Pocono North (Advanced Day)	May 15, 2009	March 15, 2009	April 14, 2009	May 2, 2009
Pocono North	May 16-17, 2009	March 15, 2009	April 14, 2009	May 2, 2009
NJMP Lightning	June 3, 2009	March 15, 2009	May 3, 2009	May 20, 2009
NJMP Lightning	June 26-28, 2009	March 15, 2009	May 26, 2009	June 11, 2009
NJMP Thunderbolt	July 15, 2009	March 15, 2009	June 15, 2009	July 1, 2009
Watkins Glen	July 31 - Aug 2, 2009	March 15, 2009	July 1, 2009	July 18, 2009
Summit Point	August 20-21, 2009	March 15, 2009	July 20, 2009	August 6, 2009
Pocono North	Sept. 19-20, 2009	March 15, 2009	August 18, 2009	Sept.r 5, 2009
NJMP Thunderbolt MAW	Oct 16-18, 2009	March 15, 2009	Sept.r 15, 2009	October 1, 2009

Please note: Online registration opens this year at **8:00AM on 3/15/09**

Advanced Days are White, Black and Red groups

Driving event registration is conducted online through the Pukka Software Company at [www.motorsportreg.com](http://www.motorsportreg.com). We will also be using this system to communicate electronically with you going forward, so we ask that you log on to and verify/update your vital information. Once online, you may amend your username and password if you wish to do so and register for events. It is critical that we have a current valid email address for you. Please remember to update your information in the future should there be any changes.

Event registration is not complete unless you pay. Payment may be accomplished on line via the Pukka Software system by VISA, MASTERCARD or ACH CHECK or you may mail your payment to the registrar after you complete the online registration.

WAIT LIST – Student applications are accepted on a first come, first serve basis, provided all eligibility requirements have been met. There are a limited number of Student spaces available for our events. This number may vary from one venue to another. Additionally - Students are divided by Run Groups based upon the experience level of the Student. If we receive event applications after a Run Group is full, a Wait List will be created. Wait listed applicants will be accepted on a first come first serve basis if a vacancy is created due to a cancellation. The event registrar will inform you of your status (confirmed or waitlist) before the event.

**Please contact the registrar or Track Chair with any questions:**

Kevin Douglas, Registrar  
Email - rtrreg@rtr-pca.org

Myles Diamond, Track Chair  
Email - track@rtr-pca.org



# Riesentöter 2008 Awards Banquet

*By Robin Zelinskie, RTR Social Chair*

The 2008 Awards Banquet was held at the Sheraton Philadelphia City Center Hotel this past January 17<sup>th</sup>. The move to January was the result of a member survey. Members enjoyed cocktails and hors d'ouerves along with stationed buffets for dinner that included a raw seafood bar, choice of freshly prepared pasta dishes, carved beef tenderloin and desserts all the while gazing over the city lights from the rooftop ballroom. Awards and a lot of dancing followed. The whole evening presented an opportunity for members to mingle and enjoy socializing. While the move to January proved not as popular as the December banquets, the format of the stations and shortening the time for awards and door prizes was a big hit.

**The award winners are:**

RTR award: Jim and Robin Zelinskie	Tattered Helmet: Ricky Owens
Instructor of the Year: Myles Diamond	Mighty-Nitto: George Busch
High Speed Driver of the Year: Ricky Owens	Broken Crankshaft: Mike Kling
Annual Door Prize: Dan Yonker	



*Jim and Robin Zelinskie*

I would like to extend a special thank you to all who donated door prizes. Please continue to support their businesses as they continue to support our club.

<b>Fab Speed</b>	<b>J&amp;J Motors</b>
<b>Dougherty Automotive and CDOC</b>	<b>Holbert's</b>
<b>Possum Hollow Motorsports</b>	<b>Knopf Automotive</b>
<b>Rosen's</b>	<b>CJ Tire</b>
<b>Porsche of the Mainline</b>	<b>and RTR member John Crowley</b>
<b>Vision</b>	



*George Busch, Vee, and friends*



*Pam McKelvie and guest*



*John Heckman giving Tattered Helmet Award to Rick Owens*



*Jack and Carol Kramer (Carol: nice change from your usual lampshade)*



*Jeff Haas, John Randolph, and friends*

**All photos: Mike Andrews**





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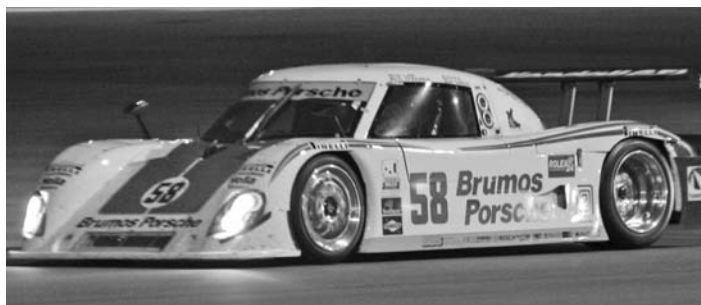
# Local Race Car Driver Nabs Superbowl of Racing Series *Catching Up with Philly's Own – Race Car Driver David Donohue, Part I*

*By Maureen Sangiorgio and Ken Souser*

**Q: Congratulations on your recent win at the Grand Am Rolex 24 at Daytona. At what point in your career did you decide to become a full time racing professional? What prompted this decision?**

DD: "For me the turning point was when my father, Mark Donohue, was inducted into the Motorsports Hall of Fame in Michigan. My wife and I attended the induction ceremony, where I was exposed to my Dad's colleagues and competitors, such as A.J. Foyt, Mario Andretti, Johnny Rutherford, total icons of the racing series. And they're talking to me like they were my uncles. It really blew me away. So ultimately the question would come up over and over again, 'Where are you racing?' At that point I was just doing PCA DE events, and just having fun. This was the early 90s and I just graduated from Lehigh University and I couldn't find a real job with a degree in Finance. It was through the PCA connections that got me started. The Supercar series was just starting up and it was a great starting point for me."

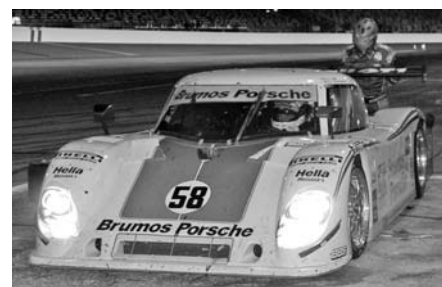
"Things just started to bloom from there. Gordon Nagle realized that sportscar racing was a tough sell; it cost a lot of money, sponsorships were hard to come by, especially in the mild recession we were in at that time. It was hard to justify a payback for any



*Craig DeStefano/David Donohue*

sponsor. The one place where it works without being a charity is Nascar. There's more sponsorship money in Nascar and more people making money in Nascar so he teamed me up with Mark Thomas in Pennsylvania. So I did some Busch racing with Mark. Then we quickly ran out of money. Then I met up with another PCA guy, Ed Arnold, who was building some M5 BMWs for the Supercar series. So I won the Supercar championship in '94. Every relationship that I had made between '91 and '94 has been the foundation of my career. It's pretty miraculous. Even the job I have now is based on meeting Bob Snodgrass back in '93. He is the spirit of Brumos Porsche. He passed away about a year and a half ago. He kept telling me, 'You're gonna drive for me some day.' He was a man of his word!"

**Q: Winning the Grand Am Rolex 24 in Daytona with the Brumos Porsche team 40 years after your father did must be the highlight of your career so far. How did it feel?**



*Patti Tantillo/Night pit stop with Donohue driving*

DD: "It's definitely the high point of my career. The fact that it happened on the 40<sup>th</sup> anniversary of my father's victory is coincidental. That's not what makes it the highlight for me. The truth is it's the highlight of my career for several reasons. One is it's one of Brumos' two home tracks. Brumos is based in Jacksonville, FL. It's one of those iconic events that was near and dear to Bob Snodgrass personally. I feel like he was there for me every year up to his death. Even though I wasn't driving for him for ten years, he was one of the guys I would call on for personal or professional advice. He was a father figure to me. When I started to drive, a lot of my motivation comes from trying to pay him back. How do you pay back a guy like that? I can't do it through gifts and material things. I have to do it through an effort or something that nobody else could give him. Achieving this victory is like finally giving him something meaty to pay him back. The win was an homage to him."

"Another reason is our team has been together since 2003 and we really had some low points through 2005 and 2006. We were saddled with uncompetitive cars, and it didn't look like there was a light at the end of the tunnel. People counted us out; we were an also-ran just filling the field despite our efforts. We felt like we were handcuffed; we couldn't do anything. We never sealed the deal with a win. Winning the biggest event against the likes of Penske and Ganassi and the legendary Hurley Haywood was incredible. Another tribute to the team was the second car finished third. To have two cars on the podium defines a strong team. At the end of a 24-hour race, to have two cars on the lead lap, from the same team, fighting for the win, is pretty exemplary. These guys really did a great job. For me to be able to not only pull off a win, to be in the car in the finish, carrying their flag, it was a huge honor and privilege."

**Q: Says a lot for Porsche doesn't it?**

DD: "Yes, it was a Porsche engine, the smallest in the series, and it did a great job. Porsche pretty much dominated that race because they won the GT class."



*Patti Tantillo/Victory Lane with Brian Redman*

**Q: What were the low points you experienced as a driver?**

DD: "Some of those years were extremely frustrating. When you work so hard together as a team, and you're not winning, you begin to wonder why you're racing anymore. You knew there was no chance to win. No chance in hell. You're so far back in the grid, unless a bomb dropped on the leading cars, that was the only way you were going to win a race or even accomplish a podium. People question your abilities, and you're not taken seriously. It's hard on the crew guys because they're putting in the same amount of effort, if not more, than the guys running up front, and they had nothing to show for it. It was a really demoralizing time."

"In 1997 I won a championship in the Supercar series, but then I didn't have a ride in 1998. '98 I won LeMans in the Viper, but it was a really challenging year. I only did a handful of races with this French team. You look at the low points and you think of getting out of racing all together, and there were a few of those times. What else could I do?"

**Q: What advice would you give anyone considering a career as a race car driver?**

DD: "I would like to tell everybody that they don't know it all. You get out on a track, and you'll see different driving lines and techniques. I'm constantly learning from Hurley and my team mates. We review data a lot. That's one thing I'm really surprised I don't see more of in the Porsche Club. There's not much data acquisition, and not many people looking at it. When the car is loading all kinds of data, you can view graphically how you drove a lap such as wheel

speed, cornering forces, brake pressures. I see people in the club spending thousands on their cars, and they're not putting in data acquisition. There are affordable systems around; more affordable than an engine rebuild. I'm surprised a lot of Porsche Club members aren't investing in themselves as drivers rather than investing in their cars. If you're serious about driving, then you have to acknowledge that you don't know it all. You can get better as a driver. Check out the various racing supply stores and investigate it. And it's something that can go from car to car so if you purchase a data acquisition system, it's like buying an asset like a helmet."

"Another bit of advice is to keep getting seat time. Even a concert violinist practices, and seat time is practice. Professional football and basketball players practice, what makes a driving professional any different? It's a difficult profession; it doesn't matter how good you are, how lucky you are, or where you've been, all those things matter together. You can put more effort in to it than anyone else in the industry and yet not win. It's not just one thing that allows you to have a career,



*Patti Tantillo/Donohue and Law after qualifying on the pole*

all the stars must be aligned. I'm very fortunate that I have a supportive spouse that pays the bills while I was making any money."

"It's not as glamorous as people think. There were some times in my career when I really struggled with it if I should keep racing. I thought about what else I could do for a living. How was I going to support my family? There are many times when you're away from your family for a long period of time, you miss birthdays and special events; there's sacrifices. Also long road trips to horrible conditions, dingy hotels with bugs, racing in the rain. People don't realize what it took to get to where you are now. And the price you'll still pay just to keep things going."



*Craig DeStefano/David Donohue*



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# NEXT GENERATION PORSCHE 911 GT3 TO MAKE WORLD DEBUT IN GENEVA

ATLANTA --- January 29, 2009 --- Porsche will launch the fastest, most powerful 911 GT3 to-date at the Geneva Motor Show on March 3, 2009. The high performance GT3 is the latest in the new generation 911 series and carries over a wide range of expertise learned from motorsports – resulting in superb capabilities both on road and on track.

## **New Engine**

The 2010 Porsche 911 GT3 raises the performance bar thanks to an increase in engine size to 3.8 liters and VarioCam technology now on both the intake and exhaust. The naturally aspirated six-cylinder boxer engine develops 435 bhp, 20 bhp more than its predecessor.



The new, larger engine offers a significant increase in torque at medium engine speeds, which is particularly important for everyday driving. Track performance is also improved; the new GT3 accelerates to 60 mph in 4.0 seconds and reaches a top track speed of 194 mph.

## **Improved Suspension**

Driving dynamics have also been enhanced, and the new GT3 offers even better grip and stability. Porsche Active Suspension Management (PASM) has enabled Porsche's engineers to make the springs and anti-roll bars stiffer, thus ensuring even more precise handling in sport mode, while retaining a level of comfort suitable for everyday use in normal mode. For the first time, the 911 GT3 comes standard with Porsche Stability Management (PSM), with suspension mapping mirroring that of the GT2. The driver can disengage both stability control and traction control in separate steps.

## **Refined Aerodynamics**

At high speeds, aerodynamic improvements have increased downforce at both the front and rear, more than doubling the effect of the previous GT3. At the same time, the new aerodynamics package, with larger vents in the front and rear bumpers gives the GT3 a brand-new look, accentuated by standard bi-xenon headlights, LED rear light clusters and modified air intakes and outlets.

## **Innovative Engine Mounts**

The new GT3 will be available with new and highly innovative dynamic engine mounts. Utilizing magnetic fluid, these inventive mounts automatically stiffen to create a more solid coupling between the engine and chassis when the car is driven energetically. This provides a sporting, rigid assembly on fast bends and winding racetracks yet allows for engine isolation and increased comfort while driving in everyday traffic. Traction is also improved when accelerating from a standstill.

## **Upgraded Brakes**

With driving dynamics and performance at an even higher level, the brake system, following a long Porsche tradition, has also been enhanced accordingly. Brake discs are larger and feature an aluminum hub to reduce weight. Increased brake ventilation ensures a high level of brake power over long periods, and the GT3 can also be equipped with PCCB ceramic brakes, developed specifically for this model.

## **Creative Front End Lift**

A new lift system for the front axle is also available. By utilizing an on-board air compressor, the front of the car can be raised for steep driveways or inclines. The touch of a button raises the front ride height by 30 mm, or 1.18 inches and at speeds up to approximately 30 mph. New, lighter GT3 specific center lock wheels and ultra-high performance tires round out the functional and visual enhancement of the GT3.

The 2010 Porsche 911 GT3 will be available in the fall of 2009, MSRP \$112,200 US.

# Basic Tire Pressure and Brake System Information

By Bill Lehman

You may have heard how much fun, and possibly addictive, our Drivers Education program can be and have decided to give it a try. I've recently returned to the track after an extended absence and in conversations with other students have found that a better understanding of tire pressure could be helpful. Our Drivers Ed manual addresses various brake fluids and pads but I have added some detail about specific fluids and boiling points as well as some pad choice considerations.

## Tire Pressure

Tire pressure is very important. It directly affects safety, braking and handling characteristics, and tire wear. If a tire is under-inflated then the center of the tread cannot work efficiently. During cornering the tire will rollover and wear the outside edge of the tire. Eventually this will wear right down to the cords creating the condition known as "cording". Once this occurs the tire is useless. In extreme cases under-inflation can result in complete tire failure. If the tire is over-inflated, the center of the tread will become convex or crowned. This reduces the contact patch and can create a "greasy" feeling while cornering and also increase braking distances.

The "correct" tire pressure is dependent on many factors including the vehicle weight, weight distribution front to rear, the make and model of tires being used, whether the track is wet or dry, and driver preference. The first tool you need is a good tire pressure gauge. I recommend a dial type graduated in 1# increments. A nice feature is an air pressure release button which allows you to bleed off pressure as you are measuring the pressure. 'Der Gasser' advertiser CDOD is a source for this type of gauge.

We've got our gauge, where do we start? The best starting pressure is the vehicle manufacturers recommended tire pressure which is found in the owners manual or on a plate in the glove compartment or door jam. A typical pressure might be 29 psi front and 36 psi rear. These are cold pressures and should be taken before the car has been driven or had one or more wheels exposed to the warmth of sunlight. Using these factory pressures will assure that you are not under-inflated. Once you have completed your first session on the track the tire pressures should be checked as soon as you get back into the pits and before the tires have a chance to cool off. You will find that the pressures have increased. The heat created from cornering and braking forces can easily increase pressures by 5 psi. An increase in ambient temperature as the day warms will also increase tire pressures. Most road courses that we run are in a clockwise direction and have many more right hand turns than left hand turns. This will consequently heat up the "outside" or left tires more than the right side tires.

Your first adjustment should be to bleed pressure on the left side to match the pressure on the right side. If any one of your tires has dropped below your cold starting pressure, you may have a puncture. It's much better to discover this problem in the pits. After you have matched the left to right sides consider your final hot pressure. If you are over 40 psi hot, you might be approaching an over-inflation condition. If the car started to feel a little "greasy" as the track session wore on it might confirm an over-inflation issue. 40 psi is not a magic number and is dependent on tire type and vehicle factors but some tire manufacturers publish a maximum pressure of 50 psi. It might be a good idea to walk around the pits to see if any experienced driver is running the same car and tire that you are and ask him for his hot pressures. This information is usually willingly shared. I keep a log of my pressures every time I come off of the track. I note hot pressures all around and any adjustments that were made. I log the track, date, ambient temperature and any notes about how I felt these particular pressures were working. After I get home and the tires have cooled, I log the cold pressure. This gives me a starting point for the next time I return to this track.



Almost new Michelin PS2, note "Z" pattern on shoulder and how radial grooves wrap shoulder.

Tire pressures may be adjusted to fine tune the handling of your vehicle. As you gain experience and gradually increase your cornering speeds you may notice that the



front or rear wheels are sliding or skidding during cornering. If you turn the front wheels and the car wants to continue going straight you have understeer or as the NASCAR boys call it "tight or push". On the other hand, if the rear wheels want to slide out during cornering, you have oversteer or the car is "loose". The tire acts like a spring. If you reduce air pressure in the front tires you will decrease understeer. If you reduce rear tire pressure then you will reduce oversteer. If you add air you will get the opposite effect. Any of these pressure changes should be made in small increments. Only change one thing at a time. Go out in the next session and see how the car feels. Remember that you do not want to reduce pressure to the point of under-inflation. Some high performance summer tires such as a Michelin Pilot Sport Cup may benefit from an overall increase in tire pressure during wet track conditions. This is another area where experimentation and caution is required.

## **Brakes**

Porsches have very good brakes. As your skills advance you will find that you are braking much later and harder than you ever did on the street. As you are braking at the end of the straight the kinetic energy of your car is converted into heat. This heat is spread to the rotors, the brake pads, the calipers, and finally to the brake fluid. If the brake fluid gets too hot it will boil. When this occurs the brake pedal will get spongy and may require that it be pumped to slow the car. With severely saturated fluid, total brake system failure is possible. Brake fluid is hygroscopic or, in other words, absorbs water. This absorption occurs over time. Because of this fact brake fluids are tested for their dry boiling point and wet boiling point. As an example, the commonly used ATE Super Blue has a dry boiling point of 536° F when new and fresh and a wet boiling point of 388° F when used over time or from an old opened container. This is the reason that the RTR Driver Education Safety Inspection requires that the brake system be flushed with clean, fresh fluid within 90 days of the vehicles first event and 180 days thereafter.

It's not difficult to learn to flush and bleed your system but that is beyond the scope of this article. Whether you or your shop does this work, you can choose amongst a variety of high performance or racing brake fluids. A companion to the above mentioned fluid is ATE 200 Gold. It has the same boiling points but is not dyed blue. If you switch back and forth between the gold and blue when flushing you can see when the fresh fluid reaches the caliper because of the color change.

Other choices with higher dry and wet boiling points are AP 600, Motul RBF 600, and Castrol SRF. The latter has a much higher wet boiling point but is significantly more expensive. Check with advertisers CDOC and Princeton Porsche for details.

OEM brake pads are designed to be quiet and have good friction characteristics under cooler operating conditions. They tend to be softer than racing brake pads and can wear very rapidly under track use. Again referencing the RTR Safety Inspection form, you will see that brake pads must be at least 50% of their new thickness. If you want to save your OEM pads, this might be a good time to consider racing brake pads. Porsche brake pads are very easy to change and you might want to do as I do and switch out your OEM pads to race pads for DE events and then switch back after returning home. Racing brake pads are designed to work in higher temperature ranges and will wear better under these conditions than OEM pads. Good pad choices for Porsches are Pagid, Hawk, and Performance Friction. All offer a variety of compounds depending on your application. It is possible to get a compromise high performance street pad which you can install and leave in your vehicle. CDOC offers Pagid and Hawk.

The common thread in this discussion of brakes is heat. Anything you can do to help cool the brake system will be a plus. 986, 987, 996, and 997 models can upgrade to GT-3 brake spoilers. These are inexpensive and snap onto the lower control arm. They are a factory Porsche part available from any dealer and can be a DIY project.

The first Drivers Education event will be soon. I hope some of the above information has been useful. See you on the track.



*Michelin PS2 after several track days. Note absence of "Z" pattern and how much less the radial grooves wrap shoulder. This is evidence of roll-over.*

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# FAMILY FUN ABOUNDS AT RTR'S FIRST ANNUAL DRIVE & SKI

*By Maureen Sangiorgio*

RTRs satisfied their need for speed at the first annual Drive & Ski held recently at Sno Mountain, Scranton, on Saturday January 31. Organized by VP Joe Asher, about 50 participants hit the slopes on an icy cold but sunny day.

"I had a GREAT time," exclaimed Steve Meenan. "I haven't skied in about eight years so I left my own equipment home and came here and rented everything. It was so easy. I didn't have to lug all my skiing equipment from the car to the slope. The skiing was awesome. It was so quiet and relaxing for me. No phone, no noise. I hope the club does this again soon."



*Ken Nielsen and Steve Mankowski with the Coors Light Girls*

"It was great to see many club members during the off-season and in a different setting," says Josh Dodd, who attended with his wife, Jenn. "Also, the event attracted many new faces including extended families. The skiing was great for Pennsylvania and Sno was kind enough to give us a discount and use of their room. Overall, I think Joe Asher did a great job and we would love to attend the event again next year."

Joe arranged for us to have the bar section of the restaurant to ourselves for half a day, so RTRs could mingle and meet other members. Many RTRs brought their children so they can all ski together and made a family event of it.

Sno Mountain is located just off I-81 in Scranton, PA. For more information, go to [www.snomtn.com](http://www.snomtn.com) or call 1-800-GOT-SNOW.





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## Upcoming Social Events

### MARCH

**"Not Just for New Member Breakfast" meeting: Sunday, March 29th @ 9am** at the Bob Evans restaurant - 2805 Lehigh Street in Allentown, PA. Contact Marty Kocse: Membership@rtr-pca.org or even give me a call at home anytime 610-865-0550.

**BRANDYWINE VALLEY WINE TRAIL DRIVE TO BE HELD SUNDAY MARCH 29.** The wineries of the Brandywine Valley Wine Trail will be showing off their brand new 2008 vintage during the month of March. These local winegrowers and vintners will open their cellars and tasting rooms for barrel tastings, tours, music, art shows, food, and other special events. Visitors may purchase a BOB Wine Trail Passport (for \$25) from any of the Wine Trail members, which includes a tasting at each winery and a Wine Trail logo glass.

An excursion to the wineries of Chester and Lancaster Counties is scheduled for Sunday March 29th. We will meet at 10:00AM in the front parking lot of the Main Street Exton shopping center. This is located at the intersections of Routes 30 and 100 in Exton, PA. Once assembled, you will be given Mapquest directions to and from each winery starting with the farthest and ending up at the TECA Restaurant in West Chester. I will also supply the addresses of each winery and TECA for those having on board NAV systems.

This is a "free form" event. You can go to as many or as few wineries as you wish. Each year the Brandywine Valley Wine Trail wineries come up with special activities, so you may choose to stay at a particular winery and skip others. If you would just like to hang out with fellow RTR members and skip the wineries, just show up at TECA Restaurant, 38 E. Gay Street in west Chester around 5:00PM. For more information or to buy your Passport early visit [www.bvwinetrail.com](http://www.bvwinetrail.com). Should you have any questions, please contact Mike Kling at [mklng@medicaltransportsystems.com](mailto:mklng@medicaltransportsystems.com).

### APRIL

**"Not Just for New Member Breakfast" meeting: Saturday April 25th** - location/time to be announced via email blast and web - time will be early am - following breakfast we will head as a group to the Porsche Only Swap Meet in Hershey, PA. Contact Marty Kocse: Membership@rtr-pca.org or even give me a call at home anytime 610-865-0550.

### JUNE

**My ALS, Lou Gehrig disease fundraiser is being held Wednesday, June 3, 2009** from 6:30 to 9:30 PM. It will be held at the Pearl S. Buck Foundation. The address is below. We will have live, silent and basket auctions, gourmet food and appetizers, desserts, lots of hot and cold beverages including wine and beer, free chair massages. The event will be held in their Cultural Center (Pearl Buck's old barn). There will be some wonderful artwork as well as other really nice auction items. We will have over 45 auction items. Pearl S. Buck International, 520 Dublin Road, Perkasio, PA 18944. Phone: 215-249-0100.

The cost is \$60/person or \$100/couple. The money raised will benefit the 900 ALS patients in the Greater Phila. area and ALS research. We anticipate 100 to 150 guests for our event. I am also looking for sponsors who can help finance our event. There are various levels of sponsorship starting at \$250 up to \$5,000. Each level has various nice perks associated with it. Interested parties can contact me: [dlrwild1@comcast.net](mailto:dlrwild1@comcast.net) or (215) 822-7474 at home

FYI, I have been a Riesentoter club member for 11 years. I was diagnosed with ALS in August 2007. I own a 1998 Porsche Boxster. I

am dedicating the remainder of my life to raising funds for the Greater Phila. Chapter of the ALS Association located in Ambler, PA. Bob Wilderman. [dlrwild1@comcast.net](mailto:dlrwild1@comcast.net) or (215) 822-7474.

**The joint regions of Rocky Mountain and Alpine Mountain will be hosting the 54th Porsche Parade beginning June 29, 2009** at the Keystone Resort in Colorado. Colorado has played host to five past Porsche Parades, so our history is tried and true. The 2009 Parade Committee is proud to be involved and is planning to make this a truly memorable event. One way to ensure an outstanding 2009 Parade is to invite the regions to contribute, rather than merely attend and participate. Many regions compile photos and videos of local club events that take place throughout the year. Some regions also have unique videos or maps of their local race tracks which may be of interest to your fellow Porsche enthusiasts. New for the 2009 Parade, we will have a large video screen in the Gastlichkeit Centrum (Hospitality Center) to display these pictures and videos. We believe this is an excellent opportunity to show off your region and contribute to the success of the 2009 Parade.

We have also received a number of requests to bring back the scrapbooks and historical items which have been absent from some recent Parades. This is another excellent opportunity for regions to contribute. We invite you to submit any pictures and videos you feel may be appropriate. We would appreciate receiving them as soon as possible, but ask that we receive them no later than June 1, 2009. Please send them via CD or DVD to the address below. You may also send your historical and scrapbook items to the same address, although if you prefer to bring these items with you to the Parade, you are welcome to do so as long as you contact us first so we have space available. Please e-mail Dave Keeley ([davekeeley@msn.com](mailto:davekeeley@msn.com)) with any questions or to notify us of your participation. We look forward to seeing you in Colorado! Best regards, Dave Keeley, 552 St. Andrews Drive, Longmont, CO 80501.

### SEPTEMBER

**Sunday, September 13, 2009 - FOUR OPPORTUNITIES . PARK** with other Porsche enthusiasts at Doylestown, PA's Mercer Museum (approx. \$6/pp charge which includes reduced admission into the Mercer Museum) **WATCH** the exhilarating 2009 Univest Grand Prix bike race through the charming Doylestown streets, **TALK** with the wonderful artisans presenting their work for sale at Doylestown's 2009 Art Festival, **TOUR** Henry Mercer's Museum of almost 30,000 items ranging from hand tools to horse-drawn vehicles, **ENJOY** lunch and/or dinner in one of the many fine Doylestown restaurants. Limit: 25 cars - To reserve a spot, email Donna Broderick at [mdbroderick@verizon.net](mailto:mdbroderick@verizon.net). <http://doylestownalliance.org/doylestownartsfestival.htm> [http://www.univestgrandprix.com/univestgp/news/2008\\_univest\\_grand\\_prix\\_returns.pdf](http://www.univestgrandprix.com/univestgp/news/2008_univest_grand_prix_returns.pdf) <http://www.mercermuseum.org/> <http://buckscountyalive.com/dining/ShowDining.cfm?webname=bcalive>

### DECEMBER

Holiday Banquet to be held December 12, 2009 at the Crowne Plaza, King of Prussia from 7-11pm. [www.cpvalleyforge.com](http://www.cpvalleyforge.com) or 610-265-7500. Contact Social Chair Robin Zelinskie: [robingz@comcast.net](mailto:robingz@comcast.net) or 215-256-9357.



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**1988 944 Coupe**, Apline white/partial black leather interior, Automatic, 94,900 miles, serviced by Precision Motorsports, runs perfect, looks great, no leaks, ac cold (R134), minor dash cracks and seat wear, very clean interior, no track time, many extra included, Alpine stereo w/xm & amp, no other modifications, garaged, 23+mpg. \$7,500. John Reilly, Kendall Park, NJ 732/586-3715

**1985.5 944 SP2 race car**, complete Racer's Edge suspension bushings, camber plates, coil over susp. with Leda adj. shocks, strut tower brace, reinforced A arms, Weltmeister frt. & rear adj. sway bars. full cage with custom Nascar bars, Frozen rotors with Hawk blue pads. Spec race clutch, new bearings in 07, CCW 8" & 9" X 17 wheels with new Hooiser tires, new paint in 07. Car is well developed and has many race wins. Contact Denny @ dennwasser@aol.com, 610-562-8956.

**JLowe Racing's 2008 Porsche GT3 Grand Am spec Cup car** is now available for immediate sale. The car was run in four Grand Am Rolex series events in 2008, and finished 4th at the Rolex 24 Hours of Daytona, driven by Johannes van Overbeek, Tim Sugden, Jim Pace, RJ Valentine, and Jim Lowe. The car comes with an attractive spares and wheel package, and now has less than 20 hours on the current engine rebuild. The car has been prepped by both Farnbacher-Loles and TRG, and is ready to hit the track now. Be the first on your block to win at Daytona, or just run out front during club races and SCCA events. \$200K fully prepped and nicely equipped. Contact Jim Lowe at 609-432-4606 or email at jim@jlowe-racing.com.

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## Porsche Accessories

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**Open steel car trailer** (1999 Dively). Dual axle, manual winch, spare tire/wheel, low-voltage wiring in conduits. \$1,450. Bruce (215) 498-6148 or breim1@msn.com.

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## Please note new terms:

*Member Classifieds are free to PCA Members for occasional sales of personally owned items and run from date received for two issues unless cancelled. Porsche Vehicles for Sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for two issues; check for payment made out to "RTR-PCA" must accompany your copy. "Commercial Classifieds" are available to businesses within the Riesentoter Region for the sale of Porsche cars, parts, or accessories; "Commercial Classifieds" are available at a cost of \$20 per issue, limit 25 words. Email submissions to Maureen Sangiorgio at Got2BFit@aol.com with Der Gasser on the subject line.*

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## FROM THE VAULT

By Steve Mankowski, RTR Treasurer

As most are aware, 2008 was both an exciting and challenging year. The same holds true for RTR. Our financial success is currently based on participation in our DE program. The year started strong with our Shenandoah event. However, until the 3-day event at Thunderbolt in October, none of our DE events met our budget expectations. We had several late registrations, which helped us to not only exceed our event budget but also erased the shortfalls from the other events.

RTR, however, is not just DE. Our program helps fund many of the other RTR activities such as our monthly meetings, social functions, rally and Der Gasser.

In looking to 2009 we are cautiously optimistic that many of these activities will continue to function in their current state. With an uncertain economy, I and your Board will remain focused on the success of our programs and will adjust as necessary for the benefit of the Region.

Finally, RTR has your money invested so that it works for us. Our investments have been and remain in CD's, money market accounts and through a non-profit program with the Commonwealth of PA. We look to achieve the best return on our investments while keeping risk at a minimum.

If you would like to get a more in depth understanding of our financial statements, please do not hesitate to email me at [treasurer@rtr-pca.org](mailto:treasurer@rtr-pca.org)

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**Profit & Loss**  
January through December 2008

	<b>Jan - Dec 08</b>
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Autocross Income	3,934.84
Bank Income	2,377.72
Der Gasser Income	10,692.50
Driver's Ed Income	222,200.31
Goodie Store	2,235.62
Membership Income	22,800.00
Misc. Income	1,080.00
Snidely Whiplash Income	420.00
Social	8,285.00
Website Banner Advertisement	1,500.00
<b>Total Income</b>	<b>275,525.99</b>
<b>Expense</b>	
Accounting expenses	0.00
Autocross Expense	4,085.30
Bank-Treasury Expenses	150.59
Der Gasser Expense	34,239.28
<b>Driver's Ed Exp</b>	
All Events	3,292.25
JC-Summit - June	19,568.34
Pocono - Advanced	6,397.17
Pocono - May	14,097.27
Pocono (MAW-Sept)	24,023.34
Shenandoah - April	15,676.59
Summit Point - August	16,798.23
Tech. Expenses	983.62
Thunderbolt	45,630.21
Thunderbolt - Advanced	10,766.40
Watkins Glen - July	45,098.60
<b>Total Driver's Ed Exp</b>	<b>202,332.02</b>
Exec. Meeting Stipend	1,800.00
Goodie Store Exp	3,203.21
Membership Expense	360.76
Miscellaneous Expense	215.38
Monthly Meeting Expense	6,838.20
Rally Expense	100.20
Snidely Whiplash	194.85
Social Expense	16,950.02
Web Site Expenses	302.40
<b>Total Expense</b>	<b>270,772.21</b>
<b>Net Income</b>	<b>4,753.78</b>
 <b>Net Assets @ 12/31/2007</b>	 <b>128,271.56</b>
 <b>Net Assets @ 12/31/2008</b>	 <b>133,025.34</b>



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A JOURNEY IS BEST  
MEASURED IN FRIENDS  
RATHER THAN MILES.

*– Tim Cahill*

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# RTR Membership

*By Marty Kocse, RTR Membership Chairperson*

The first RTR PCA survey results are in!!! I'll try to do my best to give a high level summary, so here goes.  
\*Please note that all the information below is relative to the membership that actually answered our survey.

Overall it appears that the respondents are happy with the club and the variety of activities RTR has to offer. However, there appears to be a demand for more non track driving/social events to be held in a variety of locations across the region. Driving Tours seem to be of interest to many as seen in our new VP's "Drive and Dine" events. They have had some success and are a welcome addition to the club. With our new Rally Chairperson, there will be more rally's held this year than in recent years and we welcome that also. Auto-x is still a big interest too and plans are in the works to keep things rolling along. In addition, the breakfast meetings appear to be a bigger hit than I originally thought and so we'll try to have one every month from this point forward. We will also plan to have each gathering in a different county in our region to make it fair for the entire membership.

According to the survey, the breakfast gatherings (20-50 attendees) are a good way for new members to meet people in the club (when they don't really know anyone) and make them feel welcome without feeling overwhelmed like they would when attending a monthly meeting for the first time (100-200 attendees). Getting new members involved in club activities will be my primary objective this year. In order to retain and grow our current membership level, new members will be getting a "Welcome to RTR" email blast at the beginning of each month and existing members will also get a "RTR Renewal" reminder email blast when it is time for those members to renew their membership.

Now for the not so good stuff... In the survey, the biggest complaint we had was that often events are simply too far away to attend conveniently or that attendees are simply too busy to attend monthly meetings during the week and weekends appear to work better for some. Also, our members appeared to need more advanced warning for all events so that they can plan their schedules accordingly. So, we'll be working on getting that nailed down this year also. The new email blasts appear to be working as reminders, helping to get the word out to individuals and remember, we have our calendar of events that can be found on our website at [www.rtr-pca.org](http://www.rtr-pca.org) 24x7x365.

As a club, I think we try to do what we can to satisfy everyone and it shows in the survey results. We strive to hold various events throughout the region. However, as you know we can't please everyone all the time, but we definitely try to do the very best we can at all times. Please remember that we are all volunteers and if you see a way that we could do things better, please volunteer to help make it happen. Get involved!

## **Here are some more facts about the survey:**

543 completed the survey, 303 attended at least one RTR event, 240 did not  
Social - Most attended/satisfied were social events in general leading the way with the monthly meetings - the RTR picnic along with the breakfasts, rally events and concours following not far behind  
Driver's Education was the most popular driving event by far with Watkins Glen, Summit Point, and Thunderbolt/Lightning being the most desirable tracks - Pocono South and Jefferson Circuit were the least desirable - VIR and Mid-Ohio we don't currently run with RTR but showed the most interest in attending in the future  
Auto-x - "Planes and Porsches" charity event was the most popular auto-x event  
Der Gasser - individuals prefer having der Gasser printed and on-line 2-1 over just having it available on-line - Respondents were most interested in the calendar and the upcoming social events - articles on technical "How To" also showed the most interest while articles on performance driving and member cars/profiles followed right behind - Respondents preferred having der Gasser go to 6x/year and most were very satisfied with the publication in general (Nice job Maureen!)  
Member Profiles - most respondents were between the ages of 40-65 yrs old and are found in Montgomery, Chester, and Bucks counties - respondents have 3-4 cars total with 1 other being a Porsche most often - although quite a few respondents had 2 or more Porsche's  
Car Modifications - wheels were the most popular modification with engine and exhaust changes following

## **Next two "Not Just for New Member Breakfast" meetings:**

Sunday, March 29th @ 9am at the Bob Evans restaurant - 2805 Lehigh Street in Allentown, PA.  
Saturday April 25<sup>th</sup> - location/time to be announced via email blast and web - time will be early am - following breakfast we will head as a group to the Porsche Only Swap Meet in Hershey, PA

Again, if you have any questions about the club, feel free to contact me at [Membership@rtr-pca.org](mailto:Membership@rtr-pca.org) or even give me a call at home anytime 610-865-0550.

# Riesentöter Rally Program Reborn!

No More Gimmicks...a true competitive test of  
Driving and Navigating.

Spring Rally May 23<sup>rd</sup> 2009

Great prizes for podium finishers!

Michael Thomas

Rally Master

Do you want to compete within Riesentöter? I know the answer is yes, but wouldn't you like to do it without fussing with your brake pads or tire pressures? Do you just want to hop into your Porsche as is...without worrying about a tech inspection or wearing a helmet...but still truly compete? Then you will absolutely love rallying with Riesentöter.

The new rally program is specifically designed to test a driver's ability to carve apexes repeatedly and be consistent and deliberate with his or her driving. A skillful navigator requires an absolute mastery of the map, an amazing attention to detail and the willingness to take chances. Only a team possessing both these skills will trim the necessary tenths-of-a-mile off of their final distance traveled to trump their competition. Beautiful, rarely traveled scenic roads. A chance to actually seriously compete in the car you love but don't want to thrash or modify.



Spring Rally May 23<sup>rd</sup> 2009

Montgomery County

1<sup>st</sup> place: \$100

2<sup>nd</sup> place: \$50

3<sup>rd</sup> place: \$25

Where: Wawa parking lot. NW corner of  
Germantown Pike and Whitehall Road

When: 9 am registration...driver and  
navigator meeting...first car off  
thereafter.

Pre-registration:

[mikethomas828@hotmail.com](mailto:mikethomas828@hotmail.com) and/or  
[motorsportsreg.com](http://motorsportsreg.com)

Entry Fee: \$10





# RTR TASTE OF THE TRACK

*By Steve Meenan, Co-Safety Chair*

Have you ever wondered what Drivers Education is really like? Experience the flavor of the PCA Drivers Education with the "Taste of the Track" Program. We have found that there are some members who would like to learn more about Drivers Education, but do not want to be a full driving participant in their own Porsche at this time. As a Non-Driving Participant you will be entitled to attend any classroom sessions, help at a flag station if appropriate, plus you will be a passenger with an approved instructor for one session. This is a good way for spouses, relatives and friends or those not sure of their interest level to experience the activity. PCA membership is not required by PCA, but individual regions may have further restrictions.

Your region-approved instructor will take the time to explain the basics of driving on the track, including track rules, some basic vocabulary and an explanation of "the line" and why we want to drive as smoothly and accurately as possible. Your instructor will drive his/her own vehicle in an appropriate level "run group" session (Novice or Beginner), and will answer your questions as you have them during the session (generally 20-30 minutes). The taste of the track director or registrar will assign your instructor and set up a mutually-agreeable session time for both you and your instructor.

This experience is intended to be educational and informative. If you are uncomfortable at any time, your instructor will adjust his/her speed or bring you into the pits at your request. Most instructors truly enjoy taking out Taste of the Track participants, answering questions and hopefully inspiring you to become a full-fledged participant.

You should plan to spend the whole day at the track and sample the entire experience. Regions have a required general driver's meeting in the morning, and often a separate novice driver's meeting later in the day. Some regions that provide event flaggers from within their own driver entrants will have an additional flagging training meeting. As a "Taste of the Track" entrant, you are required to attend all the appropriate meetings, and spend time at a flagging station if approved by the region.

There will be a modest charge for this activity (\$25), as each participant must be a paid entrant of the event for insurance purposes. Some regions donate this fee to a charitable organization or special programs. A helmet will be required – you will need to check with the sponsoring region to see if loaners are available. You will generally be required to wear long pants, long sleeves and closed shoes, just as full driving participants, however you should check with the host region for specifics.

## **Requirements:**

- Be at least eighteen years of age
- Sign all appropriate insurance and track waivers
- Complete appropriate entry form including payment of entry fee
- Attend activities as a Novice student, such as a Drivers' Meeting, a Novice classroom, and flagging session, if applicable
- Wear an approved helmet
- Clothing must comply with the Regional rules for Novice driving entrants

For more information, contact Steve at [stentech@juno.com](mailto:stentech@juno.com) or 267-784-5936.

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# PORSCHE FIELDS TEN FACTORY DRIVERS FOR 2009 SEASON – FIVE TO RACE IN U.S.

ATLANTA — The driver line-up for Dr. Ing. h.c. F. Porsche AG, Stuttgart, is now complete. A total of ten works drivers will contest various sports car and GT series around the world in the 2009 season, with five factory drivers having season-long assignments in the United States.

As in the past years, the Porsche factory drivers support teams in top class championships as well as long distance races and are also involved in the further development of racing vehicles.

In the American Le Mans Series (ALMS), Joerg Bergmeister (Germany) and Patrick Long (USA) belong to the favorites in the GT2 class with the Porsche GT3 RSR of the Flying Lizard Motorsports team. Long remains the only American Porsche factory driver. Wolf Henzler (Germany), as well, is keen to wrap up the ALMS title for the Farnbacher Loles Racing outfit. In a Porsche-powered Daytona Prototype, Timo Bernhard (Germany) and Romain Dumas (France) hunt for points for the Penske Racing team in the Rolex Grand-Am Sports Car series.

The season schedule for Sascha Maassen (Germany) has yet to be finalized.

Marc Lieb (Germany) and Richard Lietz (Austria) will form a strong pairing for the Proton team in the 2009 Le Mans Series (LMS). The two share the cockpit of a Porsche 911 GT3 RSR. Patrick Pilet from France will also contest the LMS piloting a GT3 RSR of the IMSA Performance team. Emmanuel Collard (France) joins forces with the Penders squad in the FIA GT championship.

The executive who contracts the drivers, Porsche head of motorsport, Hartmut Kristen, placed emphasis on continuity.

"I'm very pleased that I can count on ten world class pilots in the 2009 season. They have all competed for Porsche for at least a year and I know the strengths of every single one of them. In addition to the core series that we've chosen for our drivers, some of them will also contest other individual events," said Kristen.

## The Porsche works drivers (with date of birth):

Joerg Bergmeister (Germany) – 13 February 1976

Emmanuel Collard (France) – 3 April 1971

Romain Dumas (France) – 14 December 1977

Wolf Henzler (Germany) – 5 April 1975

Marc Lieb (Germany) – 4 July 1980

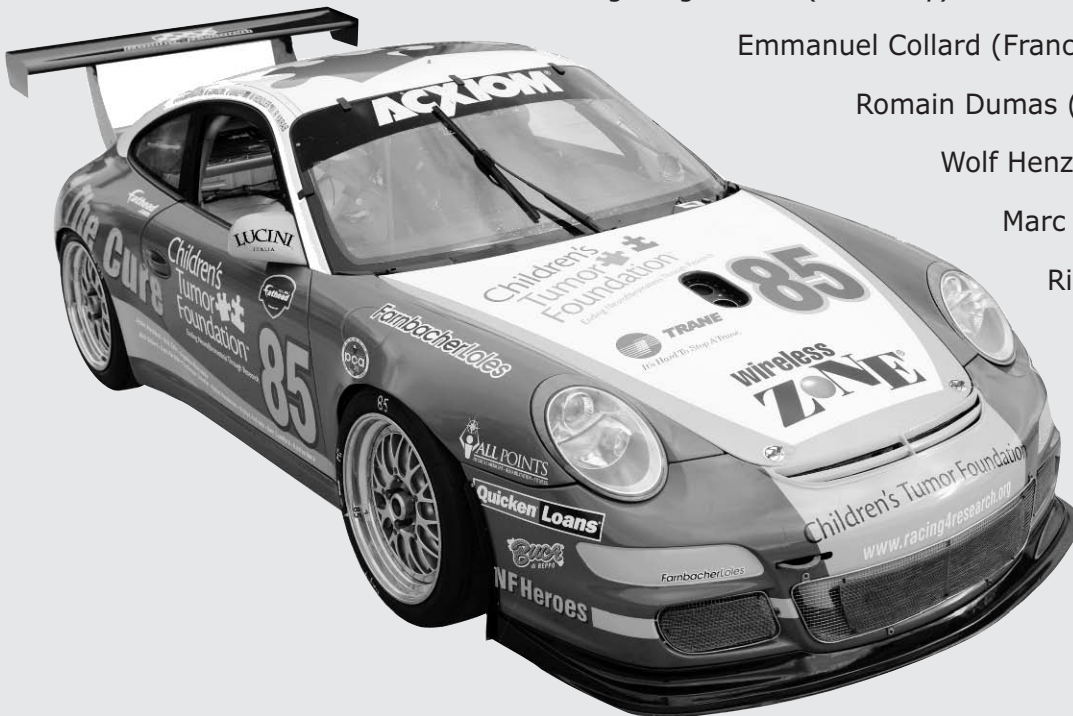
Richard Lietz (Austria) –  
17 December 1983

Patrick Long (USA) –  
28 July 1981

Sascha Maassen (Germany) –  
28 September 1969

Patrick Pilet (France) –  
8 October 1981

Timo Bernhard (Germany) –  
24 February 1981





## **PART II:**

# **Is A High Performance Driving School In Your Future?**

*By George Busch*

OK, so now you're hooked and you really have the itch to do a driving school. That's Great! Let's get started by breaking down 3 schools I attended according to what they offer:

1. BMW M-Driving School (2007)
2. Bertil Roos Racing School (2008) and
3. Bondurant School of High Performance driving (2008)

### ***BMW M-Driving School***

Located at BMW's own manufacturing plant and testing track in Spartanburg, South Carolina. This is a first class facility and their M-Performance Driving School gives the novice track enthusiast the ability to take BMW M-cars to their limit on the track. Pro instructors are on staff to demonstrate and teach the basic aspects of the M5, M6 and M-Coupe sports cars. Each is very impressive and capable in their own way and every car is radio equipped with instructors watching and critiquing your every move. Even though these are considered relatively large and heavy cars, I was impressed by the way they handled and accelerated on the track.

We went through slaloms, AX cones, stopping and braking while turning through cones, and wet and dry ABS maneuvers. We also had the ability to enjoy a short straightaway. Although having owned an M6 at that time and this being my first performance driving school, the techniques learned here can apply to any performance-oriented car. These M-cars and this school was an eye opening experience and would be an enjoyable event for the first-time novice student wanting to learn basic car control and to see if they have the desire to further advance their skills.

### ***Bondurant School of High Performance Driving***

A premier driving school located at the Firebird Raceway in Phoenix, Arizona. They are situated on a huge facility at the Firebird Raceway, with 3 road racing tracks and a karting track. Bondurant has several large buildings on site housing their corporate offices, classrooms and repair garages. This school offers many driving programs including C6 Corvettes, Z06 Corvettes, Formula 2000 Cars, Cadillac CTS cars and the new Pontiac Solstice program. They have over a dozen different schools ranging from student driver, accident avoidance, VIP Protection, high performance road racing schools, and more.

I chose the 4-day Grand Prix Road Racing package, which includes a facility tour, high performance skid pad instruction in specially prepared Cadillac CTS skid cars, assignment of Corvette cars for the duration of the school, classroom instruction, high speed ABS braking exercises and that's just Day-1. Days 2 & 3 were varying degrees of classroom, track time, braking and accelerating techniques, car control, entry/apex/exit corner maneuvers and rolling race start exercises. Day-4 was exclusively in Formula cars. These Formula cars can teach car control better than any performance car I've driven! They are light, responsive and an absolute blast to drive. Personally, I feel the Formula cars are an extraordinary training tool and chance to really see what a racecar can do in a controlled environment. The end of Day-4 was a final debriefing on the activities that transpired, SCCA license application,



student grading by their respective instructors and conclusion with Graduation Certificates.

Bondurant provides students with a helmet, driving suit, generous 3:1 student to instructor ratio and a first class lunch every day. Shoes and gloves are the responsibility of the student. It was a fun time and most did not want to leave. However, it was time to head for the airport and take our newly learned skills to be tested on tracks at home!

### ***Bertil Roos Racing School***

I chose the combined 5-Day Road Racing and Advanced School. This school exclusively uses Formula cars for the entire five (5) days at Florida's Moroso Motorsports Park ... Holy helmets, Batman! This is what I've been waiting for... Five Days in a Formula Car!

First we follow the Instructors around the track for several laps to become familiar with the track. Then, we're on our own in Formula 2000 cars, but no passing yet. After a break, we go back on track and now passing is permitted with a point by on the straights. Each day begins the morning classroom sessions, explaining the new drills for the day. Then we're out on track again. Lots of seat time. On day two we also did the skid pad in specially prepared Chevrolet Malibu cars. No need to wet the track, the hydraulics of the chassis simulates a wet or slippery condition. Amazing, and all controlled by the

Instructor from the right seat.

After lunch it's back to class for some more instruction on technique and race craft, then we strap in to our Formula cars for more track time. Everyday felt like sharpening a knife to a fine edge and perfecting the skills and techniques that we learned. My first time rotating a Formula car in a high speed corner is an experience I'll never forget. Once you do it, you want to do it all the time. The last day included 2 qualifying heats and 2 races, one of which is a rolling start.

Bertil Roos is a grass roots driving school teaching the nuts and bolts of high performance driving and racing. Not a lot of fluff, but a fantastic bargain for excellent instruction and well maintained equipment. Schools are available at tracks such as Pocono, New Jersey Motorsports Park, VIR, etc.

### ***Conclusion***

Reading about the various attributes of the schools described above is only a small taste of the actual experience. No words or photos can describe the thrill of driving a well-prepared track car, at speed, on a professional racecourse. I think if you have even the slightest desire of doing a high performance driving school, you should try at least one. You will be that much better of a driver than you were before the school. Good luck and have a happy and safe 2009 driving season!

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# Driving by the Book

By Christopher G. Karras

## Books reviewed in this article:

### **Going Faster! Mastering the Art of Race Driving**

by Carl Lopez

Bentley Publishers, 278 pp., \$29.95

### **A Twist of the Wrist II: The Basics of High-Performance Motorcycle Riding**

By Keith Code

Acrobat Books, 115 pp., \$19.95

### **Speed Secrets: Professional Race Driving Techniques**

by Ross Bentley

MBI Publishing Company, 160 pp., \$17.95

### **Riesentöter's Driver's Education Manual**

by Riesentöter Instructors

<http://www.rtr-pca.org/PDFandDOCS/2003DriversManual.PDF>, 37 pp., Free

Is it possible that a book can make a driver better? Countless authors and publishers are convinced that they can convince you that it can.

Porsche drivers, as virtually all drivers in the United States, believe themselves to be good and proficient drivers. The capabilities of modern automobiles, with their stability control, anti-lock brakes, automatic transmissions, radial tires and plenty of horsepower and torque, and the design of modern highways with sweeping turns and good sightlines do not test that belief in any substantial way. A driver education event with Riesentöter or another car club on a racetrack does put that belief to the test, in a teaching and learning environment that is intended to be safe, structured and controlled. The Riesentöter DE program is designed so that the participant can improve his or her driving abilities and acquire a better understanding of vehicle dynamics and driving safety at various tracks in the area. DE is not racing or preparation for racing. (When was the last time a racer slowed to let a faster car pass? That happens constantly in a DE as both drivers negotiate and agree on the place and manner of a pass so as to virtually eliminate the risk of car-to-car contact.) Nevertheless, as DE participants improve their skills they do get faster, and they desire to go faster still.

The Riesentöter instructor sitting in your passenger seat at a DE provides the most intensive learning opportunity, but all instructors are not equally expert in performance driving and

instructional technique. Access to professional driving coaches is limited, and expensive. That is why, as the DE season appears on the horizon, many drivers will turn to books for expert guides to driving.

*Going Faster* is the fundamental instructional book of the Skip Barber Racing School. Together with its companion DVD (available for rent from Netflix as well as for purchase), this is the single best, most comprehensive volume describing how to get around a track quickly. Building on the basics of physics, the determination of the best line through a corner and braking and other car control techniques, the book addresses the reality of speed on the track. In addition to a solid foundation of theory, the book also provides real world techniques to analyze a track and develop a plan to minimize lap times. There is not much to know about getting around a track quickly that is not addressed in this comprehensive book. The DVD adds a further dimension of description with in-car video and demonstration of the book's teaching. Together they provide for small dollars the entire classroom instruction one gets at a Skip Barber race school that costs thousands.

The book is so comprehensive, and at times dense, that a committee may well have written it. Treat it as a reference work and return to it every few months for a refresher course. It is a textbook, and it may not be entertaining, but it deserves a spot in your library and regular review.



Of course, there is a large gap between understanding *what* to do and actually *doing* it. Were that not the case, anyone able to read and understand *Going Faster* would be competing for a seat in a professional racecar, and that is far from the case. Just as studying a book on the physics of baseball will not put you in a major league game, reading any book, no matter how good, clear and comprehensive, will by itself get you around the track faster. Reducing lap times requires recognition of what is suboptimal and actually changing it to make it more optimal. *Going Faster* includes a discussion of data acquisition and interpretation, and that is critically useful in getting hard data about what the driver is doing, but again the driver must collect the data and tease from it the list of what needs to be changed, and then the driver must actually implement the changes.

*A Twist of the Wrist II* acknowledges the gap between knowing what to do and actually doing it, and provides a mental framework to bridge the gap. Although written by and for motorcycle riders, the mental approach described is identical to that needed by car drivers (and much of the vehicle dynamics description is directly applicable to Porsches and other cars with rear wheel drive). Code identifies seven of what he calls "survival reactions," reactions that arise from instincts to avoid injury but actually cause the opposite. These survival reactions, Code asserts, cause all driver errors: (1) lift off the gas, (2) tighten on bars, (3) narrowed and frantically hunting field of view, (4) fixed attention (on something), (5) steering in the direction of the fixed attention, (6) no steering (frozen) or ineffective (not quick enough or too early) steering and (7) braking errors (both over- and under-braking). All of these reactions lead to severe problems in a car as well as on a motorcycle, although the consequences of #2 are greater on a motorcycle than in a car.

Code provides a way of thinking through these issues and describes approaches, exercises if you will, to be used on the track to defeat the survival reactions. Think of approaching Turns 2-4, the Esses, at Watkins Glen where there are only a few feet of slippery grass between the track edges and the bright blue Armco. The instructor's mantra in that area is "don't lift, don't lift" repeated from Turn 1 to the top of the Esses. Lifting off the throttle will shift the car's weight to the front, lightening the rear and allowing the rear wheels in the turn to attempt to pass the front wheels—a spin. Code devotes a chapter to how lifting in a turn causes problems. His Rule #1 is "once the throttle is cracked on, it is rolled on evenly, smoothly, and constantly throughout the

remainder of the turn." There are four more chapters that address throttle control, each of which provides a way of thinking about the issue designed to help defeat survival responses, such as the tendency when entering a turn at a speed perceived to be "too fast" to lift off the throttle or even brake.

Code's book, and the California Superbike motorcycle riding course he teaches, is all about bridging the gap between knowing what to do and figuring out how to actually make oneself do it, particularly when every fiber in the driver's body is screaming to do exactly the wrong thing. Together with *Going Faster*, serious drivers should study *A Twist of the Wrist II* to learn about what to do and how to make oneself do it.

Ross Bentley's seven book *Speed Secrets* series attempts to combine the theory of *Going Faster* and the psychology of improvement that Code offers. Having the effort divided into seven not inexpensive volumes aggravates, but the more different ways one can read the same content can certainly help. As the title suggests, Bentley provides speed secrets (34 of them in the first volume alone) and then illustrates them. Secret #1 is "the less you do with the controls, the less chance of error." If you can make room on your bookshelf for a few of Bentley's books, you will find them good reading.

*Riesentöter's Driver's Education Manual* may be last in this review, but it should be among the first things any DE participant reads. Although it has not yet been updated for the tracks at New Jersey Motorsports Park and it retains some information that is no longer relevant because the Club now hires corner workers, the *Manual* still provides a wonderfully concise and focused description of what happens at a DE and the basics of car control on the track. As a refresher and a summary, the *Manual* is first rate. Edited most recently by Sutton and Kurt Faller, this is the perfect booklet to read at the beginning of each DE season.

No publication will supplant the in-car instruction available at a Riesentöter DE, but for those looking for a solid theoretical foundation for training or a new way of thinking about a familiar limit found on the track, some home study would pay big dividends. As questions arise, there is also a ready source of guidance: come to a member meeting or a DE and buttonhole our chief instructor or post your query on the Club's web forum. You will soon see that many roads lead to the same checkered flag and that, unlike with racing, there are many in the Club eager to help you get there as fast as you can.



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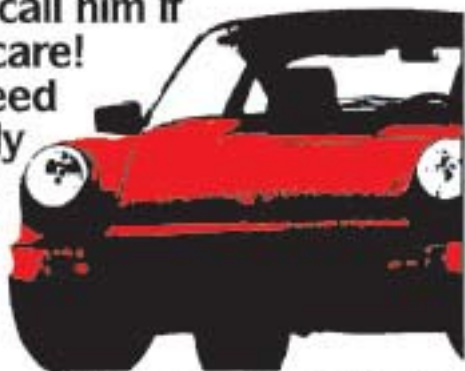
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