

DER GASSER



MAY, JUNE 2009

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On the Cover



David Donohue at the Rolex Daytona 24 hour race.
See page 10
Photo: Brumos Racing

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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
MAY/JUNE 2009

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For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org.

From the Editor's Desk

Sometimes I agonize over which image to run on the cover of Der Gasser, but this time, it was no problem. As soon as I saw that picture of David Donohue I knew in an instant it was the one. If you read the interview, you'll see how at one time he struggled with his racing career, and almost quit several times during the years he didn't win a major race. But then he persevered, and went on to win the Grand Am Rolex 24 at Daytona earlier this year. In that picture, David has a look of confidence and triumph over adversity. It's a lesson for us all, especially during these economically difficult times. Hang in there. You never know what might happen if you just keep trying.

See you 'round the garage,

Maureen Sangiorgio

State of Affairs

By Graham Knight, RTR President



Fellow Porsche enthusiasts:

Spring has sprung and it is time to dust off your Porsches and take them for a drive. Get out the glass cleaner, pump up the tires, fill up the tank and come out to one of our many fun events. You and the family can take a tour in the fresh air, enjoy a member breakfast, participate in a private tech session, or experience the thrill of the track at a driver's education event.

Let me share a little about myself, so that you can see that the Porsche club is what you make of it and the boundaries are limitless.

Four years ago, I decided it was time to bite the bullet and buy a Porsche. My first hurdle was "What kind of Porsche?" as there are quite a few to choose from. Well, after much research and contemplation, I landed with a 2000 Boxster; blue with some funny purple interior. I joined PCA and went to my first RTR monthly meeting. After a few introductions, people kept asking me "Are you here to sign up for the DE?" So I gave in and asked, "What the heck is a DE?" Well, 4 years and 3 Porsches later, I now know what a DE (Drivers Education) event is and they sure are fun.

The Boxster motor packed it in at 17,000 miles minus a warranty. With the help of many RTR members, and I sure did meet a few of them, Porsche comp'ed me a new motor. I haven't looked back. From the many breakfasts, drive and dines, DE events, social parties, banquets, Exec meetings, Zone meetings, tech sessions and more, I have discovered that the events are fun but it is people that make it great. This car club is for us and about us. Whether you do just one type of activity or you do them all; remember this club is what you make it.

One area that rang loud and true in our survey was that we all need to reach out and welcome the new members into the mix. That said I was not shy when I first joined the club and have met a fantastic group of people as a result. As a member, new or old, don't be shy about reaching out because we are all here for one reason; to play and talk cars.

So dust off your car, come out to our next social event or Drivers Ed and meet some great people. The Executive Board members work hard to help you make the most of the club. If you are inclined, volunteer to help out, we are always looking for fresh ideas and able bodies. The more you participate, the more you will enjoy.

-Graham Knight

president@rtr-pca.org

Letters to the Editor

Great job with Der Gasser. A bunch of information, well diversified. I am impressed! The bimonthly format should work well – you will only have to chase people for your deadline half as many times/year!

– Craig Rosenfeld, Dealer Principal,
Vision Auto Group

Address letters to the editor to **Got2BFit@aol.com** with Der Gasser in the subject line. Letters are subject to editing for length and clarity. Please include name and phone number.

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 standard postage. Here is a handy guide to help you with the new submission deadline dates:

July/Aug. Issue – Deadline June 10 Sept./Oct. Issue – Deadline August 10 Nov./Dec. Issue – Deadline Oct. 10
– Maureen Sangiorgio, Ed.



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Riesentöter Family Picnic



Ridley Creek State Park
Pavilion #8

Saturday, July 25th
Raindate- Sunday, July 26th

Noon to 5 PM



Want to go horseback riding or a take a pony ride?

Want to fish?

Want to bring out your Porsche for a
People's Choice Concours?

Want to bring a delectable dessert for our Dessert Contest?

YES ! YES ! YES! and YES !

Join your RTR friends and bring the family
(that includes the family pet!)

Lunch provided by Riesentöter

Bring your appetite along with a lawn chair or blanket, a
dessert for the Dessert Contest

and...

Let's have some fun !

Must pre-register by email- RobinGZ@comcast.net no later than July 20th to ensure there is enough food and beverages for all.

Horseback riding- contact hiddenvallyhorsefarm.com or 610-892-7260 for riding trails and pony ride reservations

Fishing- adults bring your fishing licenses

Playground next to picnic area

Directions:

From I-476 (Blue Route) take Rt 3 exit west to Newtown Sq, then south on Rt 252 to Gradyville Rd. Enter south end of park from Gradyville Rd. Pass by park office and follow directional signs to picnic area #8

Calendar of Upcoming Events

RTR MONTHLY MEETING SCHEDULE

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

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. Special guest speaker: Porsche Factory Driver and Rolex 24 at Daytona winner Patrick Long.

June 24 - CJ's Tire, 1309 Wilmington Pike, West Chester, PA

July 22 - Possum Hollow Motorsports, Phoenixville, PA

August 26 - Kenny's Spirited Eatery, 1134 Street Road, Southampton, PA; 215-357-9974. For the shooters out there, Kenny's is walking distance from Classic Pistols, so we are organizing a Drive and Shoot before the meeting. Contact VP Joe Asher at Asher681@hotmail.com or 215-669-6323.

September 30 - this meeting is still in the works.

October 25 - Our October Voting Meeting will be held in conjunction with the Oktoberfest Celebration at the Bear Creek Resort and Spa in Macungie, PA. It will be a Sunday afternoon event, complete with German beer, food, and dancing. More information to follow.

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

Advanced Days are White, Black and Red groups

Driving event registration is conducted online through the Pukka Software Company at 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

Porsche vs. McLaren – the CanAm Battle

By Bill Lehman

The CanAm series had been dominated by McLaren who won five straight championships in a row from 1967 to 1971..A few Porsche 908s were campaigned but they were no match for the McLarens. This all changed in 1972 with the introduction of the turbocharged Porsche 917/10. Prepared by Penske Racing and driven by George Follmer and Mark Donohue, this 900 horsepower machine won 6 of the 9 races in 1972. History tells us that McLaren lost interest in the CanAm and left it to concentrate on Indycar racing and F1. The following is a first hand account of a story that was never told.

During this period I worked for McLaren Engines located in Livonia, Michigan, a suburb of Detroit. Our primary function was to build and maintain the turbo Offy engines for the Indy team and the Chevrolet engines for the CanAm team. We also provided garage space for those teams as well as the F1 team when it was in North America.

The McLaren CanAm engine was based on the Chevrolet ZL1 427 V-8 engine. This engine featured an aluminum cylinder block and heads. Our version was dry sumped, used Lucas mechanical fuel injection, and a Vertex magneto for ignition. It displaced 509 cubic inches and produced about 750 hp. McLaren's late response to the Penske 917/10 Porsche was to increase the displacement of the engine to 596 cubic inches. This engine was used in the last race of the 1972 season at Riverside. Denny Hulme qualified second but did not finish the race.

McLaren Engines and Chevrolet agreed to develop a turbocharged CanAm engine based on the existing aluminum V-8 technology. We started with a 430 cubic inch version of the "Reynolds" block and modified the exhaust headers to accept a Garrett AiResearch turbocharger on each bank of cylinders. The pressurized air from the turbos was piped to two log style air boxes running over the fuel injector intakes on each side. One of the

problems with turbo charging in this era was the lack of throttle response because you had to wait for the turbo to spool up after opening the throttle..To solve this problem, our chief engineer, Gary Knutson, came up with the idea of using "Reed Valves" on the air boxes. Reed valves are one way valves normally used between the crankcase and carburetor of a two cycle engine..When exposed to a vacuum on one side, they would open. When that side was pressurized, they would close. We purchased some high performance reed valves developed for racing go-kart engines and placed one on the air box over each fuel injection intake. When the throttle was opened it created a vacuum on the inside of the air box and the reed valve opened admitting fresh air. Once the turbo built up pressure in the air box, the valve would close. This system worked well and we achieved 1200 horsepower on the dyno with reasonable throttle response.

The next step was to track test the engine. The engine was installed in one of the current M20 chassis and trucked to Road Atlanta. Denny Hulme tested it with some success. Although this test occurred during the winter and we were using the hardest compound Goodyear slicks we had, both rear tires blistered during acceleration. After evaluating the test results, Teddy Mayer decided that in order to be race worthy, the M20 chassis would have to be strengthened and that the Hewland gearbox would have to be replaced with a stronger unit that did not yet exist. The funds for these improvements were not available and McLaren never raced the turbocharged car.

In 1973.Penske returned with the improved Porsche 917/30 KL. This car allegedly developed 1100 horsepower in race tune and 1580 horsepower in qualifying trim. The Penske Racing Porsche 917/30 KL won every race during the 1973 season and the glory days of the CanAm series were over.

Calling All Photographers!

Ever dream of having your car on the cover? Ever attend an RTR event and feel inspired to take some great pics? RTR is running a Photography Contest to showcase RTR shutterbug talent. Subject of images must be RTR event or Porsche-related. The winner will have his/her pic grace the cover of the September/October issue of Der Gasser, and receive a \$50 gift certificate to the RTR Goodie Store. Here are the specs: photo submission must be 8 ½ X 11; 300 DPI or High Resolution, and Black/White. Submit all photos to our Photo Editor Ken Souser by September 3, 2009 to: Photo.editor@rtr-pca.org.



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PORSCHE

Local Race Car Driver Nabs Superbowl of Racing Series Catching Up with Philly's Own — Race Car Driver David Donohue, Part II

By Maureen Sangiorgio and Ken Souser

Q: Endurance racing demands stamina not only of the car, but the driver. What is your training regimen?

DD: "It's more lifestyle-oriented rather than, 'Here comes a 24-hour race I need to start eating healthy or carbo-load.' I don't eat at fast-food restaurants. I eat a lot of fruits and vegetables and generally try to eat healthy. I don't follow a strict diet but I do have a target weight I try to stay near. If I exceed that weight, I cut back on portions and snacks. I can gain weight in a heartbeat. I also try to stay active, but this year, and last year, was a real challenge because I had shoulder surgery."

"It's really hard to get cardio activity when you're not allowed to lift anything heavier than a pencil. I had a class-4 separation in my left shoulder and tore a bunch of tendons. I had it repaired last year, had it grafted, but then I stretched the graft in recovery. So I had a revision done this year, and am in rehab and recovery. But I pushed the surgery back to go to the new 997 launch in Utah in October, and had the surgery a couple days after I got home. That pushed my recovery way back. I'm still in PT now. It's hard to keep that level of physical fitness up when I can't ride my bike, work out on the row machine, or play tennis."

Q: Do you see any effect the current economic condition has on motor racing?

"Absolutely. I see fewer cars in the racing circuit these days. There were just over 50 cars in the race, and we're used to seeing 70 or 80 cars. We see it in Nascar, especially, in that the teams are laying off a lot of people. Everything's leaner, and on the sponsor side, the psychological aspect of advertising on a race car is not a desirable thing at the moment. Think about it – that company is laying off people, but they have enough to sponsor a race car. You have



to be able to figure out how to justify return on investment. It's a challenge, that's for sure."

Q: What is your favorite race car to date, and why?

"The Brumos Porsche car is certainly one of my favorites, but there's always the 917-30, but I don't know that I'd ever want to race it! It's the car my father raced, it had 1500 hp, and it was one of the most dangerous cars out there. I have driven it in a few races, but it frightened me a bit; had an amazing amount of power. When I drove it they turned it back to about 1250 hp, but it was still awesome power."

"The Brumos Porsche car that I just won the Daytona endurance race in was so well-tuned for that race. You really kind of wore the car; it did what you wanted it to do. If you made a mistake, the car would speak to you, and tell you you made a mistake, long before it was too late to do anything about it. Having the car that you can be that confident it, that you know you can go deeper than you should on the brakes, but still make it OK without giving up too much more. You can do whatever you want mid-corner and the car is not



haunted, it's not going to go flying off the track and doing anything spooky. You can really overdrive it and it will be OK. The car was Porsche-powered with a Riley chassis."

"Of course the old BMW M-5 that I raced in the Supercar series was a ton of fun to drive; it was a really cool car. Very cleanly put together. It was one of those cars that didn't really fit to where it was racing, visually, but it outperformed everything else. It was kind of neat because I felt like a wolf in sheep's clothing."

Q: Have you had any interesting experiences as a DE Instructor for Riesentoter?

DD: "One of the most interesting experiences I had with Riesentoter was when I was driving with a passenger a long time ago when I was in Red. Don Cox was following me. It was at Watkins Glen. He was chasing me, and I was overdriving, of course. We were going down in to the boot, and I nearly lost the car. It was a huge mistake, and I remember thinking, 'There's no way I'm going to get out of this.' But I did, and I kept going, and the next lap I go down there and do the same darn thing. I almost lost it again. Don Cox was right behind me and he thought for sure I was done. From my perspective, the funny thing was when we got back to the pit after the session. I asked him what he thought of the ride, and he said, 'That was great!' I asked him, 'Didn't you get scared?' And he said, 'No, I knew you were in control the whole time.' And I thought to myself, 'I almost wet myself!' And this guy thinks I did it all on purpose! We both could have been really hurt! I can only imagine how he drove the next time he went out."

"My wife has even spun at the Glen. I taught her how to drive stick in an old '78 911. She was doing great. She went flat through the Ss, and she would have scared the heck out of me."

Q: How do you juggle a very successful racing career with the demands of a family?

DD: "I feel terrible about the fact that I almost always miss my wife's birthday which is always around LeMans. But my wife is very understanding; she's a saint. It's the life she knows being married to me. She knows no different. She understands that these circumstances are beyond my control. I do the best I can, but it's a 14-race schedule. My father was seriously dedicated. He drove for Roger Penske, they raced a lot of different series at the same time, and I didn't really get to know my Dad at all because he was so busy working."

"But my wife and I made the commitment very early on, when we started having kids, that we weren't going to abandon them as far as our careers were concerned. That's one of the reasons why my career has been limited. There were plenty of opportunities but I never put myself on the market as much as others have. I drive exclusively for BMW or for Brumos Porsche now. It's fairly well-known in the industry that I don't race in every series out there. There are pluses and minuses to that, but I've made a conscious decision to put my family first."

"That's another reason that makes the Daytona win all the more satisfying. It makes all the effort and sacrifice worthwhile. There are so many people involved in getting the car to perform, to last, the good luck. It's something that you mark down on your resume that you won an endurance race than a shorter, 3-hour race. It validates all the sacrifice."

Q: What cars do you have in your garage that you personally drive?

DD: "Besides Porsche, Brumos also has Lexus and Mercedes, so I have two Mercedes. I have the R crossover and an E class. My teammate Darren Law has a 911 and he just loves it. It makes me wonder if I should dump the E class and shove my kids in the back of a 911. My kids probably wouldn't mind! All Porsches are unbelievable when you can get them out there on the track and really open them up. Especially the new PDK cars; they're phenomenal."



Photos: Brumos Racing

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RTR Membership

By Marty Kocse, RTR Membership Chairperson

The first "Not Just for New Member Breakfast" of the year appeared to be a success although the weather didn't cooperate all that much. About half of the people who showed up decided to take their Porsches out despite the rain showers, and we had fun regardless.

There were a few new faces in the crowd that I'd like to welcome:

Allison Newhart and Mike Hash in their silver Boxster
Grace Kennedy who came with her father **Tom** (an oldie but a goodie)
The whole **Karlisson family** (Anders, Kristine, Louise and Gustav)
Joe and Darlene Di Terlizzi in their red 928

And as always, the usual suspects showed up for some eats as well:

Art McHugh brought out his bright blue 944 Turbo
Paul Hedgecock showed up in his blue 911
Jim and Maureen Sangiorgio (our editor) brought out "Zip" their red Boxster
John Montoro brought out his blue Boxster
Josh Dodd came late and missed the food but hung around for Porsche talk
Greg and Jen Hassler brought out their 09 Carrera S won in the PCA raffle

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

Sunday, May 31st @ 9am at Christine's Restaurant - 3500 Reading Way, in Huntington Valley, PA 19006 - phone 215-947-3650. Here's a link to check out:
<http://www.rewardsnetwork.com/details.htm?merchantId=94425>. Please contact Chuck Snyder (csnyder1@comcast.net) if you have any questions.

Sunday, June 21st in Exton just off junction 312, Downingtown exit of the PA Turnpike. Location/time to be announced via email blast and web - Please contact our Auto-X chair, Steve McMorn (autocross@rtr-pca.org), with any details since he'll be running the show.

Checking out the RTR calendar quickly at www.rtr-pca.org, it appears that the season is in full swing in the May/June timeframe. Everything from car shows, spring rally, auto-x and a couple of DE's are on their way. And of course, our regular monthly meetings are always a hit. The May meeting at Knopf Automotive in Allentown will feature American Porsche factory race car driver Patrick Long so be sure to attend.

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

FIRST BRANDYWINE VINE TRAIL EVENT A SUCCESS

By Mike Kling

Bacchus, the ancient Greek god of wine, must have called in a favor with Mother Nature. The weather forecast called for rain, but we only felt a drizzle at the end of the day. Heavy fog was present as drivers started to gather in Exton. One driver stated it reminded him of a Napa Valley morning. How appropriate. I took the lead to our first stop at Twin Brook Winery in Gap, PA. Pulling up, the paved lot looked small, so I went around the bend to park in a grass field. Quickly, I remembered I wasn't in my Jeep. Wet grass with soft dirt beneath defeated all my traction and deflated my ego. Fortunately, I was able to do a Mississippi mud shuffle and get my car free. The vineyard owner ambled over and declared that they weren't scheduled to open for another hour. Lady Donna sprang into action, charmed him with her feminine wiles, and convinced him to open early. Not only did he open early, but he took us into the basement and gave us a private barrel tasting! What a great way to start the day (except for the mud).

The rest of the tour was fairly uneventful except for an unknown bridge closing on Strasburg Road. Thank Bacchus for GPS! We ended up at the TECA Restaurant where owner Robert Guadagnini sat us at an outdoor table. After an hour or so the rain began along with a clap of thunder. Our weather luck had finally run out. We reconvened inside to continue recalling the day's events and plan the upcoming year with our RTR friends.



AutoX News

Drivers . . . Start Your Engines!



Au•to•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.

2009 RTR AUTOCROSS SCHEDULE

Porsches are amazing sports cars but if you are not yet ready to take your beloved car on the race track, then autocross may be a great way for you to push the limits of your car in a safe, cheap and friendly environment.

According to the recent membership survey, approximately 55% of members were interested in attending Autocross events with RTR. Here's your chance as your AX sub-committee have been working hard behind the scenes to pull together a great schedule for 2009 which includes:

EVENT	DATE	WHERE
1	Sunday 26 APRIL 09	AX – Central PCA at Hershey
2	Sunday 24 MAY 09	AX – Philly SCCA at Citizens bank park
3	Saturday 06 JUNE 09	AX – NNJR SCCA at Englishtown, NJ
4	Sunday 12 JUL 09	RTR 'Planes and Porsches #2' Charity AX – Reading Airport
5	Saturday 15 AUG 09	AX – Delaware PCA at Glasgow, DE
6	Sunday 27 SEP 09	AX – Central PCA at Hershey

The RTR AutoX+ Roadshow is a 'just for fun' series for any RTR members interested in attending more local AutoX events. In addition to holding our own '**RTR Planes and Porsches AX**' event at Reading Airport on **NEW DATE SUNDAY 12th JULY**, we will also be attending 5 other local PCA & SCCA events over the summer months. For those who would like to compete in our Championship, points will be awarded according to final finishing position at your top 4 events, based on a PAX-scoring system designed to even out the performance of different types of cars.

SO COME ON! Join the Fun! You know you want to! Porsches are meant to be driven and AutoX is a great first step into active autosport. There is not a safer or lower cost way of driving your Porsche on the edge. So if you haven't tried it before, give it a go in 2009! If you have any questions, please feel free to email Steve at stevemcmorn@hotmail.com or join the RTR PCA Forum and watch the AutoX section.

Cheers

Steve, Vee & Mike, 2009 RTR AutoX Sub-Committee

NEW DATE - 12th JULY

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Boxster News

Courtesy PCA

Item One – Recently a new Boxster Advocate was added to the PCA Boxster Register, by the selection of Bob Purgason as the **East Coast Boxster Advocate**. Bob is currently a member of the Central PA and Chesapeake Regions, and formally a member of First Settlers and Potomac Regions. In this new advocate role, Bob will be working to develop a stronger and more active group of Boxster owners. His goals are to increase the membership, and also provide good communication with and between members. To help him achieve this, enthusiastic new members are needed. If you are a Boxster owner, he wants to hear from you.

The Boxster Register is just one part of the many Special Interest Groups (or SIG's) that exist as a vital part of PCA. The various groups are shown on the last pages of Panorama, and cover many models from 356's, early 911's, specialty 911's like turbos and others, 924's, 928's, 944's, 968's, Caymans, and the Boxster. The Register groups could probably best be described as a "community" of owners who have a special interest in a particular model of Porsche. No additional fees are required for Register membership.

Our new East Coast Boxster Advocate plans to bring a new level of interest to the Boxster Register. To do that he needs the help of many Boxster owners- like First Settlers Region President David Conklin and FSR Eastern Vice President Dave McFaddin. Both Dave's have recently joined the Boxster Register, and they encourage other Boxster owners to do the same. Joining is a great way to help promote the Boxster model, and for their owners to share information and learn more about their cars.

As there are now two Boxster advocates sharing responsibilities, covering the other half of the country is the West Coast Boxster Advocate, Nita Burrows. The two areas are divided roughly by the Mississippi River. Contact information for both advocates is listed on www.pca.org, also in the back of Panorama each month. To access the Boxster Register website, go to www.pca.org, open the "Register Groups" tab, and scroll down to the link for *Boxster 986/987 Register*. Bob's direct email is: jab64@comcast.net, and phone is 717-352-8665.

Item Two – The U.S. Boxster community is truly anticipating the debut of PCA Club Racing's new 2009 competition class, **Boxster Spec Racing (BSR)**. Interest in Boxsters has definitely seen a spike since the announcement of this series, the impetus for which started on the west coast by the Porsche Owners Club (POC). The 2009 PCA Club Race BSR rules mandate performance specs for these cars to be close to identical- thereby putting the racing results back into the hands of the most skilled and capable drivers. The rules specify only 1997-1999 Boxsters with the 2.5-litre M96 engine, with modest allowances for other performance upgrades. Because the BSR class is new, it may take some time for Boxster enthusiasts to see these BSR cars on track, but based on the current interest level, there's a lot of hope for the future success of this class. Several race-prep companies and individuals are starting to build Boxster spec cars, and as soon as they start appearing at PCA Club Race events, others should follow as well. Boxster owners everywhere have much to be excited about with the establishment of BSR. Additional information can be obtained through one of the major BSR websites, the Boxster Spec Racing website- <http://www.boxsterspec.com/>

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Upcoming Social Events

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.

MAY

2009 Concours d'Elegance of the Eastern United States. To be held Sunday, May 31 at Northampton Community College in Bethlehem, PA. See page 25 for more details.

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 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 or (215) 822-7474.

Do you own a 1973 or older Porsche 911? Come to an informal get together, have coffee and donuts and meet other members who share your passion! Where and When? Valley Forge National Park, Main auto, bus, and RV parking lot on **June 20, 2009 from 8:30AM- 10:30AM.** All members are welcome - let us know so we have enough coffee and donuts! Contact: John Kolesa, 1971 911 Targa at jkolesa@me.com or Robin Zelinskie, Social Chair at robingz@comcast.net or 215-256-9357.

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) 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.

JULY

RTR Family Picnic to be held Saturday, July 25 at Ridley Creek State Park. Free of charge. See page 6 for details.

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.
<http://doylestownalliance.org/doylestownartsfestival.htm>
http://www.univestgrandprix.com/univestgp/news/2008_univest_grand_prix_returns.pdf
<http://www.mercermuseum.org/>
<http://buckscountyalive.com/dining/ShowDining.cfm?webname=bcalive>

Chesapeake City, MD Crab Run to be held on Saturday September 19 (September 20th rain date). We will be meeting at the Crate & Barrel, King of Prussia, parking lot at 9:30 am and caravan down to Chesapeake City, MD for a day trip. We will have lunch at the Tap Room Crabhouse in Chesapeake City, which is very well-known for their crabs and seafood. After lunch, we can stroll around downtown Chesapeake City along Main Street and check out their charming Victorian houses, and shop in their boutiques. We can also walk down to the water and relax while talking Porsche and watching the boats sail by. Please join us for a lazy summer afternoon! For more information, contact Francine Knochenhauer at francinebodo@aol.com or 215-343-9464.

DECEMBER

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



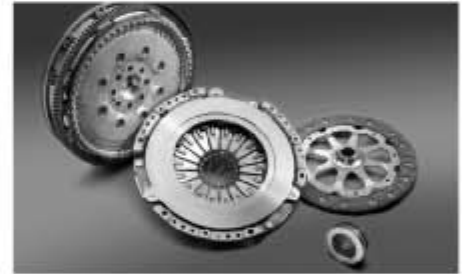
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1984 911 Carrera Cabriolet Vin WPOEB0915ES170233 Blue/Blue/Blue. 90,xxx miles. 90K service completed. Top, Boot, and tires in VG condition. Photos available. ted_horton @comcast.net or 302-521-3523.

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911 windshield, used, fits 69 to 89 coupe \$125; **911 coupe roll bar** built by Das Sport, fits 69 to 89 \$250; **911 coupe bolt in cage**, fits 69 to 89 \$450; Will deliver up to 75 miles away from me. Fred Brubaker 610-434-8778, brubakerr@rcn Allentown, Pa.

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.

Extensive collection of 356 parts (enough to create two cars), a Cabo. title and an A-coupe title, Cabo. rear clip, A-coupe front and rear clips, B-coupe tub, A-coupe seats, 2 engines, transaxle, dated steel wheels, and maybe a thousand miscellaneous parts. Will entertain knowledgeable offers. Call Ben at 610-565-3421.



2004 GT3 Cup Car Fuel Tank and System - Recently upgrade the fuel system to a Premier system for PCA racing. The tank and all the associated parts; fuel pumps, level sender; filler neck, etc. are in excellent condition and all the work was done professional by Dougherty Automotive. New tank and component system should fit all 2001-2005 GT3 Street and Cup cars, as well as others, and costs over \$1,100.00 new. Priced to sell. Allen Smith, 610-202-4855, smithiia@aol.com

2004 GT3 Cup Car Recaro OEM Seat - Had to upgrade the drivers seat to comply with PCA Racing Regs even though the seat is in perfect condition and only 5 years old. It is the OEM Recaro seat that came with the GT3 Cup car from the factory. Medium width - black fabric cover - Halo headrest - Hans compatible. Fits any standard Recaro seat frame - so fits in almost any car. Same NEW seat from CDOC is \$1900 w/ s&h. Price to sell. Allen Smith, 610-202-4855, smithiia@aol.com

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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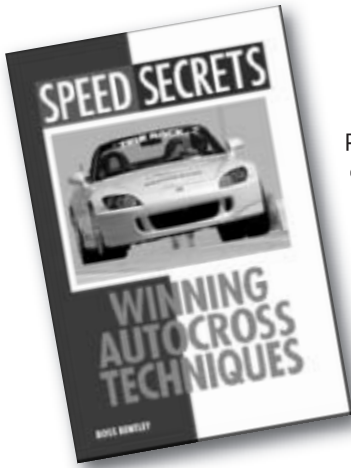
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Book Review

By John D. Heckman, 1988 RTR Autocross Class G Champion

Winning Autocross Techniques By Ross Bentley



Possession of a drivers' license in this country is not a right, it's a privilege. Everyone who enjoys that privilege owes it to themselves, their passengers, and their fellow motorists to be the best they can be when they are behind the wheel. By knowing what a car will do at its limits of acceleration, turning, and stopping, a driver can be safer. Autocross is one of the best places to start when learning these advanced concepts. It is also a cost effective way to participate in motorsports. And it's fun! With a car, a helmet, and the will to drive as precisely as possible, almost anyone can autocross with a minimum of expense and risk.

If you have autocross experience already, you are painfully aware of how a fraction of a second can make the difference between winning and not. If you are new to the sport, you will want to learn as much as possible. Ross Bentley's book takes the reader (both seasoned and novice) through 157 pages and 18 chapters on how to get it right. Anyone interested in autocross should read this book. The beginner will learn legions. The expert will reignite in his memory a concept or two that may have dimmed with time. If you take nothing away from Bentley's book other than his "41 Speed Secrets" listed at the very back, you will greatly improve your street driving, your autocrossing, or any motorsport you may be involved with.

Ross Bentley has been racing since he was five years old. He is a successful business and driving coach, the author of seven books, and he counts the 1998 United States Road Racing Championship and the 2003 Rolex 24 Hours of Daytona among his many wins. He and his wife and their one daughter live in Seattle, Washington.

Grand-Am, Camp Boggy Creek Partner for Inaugural Road Rally

First-ever Sports Car Road Rally set for Oct. 15-18, from Georgia to Virginia

Courtesy PCA

DAYTONA BEACH, Fla. - Have a passion for sports cars? Have a desire to support a worthy cause? You can do both this October, and have fun in the process.

The inaugural Grand-Am Sports Car Road Rally, a four-day, three-night journey through the mountains of Georgia, North Carolina and Virginia, will take place Oct. 15-18, less than a week following the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 season finale at Homestead-Miami Speedway. The rally is an all-inclusive package that includes hotel accommodations, meals, fuel, apparel, ride and drive at Virginia International Raceway and more.

The event, which will visit some of the most luxurious resorts in the area and provide participants with some of the most beautiful scenery in the U.S., will benefit and bring awareness to Camp Boggy Creek, the official charity of Grand-Am. Camp Boggy Creek enriches the lives of children who have life-threatening illness by creating camping experiences that are memorable, exciting, fun, empowering, physically safe and medically sound.

Participants will begin Thursday, Oct. 15 at the Chateau Élan Winery & Resort in Braselton, Ga., located a few miles north of Atlanta. The resort combines French and Southern hospitality, and is well-known for its scenic vineyards and on-site winery. From there, participants will travel about 100 miles north, just a few miles across the North Carolina border, to the Old Edwards Inn in Highlands. Old Edwards Inn operates as a full-service spa destination resort in the Smokey Mountains.

On Saturday, participants will travel due east and arrive at Pinehurst Resort in Pinehurst, N.C. The resort has provided elegant and historic accommodations since it opened in 1895. And on Sunday, Oct. 18, participants will end their journey at Virginia International Raceway in Alton, Va., the site of two Grand-Am race weekends in 2009. The track will host a ride and drive, giving participants the opportunity to tour, at speed, one of the most scenic tracks on the Grand-Am circuit.

During the rally, participants will partake in fine dining, wine tastings and silent auctions. Other forms of entertainment, including an optional golf outing, are also scheduled.

Participants may compete in any sports car they choose, and single (driver only) and double (driver and rider) packages are available. Space is limited, so interested parties are encouraged to register now. Corporate sponsorships are available.

For more information on the rally, including viewing the event's current route, visit www.sportscarroadrally.com.

Riesentöter Rally Program Reborn!

**No More Gimmicks...a true competitive test of
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Spring Rally May 23rd 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 23rd 2009

Montgomery County

1st place: \$100

2nd place: \$50

3rd place: \$25

Where: Wawa parking lot. NW corner of
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When: 9 am registration...driver and
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Pre-registration:

mikethomas828@hotmail.com and/or
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Entry Fee: \$10

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2009 Concours d'Elegance of the Eastern United States

By Pete Cheplick

RTR has been invited again to attend The 20th Annual Concours d'Elegance of the Eastern United States in Bethlehem, PA, as part of their Car Club section. The event occurs on **Sunday, May 31, 2009**. This Concours benefits the Burn Prevention Foundation, and brings together a first class showfield of cars, including pre-war and post-war classics and sports and racing cars. This 20th anniversary year brings back past show award winning cars, including a Porsche 901 prototype you won't want to miss. In addition, Janet Guthrie of Indianapolis 500 fame is the Grand Marshall and will be on site. Overall it should be a fabulous showfield and event. More information on the show can be found at www.concourseast.org

As with our gathering there in 2008, the Concours is held at Northampton Community College (3835 Green Pond Road, Bethlehem, PA). This year, we will not be receiving complimentary tickets, however we are able to purchase tickets at a discounted price of \$10.00/pp. Tickets will be distributed at our meeting spot and funds will be collected at that time. As we did last year, the group will park together in a reserved location in the Car Club section and we can enjoy the day with our RTR friends, our Porsches, and the show field cars. We are looking into having an on-site lunch and perhaps an RTR People's Choice concours amongst our Porsches – watch the RTR Forum for more details.

We need to provide the show organizers with the total number of RTR cars by May 15 so that an appropriate parking area can be designated for us. **** Please contact Pete Cheplick at 610-393-0030 or pcheplick@yahoo.com by May 15 if you will be attending and indicate how many people will be joining you.**

Preliminary Schedule:

- Meet at 8:30am on Sunday 5/31 in the Sears Essentials parking lot on Route 191 in Bethlehem, just off Route 22 (make left at light onto 191 after exiting Route 22 East or West; Sears Essentials is approximately 1/8 mile on the right by McDonald's).
- We will organize, distribute tickets and leave as a caravan for the Concours at 9:00am.
- Arrive at Concours show site (< 5 minutes from meeting spot) and stay for as long as you'd like.

Please contact Pete Cheplick with any questions or for more information, and watch RTR Forum for more updates. We are looking forward to seeing a lot of RTR Porsches and members and enjoying the day at the Concours!

Basic Wheel Alignment

By Bill Lehman

After attending your first autocross or driver's education event, it's likely that you'll be thinking about improving your car's handling. During discussions with other drivers and "interested spectators" you might be advised to get a "track" alignment or find a way to get "more negative camber". This article will explain what the alignment parameters of toe, camber, and caster mean and how changes in their settings may affect performance. Finally, I'll discuss the benefits of having a wheel alignment done on your vehicle. Alignments require specialized equipment and knowledge to do safely. Although I will mention where adjustments are made on a vehicle, this is not a "how to" article.

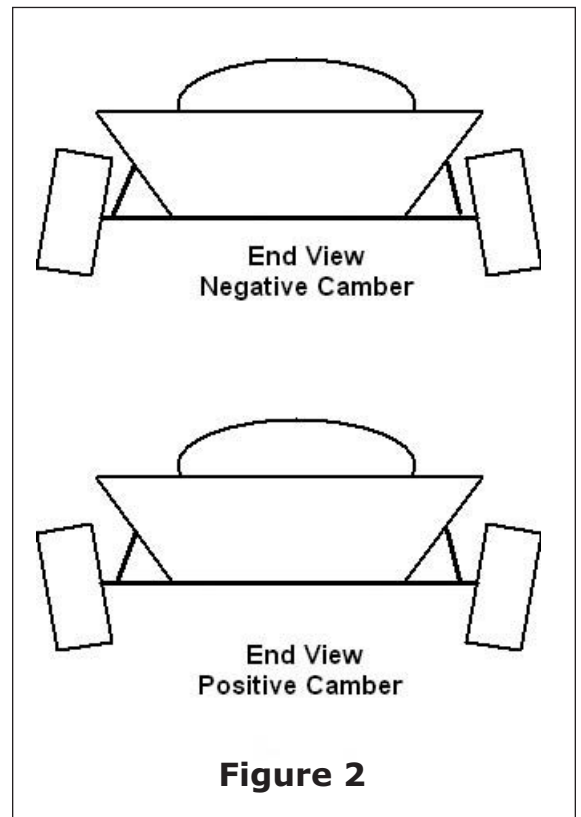
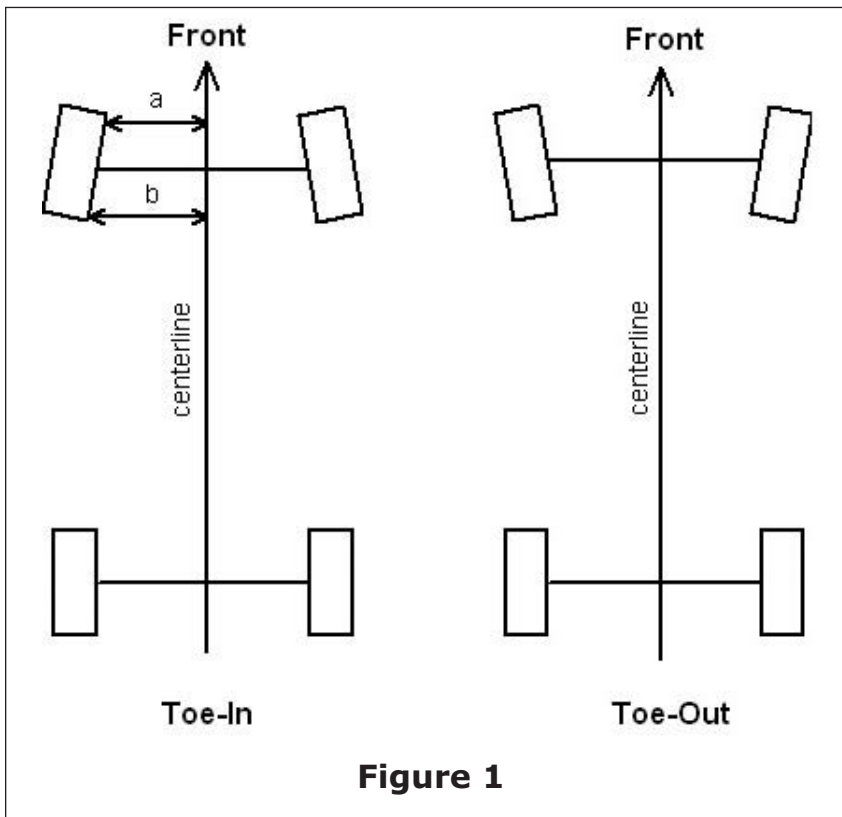
Toe – If a pair of front or rear wheels is pointing straight ahead, then you have zero toe. However, if their leading edges are pointed slightly toward each other you have toe-in. On the other hand, if the leading edges are pointing slightly outboard, you have toe-out (see Fig. 1). Toe is measured at each wheel. It is the difference in length between the front edge and the trailing edge of the wheel as measured from the centerline of the car. Looking at the example of toe-in in Figure 1, dimension b – dimension a is the amount of toe-in for that wheel.

Toe settings affect tire wear, directional stability, and corner entry handling characteristics. Any toe causes the tires to scrub. Too much toe-in causes excess wear on the outside of the tire and too much

toe-out wears the inboard edges. A little toe-in at the front wheels helps with straight line stability but the trade-off is some loss of turn-in ability. A little toe-out helps the car initiate a turn. Most performance drivers are willing to sacrifice a little straight line stability for improved corner entry. Excessive toe-in or toe-out can cause darting under braking or over bumps. Toe at the front is adjusted with a threaded connection in the steering tie rod. Cars with independent rear suspension can adjust rear toe. On modern Porsches this is adjusted by an eccentric at the in-board end of the rear tie rod. Generally, toe-out in the rear is to be avoided as that can cause excessive over steer.

Camber – Camber is the angle of the wheel relative to vertical when viewed from the front or the rear. If the wheel leans inboard, it has negative camber. If it leans outboard, it has positive camber (see Fig.2). Camber is usually defined in degrees. The cornering force that a tire can develop is dependent upon its angle relative to the road. Maximum cornering power is developed with a small amount of negative camber due to camber thrust and deformation of the tread. As the body of the car rolls during cornering, more camber is required to maintain the proper tire tread relationship with the road surface.

A proper racing suspension has geometry which gains negative camber as the body rolls. Modern Porsches with their MacPherson strut suspension



have limited camber gain as the body rolls during a corner. Given this condition, plus the fact that some negative camber maximizes cornering power, an increase in static negative camber can be helpful. The trade-off is that increasing negative camber will increase wear on the insides of the tires. The final camber settings should be similar between the front and rear wheels. In other words, you would not want 3 degrees negative in the front and 1 degree negative in the rear. Without after market parts, camber in the front is changed by moving the top of the strut towers within the slotted holes where they are attached to the body. At the rear it is adjusted by an eccentric bolt at the inboard end of the lower control arm.

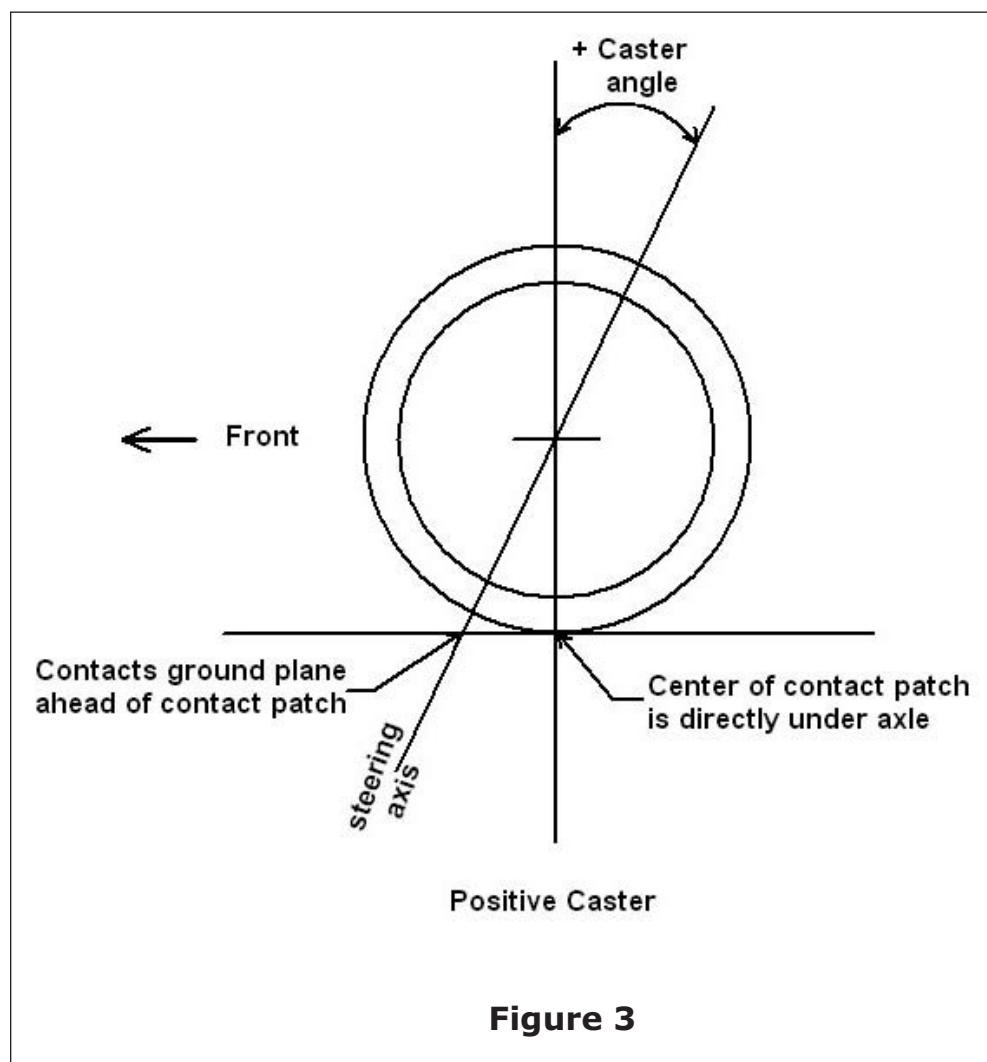
Caster - Caster is the angle at which the steering axis is tilted forward or rearward from vertical as viewed from the side. A shopping cart has its steering axis set forward of its contact patch and as you push it, the front wheels follow the steering axis. This is negative caster. Most automobiles are built with positive caster and the steering axis meets the plane of the ground ahead of the contact patch (see Fig.3). Like the shopping cart, the trail created by the positive caster pulls the wheels in line. This tilted steering axis has another effect on

suspension geometry. Since the wheel rotates about a tilted axis, the outside wheel gains camber when it is turned. This is favorable for cornering. The modern Porsche does not have adjustments for caster without installing after-market parts so you have to live with the caster built in at the factory. However, caster should be checked during an alignment to make sure it is about the same side to side and to check for evidence of bent suspension parts or damage to body attachment points.

Alignment - Most cars can benefit from an alignment for two reasons. First, even a new car's alignment will change from the settings made at the factory due to settling of the springs, wear-in, and compliance of the various bushings and hardware at the suspension pivot points. Hitting potholes and curbs can also change the initial setting. All of this is also true for an older car. Secondly, the factory alignment specification tolerances are, from a performance perspective, fairly loose. For example you could have one wheel set at 0° camber and the wheel on the opposite side set at -0.5° camber and still be within spec. For the purposes of this article, I will define a "track alignment" as an alignment which has the most aggressive performance specifications available within the adjustment range of the stock vehicle. This

translates into maximizing negative camber and setting appropriate toe. A "true" track alignment would have camber settings in the range of -2° to -2.5° and for a pure track car running slicks, camber could exceed -3° . Altering the alignment settings beyond what's available on the stock vehicle will be the basis for a future article. As mentioned in the preface, it takes skill and specialized equipment to do a proper alignment. For example, when you change camber, toe will also change and will need to be readjusted. This is not a job for your local Pep Boys. If you check Der Gasser, you will find many advertisers capable of doing a good job.

For those interested in more information on this subject our tech chair, Larry Herman, recently announced that he will be holding an Alignment Clinic. Check the "Ask the Tech Chair" section on the Riesentoter PCA Forum for the announcement of the date.



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The Car Described as the "Greatest Racing Car in History" Celebrates its 40th Birthday

Courtesy PCA

Atlanta - Forty years ago on March 13, 1969 at the Geneva International Motor Show, today's Dr. Ing. h.c. F. Porsche unveiled a car that, even by today's standards, is underestimated when it is described as the "super sports car": The Porsche 917. It became a legend as one of the fastest and most successful racing cars of all time.

Porsche fired the starting shot for Project 917 in June 1968, after the international motor sports authority or FIA had announced a class of "homologated sports cars" with up to five liters cubic capacity and a minimum weight of 800 kilograms. Under the supervision of Ferdinand Piëch, the stipulated 25 units of the new racing car model were completed by April 1969 so that the 917 could begin its racing career in the same year. After it initially dropped out of its first three races due to technical problems, the 917 success story began in August 1969 at a 1,000-kilometer race at the Österreichring with a victory by Jo Siffert and Kurt Ahrens.



The engine configuration of the 917 was just as unusual as its different car body versions: Behind the driver's seat extended an air-cooled, twelve-cylinder engine with horizontal cylinders, whose crankshaft designated it as a 180-degree V engine. The 520 HP engine had an initial cubic capacity of 4.5 liters. The tubular frame was made of aluminum, the car body out of glass fiber reinforced synthetics. Porsche engineers developed different car body models to best meet the different demands of different racetracks. The so-called short-tail model was designed for heavily twisting roads in which a high contact pressure was necessary for fast cornering. The long-tail model was designed for fast racetracks and a high final velocity. Then came the open 917 Spyders, which were used in the CanAm and Interseries races.

At the end of the 1970 race season, Porsche confirmed its superiority with the 917 and 908/03 models, winning the Racing Series World Championship [Markenweltmeisterschaft] in nine out of ten possible victories. This series of victories began in Daytona and continued in Brands Hatch, Monza, Spa, on the Nürburgring racetrack, at the Targa Florio, in Le Mans, Watkins Glen and the Österreichring. However, the season's high point was the long-desired overall win of the Le Mans 24-hour endurance race, a trophy that Hans Herrmann and Richard Attwood brought home to Zuffenhausen on June 14, 1970. Their 917 short-tail model painted in the Porsche Salzburg colors of red and white with the start number 23 not only successfully defied its competitors but also the heavy rainfall.

As in the previous year, the 1971 season was dominated by the 917 model so that the Racing Series World Championship [Markenweltmeisterschaft] went to Porsche again with eight out of ten race victories. And once again, a Porsche 917 was victorious at the Le Mans 24-Hour race – this time with Gijs van Lennep and Dr. Helmut Marko, who set a world record with an average speed of 222 km/h and 5,335 kilometers driven, a record that still stands today. One special feature of their 917 short-tail model, visually characterized by its "shark fin", was the tubular frame made of magnesium. A 917 long-tail coupe model set a further record in 1971: On the Mulsanne straight stretch, which is part of the route in the Le Mans 24-Hour race, the sports car with the start number 21 recorded the highest speed of 387 kilometers per hour. Another Le Mans racecar achieved major recognition: The Porsche 917/20 was a mix between the short-tail and the long-tail models and was notable for its broad proportions. Although the pink colored racecar, nicknamed "the Pig", dropped out halfway through the race, its unusual paint color made it one of the most famous Porsche models ever.

When the European FIA regulation for the "five-liter sports car" expired at the end of the 1971 season, Porsche decided to enter the Canadian American Challenge Cup (CanAm). In June 1972, the private Penske race team in motor sports used the turbo-charged Porsche 917/10 Spyder for the first time. With a performance of up to 1,000 HP, the Porsche Spyder dominated the race series and won for Porsche the CanAM championship with victories in Road Atlanta, Mid Ohio, Elkhart Lake, Laguna Seca and Riverside. In the following year, the 1,200 HP 917/30 Spyder had its racing premiere. The superiority of the monster car driven by Mark Donohue was so obvious that the regulations of the CanAM series had to be changed in the end in order to exclude the 917/30 from competing further in the 1974 season. Typical for Porsche: The technologies for increasing performance developed for these races were successfully transferred to the on-road sports car. That's how the 911 Turbo, with its side-exhaust turbocharger, began its career in 1974 and has been, since this time, a synonym for the performance capacity of the Porsche sports car.

To date, the reputation of the 917 is legendary. Therefore, 50 international motor sports experts from the famous British trade magazine "Motor Sport" nominated the 917 as the "greatest racing car in history". All in all, Porsche built 65 units of the 917: 44 sports cars as short-tail and long-tail coupés, two PA Spyders as well as 19 sports cars as CanAm and Interseries Spyders with up to 1,400 HP turbo engines. Seven of the most important 917 models – among them the Le Mans victory cars from 1970 and 1971 and the 917/30 Spyder – are currently on exhibit in the new Porsche Museum in Stuttgart-Zuffenhausen.

Shakin' Off the Winter Blues with Gorillas at Sebring

By Tom Hierl

Each year as February rolls in, I have had enough of winter and long for a warmer climate. This year after having to shovel my driveway twice in one day, I needed to make a plan. In the past, I have satisfied my urge for warmer weather by going to the 12 Hours of Sebring race with my teenage son. Now that he is off in college, I have lost my race companion. Fortunately, I have a longtime friend who shares my interest in motorsports and had already planned to take the week off to visit his mother in Sarasota.

This year's race promised to be exciting as both Audi and Peugeot were bringing their diesel-engined P1 cars to continue their LeMans rivalry. Both considered Sebring a good shakedown for the June Lemans faceoff. Audi had a newly designed car which would be raced for the first time at Sebring. Although in previous years they had previously run the entire American LeMans Series, Sebring would be the only race they entered in North America this year. Similarly Sebring would be the only opportunity to see the Peugeot 908 run on this side of the Atlantic. To add further competition, two Acura teams had moved from P2 to P1 class with a newly designed car, the Acura ARX-02a.

The GT2 class within race promised to be very competitive with 15 cars entered. The Porsche GT3 RSR's had been redesigned for this year in an effort to be more competitive with the mid-engined Ferraris. The front diffusers, nose and hood were redesigned to yield more front downforce to reduce the understeer of last year's cars. They also had air conditioning to comply with this year's regulations on cockpit temperatures. The qualifying on Thursday showed the improved performance as Dirk Werner in the Farnbacher Loles #87 car was the fastest GT2 car with a time of 2:03.051. Joerg Bergmeister was second in the Flying Lizard #45 GT3 with the Advanced Engineering Pecom Ferrari 430GT in the third GT2 position. It looked like a promising race for Saturday.

One of the unique things about Sebring is that it combines a Spring Break attitude with good racing. Many people spend the entire week camping at the track and manage to build elaborate campsites. There were groups of spectators dressed in costumes including 2 gorillas and a dozen cows. There is always a lot going on off the track to provide entertainment during the few times cars are not running.

The race started at 10:30 Saturday morning with the de Ferran Motorsports Acura on the pole. The torquey diesels from Audi and Peugeot quickly move past when the flag was dropped. The two Audis and two Peugeots swapped the lead 23 times during the course of the race. After twelve hours of racing, the winning Audi of Allan McNish, Dindo Capello and Tom Kristensen won over the second place Peugeot by just 22 seconds. With only three yellow periods, they were able to set a new record for distance traveled of 1417 miles with an average speed of 117.9 mph for the current 3.7 mile track configuration.

The #87 Farnbacher Loles car driven by Dirk Werner lead the GT2 class for the first 90 minutes establishing a 30 second lead. He pitted during a yellow and Wolf Henzler took over. Unfortunately, he shortly returned to pit lane with drive train problems which ended up costing them two hours and 50 laps replacing the differential. They struggled through the remainder of the race having to again pit for a broken front upright around 5:30 eventually placing 8th in the GT2 class.

The Flying Lizard team also suffered through difficulties. The #45 car, which qualified second in class, had a run in with the Robertson Ford GT on lap 4 and required a trip to the pits to replace a bent link on the rear suspension. The #44 car which started 13th spun early and had to return to the pits for fresh tires. After their initial setbacks, both cars worked their way through the field during the remainder of the race. During the last two hours, the #45 car raced with the #21 Panoz for third place. While they were able to pressure the Panoz in the corners, they lost ground on the straights and in traffic. The efforts to pass the Panoz eventually put them into the tire wall requiring an unscheduled pit stop to refit the bodywork and get new tires resulting in a 5th place finish. The #44 car kept a steady pace finishing 4th in class and the highest placing Porsche in GT2.

Both the LMP1 and GT2 classes provided 12 hours of exciting racing. Since the 3 LMP2 cars were not competitive for the overall win, they were less exciting as were the 2 Corvettes competing in the GT1 class. At the end of the trip, my goal of watching good racing in 80 degree weather was accomplished and we are planning for our trip next year.



Images from Sebring 2009

Photos: Tom Hierl

Buying Your First Classic Porsche

By Loren Hulber

Well you have seen them at PCA Parades, Riesentoter events, the Hershey Swap Meet, and other gatherings, and you are seriously thinking about turning envy of people who own classic Porsches into ownership. But how do you do this to maximize the pleasure and minimize the disappointment? This article is an effort to provide some basic guidelines to consider in your quest.

I have been a 'car guy' from my early years and have a rotating collection of about a dozen cars ranging from classics like a 1937 Cord Supercharged Phaeton to a 2008 Porsche 997 Turbo Cabriolet with classic Porsches, sports cars, muscle cars, and street rods in between. I have learned a lot in the acquisition of these cars, made some mistakes, and in the end have made many new friends and had a lot of fun. I've also found that collectors tend to fill their garages, whatever the size. I even built a separate Carriage House on our Farm, but now that is filled, so I have to sell or trade when making a new acquisition. It's almost like seeing your children leave home for college or career and adopting a new child in order to continue your 'lifestyle.'

But let's start at the beginning. Just be forewarned, that this quest can become an addiction and you may need a lot of self-control or even intervention as you go forward. You can ask my wife, Jody, about those factors!

The first step is to ask yourself what attributes you are looking for in your classic. This obviously

includes budget, not only for purchase, but also for service and maintenance. Defining your goals beforehand allows you to target and obtain the correct classic car.

How are you planning to use your classic? Will this be a Parade or Holiday show car, a weekend driver or perhaps a vintage racer? Are you planning on a restoration project or do you want just to drive the car you purchase? Are you able to work on the car yourself or will you need the services of qualified experts? If you sort these items out in advance, it will expedite the process and allow you to focus your search.

In considering classic Porsches, there is so much from which to choose... 356s to 911s to specialty cars and limited edition models. I admire the Porsche desire and legacy exemplified in the new Porsche Museum for the design of advanced high performance vehicles, and this philosophy can be experienced and enjoyed in virtually every classic Porsche model.

Once you define your model preference, there are many sources of information assistance. With 356s, it is wise to join the 356 Registry, perhaps the most passionate of Porsche owners. With 911s and other models, there are various owners within Riesentoter and PCA. I have never seen an instance where a 356 Registry or PCA member was not enthusiastic about helping a fellow member in the search for the classic of their choice.



Loren's Carriage House

Photo: Jay Texter

The second step is to begin the search. When I wanted to buy a Type 356 I narrowed my model choices to a 356B or 356C Coupe because I like their style and driving characteristics. I joined the 356 Registry, met many fine owners and restorers and began networking. I also watched all available classified ads for the right car.

After a couple months, one day, in the PCA website classifieds, a 356B Coupe appeared. I immediately contacted the owner and talked at length about the car. This owner was a Porsche enthusiast with multiple Porsches and had owned his 356 for about a year, but really preferred more recent Porsches. I learned this fellow was the second owner of a 356B that had been in its original owner family for its entire life, had 50,000 original miles and was a Certificate of Authenticity numbers-matching car. I called the original owner to validate the history and information, spoke with the Porsche shops that had serviced the car, negotiated a fair price with the current owner, and wire transferred the money after confirming the integrity of the seller.

Upon receipt of the car, with assistance from highly regarded restoration expert Bruce Baker of BBE Enterprises, and local 356 owners, I was able to complete the restoration process of my 356B which won a Best in Class Award at its first 356 Registry East Coast Holiday and is a real joy to drive.

Similarly, when I wanted a 1989 or 1994 Speedster, I networked extensively, watched all the ads, and found a 1994 Red Speedster with 12,000 miles for sale on consignment by a high line service facility and dealer in Chicago. I examined photographs extensively and had the shop owner walk me through a highly detailed telephone inspection of the car. You can tell a lot about a car and the person in the way they describe the condition of a car. While I was not able to speak with the original owner, I did negotiate a fair price, wired the funds, and received the car. There were only minor issues to be addressed and with the assistance of the Porsche team at Knopf Automotive, I was able to create what was judged to be the "Best Porsche" at the Deutsche Classic. The driving and handling of the 1994 "964-based" Speedster is a thrill to be experienced.

Finally, it is just great fun to be driving classic Porsches in addition to showing them – although I take a bit of ribbing on this subject (that I don't drive them enough) from my friends. Since I didn't have \$1.5 million lying around, I couldn't buy a Type 550 Spyder, the car everyone lusts after. But I did do what my budget could afford and had a Beck 550 Spyder built to order. I worked with Chuck Beck



Beck 550 Spider

Photo: Jay Texter



1963 356B Coupe

Photo: Jay Texter



1994 911 Speedster

Photo: Jay Texter

Motor Sports, and spec'd every aspect of my Spyder over a period of nearly a year. Talk about a blast to drive – this one is certainly it!

Well this is just a basic primer on Buying Your First Classic Porsche. For more detailed information and guidance, I highly recommend "Keith Martin on Collecting Porsche" and Jim Schragers book "Buying, Driving and Enjoying the Porsche 356."

May you have the joy of owning a Classic Porsche!
Happy Motoring!



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