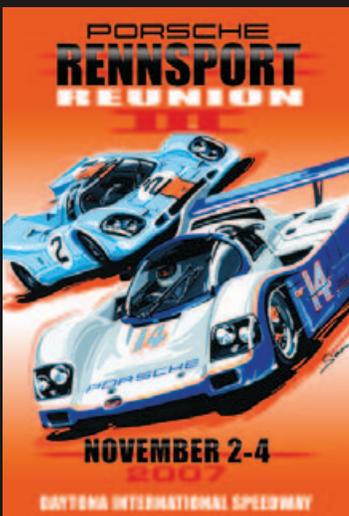
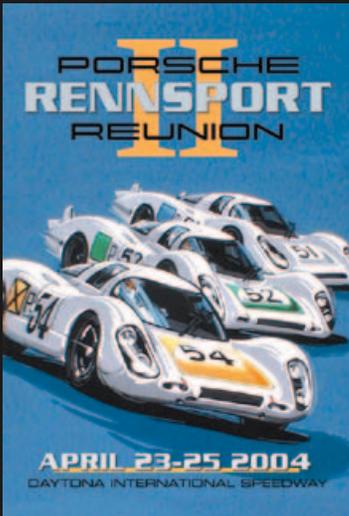




DER GASSER

MAY/JUNE 2011



PORSCHE

**RENNSPORT
REUNION
IV**

**OCTOBER 14-16 2011
MAZDA RACEWAY LAGUNA SECA**

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STATE OF THE REGION

From the President



As we head into the middle of 2011, Summer is finally here! Windows down, heat off, and the inevitable question, “Is it worth getting the a/c fixed...”

The club continues to roll along, with social events hosted by our Social Chair Joe Asher happening at a rate of once or twice a month. DE events hosted by our fearless Speed Council are clicking along on schedule and of course the Autocross road show has its first results.

Expect a rally soon as our new Rally Master Pete Webster is feverishly planning away. Our new Awards Chair, Kris Haver is scheming new awards to give out at our holiday party as well as throughout the year.

Todd Little, while attending to his first and baby daughter is making updates to the Web site and Dan Newton continues to lay out our newsletter right on schedule and with fresh pics and articles. Rita Hancock is planning our monthly meetings while ensuring the Executive Board stays on track meeting monthly in various locations.

Bud Horenci is filling the new shoes as Secretary very nicely while Larry Herman is planning more technical learning sessions throughout the year. Chris Barone continues our financial reporting, while Francine has new products coming into the store that will be for sale shortly. Membership Chair Peter Majka is sending e-mail blasts to keep our membership informed of upcoming events, sometimes with a few corrections!

Finally, a big shout out to the people of RTR as the club heads into its 50th plus year. We continue our driving, shining, modifying, and enjoying our beloved cars. An even bigger shout out to all those that are volunteering and have volunteered in the past; without you, the club would not be what it is today—a great place for people to come and socialize, drive, and talk about their passion for cars.

Graham Knight

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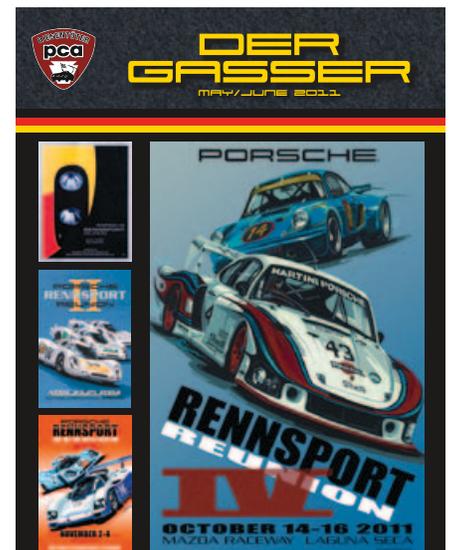
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— On the Cover —



The larger image shows the official 2011 Rennsport Reunion IV artwork featuring the 1981 factory 935 longtail in Martini colors and Al Holbert's 911 RSR from 1974. The original painting is the work of automotive artist, Dennis Simon. See the story on page 12.

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INAUGURAL PCA NATIONAL TECH TACTICS

by Pete Tremper

Tech Tactics is a day dedicated to all things Porsche technical, from how to balance Weber carburetors for your 1970 Porsche 911S to understanding how your GTS Hybrid works. The event was born in 1980 in the heart of Zone One at the Harley Hotel north of Hartford, CT. It quickly outgrew this facility and moved to the Springfield Sheraton where it resided for over twenty years. By the 1990s it was the premier technical weekend for PCA with some renowned speakers such as Norbert Singer, Phil Hill, Derek Bell, and Brian Redman.

By 2007 attendance was dwindling and new venue was in order. The event was moved to the Farnbacher-Loles facility in Danbury, CT. This move regenerated interest in the event with over 250 attendees. With the demise of the F-L facility, it moved again and the direction has changed slightly in terms of the format. Tech Tactics is no longer a regional event in PCA. It has become the PCA National Technical Event, which allows us to reach a broader number of members and elicit more help from Porsche AG. The event was held recently at the PCNA training facility in Easton, PA. These facilities are perfect for a “hands-on” type of event. This facility is used to train Porsche technicians on the intricacies of the new Porsches and is equipped with state-of-the-art classrooms with lifts and drivetrain assemblies.

The schedule for the day included two “main room” speakers, three PCNA trainers and four PCA Tech Committee members. Upon registration, the entrant had to decide which speakers among the PCA and PCNA sessions they would attend. The classes were limited to twenty-five attendees to enhance the “hands-on” feel of the break-out sessions. There were five speaker sessions to choose from, but everyone was entertained in the main room by the opening speaker and the special guest from Porsche AG.



The opening speaker in the main room was the ever entertaining Jim Newton, owner of Automobile Associates, which is a premier restoration shop in Connecticut. Jim started out with a challenge between printed hard copy classifieds versus on-line classifieds. Taking 4 individuals, two iPhones and two copies of Hemmings he told them that he would give \$5 to the first person to show him a “Porsche Classified.” The hard copy won but the funny part was that one of the iPhone users was the first to grab the Hemmings. The point of his presentation was how to find a good Porsche and the pitfalls of buying without looking at the car. He showed restoration pictures of a 1967 911S Soft Window Targa that had been purchased from “sunny” California. His shop had to cut the car in two and find a replacement for the back end, from just forward of and including torsion bar tubes back. Not exactly what you expect from a California car. Buyer beware!

After the opening speaker session, the attendees split into the four break-out speaker sessions until lunch.

These sessions were conducted by the PCNA trainers and the PCA Tech Committee. The PCNA speakers were Dave Becker, Doug House, and Brendan Lynch. Dave joined PCNA in February 2005 and is currently training dealer technicians about “Hybrid” technology. His topic was *The New Cayenne S Hybrid Technology*. Doug became a Product Support Representative for PCNA and was quickly promoted to Product Support Specialist. Today, Doug is the Area South Field Technical Manager for PCNA. Doug’s topic was *OBD II and Fuel Injection*. Brendan joined PCNA as a Dealer Support Specialist in Atlanta, Georgia. Presently, Brendan is Field Technical Manager East. As an FTM, Brendan is required to work directly with the Dealerships in solving technical problems on Porsches in a timely manner. Brendan talked about *New 911 Engines*.



Dr. Frank-Steffen Walliser, right



PCA is blessed with an excellent Technical Committee. We were fortunate to have four members speak at this event. Stephen Kaspar serves as the regional Technical Advisor and National Tech Committee Advisor for 1978-1989 911 models. Stephen expanded his role to include all of the 911 turbo models. Stephen's presentation was on *911 Turbo Performance*. John Paterek has been on the National Tech Committee since 1985 in charge of Interiors/Exteriors. John has chaired the Zone One Concours for twenty-six years and been a speaker at Tech Tactics for thirty-one years. His topic for this event was *Small Scratch Repair and Upholstery Painting*. Joel Rieser has been a member National Tech Committee since 2001 specializing in the 964, 993, and 996 models, and also including the Cup cars, GT2/GT3. No surprise, he covered many issues related to the 964, 993, and 996 models. Scott Slauson is a certified Master Porsche Technician and a member of the National Tech Committee since 2004 His presentation covered *Tuning and the Real Facts of Coding for Porsche engines*.



Dr. Walliser giving his presentation (yes, there were typos).

After lunch we got an unexpected treat with the presentation by Dr. Frank-Steffen Walliser, the man now in charge of the 918 Spyder. His presentation was concise, witty, and informative. He explained that only 30 people knew about the development of the 918 before its debut at the Geneva Auto Show in 2010, and he was not one of them. Occasionally

one of the engineers on the project would come to him and ask for a part for the "secret project" and Dr. Walliser would ask what it was for and the reply was always, "Don't ask." After the prototype was unveiled at the 2010 Geneva Auto Show, Dr. Walliser was asked to bring it to production. One of the questions from the audience was what the US price was going to be in relation to the Carrera GT and he said he didn't know, but he said that to go fast costs more money (a recent press release quotes the 918 at 500,000 euros (\$630,000), topping the Carrera GT as the costliest Porsche model. This price is excluding additional taxes). He showed some pictures of the 918 that had not been seen by anyone yet, since he had just created them for his Board presentation. He did explain that there were two main parameters that had been set for the car: it had to beat everything else on the Nurburgring and it had to be a very low polluting engine. Since the engine is based on the racing RS Spyder engine and transmission the chances of the former parameter being reached is good. We almost didn't have the good doctor at our event because he had to be back in Germany on Monday to make a presentation on the 918 to the Porsche Board. His presentation on Sunday was moved to the first speaker position and then he was whisked to the airport so he could get back in time for the Board presentation. I have to say that between Dr. Walliser and Norbert Singer, at Tech Tactics 2000 and 2009, these Porsche engineers have been an added bonus to a great program.



Almost 200 PCA enthusiasts (many of them from the Riesentöter region) were entertained and informed at this event and the plan is to hold a similar program in the fall at the PCNA facility in Ontario, Canada.

WHAT'S THE TRUE PRICE OF DEFERRING SERVICE ON YOUR PORSCHE?

by Dan Newton

We need to service our Porsches on a routine basis and also deal with the occasional major service that might pop up. One way to minimize your maintenance costs is to be sure that you NEVER “defer” any normal or routine services. While performing routine maintenance on your beloved Porsche might seem like a “no brainer,” some people have been known to ask if it’s truly necessary to service a Porsche as recommended in the owner’s manual or, can such maintenance be “deferred.”

What’s deferred service on a Porsche?

Deferred service is a term that arises from an owner’s decision not to perform routine maintenance items (i.e. oil changes, tire rotations, brake bleeds, air filter, etc.) due to the perceived high cost of Porsche repair work, no time to get it done, sheer laziness, apathy, or a combination of all four. Sure, in the short term they might save a few \$\$\$ by holding out on that service, but what’s the long-term cost of this type of decision? Unfortunately, as the case below shows us, that cost can be quite high.

Buying a Porsche with no maintenance or service history

On a recent visit to the auto shop I took a walk out back to the service bay to see if there was anything of interest being done. My eyes were immediately drawn to a car that had the motor dropped.



After talking with the tech for a few minutes I found out that this particular 996 was owned by a long time customer who purchased the Porsche online and without a service history. As the unlucky new owner found out the hard way, this particular 996 was completely neglected when it came to routine services, even things as basic as oil changes. The amount of crud and gunk built up on the motor quickly became more than it could handle, resulting in a couple of scorched pistons and a blown motor. Total cost of the repair was close to \$18,000 by the time everything was brought back to normal.

Don’t defer maintenance

Yes, a \$300 oil change is expensive (but it can be done for much less with an independent Porsche service shop or by yourself), but in most cases you’ll only need to do this once per year. However, as seen above, the cost of “deferring” this simple routine maintenance has the potential to be much, much higher.

While the 996 mentioned above is an extreme example, it doesn’t stand alone. We’ve heard way too many other stories of neglected Porsches being purchased and said purchase quickly coming back to haunt the new owner.

Porsche pre-purchase inspection and buyer’s guide

Remember, if you are buying a used Porsche, ask for service records and be sure to have a pre-purchase inspection (PPI) by a reputable shop. If the current owner doesn’t know the service history of the Porsche you’re thinking of buying (and doesn’t have records to back things up) make sure your PPI includes a “leak-down” test. A Carfax should also be utilized to shed some light on accident damage too. Also, think about looking into the many different Porsche buyer’s guides available for extra information. A little money up-front can save you a fortune in future repairs.

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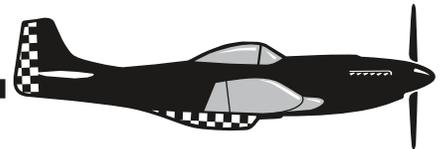
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NITROGEN IN YOUR TIRES

by Dan Newton

Nitrogen is used in the space shuttle and in commercial airliners mostly because it is non-combustible. The likelihood of the tires on your Porsche getting hot enough during normal driving to explode is slim. However, there are other reasons to consider nitrogen.

Potential problems from using compressed air in your tires

Most tires are inflated with compressed air, (a combination of gasses made up of nearly 78% nitrogen (N₂), 21% oxygen (O₂) and 1% argon (Ar) and a few other trace gasses). There are a number of possible problems with this mixture and reasons to think about nitrogen.

1. **Air Leakage:** The molecular makeup of rubber is such that regular compressed air can permeate through the rubber allowing the pressure in your tires to drop at a rate of 1 to 2 PSI per month (assuming constant temperatures).
2. **Pressure Changes:** Along with the normal components of compressed air comes moisture/water and water isn't good for anything tire related. This moisture is usually a result of humidity in the air and the act of compressing it greatly increases the concentration of water by volume. Don't believe me? Try this: next time you're at a gas station and you plan on topping off your tires, depress the chuck on the hose for a few seconds with your thumb. Chances are your thumb will feel moist and you may even see water. It's this water/moisture that gets into your tire, reacts to temperature changes and can change the pressure of your tires. This is why it is always suggest you check your tire pressure "cold" before you've driven the car and heated the tires and the moisture within.
3. **Oxidation:** Oxygen corrodes aluminum and steel possibly weakening your wheels. Additionally, oxygen reacts with rubber, in a sense "corroding" it too (possibly making your tires unsafe). Rust and dust created from this oxidation can clog valve stems, causing them to leak. Lastly, rough surfaces on wheel flanges and tire beads (due to corrosion) may not seal properly, causing additional leaks. Combine this with the moisture mentioned above and your expensive tires can possibly be damaged.



Why nitrogen may be better in your tires

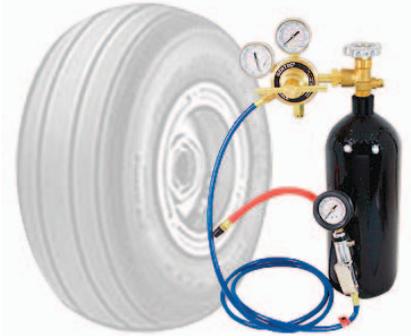
For some, especially those that drive race cars or who regularly participate in driver's education (DE) and other high speed events, nitrogen provides a number of benefits:

1. **Air Leakage:** Nitrogen molecules are actually larger than those of compressed air. So much so, that while they can still

"permeate" the rubber or leak through, they do it at a much slower rate. If you fill a balloon with air by blowing into it, it will shrivel up in a short period of time (that's the compressed air escaping through the skin of the balloon). Fill that same balloon with nitrogen and it will remain filled for a much longer period of time. Compressed air leaks at a rate of 1 to 2 psi per month. Nitrogen leaks at a rate of 1 to 2 psi every six months.

2. **Pressure Changes:** Unlike compressed air, nitrogen is dry. No moisture means fewer, if any, pressure fluctuations. For those of you who race and want to dial in your suspension, you already know this. For those of you spending more time on the track in DE events, it's something to keep in mind.
3. **Oxidation:** Nitrogen is far less reactive than compressed air. It won't cause rust and corrosion on steel or aluminum. More importantly, it won't degrade the rubber.

Add the three factors above together and you have a recipe for constant pressure and better wheel/tire wear. More consistent pressure translates into better gas mileage and longer life for your expensive tires (not to mention a fine tuned suspension dialed in to your track needs for that particular day).



If nitrogen provides such great benefits why is there even a question about using it?

1. Nitrogen isn't anywhere near as available as compressed air, yet. While you can purchase cylinders of it from various suppliers, filling stations with nitrogen are few and far between.
2. Compressed air is inexpensive compared to nitrogen. Most gas stations have compressed air available for free or a nominal fee of fifty cents or so. Shops may charge as much as \$30 per tire for a nitrogen fill (although \$10 is a more reasonable fee and some places will even fill for free with a tire purchase).

Lastly, and most importantly, you can get pretty much the same results (for street use) from compressed air by simply checking your tire pressure more frequently. Checking and adjusting your tires as little as once per month can provide the same benefit(s) that you get from nitrogen for most drivers. If you're a racer, then most likely you're already using nitrogen and rightfully so. If you're a Porsche enthusiast who enjoys a spirited drive now and then, simply purchase a nice gauge and check regularly.

BOOK REVIEW

PORSCHE 956 & 962: IMMORTAL ENDURANCE RACERS 1982-1994

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by Jim Sangiorgio

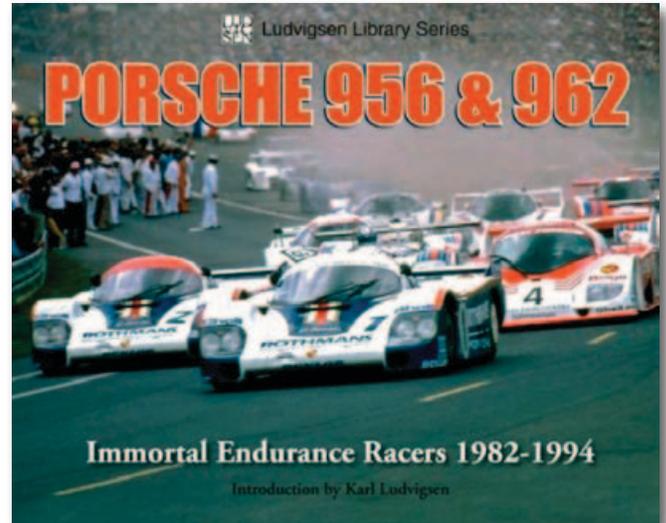
This book starts out with an introduction by Karl Ludvigsen who is an accomplished editor, journalist, historian, and author. Who better than to tell the history of the legendary Porsche 956 and 962?

If you like pictures of Porsche race cars, you'll love this book. In fact, there is very little text. So little text, the pictures are the stars. The first few pages give a brief overview of the design brilliance. Each page thereafter documents pictures of the most dominant endurance race cars in the history of motorsports.

How dominant? Consider this:

- Six Le Mans victories in succession
- From 1982-1986 a 27 world driver championship race wins
- The 962C added 14 world championships from 1985-1987
- Forty-eight IMSA wins in the US

No wonder Ludvigsen focuses an entire pictorial book with page upon page of the evolution of the 956 and 962. This car went from clay mockup, to world dominator in that famous Porsche style; evolution, not revolution. A tweak here, a slight change there, lose weight, add downforce, and voila!



A car that crushed all comers before it even left the pits.

A few nits to pick, though. Some of the photos are a bit fuzzy, and they are mostly black and white. The few color pictures show up at the remaining pages of the book. In fact, there are only 16 color photos and they are also fuzzy.

Overall, this is a great book to add to your race car collection. These cars were sold as turn-key from the factory. Turn the key, it says in the book, and WIN!

CHESAPEAKE REGION'S 50TH ANNIVERSARY CELEBRATION



by Bob Gutjahr and Ellen Beck

Chesapeake Region cordially invites you to attend their 50th Anniversary Celebration at the United States Naval Academy's Navy-Marine Corps Stadium on Saturday, 18 June 2011. Chesapeake's 50th will be a special tribute to the cars and people. Saturday will begin with an historic car display at the Memorial Arch grounds of the Stadium, where 50 Porsches will be assembled, each representing one year of the region's history. Chesapeake Region has a grand concours tradition, and

on the upper lots of the stadium they will stage a people's choice car show for all who attend the event. What better day to drive and show your car than on their 50th Anniversary? Car show categories will be by model, so this will be a great time to park next to an owner of a similar Porsche and swap stories in between walks to the historic display and the Admiral's Tent for refreshments and to view their Region 50th DVD. If you choose, take a break from all the history and use their van to shop in downtown historic Annapolis for the afternoon. They hope you will be able to join them for a very memorable banquet that evening that will go long on nostalgia, short on speeches, and feature the return of our dinosaurs! Contact Bob Gutjahr, silber_pfeile@yahoo.com or Ellen Beck, ellen@bexstr.com

DOGFISH HEAD BREWERY AND CAPE MAY TOUR



by Bud Horenci. Photos Bud Horenci and Rhonda Griscti

Following a day or two of rain, the weather outlook was optimistic and as it turned out, correct. Thirty or so RTR members riding in 20 cars met at the Plymouth Meeting Cracker Barrel for a day of spirited driving, fun and camaraderie. The event was our drive to the Dogfish Head Brewery in Milton, Delaware. Our departure at 9:00 AM took us across the Blue Route and down I-95 to the Christiana Mall in Newark, DE. There we teamed up with another RTR group and a contingency from our sister region, PCA Delaware. Now up to about 35 cars and approximately 60 enthusiasts, we headed down Route 1 to Milton. Amazingly, our caravan stayed together for the most part, which alone was a somewhat unprecedented feat. And it wasn't because our fearless leaders were waiting for us. No, it was because those of us toward the back spent lots of time catching up. And had a hoot doing it, I might add.

Upon arriving at our tour destination, the Dogfish Head Brewery, RTR member and COO of the business, Nick Benz, became our gracious tour host and shared with us any and all pertinent information one could want. Personally, I was more anxious to get to the tasting part than hear the details but they were interesting. This amazing business is a real gem in the beer world and if you're not aware, please visit their Web site and consider a visit.

Following our tour, and a little tasting, the group wandered off to meet in Rehoboth, DE, a few miles away, at the Dogfish Brewpub where we had a delightful lunch and a little more tasting of the brewery's fine products. Still not enough fun, you say? No problem because we're not done. A smaller contingent of 16 cars and 28 or so folks then high-tailed it back to Lewes, DE to load onto the Cape May/Lewes DE Ferry for our 90 minute ride/float to Cape May, New Jersey. For this old guy it was a chance to again meet some new folks, continue the camaraderie and yes, even rest my eyes for a few minutes. Once we landed in Cape May, those who were staying overnight sought out their hotels for check in, some immediately headed North toward home and a couple of us just hung around Cape May for a little while before heading home.

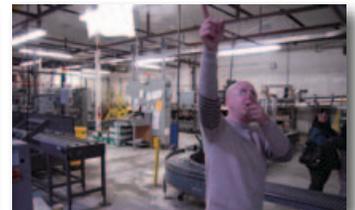
For me it was a long, 13 hour, 300 mile day and every single minute/mile of it was sweet. Hopefully Sunday was as good for those choosing to stay over for some of the Cape May Jazz Festival weekend.

An outstanding adventure thanks to Joe Asher and his choreography of events and again to Nick Benz for hosting our tour and lunch. See you next time.

The story of Dogfish Head began in June of 1995 when they opened Dogfish Head Brewings & Eats, the first state's first brewpub opened in the resort beach community of Rehoboth Beach, Delaware. The plan was to bring original beer, original food, and original music to the area. The demand quickly grew and the facility couldn't make enough brew for the thirsty world.

The Milton brewery opened in 2002 into a 100,000 square foot converted cannery. Around the same time (just to keep things interesting), they built a distillery on the second floor of the Rehoboth Beach brewpub, so they could make vodka, rum and gin. They're brewing 150,000 barrels a year now and have 100 employees. They are the 13th largest craft brewery in the US and continue to grow.

<http://www.dogfish.com>



COLUMBIA HOTEL: WINE AND DINNER FANTASTIC, CHEESE NOT SO MUCH

by Jeffrey Walton

Although the happy hour crowd managed to fill up our private parking lot we did stuff the tarmac with some nice rides. There was a '95 993, '88 turbo, one of those new fandango white Boxster arachnoids, and a rather nice showing of some crocs in an array of hues, one in particular was a 2008 meteor grey Cayman with stunning terracotta interior (mine).

From the parking lot we made our way through the doors of the old Victorian Columbia Hotel up the stairs to our private room complete with private bar. As we bellied up to the bar old acquaintances were reunited and new introductions given. We had people from all walks of life, which really makes these types of events fun and entertaining.

We were given the chance to mingle for about 3600 seconds or so before being instructed to take our seats by Ed McCarty, the GM, for our dinner was about to begin so our borderline inappropriate conversations would now have to be conducted tableside. The first course was a chilled platter consisting of shrimp and yummy blue point oysters paired with a delicately balanced, not too sweet Riesling with hints of pear and asparagus. As the borderline inappropriate conversations continued, our next course tempted our taste buds. A crisp northern California-coast

Chardonnay with a touch of honeysuckle and a short finish was served with salmon roulades in a lemon-caper butter. Next up was Guinness-marinated flank steak and our first appearance of a darker colored wine—an Oregon Pinot Noir to be exact—with tastes of currants and blackberry (one person said they could really taste the grapes – thanks Bud). As conversations were no longer borderline (just honest-to-God good natured fun) Ed tried to sell us on the cheese tray which proved to be Swiss, cheddar and provolone. It was the only average part of the entire night though it was accompanied by a nice Spanish Rioja with again the same comment from the peanut gallery, “you could really taste the grapes”. The artisanal cheese plate has since been corrected based on my disappointment, and now you’ll see things along the lines of brie encrusted with panko and served with cinnamon toast points. Last course was a chance to stretch the legs and grab a few pieces of assorted desserts to be washed down with the final wine of the evening, something white from some vineyard somewhere [very oenological description, thanks – ed].

All in all it was a delightful escapade. Stay tuned for our next wine dinner sometime in September or October and I’ll try to secure a different ambiance and expand our palates.

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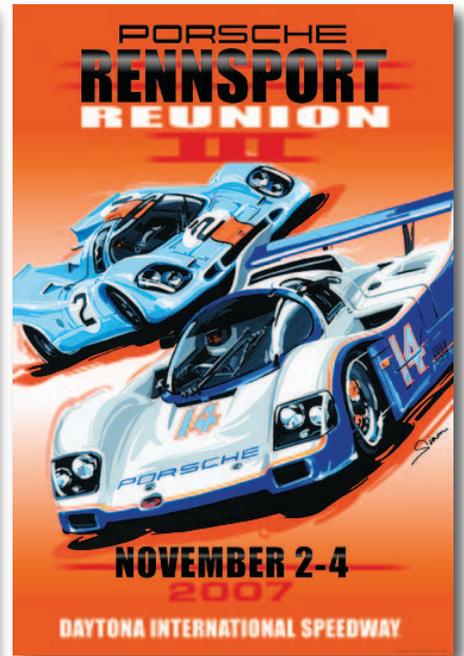
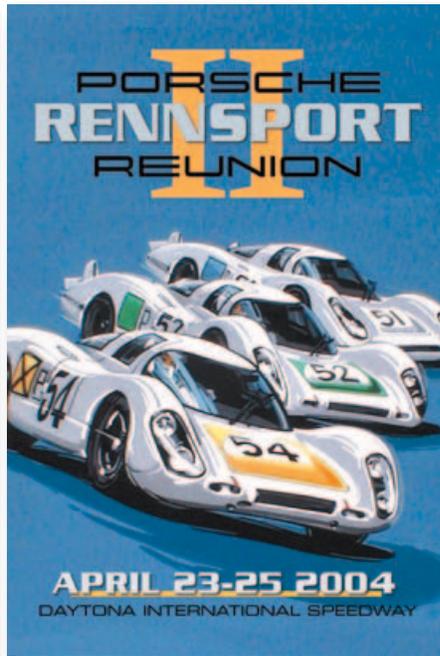
RENNSPORT REUNION IV

by Dan Newton

Porsche Cars North America recently took the veil off of the official Rennsport Reunion IV artwork (see front cover) that will symbolize the world's greatest gathering of historic and contemporary Porsche race cars and their drivers October 14 to 16, 2011. Because this year's event will highlight the decades-long success story of the 911 race cars, the poster depicts two of the most exciting protagonists, the 1981 factory 935 longtail in Martini colors and Al Holbert's 911 RSR from 1974.



The painting is the work of renowned automotive artist, Dennis Simon (www.centuryofspeed.com) who created the posters for two of the previous Rennsport events. They showed off the mighty 917 and 962 in Gulf and Löwenbräu livery (2007) and the three 908s as they cross the finish line of the 1970 24 Hours of Daytona (2004). Both posters are now collectors' items and the new one will likely be no different.



Additional details of the Porsche Rennsport Reunion IV along with images from the first three Rennsport Reunions will be published on the Porsche press Website (www.press.porsche.com) and Mazda Raceway Laguna Seca Website (www.mazdaraceway.com), as they become available. Ticket information is available by contacting 1-800-327-7322 or www.mazdaraceway.com.

944 CUP ANNOUNCES AMERICAN AND CANADIAN 2011 SCHEDULE

by Patti Mascone

If you live in a cold-weather climate, or even if you don't, the 944 Cup's 2011 schedule is certainly going to get your Porsche racing enthusiasm revving in high gear. This series, which was formed in 2002 to provide a national series for drivers of front-engine Porsches, offers 22 Regional races and a National Championship for next year. New for 2011 is an expansion into Canada, with an eastern Canada chapter offering three races, while co-hosting a fourth at Watkins Glen, alongside 944 Cup's North chapter and Zone 1 of the Porsche Club of America (PCA) in the United States. The Canada and North chapters join the South and Northwest chapters in representing the 944-based series from east to west. The preliminary schedule is predominantly comprised of nine races to be held under the umbrella of PCA.

To fill in other spots on the schedule and reach other regions, 944 Cup will hold one race with the Eastern Motor Racing Association (EMRA), three with the National Auto Sport Association (NASA), five with the Sports Car Club of America (SCCA) and two with Canadian organizations.

The 944 Cup retains its two categories, one for normally aspirated 944 and 924S models, plus the

944 Super Cup for the Turbos, S2s and 968s. Updated rules for the series as approved by PCA were released in January. Efforts have been made to simplify the rules in 2011 for the Super Cup category, while ensuring competitiveness among the differing models there. For more information, see <http://www.pca.org/Activities/ClubRacing/Schedule.aspx> and www.44cup.com.

The tentative 2011 944 Cup/PCA schedule features almost one race a month. The first and second events were February 3-6, Sebring, Florida and April 8-10, Road Atlanta, Georgia, respectively. The next events are:

- May 27-29, Watkins Glen, New York
- June 17-19, Portland International, Oregon
- July 29-30, Mosport, Ontario, Canada
- August 26-28, NJMP/Thunderbolt, New Jersey
- September 30-October 2, Summit Point, West Virginia
- October 7-9, Daytona, Florida
- December 2-4, Roebling Road, Georgia

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BASIC TIRE PRESSURE AND BRAKE SYSTEM INFORMATION

by William E. 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 CJ's Tire 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.

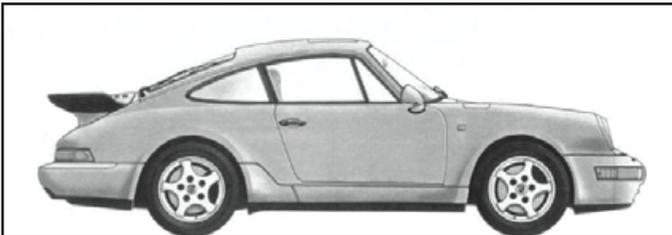
Tire pressures may be adjusted to fine-tune the handling of your vehicle. As you gain experience and gradually increase your cornering speeds you may notice that the front or rear wheels are sliding or skidding during cornering. If you turn the front wheels and the car wants to continue going straight 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

Porsche cars 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



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RBF 600, and Castrol SRF. The latter has a much higher wet boiling point but is significantly more expensive. Check with our advertisers 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.

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 (ducts). 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. I hope some of the above information has been useful. See you on the track.



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- Watkins Glen**..... **July 29-31**
(Fri/Sat/Sun)
- Pocono Full Course (IMSA)****Sept 16-18**
(Fri/Sat/Sun)
- Summit Point** **October 21-23**
(Fri/Sat/Sun)

TECH SCHEDULE

Techs start at 9:00 am. You must sign up to be teched by 11:30 am at the latest.

- NJMP Lightning** **Sat., May 21**
Mike Tillson Motor Cars
2097 N. 63rd St., Philadelphia, PA 19151
(215) 473-6400
- Watkins Glen**..... **Sat., July 16**
Dougherty Automotive
17 Hagerty Blvd., West Chester, PA 19382
(610) 692-6039
- Pocono Full Course (IMSA)** **Sat., Sept. 3**
Knopf Automotive
3401 Lehigh St., Allentown, PA 18103
(610) 967-4121
- Summit Point** **Sat., October 8**
Dougherty Automotive
17 Hagerty Blvd., West Chester, PA 19382
(610) 692-6039

UPCOMING SOCIAL EVENTS

Chester County Scenic Drive and Dilworthtown Inn Wine Festival **Sun., October 9**

Please join us for a scenic drive through southern Chester County's hunt country ending at the Dilworthtown Inn for their Annual Fall Wine Festival and Car Show. Details to follow as the date gets closer. Contact Paula for more information at pgav1@verizon.net



AUTOCROSS SCHEDULE 2011

- Warminster****May 15**
(SCCA Philly Region)
- Citizens Bank Park** **June 19**
(SCCA Philly Region)
- Barbeque**..... **July TBD**
(Specialty Cars)
- Planes-n-Porsches**..... **August 14**
(PCA RTR Region)
- Hershey Park****September 25**
(PCA CPA Region)
Porsches & Corvettes
- Dover, DE** **October 16**
(PCA DE Region)

Enquiries can be directed to Autocross Chair, Ian Curtis, at autocross@rtr-pca.org

Please note: check upcoming Der Gassers and our Web site for more details. For registration and payment for Drivers Education and Autocross events, go to MotorSportReg.com.

MONTHLY MEETING SCHEDULE

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

- Knopf Automotive** **Wednesday May 25**
3401 Lehigh Street, Allentown, PA.
RSVP: Client Representative and RTR member
Jim Sangiorgio at 610-967-0787



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The screenshot shows the Monster.com website interface. At the top, there's a navigation bar with 'Home', 'Profile & Resume', 'Jobs', 'Career Tools', 'Advice', and 'Communities'. Below that is a 'Job Search' section with input fields for 'Job Title' (containing 'editor'), 'Skills / Keywords' (containing 'e.g., healthcare, sales'), and 'Location' (containing 'city, state, or zip code'). A search button is visible. On the left side, there are filters for 'Job Type', 'Career Level', 'Education Level', 'Experience', 'Company', 'Industry', and 'Category'. A large advertisement for Verizon is prominent, offering '\$74.99/month for 1 year' and 'SHOWTIME, & STARZ FREE FOR 3 MONTHS'. Below the ad, the text reads 'Wanted - Der Gasser Editor'. The main content area contains a paragraph about the role of the editor, followed by another paragraph starting with 'If the editor job description sounds like the kind of work you would enjoy...'. The bottom of the page shows the Windows taskbar with the time 3:17 PM.

MARKTPLATZ

4 **Porsche Techno Alloy Wheels/Tires** for 996; Michelin Pilot Sport Cup front tire size – 205/50/R17, rear tire size – 255/40/R17. Tires have more than half life left! \$800 OBO. **Brey Krause Harness Guide Bar** for 996-997 Cab. \$350 OBO. Contact: Bodo Knochenhauer (cell) 215 828 5334 (hm) 215 343 9464. (03/04)



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LETTERS TO THE EDITOR

Great magazine this month – best yet!

Steve McMorn

Former Autocross Chair

Kudos to you and your staff on what I feel is one of the best issues of *Der Gasser* to date. Each of the articles is a gem, well written, with excellent illustrations and provides useful information and good reading for all levels of our membership.

I would be happy to contribute to future issues. My major interest is track safety and effective communication between student and instructor. I have certainly had the benefit of the very best instruction and learned a bit on my own that I might be able to "pass on."

Best wishes,

Fred

Fred Gorstein, M.D.

*Department of Pathology,
Anatomy and Cell Biology,
Thomas Jefferson University Medical Center*

Thank you very much for forwarding the March/April issue of *Der Gasser* – I had the pleasure of meeting Lainey & Steve at the Daytona 24 Hours PCA Corral and it was great fun to read their story in this issue. I know that the Region Newsletter Editor role is a lot of work, but I really appreciate the effort that goes into this publication – thank you! Best wishes for the Spring driving season.

Caren Cooper

PCA National Secretary

Reply – thanks for the praise for the March/April issue. You can't do it without good, reliable article writers. Here's a shout-out challenge, "What's the favorite Porsche you've owned and why?" I hope to see more excellent content heading my way from members! Regards, Dan.

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