

STATE OF THE REGION



From the President

The winter has come; snow along with the holiday season has come to pass. The 2011 executive team is hard at work planning and shaping all the upcoming RTR activities including monthly meetings, *Der Gasser* articles, DE events, rallies, ski trips, the Planes and Porsche summer spectacular as well as the drive and dines. While our cars sit quietly in the garages, waiting for the

Spring, I offer my thanks again to everyone who has volunteered to keep this great club active and strong.

Over the last few years we have increased our emphasis on RTR's social activities. This has been in an effort to expand the club's horizons and include activities for as many people in the club as possible. Do you like to polish your beautiful car? Would you like to just go for a Sunday drive with a few friends? How about a ski trip where perhaps only one or two Porsches show up, even if they are a 964 and a GT3? We are working to make them all happen. The idea is for us all to see and enjoy our friends, while networking and make new acquaintances. If you see something you might be interested in, such as a rally, concours or experiencing our "Taste of the Track" program, sign up, come check it out and see what is in store for you and your car.

One initiative we are taking seriously this year is marketing and advertising. Attached in this issue is our *Der Gasser* advertising rate card. We are always looking for new sponsors and advertisers as our Riesentöter member survey from April 2010 shows we have a circulation of over 1400 Porsche enthusiasts plus their families & friends, an average 1.3 Porsches owned per member; nearly 25% of members plan to buy a Porsche in the next 12 months, more than 80% of members have a college or advanced degree, more than 60% of members earn at least \$150,000/year and more than 75% of members work full-time.

In addition to advertising, marketing ourselves in the 21st century involves changes such as our updated Web site and our recently launched Facebook page. Please check out the new Web site at www.rtr-pca.org and then follow the link to our Facebook page.

PCA national is currently closing the deal on their new office space just outside Washington D.C. They have purchased a building to replace their leased space and hope to have a small showroom in the future. The 2011 PCA parade will be held in Savannah GA from July 31st to the 6th of August. Escape will be held in Flagstaff AZ this coming September.

We hope you enjoyed the holidays and are having a good Winter; we look forward to seeing you in 2011. There is another great year in store for everyone.

Graham Knight
President 2009-2011

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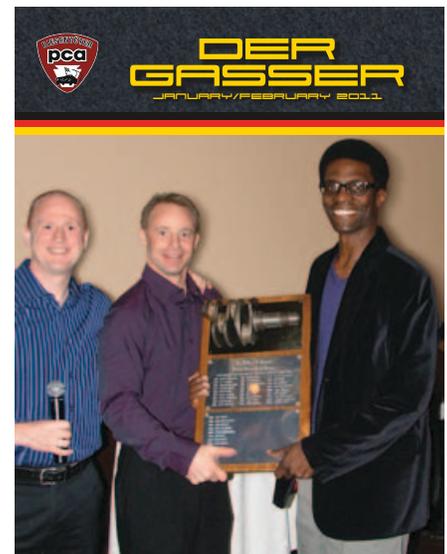
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— On the Cover —



Craig Nichols receiving his Broken Cranksbaft award from Autocross Chair Steve McMorn. Presenting the award is racer David Donohue who is currently active in the Grand-Am Rolex Sports Car Series Daytona Prototype class driving for Brumos Porsche.

Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published six times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editor. The editor reserves the right to edit all materials submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

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Submissions: The deadline for submission of materials is the 10th of the month preceding bi-monthly publication. Please e-mail submissions to editor@rtr-pca.org with "Der Gasser" in the subject line.

DER GASSER

A bi-monthly publication of the Riesentöter Region
Porsche Club of America
January / February 2011

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FROM THE RIGHT SEAT

By Steve W. Hoagland

First I would like to commend students and instructors alike for a great 2010 High Performance Drivers' Education (HPDE) track season. We all enjoyed a season with very few incidents and everyone that I have come in contact with had an exceptional time enjoying their Porsches on track this year.

I was trying to think of a good theme for this article which I have decided to make into a series and for me it always comes back to "How can I drive better, how can I go faster safely?" In HPDE this is what we try to focus on. I think the answer is a complex one and different from driver to driver but in this series I will try to describe what makes

students in our RTR drivers education environment excel. I am going to break up my articles into a series throughout the season. I will try to start at the beginning of the HPDE learning experience and go through the entire HPDE learning curve.

The theme of this article I will call "teachability" This is a critical component to becoming a good, safe, fast driver!! My guess is that's not really a word but it gets the point across. When I stepped into a car to head out onto a racetrack for the first time I learned quickly I really had no idea what I was doing. I didn't know what any of the terminology meant, I didn't know they used flags other than

a yellow flag and checkered flag. At the same time I thought I was a brilliant driver but actually had no way to gauge or measure my "brilliance" against anything. So there I was, strapped into a car for the first time to go out on track and I proceeded to receive the sharpest and rudest awakening as to what driving on the racetrack is all about. I realized I knew nothing and all the "brilliance" I had come to regard as fact was no more than a figment of my vivid imagination. One thing I did realize was that there were instructors there that were really safe and went really fast and I wanted to learn exactly how they did it. I came to grips with the

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fact that they knew more than I did and it was imperative that I took the knowledge they were imparting on me and implement the skillset being taught to me into my track driving. RTR students typically are extremely teachable. That makes our job as instructors much easier. As a student you have to be able to trust your instructors and give up some “control” when the instructor is asking you to go a touch faster putting you closer to the edge of your comfort limits.

If you are a beginning HPDE participant the best thing to do is clear your mind of all that you think you know about driving. Make sure that your equipment is well maintained and suited for a track environment. There is nothing worse than having to worry about your machinery when you’re trying to learn how to drive on track in the beginning of your HPDE experience. Before the event(s) make sure that you have determined what way works best for you to learn a new skill.

The following explanation of different learning styles was taken from the Web site www.ldpride.net

Visual Learners:

learn through seeing...

These learners need to see the teacher’s body language and facial expression to fully understand the content of a lesson. They tend to prefer sitting at the front of the classroom to avoid visual obstructions (e.g. people’s heads). They may think in pictures and learn best from visual displays including: diagrams,

illustrated text books, overhead transparencies, videos, flipcharts and hand-outs. During a lecture or classroom discussion, visual learners often prefer to take detailed notes to absorb the information.

Auditory Learners:

learn through listening...

They learn best through verbal lectures, discussions, talking things through and listening to what others have to say. Auditory learners interpret the underlying meanings of speech through listening to tone of voice, pitch, speed and other nuances. Written information may have little meaning until it is heard. These learners often benefit from reading text aloud and using a tape recorder.

Tactile/Kinesthetic Learners:

learn through moving, doing and touching...

Tactile/Kinesthetic persons learn best through a hands-on approach, actively exploring the physical world around them. They may find it hard

to sit still for long periods and may become distracted by their need for activity and exploration.

Once you have determined what way works best for you tell your instructor. They can modify the way they are teaching you in order for you to learn more efficiently. I personally like to be shown how to do something. I am a Visual Learner. When I first started driving I would regularly ask for rides with instructors so I could “See” what they were doing. I would watch exactly where they were placing the car on the track. How fast they were going through corners. I would watch how they were shifting up and down and how they were using the engines in their cars to accelerate, brake or settle the car. As you can imagine, it was important for me to recognize my preferred way of learning in an HPDE environment so that I could improve my skills at a pace I found acceptable.

As a new HPDE participant never be afraid to ask questions in the classroom or in the car. No question is insignificant. They all have meaning and if you

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From the Right Seat, Continued from Page 5

have the question my guess is that many others might have the same or similar question as well. As you can tell, “teachability” when you’re starting out in this sport is very important.

If you are an advanced HPDE participant “teachability” is even more critical. If you are of the belief that you know how to get around fastest you will never improve from the point you are now. I suggest that everyone ask instructors to ride with them and analyze their driving techniques. Once our students have graduated into uninstructed run groups it’s entirely possible they may never see another instructor in their car again unless they ask for one. RTR is a great club to run with because we typically have what we call our “White

Blitz,” where instructors get in the cars of all the uninstructed white run group drivers for one run session over the course of the weekend. As an advanced run group driver you need to be personally proactive when you’re striving to learn how to become a better, safer and faster driver. You need to ask for rides, listen to all the input you can, watch what the instructors do in their cars and “Feel” the way their cars feel in the corners. Once the rides are over ask questions. “Why do you put the car here on the track?” “Why do you leave the car in third in turn 7?” Listen carefully to the explanations and see if it makes sense in your car. Never be afraid to utilize the knowledge the RTR instructors and the resources you have available.

If you truly want to be a great, safe, fast HPDE driver you need to self-educate yourself as often as you can. Read about our sport as much as possible. Think about it often and thoroughly understand the different driving techniques. Feel your car. Feel it inside yourself. Embrace the physical driving sensations and understand what they mean! Concentrate and embrace being “teachable” and I’m certain your HPDE experience will be an incredible one. Have fun and be safe!!!

For any comments or questions I can always be reached on the RTR forum screen name Racingswh or my e-mail racingswh@yahoo.com

VIC ELFORD HIGHLIGHTS PORSCHE TRIBUTE WEEKEND

By Dan Newton, Pictures Andy Kuzma

A few RTR members flocked to see Porsche racing legend Vic Elford recently as he regaled racing fans as guest of honor for the Simeone Museum’s tribute to Porsche. He spoke at the launch dinner to an enthusiastic crowd. The next day, the largest crowd to attend a Demo Day event at the Museum had a chance to hear Dr. Simeone interview Elford. Then, the car everyone wanted to see and hear run—the Porsche “Hippie” 917—was fired up for Vic to drive, along with two other important racing Porsches: the Havoline 962 that won Sebring twice, and a recreation of the 911 that Elford drove in the 1967 Monte Carlo Rally. The weekend was sponsored by the Philadelphia Metropolitan Porsche Dealers, who had several new Porsche models on display.



Dr. Fred Simeone (left) with Vic Elford.



The recreation of the 911 that Elford drove in the 1967 Monte Carlo Rally.



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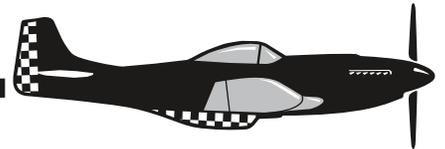
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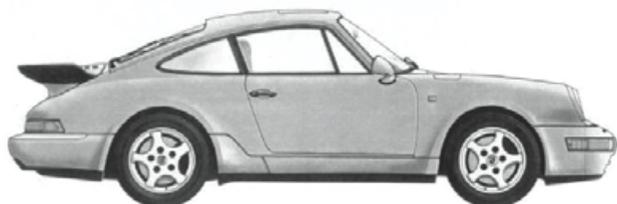
RTR'S "TASTE OF THE TRACK" PROGRAM ON TRACK AGAIN FOR 2011

By Brian Minkin

Have you considered Drivers' Education (DE), but are not sure if you want to take your car on a racetrack? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter "Taste of the Track" program is a way for interested drivers to explore DE without enrolling for a full event. In the course of the 2010 DE season, over 150 people enrolled in our "Taste of the Track" program, making it a huge success. Many have gone on to register for future events as instructed students and some actually joined the full program the same weekend after participating in "Taste of the Track." With this high level of interest in 2010, RTR will again offer "Taste of the Track" at all DE events in 2011.

"Taste of the Track" is not just a joy ride. You will receive an informative introductory classroom presentation about DE. After the class you will drive on the racing surface in your car at parade lap speeds and then take a ride at speed with one of our nationally-trained instructors. Helmets are required for the ride with our instructors, so if you have one please bring it with you. If you don't have a helmet, RTR will provide you with a loaner. Also, make sure you have long pants and closed toe shoes with you. Participants must be over 18 years old to drive the parade laps and ride in the instructor's car but younger folks are welcome to attend the class and ride with a participating driver in the parade laps.

To participate, simply be at the track by 10am and come to the classroom to sign up. The fee is \$25. Anyone at the track will be happy to direct you to the classroom. Questions about "Taste of the Track" should be directed to Brian Minkin. Bminkin1@comcast.net



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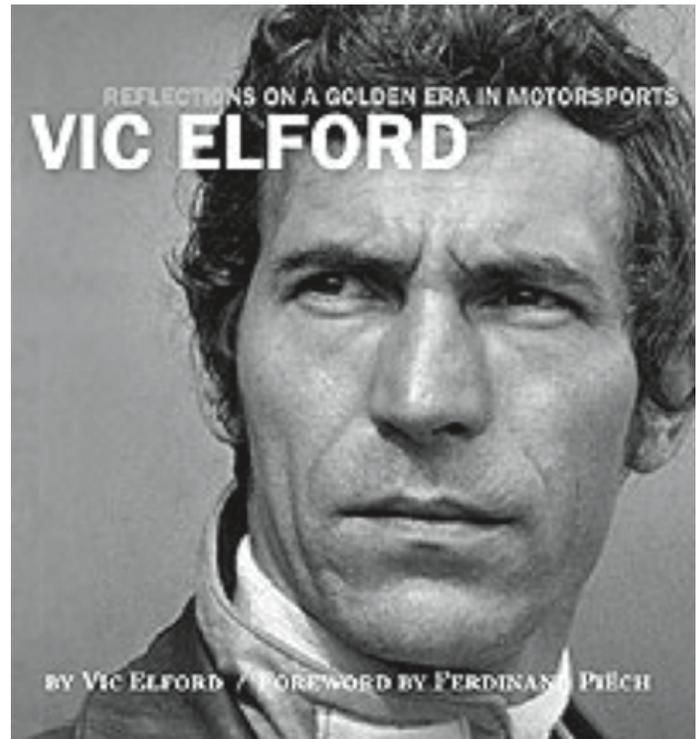
REFLECTIONS ON A GOLDEN ERA OF MOTORSPORT

By Vic Elford / Foreword by Ferdinand Piëch / Reviewed by Dan Newton

Vic Elford is the epitome of the classic racing driver: smart, brave, and above all, versatile. His autobiography offers a personal perspective on the initiative and skills required to build a career in racing in the 1960s and '70s.

Consider Vic's 1968 season. It began with his win in the prestigious Monte Carlo Rally followed by a win the next weekend in the Daytona 24 Hours. He was second at Sebring a month later, then in May scored an epic victory at the Targa Florio, which is considered the greatest win in Targa Florio history. Two weeks later Vic won the Nürburgring 1000 Kilometers. Then, in his first F1 race in July, Vic took a badly out-classed Cooper T86B to a stunning fourth-place finish in the soaking wet French Grand Prix. As he relates his experiences Vic provides insight on the drivers, team personnel, and cars that defined a glorious era in racing. Vic's keen sense of humor comes to the fore as he describes the hugely entertaining and seldom discussed "in between" moments racers experienced traveling from race to race. Richly illustrated with photographs from Vic's collection, *Reflections on a Golden Era of Motorsport* is a vivid, intimate account of a remarkable period in racing and of the man whose character gave it so much of its appeal.

Vic provides vivid and entertaining recollections of one of the most dramatic periods in racing, when speed often outstripped technology and the driver's nerve and car control were expected to bridge the gap. Ferdinand Piëch, who led Porsche's racing team and became one of the world's most powerful automakers as head of the Volkswagen/Audi group, has written the book's foreword.



*Hardcover, 8 3/8" by 9", 280 Pages,
with 140 Black and White,
and 39 Color photos*

The book is written in an easy, conversational narration style that flows easily from one topic to the next. Generous use of photos from Mr. Elford's personal collection, coupled with good editing and a complete index, augment this work even more.

Whether you are a diehard- or dilettante-race fan from any era this is a very worthwhile read and a welcome addition to anyone's racing library. Racing books of this caliber only come along every once in a while. The reader will feel fortunate to have shared some of Mr. Elford's racing life through this book.

Get your own copy that will be sent by Vic and personally dedicated, and autographed by him, for \$49.99 at <http://vicelford.com/storebooks.html#Reflections>

RTR'S FINAL BREAKFAST FOR 2010

*By Donna and Michael Broderick
Pictures Donna Broderick, Dan Newton,
Andy Kuzma*

For the second year in a row, stuffed Thanksgiving stomachs didn't stop many from attending the last RTR breakfast of the year held at Sweet Lorraine's in Peddler's Village. While slightly over 50 people attended the breakfast, the majority took a quick Bucks County countryside ride to what was the main attraction: John and Jack Thompson's magnificent car collection. Enjoy the images...





2010 HOLIDAY PARTY AND AWARDS PRESENTATION

By Rita Hancock, pictures Dan Newton

The RTR holiday celebration to wrap up another year of terrific PCA activities was held in November. The event was a sell-out with a record 120 members and guests attending the party. Maggiano's in King of Prussia was rocking with RTR members dancing to the sounds of Big Al's entertainment. This year the venue was changed based on the feedback from the latest member survey. The party theme was more casual and set earlier in the holiday season. A four course sit-down dinner and awards presentation rounded out the evening. As a result of the October DE charity weekend at NJ Thunderbolt track, RTR presented a check to Susan Campbell, Director of the Philadelphia Ronald McDonald House for \$22,000.

Overall, this was one wonderful celebration of member camaraderie and community spirit! Thanks to all who participated in the event and enjoyed the fun. Very special thanks to Jackie and Bob Gilberg for their help in coordinating this fabulous evening. Congratulations to the following 2010 Award Winners!!

- (1) **The Riesentöter Award** (Der Beste Riesentöter das Jahr). Chosen by the three last recipients and awarded to that member or couple that best exemplifies the title. The most prestigious award of our Club - **Rick Owens**.
- (2) **Door Prize**. Chosen by the Membership Chairman and presented to the most active new member - **Bud Horenci**.
- (3) **Mighty Nitto**. Chosen by the Executive Committee and awarded to the member who makes the best of a bad situation - **Frank Von Esse**.
- (4) **Tattered Helmet**. Chosen by the Executive Committee and awarded to the member who presents himself or herself in a less than flattering manner - **Steve Meenan**.
- (5) **Broken Crankshaft**. Chosen by the AX chairman and presented to the most improved autocrosser - **Craig Nichols**.
- (6) **Press on Regardless**. The rally award presented by the Rally Master to the most deserving rallyist - **Fred Bonsal**.
- (7) **High Speed Driver of the Year**. Chosen by the Track Chairman and (with flexibility) awarded to the driver who has most improved over the year - **Glen Crawford**
- (8) **Instructor of the Year**. Chosen by the Chief Instructor and awarded to the most deserving Instructor - **Brian Minkin**.



2010 HOLIDAY PARTY AND AWARDS PRESENTATION, CONTINUED



2010 HOLIDAY PARTY AND AWARDS PRESENTATION, CONTINUED



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TIRE GRIP AND CAR BALANCE

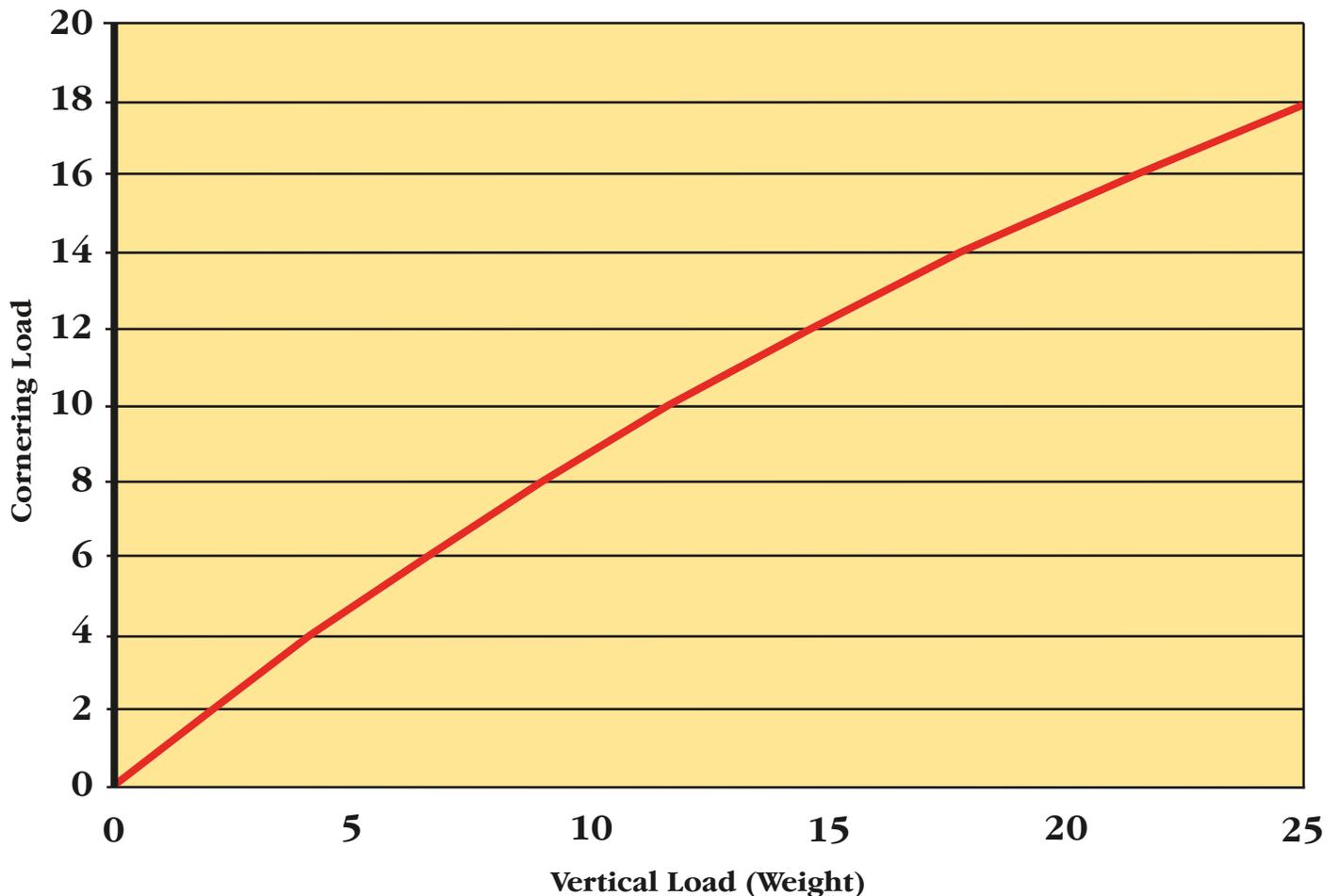
By Larry Herman

One of the biggest difficulties in understanding how to improve or adjust the handling of one's car is the comprehension of grip: what it is, how it works and how to work with it. Grip is derived by placing weight (or load) on the tire in a vertical direction, which will produce cornering ability in the horizontal direction. When I talk about balancing the car to a group of advanced drivers, I like to present the basic premise (devoid of aerodynamics, tire loading or other influences) that a car on street tires has the most grip when it is sitting in the paddock! Pretty profound huh? Each axle has fairly even weight on both sides; therefore the tires have the same pressure against the tarmac, so they are both contributing equally, providing

maximum grip. Why is this so? Because of the fact that as you increase the weight (downward loading) on a tire, its grip (ability to resist sideways loading) will increase as well but not quite as much in relation to the load. Here is a graph to illustrate what I am talking about. The numbers are purely for demonstrative purposes.

This phenomenon of diminishing returns is why a car when cornering hard, transferring much of its weight onto the outside tires, actually has less overall grip. It is also the biggest reason that light cars, which by definition transfer less weight to their outside tires, generally handle better than heavy cars.

TIRE GRIP VS VEHICLE WEIGHT



This single most fact is what balance is all about, and why a change in roll rate, either accomplished through springs, sway bars or even through shock dampening can make a profound difference in the understeer/oversteer characteristics of a car. As the car accelerates, brakes and corners, it is constantly transferring weight from back to front, and from side to side. This changes the respective balance of grip from front to rear, and creates the tendency for over or understeer. And depending on the car's front and rear roll rates, and the amount of weight being transferred, the change in grip can be pretty dramatic.

Let's take a simplistic example to illustrate what I am trying to explain. A Boxster or Cayman is a fairly neutral car with about a 50/50 weight distribution and similar sized front and rear tires. If we were to drive this car around a skid pad, as our speed is slowly increased, more weight will be transferred from each inside tire, to each outside tire until they get to maximum grip. If the we continue to feed in a little more speed, the slight shift of weight on the back tires should provide enough extra grip so that the front will start to slide (understeer). If we lift off (even infinitesimally), the weight will shift back towards the front and the rear will begin to slide (oversteer). Most drivers have a pretty good grasp of this. But now how do we tune this so that we can still have a little oversteer as we are adding throttle? By adding roll stiffness to the rear,

or reducing it at the front. I am a big believer of adjusting the end of the car that I want to control, so if I want to add oversteer while the car is accelerating, I will stiffen the back end.

Why does increasing the rear roll rate do this? In my classrooms many hands get raised; "because it transfers more weight to the outside tires" is the typical answer. And that would be incorrect. Remember that there are only 3 things that affect the total amount of weight transfer in a car: #1 vehicle weight, #2 center of gravity, and #3 track width. So what is going on here?

Let's take our Cayman example whose corner weights are:

800 800
800 800

Imagine that we are in a right hand corner that transfers 1000 lbs total, with equally stiff front and rear springs, the corner weights would be:

1300 300
1300 300

Now if we change the rear roll stiffness either through sway-bar adjustment or spring rate such that 70% of the total weight transfer (or 700 lbs) happens at the rear, the corner weights would be:

1100 500
1500 100

See how the balance has changed from front to rear, and the weight differential across the front has become more even than across the back? It is pretty

clear that the front now has a lot more grip and the rear a lot less. This car is going to oversteer bigtime!

How does this rear to front weight shift occur? Increasing the roll stiffness at the back of the car will help keep the overall platform more level, rather than having it "sit down" on the outside rear tire. This keeps more weight on the inside front tire, thereby increasing the grip at the front of the car. You can try it yourself with a simple test. Take your iPhone (or something similar) and pretend it is the car. With the phone long ways, hold each end with your thumb and forefinger on each corner. Lift up your thumbs, tilting it up on one side slightly to simulate a car leaning. Now gently lift the fore-finger that you imagine is outside rear corner. See how it immediately pressures the inside front, across the diagonal? This "leveling of the car" is what transfers load from the inside rear to the inside front, reducing grip in the back and increasing grip at the front. It is important to remember that we have not changed the total amount of weight transferred, we have just shifted it forwards.

Keep in mind that what I am explaining here is not the definitive word on all of the forces in play, but a primer to help with getting a grasp of the basics. I hope that this provides a little clearer idea of what is happening with grip and balance.

DRIVERS' EDUCATION SCHEDULE 2011

- Jefferson/Shenandoah.....April 8-10
(Jeff. Fri; Shen. Sat/Sun)**
- PoconoMay13-15
(Fri/Sat/Sun [Fri. advanced only])**
- Lightning NJMP June 10-12
(Fri/Sat/Sun)**
- Watkins Glen.....July 29-31
(Fri/Sat/Sun)**
- Pocono Full Course (IMSA) September
(9-11 or 17-19 TBA)**
- Summit Point.....October 21-23
(Fri/Sat/Sun)**

AUTOCROSS SCHEDULE 2011

No dates available at time of publication TBA

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

MONTHLY MEETING SCHEDULE

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

No dates available at time of publication TBA

UPCOMING SOCIAL EVENTS

Join us for our third annual Drive and Ski Saturday, February 5

The last 2 years have been a blast with over 50 Riesentöters skiing the slopes and the bar !!!! We will be driving to Sno Mountain in Scranton, PA for a fun-filled day on the slopes. Sno Mountain has 30 trails, and a 1,020 foot vertical drop. Best of all, a weekend lift line is non-existent... The mountain has reserved an area in the bar/restaurant for us to meet @8am. The group rate is: lift ticket only \$38.00, lift ticket and ski rental \$60.00, lift ticket and a snowboard rental \$64.00 (the group rate is a deal, a lift ticket non-group rate is \$58). To receive the group rate all checks should be made out to "RTR" and received no later than 2 February 2010. YES children are welcome!!! You can mail your checks to: Joe Asher, 2470 Ironwood Dr., Jamison, PA 18929. Questions: asher681@hotmail.com. Also Pocono, Central PA, and the Delaware regions will be joining us this year. We will be leaving from the Cracker Barrel Restaurant in Plymouth Meeting at 6:00 am. Yes, 6:00 am. Our Allentown members can meet us at the Allentown Turnpike exit at 6:45 am. Josh Dodd has volunteered to be the contact for Allentown area members at the Allentown Turnpike entrance. Contact Joe Asher at asher681@hotmail.com. For more info, call 1-800-GOT-SNOW or www.snomtn.com.



Dogfish Head Brewery, Cape May Lewes Ferry & Cape May tour April 9-10

Our own Nick Benz RTR Awards Chair & CFO of Dogfish Head Brewery will be giving us a personal tour of the brewing facility (www.dogfish.com). If you have not noticed, Nick is starring in *Brewmasters* 10pm Sunday nights on the Discovery channel. After the tour it is off to lunch at their pub in Lewes, DE. Following lunch, we board the ferry crossing the Delaware Bay and then on to the Congress Hotel (congress@congresshall.com) for the night. Dinner at the hotel Saturday night, breakfast and touring historic Cape May on Sunday. The tour is FREE, the cost of lunch, the ferry, hotel, and meals is up to the individual. The Congress Hotel (609-884-8421) has reserved a block of rooms at a reasonable rate, simply mention Riesentöter when making your reservation... For more info: Contact Joe Asher at asher681@hotmail.com



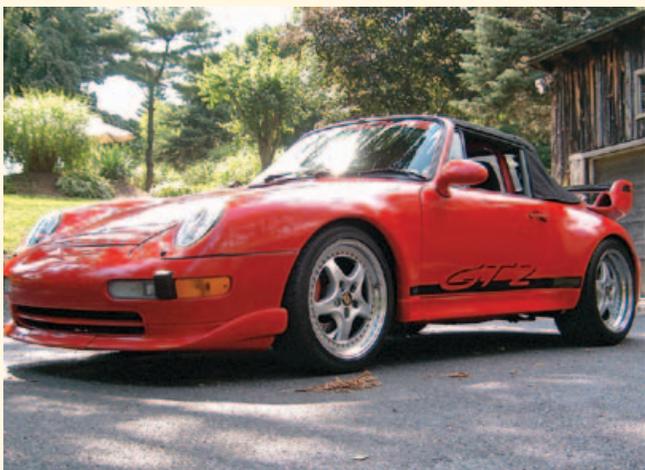
Skydiving in Hazelton PA June 4



Yes skydiving!!! We are planning a trip to Pennsylvania Skydiving Adventures at the Hazelton Municipal Airport for a day of Tandem jumping. The group rate is \$194.00 per person (this includes the lesson, equipment, and 1 jump). As usual we will be meeting at the Cracker Barrel in Plymouth Meeting and caravanning up the turnpike, more details in the next *Der Gasser* & feel free to contact me with any questions/suggestions: Joe Asher at asher681@hotmail.com

MARKTPLATZ

Two OEM Fuchs wheels 6J x16 in good condition \$400.00. **Pair of leather seats** from 1980 SC (Cork color) in good condition \$500.00. Contact Paul at 610-489-2552 or bill36751@aol.com. (11/12)



993 GT-2 replica, twin turbo, air cooled. Unavailable in the US, 600HP, built by renowned tuner. Street legal, Low miles, extensive details/photos on Auto Trader. \$79,900. mike@spokesbikeshop.com 215-622-4381 (11/12)



1999 911 Carrera Coupe, all black, aero kit, custom gauges, belts, roll bar, for street only, fire extinguisher, custom bra, no rain, radar, 5K miles, garaged, mufflers, car cover, heel and toe accelerator and pedals, cold box, sweet sound, showroom mint condition. \$34,000. Stephen Syderman, 267-684-6913, ssyderman@gmail.com (11/12)

Winter is coming—time to think about reading material while sitting by a roaring fire. For your reading pleasure I have 101 issues of 356 Registry from 1992 to 2009, plus Volume 10 Special Edition; 352 issues of Porsche Panorama from 1984 to 2009; and 205 issues of Christophorus from 1973 to 2009. Also for sale are Porsche calendars, some with Lucite frames and coins; never out of the box model cars—Autoart Porsche 917K Martini & Rossi Racing Team; GBTrack Porsche GT1 Evo 24h. Daytona 2001 Harry Bytzak/James Holtom; Burago Porsche 911 Carrera (1993) blue cod. 3060; and Burago Porsche 356B Cabriolet (1961) green cod. 3051. For prices and more details, call 609-898-0844 or e-mail turbo2720@yahoo.com - J. Smith (11/12)

Please note 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 Riesentöter Region for the sale of Porsche cars, parts, or accessories. Commercial classifieds are available at a cost of \$20 per issue, limit 25 words. E-mail submissions to Dan Newton at editor@rtr-pca.org with "Der Gasser" in the subject line.



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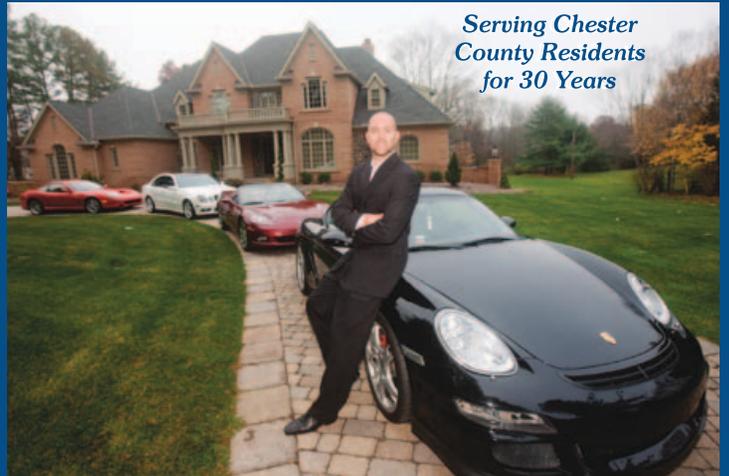


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