



DER GASSER

MARCH/APRIL 2011



STATE OF THE REGION

From the President



Had enough of Winter? Has it been cold enough for you? News flash: Spring is coming! Only a short few weeks away, based on my calculations. With Winter upon us, our Club has been quiet but events are starting to shape up. Our DE schedule is set, social events are in the planning stage and the Autocross program is now on the road. As always, if you wish to lend a hand by either leading or being part of the many committees that support our executive officers, please reach out to the officer in charge and discuss where you can best fit in. A list of all the officers can be found on our Web site or in *Der Gasser*.

Speaking from my heart and soul, I have had an excellent time being part of the executive team and leading our Club as President. I became a member after buying a Boxster and met a truly great group of people—some who volunteered as officers—many who just enjoyed watching our activities and feeding their automotive addiction. The cars, the people, the events, the organization; they have all contributed to the experience of Riesentöter. That said, this year will be my last year as President and my term will end on Dec 31, 2011.

Other members often come to me with ideas, comments, suggestions and, yes, even complaints. I know how it feels to want change, to have an issue or to want to create a new vision. I say to you: seize the moment and take the opportunity to do just that. I did it and have enjoyed serving as your Autocross Chair, Vice President and as your President.

With that said, I look forward to this year as President. I plan to continue to listen to your thoughts, make changes where necessary, prompt new initiatives where possible and carry on, to the best of my ability the tradition of excellence this Club has maintained through the years.

Enjoy your cars, our social events, track program and autocross! Again, I thank you for all your support and I look forward to seeing you at our next event.

Graham Knight

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DER GASSER

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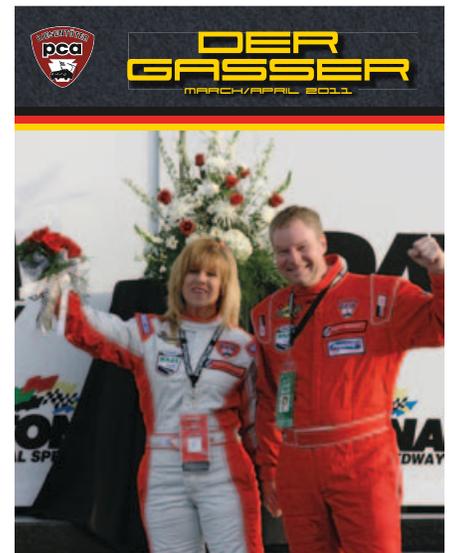
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— On the Cover —



Riesentöter members Lainey Drake and Steve Landstra's wedding in Victory Lane at the Daytona 24 Hour was organized with the help of David Murry. Read Brian Minkin's article for the full story...

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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Back Cover – color	7.0" wide by 4.625" high	\$1,200

All prices are for 6 issues of our bi-monthly publication.

Thank you for your interest!

Updating Your E-mail

Several times a year we send e-mail blasts out to the membership to remind everyone about upcoming events. These e-mails are not sales oriented, but strictly for the benefit of our membership.

We are attempting to update our database of member e-mail addresses, deleting those no longer in use, and adding new addresses as necessary. This database is for Region use only and will not be released to other parties.

It's simple! Go to the Porsche Club of America Web site at www.pca.org. Sign in through "MEMBER LOGIN," then go to the tab "MEMBERSHIP" and scroll down to "MEMBER SERVICES" and click "MEMBER RECORD." Click on the pencil icon to the right of your information to edit, then scroll down and click "SAVE." You're done!

Note: to avoid conflict with spam filters, membership@rtr-pca.org should be added to your address book – thanks!



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FROM THE RIGHT SEAT

By Steve W. Hoagland

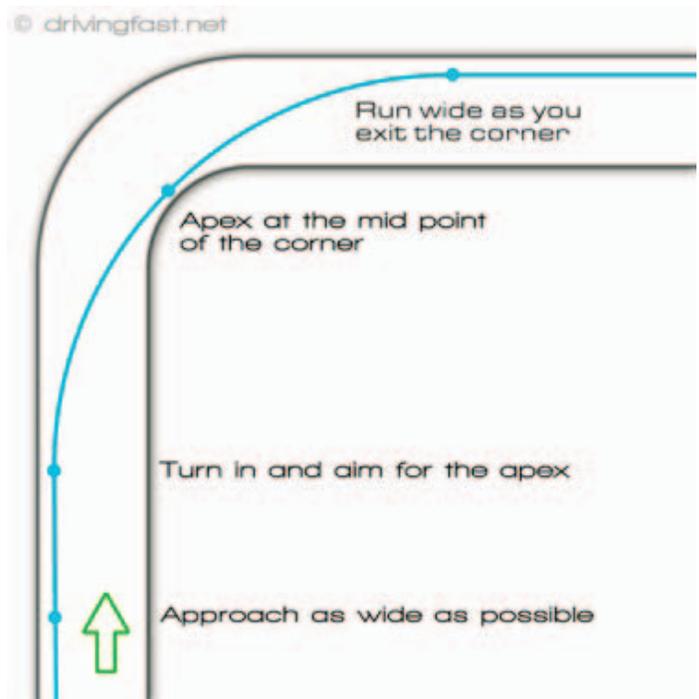
Here we are at the beginning of the track season and I am writing my second article for “From the Right Seat.” I spend a lot of time thinking about our sport and what it takes to be a better, faster, safer driver. After my first article about the need for participants in our sport to be teachable, I think the second needs to talk about the way we get around the track once we are out there. This most often is called “The Line.” It’s been written about thousands of times before by drivers and engineers significantly more notable and successful than myself, but I think over the years I have come up with a way to describe it that is pretty easy to understand.

The best thing about placing your car on “The Line” is it’s the easiest place to drive your car on the racetrack. It’s the place that the car, the tires, and the laws of physics like the best. It’s the way around the racetrack that supports the most speed. Essentially what you do when you’re on the line is use the entire racetrack. When you’re approaching a corner you need to be all the way on the opposite side of the track from the direction the corner turns. Approaching a right hand corner you want your car as far left as possible and, as you approach a left hand corner, you need to place your car as far right as possible. After you start turning your car to the right or left you need to use ALL of the racetrack. For a right hand corner you start ALL THE WAY left and turn the car right ALL THE WAY down to the inside of track on the right and, then as you leave that corner and start to straighten the car, you let the car only go as far left as IT WANTS TO! Don’t drive the car left at corner exit just because I might say, “Use the whole track.” Only drive the car where it wants to go. The rest is just wasting time. This is all part of feeling the car, something that will come to you with seat time in the car.

It’s time to break down a corner. The following diagram is taken from the Web site www.drivingfast.net. I like it because it shows exactly what I have stated above except for one part. Where it says run wide at corner exit is exactly right but only when the speed you’re traveling requires it. So here we go; you’re approaching this right hand corner going fast. You will be on the left side of the track and you

will enter the “Braking Zone” where you need to apply the brakes to slow the car down. You want to do this firmly but you also want to do this as smoothly as possible so that you can make efficient use of all the traction your tires have. Now, you have slowed the car enough to start turning the car into the corner and you’re at the “Turn In” point. As you turn the car into the corner you need to do this quickly but not abruptly as to make use of all the traction the tires have to give you. You’re at the midpoint of the corner, otherwise known as the “Apex.” Check out the following diagram and study it.

What I am about to discuss next is the most important part for a novice through an intermediate level driver. It’s the section of track from the “Apex” to what is called the “Trackout,” which is the point where the corner you’ve just gone through is finished and the track straightens once again. This is the section of the corner where you’re straightening the wheel and pressing down on the accelerator. **Do not keep the wheel turned and try to accelerate the car at the same time!** Many new drivers do this. At best it slows corner exit speeds because turning the wheel resists your efforts to accelerate



From the Right Seat, Continued from Page 4

the car. When you're going fast and you continue to keep the wheel turned after the apex and add power you most likely will **spin the car!** In places where there is nothing to hit with no cars around this is a harmless foul but in places where walls are close and traffic is heavy this most likely will end up in car damage. What you should be doing at this point is unwinding (straightening) the wheel. Only when you're able to begin straightening the wheel should you be going toward the floor with the accelerator. This action of keeping the wheel turned after the apex is often called "pinching off the turn." It's something that needs to be avoided.

So, we have learned so far that the easiest place to drive is on the proper line. You will be the fastest there and your car will be the easiest to control when it's on the line. Be very smooth with your inputs when following the line and you will find it very easy to drive your car fast without any car sliding drama. Also, there is no reason to drive

the car where it isn't "telling" you it wants to go. Typically, all this means is at trackout there is no reason to deliberately steer the car towards the outside of the track. If momentum and traction limits aren't forcing the car to go there, just straighten the wheel and then guide the car with as little steering input as possible to the outside of the next corner where you will be arriving. Ultimately, you are trying to steer the car as little as possible and accelerate as much as possible.

There is so much more to this; compromise corners, decreasing radius turns, early vs. late apex etc. but as I go write further I will be touching on these subjects. Listen to your instructor, follow well-driven cars that are similar to your own, and pay attention in classroom sessions. This will help you to better learn the proper line and, in turn, allow you to get around the racetrack safer and faster than you ever have before.

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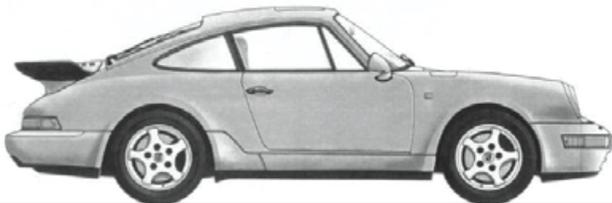
PCA NATIONAL AWARDS

Tuffy von Briesen, the new PCA National Awards Chair, recognizes Parade 2011 is just around the corner. And one of the most important aspects of Parade is recognizing PCA members and Regions for their outstanding commitment to PCA during 2010.

Every Region, whether large or small, has a story. Every Region has an individual member or family that has gone that extra mile to support PCA. What better way to recognize someone for their service than to nominate them for the Enthusiast of the Year or Family of the Year Awards. And what better way to recognize the Region membership for their support than to nominate your Region for the PCA Region of the Year Award or Public Service Award. Even if the member or Region doesn't win, just the fact that they were nominated is recognition in and of itself.

Even though the solicitations are sent to Region Presidents and Zone Reps, anyone can prepare and submit the nomination. So start thinking about that RTR member whose accomplishments stood out above the crowd, and about what our Region did that set it apart from all the other Regions.

Tuffy will be sending out solicitations for these awards in the very near future. They will include the criteria for the award and a template for submission. He'll try to make this as simple as possible and his primary responsibility is to support respondents during the nomination process. He's ready to provide you any advice and assistance in preparing and submitting your nominations. If you have any questions, please contact Tuffy at dvb0415@cox.net or at 703-980-4839.



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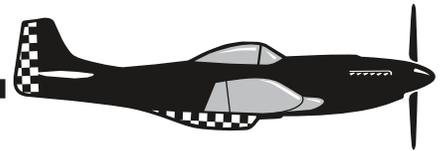
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BOOK REVIEW

PASSION FOR SPEED: TWENTY FOUR CLASSIC CARS THAT SHAPED A CENTURY OF MOTOR SPORT

by Nick Mason and Mark Hales
Reviewed by Dan Newton

Hardcover: 208 pages. Publisher: Carlton Books

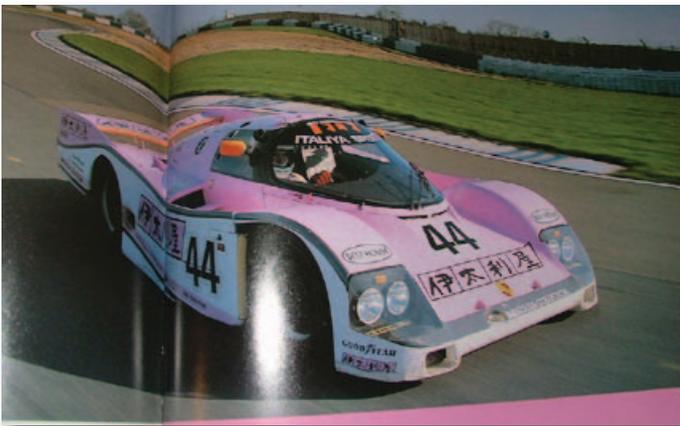
Passion for Speed is the second update to his successful 1998 book, *Into the Red*, in which Nick Mason (of Pink Floyd fame) reviewed his enviable car collection, a collection which he has been acquiring and racing for nearly 40 years. *Passion For Speed* puts you behind the wheels of the greatest ever sports and racing cars. With test driver Mark Hales, he has given the pick of his cars a no-holds-barred workout at the English race circuits Silverstone, Donington, and Anglesey to find out how they compare under pressure. Feel the force of a Le Mans Porsche. Relish the challenge of a 1920s Bugatti. Savor the elegant performance of the Ferrari 250 GTO. As a bonus, there is a CD unleashing the power and glory of the cars' signature engine sounds, recorded both on board and outside the cars. *Passion For Speed* is the next best thing to being in the driving seat.



Nick's beautiful Ferrari 250 GTO. Nick was asked "You have one tank of petrol left to use however you wish, which car would you drive and where would you use it?" He replied, "Probably a blast around the Nordschleife and I think it would be in the GTO ... and then roll it on the last bend and just go ... voila!"

not on the scale we were contemplating. There had been plenty of history too. After all, these cars had already been driven by some of the greatest drivers ever..."

Nick's wonderful, and refreshingly honest turn of phrase is to the fore throughout, from descriptions of various races through to the relative merits of various model's storage capacity ("...there's barely space for the most fitted of luggage, let alone my preferred personal paraphernalia of maps, old apple cores, souvenirs, and unusual French sausages..."). The included CD has also been updated to include both new cars, and now features 20 cars in total. (Four cars have been excluded—in all editions of the book—due to the mechanics of the car causing interference on the recording).



Nick's 1990 Porsche 962

Nick was asked, "If you could only drive one car from *Passion for Speed* again, which one would it be?" Nick replied "Oh it's always the GTO because it does everything so well. It's the best all-rounder and I think that's part of the reason why some cars are particularly loved by people—if you can race it, rally it and just use it, it has a hell of a lot of an advantage over something that's just, say, a track car."

As Nick himself puts it: "There have been plenty of track tests in magazine and the odd performance test against the clock, but rarely both together and



Nick Mason,
October 2010



Nick's 1978 Porsche 935 K3

The additional chapters are just as stunningly illustrated, with evocative photos and assorted, related memorabilia, alongside Mark's incisive and thoroughly descriptive text, and Nick's fascinating history of his acquisition of said car. In the case of the Alfa Romeo TZ, this turned out to have quite a chequered history, including Nick seemingly being the recipient of a car that really wasn't what it initially seemed! The book also reveals the background to his appearance on the BBC's *Top Gear*, alongside his Enzo, and some very subtle

plugging for his then newly-published book, *Inside Out - A Personal History of Pink Floyd!*

Clearly, this book won't be for every Floyd fan, although many will greatly enjoy Nick's witty turn of phrase and his detailed revelations of life at the mercy of various car sellers over the years.

Nick Mason inherited his life-long interest in motor sport from his father, the documentary film-maker Bill Mason. When Pink Floyd commitments allow, Mason, through some shrewd buying, has managed to build a collection of cars from Gilles Villeneuve's ex-F1 racer to a Porsche 962 that Mason himself raced in the Le Mans 24 Hours.

Mark Hales is a professional motor journalist with over 30 years' experience of racing and testing virtually every type of racing car, and has driven most of the world's fastest road cars on track and road. He writes for a range of print and online publications.

As former world F1 champion Damon Hill stated in his review of the book, "Great beasts being thrashed to within microns of their cylinder heads. Great book, Nick! Can I come next time?"

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For PCA Members

A DAYTONA BEACH FLORIDA ADVENTURE

by Brian Minkin

Daytona Beach, Florida is a very special place for Motorsports. Everyone, I am sure, knows that it is the home of the Daytona International Speedway. The speedway itself is a spectacular facility, standing alone in grandeur compared to any other race track I have visited in the USA. Much of the life of the city of Daytona revolves around the race track and it is a place where the local paper has racing coverage every day and big events such as The Rolex 24 Hour race or the Daytona 500 always make the front page of the paper.



My wife Terry and I traveled to Daytona Beach this January to attend the Rolex 24 Hour race. We attended the race last year as well and had it not been for a very special event at the Daytona International Speedway we probably would have watched the Rolex on the Speed Channel from snowy, cold Pennsylvania.

Last fall we received a pair of what appeared to be pit passes for a Grand Am event. They came complete with lanyard and plastic pouch. Looked like the real thing for sure. But upon further examination they were invitations to a wedding to be held on the first day of this year's Rolex 24 Hour race at Daytona International Speedway in Victory Lane. I e-mailed back the bride, an RTR member and accepted the invitation.

OK, I actually knew about this wedding long before the invitations arrived so let me tell you the whole story. Lainey Drake, an RTR member and very enthusiastic DE driver, met Steve Landstra an RTR instructor on RTR's 2010 ski trip. That's right, they did not meet at the track. Move forward to the Zone 2 club race last June. Steve and Lainey came down to VIR, Steve to run his Corvette in the DE Run Group of the Club Race and Lainey to work as part of the volunteer staff running the race. Lainey was placed as the assistant to David Murry who is

PCA Club Racing's Professional Coach and also a well known professional sports car racer. Lainey, who was at that point newly engaged to Steve, was of course bubbling with happiness and in the course of conversation with David Murry joked about getting married at the Daytona Speedway during the 24 Hour race, David said "I can help with that." So, with David's help, arrangements were made for Steve and Lainey to be married at Daytona International Speedway in Victory lane.

The wedding took place during a 45-minute break in Thursday's practice for the Rolex 24 Hour race. The bride and groom dressed in their best racing attire. Racing suits were also worn by all the wedding party. The wedding was conducted by a Minister from Motorsports Ministries, Steve Kearney, and took place on the podium of Gatorade Victory Lane. The wedding was attended by a large group of RTR members attending the 24 Hour race, as well as friends and family of the bride and groom. David Murry even managed to squeeze the wedding into his busy schedule between practice sessions for the Rolex 24 in which he was racing. The reception was held in the Daytona 500 club lounge which overlooks the front straight of the speedway, and night practice was taking place as the wedding guests celebrated.

The next morning we were elated to see the front page of the Daytona Beach News Journal. The headline article, complete with a large front page picture, was the story of Steve and Lainey's wedding. Below that was coverage of The Rolex 24 and Patrick Dempsey's efforts. Steve and Lainey became instant celebrities at the track, with people recognizing them from appearing on the front page of the paper. You can see the article and picture on the RTR Web site republished with the permission of the Daytona Beach News Journal.

For the rest of the weekend Steve and Lainey joined Terry and I at the Rolex 24 Hour race from the Champions Club, which offers a roof top view of the entire race track and we viewed the race from there at the start and the finish. Lainey got a taste of what it is like to drive on the Daytona race track, piloting their Maxima rental car for parade laps. As back seat passenger I can tell you that all she wanted to do was get up on that banking and go flat out, but that is not permitted during parade laps. I think she will be back there with a Porsche for a DE or Club Race before long.

One last important piece of this happy union of two track junkies. Steve, although an RTR instructor, drives a Corvette on the race track and is very well known among the Corvette community. The day after the wedding he was seen around Daytona wearing a Porsche hat. Many of his Corvette friends saw him and questioned what was up with the Porsche hat. His response was, "Well, I own one now."

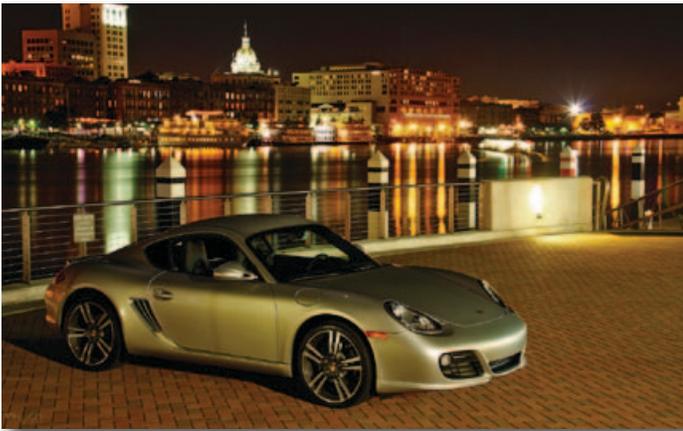
Congratulations Steve and Lainey. See you at the track soon.



FROM PRALINES TO PORSCHE...

By Cole Scrogam, Photos by David Wilks, RaceShotsResource.com

Location, location, location is the focus of Parade 2011. Anyone who has visited Savannah knows the “Old Town” part of downtown, the riverfront area of Savannah, is replete with history. Walking on cobblestone streets and exploring storefronts and small restaurants is a calming vocation to be sure. Actually, they are ballast stone streets, as English ships would leave their ballast stones in return for American merchandise, tea and cotton; but that doesn’t sound as quaint, does it? On these streets you can find handmade pralines, the curious local favorite of boiled peanuts (think Japanese edamame) and as many oysters as you care to eat. If you prefer, you can walk a block or so to the park bench made famous by “Forrest Gump,” and recall that “life is like a box of chocolates.” What is really surprising about Savannah, however, is that this is just the beginning of an exploration that many have spent entire lives embracing.



The view from Savannah’s Riverfront

To be in Savannah is to be in history. Everywhere you turn there is another reminder of this port city’s involvement in the growth of America. One website, <http://www.savannahga.net/>, literally has hundreds of destinations neatly organized alphabetically for lodging, dining, tours and other activities. Georgia’s first city has much to offer, not the least of which is that it will be shared with thousands of Porsche enthusiasts the first week of August. This is one of those areas that Porsche people will love; the southern hospitality that is legendary all over the world, the small and intimate settings where friends can enjoy a casual evening, and the small-town feel

that can lead you out of the city to country roads in a matter of minutes.

Parade headquarters is the Convention Center, which is located on picturesque Hutchinson Island. The view of downtown Savannah across the river is unforgettable. The Convention Center is surrounded by Parade activity sites. The autocross will be held adjacent to headquarters, as for the first time in recent memory sufficient asphalt exists for a good size course within walking distance! But if you still need to get your track fix, the local region will hold a Drivers’ Education event at nearby Roebling Road Raceway the last weekend of the Parade. With the Concours event held at downtown’s Forsyth Park and the Rally featuring lovely local roads, the main attractions of this year’s Parade are all in the same neighborhood!

When you are ready to relax from the competitive events, feel free to take in a carriage ride, ghost tour, fishing trip, dolphin watching expedition, casino boat, local beaches, and museums including the mighty 8th Air Force Museum, as well as local sporting events. The list goes on and on. You can try out a cooking class or go on a shrimping cruise and, of course, the local towns of Bluffton and Beaufort feature very historic downtown areas as well. Savannah itself has a feel more like a big town than a bustling city and, as with many of the port cities in the South, you can find open spaces quickly and easily. Tybee and Hilton Head Island are famous for their white sand beaches and slow pace...you may want to stick around the area for a while after the Victory Banquet concludes!



Forsyth Park in Savannah

From Pralines to Porsches, Continued from Page 12

Be sure to check out the Parade 2011 activities at <http://parade2011.pca.org> so that you don't miss any of the action. Registration begins on March 8th, so bookmark the registration site now and be ready when it opens! You will also be able to view the traditional Parade event schedule for the week at the website, and learn about air-conditioned concours prep areas; Parade 101 classes that make sure the first time Parade goers are prepared for the week; Hospitality and Goodie Store hours; and opportunities to volunteer as a Parade worker for some of the featured events that you may not be competing in (a great way to get a front row seat to all the action!). Other events like the popular RC Car races, Ice Cream social, Tech Academy, Art Show and Driving Tours will complement your week, unless you plan to spend it studying for the very competitive Tech Quiz. You can make your Parade 2011 experience in Savannah as action-packed and exciting, or as laid back and relaxing as you prefer.

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Anyone that has attended a Parade can tell you this is not just a normal multi-event weekend; this is the highlight of what PCA has to offer, full of exciting things to do and see with literally thousands of Porsche owners in attendance. Everything has been planned out and is ready for you; all you need to do is bring yourself, your family and your Porsche for a vacation experience that you won't soon forget! Check <http://parade2011.pca.org> for more information and be ready to register. See you there!

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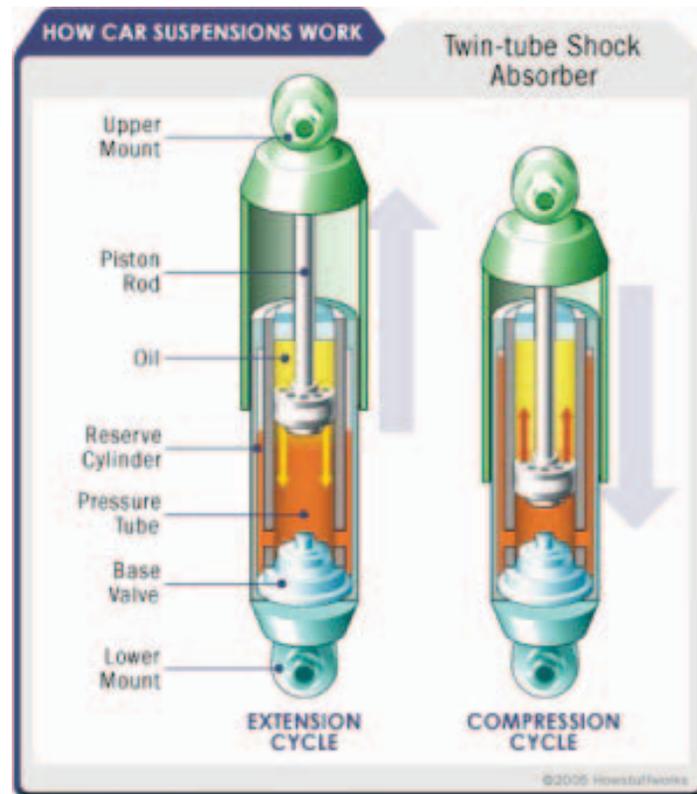
WHAT SHOCKS DO

by Larry Herman

Shock absorbers, or just plain shocks as they are colloquially known, are probably the least understood component of one's car. And to that point, even their American name is a misnomer; as part of their main function they do not "absorb" shocks. The English refer to them more accurately as dampers because that is what they do. They limit or damp movement through hydraulic friction. The early shock absorbers, like on the Model T, were actually leather-based disks that resisted rotational movement through dry friction, and had to be tightened up as they wore. Though they quickly disappeared with the advent of the hydraulic based shock, some British cars continued to use them up through the 1940s. Today's shocks are engineering marvels, with nitrogen pressurization, remote reservoirs, multiple velocity bleed disks, electronically adjustable valving, and even electro-magnetically altered (magneto rheological) fluid viscosity. But most of you are probably not as concerned with how they work as much as with what they do, and that is the goal of this article.

First let's start with a little nomenclature. The shock is made up of 3 basic parts: the body, the shock rod, and the internal piston and valves at the end of the shock rod. I have attached a picture of this. Movement which compresses the shock is called "Bump" or "Compression". Movement which extends the shock is called "Rebound". The rate that the shock compresses or extends is called the "speed" of the shock, and so high-speed bump refers to quick compressions of the shock as would occur from suspension movement, and low-speed bump would refer to slow compressions of the shock as would occur from body movement.

The shock absorber has a tough job to do. It has to limit the high-speed (or high frequency) motions of the suspension as well as control the low-speed (or



low frequency) motions of the body. And it has to do this with no fixed anchoring point, because the shock is literally floating between 2 moving objects, the body and the suspension. In order to properly control the slow movements of the heavy body, the shock needs to have a lot of resistance, but if the shock is too stiff it will not allow the relatively light weight and quick moving suspension to properly follow the contours of the road. This is what makes shock design so challenging, and why they have become so complex. In order to accomplish proper control of both,

the modern shock has special internal valves and bleed ports to allow a softer response to a quick movement generated by the suspension, and a harder response to a slow movement generated by the body. So far so good, right? The trick now is to understand how the dampening effects of the shock actually affect the loading of the suspension, which directly influences the grip and balance of one's car.

While the springs are what suspend the car, and provide the overall resistance to body roll and suspension movement, shocks control those movements on an immediate basis. They also are what initially transfers load until the body has time to roll and transfer load to the springs. So shocks can be used as a tuning tool to affect grip and balance on initial movement of the suspension. It is that instant resistance to movement that causes the shocks to either load (on compression) or unload (on rebound) the suspension, and cause a resultant increase or decrease in grip. This is why racing shocks have evolved from a simple one way loose/tight adjustment to the 4-way control (low and high speed compression and low and high speed rebound) that can be found on top-end racing units like Moton Motorsports, easily costing over \$3,000 per shock. So what exactly happens when you turn your car into a corner?

As we slow, turn the steering wheel and bend the car into a corner, the body starts to roll on the suspension and the shocks are immediately in play. The outside front starts to compress and the inside rear extends. This causes an increase in load on the outside front tire, and a decrease in load on the inside rear. The immediate shift in balance is determined by the relative stiffness of the front compression as compared to the stiffness of the rear rebound. As we continue in the corner, the springs will compress (and unload) their respective amounts based upon their rates, and the balance of the car will now change to the relative stiffness of the springs (and sway-bars). As we transition to the gas around mid corner, the balance will shift back towards the shock bias, but this time it will be based on the rebound in the front and the compression in the back. Remember that shocks exert the most control on initial movement, and over time (measured in tenths to full seconds) the load transfers back to the springs and sway-bars.

Proper shock settings can be difficult to get right. If the shocks are too soft for the spring rates, the suspension will oscillate over bumps and the body will roll and wallow. Everyone has seen what a car looks like bouncing up and down when the shocks are worn out. The shocks have to be set stiff enough to control the quick movements of the springs as well as the large movements of the body. However, if the compression is set very stiff to limit initial body roll and keep the tires on the road over bumps, major impacts can raise the body and actually reduce the amount of grip until the suspension recovers. If the rebound is set very stiff to try and keep the body from wallowing and feeling floaty, then the suspension may not be able to extend quickly enough to maintain grip when the road drops away. This could occur over undulations or after initial contact with a bump. As spring rates are increased, the time and actual distance that a shock moves is decreased, so proper adjustment becomes even more critical. This is why racing suspensions typically require the use of externally adjustable shocks.

The last item that I want to touch on is how shock adjustments can actually affect car handling. It is probably one of the hardest concepts to understand because it is so complex and inter-related with the rest of the suspension (springs, sway-bars, etc.). There is also a lot of disagreement on the subject due to that. Using the basics, you can dissect what is happening and apply that to further your

understanding. As previously discussed, the shock is floating between the body and suspension with no fixed point of attachment. This means that what affects the tire is transferred through the shock to the body, and what affects the body is transferred through to the tire. This occurs much like what happens with springs, except the effect is much quicker, and temporary. If you tighten the bump in order to reduce the amount of initial body roll, you do so at the risk of displacing the body over large bumps, reducing load and hence the grip on that tire. If you tighten the rebound to “clamp the body down” you do so at the expense of grip, because preventing the suspension from extending will again reduce load and hence the grip on that tire. Also realize that body roll will unload the tires more quickly with higher amounts of rebound. To some extent, however, this can be used to your benefit. If you are trying to reduce understeer on initial turn-in for example, a little more rebound in the back will cause a slight unload of the inside rear, and so can help the car turn-in better. Conversely, as you pick up the throttle in the turn and the car rolls back on the rear suspension, increasing the bump in the rear will cause the body to more quickly put pressure on the rear tires and create grip faster, reducing the tendency to oversteer.

Knowing whether or not you have too much overall bump or rebound is very much a trial and error process. If the car chatters too much over little bumps, and you lose grip after impact with big bumps, you may be over damped on the compression. If the car feels really tight, but seems to lose grip over undulations, and after dips or where the road falls away, you may have too much rebound. With remote reservoir shocks, canister pressure can play a part too. With most canister shocks, increasing the pressure will increase the force on the piston, adding to your spring rate and increasing the compression damping. Since every manufacturer is different, it is best to check directly with them concerning the effects of increased pressure on your particular brand.

For some of you, I am sure that your heads are quite full right now, and I hope that I have provided you with a little enlightenment on what can be a very dark subject. For others, I am sorry if I have left you wanting but this was Shocks 101, and like I said, many books have been written on shock absorber technology and adjustments. Hopefully as you dig a little deeper, things will be a little clearer for you.

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) 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.

- Jefferson/Shenandoah.....Sat., March 26**
Thompson Porsche (formerly Holbert's)
1607 Easton Road, Warrington, PA 18976
1- 866-465-2378
- Pocono North.....Sat., April 30**
Meenan Transmission
1938 North Broad St., Lansdale, PA 19446
(215) 855-5123
- 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

AUTOCROSS SCHEDULE 2011

The autocross championship season will start again in April and finish in October 2011, one event each month. The schedule will be very similar to last year, with a couple of changes. We still plan on attending the following events: Central PCA – Hershey; Philly SCCA – Warminster; and Delaware PCA – Dover. All were well attended and enjoyed last year. The changes will be with the April Maple Grove event and the date of our very own Planes and Porsches charity event. 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 www.MotorSportReg.com.

MONTHLY MEETING SCHEDULE

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

- Dougherty Automotive Services.....Sat., March 26**
17 Hagerty Blvd., West Chester, PA 19382.
Note: this will be a breakfast meeting, with social starting at 9:00 am.
- CJ's Tire & Automotive Services Wednesday April 20**
210 Eagleview Boulevard in Exton, PA.
- Knopf AutomotiveWednesday May 25**
3401 Lehigh Street, Allentown, PA.
RSVP: Client Representative and RTR member
Jim Sangiorgio at 610-967-0787.

UPCOMING SOCIAL EVENTS

Breakfast meeting Sat., April 17

Peter Majka took care of the RTR Website for 5 years and now looks forward to being your Membership Chair. This will be the second breakfast meeting in Lehigh County on Saturday, April 16th @ 9am at the Bob Evans restaurant - 2805 Lehigh Street in Allentown, PA. By the time you read this, all the "Not only for new members breakfast" dates should be posted on our Web site's calendar. Contact Peter at membership@rtr-pca.org



Wine Dinner Fri., March 25



This will be the 2nd Wine Dinner to be held at the Columbia Bar and Grille in the historic town of Phoenixville. If you were not part of the original crew that enjoyed

the first event, well you missed a fantastic meal, generously-poured wines from around the globe, and great conversations amongst Porsche people. The cost is \$50 per person, excluding tax and tip. Jeff Walton will help create the dining menu (as he did last time). There will be a private room and the size depends on the number of people. There may even be private parking, depending on the number of participants. Check your calendars, and e-mail Jeff at jeffrey.walton@gmail.com as soon as possible. He would like to have the head count by March 18.

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

Our own Nick Benz, 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 get on the ferry crossing the Delaware Bay and 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, 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 Sat., 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 one 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 at Joe Asher at asher681@hotmail.com

HELP WANTED – AWARDS CHAIR

Riesentöter Awards Chair needed for an exciting job creating and distributing our club awards throughout the year. No experience required. Lots of enthusiasm desired. Please contact Graham at president@rtr-pca.org for immediate consideration.





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Wanted - Der Gasser Editor

Riesentöter - The editor has the final word on which stories are published and the perspective taken on them. They also have to ensure that the editorial stance of the newsletter is in keeping with that of the publication, The editor checks material for accuracy, content, grammar, and style. The editor also oversees the layout and appearance of articles, which may include duties such as artwork, design, photography and sometimes attending social and DE events. The editor needs be up to date about current club happenings and be well informed about a broad range of technical subjects. Also essential are basic computer skills.

If the editor job description sounds like the kind of work you would enjoy, know that the pressures of the job are great, and one is constantly working against time to meet deadlines. The job also carries great responsibilities, for the editor is the one who takes the fall for printed inaccuracies. Interested? Please contact Dan Newton at editor@rtr-pca.org

MARKTPLATZ



Porsche 2004 996 Porsche 911 GT3 Cup Car, engine: 0.5 Hr. since Refresh by TRG - Kelly Moss, 420 HP Crank (stock is 390) – Dyno sheets from Kelly Moss, 2-piece floating front rotors, G-50 w/ cooler (0.5 hrs. since refresh), Premiere Racing Fuel System 27 gallons – Hood not cut, Aviation Dash w/ Hr. meter, PTT for Lights, Fuel Mgt. Lights & Switches, cool suit, fan, etc., new Recaro Seat 2009, new Schroth 6 pt. driver harness 2009, much, much more... Extras include Fiske wheel set - 3 piece, 4 Sets of tires, spec. fluids, brake pads, rotors, a spare refreshed G-50 Transmission and more. Price reduced. Please call or e-mail for full details. Contact: Allen Smith 610-202-4855 or Astra@pobox.com. (03/04)

GT3 Cup - 996 Wheel Set - Fiske center locking, black spokes, Mint condition, and factory overhauled and inspected. New set cost \$ 4,600. Selling for \$3,400. Allen Smith Astra@pobox.com 610-202-4855. (03/04)

GT3 Cup - 996 Front Tires - Michelin 24 / 64 -18 Blues -10 tires total - 4 Mint Condition - NEW - never mounted - 6 run for break in laps. Worth \$ 2,600. All 10 for \$1,800. All stored in factory spec. conditions. Allen Smith Astra@pobox.com 610-202-4855. (03/04)

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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