

THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 37 - Number 2

February 2011

Upcoming Events

- | | |
|------------------------|---|
| Feb 7
(Mon) | Monthly Meeting
7:00pm, Porsche of Orlando |
| Feb 12
(Sat) | Tavares Auto Cross
Lake County Sheriff's Training Facility |
| Feb 19-20
(Sat-Sun) | Roebling Road Drivers Ed
Savannah, GA |
| Feb 26
(Sat) | Chili Cookoff
7:00pm, Porsche of Orlando |

Tour to the Tomoka

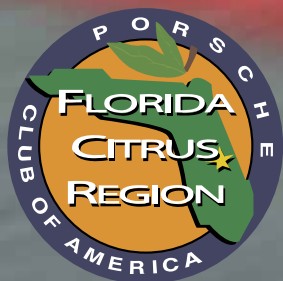
*Club members enjoy a countryside tour
and a stop at BGB Motorsports*

Member Profile

*Meet our new President,
Steve Williamson*

918 RSR Announced

*at North American
International Auto Show*



Chartered in 1974
Published Monthly
514 Members
<http://flc.pca.org>



Tour to the Tomoka
Photo by Howard Del Fava



Stretch Your Money

By Jill Perry

The April 18 federal tax-filing deadline is almost here, and many of us can look forward to a refund. Last year's tax refunds averaged about \$3,000. It's amazing how quickly that much money can be frittered away, so plan now to make the most of your windfall.

Get what's coming to you

If you haven't filed yet, use the tax filing software TurboTax® to get your maximum refund—guaranteed. AAA members save 25 percent on TurboTax online or 15 percent on the downloadable version. E-file and get your refund in as little as eight days.

Invest for your future

Before you spend a cent, build a fund to cover expenses in the event of long-term job loss or other emergencies. Keep your emergency fund safe and growing with a AAA Money Market or CD account through Discover Bank. Yields have consistently beaten the National Average, and deposits are FDIC insured.

Pay down debt

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Spend wisely

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AAA Financial Services

From the Editor

A special thanks to Nilo Argudin and Steve Williamson for their excellent articles in this month's Spiel. For those that do not know our new President, the member profile is a great introduction.



I am looking forward to February for both the activities and putting together what will likely be our largest issue ever. There are so many events: the Auto Cross in Tavares (page 7), the Drivers Ed in Savannah (Page 11), and the always tasty Chili Cookoff (page 13). Please come out and join us and maybe see yourself here in the Spiel.

And don't forget, we would love any articles on great or memorable Porsche related experiences.

Travis Young - KineticFlow@mac.com

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Contact kineticflow@mac.com for information

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Welcome New Members

Total region membership as of December 30 was 514.

Welcome to our new members:

Argemico Andrade	2011 Panamera	Sanford
Ryan Caserta	2000 Boxster	Orlando
Robert Fairchild	2001 911 C4	Winter Garden
Jesus Hernandez	2008 Cayman S	Orlando
Vinicio Hernandez	2011 911	Orlando
James Luther	1995 993	Longwood
Gerard Van Der Laan	2002 911	Lk Buena Vista

Member contact information is very important if you want to continue receiving the "Panorama", the "Citrus Spiel" or any e-mails about upcoming region events. This contact information is maintained on the member database at PCA.

There are three ways to update this information:

Call PCA at 703-321-2111

on the web at www.pca.org

send information to Bill at: daviswm@cfl.rr.com





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President's Update

Winter months in Florida traditionally bring two things, unpredictable weather and the racing community. I hope you had an opportunity to take in some of the events at Daytona in January. My personal favorite is the Continental Challenge on Friday before the more famous 24 Hours of Daytona during the weekend. Prior to my Porsche ownership days (the days before enlightenment), I would be envious of those car owners that enjoyed the special parking and what appeared to me to be VIP treatment at Daytona. My first couple of years as a Porsche Club member were made worthwhile by the Porsche Corral at Daytona and the Porsche Platz at Sebring. I have now discovered the variety of activities our Region has available.

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Social Chair Laura Shields
lauraleexoxo@aol.com

Safety Chair Kevin Duffy
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Newsletter Chair Travis Young
kineticflow@mac.com



If you have never attended one of our driving events, either Driver's Education or Autocross, please make plans to join in the fun. Both events are being conducted during February. Register at www.clubregistration.net or contact any one of us mentioned in the Spiel. Enjoy your car the way it was meant to be enjoyed, drive it!

Don't be concerned that you won't be talented enough, or that you won't be quick enough. When you see my name on the roster of participants, there is strong probability that someone slower and with less talent will be participating.

Our social calendar will include our annual Chili Cook-Off late in the month of February at Porsche of Orlando. Always a fun and well-attended event, here's is your chance to display your culinary talents with a creative chili. If you have no culinary talent, join me for taste-testing and judging. Check the Spiel and our website for dates and times for the Chili Cook-Off and other events.

Start planning now to attend the 56th Annual Porsche Parade held July 31 - August 6, 2011 in Savannah. The Parade will have a full slate of activities including Concours, Autocross, Rally, and Tech Quiz. There is also be a gimmick rally, a 5K, banquets and golf. There will also be a DE at Roebbling Road conducted by Coastal Empire Region. The Savannah Trade and Convention Center is the event headquarters with the Westin Savannah Harbor and Savannah Marriott Riverfront as recommended accommodations.

Finally, thank you to all of the volunteers that make our Region work!

See you at an upcoming event.

Steve



Meeting Minutes

January 2011

The January 3, 2011 meeting of the Florida Citrus Region of PCA was called to order at 7 PM by President Steve Williamson. The meeting was conducted at Porsche of Orlando 9590 S Highway 17-92 in Maitland and was attended by approximately 40 club members. One new member was in attendance. He introduced himself and received a coffee mug for loving his Porsche.

Treasurer Pete Brotsch was in attendance and reported the Region is financially sound with most all financial obligations for the year resolved.

President Williamson reported that the Region membership is in excess of 500 with approximately 380 affiliates.

President Williamson also congratulated and thanked Travis Young for another excellent edition of the Spiel but Travis was not in attendance. We are always in need for articles.

Bert Villano reported registration is available for Autocross and Driver's Education events in February at www.clubregistration.net and encouraged participants to sign up early.

Reminders of upcoming events including the Rolex 24. DE @ Roebing, Autocross @ Tavares and the Chili Cook-Off. January events include the Volusia County Tour for January 16 utilizing some of the most interesting roads in Volusia County Florida with a stop at BGB Motors sports and ending with lunch at one of Volusia County's fine waterfront restaurants. The Citrus Region along with other Central Florida Regions will participate in the Porsche Corral at Rolex 24 hour the weekend January 29 and 30. Volunteers will be needed for the Rolex event and everyone was reminded to plan to get there early on Saturday to secure parking in the "Porsche only" area.

I look forward to severing you as our Region's Secretary. CYA around

Nilo Argudin
Secretary and Insurance Coordinator



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Contacts

Director of Instructor Training	Ron Zitza (407) 294-0024 TeamZotz@aol.com
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Technical Chair	Sid Collins (407) 297-7733 sid@troysport.com
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Upcoming Calendar

Your guide to Citrus/Region Events

Monthly Meeting

Feb 7 at 7pm
Porsche of Orlando
1st Monday of Each Month

February 2011						
Sun	Mon	Tue	Wed	Thur	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

48 Hours of Sebring

Feb 3-6 at Sebring Raceway
Gold Cost/Sun Coast Club Race

Auto-Cross

Feb 12 at 8:30am -
Tavares - Lake County Sheriff
Training Facility
See ad this page.

Roebling Road Drivers Ed

Feb 19-20 Savannah GA
See add page 11.

Cars & Coffee

Feb 19 from 9am - 11am
at House Blend Café
Gathering of car-nuts on the
third Saturday morning of each
month in Ocoee for all car makes.
www.houseblendcafe.com

Chili Cookoff

Feb 26 at 7:00pm
At Porsche of Orlando
See ad page 13.

Upcoming Events

Feb 9-10 ALMS Winter Tests at Sebring
Mar 19 Sebring 12 Hour

February Auto Cross

Feb 12 (Sat)

The next autocross of the 2010-2011 FLC Autocross Series will be held on Saturday, February 12. Registration is now open at www.clubregistration.net, and is still \$25, payable at the site, including lunch. The event will be at the Lake County Sheriff's Training Facility at 13000 Frankies Rd., Tavares. We will run an exciting course to be designed by our Gary Merideth on the big lot. Gates open at 7:00 and on site registration closes at 8:30. On line registration closes at 12:01 AM on Feb. 10, so register before midnight February 9.

If you are an experienced autocrosser, you know the FLC series offers friendly competition and great camaraderie. If you have not done an autocross, please join us. We offer a fun, safe environment in which you can drive your Porsche the way the engineers designed it. We welcome novices, women, and young drivers (over 16 with a valid license). Instructors and loaner helmets are available.

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Mission: Tour to the Tomoka

by Nilo Argudin - photos Howard Del Flava

Chilly Sunday morning. Clear blue skies. 70+ P cars. Sports car/joy riding perfection.

To our devoted Spiel readers out there, my attempt to do justice on our recent Volusia County Tour to the Tomoka will fall short as it simply was an awesome day of pure power driving via open road. Our day began at the Porsche of Orlando showroom with an assortment of enticing fresh donuts and piping hot coffee. A big thanks to Porsche of Orlando for providing the tasty treats.

Between bites and sips we all caught up on the latest P car news and events. Our new president, Steve Williamson along with event coordinator, Jane Sanford, welcomed all who joined in for the event and gave the standard drivers briefing. Each member was given directions of route tour which included a stop at BGB Motorsports before moving on to lunch at River Grille. Dispensing with the necessary registration duties needed for the tour, we excused ourselves, made the last minute bathroom jaunts and assumed our positions in line. Lined up two abreast, it was an awe-

some sight to see the assortment of serious German metal on display. Among many, a shout out to David O'Neal, President of Sun Coast Regional for gracing us with a beautiful GT3-RS. I guess he is serious about retaining the Auto Cross trophy!

I was privileged to be part of a group who has a true appreciation for this unique automobile with its legendary power, speed and overall classic beauty.

With directions in hand and a gps/navigator (otherwise known as my wife), we were ready to roll. Meandering our way through the cars and lights of city traffic, we finally hit the open road, let the engines open up as we watched the speed limit signs in the rear view mirror. The scenery was beautiful as we drove through winding roads and full straightaways. Volusia County was a vision within itself. By the way, if I may make the suggestion to our chief-in-command: Perhaps a scheduled "time-out" would be in line for said purpose of bathroom/beverage break geared for us guys out there. You know who you are. A much urgent ER stop took place in the midst of the woods where my wife strategically snapped a picture, held, no doubt, in an undisclosed safe deposit box for pur-



poses of both posterity and future blackmailing attempts.

Finally arriving at BGB Motors in Ormond Beach, we were eagerly greeted by the BGB Motors staff whom were both informative and welcoming to our PCA members' questions. We were given a tour of the facilities and had the opportunity to look over a few of the cars there for maintenance. A quick bit of information: BGB Motors are the only team racing a Cayman S in Grand Am's Continental Challenge. This past weekend, they raced in the "Roar before the 24" testing in Daytona and took 3rd and 16th place. Their number 83 Cayman was their top Porsche in the group. Congrats to the whole BGB Motor racing team.

The final leg of our journey brought us all back together for lunch at the River Grille Restaurant. Although it was a beautiful day, it was a bit too nippy for my blood to enjoy the outside dining area so we opted for indoor. We were fortunate to meet some PCA members we had not yet had the pleasure of meeting and enjoyed a lunch of good food and conversation. Overall, it was an excellent day to get outside, enjoy friends and thrill of the best sports automobile on the road. My opinion, but I'm biased! Thanks to all of our PCS members who joined in on the great journey for an all around great day of pleasure driving. For those members who were unable to join in, you were missed and we hope to see on our next road rally adventure.

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Additional Volusia County Tour Pictures Courtesy of Nilo Argudin



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Feb 19th and 20th 2011

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and drivers must wear proper
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Drivers must be 18 to enter and
have a valid drivers license

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GenieEvers@gmail.com or (352) 636-9646

Socially Spiel

with Laura Lee Shields, Social Chair



Happy New Year, Porsche members! I hope everyone enjoyed a terrific holiday season with the ones they love (including the Porsches they love). This year's holiday party was a great success! Not only did we have a great time, but (thanks to you) we made a huge donation to the Toys for Tots program.

I can honestly say that I am very excited about 2011's social calendar. We plan to repeat our popular events, like the wine tasting at Tim's Wine Market, the Chili Cook-off, the Challenge Rally to raise money for the Russell Home, Beer Tasting at Orlando Brewery, and the annual holiday party. On top of that, I am putting together a "date night" where we all meet up at a local restaurant one evening during the week and bring our Porsches as our dates!

As always, I am interested to hear your feedback, comments, ideas and what you like and did not like this past year so that I can begin to plan for the future. I can be reached at (407) 421-1481 or via E-Mail at LauraLeeXOXO@aol.com.

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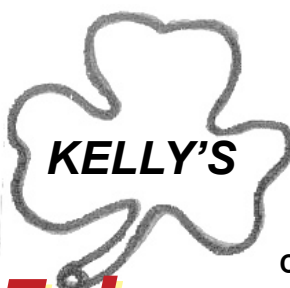


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Saturday, Feb. 26th at 7:00 pm
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- Come join us at Porsche of North Orlando to show off your culinary skills with your unique creation of chili.

Based on popular vote, prizes will be given for

- o Mild Chili
- o Hot Chili
- o Side Dish
- o Dessert

...so bring your best family recipes

Drinks (Beer, Wine, Soda and Water) will be provided


- Orlando Brewing has again been selected as the exclusive beer of the Chili Cook-off! A variety of beer styles will be available. Orlando Brewing is a local Micro Brewery crafting a variety of all organic brews.
<http://www.orlandobrewing.com>

- "Door" prizes will be presented in addition to those for the cook-off. (tickets to be given to those voting - and will be drawn after the announcement of the Cook-Off winners)

Questions can be directed to Jim LaPiana at 407.332.6228 or via email jimlapiana@mac.com. Entry placards may be filled out in advance and are available in "Word" format online.

Please R.S.V.P. to Jim by February 19th

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Member Profile - Steve Williamson

Although born in Virginia, I have spent my entire adult life in Central Florida. And for the amusement of some and the consternation of others, I still play with cars. It started early for me, as a kid growing up in Roanoke, I lived in the heart of NASCAR country. I remember Saturday nights, I was probably about 6 years old, spent with my father and uncle at Starkey Speedway in Salem where Richard Petty, Ned Jarrett, and Fireball Roberts would appear from time to time and beat the local drivers. Once exposed to the speed, the sounds, and the smells associated with racing, I was hooked.

The cars became my focus of fascination and the drivers, my heroes. Every Sunday when I could find a race broadcast on MRN (Motor Racing Network), I was glued to the radio. Each year, my family indulged my passion by carrying me to the closest real NASCAR track, Martinsville Speedway, for the Old Dominion 500. The fall race at Martinsville is in September near my birth date so this became my traditional birthday



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present. We made a trip to Charlotte for the "World 600" once. I had no idea that thirty years later, I would drive that track myself! I swapped a passion for NASCAR for sports cars when I attended the 24 hours of Daytona in 1982 and I have never looked back.

As a teenager, my first car was an MGB, then came a procession of cars that included an MG Midget, a couple of Mustangs, a Camaro that became a Firebird, an Opel GT, a VW Beetle, an Alfa Spider (for one day), three Chevrolet Impalas, four BMW's, a Mini Cooper S, a GMC conversion van, a GMC Yukon XL, a GMC Jimmy, a Honda Accord, a 924 S, two Boxsters, an Audi A4, a 944 Turbo, and my latest prize, a Cayman S. Good reasoning supported the buying decision behind each one of these cars and the four boats I have owned for that matter. What that reasoning was escapes me as I have always been happy to be rid of those that I sold. I have decided that I now own the ideal combination of vehicles and I will not be buying any other cars or boats, EVER! Well maybe not, I just drove a Panamera.

I discovered that British cars are excellent if you don't really need to go anywhere especially at night and that if you drive an Opel GT, rubber bands may be used for throttle springs only for a short period of



time. British electrics should not require additional comment. Once the rubber bands are subjected to several heat cycles under the Opel's hood, the next necessary piece of equipment becomes a fire extinguisher. The MGB did produce my first competitive automotive accomplishment, a trophy for winning a rally as a driver at age 17. The Opel produced an insurance claim. The Camaro was never really a Camaro, but a tube frame car that I raced at New Smyrna Speedway for a couple of years. It became a Firebird as Camaro pieces fell off. Firebird body panels fit and they looked cooler. Finally, there weren't enough pieces left to bring home and driving in circles in anger with others who have no concept or regard for personal safety no longer seemed to be a good idea.

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(Member Profile - Continued)

I auto crossed the first time in the early 80's with a BMW 320i as a member of the BMWCCA at the old Herndon Airport, now Orlando Executive and I still enjoy auto crossing with our Region. I have managed to eek out some success from time to time, but for me with marginal skills, it is just fun! I have had the opportunity to enjoy track time at Charlotte, Darlington, Sebring, and Daytona. I have spent many nights sleeping in the infield at each of these venues prior to or during events. These tracks hold magical history for me from my youth.

I am the proud father of two children, Stephen (#2) who is my clone, married and living in Oldsmar north of Tampa, and Ashley a senior at The University of Florida on her way to a career as an occupational therapist. Ashley is a graduate of the Panoz Racing School, having learned her driving techniques at Sebring.



My brother Dana lives in Frisco, Texas and is a biker, a Honda Gold Wing complete with nav, satellite radio, ABS, heated seats and handlebars. I do not understand any of that.

My better half is Shirley. If you have met her, you probably know she is from Scotland, grew up in Mexico, lived in Germany and Iran and has given me somewhat of an international education. She is fluent in Spanish, German, and Farsi. We are hoping to vacation in Germany this year with a trip to the fac-

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tory and museum in the plans. Since she drives a BMW, exactly what factory and what museum is still being discussed. We have two rescue dogs ruling the household, Riley and Jimi Sanchez. Being somewhat self-absorbed, I don't know why any of this group lets me hang around.

Most of my friends know me as a Gator, but few know that at one time I was an avid golfer. I played on the Lyman High School Golf team that competed for the state championship in 1970 and my handicap at one time was a 3. More recently, 2000 - 2005, I competed on the ReMax Long Drive Tour and won local and regional events, but never had much success on the state or national level. Those days are now in the mirror.

I own Real Estate Education Specialists, teaching courses in real estate brokerage, sales, and appraisal since 1979. I develop, schedule, and teach courses myself having trained more than 30,000 real estate professionals. I am also a real estate broker owning Sunny Lakes Realty and I am a real estate investor. Please let me know if you want a real estate license or if you want to buy or sell any real estate. One must pay for this car craziness somehow!

Having been a member of BMWCCA, the Audi Club, and PCA, I can tell you that my membership in the Citrus Region has been the most fun. I enjoy social activities and driving events and have from the very first meeting I attended. My first few years as a member of PCA, I lived in Ponce Inlet and was a member of the Space Coast Region. My activity was limited to reading the Panorama and participating in the Car Corrals at Daytona and Porsche Platzs at Sebring. I moved back to Lake Mary in 2005 and joined the Citrus Region. I then discovered that volunteering in the Citrus Region got you closer to the action. Last year I had the honor of serving as Region Secretary and now for 2011 as Region President. Maybe I should have written this introduction before the election, the results may have been different!

Now that you know something about me, I look forward to knowing more about you. Please say hello at one of our upcoming events.

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Alignment or Balance?

by Pedro P. Bonilla (GCR PCA)

"I get a shimmy at speed", or "my car pulls to the left when cruising down the road" are two of the most common complaints regarding steering wheel feedback... and the question generally following is: "Should I have an alignment done, or do I need balancing?"

I will attempt to oversimplify what otherwise are complex and very precise adjustments, very important for your Porsche to perform at its best.

Balance

The technical definition of balance is: the uniform distribution of mass about an axis of rotation, where the center of gravity is in the same location as the center of rotation.

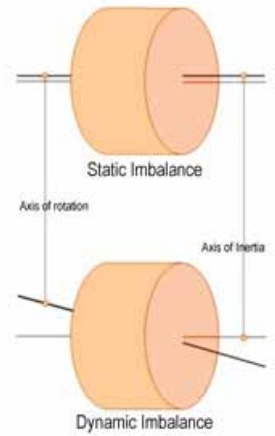
Because of manufacturing imperfections and/or additional requirements such as the tire's valve stem, the tire pressure monitoring system, etc., when a tire is mounted on it's wheel the combined weight distribution is not perfect. This can be corrected by the addition of small weights strategically attached to the edge or underside of the wheel. Tire balance actually encompasses balancing the tire and the wheel to which it is mounted on. Tire balancing is a necessity because an imbalance of mass will cause the wheel to wobble when the tire rotates, generating vertical or lateral vibrations which may increase with speed and which can be felt through the steering wheel.

The best way to balance tires is by dynamic balance, where tires are mounted on a rotating axle which has sensors capable of detecting small unbalanced forces on the axle. These sensors are connected to a computer which calculates the forces and taking into account the diameter and width of the tire, tells the

operator how much counter weight to add and exactly where to add it on the wheel to eliminate the imbalance.

There are actually several types of imbalance that can occur:

- Static Imbalance: The vertical movement resulting from light or heavy wear spots on a tire.
- Dynamic Imbalance: Side-to-side movement resulting from unequal weigh on the sides of the tire and/or wheel.
- Run-out Imbalance: Excessive movement generally due to improper bead seating of the tire on the wheel.
- Vehicle Imbalance: Vibration due to vehicle components other than tire/wheel assembly, such as brake rotor, wheel hubs and drive lines.



Static and dynamic imbalance can be corrected with a dynamic (spin) balancer. Run-out can be corrected by properly re-mounting the tire and vehicle imbalance can be corrected by replacing or repairing the imbalanced component.

After some miles on a new set of tires, imbalance can occur due to the loss of a counterweight or by wear spots on the tire. If you start to feel a slight vibration through the steering wheel, have your tires' balance checked.

Alignment

The adjustment of the angles of the wheels so that they are set to the manufacturer's specifications.

Alignment is much more complex than balancing since it involves primary and secondary wheel angles, which are obtained by adjusting several suspension parts.

The three basic alignment parameters are: Toe, Camber and Caster, but an alignment goes well beyond just these three since there are secondary angles that

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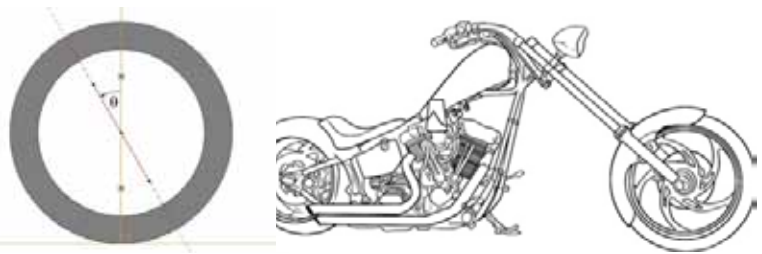
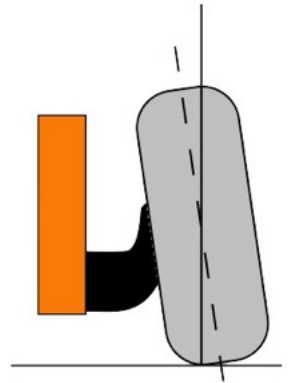
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can be adjusted, such as SAI, Included Angle, Toe-On-Turns, Maximum Turns, Toe Curve, Track Width Difference, Wheel Base Difference, Frame Angle, Ride Height, etc.



- Toe: is the symmetric angle that each wheel makes with the longitudinal angle of the vehicle. In other words, when the steering wheel is straight, are the tires pointing in (toe in) or out (toe out)? In a rear wheel drive car, such as a Porsche, increased front toe in provides for better straight line stability, but hampers turning response and increases tire wear. So, for DE (high speed, straight-line stability) you need a different setting than for an AX where turning response is favored over straight line stability.

- Camber: is the angle between the vertical axis of the wheels and the vertical axis of the car, when viewed from the front or the rear. Generally Porsches have negative camber, especially on the rear wheels, which means that the inner top edge of the wheels are closer than the inner bottom edge. Generally, more negative camber improves grip when cornering but induces more tire wear on the inner edges of the tires but, on the other hand for maximum straight line acceleration, the greatest traction will be attained with zero camber angle.



- Caster: is the angular variation from the vertical axis of the suspension. Think of the rake in a chopper's front suspension. Caster has more to do with the ability of the driven tires to self-center themselves (straight-line stability).

Most of these adjustments interact with each other. Changing camber will affect toe, and changing ride height will alter the geometry and requires additional modifications to bring back the alignment to spec.

All of our cars come from the factory precisely aligned, but alignment is not permanent.

Bumps, pot holes, curbs and general wear will affect the alignment settings which need to be brought back to spec periodically.

With a proper alignment (as close to the factory specs as possible), you will be able to reduce excessive tire wear, have good cornering traction, and maintain high speed stability in your Porsche.

For additional information on tire balancing and wheel alignment, please visit our website at: www.PedrosGarage.com.

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Porsche 918 RSR

Racing laboratory with even higher-performance hybrid drive

Porsche Press Release

Stuttgart. Porsche is continuing to extend its performance and high efficiency competence via intensive development work in the field of hybrid technology. With the Porsche 918 RSR, the manufacturer of sporty premium vehicles is presenting a high-end synthesis of 2010's successful hybrid concepts. The two-seater mid-engine coupé 918 RSR clearly reveals what happens when the technology fitted in the 911 GT3 R hybrid and the design of the 918 Spyder are transferred to a modern, innovative super sports car.

With its highly-efficient flywheel accumulator, the 911 GT3 R hybrid racing car proved to be an attention magnet during competition racing on the Nürburgring Nordschleife circuit, during the American Le Mans Series races (ALMS) in Road Atlanta/USA and the ILMC run in China's Zhuhai. It demonstrated its massive performance potential under realistic motor racing conditions against top competitors. The 911 GT3 R Hybrid, referred to internally as the "Race Lab" actually surpassed the high expectations of Porsche Motorsport. Competitiveness, high reliability and

exemplary fuel efficiency combined with top performance underscored the Porsche technicians' basic idea of generating additional power in an intelligent manner. The 911 GT3 R Hybrid obtains its additional power from its own vehicle dynamics when braking. Porsche is now transplanting this technology into the mid-engine coupé 918 RSR, the motor sports version of the 918 Spyder concept car.

From the tradition established by classic Porsche long-distance race cars such as the 908 long-tail coupé (1969) and the 917 short-tail coupé (1971), the Porsche designers created a link to the postmodernism of the "form follows function" philosophy. In the 918 RSR, the lines' elegant flow is dominated by muscular wheel arches, dynamic air intakes and a pulpit-like cockpit. A visible fan wheel between the ram air intake tubes and a rear spoiler with RS Spyder dimensions additionally emphasise the racing laboratory function. The new "liquid metal chrome blue" color which has been created underscores the sculptured curves of the forms, whilst the typical Porsche hybrid

orange color on brake calipers and the body's longitudinal stripes lends remarkable touches.

Motor racing technology also dominates within the particularly light, torsionally stiff carbon fibre-reinforced plastic (CFRP) monocoque. The V8 engine is a further development of the direct injection engine from the successful RS Spyder race car and now offers an output of precisely 563 hp at 10,300/rpm in the 918 RSR. The electric motors on the two front wheels each contribute 75 kW, i.e. a total of 150 kW, to the peak drive power of exactly 767 hp. This additional power, which is generated during braking, is stored in an optimized flywheel accumulator.

In the 918 RSR, the two electric motors offer a torque vectoring function with variable torque distribution to the front axle. This additionally increases agility and improves steering response. Mounted upstream of the rear axle, the mid-engine is integrated with a racing transmission also based on the RS Spyder race car. This further developed six-speed constant-mesh transmission with longitudinally mounted shafts and straight-toothed spur gears is operated using two shift paddles behind the racing steering wheel.

The vehicle's functional equipment underscores its puristic motor racing character. Whether it be the characteristic doors which open obliquely upwards, the air intake in the roof between the wing doors, the quick-action locks on the front and rear CFRP lids, the two roof-mounted aerials for pit radio and telemetry, the RS Spyder-like small, lateral front flics or the air splitters beneath the front lip or no-profile racing slicks on 19" wheels with central locking, the vehicle can be clearly recognized as an experimental racing laboratory.

In contrast to the 918 Spyder concept car, unadorned racing atmosphere predominates in the interior of the 918 RSR. The figure-hugging bucket seat's brown leather covering cites the history of the gentleman driver; the gear flashes on the racing steering wheel and a recuperation display on the steering column in front of the display screen supply the pilot with information. Instead of the futuristic, ergonomically avant-garde centre console with touch-sensitive user interface from the 918 Spyder concept car, the 918 RSR's cockpit is split by a minimalistic console with rocker switches. Instead of a second seat, the flywheel accumulator is to the right of the console.



This flywheel accumulator is an electric motor whose rotor rotates at up to 36,000 rpm to store rotation energy. Charging occurs when the two electric motors on the front axle reverse their function during braking processes and operate as generators. At the push of a button, the pilot is able to call up the energy stored in the charged flywheel accumulator and use it during acceleration or overtaking manoeuvres. The flywheel is braked electromagnetically in this case in order to additionally supply up to 2 x 75 kW, i.e. a total of 150 kW, from its kinetic energy to the two electric motors on the front axle.

This additional power is available for around eight seconds when the system is fully charged. In the successful 911 GT3 R Hybrid, this additional power can also be used as a consumption aid depending on the racing situation, e.g. to delay pit stops or reduce the fuel tank volume and therefore the weight of the vehicle.

With the new 918 RSR racing laboratory, Porsche is now elevating this motor racing hybrid concept to an experimental level. In the 918 RSR, "Porsche Intelligent Performance" equates to research into methods for further sustainable efficiency improvement under the intensified conditions of the race track, lap times, pit stops and reliability – a metier in which Porsche has been demonstrating its success for over 60 years.

Finally, the starting number, 22, pays homage to the anniversary of a further triumph. Porsche pilots Dr. Helmut Marko and Gijs van Lennep were the first to cross the finishing line in 1971's 24-hour classic. The distance record set by their Porsche 917 short-tail coupé – 3315.21 miles at an average speed of 222.304 km/h (138.13 mph) – did not remain unbeaten for an eternity, but for exactly 39 years until 2010.

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