



Chesapeake Region

GT Performance Tech Event

Article and Photos by Randy Richter and Jim Earlbeck

The day dawned clear and bright on Saturday July 13th, making it a perfect day to get the Porsche out of the garage for a weekend drive. Approximately fifty Porsche enthusiasts were treated to a shop visit, presentation and question/answer session by GT Performance owner Gennady Soykher and his son Igor.

GT Performance was founded approximately twenty-five years ago and in addition to standard maintenance, GT Performance excels in Porsche upgrades. The Soykher's both race Porsches and are well versed in the parts, installation and needs of a high performance race car.

A tour of the shop revealed a complete do everything facility. They have welding equipment, and injector cleaner/flow bench, a mill, a lathe, tire mounting and balancing machines, air condition servicing equipment, drill press, two blasting cabinets, power band saw, a Porsche PIWIS tool, laser wheel



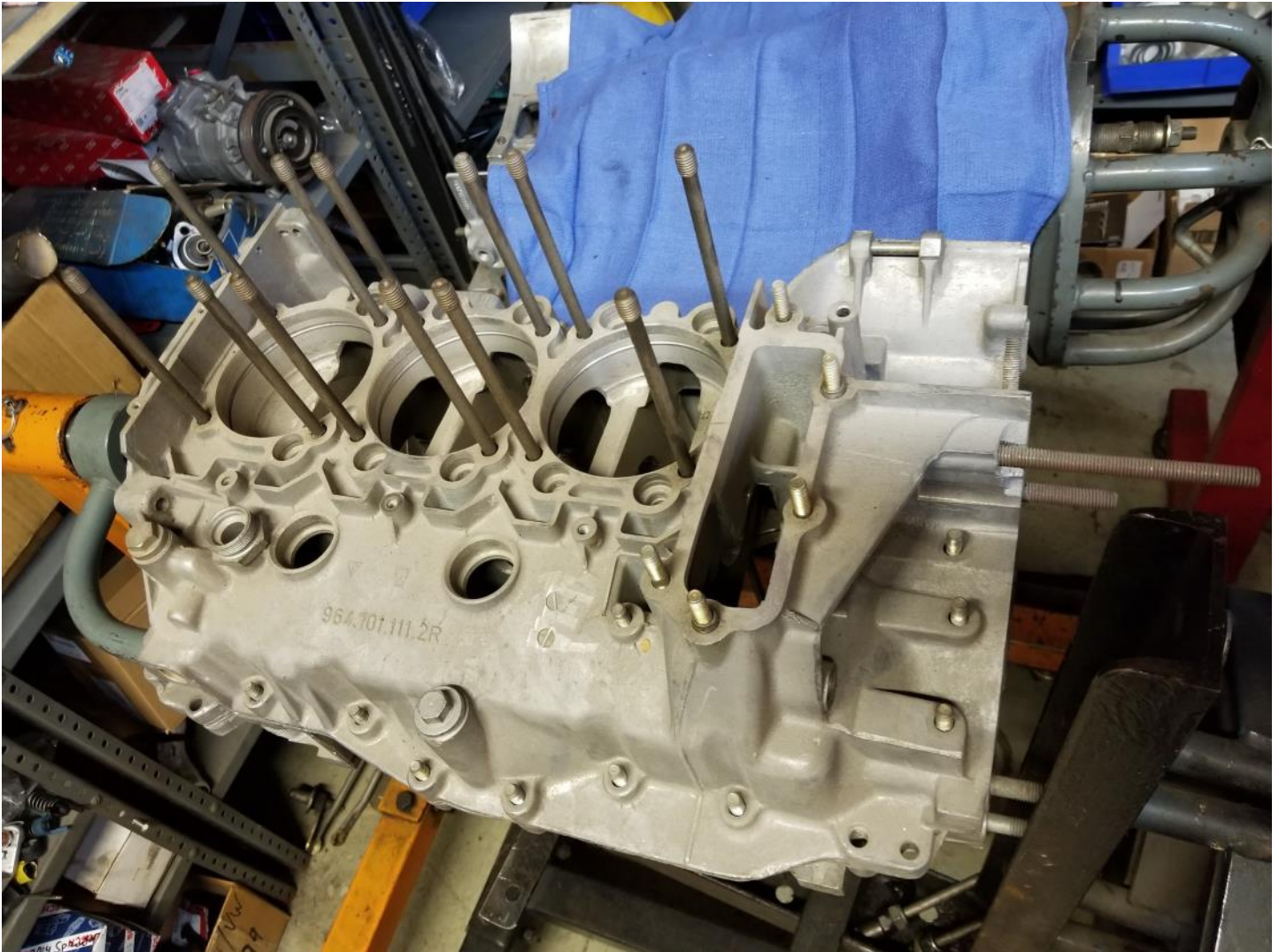
alignment tool and of course all of the smaller tools needed to do any repair.

At the tech committees request, Gennady opened with a discussion of IMS bearings and RMS upgrades. The GT Performance team has performed over 200 IMS bearing replacements. As a result of this experience, they have identified the good and bad points of various installations. They have therefore developed well reasoned opinions on the proper units to use and how to best install them.

Next up in the discussion were brakes, which included the use of PFC brake pads, Pagid Orange and Black pads and the failure of cross drilled rotors. Gennady said that the reason cross drilled rotors crack is because the rotor holes get clogged with pad dust, because the expansion rates of steel and pad dust is different the cracking starts at the holes. The recommended fix is to clean the holes with a drill and to blow out the rotor thoroughly with compressed air.

A discussion of oil and oil filters followed. The use of the spin on filter with an adapter was discussed. Gennady told us that the adapter requires the engine case to be ground and as a result he did not favor the spin on filter. Another advantage of the cartridge filter is that you can easily take off the ends and lay out the filter material to examine it for any foreign debris/metal. The proper kind of oil for stock street cars and race cars was discussed. A





brief discussion of clutch wear and the number of gears (ie 4 speed vs 6 speed). Gennady pointed out that more shifts do not necessarily mean more wear. It is gear spacing and start up gearing that causes wear.

At the close of the program Gennady was very gracious and took individual questions.

I might add that I had my IMS, RMS bearing, clutch, tires mounted and balanced by GT Performance and they did a wonderful job.

We are grateful for Gennady and Igor opening their facility and sharing their vast knowledge with us. If you need maintenance, performance upgrades or repairs on your Porsche, I suggest you give them a call.

