



DER GASSEER

NOVEMBER/DECEMBER 2010



STATE OF THE REGION

My Fellow Porsche Enthusiasts,

It is with great pleasure that we close out another successful year of our Club. While serving two consecutive years as President, I have met many new members, heard many ideas and been proud to serve as your President. I thank you for your support and I thank the members of the executive team for their dedication and willingness to serve the Club.

The election for the 2011 executive board is now complete. Several new executives will take office on New Year's Day and are coordinating the transition with those who are departing. I offer my sincere "thank you" to Allison Dollery, who stepped in during a tumultuous period to serve as treasurer; Steve McMorn, who brought a new level of excitement to our Autocross program; and Chris Karras who helped document the Club's procedures. These three officers served with dignity and a high level of enthusiasm. Again, thank you.

Incoming are Chris Barone, our new Treasurer. Chris served as Rally Master this year and is currently CFO for a local Philadelphia company. With Chris joining us, we intend to keep the same high level of financial transparency and client satisfaction as Allison has kept since taking office. Ian Curtis will become our 2011 Autocross Chair. Ian worked with Steve McMorn to plan and execute the highly successful Planes and Porsche summer spectacular as well as to organize and run the Autocross roadshow. Todd Little, an IT professional, will be our Web Master in 2011 and has recently upgraded our Web site. Bud Horenci will join the executive team as our new Secretary. Bud has participated in several volunteer organizations and has successfully managed his own business.

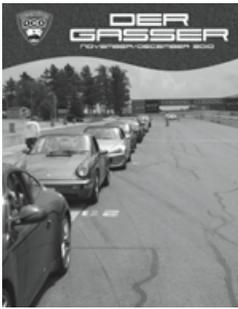
Several existing executives have changed roles. Rita Hancock has moved from Social Chair to Vice President, Joe Asher has moved to Social from VP and Peter Majka, after having served as Web Master for several years is taking over as Membership Chair. Marty Kocse, our long serving Membership Chair, has agreed to serve as Registrar for our highly popular Drivers' Education program. Each of these positions brings a high level of enthusiasm required to keep our Club moving forward and I look forward to working with each of them.

Heading into 2011, we will continue to strive to improve our Club over the previous year. By expanding our horizons, we will continue to create or participate in new events appealing to each of you because, in the end this is a car club where we come to drive, talk, tinker and play with our cars, meet our friends, and enjoy ourselves.

Thank you and let's welcome 2011 together in our Club!

Graham Knight

On the Cover



To paraphrase Steve McQueen in the classic movie Le Mans, "A lot of people go through life doing things badly. Drivers' education is important to those who do it well. When you're driving, it ... it's life. Anything that happens before or after ... is just waiting." The wait at the grid during a recent Riesentöter DE event at Watkins Glen. Photo Graham Knight/Catherine Wetendorf.

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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 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.

DER GASSER

A bi-monthly publication of the Riesentöter Region
Porsche Club of America

NOVEMBER/DECEMBER 2010

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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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RTR NEEDS YOUR HELP TO SAVE THE....

By Jeffrey Walton

... and no not the whales, or the planet, or even the ozone layer, (I think that cured itself). No, we need your help to save the very publication you are reading right now, *Der Gasser*. See, the people have spoken and because we are a bribeless, democratic society deemed by voting and elections, your chosen representatives are listening. Based on the results of last year's survey, an overwhelming majority of the 1800 plus RTR members love the nostalgic feel of holding our beloved newsletter firmly in our hands. Besides, it looks great on the coffee table right next to Business Weekly and the Readers Digest. So instead of having a PDF delivered straight to your inbox, then having to spend a small fortune in ink cartridges (BTW they are one of the most expensive liquids known to man, something like \$3000 per gallon), fighting with paper jams, or installing a new version of Adobe, we will try to continue to support and deliver *Der Gasser* straight to your door once every two months in its original form (just thank our lucky stars the first one wasn't printed on stone).

In order to help preserve this beautiful art form, we are looking towards our members, mainly from those who own a business, or know of people who own a business and are willing to advertise in our regional magazine. And just why do we need advertisers? Three reasons – money, money, money. Magazines don't grow on trees – they are made from trees, there is a difference. And this difference costs a few smackeros. Just how much money are we talking about? Well to produce a yearly run of *Der Gasser*, all 6 informative issues, it costs about as much as a 1995 911 with 65,000 miles, or 17 sets of Michelin PS2s, or about 8,000 gallons of 93 octane, and if you are not up-to-date on current prices or just bad at math, that's a whopping 24 large, 24k, 24gs, aka....\$24,000. Yes, \$24,000 to print in black and white (and even more in color) and distribute 6 copies per year to all of our members within the RTR region. Yes 24 grand, and guess who gets to foot the bill? RTR, that's who. Now we do offset the cost a wee bit via a kickback we receive from PCA, meaning our region gets roughly \$18K per year from our annual dues within the Porsche Club of American. Out of that \$18K, close to 80% (77.78% to be exact) of this money or \$14,000 goes towards the printing of *Der Gasser*, leaving a deficit of \$10,000 to come through the support of our advertisers.

We've all heard the stories of the downswing of the economy, people left and right losing their garages and that building usually attached to them. It's hitting people hard, probably why the people need something tangible to hold on to, like their latest edition of *Der Gasser*, the one with the Porsche on the front cover. It's hitting our advertisers as well, so to put it frankly, we need more advertisers since raising rates will only hurt us in the long run. So we need your help, we need your help to look in the mirror or scrounge the countryside for anyone who might be willing to place a small business card ad or even a full page ad (or anything in between) within *Der Gasser*. And it doesn't even have to be car related. If you're a CPA and an expert at writing off Porsche repairs, a lawyer with talents of getting traffic tickets reduced, or even a dry-waller that can help repair the living room after a sticky accelerator pedal, you could benefit greatly through the demographics of the entire RTR membership region - members helping members. Again we need your help in order to save the hard copy of *Der Gasser*, your help in the form of advertising and if not, we'll just have live in the 21st century and reallocate the entire PCA dues fund towards deferring the cost of DE, autocross, social events, and oil changes for my car not to mention taking out a loan or two for printer ink.

Jeffrey Walton is the new Marketing Manager for our region. He is no relation to Sam. He studied Fibonacci and Pythagoras and prospered within the webs of Ally and E-Trade. Jeffrey has been bartending long before Flanagan and Coughlin mixed it up on the silver screen, plus he loves to partake in culinary delights, while reaching his destinations in his 2008 Croc (Cayman).

PERFORMANCE CLINIC - PART 2

by Larry Herman

In my last article I talked about how stiffening up your car and adding wider, stickier tires will increase its performance, at the cost of a narrower, harder to find operating window. Now, I would like to explain as straightforwardly as possible why that happens...

First, let's take a look at the tires. Street tires, especially ones that are not super-low profile, are designed to provide a very stable level of grip. The taller, softer sidewalls allow the tread to be very compliant, and compensate well for less than optimal camber. This is because the force (weight of the car) pushing the tire onto the road will help to keep the tread flat because the sidewalls do not have enough stiffness to overcome this. The tread compound is harder, and more thermally stable, so the tire can provide its maximum grip even at lower operating temperatures. R-compounds and, even more so, racing slicks are just the opposite. They typically have much lower profile and have very stiff sidewalls. This requires the suspension to keep them as flat to the road as possible during cornering. Otherwise, if the tire (and wheel) leans somewhat, the sidewalls can lift up the inside of the tread, reducing the contact patch, and grip will drop off rapidly. This places greater importance on suspension setup, and makes setting the right camber values for these tires more critical.

R-compounds and racing tires also need heat in them for their softer compounds to provide maximum stick. There can be a dramatic difference between the grip of a cold slick vs one that is up to its typical operating temp of ~180 degrees F. As a driver, you need to make sure that you are driving hard enough to heat them up and have the correct pressures for these tires to work properly. Also, having your tire pressures off 2 or 3 lbs of pressure (which may have minimal affect on a street tire) will have dramatic impact on the grip level of a racing slick. All this tends to narrow the operating window of R-compounds & slicks, and make that window harder to find.

Suspensions affect the operating window and drivability of your car to an even greater extent. Once again, the stock suspension, if well dampened, is a very compliant, very driver friendly system. With a little bit of additional camber dialed into it for the track, it will do a good job of maintaining predictable, constant grip and provide a very large operating window at the limit. Modified cars and full out racecars with stiffer springs and shocks, more radical camber, solid bushings and limited suspension movement will keep their outside tires flatter on the track under hard cornering. This will provide for greater grip when it happens, and this is a big reason that the operating window gets so narrow. Let me illustrate as to why this is so.

For argument's sake, we will take the average 911 that weighs 3,000 lbs and has 600 lbs of that on each front tire, and 900 lbs on each back tire. Also, let's assume that the stock 911 has front springs rated at 200 lbs/in. Simply put, it takes 200 lbs to compress that spring 1 inch. So, at rest, the front springs are compressed 3 inches. Our modified car has 600 lbs/in, so its springs are compressed 1", and the racecar has 1200 lbs/in so the race springs are compressed only 1/2 of an inch!! The difference in how these 3 cars will respond to bumps and dips in the track is staggeringly different.

If we take our 911 example, and under hard cornering shift 50% of its weight from the inside wheel to the outside wheel, we will have 900 lbs of weight on the outside spring. Our stock spring will be now be compressed 4.5", our modified spring 1.5" and our race spring 3/4 of an inch. Let's see what happens when our car encounters a 1" dip right in the middle of our turn. Understand that as the tire becomes unloaded over this dip, the spring will extend and keep the tire down onto the track, and will maintain this until gravity pulls the "slower to respond" body down to its new level, re-exerting its original amount of pressure on the tire.

So what will happen? The stock car will instantly lose 200 lbs of pressure on the tire, but with 700 lbs or about 80% of the weight still there, the stock car will track smoothly over this dip. The modified car will lose 600 lbs of pressure (or about 66% of its grip) and will require some steering correction until grip is restored. The racecar has only $\frac{3}{4}$ of an inch compression on its outside spring, so it loses ALL grip momentarily. Imagine going from generating 1.2~1.5 G's of side loading to zero for an instant? It will take a fast and large correction of the steering wheel to keep the car balanced and on course. This is what makes it so much harder to drive. It really requires an innate sense of exactly what the car is going to do, along with the experience to make the right corrections to be able to drive this car at its limit.

The other part of the equation is the setup of the car itself. With 3" of spring compression at rest, the stock shocks have plenty of time and movement to work with, and proper dampening of the suspension is fairly easy. Most quality shocks designed for performance applications would be suitable. With stiffer springs, time and movement decreases, and in the racecar example having spring movements of $\frac{1}{4}$ " that occur in tenths of a second require adjustable racing shocks that are capable of controlling such short, quick movements. Obviously, the setup of these multi-adjustable shocks is a lot more critical. Now the track becomes a variable too, as the settings for a fairly smooth track can be stiffer and provide more stability than those for a rough track that will sacrifice overall grip for better control over the bumps and rough patches. All of this makes it harder to get your car dialed into its "sweet spot" where you can get the maximum performance out of it.

I hope that this article sheds more light on your understanding of what happens when you start to modify your car, and allows you to make the right choices in a progressive fashion as your skill and knowledge increase.



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2010 RTR FOUR COUNTY RALLY

by Chris Barone

It required weeks of preparation; late nights slaving by dim light over maps filled with obscure coordinates and elevations; hours of calculations worked out in smudged pencil to precisely determine distances; satellite imagery to identify landmarks... No, not really, it wasn't that kind of rally at all. All that was really required were a few warm afternoons spent driving the countryside in search of undulating roads and interesting landmarks.



In first place were Tony Scalies and Chris DiGiuseppe.

The result was RTR's 2010 Four County Rally held September 25th. Seventeen teams equipped with nothing more than maps and pencils started the morning at Green Lane Reservoir Park. Leaving at two-minute intervals, each was responsible for finding their own route over nearly 60 miles of country roads. Their mission? Navigate to 19 separate locations, answer a trivia question specific to each stop and arrive at Bear Creek Resort with the lowest total mileage and most correct answers.



In second place were Jonathan and Anna Daniels.

By nearly all accounts, the event was a success. Most finished the course in about three hours and there were only two DNFs (the lure of lunch and cocktails at Bear Creek apparently too great to overcome.) A notable change this year was the addition of two bonus questions answered at the end of the course that offered the chance to reduce each team's mileage (test your automobile knowledge at the end of this article.)



In third place were Len Schwartz and Dwight Wilkinson.

Within 20 minutes of the last team's arrival, the results were known and the Rally Champions

were crowned. Tony Scalies and Chris DiGiuseppe, driving a 2007 997 were the clear winners, completing the course in only 56 miles. The second place finish was much closer and came down to the tie breaker. Second place was awarded to Jonathan and Anna Daniels driving a 1991 C4. Third place was awarded to perennial rally top finishers Len Schwartz and Dwight Wilkinson driving a Boxster S. Both teams completed the course in 60 miles.



While the course stumped a few, all told it was a great rally.

Bonus Questions:

- (1) What was the first production car offered with both AWD and ABS?
a – Audi Quattro
b – Mercedes Benz E300 4Matic
c – Porsche 959
d – Jensen FF Interceptor

Answer – d

- (2) Exactly what speed is necessary to enable a flux capacitor equipped DeLorean to travel through time?

Answer – 88 mph.

HELP WANTED

Special thanks to Chris Barone who is retiring from the Rally Master position at the end of the year. Which bring us to a call for volunteers for Rally Master. The role is to plan and create fun and exciting rallies within RTR. The person must be able to think creatively and plan exciting road rallies that can accommodate up to fifty cars (or be willing to learn...).

For immediate consideration, please contact Graham Knight at president@rtr-pca.org.

RADNOR CONCOURS 2010

by Dan Newton

It's always a treat to see what the Radnor Concours Committee has found to display each year. This year was no exception.



1963 356 Porsche Carrera GS Coupe. Sold to the original owner in Frankfurt, Germany in April of 1963, it was imported to the U.S. by a TWA airline pilot in 1972. It underwent a ground up restoration in 2003. The owner reports that the

restoration continues as a "work in progress." Seen here is detail of the Furhmann-designed 4-cam engine.

Detail of engine and transmission of a 1900 De Dion Bouton Vis-à-vis. These little cars were very popular in France at the turn of the last century because of their reliability. These French engineered vehicles would have a significant influence on the emerging



American auto industry. This car and its owner recently took part in the London to Brighton Veteran Car Run in England.



1931 Cadillac 355A Convertible Coupe Fleetwood. Introduced in August 1930, this car had a new body that was longer and lower. The engine has a

90 degree L-head with 95 hp. Some of the options offered include a trunk, tire covers, radio, and a heater. This car has won several national awards, including Best of Show.



1929 Duesenberg Model J Roaster by Derham. The Model J was bigger, faster and more technically advanced than models before it. It had a 6.9 litre 8-cylinder

engine made by the Cord subsidiary Lycoming.



1931 Studebaker Indy Race Car. This is the first race car of a 5-car team fielded by Studebaker for the Indianapolis 500 Race in 1932. No other automobile manufacturer has ever come close to Studebaker's record at Indy, as these cars

were built from engines, chassis and drive trains taken from the production line with very little modification.

Detail of the fuel-filler cap of the Studebaker Indy Race Car. Yes, there was a little rain on the day, though that didn't dampen the enthusiasm of the car aficionados that turned out.



As always, the Car Corral was well represented by a contingent of Riesentöter Region members' Porsche cars.

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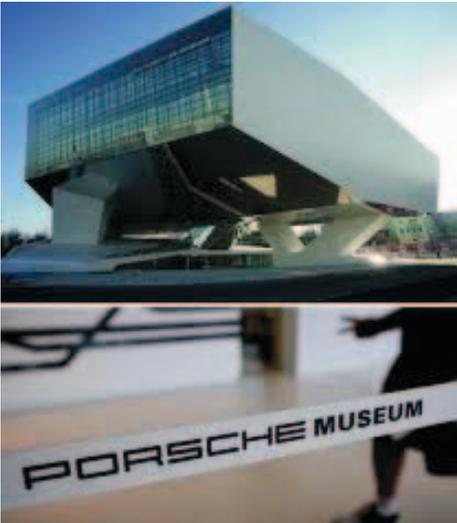
Final Results Riesenötter Porsche Charity AutoX - Sun 08-15-2010

Due to space limitation, only the top 3 in each class can be listed,
For the full list contact Steve McMorn at stevemcmorn@hotmail.com

'A Stock' - Total Entries: 1 Trophies: 1					Times			Total
1T	AS	123	Bill Angus	"911, carrera, 3.8"	63.690+OFF	61.693	61.795+3	58.102
					60.369	58.102	59.060	-
'B Stock' - Total Entries: 13 Trophies: 4					Times			Total
1T	BS	83	Nick Betegh	old 911	55.184	54.788	54.697	54.697
					61.913	61.755	60.755+1	-
2T	BS	112	David Hall	07 Porsche Cayman S	63.621+1	59.467	58.326	56.648
					58.840	57.506	56.648	1.951
3T	BS	137	Douglas Paradis	911 C2 3.6	64.998	60.498	59.515	59.515
					65.400	62.962	63.428	2.867
'C Stock' - Total Entries: 12 Trophies: 4					Times			Total
1T	CS	72	Ian Curtis	89 911 3.2	86.182	58.867	57.296	57.296
					58.069+1	68.528	66.297	-
2T	CS	111	Peter Cheplick	Porsche 911 3.2L	61.542+OFF	55.964+OFF	58.579	58.579
					63.752+OFF	62.608	61.141	1.283
3T	CS	3	Nick Burkit	72 Porsche 911 2.4	61.359	60.656	60.656	60.656
					66.024	64.218	62.966	2.077
'E Stock' - Total Entries: 33 Trophies: 6					Times			Total
1T	ES	73	Steve Landstra	"Corvette, Z06, 7L"	55.417	53.698+2	54.328	54.328
								-
2T	ES	20	Ian Hirschtritt	Nissan SER SR20	55.832	55.972	55.329+1	55.832
					61.592	60.254	59.674	1.504
3T	ES	4	Ben Behrle	"Mitsubishi, Lancer Evolution RS, 2.0T"	56.797	56.041	56.171	56.041
					61.767	73.537	62.137	0.209
'Ladies (Pax)' - Total Entries: 5 Trophies: 2					Times			Total
1T	ES	7	Winie Carter	1998 BMW M3	58.637	58.643	57.431	47.610
					65.034	65.430+OFF	65.458	-
2T	ES	12	Tanya Curtis	"89 Porsche, 911, 3.2"	65.344	64.611	61.311	50.826
								3.216
3	ES	13	Elaine Drake	Corvette Z06 7 litre	71.149+OFF	64.640	61.868	51.288
								0.462

MY TRIP TO THE PORSCHE MUSEUM

by Jonathan Wright



So, as I was looking through a car magazine one night, I saw a photo of the new Porsche Museum in Stuttgart Germany on the cover and I thought to myself, wow, wouldn't it be great to visit that at some point in my life. What a dream come true that would be – to walk amongst some of the greatest and rarest Porsches of all time. Some day, I will make that happen.

Eight days later I boarded a plane for Germany. My first trip to Europe and I was on a collision course for all things Porsche. My itinerary looked like the table of contents for Excellence Magazine and I wouldn't have had it any other way.

First stop – Stuttgart Porsche. One of the greatest dealerships on the planet based upon inventory and also on proximity to the factory (50 yards) and the museum (25 yards). All of the latest and greatest cars Porsche sells were here on display waiting to be snatched up by its new owner. Even two Carrera GTs sat waiting for someone to drive them. What an incredible place this was – but it only made me more excited for the museum.

Next stop – Techart and Gemballa tuning shops. Two of Germany's most sought after Porsche tuners and they did not disappoint

either. Guided tours of each facility were given and we were allowed to photograph everything and anything. Talk about all access – this was quite a treat! I even got to see some clients' vehicles being worked on and see some new parts that were "yet to be released" sitting around the shop. Another awesome day of pure Porsche – but not the final goal of the trip.

Finally, on day three of the journey we made it happen. We hopped in our 997.2 PDK Cabriolet (rental) and punched into the navigation (to this day, the coolest nav destination I have ever entered) Porsche Museum! So off we went, through rush hour traffic to the other side of the city to accomplish our



mission. Upon arriving we noticed that parking was almost too easy. Steps from the front door lies a small lot that had numerous open spaces so we pulled in, raised the top on the car, and entered the museum. Overload is the first word that comes to mind when you visit this museum. The amount of amazing machines all within sight takes your breath away, but it also makes you quite overwhelmed and you feel like a child at a carnival – where do I run to first? So we just took it slow and walked up to each vehicle and admired. One by one. It almost felt more like an art gallery than a car display. People with their hands crossed behind their backs, standing at a distance, not speaking to one another – it felt like what looking



at the Mona Lisa would be for some. And plenty of "Mona Lisas" were there. 959s, historic race cars, every variant of the 911 Turbo ever all in a row in the same color, Porsche tractors, Porsche wheels that I had never seen, and every amazing concept and production car you could ever imagine was there. Each one more amazing than the next. Pictures don't do this place justice – and all the adjectives in the world can't describe what I saw that day, but what an amazing day it was. Modern architecture wrapped around some of the coolest, rarest, and significant automobiles the world has ever seen. What a combo!

So I did it – I came, I saw, I conquered. What an amazing adventure and how lucky I was to have done this with a great friend of mine and fellow Porsche enthusiast. Perhaps he should have written this article as he is a far better writer than I, but it was my idea to take the trip so I guess this falls into my lap as well. My only advice to you, is if you are reading this article now in this *Der Gasser* newsletter, do your best to make this trip a reality – it really was one of the most amazing moments of my "car guy" life.



SIXTY YEARS OF PORSCHE FUN, SIXTY FUN FACTS ABOUT PORSCHE

With 60 years of history in America, there's no shortage of Porsche trivia to keep both long-time enthusiasts and new fans entertained

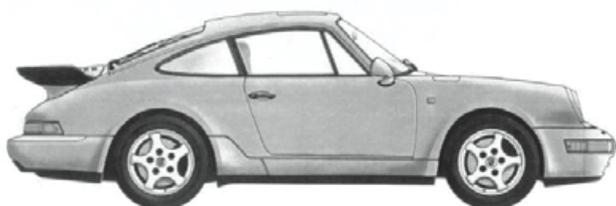
Throughout Porsche's 60-year history in America, Porschephiles of all ages have delighted in uncovering and sharing the intriguing details that have always differentiated their favorite automotive marque. Along the way, they've also added uniquely American trivia to this ever-growing collection of fun facts—such as the date of the first-ever Porsche Parade (August 29, 1956, Washington, D.C.).

To celebrate this anniversary year, here is just a small sampling from the thousands of memorable moments, local lore and historic achievements that fill the Porsche history book:

- (1) The 1898 Lohner-Porsche Elektromobil was the first car in the world with brakes on all four wheels.
- (2) Prof. Ferdinand Porsche chauffeured Archduke Franz Ferdinand in a Lohner-Porsche in 1902.
- (3) During WWI, Prof. Ferdinand Porsche designed heavy transport vehicles: flatbed trailers with the wheels powered by individual hub-motors.
- (4) Beutler Carrosserie turned closed 356s into open ones – completing its first custom cabriolet in 1947, three years before Porsche came to America and a full seven years before the 356 Speedster was introduced.
- (5) U.S. importer Max Hoffman displayed the first U.S. Porsches in his New York City showroom by late 1950.
- (6) In 1952, US automaker Studebaker contracted Porsche to develop a new car and engine.
- (7) Hoffman conducted Porsche 356 test drives on Park Avenue, an accomplishment that could not be easily duplicated today.
- (8) Famous architect Frank Lloyd Wright designed Hoffman's Porsche dealer showroom. It is now a modern office building with a Mercedes-Benz dealer on the street level. Hoffman also contracted Wright to build his home in Rye, NY.
- (9) In addition to importing the first Porsche models to the United States, Max Hoffman also raced Porsches. Several of Porsche's initial U.S. racing victories can be attributed to him.
- (10) Hoffman is also credited for the birth of the Porsche Speedster, with the intention of producing a lower-cost Porsche to compete with the Austin Healey 100, Triumph TR-2 and MG models in the United States.
- (11) In 1952, Hollywood dealer John von Neumann wanted to race a Porsche, so he ordered a 356 without paint or upholstery to modify it himself.
- (12) The Porsche logo/crest was designed in 1952 on Dr. Ferry Porsche's napkin as he sat opposite U.S. importer Max Hoffman in a New York restaurant.
- (13) In the original 356 Speedster, a tachometer was not standard, nor were padded seats, sun visors or heaters.

SIXTY YEARS OF PORSCHE FUN, SIXTY FUN FACTS ABOUT PORSCHE

- (14) An exhibit at the Museum of Modern Art in 1953 featured 10 automobiles, including a 1952 Porsche 1500 Super.
- (15) The first Porsche to appear at the New York Auto Show was in 1954 and was called "a snappy Porsche roadster."
- (16) The Porsche Club of America was founded in 1955, only five years after Porsche was introduced to the United States.
- (17) The word "Continental" appeared on the side of the 1955 Porsche Coupe and Cabriolet, but only in North America.
- (18) The Porsche of America Corporation was founded in 1956, taking over national representation of the brand from Max Hoffman.
- (19) The inaugural Porsche Parade took place in greater Washington D.C. on August 29, 1956.
- (20) The first appearance of a Porsche at the historic 12 Hours of Sebring endurance race was in 1956, piloted by Hans Herrmann.
- (21) One of the first U.S. Porsche brochures in the 1950s featured a pair of woman's gloves on the cover with a set of Porsche keys. The tagline read: "The keys to miles of pleasure..."



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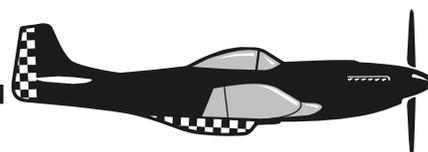


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SIXTY YEARS OF PORSCHE FUN, SIXTY FUN FACTS ABOUT PORSCHE

- (22) British automotive weekly publication Autocar became the first outlet to test a Porsche in April 1956 (a Porsche 356).
- (24) The first Porsche series-produced roadster was aptly named the America Roadster for its intentional distribution entirely within the United States. It was completely unpublicized in Europe and only 16 models were ever built.
- (25) The first vertical-drive German inline engine was displayed at the 1958 New York Auto Show along with several other "firsts," including the first diesel outboard motor.
- (26) Jean Behra drove the first single-seat Porsche racecar in the 1958 Formula 2 race at Rheims, France.
- (27) The "D" in the 1959 "Speedster D" takes its name from the Drauz Factory of Heibronn.
- (28) The 1950s Porsche airplane engine (based on the 356's 1.6 L) could power a helicopter when mounted vertically.
- (29) Rear seats, headlights, and higher bumpers were the prime accessories fitting a new Porsche in 1960. The starting price for one of these new models was a whopping \$3,400.
- (30) Porsche withdrew from the 12 Hours of Sebring endurance race in 1960 in protest over organizers' requesting that the manufacturer use a particular brand of gasoline.

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SIXTY YEARS OF PORSCHE FUN, SIXTY FUN FACTS ABOUT PORSCHE

- (31) Porsche's production of diesel tractors peaked in 1960/61 with 150,000.
- (32) The first American citizen to win a Formula One Championship victory at a U.S. track while driving a Porsche was Dan Gurney in 1961.
- (33) Dan Gurney also won Porsche's first world championship Grand Prix victory at Rouen, France in 1962.
- (34) The 911 was originally the 901, until Peugeot informed Porsche of its trademark rights on cars named with a "0" between two numbers.
- (35) At the end of its production in 1965, Porsche 356 models were being produced exclusively for the American market.
- (36) 1966 was the first full production years for the 900 series Porsches and one-half was shipped to the United States, while one-quarter stayed in West Germany.
- (37) The 907 prototype, developed in winter 1966/67, was the first Porsche to go faster than 300 km/hr (186 mph).
- (38) In 1967, a Targa version of the popular-selling 911 model was introduced. It included a stainless-steel rollbar to provide a solution to suspicions that the United States would outlaw open-top convertibles.
- (39) Porsche's 914/4 model was sold as the "VW-Porsche" in Europe but only had the Porsche crest in the United States.
- (40) More than 100 dealerships marked the increasing popularity of Porsche models in the United States by opening simultaneously on November 1, 1969.
- (41) The 1970 Porsche 914 was initially ruled as unsafe for driving in the United States because it lacked proper side marker lights on its front end.
- (42) The first ever Porsche "drivers' school," a precursor to the current Porsche Sport Driving School, was conducted on May 29, 1971 at Mitchell Field, Long Island, NY.
- (43) The 1975 Silver Anniversary limited edition was built in both coupe and Targa body form, painted in diamond-silver metallic and individually numbered.
- (44) For the 1976 912E, "E" stood for Einspritzung, meaning "fuel injection," because the car had Bosch L-Jetronic fuel injection.
- (45) The 924/944 water-cooled Porsche models were designed by an American, Tony Lapine.
- (46) The first few Porsche 924 Turbos to come to the United States had black and white-checkered flag fabric on the seat inserts and door panels.
- (47) Porsche partnered briefly with Indianapolis 500 racing in 1980 for the first time in its long motorsports history on the Formula One racing circuit.

SIXTY YEARS OF PORSCHE FUN, SIXTY FUN FACTS ABOUT PORSCHE

- (48) The Interscope Porsche, developed for racing in the Indianapolis 500 race in 1980, was originally unveiled at a press conference at Tavern on the Green restaurant in New York City.
- (49) The enduring success of the 911 model is owed to American CEO Peter Schutz, who in 1980, after seeing the proposed end of production in 1981 on a chart, extended the line with a marker and told Helmuth Bott to "make it happen."
- (50) It is largely believed that Peter Schutz was selected as CEO of Porsche from 1981 to 1986 because as an American, it was hoped that he would revive dwindling U.S. 911 sales.
- (51) The success at the 24 Hours of Le Mans in 1981 is due to combining chassis from three 936 models with experimental engines developed for U.S. Indy Car racing.
- (52) Porsche began promoting vacation delivery in 1982: order the car in the United States, take delivery in Europe, drive around the continent and return the car to the factory to have it shipped home.
- (53) The Porsche 928 in the film Risky Business is actually a total of four cars ranging in years from 1979-1981. Each car had different options such as interior colors, wheel designs and even paint colors. The production crew had to be very careful about which part of the cars they filmed to make it look like only one vehicle was used in the movie.
- (54) Al Holbert set a FIA international class speed record while driving a stock 928 S4 at the Bonneville Salt Flats in 1986. His speed: 171.110 mph.
- (55) Porsche 911 engines were air-cooled for an astounding 34 years before switching to a water-cooled format in 1998 to meet increasingly stringent environmental rules and Porsche's desire to provide more power while reducing fuel consumption.
- (56) In 1992 it took 125 hours to build a Porsche 911. By 1994 the factory was down to 80 hours, thus reducing the cost of the cars.
- (57) The Porsche 911 RS entered the United States in 1993. The "RS" stands for "Rennsport," German for "race sport" or racing. It had no power steering, and the following options: sunroof, A/C, limited slip diff, and radio. For 1993, it had no backseat either.
- (58) Porsche was the first auto manufacturer to make passenger air bags available, optional or standard.
- (59) The names for both the 911 Carrera and the new Panamera Gran Turismo came from Mexico's historic Carrera Panamericana race, where Porsche scored many victories.
- (60) Notable past and current American celebrities who are or were Porsche enthusiasts include James Dean, Paul Newman, Steve McQueen, Ralph Lauren, Jerry Seinfeld, Jay Leno, and Patrick Dempsey.

Oh, and the correct pronunciation of Porsche is "Porsch-eh."



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— SOCIAL UPDATE —

CRAB RUN IV

by Andrea Hyslop

Sunday, September 12th didn't exactly dawn bright and sunny. In fact it was rainy with no trace of sunshine! But that didn't stop a dozen Riesentöter cars (including several Caymans, Boxsters, a Cayenne and a good variety of 911s) from making the trek from King of Prussia, PA to Chesapeake City, MD for the fourth Crab Run (as more than one driver was heard to say, "these cars are meant to be driven, right?"). This dine and drive event was the first time for many to visit Chesapeake City's historic area which is listed on the National Historic Registry. In addition to shops featuring antiques, collectibles, clothing and crafts, this quaint city also features a canal museum, art gallery and of course restaurants.

Led by Francine Knochenhauer and her husband Bodo, about twenty members shared crab cakes, steamed shrimp and great conversation at the Tap Room. A few hardy souls even attempted to maximize the "all you can eat" crab special (washed down in some cases by cool Tap Room Ale) but sadly soon realized that "all you want to eat" is much different than "all you can eat"!

Following lunch the group enjoyed a stroll through the sleepy village on the way to an ice cream dessert and socializing along the waterfront. Among the many topics discussed included upcoming club events, introduction of newer members and their cars, and some tech talk. The fun wrapped up with a shopping excursion that no doubt left more than a few (including the writer) with a lighter wallet!

The fourth edition of the Crab Run was a great event, reminding everyone that it really is more than just the cars—it's the people!

SECOND ANNUAL PORSCHE'S AT P.J.'S CAR SHOW

by David Schamerhorn



The weather was not the best for the Second Annual Porsche's at P.J.'S car show. That did not discourage a sizable diehard group from making it a day to remember. The Peoples Choice Award was Rob Satterfield's 2007 911 twin turbo, what a beautiful car.

Thanks to all that came and endured the rain, offering support. Stay tuned for next year's larger event that will be co-hosted by Porsche of Conshohocken and autowerks9.



SOCIAL SCHEDULE

Check the Web site for up-to-the-minute details.

Annual RTR Holiday Party..... November 13

Maggiano's Little Italy in King of Prussia (see the menu choices on the Web site). Plan to come out to join us for a wonderful night of awards, food, dancing and PCA camaraderie. Seating is limited and this event is expected to sell out quickly. Please RSVP ASAP to www.motorsportreg.com and scroll to November 13th to select RTR Holiday Party. If you are unable to register on the site, please contact Rita Hancock to RSVP directly at social@rtr-pca.org or 215-368-2842.

Breakfast at Peddler's Village..... November 28

Breakfast in Peddler's Village, Lahaska, PA 9:30-11ish (unlimited head count). Followed by tour of John Thompson's car collection starting at 11:45-12 (limited to 50 and registration required at mdbroderick@verizon.net). Look for additional details in e-mail blast and RTR Web site update in November.

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**Porsche 2004
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911 GT-3 Cup
Car**, engine: 0.5
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is 390) – Dyno
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2002 GT2 – 14K miles - silver - \$70K. Converted to track car (could be made street legal again). Composite panels/fenders/hood/doors, GT3 Cup rear wing, full cage, Brembo GT brakes, GIAC programming/headers/exhaust 600+HP. Very clean, very fast, no damage. Set of original street tires. Extra new set of Hoosiers on original wheels. Extra set of Hoosiers (used) on Fikse wheels. Set of new rear brake pads. (2) New front rotors. Currently have one original door with interior panels, hood, deck lid, seats, exhaust, ceramic discs (fronts are shot), original steering wheel. These can be made available but are not included. No working headlights on car – covers only. Driven by a little old lady on weekends (and that's the truth – except the old part). Contact Mark Reynolds at mar1223@verizon.net or call 610-952-2580 or 610-738-7115. (09/10)

Das Sport rollbar for coupes - powdercoated w/ das Sport logo and certification - \$625, **Brey - Krause R1510 strut tower brace** for 69-89 coupes. 304 stainless - \$135, **Brey - Krause K1015 harness guide bar** - fits 74 -93 Targas. 304 stainless - \$135, **Colgan 911 work bra** - with tool pockets - like new - \$75, **Team Tech harnesses** - driver & passenger - needs re-webbing - \$50, **2 Toyo Proxes** - 245/45/16 - 5/32" and 7/32" tread - \$50, **Cool Scoop** - for 74 - 89 911's - increase air flow to front mount oil cooler - \$50. All prices exclude shipping. Contact John D. Floyd at jdfloyd1@verizon.net (09/10).

Excellence Magazines – The Magazine About Porsche. 118 issues stretching back to the start of publishing (1987), up to early 2010. Contact Dan at editor@rtr-pca.org to be e-mailed a complete list. \$300. Pick up at ZIP 19118. (09/10)

1980 911SC, sunroof coupe, VGC, VIN# 91A0142740, Pacific blue, full black leather interior. Owned since 11/94 - always garaged.



Service records available. Not concours but well maintained with 145,000 miles. Stock mechanicals except for chain tensioners, pop-up valve, and upgraded torsion bars. Transmission rebuilt

in 2009. The car is very solid and tight. Asking \$12,900. Larry O'Malley, Souderton, PA 215-723-3610. omalleylarry@gmail.com. (9/10)

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)



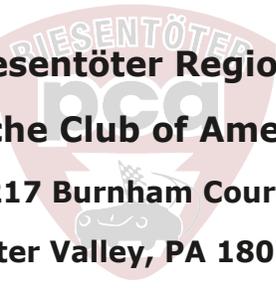
1999 911 Carrera Coupe, all black, aero kit, custom gauges, belts, roll bar, for street only, fire extinguisher, custom bra, no rain, radar, 51K miles, garaged, mufflers, car cover, heel and toe accelerator and pedals, cold box, sweet sound, showroom mint condition. \$34,000. Stephen Syderman, 267-684-6913, snyderman@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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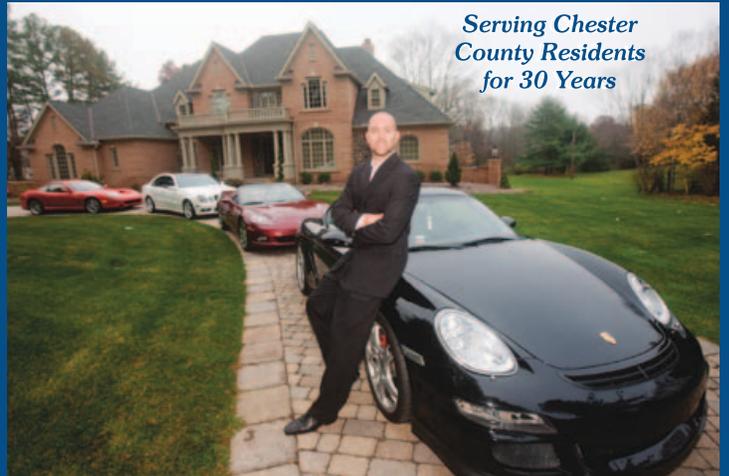
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