



DER GASSE

OCTOBER 2012



From the Editor's Desk:

The October issue of Der Gasser is the eighth issue published this year by our editorial team. While we have been happy with the end result of what has been published so far, we would really like to hear back from more of our members on how we can improve and enhance upcoming issues. Der Gasser is not just for you as member, but it's about you and your passion for all things Porsche. We would like to again ask everyone share their passion for Porsche and submit content for future issues.

Even if you have content that doesn't quite fit into existing monthly features, we would like to see it and try to include it somehow. Maybe your idea could turn into a monthly feature. This is how we came up with Destinations and Defining Moments. The only guidelines we can give you, is that whatever we include in Der Gasser is about Porsche.

When we first starting working on our first issue of Der Gasser, we spent a great deal of time looking at newsletters from many of the other clubs. When looking at the work of others it's easy to be critical and find things that you don't like, but a smart business mentor once challenged me to look at the competition and find what they were doing right. It was great advice that I've applied on many occasions that has helped to spur new ideas and observations.

I would like to challenge all of you to search the internet for some of the regional PCA club newsletters and look for ideas on how we can make Der Gasser better. Are any of these clubs doing something that we should be doing? Is there a newsletter layout that you find more readable or more visually appealing? We hope to enter Der Gasser in the national PCA newsletter contest next year, so we need as much feedback as possible.

I've also been kicking around starting a "letters to the editor" feature that would enable our members to communicate and share ideas and feedback with the rest of the membership. So send us your comments and we'll print them.

Drive safe,

Dave Hathaway

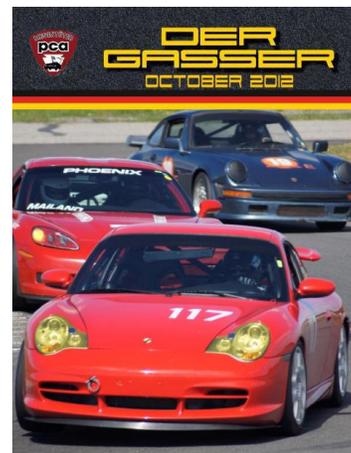
PCA- RTR Editor, Der Gasser



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— On the Cover —



Infield Track action at Pocono.

Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published twelve 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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DER GASSER

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Submissions: The deadline for submission of materials is the 15th of the month preceding monthly publication. Please e-mail submissions to editor@rtr-pca.org with “Der Gasser” in the subject line.

Updating Your E-mail

Frequently 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. 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, enews@enews.pca.org should be added to your address book – thanks!



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Membership Report

Please join us in welcoming the following new members to the Riesentöter Region:

New Members

Member's Name	Town	Model Year	Vehicle Model	Month Joined
Curt Amey	Emmaus, PA	1986	930	August
Larry Cohen	Huntington Valley, PA	2007	Cayman	August
John Cugini	Philadelphia, PA	1989	911	August
Kevin Hickey	Downingtown, PA	2006	911 S	August
Vincent Lord	West Chester, PA	2004	Boxster	August
Matt McHugh	West Chester, PA	2013	Boxster	August
Erin McMenamin	Springfield, PA	2013	Boxster	August
Ofer Tal	Yardley, PA	1999	Boxster	August
Jamie Wilson	Edgemont, PA	1989	911	August

If you know of a fellow Porsche owner who has not joined the Porsche Club of America (PCA), please encourage them to do so. They can visit the PCA [website](#) for more information on joining along with the benefits of becoming a PCA member. They can also contact our membership chair Paula Gavin via e-mail at membership@rtr-pca.org.

October Anniversaries

15 Years

Jim Foster
Christian Martin

10 Years

Jon Bogert
Jeff Cabot
David Guida
Bill Hance
Leo Parsons
Richard Schaumburg
Harry Tachovsky
Leon Tschepikiewski

5 Years

M.H. Brightbill
Michael DeLuca
David Felker
Larry Frakes
Joseph Grintz
S.E. Haugen
Stephen Kelly
Jeff Kiersh
James McConnell
David Miller
Ed Pais



Porsche of the Month

Each month we will be featuring a Porsche owned by one of our members. If you are interested in having your car featured in an upcoming issue of Der Gasser, send an e-mail with the description of your car using the format shown below along with one or two pictures to: editor@rtr-pca.org. The file size should be no larger than 1 MB each in size. We'll edit the photos to fit the page.

Owner: Scott Duvall

Member Since: 2010

Model: 2007 Cayman S

Current Miles on the Car: 33,000

Exterior Color: Arctic Silver

Interior Color: Black

Dealership: Porsche of the Main Line

Modifications:

- Aero-kit rear wing.
- "R" style stripe kit.
- Stainless steel mesh radiator grill guards.
- Gloss black intake grills.
- IPOD interface to the fiber-optic Entertainment System loop.
- Round chromed exhaust tips from Suncoast.
- Carrera II Wheels
- Clear front side markers

Notes:

Owned since 2010 after a test drive while waiting for service to be completed on my 1987 928S4. Took the plunge and purchased the Cayman within days of the test drive and haven't looked back since. Truly a driver's car, which yields plenty of enjoyment on every corner it encounters.





RTR Upcoming Events



Monthly Membership Meeting Schedule

Wednesday October 17th - Membership Meeting at Speed Raceway (200 Blair Mill Rd, Horsham). Please join us at 7pm for social with food followed by our meeting at around 7:30.

There will be an opportunity for carting after the meeting (note, participation in carting is on your own and not part of the meeting). Questions or additional info, please contact Rita Hancock, vicepresident@rtr-pca.org.

Not Just for New Member Breakfast

Sunday November 25th - Not Just for New Members Brunch, KC Prime in Warrington. Meet at 9:45 for our annual post Thanksgiving Brunch. Cost, \$27/pp. (please park by the neighboring bank) Info on the restaurant can be found at www.kcprimerestaurant.com.

Please RSVP by November 24th to Mike and Donna Broderick at mdbroderick@verizon.net.

Social Events

RTR's 3rd Annual Oktoberfest at Stoudts Brewery on Sunday October 7th

It's that time again! Oktoberfest is just around the corner at Stoudts Brewery in Adamstown, PA. Come join us for the 3rd annual RTR Oktoberfest. Mr. Stoudt will give us his famous tour of the brewery, there will be many great beers to taste, music, great homemade German food and pretzels! Stoudts is also connected to the Black Angus Antique Mall, so there is plenty of shopping too! We will meet at 10:30 AM for coffee and donuts in King of Prussia (location TBA) and then drive up together at 11 AM. Tickets can be bought at the door for different packages starting at \$8.00.

For more information on Stoudts, visit the website at: http://www.stoudtsbeer.com/events_oktoberfest.html.

Please RSVP to Wendy Walton at Social@RTR-pca.org

Chester County Scenic Drive / Dilworthtown Wine Festival, and Car Show Oct. 14th

Meet at 9:30 or so behind the Dilworthtown Starbucks just outside of West Chester (1353 Wilmington Pike). There'll be time for a quick coffee before we leave at 10am for a 1 1/2 hr scenic drive through southern Chester County's horse country ending at the Dilworthtown Inn for their annual wine festival. We'll have premium parking in the car show area! Tickets are available for \$35 in advance (online before October 12) or \$40 at the door. Benefits precede Chester County Hospital. Info on the festival can be found at www.cchosp.com/cchfdn.asp?p=1210. If you're interested in joining us, please RSVP to Paula Gavin at membership@rtr-pca.org.

Fall Wine Dinner Nov. 2nd

RTR Wine Dinner Nov 2nd Has been MOVED...To THE BAY PONY INN in Skippack (instead of the Parc Bistro). Please join us for a four course wine and food pairing dinner in lovely Skippack at this historic inn. The cost is \$50 pp plus tax and tip. Cash bar cocktail hour from 7-8pm with dinner at 8pm. Come enjoy great food, wine, and friendship! Menu to be posted on website shortly. RSVP to Wendy Walton at: social@rtr-PCA.org

Regional Events

Grand Prix Gala Charity Event

By Wendy Walton, RTR Social Chair

IF YOU LOVE CARS.....and you haven't yet visited the Simeone Foundation Automotive Museum, here's your chance to do so and to benefit the Lankenau Medical Center's Master Facility Project and Patient Care Enhancement Programs at the same time! The John B. Deaver Auxiliary of Lankenau Medical Center in Wynnewood will host a gala dinner (black tie optional) at the Museum on Saturday, October 27, 2012. During the event a limited number of tantalizing items will be auctioned, including week-long stays in exclusive properties in Mexico and Florida, a buyer's trip to New York City, and others. Individual tickets are \$200 each, and tables for 8-10 can be reserved in advance. Don't miss this exciting opportunity to see an amazing collection of vehicles and support the campus renaissance of a remarkable local medical center. Several of our RTR members are organizers and supports of this event, so please join them in helping to support this great cause. Your contribution is tax deductible to the extent permitted by law. For more information or to order tickets, contact Susan Williamson at the Lankenau Volunteer Office at 484-476-2139, or Williamsons@mlhs.org.



Saturday, October 27, 2012, 7:00p.m.
for a
Grand Prix Gala
Presented by the John B. Deaver Auxiliary
of Lankenau Medical Center
.....
Phillip D. Robinson, *President*
Honored Guest, Master of Ceremonies
at the world renowned
**SIMEONE FOUNDATION
AUTOMOTIVE MUSEUM**
.....

Defining Moments → Events that inspired your passion for Porsche

By Contributing Editor David Newton

I met Steve Foxman at Bucks County Exotics, a bi-monthly gathering of exotic car owners and admirers, featured in the “Saturday Mornings” article by Dave Hathaway in our August Der Gasser issue. Steve and his wife Diane are recent Riesentöter members, having joined in September 2011. He’s one of the first people who greeted me when I arrived (a little early as usual). We both took the ride up to visit the Performance Garage Club in Frenchtown, NJ for a tour of their facility, along with a slew of other assorted enthusiasts. A resident of the Philadelphia area all his life, he’s now living in Montgomery County. Steve is an easy-going guy; retirement can do that to you. He was a University Administrator (Registrar) in his working life. Not that retirement isn’t an occupation. Most of the retirees I know are busier in the after-work than they were when they collected a paycheck. Steve is no exception. But he does knock off at 3 pm and the rest of the day is his. That’s a pretty decent compromise. I’ll remember that when I retire 13 years from now. Not that I’m counting.

In his garage, Steve and Diane have a 2007 Boxster, a 2007 Acura MDX, and a 1999 Acura CL with more than 250,000 miles on it. To surround that with a little perspective, that’s about ten laps of the earth, a one-way journey to the moon or 123 trips to Disney World. The most I ever put on a car was 115,000 miles in a 1982 Civic FE, the car my wife Christine and I had when we got married. Honda and Acura are known for their durability and longevity, but I can’t imagine doubling that on ANY car.

Steve and Diane were looking in earnest for a hardtop convertible they could use for travel in their retirement. They were settled on a BMW 325i hardtop convertible, when the subject of the purchase came up between Diane and a client of hers. It seems the husband of the client’s sister had passed away and she was looking to sell his car. The car was a Porsche Boxster; would they be interested in looking at it? Having never considered a Porsche, they agreed to take a peek, and made arrangements on a Saturday to go and see what the fuss was about. By the following Saturday, they were the proud owners of a 2007 Boxster.

They had never owned a sports car before. Well, Steve had a Fiat 850 in the 70’s, but admitted that really didn’t count. He described a quality distinction between the 850 and the Boxster that I understood right away. Not so much of metal and trim, but in design and engineering. We all know what he means; it’s why we drive a Porsche. The Fiat was a fun car, but that intangible difference is night and day.

So, they spent some time driving the Boxster around, and Steve asked Diane if she liked it, and she did. The Boxster is clearly not a touring sedan; and doesn’t pretend to be. And neither of them thought they’d end up in a sports car. But there was something that compelled them to purchase the Boxster that day; something Steve had difficulty describing. “But you know it when you drive it,” he said to me. They clearly surprised themselves with the purchase. Not so much a lifelong dream as it was for some of us. Had they passed on that invitation, they’d likely be driving around in a BMW 325i, unaware of what they might have missed.

I asked him if they ended up using the Boxster for travel as originally intended. Their grandkids live north of Boston and they’ve made half a dozen trips up there since they got it (even in the winter), logging about 12,000 miles on it so far. Steve made a point to tell me that his wife is not really into cars, but this one is different for her as well. She really enjoys this car. She likes being the passenger for the most part, and relinquishes the driving duties to Steve, but it’s only a matter of time before he loses some of that responsibility. Just being in the car is a lot of fun, and it’s hard to describe to someone who hasn’t had that pleasure.

My last question to Steve was whether he had ever been in any car clubs before, and he said no. I find this compelling; yet another member who was drawn to buy a Porsche and then joined the PCA simultaneously, as Christine and I did. They also like the social activities, the weekend runs, and the camaraderie. He considered Porsche’s High-speed Driver’s Education program briefly, but realized he just wanted to have fun in the car without extending the required effort at this point in his life.

Defining Moments continued from pg. 13

Steve and I wrapped up our conversation chatting about the confidence and poise these cars have. He mentioned to me what I continue to hear over and over in my discussions with Porsche enthusiasts, and with the same satisfaction in his voice, "I know this car is better than I am; I know that it makes me a better driver. It will dare you to do what you'd never do in another car." There's something very satisfying driving a car that can help you out of a jam. A car that encourages you through a turn, rather than threaten. He finally made a point to mention his Boxster can also lend itself to the occasional stir of adrenaline that comes from jumping out into a stretch of highway, and chasing a line of friends on the way to an event, as we did that weekend heading up to Frenchtown. He wasn't searching for this twist in his new life of retirement. But who knew it would be this much fun?

***Note:** I know that many, if not all of you have had a Defining Moment; the event that shaped your obsession for Porsche. Whether you race, show or just (like me) have as much fun with your car as you can, it's likely a unique event was the catalyst for your passion. I'd like to encourage you to share this experience with your fellow members through this column. All you need to do is contact me through Der Gasser via the website, or simply email DNNewtonUSA@comcast.net A short conversation is all that's required!*



Technically Speaking- Cayenne Coolant Pipes

By Karl Wilen, Der Sportwagen Tech Editor

As many articles as I write and read about, Porsche's best-selling vehicle always seems to get left out. In the December 2010 issue of Excellence magazine, there was a great article about how affordable the used Cayenne market is becoming, and some things to watch out for when purchasing one. One of the items mentioned are the plastic coolant pipes that run on top of the engine, underneath the intake manifold. Putting plastic coolant pipes on top of an engine that produces a lot of heat is going to lead to failure at some point (in the same aspect, gluing 2 piece aluminum coolant ports together on Porsche engines and thinking it will not fail eventually is foolish as well). Porsche has since redesigned this engineering marvel, and has updated those plastic pipes to hefty aluminum pipes. When the plastic pipes crack from the heat stresses, this will dump coolant on top of the engine where it will pool in the valley between the cylinder heads (just read "the top of the engine"). The coolant (after soaking the starter which also sits under there) will then pour down the backside of the engine and through the bell housing and out the bottom of the car onto your garage floor. But not so fast, the coolant's epic journey takes it past the torque converter seal in the transmission, which will get crusty from the coolant residue, and can cause it to leak. All of a sudden, that affordable, used \$25k Cayenne has a quick \$5-6k repair bill. The coolant pipe update kit runs about \$550, and you can expect about 8-10 hours of labor to put it in. In reality, it is a very straight forward procedure until you have to pull the lower pipe out of the engine, as this can take some time due to parts "mating" over the years. Here we have our patient with age related leakage issues. Luckily we caught this one in time before it got too bad.



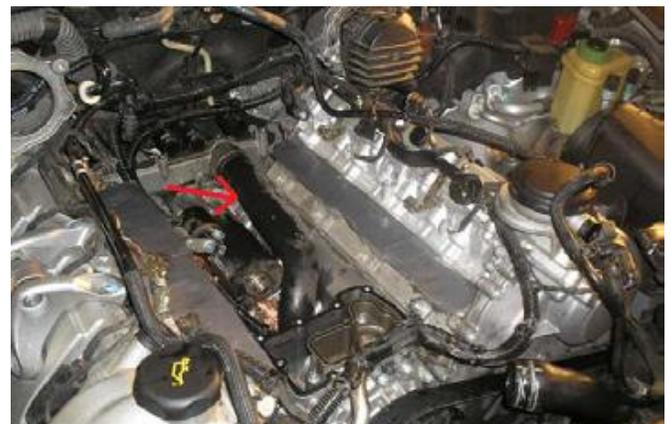
The updated parts kit looks like this in the photo at the top of the next column:



After removing the intake manifold, you can see 3 upper coolant pipes, part of the starter (the black round thingy), and a bunch of crusty pink coolant residue below pooling in the valley. The upper 3 pipes will come out after removing some hardware and a little brute force.

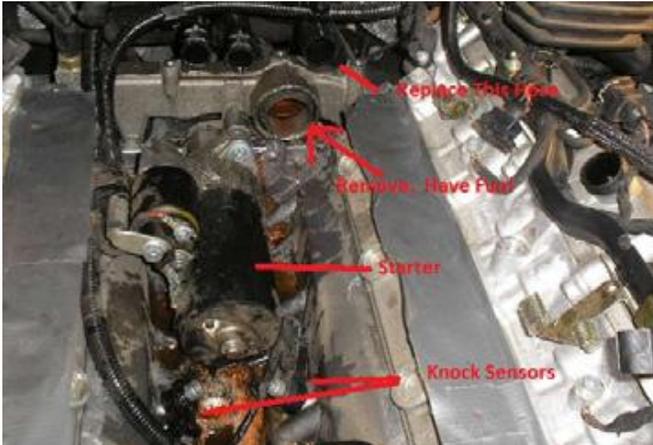


The lower pipe shown here is a little harder to remove. The pipe needs to be cut in order for it to be removed due to the assembly of the engine.



Cayenne Coolant Pipes- continued from pg. 12

Once the large pipe is cut and the biggest section removed, the fun begins. At each end where the pipe inserted into the engine, the remaining pipe needs to be removed. Unfortunately, these remaining pieces essentially seize themselves together over time, so most of the labor is right here getting these out. Care must be taken to not knick the aluminum housing of the engine block.



Once all the pieces are finally removed, you can reassemble with the new aluminum tubes. The large pipe is a 3 piece tube, so inserting it is easier than removal. Here the lower pipe is installed, along with the upper thermostat housing.



After that, you can install the upper aluminum pipes and button everything back up on top of the engine. There is also a coolant hose on the back of the engine that should be replaced at the same time. Another fun time, as the hose tends to seize itself to the hard line.



There is also a coolant cross over pipe on the back of the engine on the 2008 and newer Cayenne that uses glued in fittings which will “unglue” over time, and also leak coolant. Unfortunately, this is an engine/tranny out of the car to replace situation and much more involved. As with any used Porsche, a Pre-Purchase Inspection (and I cannot reiterate this enough.....the P stands for ‘PRE’ not ‘POST’) and maintenance records are really important BEFORE you take the leap. Records showing this type of work that has already been done can really save you a lot of money in the long run. All in all, the Cayenne market is a great buy right now if you do the research, and don’t make that emotional leap when buying one. There are a lot of them out there to choose from!



Enjoy!

Sweet Swill

By Jeff Walton, Contributing Editor

Riesentöter... not to be confused with the word teetotaler...just take one look at our social calendar and your conclusion would be - our region runs the gauntlet with a lengthy list for levies of liquid libations. We have everything from wine dinners and winery tours to brewery tours and Oktoberfests and even a visit to a distillery (more on that later). We are responsible adults and we can partake in these events with the responsibility and appreciation of learning the techniques of fermentation that have been passed down through the millenniums. The ancient civilizations all partook in the consumption of the offspring between yeast and sugar. Egyptians gave us mead, the Greek and Romans gave us wine, Incas gave us a version of tequila without a salted rim and a wedge of lime, Russians gave us vodka, monks gave us champagne and Frangelico and the list goes on and on. You see, alcohol weaves its way throughout the pages of history, Jesus didn't turn water into Mountain Dew or Coca-Cola, Winston Churchill wasn't a big espresso drinker, Hemmingway never sipped Perrier at Harry's, and James Bond never asked for his orange juice shaken and not stirred. Victories are celebrated with the bubbly, well that is everywhere except Indianapolis, Indiana, matrimony is toasted with the drink from the gods, in certain cases so is the Splitsville, and often times suds are saturated with tears of joy or even sorrow during the camaraderie of a championship game. With so much history and tradition surrounding the use of alcohol it's no wonder the human curiosity is piqued when it's given the rare chance to ride into the world of concocting a concoction.



On Sunday September 9, our RTR region, 28 of us, about 20 Porsches, did just that – we took a ride up the PA turnpike to a distillery. It was arranged by the writer of this very article, a chance to peek into the first new distillery in Pennsylvania since the prohibition era almost 95 years ago. It is seldom open to the public (that will hopefully be rectified in the near future) and rarely open on Sundays but that all changed because The Philadelphia Distilling graciously turned on its lights for a private tour just because I asked them nicely, plus it was deemed worthy by them that a little marketing goes a long, long way, plus a parking lot filled with Porsches just looks cool for a picture or two.

The distillery is located just off of Southampton Road on the very edge of Northern Philadelphia in a tucked away nondescript warehouse. Upon arrival we were greeted with an outdoor tasting table because of the Simpsons' blue skies and puffy white clouds intro type of day. Our hosts for the event were Andrew and Robert, aka uncle and nephew respectfully, aka marketing guru and molecular medicine wannabe, aka the proprietors who solidified their cockamamie idea of opening a craft distillery within a state that owns its own liquor stores. The two of them divided and conquered not only the liquor industry in the state of Pennsylvania but within RTR as well, for they divided us into two groups, one for a tasting hosted by Andrew, the other by Robert for a tour.

We learned that in 2005 their cockamamie idea became reality and their first interpretation into this brave new world being their Bluecoat gin; it was their proverbial foot in the door so to speak. Much like the founding fathers that stood up to their English oppressors, so did their version of this botanical infused, 94 proof spirit,



taking home top medals against the likes of Bombay and Tanqueray. It has become a staple at my bar for its crispness, subtle floral notes, and an overspray of citrus; even those who hold a grudge against the clear liquid agreed it's very drinkable. Plus it looks great on the shelf...there is no mistaking that blue bottle (designed by Andrew himself). It was fashioned to the likes of period bottles when the Redcoats failed to hold their own against the revolutionaries, thus the blue blooded Bluecoat was born.

Another bottle that's nice on the shelf is the Penn 1681 vodka produced entirely by the law of economics. When Philadelphia Distilling started with their flagship Bluecoat gin, people naturally asked..."How about a vodka?" Demand...meet supply. The supply uses rye... 100% Pennsylvania rye to be exact. Actually whenever possible, this distillery likes to use whatever is



available within our home state, be it rye, corn, piping, cardboard, water, business cards, etc... in order to give back to the community that makes it all possible. However, their focal piece of equipment, the beautiful hand built, hammered copper pot this sits smack dab in the middle of their distillery was created by a 200 year old plus family owned business that is located in Scotland. The still looks nothing like the one Hawkeye and Trapper had in their tent...actually it looks like nothing anywhere else in the world for it is a one-of-a-kind piece that came directly from Robert's mind to fulfill his thirst for distilling. His Penn 1681 vodka can certainly quench your thirst for drinking; as with the best vodka's in the world, it has little flavor, which is a good thing— but we all know vodka is best when it takes a backseat to your favorite mixers or served very chilled with blue cheese stuffed olives and this vodka will not disappoint under those conditions.



Another distilled spirit that doesn't need to take a backseat to any flavor is their Triple X Shine...that's XXX...and if you are thinking it can be used as a paint stripper or singe your eyebrows off just opening the bottle you couldn't be further from the truth. Sure this non-aged white corn whiskey might have been inspired by moonshine, as well as the bottle itself, but make no doubt about it...this stuff is downright tasty with absolutely no burn to any part of the throat, in fact it was probably the best spirit I've tasted on the day. Now I only say that because it was the most eye-opening – like judging a pepper by its color, I strictly went in with the mindset of moonshine and came out with rays of sunshine dancing on my tongue. It doesn't hurt that Robert is known to help harvest some of the corn for this

Sweet Swill, continued from pg. 15

sweet swill. Try it, you'll like it, even try it with a splash of ginger beer...damn that was good.



By now if you purchased all three of their spirits you'll be on your way to a well stocked liquor cabinet with some award winning quaffs but don't leave so soon for there is another gold medal that needs a proper place on your bar. Named after the oldest part of New Orleans, aka the French Quarter, its name means Old Square.....Vieux Carré. It's the pretties of their bottles, well more like a thick square glass decanter, a solid glass stopper, decorated with green filigree, and this thing has some weight to it. What's inside carries the weight of the predisposed notions of pure evil or lunacy. Some call it la fée verte or green fairy, some wrongfully call it a liqueur, some call it anise-like, and then there are some that call it by its proper name...absinthe.

Absinthe is derived from anise, wormwood, and an array of other botanicals that helps blossom its green hue. Philadelphia Distilling was the first on the east coast to produce the spirit once it was deemed legal "again" by the FDA and it has since become their second best seller even though it approaches sixty dollars a bottle. The price certainly reflects the quality of not only the bottle but also what's inside. Yes it is predominately anise flavored but take a deeper taste and let your senses expel the underlying flavors of the wormwood and maybe even a hint of fennel. Andrew led us through the traditional way of sampling this spirit through louching. This was a process where one takes a sugar cube; place that on a slotted spoon, which is placed over the absinthe. From there, cold water is slowly dripped over the sugar into the glass producing a milky opalescence called the louche.

This methodology produces a plethora of herbal essences from the spirit.

After our whistles had been wet and taste buds tingled, we were given the opportunity to stock our bars. Our gracious hosts, Andrew and Robert concluded the tour, tasting, and picnic lunch and with just a slightly less feverish anticipation that Indian Jones must have felt finding the lost ark, they opened their doors to the good stuff. Now thanks to them, we didn't have to enter a state store to do so. See, micro distilling is a relatively new concept and with new concepts comes all sorts of new rules and regulations. This duo have jumped through many hoops, knocked on tons of doors, and actually made tons of friends along the way in helping to define the laws that surround the micro distilling process within our state. With their help, a law was enacted just this past February that allows them to bypass the state store and sell directly to the public. But you don't have to be in Northern Philly to offend the French when you trade Penn 1681 for the Goose, or snob your nose at the English and swap Bluecoat for Beefeater, or visit a backyard shed for your whiskey, you can simply stop in any one of the 400 state owned stores or even grocery stores and gas stations within other states and buy a piece of home, buy a piece of Pennsylvania, buy a piece of sweet swill to help fund a revolution. Make no mistake; Andrew and Robert are founding fathers to a new revolution, the one of craft distillers.



Prepping for Pocono – Safety Tech

By Scott Duvall, Contributing Editor

Back in August, David Newton and I had been discussing which events we wanted to attend in the upcoming months and we both had an interest in attending the Pocono 15 September Intro to DE event as there was also the opportunity to try your hand at Autocross. Before any of that could happen we needed to get our cars Safety Teched two weeks before the event on September 1st. This took place at Knopf Automotive in Allentown. Since it was a bit of a hike, we decided to meet up at Cracker Barrel in Plymouth-Meeting Mall and drive up together. Following the directions up was interesting as we found that there wasn't a convenient exit coming from the south so we had the opportunity for some great back-roads to get into Allentown.



Once we arrived we found a well organized beehive of activity as cars were lined up outside and gradually brought into the garage bays to be inspected. We got ourselves signed in and had a coffee awaiting our turn at getting up on the lifts.

When our turn arrived we wheeled into the garage and with a little direction got the cars centered over the lifts. Having never gone through this before I was a little nervous over what the process might entail, were they going to make me take off the engine cover on my Cayman? Yikes, never tried that before, luckily it was like most any other inspection, only a bit more specific.

Going down the checklist the inspector first went through the interior with me informing that I could have nothing loose inside the day of the event and that even the radar detector needed to be removed for the track day. Next we went up to the “frunk” where they opened the battery compartment and informed me to have the positive battery terminal covered to avoid any inadvertent electrical short circuit if I was to have a “bouncing” excursion. (I certainly hoped that this wouldn't be the case). After that, up the car went for an underbody inspection of brakes, shocks, and all the interconnecting bits of linkage that need to be tight

and secure – even for everyday driving. Finding nothing amiss, I was given my signed tech sheet and ready to attend my first track event. At this point I knew I was committed, Wow first time on a track coming up in two weeks!

I'll let David finish the story, but I do have to say thanks to all the DE and AX people that made this a success. Especially - Brian Minkin, Geza Korchmaros, Paul Walsack, Jonathan Arena, and Craig Nichols. Thanks guys, had a fun, safe day at Pocono and loved it. I will be back for more!!

Pocono Introduction to Driver's Education Experience

By David Newton - Contributing Editor

Photos: David Newton & Jim Booth

Let me preface this first by saying that I attended the previous Introduction to Driver's Education program called "Taste of the Track" (TOT) last fall at Summit Point. I was inspired to write about it in the April issue of Der Gasser even before I became involved with the Riesentöter newsletter. I was pretty sure there was no way to top a program that good; an affordable way to get an idea if you would like to seriously commit your car to racing. So why would I do it again? First: to compare the two programs and report my findings. Second: (icing on the proverbial cake), to get another chance to ride on a racetrack at speed. I'm not going to sit here and tell you that Pocono is a better track than Summit Point. They both have their merits. Pocono had just resurfaced the tri-oval and will be completing the infield track this fall. Summit Point is the more typical track for club racing. And I most certainly will not degrade last year's program. Dig out my article and you'll see I had only positive things to say. But I'm here to tell you that as good as TOT was, the new and improved Intro to DE is even better.

But let's back up the truck a bit first. After my experience at Summit Point last fall, the next step for me would have been to begin the DE program in the green group. Still a bit daunting for me having only dreamed about this since before I could drive, and committing to this hobby requires a high level of dedication and a lucrative bank account. But when the program was changed, I was immediately drawn to an addition to the menu: driving your own car with a qualified instructor accompanying you. This was the one thing TOT was missing, and I knew that I would have to try it out. Don't get me wrong, I enjoyed every minute of the former program, but in order to decide if Driver's Education is for you, you want to get your own car out on the track. In addition to Intro to DE, an Autocross event was scheduled simultaneously with the track event, so we would be allowed three runs on the Autocross course after the track experience. Finally, the day would end with a cookout and members meeting.

I was originally less than enthusiastic about the venue. I had been to Pocono in the early 80's for a car show of all things; it was pouring and the parking area was muddy. I

remember nothing of the track itself, and I don't know, maybe that was the point. But this event would be my last chance for the season so I poked around to see who else was going. Everyone. Or so it seemed. My wife Christine and I decided to make a weekend of it with our Riesentöter friends Scott Duvall and his charming wife Leslie. If you don't know Scott, you know of him. He's the genius behind the format of this newsletter. I say genius genuinely; the layout work rivals some magazines.

Anyway, we met at the Cracker Barrel in Plymouth Meeting, and caravanned up the Northeast Extension to Jim Thorpe, picked up a rental car for Christine and Leslie to use while we attended the event, and found our way to the Village at Pocono, a unique hotel literally across the street from the track. We settled in around 6 pm and then made are way up to Hawley to one of our favorite dinner destinations, The Settler's Inn. Honestly, we find excuses to go to the Poconos just to eat there; if you get a chance, it's worth the drive. This was Scott and Leslie's first visit and I think they would agree.

But now to the event itself: Scott and I pulled out of the hotel at 7:45 Saturday morning and were parking in the Pocono garage area by 8:00 am. We registered uneventfully and attended the morning driver's meeting. There were event notices and assorted track announcements before the morning training class. There was a crowd of at least 30 people in the class; mostly the green group but a fair number of fellow Intro to DE students. This was a change-up from the TOT program where Intro students attended a separate class. We all sat through the same program covering safety, driving techniques and vehicle dynamics. The training took on a higher level of seriousness since we were with other dedicated drivers; another improvement over the previous program.

We then head to grid tech. Having already had our cars checked out two weeks earlier (an RTR/PCA requirement); this is more like "tech light." It's an added level of safety to make sure you have an approved tech form, that you performed any required repairs or maintenance and that you don't have any sports equipment or thermos bottles rolling around on the floor

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as these tend to be projectiles at speed. They also torque your wheels; another safety precaution. This program is all about driver protection so every effort is made to maintain safe conditions.



Finally the main event: driving with a qualified instructor. We staged our cars in the pit area and waited to be introduced to our coaches. I sat nervously in my car, anticipating the next 30 minutes. In no time, my right door opened and Steve Shueren settled into the passenger seat. I was immediately comfortable with him. He handed me an earpiece with a boom microphone that slipped in my helmet to allow us free conversation. He asked me a few questions, commented on some of the work I'd done on my car and before I knew it, we were merging onto the track. Our group had the track to ourselves, which was less intimidating as we were (in theory at least) of equal driving skills. Each lap brought a higher speed; every turn was another lesson. There are cones to mark apexes, but there are other points on the track that Steve directed me to for proper corner entry and exit. Before



we started, I'd promised myself to listen more than I talked (which for me is almost impossible), because I didn't want to miss a single tidbit of instruction. It was very clear he had done this a few times before, and he didn't make me feel like the novice that I was.

Pocono is now a very smooth track, and is called a tri-oval due to its three straights connected by as many highly banked corners. But for certain events such as ours, they use an infield section of twists and turns to occupy your arms in addition to your right foot. The veteran instructor who taught our class, Brian Minkin told us that the turns are where good drivers are made. I can see why he says that, because that was certainly where I made most of my mistakes. This infield section combined with the two long straights made for a really exciting drive. This is the first and only time I felt like I was even approaching the limits of what my car could do. The smell of hot tires and brakes only adds to this exhilarating experience. With every lap, Steve coaxed more out of me;



I hope he wasn't too frustrated, but I can tell you I was on sensory overload. We pitted in and idled over to the garage. At this point the instructor would normally arrange track time in one of the other group runs so that you can get a chance to ride with him in the passenger seat of his car, and see what it feels like to do what you just did the right way. I declined as I had this experience at Summit Point with Brian Minkin, and instead made arrangements to meet with Scott and get some pictures, and wander through the garages before our next event. Thanks Steve, for your input, patience and advice. It was certainly a memorable experience.

Normally, riding shotgun with the instructor would be the end of the Intro to DE event, but our club arranged three runs on the Autocross course which was going on simultaneously. Autocross is a great way to hone your skills in vehicle dynamics and placement, and is a lot less expensive than DE since it can be done in any parking lot. Cones are set up in a specific pattern and you race against yourself as well as an electronic timer. We were called over to the event and staged our cars. Like the track experience, we had an opportunity to drive with an instructor in our passenger seat.

Jon Arena is the Riesentöter Autocross chair, and he walked us (literally) through a very tight course. This was very helpful because you could assess the pattern up close

The route started with a sweeping right, throw in a skid pad (a tight circle), a bunch of twisties and two bus-stops; a longish straight that ends with a hard left narrow slit to shoot through after approaching at speed. Piece of cake, right? Wrong. In my first run with Jon, I completely missed the first sweep. But other than that, and my ridiculously slow speed, I did fine. I figured the second and third run would improve on the previous. Boy was I wrong. I learned (almost instantly) the hardest thing in Autocross is “seeing” the course and reading the cones. On my second run I got through the first sweep and then the skid pad with little trouble (albeit as slow as an armadillo). But when I came out of the first hair-pin that led to the straight into the bus stop, all I saw was a sea of cones. I literally stopped on the course and stared out



and determine your approach to different challenges. I'm not familiar with Autocross course selection, but it didn't seem too hard standing there in the middle of it. I figured the difficult part was missing the cones, and everything else was a drive in the park. Oh, silly me. At the gate, Jon jumped in my car and we ran the course rather slowly, which is a tact some use to burn the course into their brain. I chose this approach for a different reason: I didn't want to kill any cones or otherwise embarrass myself.

into a mine field of orange rubber points. I could FEEL the seconds of the clock ticking in my head as I scanned the blur of orange, desperately looking for the course. Then I inched forward hoping my car saw something I could not. Tail between my legs, I limped through the rest of the course recording a time you could have measured with a calendar. I don't want to bore you any more than I have, because I did EXACTLY the same thing on the third run, even though I studied the course conveniently posted at the gate, before I made the final run. On the

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plus side, I hit no cones on any of my three runs, which would have been more encouraging if I hadn't gotten lost.



The day was coming to an end; Christine and Leslie joined us having melted the credit cards at the Tanger Outlets, and the sun was slowly dipping on the horizon. The event closed with a huge cook-out that featured steak, beer, assorted sides and dessert. We had an abbreviated club meeting and made our way back to the hotel, exhausted from the events of the day. When Christine asked me how it went, I had to think back and was surprised by my own reflection. First of all, the instruction was exceptional. From Paul Walsack's



introduction, to Brian Minkin's classroom session, you really got the feeling they were here for your benefit. Both Steve and Jon provided precision guidance. I did not have a single bad experience. Next, was the camaraderie. Everyone is here for a good time and it shows. I walked up to perfect strangers to ask questions and never felt like

I was a nuisance. Also, you can't come away unimpressed by the program itself. It's professional, organized and managed well. Not easy to do with the numbers of people and different events going on. Most importantly, I came away with an idea of what I wanted to do for my personal next-steps. I will attend more Autocross events to sharpen my skills, and when the time is right, consider Driver's Education with a level of confidence. If I had bothered to make a check list of all that I wanted to accomplish this day, not a single box would have been left blank. Not sure how this event could have been better.



Pocono IMSA Post Event Thank You

by Steve Meenan RTR Chief Instructor

I would like to thank all for their participation at our 2012 Pocono IMSA track event. The feedback from all participants has been very positive. It offered participants a variety of tracks that each had their own challenges for even the most experienced drivers. Another highlight of this event was the incredible weather that allowed everyone maximum seat time. So if you missed it this year be sure to join us next year as we are going to continue to have it as an annual event. Next year this event will be even better with brand new track configurations that are currently under construction at Pocono Raceway.

Our last event of our 2012 DE program is quickly approaching. Our final event will take place at what many consider their favorite track, Summit Point. We have had some great fall events at Summit and the weather in the past has been fantastic. Summit Point has a lot to offer participants of all skill levels and has a layout that is suitable for cars of all power levels. It is going to be an exciting fun filled event with a ton of track time for students and instructors alike. There is still room for additional participants and instructors. So if you can make it get online and get registered. Brian, Rick and myself appreciate your participation. The disciplined driving performed by all at Pocono made this another event that was without any major incidents. All participants showed exceptional judgment in their driving and car preparation that maximized track time for all who attended. I would again like to thank all instructors for your efforts to make 2012 a great success it is a real pleasure to work with such a fine group. I would also like to thank our registrars Marty and Adam Kocse, our Track Chair Paul Walsack and my co-chief instructor Brian Minkin and Rick Owens for all that they do to provide us with such a great DE program this year. Hope to see all of you at Summit Point for another fun filled weekend.

Steve Meenan
RTR Chief Instructor



Shifts and Giggles

By Jeff Walton, Contributing Editor

There isn't one road on my way to work that isn't under some state of repair, I lied, there is one road I take that isn't under construction but it's less than a half of a mile of my total commute and my commute covers only 5 roads and 4 miles in total. Yeah it's a tough commute...takes me 7 minutes...unless I leave during the window between 8 and 9 in the morning then it can take a full twenty minutes...it's insane I know, why would anyone subject themselves to such torture...but I sit in a Porsche so my time isn't really wasted. I just can't wind it out in second gear all too often. Moving along and back to my theme of this article...the roads.

What is it with our Keystone State that we are in a perpetual state of orange cones, uneven pavement, no shoulders, left lane ends, right lane ends, be prepared to stop, detours, bridge out, road closed, cattle shoots, and any thing else that is orange or blinks? Oh and I forgot, my favorite, the yield signs for on-ramps being replaced by stop signs...utter genius on that one. It's a good thing our p-cars have some spunk for 0 to 60.

Don't get me wrong, I love seeing my taxes going for roads but damn, build the things and move on already. I work right next to the 202 and route 29 corridors in Malvern and that has been a one lane construction project since as long as I can remember. I think it has been 21 or 22 years so far, maybe even closer to 23, I know Bush was still President – the first one. I've seen them redesigned the 911 six times in that timeframe. I've seen little bitty bridges where their build time spans generations...they built the Empire State Building in less time, actually only 15 months and that thing is still standing. Just give me a ramp instead of waiting and I'll jump the creek in a Dukes of Hazard style leap of faith. I've seen brand new paved racing heaven as far as the eyes can see only to be dug up a week later to lay a water line. I've seen sink holes topped with steel plates, pot holes filled in with leaves, off ramps that go no where, off ramps that go everywhere - like the one you take heading north on 95 for the airport. My god, that thing takes you on a scenic tour of Philadelphia, look there's the airport, and then there's where the Eagles play, there's the Liberty Bell, Betsy Ross' bungalow, South Street, Penn's Landing, Citizen's Bank Park, the airport again, I think there is even a rest stop on the ramp itself. I could have saved the taxpayers something like 57.2 million and change. Instead

of taking the ramp and making the wide left turn back over 95, then eventually over 95 again to arrive at pretty much the same spot you started when you first exited 95...they should have just ended the ramp as soon as you tuned off...the airport is right there, right in front of you. But I guess the construction workers are proud of their city and wanted you to remember it before you left for another destination. Speaking of long convoluted routes...who in the hell designs those detour routes...one glimpse of Google maps and you can save yourself pretty much an hour of driving through farmland and bad neighborhoods and getting lost because they forgot to place just one little detour arrow.

Moving along once more, unlike the fast pace construction on the turnpike... have you seen this new fandango way of paving roads? OMG! It's been called "oil and chip" or "tar and gravel"...but I call it WTF...this stuff is the worst...especially for us Porsche drivers with our soft tires. I know from first-hand experience because this has been done right outside my house and then continues for almost a mile and a half in all directions. So I get the pleasure every morning of listening to the stones as they kick up from my wheels and remove my paint down to the bare metal, even at 5 miles per hour (which extends my commute by an almost unbearable 3 more minutes). And yes I understand it's the new alternative due to townships budgets - it's about 25k per mile as opposed to 350k per mile of macadam but you think they could at least roll it to some degree and not cheap out by letting all the drivers do it for them. Ugggh the insanity and horror to my undercarriage. Now I have to admit it's rather nice, though rare, once they do finish a project, a bridge, or those long stretches of freshly laid tarmac where your Michelin Pilot Sports sticks like soda on a keyboard. Yep nothing says finished to a project like adding two more traffic lights or condensing the newest six lanes of traffic into four right before you get to the city limits. So as this article takes the nearest exit, a little warning, when you do see that rarer than the dodo bird "End of Construction" sign, don't look at the vast open road mecca that glistens before your eyes with wonderment of a child on Christmas day because what lies just ahead around the next bend will be yet another merge, detour, or from personal experience...Mr. Statey just waiting for you to unleash your last hour of pent up construction zone aggression.

Riesentöter Executive Board Results

By Anne Marie Von Esse, Secretary

The September RTR membership meeting was held on the 15th at Pocono Raceway. During the meeting the nominees for the RTR officers were announced, and the floor was opened to any other nominations. Since no additional nominations were made, and none of the officer positions are being contested, no vote will be held at the RTR October meeting.

Please welcome our 2013 Riesentöter Region Officers!!!!

President – Joe Asher

Vice President – Jeff Walton

Treasurer – Chris Barone

Secretary – Rita Hancock

Membership Chair – Paula Gavin

Track Chair – Paul Walsack

Autocross Chair – Jon Arena

Social Chair – Wendy Walton

Der Gasser Editor – Dave Hathaway



Please join us for our October member Meeting at Speed Raceway located at 200 Blair Mill Road in Horsham, PA, on October 17, 2012. For more information on Speed Raceway visit their website at: <http://www.speedraceway.com/horsham/>.

MARKTPLATZ

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 Dave Hathaway at editor@rtr-pca.org with "Der Gasser" in the subject line.

Rally Master Wanted: Have you ever had the desire to be responsible for having numerous vehicles running hither and yon across the country side? If so, you should volunteer to be our Rally Master. If you're interested in becoming the RTR Rally Master please contact either Joe Asher president@rtr-pca.org or Rita Hancock vicepresident@rtr-pca.org.

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Please contact Jerry Bronstein



Goodie Store Info for Lands End

Kristyne Haver who chairs our "Goodie Store" and the awards committee has established a new online "goodie store" with Lands' End. You now order a wide array of apparel as well as selection of tote bags, hats and other promotional items that can be embroidered with the Riesentöter logo. As of right now the you can get our standard Riesentöter logo, in the future Kristyne hopes to have the Riesentöter 50th Anniversary logo available on these items also. Please use the following instructions on how to order Riesentöter merchandise:

Step 1: Go to this web site address:
www.landsend.com/business

Step 2: Register and set up your own account

Step 3: Download our logos into your personal logo library

They have created two sizes of our main logo, one is 3" x 3" and is more detailed and appropriate for tote bags, and possibly men's clothing. The other one is 2.25" x 2.25" and is appropriate for women's clothing, polo shirts, etc. The following info is needed to download the logos.

Nickname: RTR 3in

Nickname: RTR 2.25in

Logo number: 1263163

Logo number: 0139522

Customer number: 5042945

Customer number: 5042945

After the logos are downloaded to your library, click on DONE and you are ready to shop! Please note that some types of bags, and the promotional items are only available in minimum orders. Also, some promotional items will also have to have the logo set up differently which will incur a set up charge. If we find members want a certain promotional item, we may consider doing that. It will cost \$8.50 to add our logo to any item. If members want something on the consumer side with our logo on it, they will have to call (800) 587-1541, instead of ordering online, but it is possible to do it. For ordering by phone you will need the customer# 5042945, and the logo#1263163 for the 3" x 3" logo, or 0139522 for the 2.25" x 2.25" logo. If you have any questions about ordering Riesentöter merchandise from either the Lands' End online store or the PCA online store, contact Kristyne Haver at marktplat@rtr-pca.org



Riesentöter Region, Porsche Club of America

Picture Trivia



Anyone know what model this is? Hint: A variation of this car is reputed to still hold a top record for a rather famous German racetrack. Looking for model and what track and the record it holds. If so drop a line to the Editor at editor@rtr-pca.org We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.

September Answer: Last month's picture was a Porsche 910. This model achieved a 1, 2, 3 victory in 1967 at the Targa Florio.