



DER GASSEER

NOVEMBER 2012



From the Editor's Desk:

As announced at our last membership meeting our Webmaster Todd Little is stepping down from this position. We would like to thank Todd for his efforts in maintaining and updating the RTR website, and wish him well in his future endeavors. Announced at the same meeting was that the Der Gasser editorial team will be taking on the additional responsibility of maintaining the RTR website.

Jeff Walton one of the contributing editors for Der Gasser has extensive experience in the design and development of websites as this is his profession. Jeff is currently working on a new design for the website and outlining how the navigation will work and what features the website will have. We have two initial goals for the website. The first goal would be to have the new website live by the end of December. And the second is to integrate all of the content we publish in Der Gasser into the website so that it is searchable, as well as add additional content that tied in to the content published each month. An example of this would be to feature a wider selection of photo galleries and video from RTR events. We are able to put this content into Der Gasser each month, but we have far more photos than we can fit into each issue.

This will be a slow process that will be work in progress for many months, so please be patient as we move forward with this project. Just as we have said when we starting working on Der Gasser, the website is for all of RTR members and is yours to use and enjoy. To that end we would welcome any feedback and ideas you might have on how we can enhance the website. We want to ensure that it is easy to use, and provides each member with all of the information on our club that you need and want.

One other project that we will be working on after the first of the year is to begin to digitize the entire library of Der Gasser newsletters going back the club's founding in 1957. Our historians Bill and Debbie Cooper have been maintaining our historical records and have all of the Der Gasser newsletters. We would like to then keep the digitized editions archived on the website and even publish some of the material in future editions of Der Gasser in order to give you a look at what our club was like from its infancy to today.

Respectfully,

Dave Hathaway

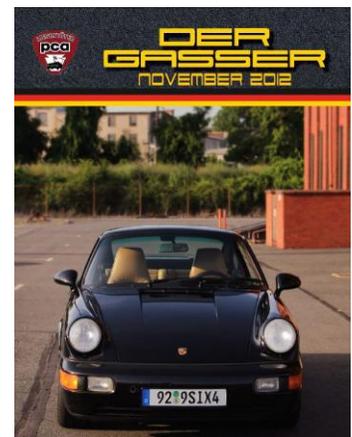
PCA, RTR Der Gasser, Editor



— Table of Contents —

Membership Report	4
Porsche of the Month	5
RTR Upcoming Events	7
Autocross Results	8
Defining Moments	10
Cayenne Trailer Brake Control	12
Oktoberfest	15
RTR Monthly Meeting	17
Porsches at PJ's	18
Technically Speaking	21
Short Track	23
Shifts & Giggles	24
Marktplatz	25
Photo Trivia	27

— On the Cover —



Wayne DeSantis' 911, photo by his son, Matthew DeSantis.

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

<u>Member's Name</u>	<u>Town</u>	<u>Model Year</u>	<u>Vehicle Model</u>	<u>Month Joined</u>
Rick Bierly	New Hope, PA	2011	911	September
Kevin Chou	Philadelphia, PA	2006	Boxster	September
Rui DaSilva	Philadelphia, PA	1991	911 C4	September
Scott Duggan	Telford, PA	2011	911	September
Brooks Eden	Paoli, PA	2012	911 GTS	September
Vic Finnegan	Wallingford, PA	2013	Carrera S	September
Ray Hurtado	Bryn Mawr, PA	2003	996	September
Dennis Kotyk	Newtown, PA	1982	911 SC	September
William Majarian	Kennett Square, PA	2005	911	September
Jorge Monteiro	Lansdowne, PA	1985	944	September
Dennis Morris	Zionsville, PA	2012	911	September
John Nothelfer	Allentown, PA	1995	911	September
Al Serafica	Newtown, PA	2006	911	September

Transfers

Steve Haines	Shoemakersville, PA	1983	944	September
Mark Lambert	Center Valley, PA	1999 & 2002	911	September

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.

November Anniversaries

20 Years

Joseph Vesey
John Warren

15 Years

Geoffrey Michael
Rob Smale

10 Years

Steven Hoagland
Michael Packer
Peter Quinn
Leonard Schwartz
Robert Sterling
Louis Zotti

5 Years

David Hall
Chris Pavlou
Mary Riker
Sanjay Vinaik
Chuck White
Daniel Yonker
Judith Blau
Clancy De Armond



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: Franciszek von Esse

Member Since: 2008

Model: 2004 911 GT3

Current Miles on the Car: 40,000

Exterior Color: Midnight Blue Metallic

Interior Color: Black

Date Purchased: Purchased Used in December of 2008, Second Owner

Dealership: Bought from Private Party in North Carolina

Equipment:

Aluminum Accents	Xenon Lights
Full Leather Interior	Ceramic Brakes
Body Color Interior Parts	

Modifications:

DAS Roll Bar	BMC Air Filter
GT3 Seats	Cup Front Lip Spoiler
Schroth Racing Harnesses	Cup Brake Duct Spoilers
Braille Battery	Wheel Studs

- Replaced the ceramic rotors with Gyro disk two-piece rotors.
- Pagid RS29 (yellow) brake pads for the front, RS15 (black) for the rear.
- Hoosier Tires for track events
- Track alignment with Larry Herman, about 3.2 degree camber in the front, and 1.9 degree camber in the back.
- Several additional sets of Volk and Oz wheels.
- Aftermarket, adjustable drop links and rear tow links.

Notes:

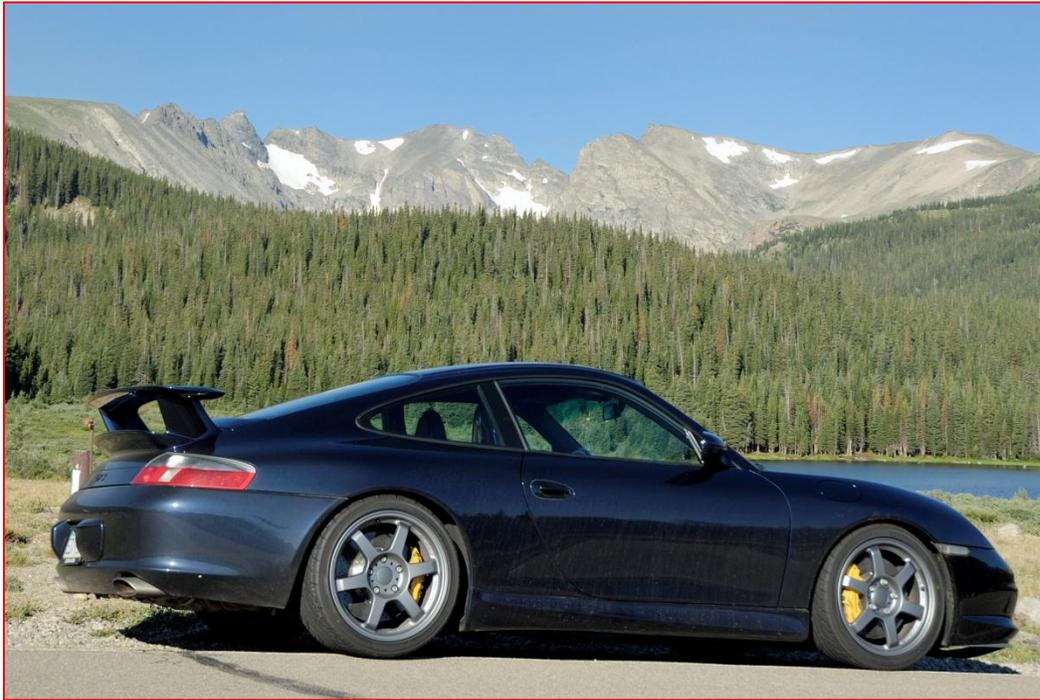
I had always liked the 911 and some of my parent's friends had them as cars. I even recall going on picnic trips with them sitting in the back seats (this was even a snug fit, even for me as a kid). Well, my first Porsche is the 996 GT3. There is a bit of a story why I chose this car as my first Porsche.

I first saw the GT3 on some car show around the time I finished vet school, in think it was 1999 or 2000. It was at that time the mark I 996 and not available in the US (not that I could have even though about buying one at that point). The thing just sounded awesome. Once my income situation improved, I decided to look into a real sports car. A number of Porsches were on the list and I enjoyed driving all of them. But...when I drove a GT3, that was it. Maybe it was the sounds or maybe it was the feel of it. The car felt alive and responsive to every input. Wow. And I was sunk. After many months, I finally wound up buying one that was available in North Carolina. It had never seen the track and was mostly a garage queen. It had 6,500 miles on it after 4 years.

Well, I changed that. It took my drive home from North Carolina to very quickly realize that this car is serious trouble. I hit over 100 MPH without really trying very hard on the on-ramp to I-95, outside of Raleigh (oops!). Similar experiences continued on the back roads around my house. I decided that I was going to check out going to a track event. At the time, RTR ran something called "Snidely Whiplash." It was basically an intro to the track. Long story short, Ken Nielson drove my car so I could see what he could do with the car. Again, I was sunk. After that I decided that public roads did not do this car justice, and the only way to really learn how to drive the car properly, was to start going to track events.

Porsche of the Month- continued from pg. 5

And so I did. I started four years ago and continue to participate in the DE program. I have progressed as a driver and my driving skills have greatly evolved. The car on the other hand has only mildly evolved., mostly in terms of safety, adjustability, and wear items. The car is still very much street-able and I do take her out all the time, even in winter (pseudo rally driving on unsalted snowy roads is fun!!!). I get a big grin every time I start the car. I enjoy every single drive. It may be a bit noisier and harsher than a regular 911, but not by much and only in good way. This is what a car should be. There are lots of good cars and some great cars. This is a great car that is obtainable by mere mortals like myself. The top photo was taken at Brainard Lake in Colorado. The bottom photo was taken at Seneca Lake in New York.



RTR Upcoming Events



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, \$24/pp. Info on the restaurant can be found at www.kcprimerestaurant.com.

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

Social Events

Black Walnut Winery Nov. 11th

Come take a beautiful drive with us up to Sadsbury to the Black Walnut Winery, where we will enjoy some great appetizers and a tasting of their feature wines, 6 wines for \$7! As an added bonus this event will be held during the 2nd annual Black Walnut Winery Art Show & sale. We will be meeting at the Penn State Great Valley Campus at 11:30 AM on Sunday November 11th. Come join us for a fun filled fall day!

Website: www.blackwalnutwinery.com

Please RSVP to Wendy Walton at : social@rtr-pca.org

2012 RTR Holiday Party

Saturday, November 17th from 6:30 PM- 11:30 PM

Come join us in celebrating the end of another wonderful year of Porsche fun with all of your friends in RTR! This year's Holiday Party will be held at the Chester Valley Golf Club in Malvern, PA. Just a short hop off of Route 202 and 10 minutes from King of Prussia! The evening will kick off with an hour and a half of cocktails followed by dinner, awards, and dancing. The cost per person will be \$50 and a cash bar will be available.



Autocross

2012 Riesentöter Autocross Championship Results!!

This year's Championship has consisted of 8 different Autocross races in the area starting in April, with driver's earning points based on how they finish within the club that count towards their season totals. The top 5 performances out for each driver will be counted for the final standings so those who cannot attend every race can still compete for the championship. Big congratulations to Nick Betegh and all those who took part in this year's competition.

Riesentöter Autocross Championship Raw Time Points										
Rank	Driver	Event								BEST 5
		1	2	3	4	5	6	7	8	Total
1	Nick Betegh		60	70		70	70	55		325
2	Jonathan Arena	25	55	65	5	65	65	50	55	275
3	Stephane Roy	15		60		55	55	35	35	240
4	Vytenis Bichnevicus		35	50		50	60	30	40	235
5	John Bichnevicus		40	55			45	45	45	230
6	Trevor Naidoo	20	30	40		25	50		30	175
7	Dan Ruble			35		45		25	50	155
8	David Nettleton	10	25	30		40	30		20	145
9	Chuck Smith			45	20	35	40			140
10	Craig Nichols			15	10	30	35	20	10	110
11	Jonathan Fox		50				25			75
12	Stefano Sola				25			40		65
13	Jim Wirth					60				60
14	Anthony O'Mara					5	15	15	15	50
15	Derek Fasano		45							45
16	Margaret Nettleton	5	5	5		10	15		5	40
17	Carlos Santus				30					30
18	Brian Brandis			25						25
19	Dave Yocom							25		25
20	James Tricarico		20							20
21	Karen Smith			20						20
22	Altan Engnote					20				20
23	Matt Desantis						20			20
24	George Hofmann		15							15
25	Darryl Crews				15					15
26	Rich Larthop					15				15
27	Larry Durlofsky		10							10
28	Michael Coleman			10						10
29	Chung Lee							10		10
30	Terrence Connor						5			5
31	Ken Waldeman							5		5

Autocross continued from pg. 8

Riesentoter Drivers Championship PPF Points										
Rank	Driver	1	2	3	4	5	6	7	8	BEST 5 Total
1	Nick Betegh		55	70		70	65	50		310
2	John Bichnevicius		50	55			30	55	55	245
3	Stephane Roy	15		65		65	35	35	30	230
4	Vytenis Bichnevicius		40	40		50	55	40	35	225
5	Trevor Naidoo	25	35	50		30	60		45	220
6	David Nettleton	10	30	35		55	50		25	195
7	Craig Nichols			25	15	40	45	30	20	160
8	Chuck Smith			45	25	45	40			155
9	Dan Ruble			30		25		20	50	125
10	Jonathan Fox		45				25			70
11	Anthony O'Mara					5	15	15	10	45
12	Margaret Nettleton	5	5	5		15	10		5	40
13	Stefano Sola				10			25		35
14	Carlos Santus				30					30
15	Jim Wirth					30				30
16	Derek Fasano		25							25
17	James Tricarico		20							20
18	Brian Brandis			20						20
19	Darryl Crews				20					20
20	Altan Engnote					20				20
21	Matt Desantis						20			20
22	George Hofmann		15							15
23	Karen Smith			15						15
24	Dave Yocom								15	15
25	Larry Durllofsky		10							10
26	Michael Coleman			10						10
27	Rich Larthop					10				10
28	Chung Lee							10		10
29	Terrence Connor						5			5
30	Ken Waldeman							5		5





By Contributing Editor David Newton

You can't help but like Wayne; I originally met him for the RTR/PCA drive up to Crystal Cave several months ago. He came with his charming wife Tracy, and I've met his son Mathew on several occasions as well. He and his family live in Chester County not that far from me. Wayne is a VP at a pharmaceutical equipment manufacturer and is an investor in the Liberty Union Bar and Grill in Chester Springs, a unique new eatery my wife and I have visited a couple times coincidentally. Check it out if you get a chance; definitely not your typical restaurant chain.

Wayne has a gregarious personality; outgoing and enthusiastic about almost everything. And a car guy to the core; no mistaking that. His passion in conversation on the topic is obvious, and I get a kick out of his childlike exuberance when it comes to his car. Since he was a new member at the time and I had been pondering the concept of the monthly Short Track feature, I asked him if he would volunteer for the first new member submission. I explained the premise and he was on it immediately. He sent me his responses along with some stunning pictures his son took of himself and his car to include with the bio. I always thought of myself as a bit of a shutter-bug, but keep an eye out for Mathew DeSantis; I have a feeling you're going to see more of his work in the future and not just here in Der Gasser. His creativity, lighting and composition are more than you'll see from the likes of me. He'll be attending college in the fall to study in the field of Videography (Art and Design) and has built himself an impressive portfolio.

Recently Wayne and I met up again at a member meeting at CJ's in West Chester. We talked again about our cars, the club and other events he enjoys attending. During the meeting, our editor (Dave Hathaway) made an appeal for member content in the newsletter, and without further encouragement, he whipped up a story and sent it in for consideration the next day. Check out his article in this month's issue as well. Like I said, this guy is motivated by everything. After reading it, my immediate reaction was that it was perfect for this Defining Moment column. So I approached him, and he agreed to allow me to plagiarize his prose, so off we go...

Like many of us, Wayne joined the Riesentöter region of PCA shortly after purchasing his Porsche; a 1992 Black 911 Carrera 2 which he obtained from his neighbor Alan (who wasn't all that interested in giving it up in the first place). The shame of it was that it sat rather silent in a three-car "barn" next to a couple tractors and a backhoe. Wayne worked on this guy for three years, and finally wore him down this past spring on Easter morning no less. He saw the car parked outside, but Alan wasn't home. A phone call at the encouragement of Alan's wife, and an agreement at the asking price was all it took for Wayne to be the proud new owner. So why did his neighbor finally give in? Turns out he drove it so little that a mouse had made a home in a fan unit in the engine bay which convinced him that selling it to Wayne was a better idea than his investment in a rodent hotel.



So what's the first thing we all do when we take the plunge on a new investment? We change it, customize it, personalize it; we make it unmistakably ours. This can mean a lot of different things to as many people. But for Wayne, it meant new brakes, brake lines, tune-up, exhaust, steering wheel, head and marker lights, tires, rims, springs, leather headliner, gear shift knob and finally the stamp of road-worthiness from a trusted mechanic. As Wayne himself put it, "How can you not give a car like this the very best?" Another Riesentöter member had said to him, "Money is only a means to fuel a passion." Words to live by having just dropped serious coin on such a beautiful car.

Defining Moments continued from pg. 10

Digging a little further, we find out why Wayne got stuck on Porsches in the first place, the ultimate purpose of this column. It seems one late night after hitting some establishments serving varied adult beverages, he found himself at a diner in South Jersey at four in the morning and ran into a friend-of-a-friend who had a 1993 Black 911 Turbo sitting there in the lot. As a certified welder at the time, Wayne had re-entered college to change his life direction, and a Porsche at the time was admittedly a “fantasy.” Wayne traveled a familiar path through cars as many of us have; Detroit iron such as his 1993 Camaro Z28, a 1993 Mustang 5.0LX, and two 1971 Challenger R/T’s (a 340 and 440). Then to the German playground with a 2003 Audi TT and a 2007 BMW X5 and countless other cars over the years. Without too much convincing, this acquaintance from the diner took Wayne for the ride of a lifetime; in a car that traveled sideways as aggressively as it did on a straightaway. A completely different approach to driving. The capability in corners was astounding; g-forces he’d never obtained in his previous cars, all packaged into this incredible machine.

It may not have occurred to him at that time that he’d been struck by an inspiration that festered for years until he was at a point in his life where it all made sense together. He pursued and then seized this recent opportunity, which has allowed him to spend more time with his son, and to attend other events that occasionally include his wife Tracy. I’ve seen Wayne several times since then, and you can tell this part of his life means a lot to him. Something like this isn’t always just about the financial ability. Sometimes it’s all about timing. And all because of a thrill-ride on an early morning in South Jersey.

***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!*



Cayenne Trailer Brake Controller

By Karl Wilen, Der Sportwagen Tech Editor

Installing an Electronic Trailer Brake Controller on Your Cayenne

I was flipping through some old Excellence magazines the other day, and read an interesting factoid from one member of the development team (I can't remember exactly what his position was at the time) who was with Porsche during the development of the Cayenne. The original idea for the Cayenne was to produce it as a minivan. Just thought you owners might like to know.

Now I know this might be sacrilege to the Porsche purists (it's not really a Porsche right??), but guess what? The Cayenne can tow! You are probably wondering why you dropped a boat load of money on the factory tow package for a German SUV, but I assure you it is more than capable of hauling whatever you want. Whether you want to tow your 911, 944, or Carrera GT to the racetrack, or your boat to the lake, or some heavy unmarked cargo to Mexico, the Cayenne will fit your needs. It has plenty of power to tow pretty much whatever you put behind it, but, like any tow rig, stopping can be a challenge.

Porsche's are known for braking power, but with a heavy load behind you, and the laws of physics, sometimes a little extra help is nice. With experience towing, one can normally anticipate slowing down without special assistance, but sometimes things catch you by surprise and you need to be able to stop on a dime and get 8 cents change back.

Let's just say you are towing to the Watermelon 500, its dark and rainy, and you come up over a hill in your triple digit ride with the hammer down and see an alligator, Bambi, fender bender, or a general 10-33. What do you do son? You've got to slow down quick! Or maybe your bird dog goes off and you see a bear in the bushes taking pictures, and you've got to get back to sane speeds quickly.

Well, trailer brakes just may be the answer. Okay, side note, not everyone travels at insane speeds with a trailer behind them like some people I know. While trailers can come with a variety of different brake setups, many nowadays are outfitted with electronically activated brakes to assist the tow vehicle to slow down quicker, easier, and most importantly in a straight line. The worst thing that can happen when towing a trailer is when you stop suddenly, and look over and see your trailer going past you. Bad things are about to happen at that point. In order to utilize the brakes on your trailer, you will need

to add an electronic brake controller in the cabin. This controller allows you to set the rate and force at which the trailer brakes are applied, (which can vary depending on the weight of your cargo), or in an emergency, manually apply a full lock to the trailer brakes. The controller sends the signal from the vehicle's brake system to the trailer to tell it to apply the brakes as well, thus assisting your rapid descent.

Now on to the good stuff. So you go online, read the reviews, and ordered a reliable (not cheap) brake controller. But now you have to install it, which involves wiring in an expensive, complex Porsche. Don't worry, it isn't too hard. In fact, Porsche knew their coveted SUV would be used for towing by crazy phat Americans eventually, so they did some of the wiring for you.

Yes, Porsche (and VW of course) was smart enough to include the brake controller wiring plug into their harness. This will allow the brake controller to communicate with the trailer through the factory wiring harness when you hit the brakes. The connector is stuck up under the dash, above where the clutch pedal would be. And before you get online and read about guys saying it isn't there....I promise you....it's there. It is hard to find sometimes stuck up out of the way and wrapped with a piece of gray Styrofoam amongst the rest of the wiring, but it is there. It is there from 03 onward. Now to utilize this wiring harness, you will need to pick up a couple of pieces in addition to your brake controller, which we will discuss in a minute. Since the

The Cayenne and the Touareg share the same platform, I order the harness pieces from VW as they are cheap (roughly \$20 for the kit) and easy to get. This also assumes your Cayenne already has the factory tow package installed (trailer hitch/receiver and the wiring to it) as seen here:



Technically Speaking- continued from pg.12

For this install on my buddy Dan's 2011 Cayenne S, we are using a Prodigy P3 brake controller. Arguably one of the best electronic controllers on the market, it will set you back about \$150.



Parts needed for this project:

- Brake controller of your choosing.
- Brake harness connector: Volkswagen part number 1J0-972-782 (qty 1).
- Harness connector wiring: Volkswagen part number 000-979-228 (qty 2, which will be cut to make 4).
- Add a circuit fuse connector (any auto parts store). This allows us to use the fuse panel fuses to get our 12v power.
- For 2005+ a 12v normally open relay.

Once we have found the brake controller harness plug under the dash of the Cayenne, we need to make a harness that will plug into it. We take the two pieces of

wiring we ordered from VW, and cut each in half, thus making four leads (with pre-attached pins). We insert these four pins/wires into the other connector part we ordered from VW, and then this piece will simply snap into the factory harness. Now we just need to connect our brake controller wiring harness (comes with the controller) to the four bare ends of this connector. Your brake controller should come with the appropriate wiring diagram, which shows what colors are for what function. There are going to be two differences in how the brake controller wiring harness is made up, depending on the year. 2003-04 still used a brake light switch on the back of the brake pedal, making it easy to get a signal to the controller. 2005+ no longer have the brake switch on the back of the brake pedal, but rather it is on the master cylinder assembly now, making our wiring a bit different. In this case, we will wire in a relay in place of the brake switch. Using the table below, we can connect the short harness connector we just made with the brake controller harness that is provided with the controller, matching up the appropriate wire colors between the controller and the vehicle harness. This is typically done with crimp connectors included with your brake controller kit.

<u>Wire on Vehicle Harness</u>	<u>Wiring on Brake Controller Harness</u>	<u>Function</u>
Brown position 1 on connector	White	Ground
Red/Yellow Position 2 On connector	Black	12V
Black/Red Position 3 On connector	Red	Brake Signal
Blue Position 4 On connector	Blue	Trailer Brake

The differences: With 2005+, using the red wire on the brake controller harness, we cut it, and insert a normally open, 12v relay inline. Connect the red from the brake controller to pin 87 of the relay. Then connect red to the vehicle to pin 86. Pin 85 is wired to a ground source, and Pin 30 goes to 12v power. This is easily solved by inserting a "add a circuit" adapter in your fuse panel on the left side of the dash, which allows you to get power

Technically Speaking- continued from pg. 13

without cutting any of the vehicles wiring harness. With the 2003-4, instead of using the relay, the red wire from the brake controller is attached to the red/black wire coming off the back of the brake pedal switch.

This relay wiring is best understood by drawing it out on paper, but I'd have to do that in a paint program on the computer for you to see it, and well, that just wouldn't be very pretty.

Here we have the factory brake controller connector under the dash, plugged into our new VW harness: The red arrow is the factory plug. The yellow arrow is the VW connector (1J0-972-782), and the blue arrow is the VW wires (000-979-228).



Here we have the relay wired inline from the harness to the brake controller, which is then secured out of the way up under the dash.



And finally, we find a place to mount the brake controller following the controller's instructions. They do need to be mounted in the direction of travel to work properly, and there are numerous locations you can use under the

dash to do so. If you are towing the same load each time, you can find a setting on the controller that works and leave it set there. If you tow an empty trailer, then a fully loaded trailer, you will have to adjust the force of the brakes to compensate for that load (too high and you will lock up the tires when braking, or too little and the trailer will not apply the brakes enough).



And with a couple hours of easy work, you can have your electronic trailer brakes wired up and working, as they should. It sounds a little complex on paper, but I assure you, anyone can do this job!



Enjoy!

Oktoberfest

By Jeff Walton, Contributing Editor

Saturday:

“So what are we doing tomorrow, honey?”

“We are taking the Porsche out and heading up to Adamstown for Oktoberfest with RTR, good beer, lots of antiques, some bratwurst, plus lots of good people.”

“That sounds great.”

“Only if you say it aloud.”

Sunday morning:

“Are you ready honey, I thought we were meeting at 10:30 in King of Prussia.”

“We are not going now.”

“What, why?”

“Rain is in the forecast.”

“So?”

“The Porsche doesn’t get wet me dear, I’m going to stay home and see if Andy Reid can count to three this time.”

“It’s just a car.”

“No it’s a Porsche.”

“I don’t remember one commercial or advertisement that states...Porsche perfect for Parking. Every commercial you see, the Porsches are tearing it up on the tarmac because they are meant to be driven, they are not some works of art, if they were, they wouldn’t have an engine or wheels for that matter. You just don’t want me to go antique shopping, admit it.”

Well to the people who took their p-cars out of the garage and into the wet weather...I say bravo and thank you...to the rest of the garage queen keepers here is what you missed by not attending our 3rd Annual Oktoberfest.

The cars started gathering in the KOP parking lot at 10:30 despite the fact it just started to rain on this first real autumn feeling type of day.

Not all the cars were Porsche mind you, as there were a few who decided to join us while driving something other than their garage queens, after all, they are still members of the club and they take our motto seriously - it is about the people too (remember that fact, you can join us anytime with or without your p-car in tow). Even our illustrious president joined the fun without his 968 convertible claiming it leaks a bit in the made-for-a-duck weather. After some donuts, muffins, coffee and OJ under the umbrella, we took off at precisely 11 and headed west on the turnpike. The rain subsided just a few miles past the Morgantown exit where it remained pent up in the clouds until the drive home – and that’s the truth.

Upon entering Stoudt’s Brewery, Antique Market, restaurant, and beer garden, we met up with a Porsche caravan that made their way from Allentown. It was like we had our watches perfectly synced and we all arrived just before noon. As usual the people at Stoudt’s had roped off some private parking for us and we made a rather nice attempt of filling the entire front row with Porsches...many of them Boxsters...so this year it was more like Boxstoberfest. There was a brief meeting by our social chair, Wendy Walton, and then we were left to have at it. There was an \$8 admission to enter the beer garden and once the music and festivities started it was well worth it. If you never been to Munich, this is a close second, without the sticker shock of a plane ticket and the luggage surcharges to Europe.

The beer garden is partly under roof and is open on every Sunday in October. It has long tables with chairs and an elevated dance floor and stage. Look up at the ceiling and you are reminded of the décor of an old Houlihan’s restaurant with all sorts of knick-knacks and antiques just hanging about. Look around again and you’ll notice a common theme. Now for those of you who didn’t attend, close your eyes and think of Munich and Oktoberfest...right now you are thinking of that St. Pauli girl with all those beers in her hands aren’t you..okay maybe not the beers, but still you are close...the common theme here is the beer, probably because you are in a beer garden and probably because it’s brewed right there on the premises and at one o’clock the 72 year old Mr. Stoudt will tell you all about it.

Oktoberfest- continued from pg. 15

He meets everyone in the lobby of his restaurant for his tour and then leads the way into the brewery and carefully instructs us in his process of making those great tasting quaffs. If it's one thing you hear over and over after the tour is that Mr. Stoudt is quite the character. He's dressed in traditional German garb and will distill his opinions on the American conglomerates of beer manufacturing to everyone within ear-shot range. If you are a fan of Coors light or the bottle water called Michelob Ultra, this tour may not be suitable for your ears or lack of taste buds for that matter. He uses the word scheisse, though be it the English word translation, quite often in order to get his point across. He'll go into his spiel about how his beer isn't fattening because it's made of complex sugars, great barley, some of the best yeast around, and of course hops, lots and lots of hops. He doesn't skimp on the good stuff and when it comes down to his beers, it's quality over quantity every day of the week. He drinks five or six beers a day and not an ounce of fat will you see on him so you tend to believe what he is talking about.

After the tour you can pony up to the bar in order to savor his craftiness of brews. My two favorites are Scarlet Lady ESB and the Fat Dog Stoudt. The Lady is amber in color with a toffee bread-like malt smell with a nice balance of bitterness on the tongue...that's the hops people...that's where the flavor comes from. The Dog is a big nose beer, very dark in color, with hints of chocolate and coffee and packs quite a punch with 9% alcohol. Again these are just two out of many and there are many styles to choose, from pale ales and pilsners, to specialty beers like Smooth Hoperator and Heifer-in-wheat. The one type of beer that is missing from the extensive menu...a light beer....but the staff will gladly make any of their beers light by filling up your glass partway and adding good olde H two O and charging you the same price....just like the big boys do.

After the beer comes the food and there are a bunch of choices to be made here. A few of us elected to dine inside the restaurant and a few elected to partake in all the in all the garden has to offer. They have a nice array of sausages, pork, sauerkraut, and just about any other German food you could think of, plus made on the premise cheeses and breads. Now mix that with the background music of the oompah band and you can very easily imagine that you were transported to Munich if it

it wasn't for the fact everyone was speaking English. There were people dressed to the nines...well in lederhosen and suspenders and those tiny hats with a blue feather; those people would look perfect on the little balconies of any coo-coo clock. There were handmade musical instruments made from wood and bells that jingled and clapped and there was even dancing for those of us who couldn't control the urge to not roll out the barrel.

So those of you who didn't make it because you feared the rain like the Wicked Witch of the West or wanted to stay home and watch the ball split the uprights with no seconds left on the clock - you missed a great time with some great people. So mark your calendars now...first Sunday in October, the 6th to be exact in 2013 we will be doing it again....for the 4th annual Oktoberfest....you owe it to your cars to see Germany again and you owe it to yourself to create some memories with some old friends or new ones.



RTR Monthly Membership Meeting

By Wayne DeSantis

Date 10/17/2012

PCA-RTR Monthly Meeting

Place: Speed Raceway, Horsham

Wednesday night October 17th at Speed Raceway on Blair Mill Road in Horsham, Pennsylvania, the final meeting of 2012 was held for the RTR region of the PCA. There were a couple of new members who were asked to stand up and say something about themselves and their cars. The turnout was lower than usual; some people commented but that was ok. This particular meeting was held in a very unique setting in that we were in a glass enclosed meeting room next to an indoor carting track! After the usual hellos and goodbyes many members went carting, which turned out to be a blast. The staff charges your credit card \$26.00 for 14 Laps which essentially makes up one "race," but you can get three races for \$50.00. You then get schooled on the carts themselves, are provided with a head sock and a helmet (if you didn't bring your own), and off to the races you go.

Immediately you're struck by how slow they feel on the parade lap and just about the time you think "this is lame" somebody flips a magic switch and the carts go into full speed mode. For me it was exciting because I hadn't done something like this in a long time and I was racing my Son. For a few laps you continue at this full speed mode and I guess when they see everyone knows what they're doing, they flip another switch and the carts go into full on hyper-mode. This is of course where the real fun begins, but you also learn that sliding the back end out (although fun) scrubs a lot of speed, working contrary to your goal of having the fastest lap.

This race setting is not about position but time, so like most other racing when it seems someone is going slowly they may actually be going fast and smooth and beating your tail. In the end it was a lot more work than I thought it would be to keep these things pointed and moving where you wanted, and you could easily work up a sweat if you were trying. Speed Raceway is a great place to go and blow off some steam or indulge your inner racing demons. I highly recommend it.

The rest of the story... I left with my son and proceeded to the PA Turnpike in my new-to-me '92 911, feeling pretty good and headed home. Of course, once out on the Turnpike I started to feel like I was still in the cart and put my foot down a bit, not too much, but a bit. At about the time I was slowing down from a somewhat higher velocity (because I knew where the "Stacies" hide) I saw a car with no headlights pull out onto the road behind me. Of course a second later all the lights came on, including the ones on his roof, and I did the obligatory pull over. I'm sure as people drove by to see me sitting in a sports car their inner "non-racing demons" were laughing, but oh well there I sat. After I said "sorry, I had no idea I was doing 80 mph in a 65 zone," he took my info and headed back to his car. I guess I have a kind face or saying sorry works in PA but he came back after 15 agonizing minutes and handed me back my info sans ticket and told me to take it slow!

Moral of this story? If you go racing (even in a cart) remember when it ends, and if you get pulled over apologize quickly and emphatically. It was a good end to my first season as an RTR-PCA member and I'm looking forward to many more events next year.



Porsches at PJ's

By Dave Hathaway, Editor

On Saturday September 15th the 4th Annual Porsches at PJ Whelihans Pub and Restaurant in Blue Bell was held. This is a people's choice car show where the owners of the cars along with public and employees of the restaurant cast votes for their favorite cars. I prefer this kind of show over a show where professional judges run a white glove over your car. To me it's more gratifying to have my fellow car lovers and the public appreciate my car.

The fee for entering your car in the show was only \$10.00 and all the proceeds went to the Juvenile Diabetes Research Foundation to help support and find a cure for type 1 diabetes. The show is sponsored and run by David Schamerhorn of Autowerks9.com.

After giving the Cayman one last polish and window cleaning, I threw two folding chairs into the trunk and a few cleaning supplies into the "frunk" for any last minute touch ups. My wife Kim decided to come with me to the show so we could spend the day together. It turned out to be a beautiful warm breezy day for the show and Kim sat in the sun and read a book while I mingled with the other car owners. We went over and ate lunch outside on the deck of PJ Whelihans, and we can highly recommend the food there especially the chicken wings and burgers.

About 2:30 the judging was completed and the show organizers counted the ballots to determine the winners. Each car had a description of the car along with a small ballot box on each windshield. Attendees of the show were given tickets to place in the ballot boxes of their favorite cars. Special tickets were also given out for the People's Choice Award.

Winners for the 2012 Porsches at PJ's show were:

People's Choice Award

M. Lange

2005 Porsche Carrera GT

Porsche of Conshohocken Choice Award

R. Brown

996 Porsche Turbo

PJ's Choice Award

A. Pompaneri

2008 Lamborghini Gallardo

This award was chosen by the staff of PJ Whelihans Pub and Restaurant.

Asian Class

1st Place: E. Donovan, 2008 Nissan 350Z

2nd Place: J. Snow, 2011 Scubaria

American Class

1st Place: E. Knight, 2007 Shelby Cobra

2nd Place: C. Cosgrove, 2010 Rossini Q1

3rd Place: P. McKernan, 2005 Ford GT

Italian Class

1st Place: A. Pompaneri, 2008 Lamborghini Gallardo

2nd Place: J. Walton, 2008 Ferrari F430 Scuderia

3rd Place: K. Shope, 2008 Ferrari F430

English Class

1st Place: C. Colfer, 2005 Lotus Exige

2nd Place: M. Smith, Jaguar XJR-S V12

3rd Place: R. Sternfield, 1966 Sunbeam Tiger

German Class

1st Place: R. Jones, 1974 BMW 3.0 CSI

2nd Place: M. Quigley, 2011 Audi A5

3rd Place: V. Smollar, 2011 Audi R8 Spyder

Porsche Water Cooled

1st Place: J. Kenyon, 1987 944S

2nd Place: K. Wilson, 1988 928S

3rd Place: D. Hathaway, 2011 Cayman

Porsche Air Cooled

1st Place: B. Colfer, 1955 550 Spyder

2nd Place: N. Dunlop, 1973 Carrera RS

3rd Place: T. Jacobs, 1967 911S

Porsches at PJ's- continued from pg. 18



2005 Porsche Carrera GT owned by M. Lange.



Engine compartment of the 2005 Carrera GT.





Technically Speaking- Alignment or Balance?

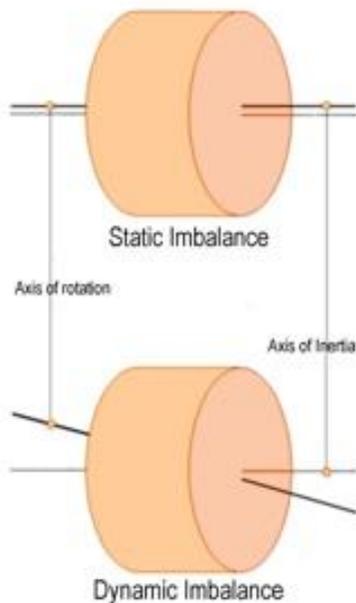
By Pedro Bonilla, Gold Coast PCA, and Contributing Editor

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

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

Balance

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



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

The best way to balance tires is by dynamic balance, where tires are mounted on a rotating axle which has sensors capable of detecting small unbalanced forces on the axle. These sensors are connected to a computer which calculates the forces and taking into account the diameter and width of the tire, tells the operator how much counter weight to add and exactly where to add it on the wheel to eliminate the imbalance. There are actually several types of imbalance that can occur:

Static Imbalance: The vertical movement resulting from light or heavy wear spots on a tire.

Dynamic Imbalance: Side-to-side movement resulting from unequal weight on the sides of the tire and/or wheel.

Run-out Imbalance: Excessive movement generally due to improper bead seating of the tire on the wheel.

Vehicle Imbalance: Vibration due to vehicle components other than tire/wheel assembly, such as brake rotor, wheel hubs and drive lines.

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

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

Alignment

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

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

The three basic alignment parameters are: **Toe**, **Camber** and **Caster**, but an alignment goes well beyond just these three since there are secondary angles that can be adjusted, such as SAI, Included Angle, Toe-On-Turns, Maximum Turns, Toe Curve, Track Width Difference, Wheel Base Difference, Frame Angle, Ride Height, etc.

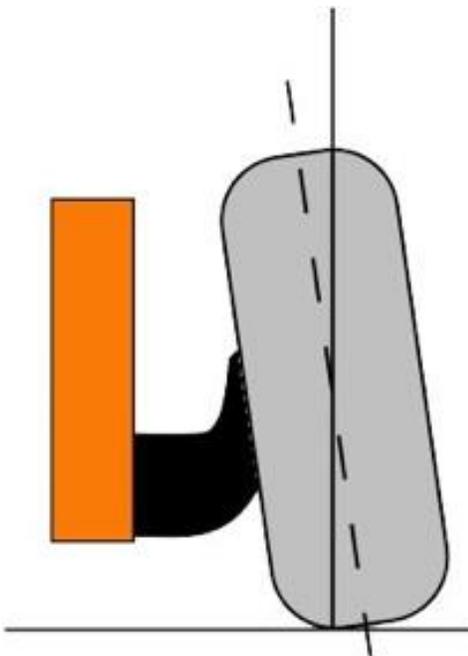
Alignment or Balance- continued

Toe: is the symmetric angle that each wheel makes with the longitudinal angle of the vehicle. In other words, when the steering wheel is straight, are the tires pointing in (toe in) or out (toe out)?

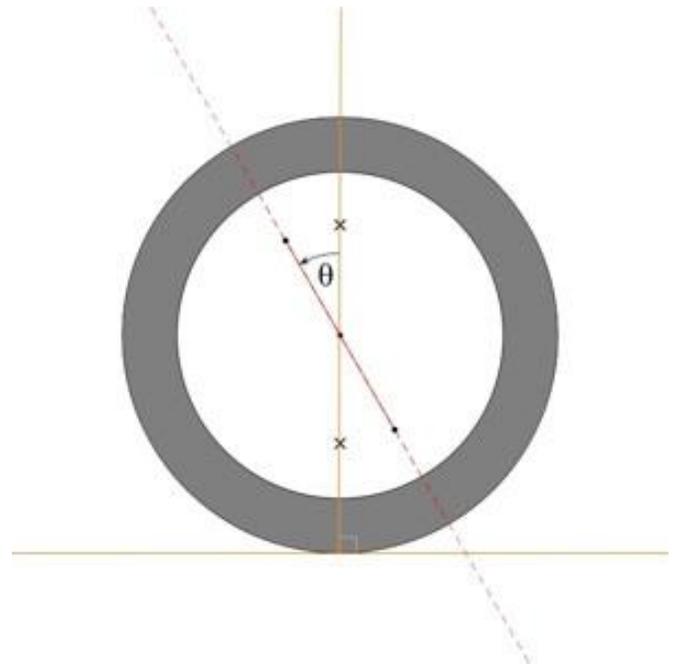
In a rear wheel drive car, such as a Porsche, increased front toe in provides for better straight line stability, but hampers turning response and increases tire wear. So, for DE (high speed, straight-line stability) you need a different setting than for an AX where turning response is favored over straight line stability.

Camber: is the angle between the vertical axis of the wheels and the vertical axis of the car, when viewed from the front or the rear. Generally Porsches have negative camber, especially on the rear wheels, which means that the inner top edge of the wheels are closer than the inner bottom edge.

Generally, more negative camber improves grip when cornering but induces more tire wear on the inner edges of the tires but, on the other hand for maximum straight line acceleration, the greatest traction will be attained with zero camber angle.



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



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

All of our cars come from the factory precisely aligned, but alignment is not permanent. Bumps, pot holes, curbs and general wear will affect the alignment settings which need to be brought back to spec periodically.

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

Driving Influence

Board Member Profile



Name: Paula Gavin
Member Since: April 2008
RTR Position: Membership Chair

Occupation: Engineer (civilian) with the US Navy, South Philadelphia

Why I joined the PCA: I wanted to get together with a great group of people who share my love of cars and do some social events, like scenic drives and car shows.

Club events you'll attend: Mostly the social stuff - scenic drives, tours, car shows, drive and dines, etc.

Cars in my Garage: 2008 Cayman S, 2011 Jeep Grand Cherokee.

Non-car interests or hobbies: Bird watching and nature, animal causes.

It would surprise people to know: Like Wendy, our social chair featured in the August edition, I too cannot drive a manual. But, unlike Wendy, I get to sit in the driver's seat of the Cayman since it's Tiptronic.

I've always wanted to: Try an off road driving event with my Jeep.

Loose stuff: I've really enjoyed my time as membership chair. I've gotten to meet many, many great people that make this club a really fun group to hang out with.

Occupation: Industrial Engineer

Why I joined the PCA: To gain experience and skill in racing and learn the limits of my car with other enthusiasts.

Club events I'll attend: I plan to attend local Philadelphia RTR Autocross events and a few NJMP track days.

Cars in my Garage: I wish I had a garage. I park my 2000 Porsche Boxster 2.7L with 5 speed manual on the street.

Non-car interests or hobbies: Jet skis, inventing and researching new innovative ideas and products.

It would surprise people to know: I always hated convertibles, but I bought a Boxster because of the way it drove and sounded. My dream car is a Porsche Cayman R.

I've always wanted to:

Drive my car at top speed at its absolute limit on the track.

Loose Stuff: When I was 16, I had already driven over 100 cars, but when I drove a '98 Porsche Boxster 5 speed, I fell in love with the car and the brand. I decided then that the first car I would buy would be a Porsche. At 21, I had enough money to get a Boxster. I always told my friends and family that I would get a Porsche, and they laughed at the thought. I proved them wrong. If you want something bad enough, you will get it.

Green Group

New Member Profile



Name: Hyder Alhassani
Member Since: 2012
From: Philadelphia, PA

Shifts and Giggles

By Jeff Walton, Contributing Editor

Whether you like it or not the holiday season is upon, yes even in early November; every year it seems the fat man in the red suit encroaches ever closer to the summer months - stay away old man, stay away. Hell, Costco had their twinkling lights ablaze even before the school buses started stopping at every driveway; frankly I don't know why stores even bother to put that stuff away in the first place. It's bad enough I can't find a swimsuit on any store's shelves in the middle of pool season because they are sporting the new fall fashions already, plus I don't want to hear sleigh bells or jingle bells over a mall's PA system while I'm trying to hunt down non-coconut smelling SPF 1000 sun screen on the Fourth of July. That aside, let me be the first to say...Merry Chriskwanukkah, everyone.

I'm sure right now you are looking at your list and checking who is naughty or nice or who regifted last year and preparing a mental list of trinkets in your head; never-minding you are still two almost months away from chaos and you'll wait until December 23rd to do all your shopping on Amazon anyway. Though I suppose there are a few non-procrastinators out there who are currently ordering their loved one that very special gift and will have it in plenty of time to surprise them - you know like all the Lexus owners out there handing their loved ones the keys to a new car. What they never show you is their immediate reaction to the size of the payment book or what the hell they do with that big ass ribbon. OMG!

And speaking of shopping and the holiday season, that brings to mind one of my favorite times of year... well one day in particular - Black Friday. Let me explain. See every Black Friday I love to wake up extra early, stop and get a hot coco (since I despise coffee but love espresso so go figure that one out), and a Twix, the candy with the cookie crunch, and head out to the mall. I know what you are thinking, Mall, on Black Friday, are you freaking nuts, sort of, yes, well I do it for fun. See I get up extra early, even before Walmart opens or Dunkin Donuts releases their first deep fired goodness of empty calories, the birds are fast asleep, and the worms yet to have fear. So when I mean early, I mean early. I hop in my croc, drive to my local mall, and I find the best parking spot - one that's not painted in white and blue because that would be illegal and not at all funny. Anyway, I get the second best parking space at the mall and sit and wait.

Then once the stores turns on their lights and people start lining up and readying themselves to get trampled because they have only 2000 limited edition my little talking ponies, the ones that fly and eats the not-included-can't-find-anywhere special batteries that are even more expensive than the toy and I wait some more. I wait until the masses are in the store. I slowly make my way to the store stepping over those poor unfortunate foot-printed-on-the-back souls that won't be able to hock their limited editions to the highest suckers on eBay and head for the counter to get some boxes and bags so when I come out of the store it looks as though I'm done my shopping; pure genius in the Doctor Evil sort of way.

I make my way back to the car, pop the trunk and frunk, load my fake packages, close my trunk and frunk, unlock my door, enter the car, close the door, slowly put my seatbelt on, adjust the radio, adjust the seat, the heat, the mirrors, check my cell phone, check my teeth, start the car, check my mirrors again, put the car in reverse, slowly edge the car out of the space, look both ways, look at the two cars fighting for my spot. Right there I hold the fate of someone right in my very hands. Should I back out to the right and let the blonde driving the Audi have the second best spot at the mall or should I back out to the left and let teenage kid in the Ford Escort have the spot. Decisions, decisions. Well just before I pull entirely out, just inches away from the freedom of the parallel lines, I put the car back into first, slowly pull back into the space, and shut the car off.

Then I undo my seatbelt, get out of the car, and make my way back into the store for more boxes and bags making it seem as I forgot something on my list. I laugh all the way to the store because the people who thought they had the best parking space, strike that second best parking space at the mall now have to circle the lot once again because I changed my mind. Can you say hilarious? Sure you can...and most people can...well except for, let's call her Jane, Jane Beasley, well, anyway, that was the name on the police report.

So apparently this is one lazy, I mean classy lady, because she circled the parking lot for over two hours, afraid to walk in her six inch heels (the classy part) and she ran into my amusing little ruse at least three times last year.

And how do I know exactly they were six inch heels, because five of the six inches were embedded in my right thigh. Don't ask me how it happened for I was blind-sided by a fake Gucci purse (I know since it smelled like cheap vinyl and there were inverted "C" insignias not "G's" etched in my left cheek for three days). I remember waking up to a crowd of shoppers between Niemen Marcus and Macy's with smelling salts. So now this year I'm packing protection, a bottle of Windex and those spy type glasses that have little mirrors on them so I can see what's behind me or maybe I'll just invent a hat that has a backup camera like all the minivans have these day – that would be way cool. As you can probably tell I haven't learned my lesson because to me the reward of laughter takes precedence over a limp any day of the year.

Or maybe I'll forgo this year's parking shenanigans and opt for something a little more sophisticated, like placing a bunch of flowers and pictures of Santa on his empty chair, creating a memorial like feel so when kids pass they'll immediately think sleigh accident – there's that Doctor Evil coming out again.

So the moral of my story...if it's too good to be true it probably is, like the too-good-to-be-true parking spot at them mall on Black Friday, especially if it's a grey Cayman backing out of the space...don't be afraid of parking in East Jabip and walking off those extra calories from the day before. Gobble Gobble people and have a great Turkey or Tofu Turkey day.

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 Ascher president@rtr-pca.org or Jeff Walton vicepresident@rtr-pca.org.

Porsche Wheels/Pirelli Snow Tires set (4) for sale. From 2006 Cayenne S. Tires are 255/55 R18 Pirelli Scorpions with less than 10,000 miles. \$1050 for the set of four. Contact Ed Goss at edwardgoss6@gmail.com or 484-337-6030. Located in Newtown Square.

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Service manager Tom Silknitter has joined the company after being in the Porsche field for almost a decade.

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Please contact Jerry Bronstein



2003 911 Turbo Coupe

27,488 miles, metallic blue with gray full leather interior, RUF 465 HP upgrade, Tiptronic S, PCM II/Navigation/CD, GT3 style wheels, aluminum trim on gauges, euro suspension, no track time, non-smoker, handles very well, great condition, VIN: WPOAB29963S685657. \$51,000.

Ray Zale, ray.zale@penske.com, 610-585-4433.

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 marktplatzt@rtr-pca.org



Riesentöter Region, Porsche Club of America

Picture Trivia



Anyone know what model this is? Yes, it was built by Porsche. What year was it introduced?. 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.

October Answer: Last month's picture was a Porsche 956. This model achieved a record 6.minutes 11.13 seconds on the Nurburgring Nordschleife circuit.