



# DER GASSEER

DECEMBER 2013





## From the Editor's Desk:

With the accident that claimed the life of actor Paul Walker while he was a passenger in a Porsche Carrera GT owned by a California specialty dealership Always Evolving, fresh in our minds, there has been a lot of attention

by the media focused on the Carrera GT. Much of the media coverage of the accident involved comments about how the car itself was difficult to drive or even in one article it was described as "impossible to drive." Some of the articles talked about how the Carrera GT didn't have any stability management controls like most of our newer Porsches do, and this made it very difficult to control. The media almost made it seem as if the Carrera GT had a life of its own like some wild animal that couldn't be tamed. They seemed to blame the car more so than the driver or any unforeseen circumstances that might have caused the accident.

The fact is many exotic car owners who drive on tracks or other high speed venues prefer to turn off advanced electronic control systems such as PASM in order to feel like they are more in control of their cars and rely on their driving skills rather the cars computer. These are decisions that each driver makes in order to enhance their driving experience. There are risks in doing this, and I learned this when I went to the Porsche Driving School. There, they instructed us to turn off PASM to see how the car reacted differently on the skid pad, and then turn it back on in order to see the difference. It was clear that the 911 I was driving with PASM on was a very different car then when it was turned off. PASM can make up for some of the mistakes ordinary humans make while driving as well as compensate for changes in the road surface and the weather.

This brings me to the point of this column. I learned to have respect for the Porsches I drove at the driving school and carried that respect home with me to my Cayman S. I know that my Cayman S can make me feel like a much better driver than I really am. It gives me a false sense of security. I know that I probably will not fully realize all that this car's technology and engineering can offer me. Why? Because I have a healthy respect for my car and for pushing the performance limits safely and responsibly.

Drive Safe

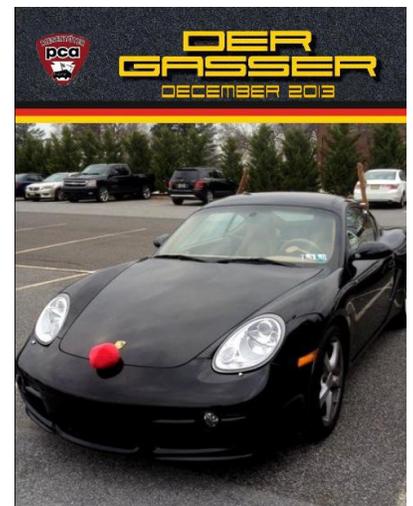
Dave Hathaway  
*Der Gasser* Editor



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### — On the Cover —



**Paula Gavin's Cayman Rudolf**  
**Photo by Frank Lu**



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# DER GASSER

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## Updating Your E-mail

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In order to make sure you receive your monthly issue of *Der Gasser* as well as club e-mail blasts out to the membership about upcoming events and club news, please update your e-mail address. The e-mails that we send out are not sales oriented, and are strictly for the benefit of our membership. This database is for Region use only and will not be released to other parties.

Use the following instructions to update your e-mail address:

Go to the Porsche Club of America Web site at [www.pca.org](http://www.pca.org).  
Sign in through "MEMBER LOGIN."  
Then go to the "MEMBERSHIP" tab and scroll down to "MEMBER SERVICES."  
Click on "MEMBER RECORD."  
Click on the pencil icon to the right of your information to edit.  
Once you updated your information then scroll down and click "SAVE."

In the "MEMBER RECORD" area you can also update the rest of your contact information and information on the Porsche(s) you own, as well as view your membership status including when you joined the PCA and when your membership expires. As with your e-mail address, all information is kept confidential and is not shared with anyone outside the PCA.

Note: to avoid conflict with spam filters, [enews@enews.pca.org](mailto:enews@enews.pca.org) should be added to your address book.

## Advertising in *Der Gasser*

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*Der Gasser* is the monthly newsletter of the Riesentöter PCA Region. During the first week of each month *Der Gasser* is sent digitally to our membership of approximately 1,400 Porsche owners and enthusiasts. The newsletter is produced in color and contains dynamic digital content such as video and hyperlinks.

Advertising is limited to Porsche and automotive related vendors who offer services and products that would benefit our members and enhance the overall Porsche experience. Advertising rates are as follows:

Full page ad for one year: \$1,650, plus two free banner ads on the website

Half page ad for one year: \$1,275, discount on website two-banner ad package for \$250/ year

Quarter page ad for one year: \$975

Artwork must be submitted in jpeg file format and can be changed each month at no additional charge. If you are interested in advertising in *Der Gasser*, please contact Dave Hathaway at [editor@rtr-pca.org](mailto:editor@rtr-pca.org).

## Advertising on our Web Site

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Opportunities to advertise on our website [www.rtr-pca.org](http://www.rtr-pca.org), are also available. A two- banner ad package can be purchased for \$500 per year or \$50 per month. For file size requirements and placement details, contact our webmaster Jeff Walton at [webmaster@rtr-pca.org](mailto:webmaster@rtr-pca.org).

# Membership Report

Submitted by Paula Gavin, Membership Chair

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>
Bob Dougherty	West Chester, PA	2006	911	November
Neeraj Dubey	Orwigsburg, PA	2007	911 4S	November
John Ehresman	Coopersburg, PA	2012	911	November
Pete Goodhart	Haverford, PA	2014	911	November
Mike Johnson	West Chester, PA	2012	911	November
Adam Keech	West Chester, PA	2012	Cayman R	November
Bill Kley	Chester Springs, PA	1997	911	November
Andrew Lindvig	Malvern, PA	1978	911	November
Alex Mamourian	Wayne, PA	2004	Boxster	November
David Marques	Feasterville, PA	2003	911	November
Tony Micciolo	Malvern, PA	2003	Boxster	November
Tom Sarver	Easton, PA	2014	Boxster S	November
Doug Simon	Philadelphia, PA	2013	911	November

## Transfers

Cai Yuchen	Philadelphia, PA	2014	Cayenne	Keystone
Jahn Bradley	Buckingham, PA	1988	944 Turbo	Schattenbaum
Amrit Moola	Souderton, PA	2014	Cayenne	Pocono



## December Anniversaries



### 35 Years

Tony Checkows

### 20 Years

Mike Andrews  
Rolf Hofer

### 5 Years

Brent Asplundh  
Scott Asplundh  
Robert Brooks  
Richard Devaney  
Frederick Hayes

### 30 Years

John Crowley  
Richard Reber

### 15 Years

Richard Barbuto  
Michael Cataldo  
Michael Delfiner

### 25 Years

Adam Schaible  
Edwin Slade

### 10 Years

Howard Brand  
Ray Marcum  
Steve Olex  
Philip Perkins  
Thomas Wolff

# Upcoming Events

Submitted by Wendy Walton, Social Chair



## **March 1-2, 2014**

### **Tech Tactics East**

The date has been set for the fourth annual Tech Tactics East at the Porsche Cars North America site in Easton, PA. Please mark your calendars for March 1-2, 2014. The format will be the same as in years past. A very special guest this year from Porsche AG is Daniel Vasiliades, who is responsible for the marketing of the Macan. Also in attendance will be Owen Hayes, Director of Operations Porsche Motorsports North America, who will focus on the 991 GT America and the new United Sports Car Racing series. Additional speakers from Porsche Cars North America, Mobil Oil, Michelin Tires and Performance Friction Brakes will also be on hand. Three PCA members are also part of the program: Jim Newton from Automobile Associates, Lou Verdiales, PCA Tech Committee member responsible for 911 turbos, and John Paterek. This will be John's 34th consecutive appearance at Tech Tactics. He was a presenter at the inaugural event at the Harley Hotel in 1981. Returning by popular demand the second annual "model car show" will be held in the Registration area. Dust off your favorite die-cast Porsche for a People's Choice event.

There will be a continental breakfast, and "box" lunches along with a complimentary event tee shirt are included in the registration fee of \$60. Registration will open on February 4, 2014 on [www.Motorsportsreg.com](http://www.Motorsportsreg.com).

## **March 14- 16, 2014**

### **Zone 2 Drivers Education Weekend**

The 2014 Zone 2 Club Race and Advanced Drivers Education Weekend will be held on March 14- 16, 2014 at the Virginia International Raceway (full course all three days). Registration will be through [www.Motorsportsreg.com](http://www.Motorsportsreg.com). Registration for PCA members opens on January 13, 2014 at 8:00 pm EST. Registration for non-PCA members opens on January 20, 2014. Registration for all drivers closes March 3, 2014. There will be a social on Friday night March 14<sup>th</sup> and a banquet on Saturday night March 15<sup>th</sup>. Tech forms can be found on the PCA Zone 2 website [www.pcazone2.homestead.com](http://www.pcazone2.homestead.com).

## **June 15-21, 2014**

### **Porsche Parade, Monterey, California**

Visit the PCA website [www.pca.org](http://www.pca.org) for more information on attending the 2014 Porsche Parade.

## **June 20- 22, 2014**

### **Zone 2 Club Race and Advanced Drivers Education Weekend**

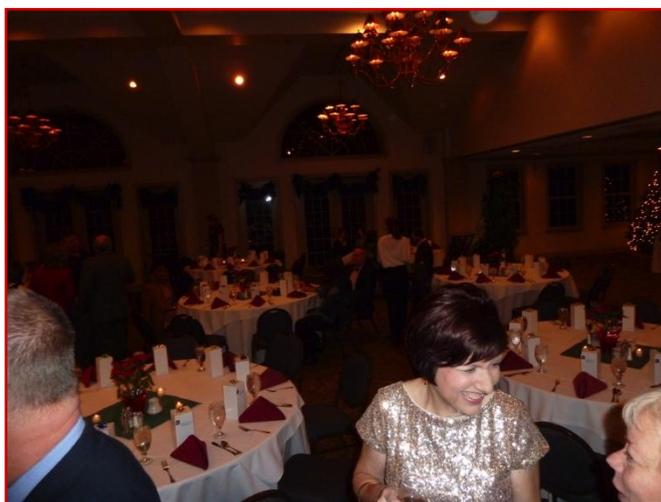
The 2014 Zone 2 Club Race and Advanced Drivers Education Weekend will be held on June 20- 22, 2014 at the Virginia International Raceway (full course). Registration for both events will be through [www.Motorsportsreg.com](http://www.Motorsportsreg.com). Tech forms can be found on the PCA Zone 2 website [www.pcazone2.homestead.com](http://www.pcazone2.homestead.com).

# 2013 Riesentöter Holiday Party

by David Newton, Contributing Editor



What better way to wrap up the year than to hold a big bash at a posh club with a live band, great food and an open cash bar? The Riesentöter holiday party was held for the second year in a row at the Chester Valley Golf Club in Malvern on Saturday, December 7<sup>th</sup>. This year's event more than doubled the 2012 attendance by nearly 100 members!



The festivities began early; our Social Chair (Wendy Walton) spent the first 90 minutes or so checking in members and their guests. The bar was open with the first drink included in the price. Festive tables with holiday arrangements filled quickly, and live music by Chris and Kallina Holt immediately filled the large hall.

Attire was dressy-casual, and ranged from slacks and sweaters to suits and ties for men, and party dresses for women. And even a few evening gowns appeared. Everyone came suitably dressed for the venue,

some might have said surprisingly so, but either way members intended to have a good time and end the season with a bang.



There seemed to be no letup at the check-in line where tickets for the door prizes and drinks were distributed. An abundant arrangement of delicious edibles were laid out, and hors d'Oeuvres were delivered to members by the club servers. Attendees milled around, meeting new friends and catching up with old ones. The echo of laughter could be heard in every corner of the spacious hall.



Soon it was time for the feast. We took our seats and made our way to the buffet tables (some of us more than once); a delectable arrangement of the basic food groups was represented. The conversations continued and the dessert display came out just in time for the business portion of the evening.

## RTR Holiday Party- continued

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Announcements were made including the new Riesentöter board members. The annual awards were presented with a few surprises and some choked up moments. Then the door prizes were drawn with lucky ticket holders choosing from an array of gift selections which included (among other things) an RTR wine selection and tote, three GoPro cameras and the now infamous Porsche seat belt purses.



Probably the best part of the evening was the friendships shared; active tables of Riesentöter members closed the season with recounts of significant moments of 2013 and some discussions and ideas for next year's events. Finally the last meeting of the year came to a close, and the dance floor opened up for the balance of the evening. A truly memorable night, and a better way to end such a great season could not have been found!



# Porsches, Plates and Pours

By Jeff Walton, Contributing Editor

Our evening at the Capital Grille started precisely at 7:15 where we were led to a velvet roped-off section of the very masculine and downright cozy bar to begin our cocktail hour. By the time 7:30 rolled around, the majority of our fellow Riesentöters had a drink of choice in their hand and conversations settled around what we know best, among other areas of interest. Then it was time.



We were then ushered into a private huntsy feel type of room with a table that was meticulously set for twenty. Service started immediately once the musical chairs game had ended. First up was the crispy fried calamari intermingled with hot cherry peppers paired with Laphroaig's (La-froyg) staple, their 10-year-old scotch. Laphroaig is from the region in Scotland called Islay and if you are familiar with Islay, you know this region is famous for their smoky scotches, which come from smoking the barley with peat - the ten years does not disappoint the palate in this area. Smoke. Smoke. More smoke. Next up was sort of an intermezzo with a dram of an unadvertised addition to our tasting menu - Laphroaig's Quarter Cask. This scotch goes through double maturation in two barrels, which softens the smokiness and creates aromas of caramel and toffee. We tried this with some raw barley, which was passed around the table from our knowledgeable host Joe Baker from Southern Wine and Spirits.

Next up on the palate and plate was the Capital's house field green salad with tomatoes and fresh herbs with a spritz of vinaigrette. The salad was accompanied with The Triple Wood from the established-in-1815 distillery. As you can probably tell from the name, this scotch is matured in three types of barrels with the last being a sherry cask. This adds depth to the finish with subtle hints of sherry along with apricots and of course the smoke from the peat.

The main attraction was next up on the menu, cue spotlights and drum roll - the entrée. Our choice for dinner was the ten ounce filet mignon, the bone-in Kona crusted dry aged sirloin, chicken confit, or seared citrus glazed salmon. If it's one thing you didn't hear at the dinner table it was "how's the chicken or how's the salmon" because looking around the room you could tell we were all carnivores... and there was nothing fishy or fowl about that. All the steaks were perfectly cooked to whatever doneness you desired, served with family style green beans and mashed potatoes. The shallot butter served with the Kona provided a delightful pop of flavor to the tongue. The Capital Grille surely entertained us with their specialty. The entrée was complemented by Laphroaig's big gun - their well-balanced 18 year old. Smooth. Warm. Luxurious. Nutty. Again with a trace of smoke.

So far the evening was perfect as the echoes of dialogue and laughter bounced around the table, but we weren't finished just yet. The fourth course arrived which was your choice of classic crème brulee or flourless chocolate espresso cake. If you played your cards right, you ordered one of each with your guest, that way you had the best of both worlds when you sipped the final scotch of the evening. The final scotch was fitting for our new found bonds with our fellow Riesentöters. The final Laphroaig scotch was called "Cairdeas" which means friendship in Gaelic. The Cairdeas Port Finish Special Bottling 2013 was crafted by master distiller John Campbell and was matured in both bourbon and port barrels. The final scotch of the evening was a swift kick to the taste buds as fruits and smoke harmoniously dance the night away from the tip of your tongue, to the sides of your cheeks, to the back of your throat.



## Porsches, Plates and Pours- continued

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As the last morsels of dessert were erased from the plates and utensils, Joe then handed each guest a set of whiskey stones from Laphroaig as a memento of our time together and as a gentle reminder to not water down the good stuff. But the evening wasn't over... with coffee, cappuccino, or espresso, Joe brewed up a hot toddy made from Connemara which is a 12 year old peated single malt, dare I say, Irish Whiskey. Just how did an Irish whiskey make its way to a scotch tasting is beyond me, but it was a fitting end to our night at the Capital Grille.



The service, the food, and the ambience of the Capital Grille was impeccable, so we would like to give a round of applause and a huge thank-you to both Chris Amman and Christine Repetto for bringing together a perfect marriage of Scotch and Steaks. Also we would like to send our thanks to Joe for providing the storylines and tasting notes to our drams of Laphroaig. It was surely an evening to remember as we forged a new relationship with the Capital Grille and a new appreciation for the Scottish distillery; so be on the lookout for other stellar events because if you didn't join us – you missed a good one.

For more information on the menu or making reservations at the Capital Grille in King of Prussia or any of the other locations, visit their website [www.thecapitalgrille.com](http://www.thecapitalgrille.com).

In addition to The Capital Grille in King of Prussia, there are also locations in Philadelphia and Cherry Hill.



# Shifts and Giggles

By Jeff Walton, Contributing Editor



"I've been drivin' all night, my hands wet on the wheel, there's a voice in my head that drives my heel," as my radio blares the rest of that song, it's half past three and I'm shifting gear. It's been a long day, a long drive, my eyes are bloodshot, my head aches for a pillow and the sandman to cometh. It's a moonless crisp autumn night that my xenons cut through like a lighthouse beacon during a storm - pointing me in the direction of the tarmac, pointing me in the direction of home. I haven't stopped for anything in the last four hours; no fuel, no eats, no bathroom breaks... and now I need to stop, really need, but I'm so close... I'm not stopping. I've been on these roads a thousand times; I know every inch of asphalt, the turns, the bumps, the potholes. If I wanted to I could do them with my eyes closed... but I don't, instead I press the pedal down just a bit harder as my back teeth are becoming buoyant... press down a little harder, a little harder still. My only fear is fear itself... I lied... it's deer, but I have 6 piston calipers and a new set of PS2's to help Bambi live another day. I'm now just a few miles from home. I haven't seen another set of headlights in at least forty minutes. I approach a small hill. I know it well. At the top of the crest is a small turn to the right, then a downward stretch of straightaway that isn't fair, as the speed limit decreases by 15 towards the bottom. It's a famous speed trap in these woods. As I exit the turn and start downhill I pay no attention to the idle threat, besides it's closing in on four in the morning and the coffee is pipin' fresh at Dunkin' Donuts - no worries mate as my speed increases past the limit... way past the limit.



Then... son of a... I see a pair of yellow eyes staring at me in the dark, yellow eyes... aka... yellow parking lights a glowing... I look at my speedo... son of a... I smoked past him good... did he notice... of course he did. Adrenaline surges. What to do, what to do? Remembering I really need to stop, and any unnecessary stops will not alleviate my discomfort. What to do, what to do? Stopping can cost time, a lot of time, and money both in fines and insurance. If I go, I have a good head start, he's at a dead stop and until he gets up to speed I'll be faster still. I know the roads. I'm in a Porsche and DE and autocross have taught me well. A decision has been made. The adrenaline surges more... as does the acceleration... uh oh... no turning back now. I'm planning three steps ahead of myself as I downshift and brake at the curve that is now behind me. The trees become a blur of tangled branches in the darkness and I silently say to myself, "No Bambi, no Bambi," while my left foot engages the clutch as my right foot dances through the other pedals. I glance in my mirrors and I still do not see the inevitable; the red and blue lights bouncing off any and all objects in the light's path. Safe for now.



I know I'm picking up more speed and there is no way I'm looking at my speedometer or tach at this moment... full focus on what lies ahead and what lies ahead are double yellow lines snaking through the hills like a dragon's endless tail. I can't stay on this road forever because sooner rather than later the big 8 cylinder that's bellowing from behind will eventually engulf my flat six on the monster straightaway that is in the near distance. "Think... think dammit." But I can't, I'm too focused on the farthest tips of my headlight beams... looking for curves, looking for danger. A glance in my mirror again... still good... still...uh oh... was that a bit of red? The go-faster pedal is pressed even more, the engine screams, and I shift again as both hands are now firmly back on the wheel steering left, right, left, navigating the turns and apexes all while second and third are getting a

## Shifts and Giggles- continued

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Mirrors are checked again and I see no flashes whatsoever, the curves are my friend but soon the straight will be my enemy but I soon remember in the near distant future... like in 500 feet there is a sharp left to an almost hidden driveway, a long driveway, a driveway of a good friend, a driveway that angles deep off the hill and into an abyss... it's perfect but only if I can brake hard, turn left, and shut off my lights without the penetrating eyes of a salivating law enforcer. Well it's as good as any chance I reckon. 300 feet, still no lights. 200 feet my heart is ever pounding. 100 feet I hold my breath... 75 feet, I see flashes of red... 50 feet and I see behind me the forest light up like it's on fire... I realize that is my brake light... time to turn... I fly down the hill... and slam on the brakes coming to a complete stop as I'm reaching to turn off all the lights. Five seconds haven't even gone by and I see the flickering lights of red speeding past me... that's right... right on past me... my heart still pounding... my breathing still heavy... I sit in silence looking back up the hill from the abyss and nothing... nothing at all... just darkness... utter darkness... I sit in silence as I try to gain some semblance of composure. I wipe my sweaty hands on my pants and can't believe what I just did... I ran from the cops... the adrenaline is running through my veins like an open faucet... I try to relax... I try to regulate my breathing as I sit in the dark... a minute goes by. My breathing slows. 2 minutes go by. Slower still. 3 minutes and almost breathing normally. 4 minutes and I just wait. I'm as calm as I will ever be tonight... then the realization sets in... nature is again knocking at the door... time to go.

I start my car, the borla exhaust comes to life and I'm half expecting the neighborhood to swallow me in porch lights but no one stirs. I slowly turn the car around like I'm hauling a thousand uncrated eggs and slowly start to creep back up the hill of the long driveway... home free... well almost, I still have to make it home... slowly I creep in the utter darkness trying to negotiate the boundaries of the pavement almost by feel. Slowly I crawl, inch-by-inch, foot-by-foot as my eyes are trying to adjust to the total blackness without the use of my lamps.



Slowly... ever so slowly I crawl, I inch, I crawl, I inch, just about to the top of the driveway... then... BAM!... white lights everywhere... as if a nuclear bomb exploded in front of me... I'm staring straight ahead at a pair of headlights... my heart leaps out from my chest and I gasp for breath as I see red and blue flashing before my eyes... oh my god... oh my god... I'm stricken with pure fear... my muscles seize... I can't move... frozen and not a blink of an eye... my retinas blinded... and then... and then... and then suddenly like a bolt of lightning, my eyes blink for just a second and I'm in complete darkness again. My heart racing as I try to grasp the reality. My eyes once again trying to focus on something, on anything but nothing in the darkness makes sense to me. Still frozen, realization sets in. My muscles still tense but my mind is now relaxed. Just a dream... just a dream... just a dream.

So then I think... dreams can come true... and I pray not this one... next time I'll drive even faster.



# Driving Demonstration Day

By Dave Hathaway, Editor

Over the past year I've started to use Facebook more and more to communicate with friends and family about some of the more important happenings in my life. I've even started to "Like" a few selected pages in order to keep up on the latest from groups or organizations I'm interested in. One such Facebook page was for the Simeone Museum in Philadelphia. After the RTR gathering there in October I wanted to follow future events at the museum so I "Liked" the Simeone Museum Facebook page. A few weeks later while checking Facebook I noticed an announcement for an upcoming event driving demonstration day at the museum on November 30th. The cars that would be driven were selected through a "Peoples Choice" balloting. The cars that were chosen were a 1963 Corvette Grand Sport, 1964 Cobra Daytona Coupe, 1966 Ford GT 40 MKII, and a 1970 Porsche 917 LH. Each of these cars would be put on special display and driven. The car that really interested me was the 1970 Porsche 917 LH. This was the famous violet and green colored "Hippie 917".



This particular Porsche was one of twenty-five 917's conceived in 1968, designed and built in only ten months to meet the FIA production minimum. Those first twenty-five examples incorporated remarkable technology such as Porsche's first 12-cylinder engine, an aluminum tube space frame chassis, a myriad of components made from titanium, magnesium and exotic alloys, even suspension springs made from titanium wire. Over the next three years the Porsche 917 was to become a symbol of modern road racing technology. Porsche built the 917 with one goal in mind: to win its first overall victory in the 24 Hours of Le Mans.

From the beginning, Porsche focused their efforts into developing bodies with low aerodynamic drag to take advantage of the Mulsanne Straight. They succeeded, but on the track the slippery shape proved to be very unstable. At a late '69 test session which included the first prototype Can-Am 917, they realized the Can-Am's chunky high down force design solved the 917's stability problems and ended up running two versions of the 917, the 917 K (*kurzheck*, or short tail) and 917 LH (*langheck*, or long tail).

The long tail 917's were used for racing only at Le Mans. Only five 917 LH's, of which this is one, were built, and this is the only one that is privately owned. This Porsche 917 LH sports the psychedelic "Hippie Car" violet and light green paint scheme, and a 5.0 liter flat 12 cylinder air-cooled engine generating 630 HP. This car could reach a top speed of 240 MPH.

It turned out that I was free that day and I drove down to see the car that I fell in love with it when I first saw it during the RTR visit the month before. It's one thing to look at these cars from behind the stanchions as part of an exhibit, but to actually see this rare and beautiful car drive around the parking lot and then get to see it up close was a really special experience. This experience ignited a passion in me to learn more about the 917's. After returning home I bought several books on the 917 from Amazon.com, as well as (yes) a die cast model of the car I saw that day. I know that I've said this before, but owning a Porsche and belonging to club such as RTR has really exposed me to a whole new world to immerse myself in, and provide me with many unique and memorable experiences.



# Modifications

By Dave Hathaway, Editor

I've owned seven cars since I started driving 33 years ago, including my new Cayman S. During all that time with all those cars, I've never really modified these vehicles in any major way. The extent of my modifications if you could call them that was new floor mats or an upgraded radio. I never really considered modifications such as an after-market exhaust system or upgrading the ECU. Well that was until I purchased my first Cayman in 2010.

When I bought the Cayman, a switch was flipped on and a whole new world of personalizing my vehicle just opened up. I think what really opened my eyes to this new world of opportunities was to be around other Porsche owners who had made all sorts of modifications to each of their cars. This showed me what was possible and even demonstrated to me how some of these modifications could enhance my driving experience. So I went from doing nothing to discovering that you are really never done making modifications to your car. You even discover all those neat things you never knew you needed. Feeding my growing appetite for new modifications and toys were regular visits to websites like Planet-9.com and the Caymanregister.com. Weekly visits to the Suncoast Motor Parts website weren't just habit forming, they got to be expensive. I'm not complaining, I don't regret any of my purchases.

Starting this month I'll be sharing some of my modifications and special purchases for my new Cayman S with you each month. Many of the modifications I've made and purchased so far are available for many Porsche models. I won't go into great depths of instruction, I just want to share what is possible and then let each of you be inspired to enhance your driving experience and personalize your Porsche. This month I start with one of the simplest changes that you can make that helps to identify which model Porsche you drive.

This discussion really got going when the new Porsche models including the 991, 981 Boxster and Cayman starting coming with "PORSCHE" in silver letters on the rear hatch above the model designation such as "Boxster" or "Cayman." Some thought that this new "badging" was too large and took up too much space on the trunk. Me I was fine with the new style of badging. So much so I decided I wanted to have it to stand out even more on the new Cayman S I was ordering. I asked whether I could have it in black

lettering instead of the silver lettering because this would really stand out against the guards red exterior paint. I was told that the black lettering was reserved for the new GT3, but you could choose to leave off the badging all together when you ordered the car. Not happy with the answer Porsche gave me I decided to figure out how I could make this happen.

On my first Cayman I had purchased the black "Cayman" lettering from the Suncoast Motor Sports website. Porsche of Bucks County put the lettering on when they installed the fixed spoiler on the rear deck. So I figured I'd go this route again.

Porsche of Bucks County said that they had several other customers who wanted the same thing. Shortly after I had that discussion with my dealer, I got the weekly e-mail from Suncoast Motor Sports highlighting new items and low and behold black "Porsche" lettering was now available. I immediately went online and ordered both the black "Porsche" lettering and the black "Cayman S" badge. A few days later I received my order from Suncoast and opened up the package to examine my new purchases. The "Cayman S" badge was in two pieces one saying "Cayman" and the other "S". The badge was a little glossy. Both of these were a little larger than what comes with the car from the factory. The "Porsche" lettering had a more matt finish and the letters were all separate. I quickly brought these items over to the dealership and asked my salesman Charlie Vail if he could have them put on when my car arrives. We flash forward to October 23<sup>rd</sup> of this year. The black lettering looks great against the guards red exterior finish and the dealership did a fantastic job putting it all on.



# 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](mailto:editor@rtr-pca.org) with "Der Gasser" in the subject line.

**Fabspeed for your 997.2 Carrera** Maxflo mufflers with black chrome tips, center muffler by-pass and high performance air intake with carbon fiber heat shield. List price \$4500. used less than 500 miles. Asking \$2500 or best offer. Will sell parts individually. Contact Dave Wilner at [dswilner@yahoo.com](mailto:dswilner@yahoo.com) 215 595 5920

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## Riesentöter Region, Porsche Club of America

### *Picture Trivia*

Anyone know any details about this car? Looking for who the owner is. If so drop a line to the Editor at [editor@rtr-pca.org](mailto: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.



**Last Issue's Answer:** Last month's picture was Jack Ruse's GT3 being inspected by Brian Minkin.

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