

DER GASSEER

JANUARY / FEBRUARY 2016



Riesentöter Region
www.rtr-pca.org

DER GASSER

January / February 2016

RIESENTÖTER



THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA, RIESENTÖTER REGION



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COVER Porsche Boxster S 981
Photo by Stephanie Pyle





2016 Event Calendar

January

28-31 Porsche Corral @Rolex 24 Hours of Daytona, Daytona Beach, FL*

July

8-10 RTR PCA Club Race, Monticello, NY

16 RTR Picnic, Phoenixville, PA

22-24 DE @Watkins Glen, Watkins Glen, NY

February

13 Club Coupe Unveil, New Castle, DE

17 Membership Meeting @FabSpeed, Ft Washington, PA

20 Farm Freeze Run, Honey Brook, PA

23 Happy Hour @ Peddlers Village, New Hope, PA

August

25-28 Run For The Hills XIV, Keystone, SD*

March

5-6 Tech Tactics East, Easton, PA*

16 Membership Meeting @RDS Automotive, West Chester, PA

24 Happy Hour @Harvest, Glen Mills, PA

September

9-11 DE @Pocono Southeast, Long Pond, PA

April

9-10 Tech Tactics East, Easton, PA*

20 Membership Meeting @Dougherty, West Chester, PA

24 Blow Out the Cobwebs @PJs Pub, West Chester, PA

30 Detail Day, North Wales, PA

October

14-16 DE @Summit Main, Summit Point, WV

May

13-15 DE @Pocono North, Long Pond, PA

November

June

5 BYO Dinner @Wyebrook Farm, Honey Brook, PA

19-25 Porsche Parade, Jay Peak, VT*

24-26 DE @NJMP Lightning, Millville, NJ

December

TBD Phil-a-Frunk

TBD Annual RTR Awards Banquet & Holiday Party

*Denotes a national PCA event.



By Jeff Walton

Vom Präsidenten (From the President)

Above: Porsche 356 enjoying the blizzard conditions.



I was always one of those people who likes where I'm at - not in life but location. I like the area I'm in. I'm close to everything. I can be in New York or Baltimore in two hours. I can go to the Poconos and to the Jersey Shore in the same amount of time. There are plenty of sights to see and places to dine and everything in between. This area also gives us four distinct seasons, though sometimes they may seem a bit too short, or feel never-ending, we are lucky enough to experience the metamorphoses of time around us.

I really can't choose one over the other - they all have their pros and cons, and they all have a distinct beauty as well. So with the beauty that surrounds us, and all the things to do around us as well, it's no wonder my experience doubles or even triples when I'm behind the wheel of my Porsche. I love to drive, always have and as my messages has stated often - "I drive in any weather."

But I'm seeing this more and more from our members as well. And kudos to you all. I've seen

182 Porsches in the rain for charity. I've seen the February Farm Freeze Run booked solid in two days. I've seen people investing in the enjoyment of their vehicles and not just their worth. These cars are meant to be driven. It's even more fun to drive them in all seasons to your favorite spot or someplace new.

It's even more fun to drive them with your friends in the club. So keep an eye on our calendar as we will be adding more and more rides and drives to further enhance your experience in the club we call Riesen-töter.

Jeff Walton
President, Riesen-töter Region, PCA
president@rtr-pca.org

Right: 182 Porsches line up to unload vehicles for the 2015 Phil-a-Frunk event at Xfinity Live.



As the new editor for Der Gasser, I'd like to introduce myself and thank my fellow Riesentöter family for thinking of me for this position. I've only been a member of the Porsche club for two years now, but my love for German cars began at a very young age. Growing up, my father would restore cars in his free time - one of the subjects being a '74 914 that was eventually sold to a fellow enthusiast after superficial dents were removed and an engine rebuild was complete. Over the years I'd find myself in the garage as a mechanics assistant, unbolting rusted floor pans and then scouring swap meets on the weekends for their replacement.

Although I met my first Porsche when I was nine, I had to wait another eighteen years until I fell in love with the second. My first purchase was a bit of an impulse decision (isn't it funny how the marque does that to even the strongest of us) - two weeks before Christmas 2013 and during the start of a

snow storm. It was about time that I upgraded to something new, but after test driving the Audi A5 and S5 I was left unimpressed. I found myself at a local car dealer and instantly fell in love with my '08 Cayenne. I couldn't take my eyes off it - the color, the wheels, it was such a unique car. The owner of the dealership caught me ogling and told me to take it for a spin - turns out it was the car he'd been driving daily. I test drove it as the snow continued to fall and I took it home that night (as romantic as this sounds, I strongly dis-

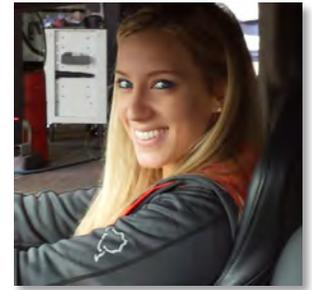
courage buying a used vehicle during a snowstorm). A friend encouraged me to join the PCA and curiosity prompted my first membership meeting at Porsche of Conshohocken.

My love for everything cars, motorsports, and German culture runs deep - so I hope to share that enthusiasm by highlighting the unique people, events, and cars that comprise our club - along with the trusted shops and dealerships that support us every day.

As any new editor would have it, I started reading through Der Gasser newsletters as far back as I could find them on what turned out to be an entertaining and informative journey into our club's history - something I'd love to share in our new "Club Classics" section. Also new for 2016, we'll be highlighting local shops, fellow club members, and will be challenging your inner comedian with our Caption It! photo section. I welcome your feedback and suggestions

for the Der Gasser publication and look forward to meeting you out at the events!

Heather Roller
Der Gasser Editor
editor@rtr-pca.org



By Heather Roller

Editor's Note



Above: It was love at first sight with this '68 Karmann Ghia

Middle: '74 Porsche 914 project car

Bottom: Snowstorm 2008 Porsche Cayenne purchase



Porsche Club of America, Riesentoter Region
Executive Board Members 2016



The Porsche Club of America started in 1955 with only 15 members and now boasts over 113,000 members nationwide. The second region to be founded—Riesentöter (loosely translating to Giant Killer auf Deutsch) serves over is a whimsical reference to the race track might of the smaller Porsche over the larger Corvettes, Ferraris, and Jaguars of the day. Sixty years later, club activities continue to be managed by volunteers with a passion for Porsches and who understand that above all else—it's not just the cars, it's the people.

President*	Editor*	Technical Chair	Historians
Jeff Walton	Heather Roller	Larry Herman	William & Debbie Cooper
president@rtr-pca.org	editor@rtr-pca.org	tech@rtr-pca.org	historian@rtr-pca.org
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David Newton	Wendy Walton	David Nettleton	Dan Rufer
vicepresident@rtr-pca.org	social@rtr-pca.org	autocross@rtr-pca.org	Steve Hoagland
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		awards@rtr-pca.org	Zone2rep@comcast.net

* Voting Privileges

If you'd like to contribute to the Porsche Club of America's mission of safety, education, comradely and fellowship or see an open position that you may be interested in, please send us an email us at editor@rtr-pca.org.



THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA, RIESENTÖTER REGION

With the first issue of DER GASSER released in February of 1959 and consisting of a single folded sheet, we've since come a long way in highlighting the members, Porsches, and events that make our Riesentöter region so unique. In order to keep our content fresh and exciting we welcome your photos and editorial content on Porsche related events and topics of your choice. Additionally, please visit us online and follow us on Facebook to connect with your fellow Riesentöter members on social media and our online technical forums.

Visit us:

www.rtr-pca.org

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riesentoterregion](https://facebook.com/riesentoterregion)

Write to us:

Riesentöter Region, PCA

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PRINT EDITION INFORMATION

We are pleased to announce that Der Gasser is available in printed format for those who wish to receive a professionally prepared hard copy. The service is available for an additional fee through RTR's vendor Magcloud.

The cost of each issue will vary depending on how many pages each contains. An example issue of 26 pages costs \$6.20. Shipping is an additional \$1.56 for a total delivered cost of \$7.76. Delivery of your printed version will take 1-2 weeks via USPS first class mail.

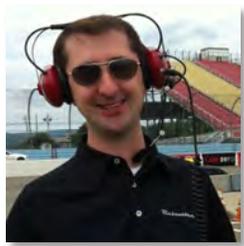
In addition to ordering printed copies, you can also order or view digital copies for free. To order printed copies you won't have to create an account, but to order or view digital copies you will need to set up an account (which is free). The digital copies are the same as we feature on our website and send to you as a link each month. This option will enable you to buy professional quality copies if you or your car is featured in Der Gasser!

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- Click on "Shop" at the top middle of the page.
- Go to "Shop by Category".
- Click "Auto & Cycles" to browse automotive and motorcycle publications or you can search by publication name. To use this option simply key in Der Gasser and press enter.
- Searching by publication name Der Gasser will bring up all of the issues that are available to print and order.

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Membership Report

By Corey McFadden, Membership Chair

Please join us in welcoming our new members. If you know another Porsche owner that hasn't joined PCA yet, encourage them to do so. See you at an event soon!!!

- David Annable..... Oaks, PA
1987 Red 924S
- Joshua BeckerWest Chester, PA
2016 DBM Cayman GT4
- Robert Bencher..... Philadelphia, PA
2012 911 Carrera
- Patricia Benson..... Abington, PA
2008 Boxster
- Mel BernettBala-Cynwyd, PA
2016 Cayman
- Bill Boys..... Schwenksville, PA
1982 White 911 SC
- Steven Brown..... Media, PA
1983 Schwartz 928S
- Davis ClarkWest Chester, PA
2007 Blue 911 Carrera S
- Trent Coombs.....Horsham, PA
2008 Atlas Gray 911 Carrera S Cabriolet
- Charles Costello Slatington, PA
1970 Blue 914-6
- Thomas Doyle, Jr.....West Chester, PA
2003 Black 911 Turbo
- David Goldstein.....Nazareth, PA
1982 Chiffon White 911 SC
- Andrew Hall Philadelphia, PA
2016 Blue Sapphire Metallic Cayman GT4
- John HastingsKennett Square, PA
2016 Cayenne
- Tim Horrell.....Trevoise, PA
2015 Dark Metallic Blue 911 GT3
- James Jurgensen Bensalem, PA
2015 Guards Red 911 Targa 4S
- Brian Kelly..... Philadelphia, PA
2011 911 Turbo
- Tristan Kirby..... Pottstown, PA
2004 Cayenne
- Michael Kosuth.....West Chester, PA
2016 Black 911 Carrera GTS
- Joe Kotarra..... Bryn Mawr, PA
1999 911 Carrera Cabriolet

- Gerald L'Heureux Landenberg, PA
2016 Macan S
- John Lau..... Bryn Mawr, PA
1995 Black 911 Carrera 4
- Brett Levine.....Huntingdon Valley, PA
2007 Silver 911 GT3
- Rick LynchWest Chester, PA
2013 Blue 911 Carrera 4 Cabriolet
- Peyman MarkaziHuntingdon Valley, PA
2016 Blue Sapphire Metallic Macan Turbo
- Kevin Martin..... Pottstown, PA
2015 911 Carrera 4
- William Mello..... Center Valley, PA
2002 Blue Boxster S
- Gary MoyerFleetwood, PA
2010 Boxster
- Raymond Muller.....Warminster, PA
2013 Red Boxster
- Frank E Olivieri..... Philadelphia, PA
2015 White 911 Targa 4S
- William OrovaWynnewood, PA
1999 Black Boxster
- Nick Paolino Media, PA
2008 Black 911 Carrera
- Suresh Patel..... New Tripoli, PA
2007 Black 911 Carrera S Cabriolet
- Scott Rhodes..... Collegeville, PA
1995 Black 911 Carrera
- Kory Robers.....Coplay, PA
2009 Black Cayman
- Carlos SattlerDoylestown , PA
2016 Black Cayman GT4
- Gary Steffen Hellertown, PA
2003 navy Boxster S
- Betsi Strasser.....Bethlehem , PA
1979 blue 911 SC
- Nicholas TootillCHERRY HILL, NJ
2012 BLACK 911 Carrera S
- David Whitlock Easton, PA
2002 LAPIS BLUE 911 Carrera 4S

TRANSFERS—Welcome to RTR!

- Simon Addis..... New Hope, PA
2014 Silver Carrera S (From Northern Ohio)
- James Monath Exton, PA
2015 Agate Grey Cayman S (From Mid-Ohio)

- Frederick Scheel..... Shillington, PA
1986 944 (From Northern New Jersey)
- Andrew Yorks Bryn Mawr, PA
2003 Lapis 911 Carrera (From Connecticut Valley)



RTR Membership Milestones



35 Years

Joseph Shemenski

30 Years

Russell Kriebel

Roger O'Dell

25 Years

Glenn Allan

Frank Ferrara



20 Years

Roland Moor

Craig SanPietro

15 Years

John Bachich
Robert Bartelt
Geraldine Boussion
Barbara Del Nero

Peter DiGiacomo
Andrei Grecu
Patrick Wayman
James Wirth

10 Years

Philip Goldstein

Marc Jonas

George Saxon

5 Years

Brian King

Paul Ritger

Patricia Sertich



Below: Our dream car, beautiful GT3 RS with red accents





Dave Colangelo

On Free Porsches, Rallies, and Aircraft Engines

Interview by Heather Roller
Photos by Dave Colangelo

I first met Dave at one of the membership meeting events at Porsche of Conshohocken and continued to run into him at various Riesentöter club events thereafter. From working on development of a mobile app that assists with time-speed-distance (TSD) rallies, to coordinating an annual 100-car Porsche rally of his own, we knew there had to be more to his story. Read on to find out more about our fellow Riesentöter club member.

Where are you from?

Born and raised in Westchester NY, Center City Philadelphia is now my home.

What do you do?

Software Engineer

How were you first introduced to the Porsche marque?

It all began with a joke... when I first got my driver's license, my parents didn't want to get me a car in fear I would just crash it. Luck would have it that one of their friends had an old '88 924S that no longer ran. It was sitting around and he didn't have a desire to fix it. One night he was over and as somewhat of a joke I asked him if I could have it. Expecting a hard no and some laughs, I was surprised with a soft "yeah sure I don't need it anymore, it's all yours."

My parents will tell you they "believed I could fix it," but I maintain that they wanted to use it as an excuse to keep me out of their hair and never expected me to get it running. I was 17 and had never touched anything mechanical before, so I had less than no idea what I was doing. It was towed to my house and with a socket set and a few screwdrivers I got to work. It took about three months and a whole lot of forum posting to get it running. I remember the first time it started, from that moment on my life (and my parent's general level of worry) would never be the same...

How long have you been a member of Riesentöter?

Two years.

What prompted you to get involved and what's your favorite thing about the club?

I have been driving Porsches since I got my license. As soon as I had fifty dollars that didn't need to go

into keeping the car running, I joined.

What are the Porsches you currently have or have previously owned?

My current Stable includes:

'88 924S (Black, Black Leather Interior)

'87 944NA (Guards Red, sport seats)

'78 911SC Targa (Black, stock options)

Have you done any modifications/restorations (and what's the current state)?

All my cars are "stock". I swapped the steering wheel on the 911 for an old 70's (period appropriate) Momo I found at Hershey last year, but other than that they are as they were built. They do have new stereos, music is instrumental on long drives for me.

What's your favorite way to drive your Porsches (track, autocross, rally, etc.)?

On asphalt, wherever I can find it.

What do you drive daily and why?

The 911 is my current daily driver. It's just too much fun not to drive. I was driving the 944 for some time; it has more of the creature comforts people look for in a car, but is still a blast to drive as any Porsche is. The 911



Above: Dave Colangelo in Ireland

Left: '69 S spec engine with 2.2 liter pistons and cylinders, clocking in at about 180 hp

sat for a while and I felt bad so I rotated it back in. There is just nothing like driving an old air-cooled; the sounds, smells and feeling just can't be replaced.

What are your car goals for 2016/ how do you see cars in your personal future?

Keep them running...

Can you tell us more about the annual post-Thanksgiving Porsche rally that you host?

Back when I was in college the only time I could really drive my cars was when I was home on break. I really got into the community when I bought my 911 and eventually became close with some other local owners. I was the youngest guy in the area and had a lot of juvenile enthusiasm so I was always setting up events. The Thanksgiving run became somewhat of a season closer for everyone and a nice start to the holidays. The truth is that it's the only weekend you can guarantee everyone is (1) home, (2) bored and (3)



filmed on a beautiful looking road. After some quick searching I found out the road was not all that far from my parents place. Knowing I was going to be home for Thanksgiving break, I posted on a few forums simply saying I was going to drive the road and if anyone wanted to join they were welcome. A few people showed up the first year, maybe 10 cars and we had a great time. The route has been reused every year since and has become a staple of the day.

Above: 2012 Annual Thanksgiving Rally Lineup

How has it grown over the years?

It started out as just a nice season closer for myself and a few other local Porsche buddies. That's more or less the last weekend you can drive (unless you drive through the winter). Over the years it's grown from an original 10 people to well over 100 people every year. It really shows the power of social media and forums. The pictures from the first year came out really well and I think made a big difference in people coming the next year.

Thoughts on hybrid technology?

As a computer engineer who has spent lots of time around electronics, I defiantly think it's cool. It won't be long until they make an all-electric Porsche which I'm sure will be quick off the line. The problem with the hybrids (which is not unique to them as much as all new cars) is maintainability. I often wonder what these cars will be like in 20 years.

If you could have any Porsche what would it be?



Bottom Left: Dave focuses on the details with this Porsche



needs to get out of the house for a bit.

When I was coming home for the holidays I would post on the forums to see who was around for a drive. I never intended it to turn in to what it has, but it's been a ton of fun to watch it grow. The route takes us over lots of great back roads in New York but ultimately ends down the "Hawks Nest", a stretch of road on the Delaware River that has been the back drop for a few Porsche commercials over the years.

What inspired you to start the rally?

I was watching old Porsche commercials on YouTube one evening and came across a 944 turbo commercial

Top Right: 1968 vintage steering wheel

One of the two road legalized 917's; but since those are basically unattainable I would really like a long hood 911, I'm not too picky on which one but a short wheelbase would be cool.

On a somewhat non-car front, there were a handful of Mooney M20M light aircraft made that were powered by the Porsche 3.2L engine. It was one of the few engine to every be both DOT and FAA approved which is a pretty cool. I would love to have one if I could find one.

Bottom Right: It's a Philly thing—Dave's favorite food, artistically captured

What are your favorite (auto) blogs, (auto) apps, or people to follow on social media?

I think Petrolicious.com is really well done, they deliver



me the kind of car news I like. The various forums (Pelican, Rennlist etc.) keep me occupied from a technical standpoint. It's always cool to see the projects others are working on.

What are some of your other hobbies?

In the summer I fill my weekends with fishing and sailing mostly. I recently got my private pilot's license which has been an interesting adventure to say the least. I like to think I can play the guitar as well.

Do you have any kids or pets (same thing, right)?

I have a Porsche.

What's your favorite food?

Cheese Steak (Whiz, onions, mayo, lettuce)

Any specialty beer, wine, or scotch recommendations (you know us Riesentöters love our Dine & Drive events)?

I have been really enjoying the 2012 Justin Vineyards Cabernet Sauvignon recently.



Riesentöter Membership Raffle

By Corey S. McFadden

As you probably know, fall was full of e-mails about Riesentöter's first large-scale membership raffle...

We put together some great prize packages and sold entries at \$50 each to add some excitement to our holiday party, but also to benefit a great cause: the Riesentöter Foundation which seeks to save lives by conducting Street Survival teen and other driver safety programs.

First, to all who participated--THANK YOU. We sold a total of 171 tickets. Unfortunately, we didn't make our 500 ticket minimum required to offer the trip to Germany, but our contingency 50/50 prize ended up being \$4,275--not too shabby...!

It was with much excitement at the conclusion of our holiday party ceremonies that we rolled out the big plastic drum and drew our winners. The second and third prizes were set up as "must be present to win" so there was a little nail-biting over how many tries it would take to find someone in attendance--but thanks to some holiday magic ALL winners were present and we were able to get it done on the first try!

(Special thanks to Jeff Walton for the "Price is Right" theme music

which added to the festive air and to past Der Gasser Editor Dave Hathaway for the loan of the raffle drum!)

First up was Third Prize and a Performance Tire Package--a necessity for anyone wishing to leave their garage! The winner was Scott Rhodes of Collegeville, PA.

Next was the Second Prize--the one year RTR "Free Ride". This unique prize was conceived to encourage someone to become active and experience all that RTR has to offer. It includes free entry to all of Riesentöter's Driver's Education events, reimbursement for entry fees to any Autocross races on RTR's calendar, as well as free entry to our picnics, rallies, and other social events! (WOW, right?!) The winner was Bruce Kramer of Allentown, PA.

Finally, the grand prize of \$4,275 was up. (That's enough money to make for a great holiday season--or pay for about 15 oil changes at a Porsche dealer...) There was an electric air in the room when the winning entry was pulled, and it belonged to an active RTR member: George Palomba of Media, PA.

Obviously everyone was feeling very good after the raffle wrapped up, and when George approached me a few minutes later to discuss refusing the grand prize I was a little confused. George went on to explain that he never really wins anything and wanted this to mean something. He wanted the money to go to a good cause. By refusing the prize, all \$4,275 will end up helping save lives through the Riesentöter Foundation's driver safety courses. Needless to say, we were all stunned and humbled by his generosity.

On behalf of the Riesentöter Executive Board and all of RTR's membership, I wish to extend our sincere gratitude to George for his selfless action. If you see George at any of our events, please take the opportunity to say "THANK YOU" in person.

Stay tuned to details on the soon-to-be-announced 2016 raffle, and thanks again to everyone who participated!

Left: Grand prize winner George Palomba





The PCA High Performance Driver's Education program is designed to allow participants to safely explore the limits of their vehicle and skills on track.



Have you considered Drivers Education (DE) but are not sure if you want to take your car on a race-track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter "Introduction to Drivers Education" one-day program is a way for interested drivers to explore Drivers Education without

- Full One-Day Event
- One-on-one In-Car Instruction
- Classroom Instruction
- Safety, Flags and Track Etiquette
- Four Sessions (Approx. 60-80 minutes track time)

\$100 First-Time Rate

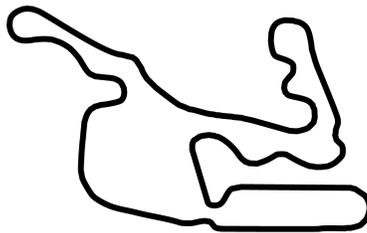
2016 DE Schedule

Submitted by Marty Kocse, Track Chair

For additional information, please visit our website, and Motorsportsreg.com, **registration opens 2/1. Early registration (4 weeks prior) guarantees a 10% discount.**

The RTR website contains information on registration, track profiles, forms and manuals, safety tech info and an updated schedule. Contact information for the track chair and members of the Speed Council can be found on page 6 of this newsletter.

Note: Registration opening date is for PCA members. Registration for non-PCA members will open two weeks after PCA member registration opens.



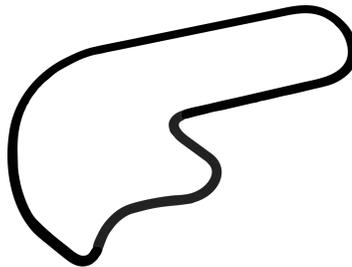
April 9-10, 2016

Summit Point, Shenandoah Circuit

Registration Open Date: February 1st

Safety Tech Date: March 26th (9am-11am)

Safety Tech Location: Vintage Motorsports



May 13-15, 2016

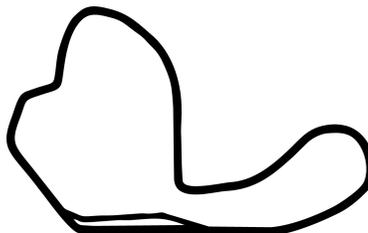
Pocono Raceway, North Course

NOTE: Friday (13th) - Advanced only.

Registration Open Date: February 1st

Safety Tech Date: April 30th (9am-11am)

Safety Tech Location: Dougherty Automotive



June 24- 26, 2016

NJMP, Lightning Raceway

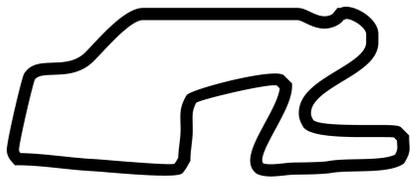
Registration Open Date: February 1st

Safety Tech Date: June 11th

Safety Tech Location: Mike Tilson's Automotive



2016 DE Schedule (Continued)



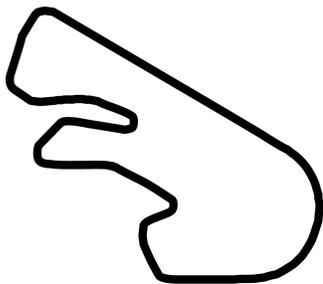
July 22-24, 2016

Watkins Glen

Registration Open Date: February 1st

Safety Tech Date: July 9th (9am-11am)

Safety Tech Location: Dougherty Automotive



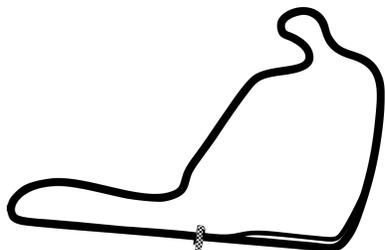
September 9-11, 2016

Pocono Raceway, Southeast Course (new larger configuration)

Registration Open Date: February 1st

Safety Tech Date: August 27th (9am-11am)

Safety Tech Location: Porsche of the Lehigh Valley



October 14-16, 2016

Summit Point, Main Circuit

Registration Open Date: February 1st

Safety Tech Date: October 1st (9am-11am)

Safety Tech Location: Meenan Transmissions -Lansdale

Questions?

Contact RTR Track Chair Marty Kocse by e-mail: track@rtr-pca.org.



2015 RTR Awards Banquet & Holiday Party

By Kris Haver

The annual Riesenötter awards for 2015 were presented at the holiday party at the Chester Valley Golf Club on December 5th. For those of you who were unable to attend the party, or for those of you who attended but have no recollection of anything from that night, this article is for you...

The first award presented was the John Heckman Door Prize by Corey McFadden, our membership chair. This beautiful (and big) red door from a 356, was donated for this prize by the late John Heckman, and Corey began his presentation with a tribute to John who died just a few months ago. The 2015 winner shouldn't be a surprise to anyone who attends meetings and/or social events as Roy Blumberg has been seen quite frequently over the past year, sometimes accompanied by his wife, Regina. For those of you who have seen Roy but are experiencing that feeling of "Where do I know that guy from?", well, he used to be a market analyst on CNBC. Roy was thrilled at receiving the award and planned to display it proudly in his living room, but Regina put the nix on that - but why, Regina? It will be such a conversation piece! Roy said he's never won an award for "just being me". Here's to you being you, Roy!

Next up were all the Autocross awards presented by Autocross chair, Dave Nettleton. The William C. Schmidt Broken Crankshaft Award (the heaviest award in RTR) is given annually to the most improved Autocrosser during the year. The actual crankshaft was donated from Bill's 1971 912. For 2015, the winner is Robert Nyitrai.

The Autocross Cup Series is the main event for all AX'ers, competing in a point competition throughout the year. Although the 2014 cup series was drama-filled, 2015 was so much more in that Dave had to rely on official results in order to determine who took third place... it was that close. This year, Nick Betegh took first place and Dan Ruble came in second. Third place was taken by Trevor Naidoo. Kudos to Corey McFadden for coming up with an actual traveling tro-

phy for the first place winner! It features the world's smallest traffic cone.

The Autocross Chairman's Award was created in 2013 by the Autocross Chair, Dave Nettleton, to recognize the efforts of the Autocross team in assisting Dave in running the program after breaking his back in the middle of the 2013 season. Continuing, this award is presented to a person(s) who, through their effort and commitment, furthers the impact of Autocross for Riesenötter. For this year, the award went to Dan Ruble in recognition of his tremendous effort towards the success of the Autocross program. Dan worked tirelessly over the past three years to define the structure of the Autocross Cup Series. This included scrapping the old system and implementing a new one to withstand the test of time. He's also the guy who crunches the numbers after each race to insure the integrity of the system. Hats off to Dan who makes the Autocross Cup Series and exciting event.

Next up was the driver education program awards presented by track chair, Marty Kocse, with assistance from chief instructor, Brian Minkin. Brian Minkin presented the 2015 Instructor of the Year Award to Dan Rufer, who declined to give a speech. There are probably some RTR members who will thank him for that. According to Brian, Dan demonstrated the enthusiasm and qualities RTR instructors are known for. He took on challenging students and was ready to assist other students when their instructors needed to leave an event due to personal or mechanical issues. Dan also frequently forwent his own track time to work with students.

High Speed Driver of the Year was presented to relative DE newbie, Corey McFadden. Corey progressed very quickly from a Green (beginning) student in June 2013, to the Blue run group in September 2014, to White in July 2015, and even more quickly to the Black run group in October 2015.

Marty also presented the Tattered Helmet Award to Jeff Smith, who is winning for the second year in a row (not necessarily a good thing, Jeff). This actual helmet is given to the



Right: RTR members enjoy cocktails at the Chester Valley Golf Club

RTR member who somehow distinguishes themselves in a less than glorious manner. The helmet features the name of every winner so far, but it's running out of room. Evidently, we've had a lot of less than glorious members over the years. Well, AGAIN, Jeff blew an engine (his third "bullet-proof" motor), and did it in spectacular fashion at Pocono with a huge plume of white smoke. Ironically, in the same location he blew up his second motor in 2014. In addition, he took his daily driver, a Cayman S, into the gravel at Summit Point. He had to clean out the undercarriage and brakes two times and ended up with over 40 pounds of gravel in his collection bucket!

The Press On Regardless Rally Award was presented by Wendy Walton to this year's winners, Corey and Beth McFadden. Corey had his precious brand new Boxster GTS (it's gorgeous and sounds even better) less than two weeks before blowing a tire. I hope you bought the wheel and tire program, Corey! At the time of the Bridge Rally, they had just gotten the car back with the tire replaced. The two entered the rally, confident of their chances to place in the top three, but missed the first bridge. To add insult to injury, they blew the same tire out! So, on the side of the road, they sat, and sat. Obviously, they were out of the running for the win, but it also looked like they were going to miss lunch with the group. They sat some more with stomachs growling. Until, one of them (I'm not sure who is going to claim this brilliant idea), decided they should order pizza to be delivered to the nearest mile marker. Stroke of genius – and I'm going to steal this idea next time I'm sitting on the side of the road.

The Mighty Nitto Award is given to the RTR member who makes the best of a bad situation. This year, the award was presented not by an official RTR member, but by the winner's daughter, who suffered through this trifecta of bad situations as well. And, the winner is... ME! I know, that's probably a little weird, but I wasn't the one who thought of nominating myself to the board. After hearing the story at the Scotch-tasting dinner in early November, the 2014 winner, Stuart Field, suggested the award should go to yours truly.

Ah, the Riesentoter Award. The Riesentoter is awarded to the person(s) who, in the opinion of their peers, has made the greatest contribution to, or on behalf of the club throughout the past year. The winners for 2015 are the well-deserving Jeff and Wendy Walton. Jeff has been our president for the last couple of years, and vice-president for two years before that. In these positions, Jeff has been everywhere; you rarely go to a RTR event without seeing Jeff there. Most notably, Jeff was responsible for coordinating Phil-a-Frunk the past two years, and what an event this has turned out to be! Last year, 131 Porsches delivered 7,460 pounds of food to the Xfinity Center

for WMMR's Camp Out for Hunger, enough for 8,000 meals. This year (challenged by WMMR DJ, Jaxon and his loyal Jeep-driving followers), we kicked their collective a-double-s by bringing in 17,670 pounds of food to Jeep's 11,717!

In addition, Jeff was an instrumental part of the creation of the Riesentöter Foundation in order that we may easily donate funds to the Street Survival program. Not to be outdone on the social scene, Wendy Walton has created some fabulous events for those Riesentöters interested in mingling, eating, and drinking with fellow members; not just passing them on the track or competing with them in Autocross.

As to the presentation of the award, one of my award helpers (Maggie Nettleton), having no idea who the winner was, carried the Riesentöter Award up to the front and handed it to Jeff while I was in the back of the room getting their keepsake award. I was so afraid Jeff was going to look at it while Chris Karras was speaking about the Riesentöter Award, so I very casually said, "I'll take it now", only to hand it back to Jeff about five minutes later. Unbelievably, Jeff was at a loss for words. I hope everyone relished that moment because it will never happen again, right, Jeff?



Above: Roy Blumberg dancing with his door prize



Below: President Jeff Walton and Social Chair Wendy Walton



Local Shop Highlight



Premier Eurocars



By Heather Roller

Over the hills and through the woods... lies a magical Euro-car wonderland. Quietly nestled on the corner of Devon State and Old Lancaster Roads lives an unannounced piece of American automotive history.

My first experience with Premier Eurocars was a year ago, when I had stopped in to pick up an oil filter for my Cayenne. I was enjoying the back roads driving, radio blaring when I nearly missed the shop - in fact what actually caught my eye and prompted the slow-down was a beautiful red late 80's Targa sitting right out front. After a hard turn into the lot, I parked and jumped out of the vehicle like a little kid on Christmas morning - carefully inspecting the cars in the lot before eventually heading inside to pick up my filter. As I was leaving, I started speaking with Kevin (the shop's Service Manager) about his 535i's BMW and racing auto cross. He mentioned I may need a Porsche-specific tool for the job and ran back into the shop to lend the tool for the remainder

of the weekend - very refreshing that a shop would go out of their way to be so helpful, especially in a world where the term "Customer Service" is on the verge of extinction.

With a building history dating back to the 1700's, the original cabin (now restored) once served as a Toll House on Pennsylvania's first turnpike. In 1908, the adjoining garage was opened as the Devon Garage Tea Room - a workshop that was used to repair horse drawn carriages, and by 1914 the shop was selling and servicing automobiles. The shop has long ties to the club and for 25 years was managed by Don Galbraith, who was actually our Riesentöter president for a period of time. In 2012, the shop formerly known as Don Galbraith Motoring was taken over by Michael Forbes - a European car enthusiast with a corporate background in service operations at Volvo North America.

I had a chance to sit down with Mike to talk more about the shops history, experience, and ongoing commitment to the Porsche Club of America.

90 Years of Experience

There's a learned intuition of sorts when specializing in European autos - a strangely unique understanding for German engineering and design. I've personally noticed that the more you work on your Porsche puzzle, the easier it becomes to manipulate the pieces. Like anything, practice makes perfect and the team at Premier

Main: Front of shop with attached (restored) 1734 log cabin lobby



Right: The team lines up for a photo outside the shop

Eurocars has over 90 years of experience combined on European automotives. The team is cross-trained on technologies and systems but also maintains their specific areas of expertise.

From Race Prep to Restoration

For new cars and customers, the team completes a complimentary 29 point inspection specific to the vehicle make and model which helps to set a baseline and prioritize any unforeseen concerns.

As a shop standard, OEM parts are always recommended but where aftermarket parts are requested, the team will work with you to achieve your specific performance goals. The shop's performance partnerships currently include LN Engineering, AWE, ECS, Fabspeed, and Bosche and they are one of only three shops within a 100-mile radius to be a certified installer of IMS retrofits for the M96 and M97 engines. We're driving some of the most powerful and sophisticated vehicles on the road – it's only appropriate that our level of care, performance standards, and service of these machines is comparable.

A very strong recommendation from Forbes was to get 'out and drive your Porsche!' "One of the biggest issues we see is Porsche owners that don't drive their cars enough – by regularly driving your car, it will prolong the life of the car and the performance" says Forbes. He continued on to recommend at least once per week as an appropriate cadence (If anyone thinks that they may need a driver for their garage-princess, I'm for hire!).

Based on the type of vehicle and driving habits, you'll want to perform different preventative maintenance check-ups. A daily driver should see a very different schedule than a once per month track or auto cross Porsche. Each use case is unique, therefore we recommend giving the shop a call to talk through your specific situation.

With the team's strong passion for motorsports, they're



Above: Shop floor photo

well aware of unique needs that face our DE focused members. In addition to recommendations on performance upgrades, they complete tech inspections and are a tire rack recommended installer (which means we can have our tires delivered directly to the shop).

The shop also specializes in vintage and classic mechanical restorations. Mike told the story of a young lady who inherited a '73 911 from her late father. The car had been sitting in an airplane hangar since she was eight years old and while the car was generally in good condition, all the fuel and brake lines were dry-rotted. They've since fully restored the vehicle and she now drives it on the weekends, using Premier Eurocars to prep the car for winter storage each year.

Left: Employee of the month—watchdog Schutz, taking a much needed break from all her hard work



Another example of their expertise was taking an original '89 slant-nose convertible 930 (a non-drivable barn-find that had seen a fire) and fully restoring it to realize a six figure sale.



Local Shop Highlight

In the Shop

An impressive tour of the shop proved that although the 282 year old log cabin may be quaint and home-y, the shop itself was state-of-the-art with respect to technology and tools, boasting six lifts, a road-force wheel balancer, and automated tire changing machine designed to guarantee self-destruction prior to wheel damage - things we love that give us peace of mind when pushing our vehicles to the limit at the track.

After the tour, I was able to talk social media with Kevin Forbes, who manages the shops Facebook page and regularly posts DIY maintenance tips that anyone can complete on their vehicle. Specifically, you may want to check out their September 16th posting on cleaning your radiators - a problem that affects 996 and later Porsches (including 986, 987, Boxster, and Cayman models) and can cause overheating or premature radiator failure due to excess buildup of debris.

A big thanks goes out to Premier Eurocars for allowing us to tour their facility and for continuing to support our vehicles with the same love and care as they would their own. For more information on the shop's history, service offerings, or commitment to servicing the Porsche marque, stop in to say hello, check out their website, or like them on Facebook.

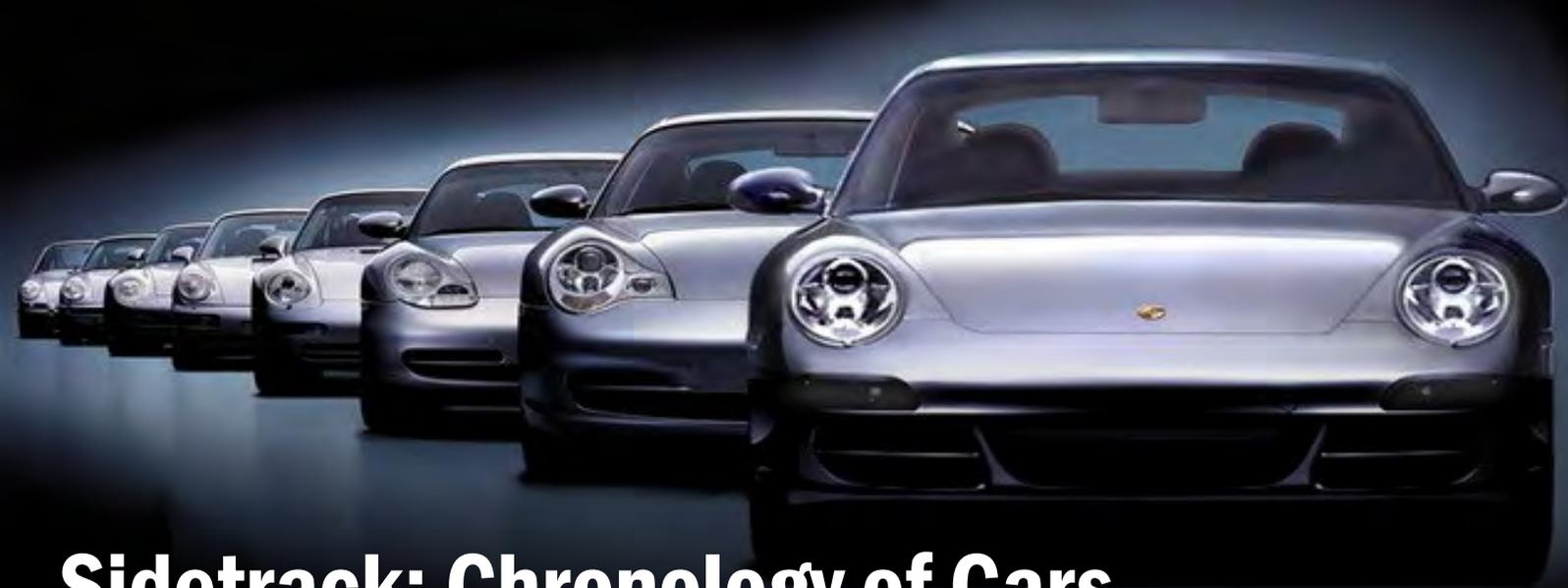


Premier Eurocars | 208 Old Lancaster Road, Devon, PA | 610-964-0477 | premiereurocars.com

Top Right: Race ramps ensure our extra low race cars can still be properly inspected

Bottom Right: Shop floor filled with Porsche beauties





Sidetrack: Chronology of Cars

I was asked once just how many cars I've owned. A few of us were sitting around a hotel lobby waiting for the rest of our contingent to show up for dinner. I now realize my associates had posed this question somewhat rhetorically with an awkward lull in the conversation, but here was my response anyway...

My first car was a 1965 Mustang acquired the year I graduated high school - a 289 small block. The seller and I settled on \$200, but he gave back \$25 on delivery since it needed a tune-up. The carburetor, starter, alternator, motor mounts, rear springs and shocks, carpet, headliner, dash and extensive bodywork were all up to me.



I cut my teeth on this car, and after I finished contributing \$850 of parts and an entire summer of labor, I foolishly traded it straight up on a 1972 Vega GT, about three minutes before the Mustang went classic - just my luck. For all the poor publicity, the Vega was actually not a horrible car on paper; relatively quick, handled pretty well with an interior reminiscent of a Camaro. But the aluminum block was notorious for warping, and I thankfully got out of it for a small loss

less than six months later.

I went back to Ford with a 1970 Torino GT. It had a 351 Cleveland motor with Holley carbs and a Hurst four speed. Not too quick off the line due to tall gearing, but I never did find the top end. With the back end jacked to contain a set of steamroller Firestones, the Torino would change lanes when I sneezed. When winter approached, I sold it and bought a 1970 VW beetle with a crank sun-roof. This was the only car I ever made money on, fifty bucks.

Next on the list was a 1974 Camaro; the vinyl top embarrassed me into an early trade. But the Camaro helped offset the cost of my first new ride, a 1980 Mazda 626 five speed straight four. For some mystifying reason I sold it after only 18 months of title, and found another beetle that needed bodywork and paint. I did the job myself in a backyard makeshift paint booth, and the screaming-yellow coating sagged like the skin on a Shar Pei puppy.

I sold the VW, and my wife and I bought our first grownup car, a new 1982 Honda Civic FE. A sewing machine motor, but it routinely saw 45 mpg. We had to cut the AC on hills (I wish I was kidding), but it ran like a Timex and we put 130,000 reliable miles on it. Leasing a 1986 Accord hatchback after the experience



By David Newton

with the civic was a no-brainer. But then we went through a rough patch that included a 1976 Chevette, a 1980 Fiesta and a 1989 Hyundai sedan. Hyundai products had improved in quality, so we traded our last pre-owned car for a 1994 Excel hatchback.

The day we settled on our first home, we stared at the pile of stuff in our apartment, and then our not-so-cavernous compact. The calendar indicated two days left to exit our apartment, and we were both down with the flu, so we traded the Hyundai on a 1996 Plymouth Voyager. I pulled out the rear seats and we moved in three trips.

A 1997 Plymouth Breeze was added to the family - for the first time, I was washing two cars. We had over 100,000 miles on the Voyager and traded that on a 2003 Mazda Tribute. The Breeze was dealt for a 2003 BMW 325xi.

Another Mazda Tribute (2006), and since the BMW was a three-year lease, that was traded on a 2006 Hyundai Sonata. We upgraded to the same model (and color) for the premium package that included GPS navigation.

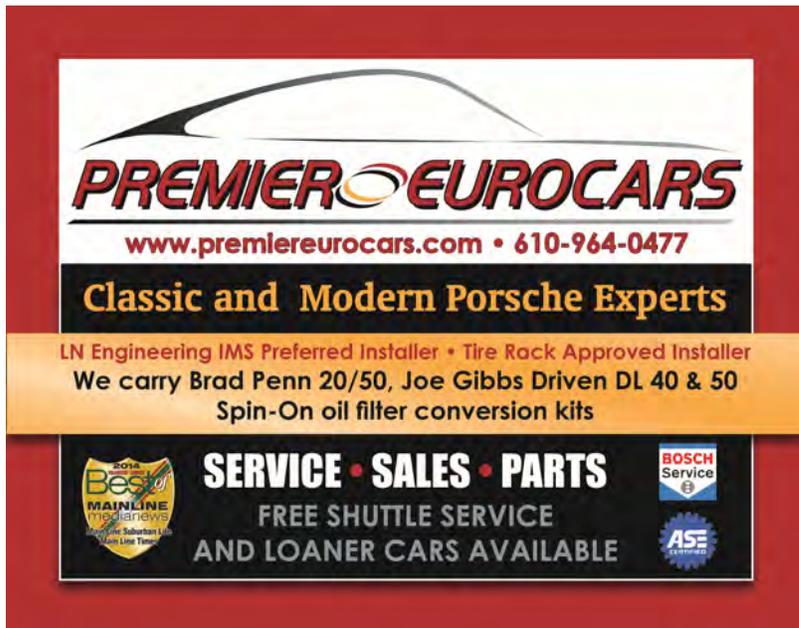
I took a deep breath when I realized the most popular brand in the Newton household was Hyundai; four cars in total. Not sure why, but that realization embarrassed

me a little. So I quickly moved on...

My wife's commute was mostly turnpike now, and the Mazda all-seasons droned like a crop duster, so she leased a 2008 Acura RDX. I had been drooling over the Cayman for a year before I ended up with a 2009 six-speed manual. Christine flipped the lease on the RDX for a 2011 which has now accumulated 100,000 miles and is delegated as my commuter.

By now, the other dinner companions had arrived. Expressionless faces turned to relief as I concluded my twenty minute chronological grocery list of two dozen cars over the span of forty years. Looking back, I might have felt badly for taking up moments of their lives that they'll never get back. But when it comes to my cars, if you don't want to hear the answer, don't ask me the question...

Author's Note: this past summer, we bought vehicle number 25 (a 2016 Macan S) a few years after this dissertation. The Macan now reigns as our mutually favorite car. No contest.



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“Shifts & Giggles”

By Jeff Walton

So the first big snow hit our area in January, and it brought back nightmares for whoever was around when Washington stood strong in Valley Forge waiting for the no-show British. I actually planned well in advanced for the storm of the century. Something I rarely do. Late Friday I headed to the store, bought the

last loaf of gluten free, flour free, taste free bread, some egg whites in a cardboard box, and some Yoohoo - they were out of milk, (even chocolate milk - go figure). Wendy reminded me we needed salt, so I picked up the little umbrella girl and was good to go.

What saved me during the bouncing off the wall stir-crazy feeling, was the Velocity Channel. Cars, cars and more car shows. Perfect. What really saved me was the Mecum car auction. I must have bought 50 cars - in my head. I snagged Don Johnson's white Ferrari from Miami Vice (now I have a reason to wear my pink tee and white jacket again). Later I bought a '76 930 for a cool \$210k, a few older Vettes, one or two Shelbys and a Deville that was like 29 and a half feet long. It was on the entire weekend. A perfect weekend. I watched it as I watched the snow fall Friday and all day Saturday. I watched it as I healed my back after shoveling out by 11:30 am.

I guess the next snowstorm, I'll actually listen and then stock up on my pepper and turn on the Velocity Channel. Life doesn't get much better, and I'll still have a loaf of bread that will never go bad.



It started snowing on my way home, and me - still on summer tires. I made it

home safe and sound, and found out quickly that I now have a ten-year supply of sodium chloride for the table. Apparently when going to the grocery store and you are asked to pick up salt, you don't pick up salt in the baking aisle. Go figure.

I was never one to overreact to a snow forecast because well, when did they ever get one right? Plus what's the longest you have ever been snowed-in, maybe 11:30 the next morning? Well 11:30 came and went and still the snow fell. I was getting nervous for my last bottle of Yoohoo was down the hatch and my scrambled egg whites were salty as hell.





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 to editor@rtr-pca.org with the subject line "Der Gasser Classifieds". 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.

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Victor Equipment Turismo wheels, 18 x 8J, black gloss with chrome lip; Michelin Pilot Sport A/S Plus 235/40/ZR18 91Y M/S tires, manufactured in the 39th week of 2009. No cracks with only 2000 miles max on tires. TPMS units installed. I put these on my '09 Cayman S on December 1 and removed on April 1 of each year but drove the car less than 300 miles each winter. PRICE \$600. For photos or more info call Rich Devaney (Gilbertsville, PA) at 484-390-1945 (cell). Reason for sale: bought new winter wheel/tire combo for my 981.

20" CAYENNE SPORTDESIGN WHEELS

Good used condition without TPMS. 9J x 20 ET 60, 275/40 R 20 Y. Part No. 955.044.602.11. Will throw in free High-sided rear loadspace protector with sale. Tires are high mileage. Photos: <https://www.pca.org/classified-ad/310062>. Contact: scotwithers@hotmail.com

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I have moved and no longer have the storage space for my back issues. Panorama 1995-2010 and Excellence 1987-2009 (From 2nd edition). All mostly in good to very good condition. Three very heavy boxes. Contact Ray at rkissner@aol.com or (610) 647-4051.

WHEELS

Four 18" rims (third party) and four winter M&S Pirelli tires for a Cayenne. Three tires almost full tread, one tires around 1/4 life. Selling due to having bought a GTS model Cayenne with larger brakes. Original cost approx. > \$2000. Contact Peter Hunt by e-mail at: peterhunt@comcast.net.

WHEELS & TIRES

4 wheels and tires mounted; Victor Equipment Turismo wheels, 18 x 8J, Black gloss with chrome lip; Michelin Pilot Sport A/S Plus 235/40/ZR18 91Y M/S tires manufactured in 39th week of 2009; No cracks with only 2000 miles max on tires. TPMS units installed. I put these on my '09 Cayman S on December 1 and removed on April 1 of each year but drove the car less than 300 miles each winter. PRICE \$600. For photos or more info call Rich Devaney (Gilbertsville, PA) at (cell) (484) 390-1945. Reason for sale: bought new winter wheel/tire combo for my 981.

GARAGE SPACE / STORAGE

Clean, secure, heated storage space available for up to 10 cars. The facility is located on my home property about 5 miles from the Quakertown interchange on the NE Extension of the Turnpike and close to Routes 100 & 29.

One car or more. The space would be shared space, storage only. Access would be by appointment at mutually agreeable day/time. Electric service is available (and included) for battery tenders.

In addition to being on my property, with someone home days, nights & weekends, a portion of the upper floor is occupied by a local newspaper publisher, so someone is actually on-site during the day as well. I use a portion of the space to work on my own cars and I would also be checking up on things daily.

If a club member or a referral is interested in storage, I am looking to rent at an annual prepaid rate of \$480 (\$40/mo). I'm really just looking to offset some of my costs.

This has been occupied exclusively by other Riesentö-

ters over the last six years and I would like to keep it in the family so to speak. References available. I'm happy to answer any questions; please contact me and I'll get right back to you.

Contact: chris.barone@gmail.com or (215) 205-2526.

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Ski Season

Tell us what's going on in the picture above. Send your funny captions along with first name and location to editor@rtr-pca.org with the subject "Caption It". Captions should be brief and in good taste. The decision to publish a caption shall be in our sole discretion.

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