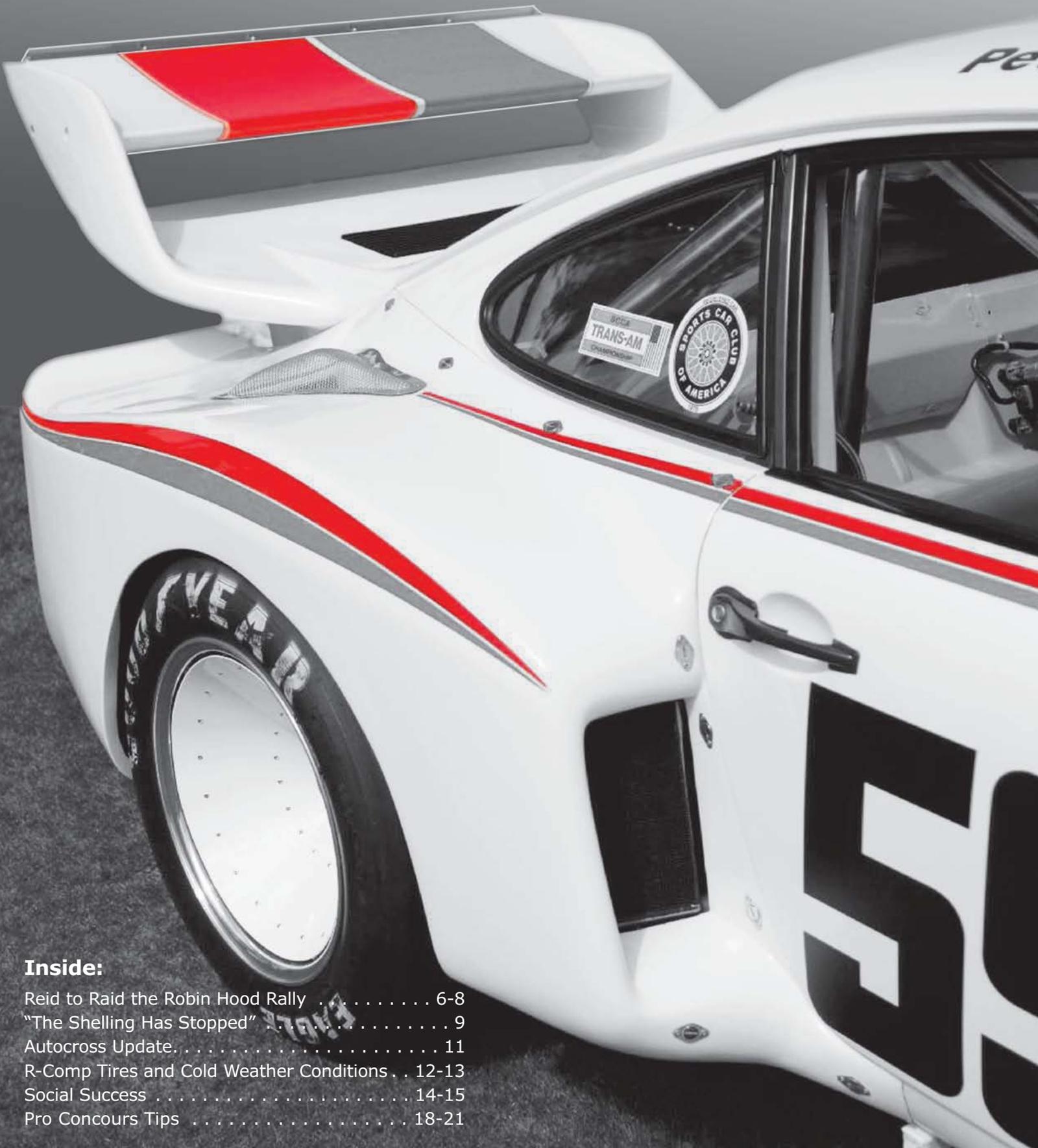




DER GASSEER

MARCH/APRIL 2010



Inside:

Reid to Raid the Robin Hood Rally	6-8
"The Shelling Has Stopped"	9
Autocross Update.	11
R-Comp Tires and Cold Weather Conditions . .	12-13
Social Success	14-15
Pro Concours Tips	18-21

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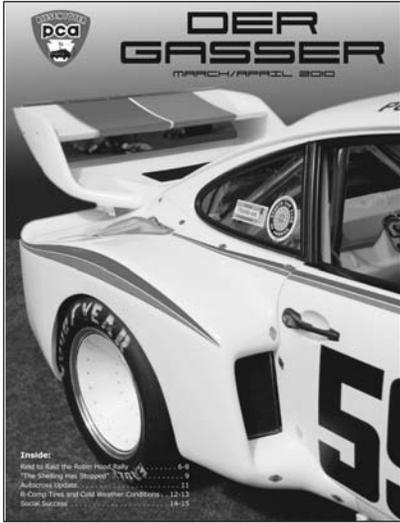


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On the Cover



Calling all cars! Riesentöter Region is having its very own Concours. Shown here is a concours-prepped 1977 Porsche 934.5 of Brumos Porsche that was driven by Peter Gregg. Details of the Concours will be forthcoming in a future issue. Check out the article on Tim McNair and GP Concours to help you prepare...

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Submissions

The deadline for submission of materials is the 10th of the month preceding bi-monthly publication. Please e-mail submissions to editor@rtr-pca.org with "Der Gasser" in the subject line.

Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published six times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editor. The editor reserves the right to edit all materials submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

DER GASSER

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

MARCH/APRIL 2010

Contents

Features

Reid to Raid the Robin Hood Rally6-8
 "The Shelling Has Stopped . . ."9
 Autocross Update11
 R-Comp Tires and Cold Weather Conditions.....12-13
 Social Success14-15
 Pro Concours Tips.....18-21

Coming Events

Calendar of Events16-17

Departments

State of the Region4
 From the Editor's Desk5
 Marktplatz.....22

Updating your e-mail

Several times a year we send e-mail blasts out to the membership to remind everyone about upcoming events. These e-mails are not sales oriented, but strictly for the benefit of our membership.

We are attempting to update our database of member e-mail addresses, deleting those no longer in use, and adding new addresses as necessary. This database is for Region use only and will not be released to other parties.

It's simple! Go to the Porsche Club of America Web site at www.pca.org. Sign in through "MEMBER LOGIN," then go to the tab "MEMBERSHIP" and scroll down to "MEMBER SERVICES" and click "MEMBER RECORD." Click on the pencil icon to the right of your information to edit, then scroll down and click "SAVE." You're done!

Note: to avoid conflict with spam filters, membership@rtr-pca.org should be added to your address book – thanks!

Ad Space	Dimensions	Price
Business Card	3.5" wide by 2.0" high	\$500
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1/2 Page	7.0" wide by 4.625" high	\$1,000
Full Page	7.0" wide by 9.5" high	\$1,750
Inside Front Cover – color	7.0" wide by 9.5" high	\$2,500
Inside Back Cover – color	7.0" wide by 9.5" high	\$2,500
Back cover 1/3 page		\$1,000

**All prices are for 6 issues of our bi-monthly publication.
Thank you for your interest!**

State of the Region Fellow Porsche Enthusiasts

With Spring just around the corner, most of our cars sit quietly waiting in the garage for that first warm day so we can blow off the dust and air out the inside. Your executive team will continue to plan events designed to attract your participation including our monthly meetings, monthly breakfasts, annual picnic, drive and dines, ski trips, concours events, driver education and autocross events. Each member of the team has a goal to work to entice you to participate in at least one event. We will continue to listen to your comments and judge our success by the level of your participation.

The financial crisis that plagues our country and our world continues to be a burden for Riesenötter. We are busy working to reduce costs while still providing worthwhile events. One such area is our newsletter. Mailing is still a majority of the cost so anyone choosing to receive the newsletter online only will help to defray costs within the club. Please let our membership chair, at membership@rtr-pca.org know if you will give up your paper copy. The specific Club financial issues of 2009 appear to be behind us. We can now look forward to a new frontier and ensure our house is in order and the proper checks and balances are in place.

Keeping our members informed is key and thus our new and improved Web site is up and running. We want you to be able to review upcoming events and the latest information on board meetings with the published minutes. Der Gasser is still printed; however with the "go green" opt-out clause in effect, members can receive the newsletter via mail or check the web site for the current edition or any past issues.

Our Club becomes more complex each year, with new ideas and changes being implemented. We have expanded the executive roles to include committees working with our executive positions. "Help Wanted" ads will be in Der Gasser and on the Web site letting you know the positions that are available. We hope you will have the desire to get more involved—our Club has a rewarding position for you!

If you wish to volunteer please reach out to me or any of the executives. We are always looking for a few good people to continue to make this Club prosper and thrive. I hope to see you around the paddock, breakfast table, or on the road to one of our great events!



Graham

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From the Editor's Desk

There has been some chatter regarding the coverage (or should I say lack of coverage) of the Awards Banquet in Der Gasser. The simple fact is that the event occurred after the last issue's January 10 submission deadline. Rita Hancock, our Social Chair, has rectified the situation with her article on page 14.

All dates for Drivers' Education events have now been set in stone (no changes from the previously published list for those of you who have already scheduled time off from work). You will also see we've firmed up the Tech Schedule, see page 16.

Autocross is Go, with the premier event date announced and a major sponsor confirmed. Read more on page 11.

Where have all our great advertisers gone? It's a valid question that deserves an answer. Here you see the hard reality of the current economic climate. Advertisers are simply not re-upping their payments for insertion. To pull no punches, non-payment means they're out. But, we'll welcome those old advertisers back in a heartbeat. Can we make up? Sure!

Hooroo!

Dan Newton

Erratum

While every effort is made to check before printing, some things fall through the cracks...

Page 7 of the last issue had the third subhead reading, "**ELECTRONIC PDF NEWSLETTER – DOWNLOAD FROM WEB SITE.**" It should have read, "**E-NEWSLETTER – DELIVERED TO E-MAIL INBOX.**" Your editor and printer apologize for this mistake.



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Reid to Raid the Robin Hood Rally

By Todd Reid, as told to Dan Newton



I recently applied for the TV reality race show 'Robin Hood Rally' (www.robinhoodrally.com). After some consideration, I went ahead and filled out the application and sent in the deposit. During the weeks that followed, I spoke to many of the people in charge and exchanged emails and phone calls concerning my credentials and driving experience and vehicles, etc. In January I made a trip to Stamford, CT (I had been invited as one of the finalists to be screened in an interview by a panel of 'specialists').



Todd with some of his admirers!

After waiting a bit, I was ushered off to the interview room. Wow, it was certainly not what I expected! The room was full of cameras, lights, and sound booms—really intimidating. You were sat down in a race seat, and had a huge camera placed right in your face, with several other cameras circulating around while the interview proceeded. The producers had asked us to bring our race gear with us to the interview (suits, helmets, shoes, etc) and in the waiting area, guys had been walking around in brand new unused race suits (Sparco, etc.—real nice stuff). I didn't have the heart to take out my 12 year old 'Gforce' suit and put it on (it looks pretty shabby after hundreds of races and, to tell the truth, it never was very fancy as it was on special for \$139 when I bought it!). I did the interview in my street clothes, which was fine (lots of other guys did too).

At the table in front of me were the panelists (Stephan Condodemetraky, the executive producer; Frank Markus, editor of *Motor Trend*, and Charles Hendrikson, one of the hosts of "Pinks All Out") and they asked tons of questions—mostly concerning driving and racing and my personal experiences on track. I told a lot of stories of various races (both with positive and negative outcomes!), plus the general story of how I had progressed from a DE student, to instructor, and finally to wheel-to-wheel racing. I guess I told a little bit of personal stuff, but mostly I kept it to all race business. I told the panelists that I'd be trying 110%, and that even though I'm driving a heap, that I'd be tough, and fast. And I told them I'd be praying for rain (they didn't understand that, so I had to explain that I run best in the slippery stuff). I breezed through that stuff, and was told it was over—and I was in! The

next day was a nice cocktail party where we chatted with the other participants and met the producer, Michael Noval, who also produces the "Amazing Race" and "Pinks All Out".

So, I'm in this crazy race now. The way it works is that I'll be racing at ten different venues, in different states all over the east coast (only your five top finishes count towards the final tally). All are to be on closed public roads, very twisty back-country roads, with the courses ranging in size. There will be no practice allowed on the courses; we get to make 6 timed runs over two days and they'll be starting us in staggered intervals. It sounds very similar to the Targa Newfoundland way of running things (run in any weather, too. Come on rain!!!). Drive flat out, as fast as you dare, but don't crash out! The cars are all to be handicapped by power to weight, in an effort to make things even for all the competitors. They are dynoing all of our cars, and then will weigh all of us. Thus, a slower, weaker car can still win even if its raw time is slower than a big bad honking fast car (and most of the entrants are big and bad; lots of Vipers, STIs, 911s, Vettes, Camaros, Mustangs, Ferraris, BMW M cars, etc., etc). I am certainly the underdog entrant in this field! Out of my stable of three, the PERFECT choice would be the Honda Civic Turbo; unfortunately it's still crunched on the driver's side to the tune of about \$3-\$4K (plus it needs to be retuned and set up again). No way I am going to risk the Lotus Super Seven in this race (way too big a chance of a wreck to risk my nice "vintage" car).



The Turbo Terror before the last big impact.

I am thinking of trying to find a local business in the area to sponsor me and help me get the Honda fixed up and ready to race, and I'll in turn give them the real estate on the front fenders and the hood for advertising purposes... this program should reach millions of

viewers—I figure that should be some very inexpensive promotional expense for such good exposure? I plan on trying it out on some of the local Honda/Acura dealerships, and maybe some local body shops/parts houses. I have to make haste, as the certification/dyno day is in mid April in NY; and the week after that is a mandatory track day at Pocono Raceway (I guess they will observe us and see our driving capabilities; I'm sure there will be a lot of filming going on there too!).

I think my "schtick" will be to be the guy with the home-built racecar and the well-used gear that much of the viewing public will be able to relate to... I guess maybe I'll be an underdog competitor (but I expect to run up front, which might surprise some of the big dawg high \$\$\$ entries!). Even in the Ford Probe, I can run strong with some much faster cars. If I get the Honda running well, then I think some of those high dollar exotics are in for a real surprise! My Honda can match a 997 on most any road course (even a GT3, if I'm 'really standing on it'); I think that most of the guys in this race would be incredulous if they saw me push the Honda hard!

The series organizers of this race cover no expenses; in fact, the total entrance fee is \$5k, which I have already paid. That sounds like a lot, but you have to remember that is for 10 races. Plus there is a huge possible payout (around \$500k split between the three cars given to the top three finishers). The cost benefit scenario for me is a no brainer, when compared to my usual club racing (a year of NASA club racing typically costs about the same or a little more for me to do).

I asked the organizers specifically if they will allow sponsorship graphics on the racecars, and the answer was a definite, resounding "yes!" I am deferring all other racing activities (except for driver coaching and support) until I see this race series through; I am diverting all my "normal" year-long race funding into running this one special series of races.

Unfortunately, I won't be able to give updates on what's going on during the actual races because I had to sign a confidentiality agreement that basically said that I can't say how the races are going—it's kinda like 'Survivor' in that all the races and episodes will be filmed; then they'll begin airing the TV show starting at the very end of 2010 or beginning of 2011.

Well, that's the story up 'til now! I can't wait for this to get rolling, and for May to be here! Check out the Web site link above for details and info; it has additions and changes fairly regularly. I'm REALLY excited and can't wait to get started RACING!

Todd has a degree in mechanical engineering, and has been doing track events since 1994. He is a certified instructor for the PCA, BMW CCA, Ferrari Club, Mercedes AMG, Mazda, NASA, CCC, and many others. He ran his first road race in 1999, and continues to race driving different cars (NASA PTE Ford Probe GT [Probenstein], NASA ST-2 Honda Civic [Turbo Terror], and a Lotus Super Seven). Todd can be contacted at 410-441-0201 or d15b7@aol.com. We wish him well!

“The Shelling has Stopped . . .”

By Christopher Mahalick

Now some folks may see the Christmas Holiday season as a time to spend with family, reflecting on the blessings of the year past. Not me. Believe it or not, I actually have a Porsche that runs. I am not kidding. It actually starts and goes down the road, rather than serving as “Garage Art” slung precariously on jack stands.

So if you guessed that I take this time of “celebration” to do some “celebrating” in the garage, you would have guessed correctly. Since most folks are all tied up with social responsibilities, they barely have time to stop by and divert my attention from working on the car. So for three straight days, I was on my back on a cold concrete garage floor putting all those pretty parts back on the car. In fact, the Targa and I actually shared our own version of “Midnight Mass” in the guise of a freshly completed valve adjustment. And for Christmas day, we celebrated the removal of the engine oil lines. Done without harming the thermostat. Which in turn made me wonder if there was any way we could canonize the inventor of the Dremel tool? “Verily, I thank mine much adulated Dremel for thy precious gift of the cutting disc.”

And the day after Christmas, the Targa arose from the dead. With a snarling, snotty vengeance. Only a couple of small oil leaks with which to contend. All in all, not a bad result. Next up was a visit to Spicoli’s shop for an inspection, rear wheel torque, and some Swepco for the gearbox. Geez, I may be coddling this 911 way too much. But now we were ready for some serious “road testing.”

It started with a meandering drive through the Main Line, ultimately taking me out to Route 3, heading in the direction of the Porsche dealer. Where an obligatory stop was made so I could drool over the GT3 which would ultimately make my life complete. The other cars were OK, but I just don’t get it. Who buys a Porsche for anything less than ultimate speed and a minimalist build? Air conditioning and power seats??? Spare me.

So I left the dealership and headed down the road. Until I saw that magical, mystical road that snakes its way through the area of the Radnor Hunt. Now, I am sure there are many approaches to the art of mercilessly thrashing a car on narrow, winding roads, but I think I have stumbled upon a reasonable approach. Which is to put one foot on the gas, one foot on the brake, and the transmission in third gear. The basic idea is to get the car going as fast as you can, while trying to determine whether the upcoming turn is to the right or to the left. The ultimate objective is to see how long you can hold the gas down before chickening out and hitting the brakes. And in this scenario, the gas has only two positions, full-on or full-off (otherwise known as braking).

So after about twenty minutes of this nonsense, I became quite nauseous. It started with that all too familiar “hot flash” followed by a tightening of the stomach. Time to back off, open the window, and remind myself that a “spit-up” in the car will smell terrible. And luckily, in this case it worked.

Now, as I sit here writing this, there is about eighteen inches of snow on the ground. Bummer. We are actually having a winter where Porsche driving is discouraged. But at least we have Hershey to look forward to in April. And then again, maybe this “forced time-out” would be a good time to install those trick new aluminum oil return tubes? And maybe some more cleaning.

So I would highly suggest that all of you get those nagging problems fixed now. For soon enough the weather will clear, and we will once again hear the sounds of multiple 911s howling through the turns in four-wheel drifts. Hope to see you out there soon.

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(AU-TO-CROSS (ô'tô-krô's', -krô's')) n. - A form of motor sport that emphasizes safe, low-cost competition and active participation. An autocross is a timed competition where drivers navigate one at a time through a temporary course marked by traffic cones. Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower.

SECOND GEAR THRILLS

by Mike Kling



Another year is over but the good news is that another Autocross (AX) season with RTR is starting soon! The 2009 RTR AX roadshow series encompassed 6 events in three states and four PCA regions and was enjoyed by both veterans and newcomers alike. And speaking of newcomers, congratulations go to Chuck Smith and his gorgeous orange 911 as this year's recipient of the Broken Crankshaft Award for the most improved AX driver (see photo: AX chair Steve McMorn presenting Chuck with his award at Lehigh Valley Grand Prix Go Karting). Chuck's orange car was the most perfect color for AX as spectators were unable to see just how many cones he hit as he wound his way through the courses. With each successive event, you could see his skills improving which culminated in Chuck achieving a second place finish at the last AX of the year at Hershey. As last year's recipient, I can only hope that he is ready for the worldwide notoriety and paparazzi hiding in the bushes of his estate. Congratulations, Chuck! The overall winner of the 2009 RTR AX championship was... (drum roll please) our fearless leader, Steve McMorn with 4 wins and 40 F1-style points from his 4 races. Vee and me (yes, I know that's not proper grammar) were close on his heels but our old cars are just no match for his nearly new Carrera. Or maybe he's just a decent driver? Naaah, gotta be the car....



Before you know it, it will soon be spring when a driver's fancy turns to thoughts of AX. In 2010, we will stick with the same successful format as 2009 with the 6 event travelling roadshow series, an F1-style points championship (based on best 4 events) and our flagship event, RTR's very own "Planes and Porsches" charity AX. There are three new members joining the AX sub-committee in 2010. Ian Curtis will be serving as the Roadshow Chair which will include 1 event per month from April to October at (relatively) local venues. Ian was hooked on AX after attending the 2009 PnP AX at Reading airport and will be driving Graham Knight's old 1989 911 in 2010 - you know the one, it was the 911 that actually made it through a whole day of DE without spewing fluid of various sorts all over a track. Most folk don't know this car as it has never, never, never-ever been photographed by the Porsche paparazzi in Bucks County. Steve Landstra will also be joining the team as Chief Instructor. Steve, who has too many qualifications to list here, will be driving his freshly painted 500hp plastic-fantastic Corvette Z06 which took FTD at the 2009 PnP AX. No further comment on the new paint, please. Our third addition is Jim Wirth's "mystery" 911. Jim has been telling us about this car for two seasons, yet none of us has seen it. Remember in high school, the guy whose "hot" girl friend lived in the next town, but no one ever met? Could this be the same story? I guess we'll see in the spring. If not, we'll make him run that Bimmer with five bags of concrete in the trunk. We have to do something to slow him down. Returning to the AX sub-committee again in 2010 will be Steve McMorn as our duly elected

Continued on Page 13

R-Comp Tires and Adjusting to Cold Weather Conditions

By George Busch

By now you probably have the itch to do your first Drivers' Ed event of the 2010 season. Your car has been prepped, aligned, you have new brake pads and maybe a new set of sneakers. Depending on when and where you'll be doing your first DE event this spring, chances are that it will be early enough that it may likely be very chilly in the mornings.

And you may be thinking of R-Compound tires? R-Compound Tires are generally a softer rubber compound than that of regular street tires, but with much more grip than a street tire. True R-Comps, not slicks, have a DOT rating meaning they are permitted to be used on the street. However, they are generally not recommended for street driving, particularly in wet conditions. They typically have just a modest tread or a pair of longitudinal grooves following the circumference of the tire.



Seen here is the Toyo R-888 tire.

There are many brands of R-Comp tires. Some examples are: Nitto NT-01, Michelin Pilot Sport Cups, Toyo R-888, Hoosier R6, Toyo RA1, BF Goodrich R1, among many others. Talking with drivers in the paddock between run sessions is a great way to find

out about the tires and their respective performance and longevity characteristics. When deciding which tire to choose for your car, ask those that run similar cars to yours to get a better understanding of what to expect when you begin to drive on R-Comp tires. And, you'll want to take advantage of more grip if you have a modified suspension. Be aware that because of the softer rubber compound and increased grip, these tires do not last nearly as long as their harder rubber, street tire counterparts. Generally, most drivers just doing DEs opt for the balance between grip and longevity. They'll usually get up to 20 heat cycles on a decent set of R-Comps before they begin to fall off and become less grippy. I remember having a set of Toyo RA-1's that actually improved as they neared the end of their life cycle. So, unless you're racing, there isn't much sense having your tires used up in a weekend or two and then having to buy another set of tires.

Some advocates recommend that you heat cycle and/or shave your tires when new. Drivers have their own opinions on the best methods of heat cycling or shaving. Ask around at DEs or speak to the tire professionals for their opinions. Some don't subscribe to the theory that heat cycling improves longevity. A typical method of heat cycling can be done on the track by running about a half dozen laps at 7/10's or so to get some heat into them, then letting them cool for 24 hours. This is what most do, however, you may also order the tires heat cycled or shaved directly from your tire dealer.

What are the dangers, if any, when running R-Compound tires in cold weather conditions? If the outside morning temperatures are 40F-45F degrees and it is

sunny, then we can assume the track surface temps are about 10F more than the ambient temperature. Here are a few things to consider when running R-Comp tires in cold weather:

- The outside temps may be too cold for the tires to get into their heat range
- You will have less traction, because it's more difficult to get heat into the tires
- The possibility of going off in a corner due to the lack of grip
- You will need to run extra laps to get heat into the tires
- Raise your initial tire pressures higher than normal

Common sense tells us to just be careful and dial it down on the first session out on a chilly morning. Make sure to raise your initial tire pressures higher than normal initial pressures, and make sure you take those extra few warm up laps to let the tires get up to temperature and feel the

grip levels increasing. And, if you are not in the first run group going out, be sure to ask those in the early groups what they think of the track conditions. The good news is your tires won't overheat in the colder weather. You may actually hit a sweet spot with the tires by mid-day where they won't get greasy due to overheating and unnecessarily chew up the tires as you would during the hot summer months.

And, don't forget to constantly check your tire pressures immediately after each run session. As the cold day warms and the temperatures increase, you'll be running higher pressures than you should, so let some air out. You'll be doing that throughout the day as the air temperatures increase.

In summary, learning about R-Comps and their limitations speaking with other drivers in the paddock and on the track is crucial to your driving enjoyment and safety. Wishing everyone a happy and safe driving season!

SECOND GEAR THRILLS *(Continued from page 11)*

Chair and Vytenis Slapmabatchiupius (aka Vee) will again be working his abacus to track the scores and handicapping system for the 2010 roadshow series. Perhaps the most important news is that after raising over \$11,000 for ALS (aka Lou Gehrigs disease) over the last 2 years, Millennium Aviation at Reading airport has, once again, kindly agreed to host our 2010 Porsches and Porsches Charity AX in mid-August. At the time of writing, we have dates for 4/6 of our planned events as we are still waiting for 2 other local clubs to release their schedules. However, we can confirm our first two events of the 2010 season will be (1) Sunday 25th April with Blue Mountain SCCA at the Maple Grove drag strip and (2) Sunday 9th May with Central PCA at Hershey Park – so mark your calendars now!!!! We plan to release our final schedule simultaneously on the Web site and forum in early March when all dates are confirmed. Lastly, as you can see at the top of the page, all of the AX sub-committee are delighted to inform you that **SPECIALTY CARS in Allentown** have come back on board for the fourth year running as the official sponsor of our RTR AX+ Roadshow series. The owner, Mark Burkit, has been working on Porsche cars for 30 years, and has built SCCA National XP AX Champion Dave Newman's 911 from the ground up. Mark's shop does everything from PA state inspections, brakes, suspensions and oil changes to full restorations and track preparation. Please thank Mark by following the link to their Web site www.specialtycarsservicecenter.com and look out for upcoming information at a special event at his shop in future issues of Der Gasser, on the Web, and on the forum.

Social Sizzles With a Host of Events

By Rita Hancock

Driving season will soon be shifting to high gear once the winter snow and cold temps are behind us. On that note, our annual Pocono ski trip was held at Sno Mountain on Feb. 13th. Conditions were perfect for the 27 members who trekked north to enjoy a day of skiing, snowboarding, and PCA camaraderie.



Two upcoming events are on deck for April:

- 4/11/10 - Mark your calendars for our Welcome Spring Breakfast Social in beautiful downtown Phoenixville, PA on Sunday April 11th. Come see the renaissance of this former steel town by joining fellow members at Molly Maguire's Irish Restaurant & Pub. We've arranged for a fabulous breakfast buffet in a private room as well as reserved / secured parking for RTR members. Cost will be split the usual way....total bill plus tip divided by number of attendees, approximately \$15 per person. This will be a perfect opportunity to usher in Spring and tour the beautiful Northern Chester County countryside at your leisure. We do ask that you RSVP to social@rtr-pca.org so the restaurant can properly prepare for us.
- 4/24/10 - Back by popular demand is a caravan to the Hershey Swap Meeting. We will meet at the Cracker Barrel Restaurant in Plymouth Meeting in the morning. Specifics on time to meet, etc. will be forthcoming on RTR Website and email blast. You can also contact social@rtr-pca.org for more info.

As many of you have approached me with ideas on road trips, casual gatherings and charity events, a social committee concept was introduced in January. RTR volunteers met as a committee on January 10th to officially kick-off the social calendar. I am very happy to report social options are shaping up nicely for the year with more events to be confirmed soon. Stay tuned for updates on the RTR website as well as email blasts and future issues of Der Gasser. Now is the perfect time to come out and meet fellow car enthusiasts in the club. Please see page 17 for more social details. I hope you will all join in to make 2010 a banner year for our RTR family!

Rita Hancock
Social Chair

The 2009 Riesentöter Holiday Party

By Rita Hancock, Photos Brian Minkin

The perfect celebration to close on another successful year of driving activities for our club. The evening welcomed new members and veterans and was complete with dining, dancing, door prizes and awards.

2009 Riesentöter Awards were presented to:

- Instructor of the Year – Dave Ehm
- High Speed Drive of the Year – Dr. Fred Gorstein
- Mitty Nitto Award: Allison Dollery
- Riesentöter of the Year: Mark Reynolds
- New Member of the Year: Elaine Drake
- Tattered Helmet Award: Nick Benz

Congratulations to all award winners! Special thanks to Robin Zelinski, 2009 Social Chair for hosting this fabulous event.



Dr. Fred receiving the High Speed Drive of the Year Award. The Heckmans in fine form.



Great food, good music, and excellent company.

Drivers Education Schedule 2010

Jefferson/Shenandoah	April 16-18 (Fri/Sat/Sun)
Pocono	May 14-16 (Fri/Sat/Sun)
NJMP Lightning	June 11-13 (Fri/Sat/Sun)
Summit Point	July 8-9 (Thurs/Fri)
Watkins Glen	July 30-31/Aug 1 (Fri/Sat/Sun)
Pocono	Sept 18-19 (Sat/Sun)
NJMP Thunderbolt	Oct 22-24 (Fri/Sat/Sun)

Autocross Schedule 2010

RTR and Blue Mt. SCCA at Maple Grove drag strip	April 25 (Sunday)
RTR and Central PCA at Hershey Park	May 9 (Sunday)

Please note: check upcoming Der Gassers and the Web site for more details. For registration and payment for Drivers Education and Autocross events go to www.MotorSportReg.com.

Tech Schedule

Techs start at 9:00 am. You must sign up to be teched by 11:30 am at the latest.

Jefferson/Shenandoah	April 3
Holbert Motor Cars, 1607 Easton Road, Warrington, PA 18976. 1- 866-465-2378.	
Pocono	May 1
Meenan Transmission, 1938 North Broad St., Lansdale, PA 19446. (215) 855-5123	
NJMP Lightning	May 22
Dougherty Automotive, 17 Hagerty Blvd., West Chester, PA 19382. (610) 692-6039.	
Summit Point	June 26
Mike Tillson Motor Cars, 2097 N. 63rd St, Philadelphia, PA 19151. (215) 473-6400.	
Watkins Glen	June 17
Dougherty Automotive, 17 Hagerty Blvd., West Chester, PA 19382. (610) 692-6039.	
Pocono	Sept 4
Knopf Automotive, 3401 Lehigh St., Allentown, PA 18103. (610) 967-4121.	
NJMP Thunderbolt	Oct 9
Holbert Motor Cars, 1607 Easton Road, Warrington, PA 18976. 1-866-465-2378.	

Social Schedule

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

Spring Breakfast Social at Molly McGuire's in Phoenixville, PA	April 11
Hershey Swap – Meet at Cracker Barrel Plymouth Meeting	April 24
Wine Tasting Dinner at Columbia Hotel in Phoenixville, PA	May 9
Drive to Falling Water and Shankesville in Western PA	June 12 & 13
Dine & Drive in Bucks County + Porsches & Polo	June 19
Drive to Wings-N-Wheels Car Show in Dover, DE	July 17
Mid-Summer Bucks County Covered Bridge Tour	August 14

Monthly Meeting Schedule

Meetings start with a social hour at 7 pm, unless stated otherwise.

March 27 – Dougherty Automotive Services. Note: this will be a breakfast meeting, with social starting at 9 am. Note also that Dougherty's address will have changed. New facility is 17 Hagerty Blvd., West Chester, PA 19382. Continental breakfast will be provided, sponsored by Lee Giannone and Debbie Cooper. There will be discussion on the logistics of the proposed Concours.

April 28 – Vision Porsche, 2746 Bernville Rd., Leesport, PA 19533. BBQ will be supplied.

May 26 – Ever wonder where your Porsche parts come from? It's not elves! Knopf Automotive is proud to present an exclusive tour of the brand-new East Coast Porsche Distribution Center, located at the Chrin Commerce Centre, 170 Commerce Lane, Easton PA. The 130,000 square-foot facility is home to a Porsche Academy Training Center, Porsche's Area East Office, and a new parts distribution center for the Northeast. RTR will be the first PCA chapter in the country to tour the facility. Social including catered dinner buffet starts at 6:00 pm, followed by the meeting, then the tour immediately following. There will be special parking for RTR P-cars. Note: the meeting will not be held at Knopf Automotive. For more information, contact RTR member Jim Sangiorgio @ 610-967-0787.

Help Wanted

Marketing Manager to help promote the growth of our club. Will assist in marketing the various activities with RTR as well as monitor and follow-up on advertising initiatives. Develop and execute integrated marketing and communications campaigns. Conduct and analyze market input to position marketing and communications plans. Create and develop marketing materials and tools, e.g. speeches, presentations, handouts, fact sheets, and videos.

Rally Master to plan and create fun and exciting rallies within RTR. Person must be able to think creatively and plan exciting road rallies which can accommodate up to fifty cars (or be willing to learn...).

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

Pro Concours Tips

By Tim McNair, as told to Dan Newton

In light of the plans for our forthcoming Riesenötter Concours (and since I foolishly forgot to take notes when Tim McNair of GP Concours Preparation gave his detailing presentation at Possum Hollow Motorsports last year), I thought it worthwhile to visit Tim and get his tips down on paper...

Tim says making a car look its best is all about creating definition: pitch-black tires, bright amber lenses, and yards of gleaming chrome and paint. The end result is a car that pops.



1986 Porsche 962. Porsche introduced these highly successful sports prototype racing cars in 1984, and they remained competitive well into the 1990s. This car won six of the seven races entered in 1987, including the 12 Hours of Sebring. The car was retired after 1989 and restored by its current owner for both show and vintage racing events. [editor] The car was at last year's Radnor Concours and the detailing of the engine bay and suspension was mindblowing. Tim's hours of metal polishing with Nuvite were worth it!

Detailing the Engine Bay

Detailing the engine bay might seem like a daunting project, but Tim has some solutions. If it's really dirty in there, warm up the engine and then spray it down with a degreaser. He favors Poorboy's Bio-Degradable All Purpose Cleaner and Degreaser, although he also has good things to say about Simple Green. Agitate

the nooks and crannies with a throwaway paintbrush before hosing off everything. This method should remove the bulk of the grime, but Tim admits that the process makes a bit of a mess. There's also more time involved, as you then have to wait for the water to dry. Ideally, the engine bay would be decent enough that he can start the detail work with a cleaning solvent like DuPont's Prep-Sol and some rags. Lacquer thinner can be effective on stubborn dirt, but note that this method can remove paint. Stiff bristle brushes are good for cleaning the bare metal parts found under the hood. Start with plastic bristles. If they're not aggressive enough, go to brass bristles. Once the engine room is clean, apply a plastic and rubber dressing such as Prima Nero.

8 Steps to Beautiful Paint

With the right combination of tools, products, knowledge and time, just about anyone can obtain a mile-deep finish.



Step 1: Before starting the compounding process, Tim wipes down the car with a clay bar. Simply spray a section of paint with a quick detailing product, such as Prima's Glide, and then run the clay over the finish. The clay will grab contaminants from the surface.

Step 2: Paint tends to be thinner near the edges, so they need to be protected. Tim

favors 3M architectural tape. This thin, plastic tape is chemical-resistant and peels off cleanly. It also won't tear if hit with the buffer.

Step 3: Now it's time to start the compounding process. Raising the car with a lift while removing the tires and grille provides access to the entire body.

Step 4: Now it's time to fire up the power tools. Tim starts the process with a Metabo PE12-175 rotary buffer fitted with a 3M Perfect-It 05731 compounding pad. His compounding product of choice is Meguiar's Ultra Cut Compound, and he lightly sprays the pad with some Prima Glide to keep the dust down. Use a microfiber towel to compound the hard-to-reach areas.

Step 5: Don't use too much product, as just a few dabs will do. Tim uses a Wilton candy decorating squeeze bottle. He says that they're just the right size, shape and softness.

Step 6: Always work with the lines of the car, using a slow buffer speed and long strokes. You can use the edge of the pad to increase heat and bite—as Tim admits, developing the right feel is a big part of the process. He also recommends doing no more than a 2x2-foot section at a time. Don't leave the compound material sitting on the paint. When done with a section, clean up with a waffle-weave microfiber towel.

Step 7: Tim then polishes out the swirl marks with Prima Swirl applied with a blue Lake Country CCS Dual Action 6.5-inch Smart Pad fitted to a Porter Cable Ultimate Detailing Machine. These collapsed cell structure pads are available in different compounds; the blue ones are at the softer end of the scale.

Step 8: Finally, wax can be applied. Tim uses a black Lake Country CCS Dual

Action 6.5-inch Smart Pad to apply a coat of Prima Epic for a deep, wet shine. After applying the Epic, he lets it set up overnight before wiping the car clean with Prima Slick on a microfiber plush towel. For areas that might not need all three steps—wheel wells, under bumpers, rocker panels, and so on—Tim recommends Prima Banana Gloss. This cleaner-wax is quick and easy to use.



Porsche Carrera GT. Gorgeous. Nuff said!

Turn Signal Turn-On

Just about every car body features a fair share of lamps, each one a collection of chrome, rubber and glass. Here's a trusted approach for detailing these components.

Step 1: First, remove the lamp.

Step 2: Before walking away from the car, check out the cavity behind the lamp. Your car may have collected a fair amount of road grime behind the front turn signals, giving rust a great place to breed.

Step 3: Tim first cleans the lenses with a quality degreaser before finishing up with Plexus and a microfiber towel. (Backup lights and taillights located near the exhaust tips tend to get especially sooty, he notes.) The rubber seals can be rejuvenated with a shot of vinyl protectant—he uses Prima's Nero.

Step 4: Again, a bamboo stick is useful for the detail work.

Step 5: Admire the now clean lamp.

Interior Recipe

Assuming the interior isn't too gross and just needs a cleanup.

Step 1: Floor mats out.

Step 2: Using your favorite plastic and rubber dressing, start with the driver's side door panel. Then wipe down the dash and rear vertical panels.

Step 3: Look up and clean the headliner.

Step 4: Now clean the backseat, passenger seat and finally the driver's seat. A soft paintbrush is great for cleaning out the pleats.

Step 5: Vacuum the floor; a flat wand paired with a brush attachment works well.

Step 6: Finally, clean the glass. Tim avoids household glass cleaners since they often feature abrasives and agents that can damage chrome and leather. Stick with an automotive glass cleaner like Prima Clarity or Invisible Glass, he says. Tim favors very low-nap microfiber towels, but those fluffy shop-grade blue paper towels can also work. A lot of people use newspaper to clean glass, and Tim says it works because the ink polishes the glass.

All About Wheels

Shining Porsche wheels is a relatively easy venture. Tim uses Prima Slick and a microfiber cloth to remove the bulk of the dirt. Then he picks the crevices clean with a bamboo skewer. While Porsche cars don't have wire wheels, your other machinery may have. Wire wheels such as Borranis, which feature a chrome

center and aluminum rim, are tough. Tim uses a steam cleaner to apply a solution that's 80 percent water and 20 percent degreaser. The steamer helps quicken the process from between four and six hours per wheel to between two and three. Once clean, he then polishes everything.



Tim's bag of tricks—kit includes a number of brushes, Q-tips, paint touch up, polish, wax, tire dressing, lacquer thinner, a "Sharpie", bamboo sticks, window cleaner, WD40, sunscreen, microfiber towels, "Krazy Glue", leather care, lint brush for "vacuuming" the carpet, a flashlight, screwdriver, masking tape, gloves, compressed air can, hand sanitizer and Quick Detailer.

Quick Tips

- Dirty tires? Tim likes Westley's Bleche-Wite followed by Prima Nero applied with a sponge applicator.
- Dirty detailing tools aren't much help. Keep yours clean by carrying them in a simple clear plastic case.
- Chrome-plated plastic tends to grow dull over time. Shine it up with Nuvite metal polish applied with a makeup sponge.
- A narrow paintbrush works well for cleaning wheels. To prevent scratches, wrap the ferrule with some duct tape.
- Are your original decals old and tattered? Replacement decals are often still available. Moss Motors, CarClassic, Re-Originals and Kilimanjaro Designs can probably help.

- Plexus plastic cleaner is great for clear parts. The process is simple: remove the part, spray it with Plexus, and then polish with a microfiber towel.
- Someone accidentally dry your convertible top with a natural chamois? Remove the lint with a short, stiff brush.
- Wax and dirt often build up around the badges, especially individual letters. Remove them to gain access. If you can't remove the badges, use a bamboo skewer to clean around each one. There's no exact science to using the bamboo skewers, so feel free to improvise. A stick and a microfiber cloth are great for removing built-up wax from body seams.
- For touching up small nicks, Tim likes to use tiny brushes. They can be found at hobby shops, and Microbrush is one of the more popular brands.
- Some Quick Detailer applied with a makeup swab works well for cleaning small chrome badges. For those who'd rather not be seen shopping in the cosmetics aisle, S100 detailing swabs are available online or at your local Harley-Davidson dealer
- Nuvite chrome polish works well on chrome bumpers. Tim usually uses a flannel cloth, but a low-nap microfiber towel works well, too.
- Don't forget the lower parts of the car. Dirty exhaust tips? Shine them up. (This is why putting the car on a lift is a nice luxury.)

Supplies Used

Power Tools

Metabo PE12-175 rotary buffer
Porter Cable Ultimate Detailing Machine

Cleaners

Meguiar's Ultra Cut Compound
Meguiar's Quick Detailer
Nuvite metal polish

Plexus plastic cleaner
Poorboy's Bio-Degradable APC
Prima Banana Gloss
Prima Clarity
Prima Epic
Prima Glide
Prima Nero
Prima Slick

Consumables

3M Perfect-It 05731 compounding pad
Bamboo skewers
Lake Country 6.5-inch Smart Pad, blue
Lake Country 6.5-inch Smart Pad, black
S100 Detail Swabs



Tim at work on an Anglo-American hybrid, a Sunbeam Tiger.

Tim McNair of GP Concours Preparation deals in high-end detailing jobs. Cars with which he has worked have been shown at places like Radnor, Meadowbrook, Amelia Island and Pebble Beach. Tim has been in the concours-level detailing business for more than 25 years, and thankfully he's not one for keeping his secrets to himself. Check out his Web site at www.gpconcours.com.

Marktplatz



Porsche 2004 996 Porsche 911 GT-3 Cup Car, engine: 0.5 Hr. since Refresh by TRG - Kelly Moss, 420 HP Crank (stock is 390) – Dyno sheets from Kelly Moss, 2-piece floating front rotors, G-50 w/ cooler (0.5 hrs. since refresh), Premiere Racing Fuel System 27 gallons – Hood not cut, Aviation Dash w/ Hr. meter, PTT for Lights, Fuel Mgt. Lights & Switches, cool suit, fan, etc., new Recaro Seat 2009, new Schroth 6 pt. Driver Harness 2009, much, much more... Extras include Fikse wheel set - 3 piece, 4 Sets of tires, spec. fluids, brake pads, rotors, a spare refreshed G-50 Transmission and more. Please call or e-mail for full details. Contact: Allen Smith 610-202-4855 or Astra@pobox.com. (03/04)

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Please note new terms:

Member classifieds are free to PCA members for occasional sales of personally owned items and run from date received for two issues unless cancelled. Porsche vehicles for sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for two issues; check for payment made out to "RTR-PCA" must accompany your copy. Commercial classifieds are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories. Commercial classifieds are available at a cost of \$20 per issue, limit 25 words. E-mail submissions to Dan Newton at editor@rtr-pca.org with "Der Gasser" in the subject line.



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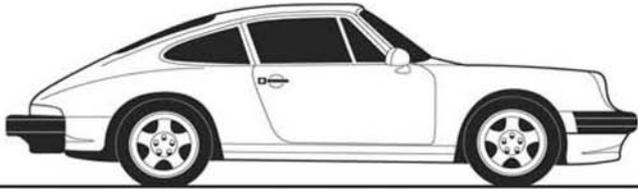
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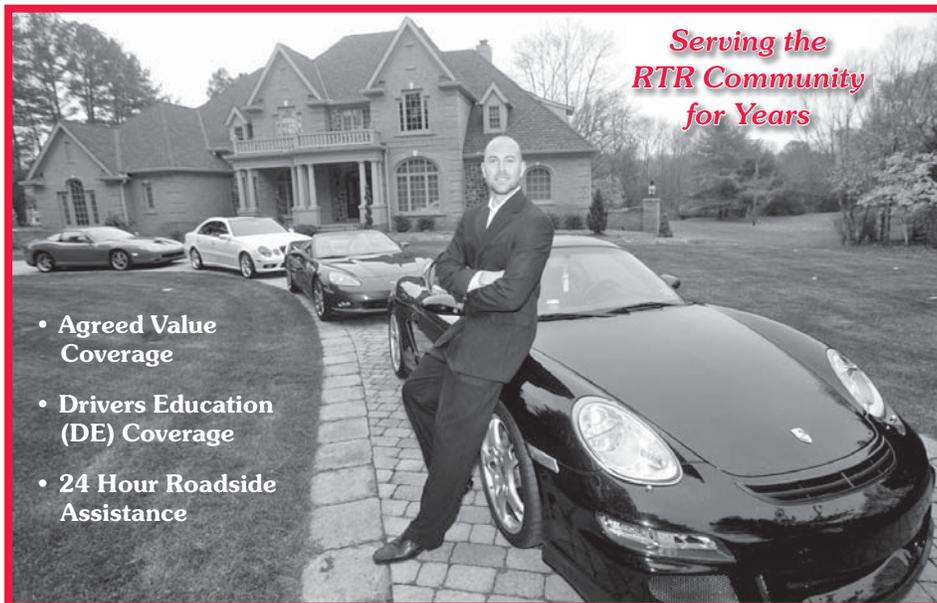
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