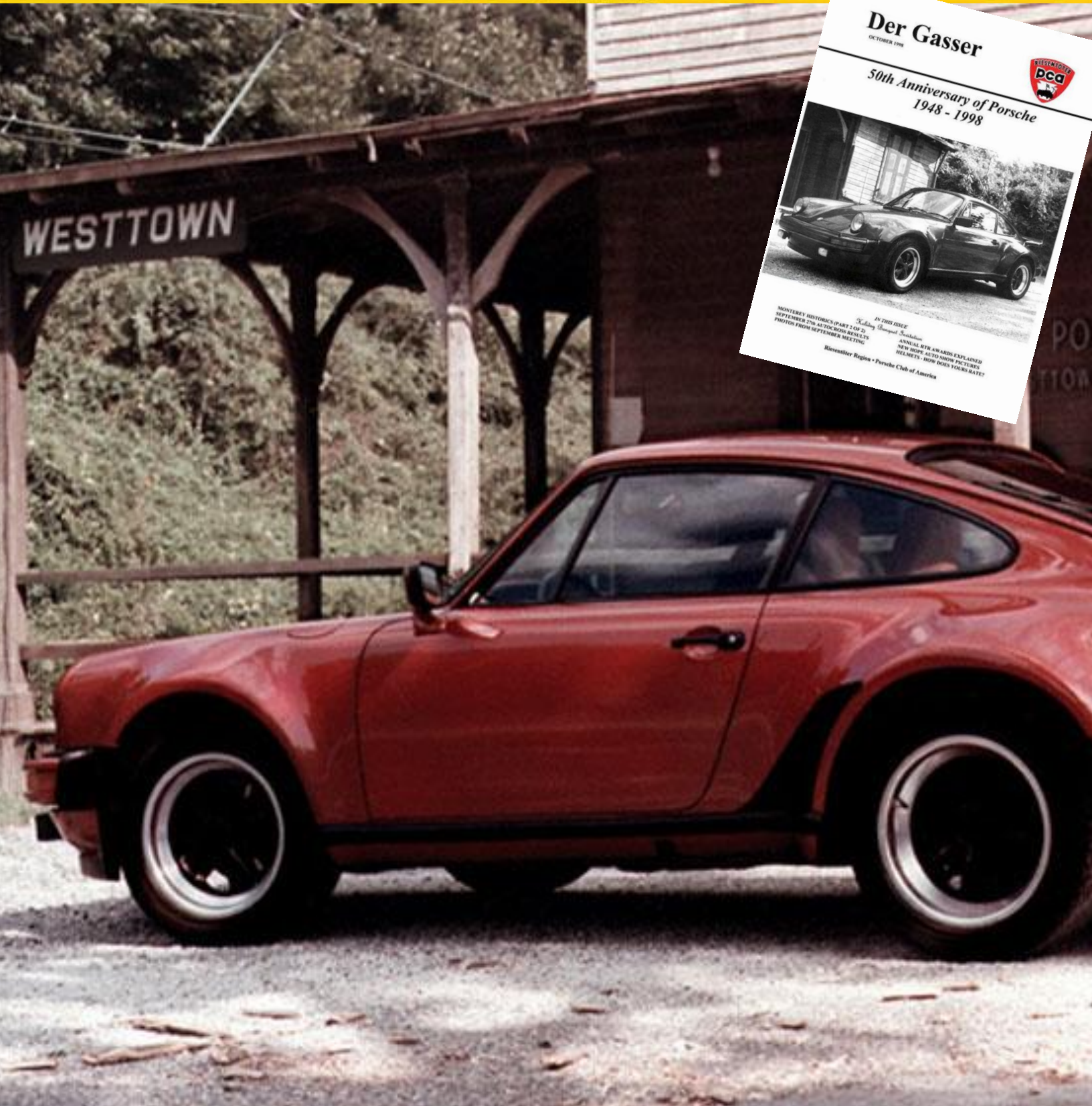





DER GASSER


SEPTEMBER 2012



Der Gasser
OCTOBER 1998



50th Anniversary of Porsche
1948 - 1998



MONTEREY HISTORICS (PART 2 OF 2)
SEPTEMBER 20th ALTOUCHON REVIEW
PHOTOS FROM SEPTEMBER MEETING

IN 1980 DRIVE
Including Original Scenic
ANNUAL RTR AWARDS EXPLAINED
NEW HOPE ALSO SHOW PICTURE
RELATES - HOW DOES YOUR RATE?

Riesentöter Region • Porsche Club of America

From the Editor's Desk:

We are proud to announce that we will be able to increase the selection of technical articles for our monthly Technically Speaking feature. The Technical Editor for the Kansas City Region Newsletter Der Sportwagen Karl Wilen, will be providing us with technical articles that he has written for his club's newsletter Der Sportwagen. This month's Der Gasser will feature an article on Vario Cam Plus written by Karl.

Karl has a wealth of technical experience he gained while working on Porsches and other European performance cars. He co-owns a performance shop specializing in Porsches called RennsportKC. Please check out the website at www.rennsportkc.com. You will find that each of his articles include more pictures, because he feels that this helps his readers understand the material more easily since most of us are visual learners. Before RennsportKC, Karl was the lead tech and shop manager at another performance shop in Overland, KS, Imagine Auto.

Karl owns a 1986 944 Turbo that is currently undergoing a new paint job as well as having a new engine installed.

Future articles from Karl will include:

- Blow Your Top- 986 Boxster Convertible Top Failures
- Cayenne Coolant Pipes
- IMS Bearing Upgrades for Boxsters and Carreras
- 964/ 993 Twin Plug Distributor Rebuild
- 986/ 996 Window Problems
- The Dreaded 944 Clutch

Along with the articles from Karl we will also continue to receive technical articles from Pedro Bonilla from the Gold Coast Region. We also would like to hear from you on what technical topics you would like to see covered. Or better yet, we would love to hear from you if you have the technical expertise and would like to share a project, repair, or restoration with the club. A really neat feature would be to follow a project from start to finish each month. Hint, hint.

While I'm on the subject of content submissions.... now that we can embed links to video content in the digital versions of Der Gasser, do any of you have video of you and your car at the track or the autocross course that we can use? I know that there are clips of your Porsche screaming around the track at Watkins Glen at 100+ MPH, or skillfully navigating a sea of cones at the last autocross event, that you would love to share with all of the members of the club.

Drive safe,

Dave Hathaway

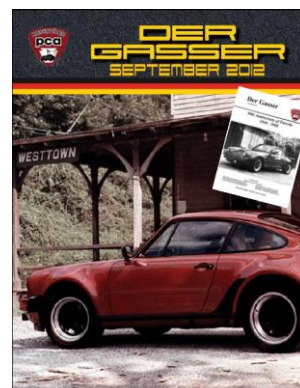
PCA- RTR Editor, Der Gasser



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— On the Cover —



**Paul Mudrick's 1977 930
and 1998 Der Gasser cover
featuring Paul's car.**

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

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DER GASSER

A monthly publication of the Riesentöter Region
Porsche Club of America

September 2012

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

Updating Your E-mail

Frequently we send e-mail blasts out to the membership to remind everyone about upcoming events. These e-mails are not sales oriented, but strictly for the benefit of our membership. This database is for Region use only and will not be released to other parties.

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

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



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Membership Report

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

New Members

Member's Name	Town	Model Year	Vehicle Model	Month Joined
Brad Armstrong	Berwyn, PA	2001	911 4	July
Ray Dezarate	Phoenixville, PA	2005	Boxster	July
Yoyi Fernandez	Ardmore, PA	2009	Carrera 4	July
Jim Goldenburg	Doylestown, PA	1999	911	July
Jim Grant	Berwyn, PA	2001	Boxster S	July
George Harper	Fleetwood, PA	1972	911	July
Mike Herr	Wyomissing, PA	2001	986	July
Matt Kuhnle	Chalfont, PA	2011	Carrera S	July
Andy Matthy	Philadelphia, PA	1984	944	July
Scott Powers	Pottstown, PA	2009	Cayman S	July
Ed Sands	Media, PA	2000	911	July
Bill Koch	Fleetwood, PA	2007	Carrera 4	June
Tim Smigelski	Philadelphia, PA	1973	911	July
Xavier Unkovic	Ardmore, PA	1997	911	July

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

The following PCA members have transferred into the Riesentöter Region from other PCA regional clubs.

Member's Name	Town	Model Year	Vehicle Model	Transferred From
Mark Brownstein	Philadelphia, PA	1987	928	Northeast
Darren Hussey	Landenburg, PA	1958	356	Delaware
Steve Puccio	Walnutport, PA	2013	Panamera	Northeast

September Anniversaries

40 Years

Joseph Long
Robert Patton

30 Years

Todd Hollander

25 Years

Michael Blank
George Crozier

20 Years

Ernest Pescatore

15 Years

Edward Goss
Gary Schatz
James Dillon

10 Years

Ian Curtis
John Michael
Trevor Naidoo
Wayne Thompson

5 Years

Joseph Casey
David Cottam

Porsche of the Month

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

Owner: Wayne Flegler

Member Since: 1967

Model: 1965 356sc

Current Miles on the Car: 80,000

Exterior Color: Meteor Grey Metallic

Interior Color: Red OMP seats with Grey Panels

Dealership: John Stein Porsche Wilmington Delaware

Modifications:

- 3.0l 911 engine with 915 transmission limited slip
- 911 vented rotors and calipers.
- Bilstein shocks, Entire rear suspension is 1982 911.
- Front and rear fenders are steel.
- 215/40/17 Bridgestones front/ 255/40/17 rears on 7 and 9 inch Speedline 3 piece modular replicas.
- Exhaust is Bursch headers with supertrap mufflers.
- 911 Instruments done in red.
- 18 Quart, front mounted, custom-built oil tank and cooler.
- Fender modifications done by Mike Wiesner (Al Holbert's main fabricator)
- Interior by Jim Quartermuse.
- Fabrication of roll cage, rear frame and suspension and paint done by owner.

Notes:

Owned since 1975, car was modified to Outlaw style between 1989/1995

Original Owner: Roger W. Clipp, General Manager of WFIL Radio/TV Philadelphia

When I decided to build this car, I caught some flack about modifying a rather clean car. I reminded the detractors that the original owner had the car painted Irish green from the factory light Ivory before taking delivery. It seems chassis #220261 was destined to evolve to its present outlaw status.





RTR Upcoming Events



Monthly Membership Meeting Schedule

The September monthly meeting will be held Saturday, Sept. 15th at the Pocono DE/AX/ and Barbecue. Come join us for a great day at a great track.

For questions or more info, please contact Rita Hancock at vicepresident@rtr-pca.org.

Not Just for New Member Breakfast

Please join us for an RTR Brunch on Sunday, September 30th at 1000 am, at The Sumney Tavern in Lansdale. The street address is 1610 West Point Pike, Lansdale, PA. Menu and directions can be found at their website: www.thesumney.com

Please RSVP to Rita Hancock at vicepresident@rtr-pca.org.

Social Events

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

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

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

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

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

Please join us for a scenic drive through Chester County's beautiful horse country ending at the Dilworthtown Inn near West Chester for their annual Wine Festival and car show. We'll have premium "front row" parking in the car show area. More info, including ticket purchase options, will be available soon. Festival benefits the Chester County Hospital. Questions, please contact Paula Gavin at membership@rtr-pca.org

Fall Wine Dinner Nov. 2nd

Join in on another fabulous wine dinner with our RTR friends. This will be a wine and food pairing dinner at the Parc Bistro in Skippack with each course paired with a great selection of wine. The cost will be only \$50 per person plus tax and gratuity. We will meet at the Parc Bistro at 7 PM for a cocktail hour followed by a sit down dinner starting at 8 PM.

Website: www.parcbistro.com

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

Upcoming Social Events continued from pg. 7

Black Walnut Winery Nov. 11th

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

Website: www.blackwalnutwinery.com

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

2012 RTR Holiday Party

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

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

2013 RTR Officer Elections

By Anne Marie Von Esse

Fall is fast approaching and this is a reminder that our election meeting is coming up in October (10/17). Our Bylaws provide that a nominating committee consisting of the President and the three most recent Past-Presidents who are still members recommend nominees for each elected office. Joe Asher, Graham Knight, Tom Zaffarano and Brian Minkin recommend:

President—Joe Asher

Vice President—Jeff Walton

Secretary—Rita Hancock

Treasurer—Chris Barone

Membership Chair—Paula Gavin

Social Chair—Wendy Walton

Autocross Chair—Jon Arena

Track Chair—Paul Walsack

Der Gasser Editor—Dave Hathaway

If you would like to nominate a Club member for one of these offices, you may do so at the Membership Meeting on September 15th at Pocono Raceway, 6pm (500 Long Pond Rd, Long Pond, PA). Look for details to follow on the Web site and e-mail blasts. Active and family-active members may make nominations from the floor at that meeting or by submitting them in writing to a member of the Executive Committee before the meeting. No second is required. An individual may be nominated for only one office. Nominations will close at the end of the September meeting. All members will be sent a written notice of the candidates for election in a separate mailing before the October meeting together with a proxy to vote by mail. Ballots will be available at the October meeting on October 17th 7 pm at Speed Raceway (200 Blair Mill Rd, Horsham, PA).



Drivers Education

2012 DE Schedule..

September 14- 16, 2012
Track: Pocono (Full Course)
Registration Open Date: July 23, 2012

Safety Tech Date: Sept. 1 at

Knopf Automotive
3401 Lehigh Street
Allentown, PA 18103
(888) 437-9168

October 19- 21, 2012
Track: Summit Point
Registration Open Date: August 27, 2012

Safety Tech Date: Oct. 6 at

Dougherty Automotive
17 Hagerty Blvd.
West Chester, PA 19382
(610) 692-6039

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

For more information contact the Track Chair at track@rtr-pca.org

Come join us on Saturday, Sept 15th, at Pocono Raceway!

Introduction to Driver's Education Event Information:

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" program is a way for interested drivers to explore Drivers Education without enrolling for a full event.

Your one day Drivers Education experience will start with an informative introductory classroom presentation about Drivers Education, safety, skills and the knowledge that are required in order to drive your car at high speed on a racing surface. After the classroom you will proceed to "Grid Tech" with your car where you will learn what safety issues are looked at before allowing a car on the race track. Then you will drive on the race track for the 1st time behind a pace car at parade lap speeds to become familiar with the track and the proper line that is required to control your car at high speed. The next step in your introductory experience will have an RTR instructor join you in the right seat of your car for your 1st session at speed. You will be on the track only with other introduction students and the instructor will teach you how to safely drive your car at speed. Once you have completed your laps at speed you will join your instructor in their car as a passenger in one of the instructed run groups to observe how all the knowledge and skills you have learned are applied to drive consistent safe laps at speed.

In addition to your High Speed Driving Instruction you will have the opportunity to try your car handling skills on an Autocross course. Dinner is included with your registration fee for this event.

The cost for this program is \$70. You must be a licensed driver and at least 18 years old. Helmets, long pants and closed toe shoes are required and the helmet must be Snell approved with either a 2005 or 2010 certification. Also, your car will be required to pass a pre-event tech inspection. RTR runs tech inspections on Saturdays, 2 weeks prior to the event, and the cost of the tech inspection is included in your registration fee.

A track map, video and directions to Pocono Raceway is available on the RTR web site at <http://www.rtr-pca.org/driving-activities/drivers-education/track-profiles/pocono>

For questions about this special event regarding Introduction to Driver's Education and/or Autocross, please call Brian Minkin at 215-519-4140 or contact Paul Walsack at track@rtr-pca.org <<mailto:track@rtr-pca.org>> .

Registration is on Motorsportreg at this link: Direct Link

<<http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/9D095EBC-FB39-1637-01167C5E10302275>>

Autocross

2012 Riesentöter Autocross Championship

This Year's Championship will consist of 8 different Autocross races in the area starting in April, with driver's earning points based on how they finish within the club that count towards their season totals. The top 5 performances out for each driver will be counted for the final standings so those who cannot attend every race can still compete for the championship.

2012 Autocross Schedule

- September 15th Pocono Raceway
- September 23rd Hershey Park, Porsche & Corvette Challenge
- October 14th Warminster Community Park

For questions or more info, please contact Jonathan Arena at Autocross@rtr-pca.org.

Riesentoter Drivers Championship PPF Points										
Rank	Driver	1	2	3	4	5	6	7	8	BEST 5 Total
1	Nick Betegh		55	70		70				195
2	Stephane Roy	15		65		65				145
3	Trevor Naidoo	25	35	50		30				140
4	Vytenis Bichnevicius		40	40		50				130
5	David Nettleton	10	30	35		55				130
6	Chuck Smith			45	25	45				115
7	John Bichnevicius		50	55						105
8	Craig Nichols			25	15	40				80
9	Dan Ruble			30		25				55
10	Jonathan Fox		45							45
11	Carlos Santus				30					30
12	Margaret Nettleton	5	5	5		15				30
13	Jim Wirth					30				30
14	Derek Fasano		25							25
15	James Tricarico		20							20
16	Brian Brandis			20						20
17	Darryl Crews				20					20
18	Altan Engnote					20				20
19	George Hofmann		15							15
20	Karen Smith			15						15
21	Larry Durlofsky		10							10
22	Michael Coleman			10						10
23	Stefano Sola				10					10
24	Rich Larthop					10				10
25	Anthony O'Mara					5				5

Regional Events

Charity Car Show, Greenville, DE

The Delaware Region PCA is once again hosting their Greenville Crossing Car Show this September to benefit the Boys and Girls Club of Wilmington on Saturday September 29, 2012, from 10 AM until 3 PM. The show will be held in the Greenville Crossing Shopping Center parking lot, located at 4001 Kennett Pike (Route 52) in Greenville, DE.

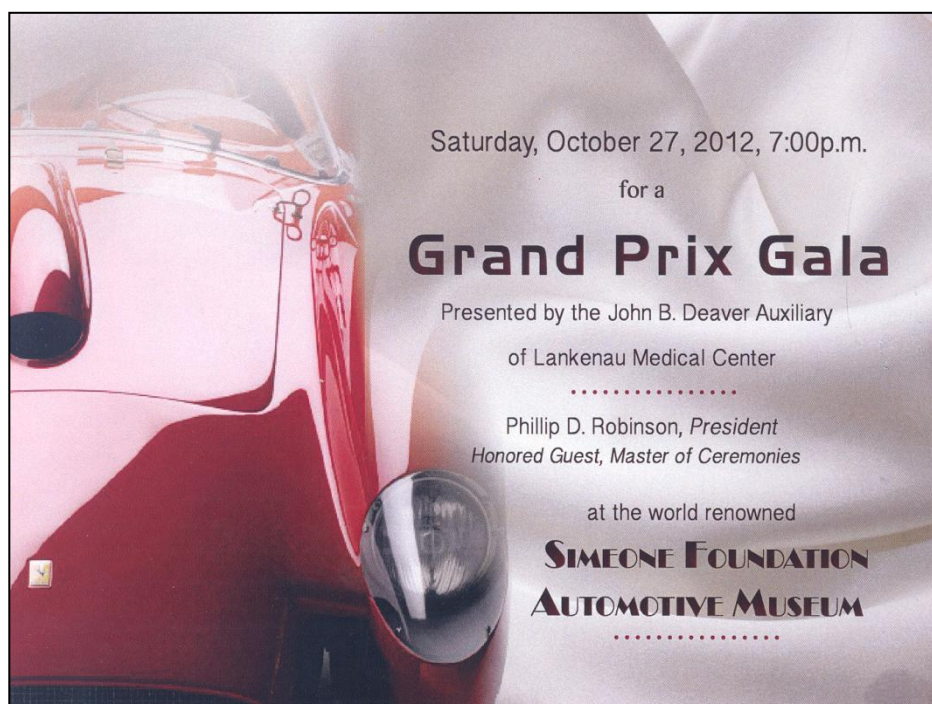
They have asked us to add this to our calendar and to contact them if anyone has any interesting cars that you might want to display (they are looking for a variety of models and colors). This is not strictly a Porsche show - there is a German section, Italian section, and British section. Pre-registration is mandatory if you'd like to show your car (space is limited). Details, including how to register your car (it's free!), can be found at http://www.delawarepca.net/Greenville_Crossing.php.

Not showing your car? Then come out to have a look at some great cars and help Delaware Region with their annual charity event. Questions, please contact Paula Gavin, membership@rtr-pca.org.

Grand Prix Gala Charity Event

By Wendy Walton, RTR Social Chair

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



Upcoming PCA Events



Porsche Club of America
It's not just the cars, it's the people.



Two not to miss PCA Programs for September!!

ALMS PORSCHEPLATZ AT VIR

SEPTEMBER 14 - 15, 2012

DETAILS:

<http://emailer.pca.org/userfiles/image/zone2/2012VIRPorscheplatz.pdf>

AND

PCA ANNUAL OPEN HOUSE

SEPTEMBER 29, 2012

DETAILS:

<http://www.multibriefs.com/briefs/pca/PCAOOPENHOUSEEVENT.pdf>

“Destinations”

by Scott Duvall

Welcome to a new series in Der Gasser that will showcase our member's favorite roads and destinations. Our staff encourages you to send us a brief write up of your favorite Porsche drives to share with our members. We hope to perhaps inspire you to take a new excursion or visit a place that may become your new favorite.

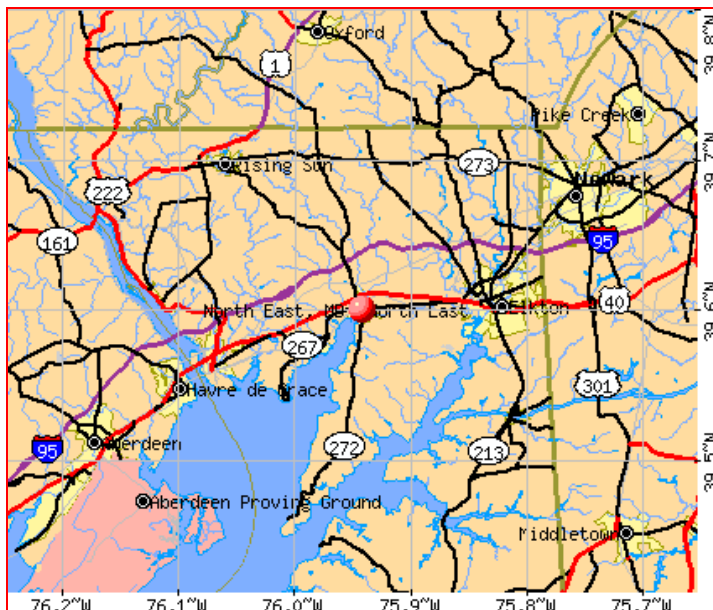


Northeast, MD.

Being from Maryland originally, it's kind of in the DNA that I must have steamed crabs, crab cakes, and oysters at least once and hopefully more than that each year. The best place for that depends on how far you want to drive but I'm partial to actually heading down to the Chesapeake Bay area myself. The eastern shore is great and I may do a run article down there at some point. This time we decided we wanted to re-visit Woody's Crab House in Northeast, MD since we had enjoyed it last year on an RTR run. Woody's is just what I like – great down home atmosphere and good seafood. For this trip I had a goal, I wanted to stay off 95 or any other major road all the way down.

Deciding that this was worthy of participation, I got ahold of David Newton to see if he was interested, and since it involved Caymans and food he was in. I chose Chadds Ford as a meeting spot and starting point and went to work with Google maps. The route turned out pretty well, with some nice twisty sections thrown in for fun. I won't give you a turn by turn description since it gets a bit much without having a map to follow along with. Essentially we started at the intersection of Rt. 1 and Creek Rd in Chadds Ford, crossed the Brandywine and took the first left to get off of Route 1. We kept to a general southwest course, first cutting under the south side of Kennett Square before ducking under Rt. 41.

We headed towards Kemblesville where we promptly missed one of our turns. It was pretty easy to do because the road makes a sweeping right into town and our turn was a hard left part way through the turn. We quickly noticed our error and corrected and were on our way again. One thing that really helped on the run was Leslie using the GPS to give me a heads up when we were approaching our turns. The entire run was really a lot of fun since it had a good mix of open country roads and rolling fields combined with diving down some twisty roads that followed a creek. If anyone is interested in the directions for this run I have typed up the directions and would be glad to share them. You can e-mail me at seduvall@verizon.net.



If you haven't been to Northeast, MD, it is worth at least one visit. There are some shops to take a look at after your meal to help walk some of it off before departing. Woody's has parking out back and there is a public lot in town. Most everything is located right on Main St. When you're ready to depart you can go back the way you came or if you want, 95 can easily be reached from the next street over from Main St.

Thanks to all that came out to the 4 Dogs – Hope you enjoyed!!

Technically Speaking- Vario Cam Plus

By Karl Wilen, Der Sportwagen Tech Editor

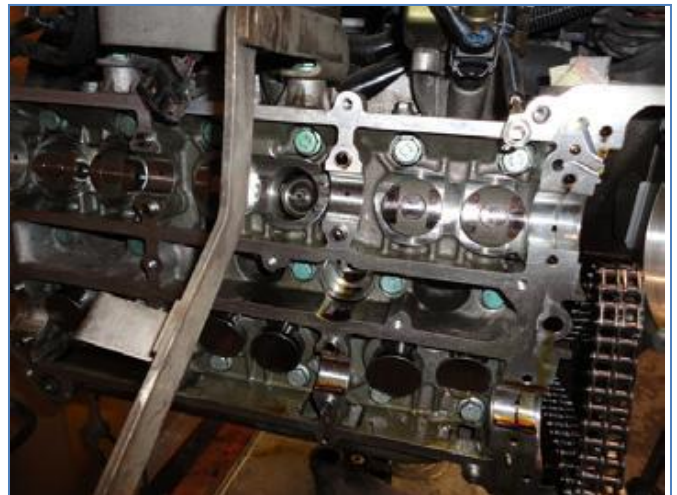
In 2001, Porsche introduced the new water-cooled 911 twin turbo. Based off the traditional GT1 case, Porsche added a few new tricks to give the engine a new level of power and drivability. Part of this was made possible using a variable valve timing system called Vario Cam Plus (VCP). VCP uses a combination of variable valve timing, as well as variable valve lift on the intake camshaft to increase power and torque while decreasing fuel consumption. You can think of it as having two engines in one. The first, a mild mannered and drivable engine for getting groceries, and the second, an engine that allows for maximum performance. The best part is that VCP allows the engine management system to switch seamlessly between the two. How is this done you ask? The variable lift system is accomplished by a multi piece tappet, activated by an electronic solenoid. A low lift configuration is used at partial throttle along with timing advance, whereas a high valve lift and timing advance configuration is used on full throttle applications. This combination of valve lift, as well as the ability to adjust the valve timing, allows for a tremendous amount of power from a small displacement engine, while still maintaining a very drivable car on the street.

Now, on to the bad news. As the engines age, the multi piece tappets are starting to come apart inside the engines. We have seen tappets come apart at as little as 30k miles. The result can be sluggish performance, or an engine that goes into a limp mode trying to protect itself. When the tappets come apart, you essentially can have different valve lift on different cylinders/valves, which is not a good thing. Not only this, but you have parts of the tappets that get demolished to a microscopic pulp that then go through the engine. You aren't likely to find metal shavings in your oil filter, but would rather see metal content slowly rising through an oil analysis as the tappets come apart. To see this though, you need to have a baseline done when the engine is still in good shape so you have something to compare to. When the tappets start to come apart, the engine harmonics are altered and it puts stress on the camshaft and the vario cam actuators that sit on the end of both intake camshafts. The intake camshafts have rings on the ends, which will then disintegrate, and start taking out the actuators. These actuators provide the variable valve timing to the engine.

Now on to the fun stuff. Here is a 996TT engine exposed. The intake camshaft is the top camshaft, with the exhaust camshaft on bottom. We are looking at bank 2, or the passenger side. The vario cam actuator sits on the end of the intake camshaft, and is driven by the timing chain.



With the camshafts removed, we can see the intake tappets, which provide the variable lift to the intake valves based off which portion, or lobe of the camshaft, is in contact with the tappet. (Ignore the one missing tappet, we will get to that).



The following picture shows how the tappet rides on the intake camshaft. The center section of the tappet can rise and make contact with the center lobe of the camshaft to provide the lift.



Technically Speaking- continued from pg. 14

Alternatively, the center section will retract, allowing the outer section of the tappet to come in contact with the outer lobes of the camshaft, allowing a different lift.



Removed from the cam housing, the intake tappets should be a contained unit as seen here.



Unfortunately, this picture shows a tappet that has come apart. When it comes apart, the center section is not able to provide any lift.



Next up, is the vario cam actuator. The vario cam actuator is attached to each intake camshaft, and allows the position of the camshaft timing to change as needed (allows the camshaft to rotate slightly to advance or retard timing).



Notice the center section of the actuator has a spiraled section. As the actuator moves in and out, the camshaft that is attached to it rotates, thus changing the timing.



Here the actuator is in its retracted position.



Use your imagination to visualize the rotation of the camshaft as the center section of the actuator moves inward and outward. And that is how the vario cam actuator works! All of this is accomplished through hydraulic pressures...pretty cool!

I know what the next question is. How can I prevent this from happening? Some experts reprogram the engine management system to lock the tappets in place. The result is slightly lower torque down low, but you can pick up some boost response. One thing most of the experts do agree on is the most important thing you can do is to change your oil often. Some experts will tell you to only use 5w40 in these engines, while others will continue to contend 0w40 is fine. As we are seeing issues with the M96 IMS bearings, the research is pointing towards the thin 0w40 oil as one of the culprits. Some experts in the 996TT engines are claiming the same thing. The best thing you can do is order an oil analysis kit from Blackstone laboratories, get a baseline sample of your oil, and spend the extra \$20.00 every oil change to have a sample sent to Blackstone. They will provide you with a complete breakdown of the contaminants in the oil. If you see these values change over time, then it is best to get into the engine and inspect the components.

Defining Moments → Events that inspired your passion for Porsche

By Contributing Editor David Newton

Bill Boys is the proprietor of Possum Hollow Motorsports in Phoenixville and is a car enthusiast since birth. He joined the PCA in 1977 and then came to Riesentöter in 1985. With such longevity, the fact that his membership recently lapsed is only a technicality. I'll be writing about this Defining Moment as a special guest and hopefully soon-to-be current member. Ok with you guys?

Bill was born in Kentucky, lived in Levittown and resides now in Limerick fairly close to his shop. He's a long-time Porsche guy having worked on them much of his life. His current garage contains a Mercedes that his wife drives, a BMW that his son uses, and his daily driver, a VW Jetta. Oh, and six motorcycles. That also doesn't include his 356, which he keeps in pieces in his shop. More on that later.

Without giving away his date of birth, Bill comes from the same era as I do (ok, close enough), so we talked a lot about muscle cars and American classics. My discussion with him was immediately casual. He is a car guy to the core. He claims in his day he could identify any car at night from a hundred yards by their headlights. He gets immediate props from me because there was a time that I could do the same thing with the taillights of most classic cars, although I needed the assistance of daylight. This is the very definition of car-guy metabolism. We both acknowledged that designs were more unique in those days, so maybe that would be more impressive today since manufacturers now promote the sharing of so many parts in their car lines.

Back in his earlier days, foreign cars were, well, foreign. Not many around. Before the popularity of Road & Track and Car & Driver, Bill recalled waiting impatiently for the fall issue of Life Magazine that featured the new American car lines every season. Like many car enthusiasts, he would read through every page. But Bill studied the new models, so much so that by the time they hit the streets, he knew exactly what he was looking at. You guys know what I'm talking about; if the SAT's had an automotive category, we'd all have scholarships to Harvard.

One year while flipping through this very feature, he clearly recalled turning the page to a picture of a Porsche

356C. He recounted that it had the "perfect" shape for an automobile. There were no better lines in any car he had seen to date. A beautiful design that was the litmus test for every car thereafter. Porsche made various versions of this car; all are considered some of the finest ever made.

Eventually, he bought a 1963 356B coupe; same body as the C with some subtle differences. But the lines were identical as portrayed in the magazine. He described this car like a childhood friend; an honest account of faults and virtues. It was rusty; driven in the winter the heater would blow a tepid breath that allowed frost to build up on the inside of the windshield in spite of the effort. He loved the car even with the liabilities, and intended to restore it to its original grandeur. But he also knew that a restored coupe would be half the value of the equivalent open car. So he released it and bought a 1959 356A convertible D, one of the rarest Porsches ever made. A Google search validated his claim; only 1329 were built. And prices now range well above \$100 grand, even in much less than pristine condition. You can come visit his car in his Phoenixville shop; a "mechanic's special", in pieces on the floor.

Bill bought the car when he worked at a Porsche dealer in Trenton. He came in on a BMW motorcycle. The owner was a former World War II German soldier and loved the bike. He hired Bill immediately, though he had little experience as a mechanic at the time. One of his comments that struck me was that from that day, Bill could walk over and touch a 911 whenever he wanted to. "That was enough for me, no matter what." This resonated in our conversation with every question; clearly a passion for Porsche that defines who he is.

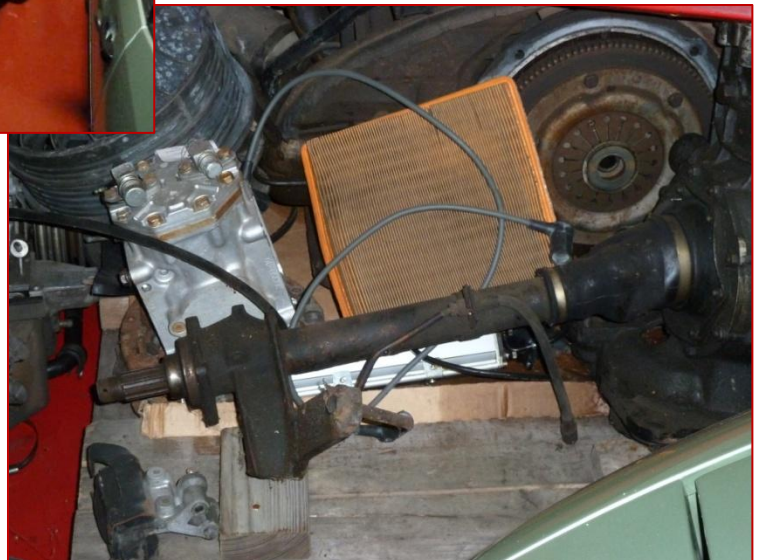
The exchange moved along easily as we talked about 911's. What a great sound when it revved up. Not coincidentally, when I asked him about his non-car hobbies, he answered "music" without hesitation. Opera, classical, jazz, bluegrass. All music really. This is actually a common response with car guys, and no more apparent than with Porsche fans. Sound is so important to the driving experience. I find this subtle connection between the rhythm of music and the revving of an engine fascinating.

Defining Moments continued from pg. 16

I finally asked about racing (the next logical topic), and he revealed to me that the last time he tracked was in a stock 944 at Summit Point in 1989. It was so much fun. He recalls “doing the math” on the way home; adding up the cost of the trailer, a track car, incidentals and so on. His inner voice of reason slapped him back to reality. There was no way he could keep peace at home if he picked up this habit. Sound familiar to anyone?

We closed our discussion when I realized we could have talked cars for hours. One of the reasons I joined Riesentöter was because of this fact. You get to meet people of all types, from different backgrounds, and yet a single thread connects us all. But what I find most interesting is how we came to enjoy our cars and specifically, how our passion for Porsche began. For some of us, it was the simple turn of a page.

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



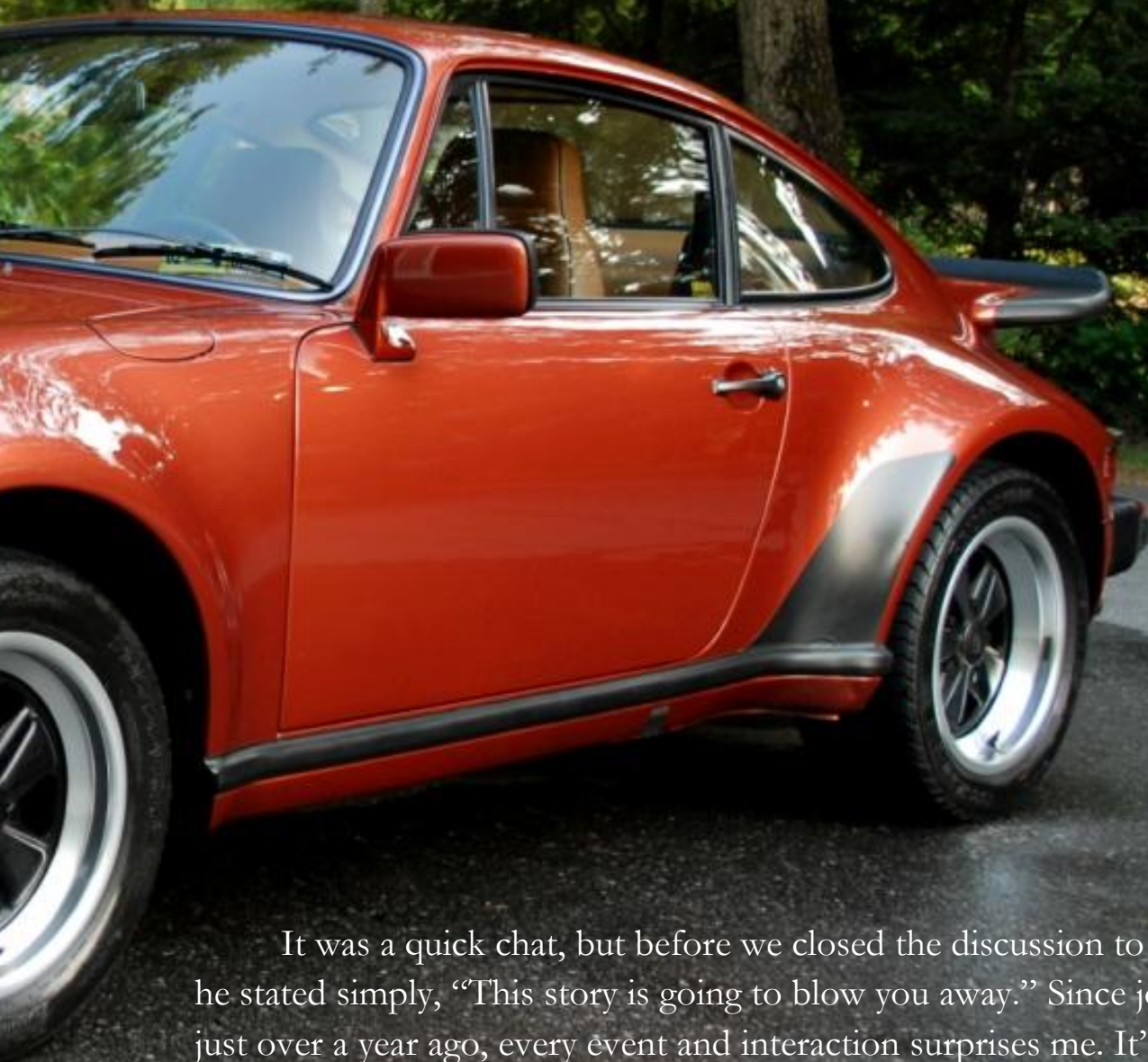
Family

By David Newton



About a month ago, I received an email from our Der Gasser editor (Dave Hathaway) who asked me to look into a story that might be of special interest to our readers. I was at work, so I picked up the phone to schedule an interview and discuss the details with the source, fellow member Paul Mudrick.

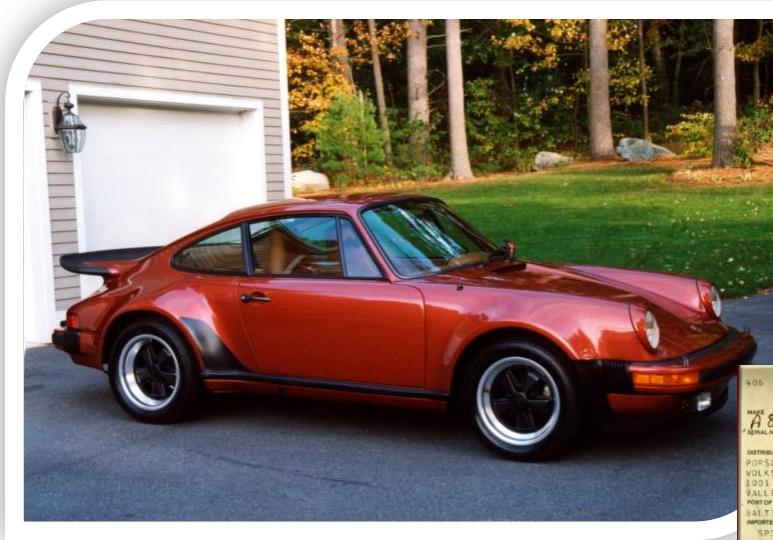
Portrait



It was a quick chat, but before we closed the discussion to resume later, he stated simply, “This story is going to blow you away.” Since joining our club just over a year ago, every event and interaction surprises me. It’s part of the reason I like being a member. But I have to admit this particular comment intrigued me. So I called at the arranged time, and before I had a chance to ask a question, Paul interrupted with eagerness, “Are you at your computer?”

Family Portrait continued from pg. 19

I was, so he directed me to open up an email he sent with the most amazing attachments, which I will try to walk you through now.



On the cover page, we have overlaid the original cover of our October 1998 Der Gasser, and yes, that's his car. Well, certainly was his car (more on that in a minute). I'm a huge fan of nostalgia, so you could have left me with just that picture, but Paul took me through each attachment you see here, and described its significance in great detail. Go ahead and peruse this pictorial; as they say, a picture's worth a thousand words...

Paul had originally ordered a 911 in silver, but canceled it when he saw this beautiful new 1977 930 Turbo at YBH Porsche in Edgemont. The exterior is a gorgeous copper metallic, with an unusual all-leather cognac/pumpkin interior. The design is as timeless as granite. And equally as beautiful. He took delivery in December 1976 (the year I graduated high school) at a suggested sticker of \$27,000. In an attempt to put things in perspective, two short years later I bought a new 1979 Mazda 626 next door at YBH Mazda for six grand; give or take.

To me, the window sticker is often like studying

PORSCHE + AUDI			
MAKE	PORSCHE	MODEL	930T81
YEAR	1977	88	
VEHICLE NO.	9307800100	BODY TYPE	TURBO CARRERA COUPE
DISTRIBUTOR NAME & ADDRESS		DEALER NAME & ADDRESS	
PORSCHE/AUDI DIV. VOLKSWAGEN OF AMERICA INC. 1001 S TROOPER RD P O BOX VALLEY Forge PA		Y B H PORSCHE & AUDI, INC. 10000 EDGEMONT PIKE EDGEMONT, PA	
PORT OF ENTRY		METHOD OF TRANSFER	DESTINATION CHARGE
SALE TAX	TRUCKED		89.00
IMPORTER'S SUGGESTED RETAIL PRICE (WITHOUT ACCESSORIES) AT PORT OF ENTRY:			29,000.00
SPORT SEATS, LEFT & RIGHT			245.00
ELECTRIC SLIDING ROOF			89.00
TURBO CHARGED 3.0 LITER ENGINE, OIL LEVEL			675.00
& OIL PRESSURE GAUGE, CAPACITIVE DIS-			
CHARGE IGNITION, INTERMITTENT WINDSHIELD			
WIPERS, ELECTRONIC SPEEDOMETER/TACHOMETER			
AM/FM STEREO RADIO & 4 SPEAKERS, POWER			
ANTENNA, OUTSIDE POWER MIRROR, W/DEFOGGER			
AIR CONDITIONING, AUTOMATIC HEAT CONTROL			
FUEL INJECTION, GENUINE LEATHER INTERIOR			
FORGED ALLOY WHEELS, HEADLIGHT WASHERS			
REAR WINDOW WIPER/DEFROGGER, UNDERCOATING			
POWER WINDOWS, PDS LIGHTS, QUARTZ CLOCK			
4-WHEEL VENTED DISC BRAKES, BRAKE BOOSTER			
BOOST PRESSURE GAUGE, ADD. OIL COOLER*			
FRONT & REAR SPOILERS, TRIP ODOMETER*			
REAR WINDOW DEFOGGER, RECLIN. BUCKET SEATS			
FRONT & REAR STABILIZERS			
RACK AND PINION STEERING			
IMPORTER'S SUGGESTED RETAIL PRICE* WITH ACCESSORIES AT DEALER'S LOCATION:			27,000.00
<small>*Taxable, license and title fees, sales and local taxes and dealer-installed options and accessories are not included.</small>		PORSCHE + AUDI <small>A DIVISION OF VOLKSWAGEN OF AMERICA, INC.</small> 	
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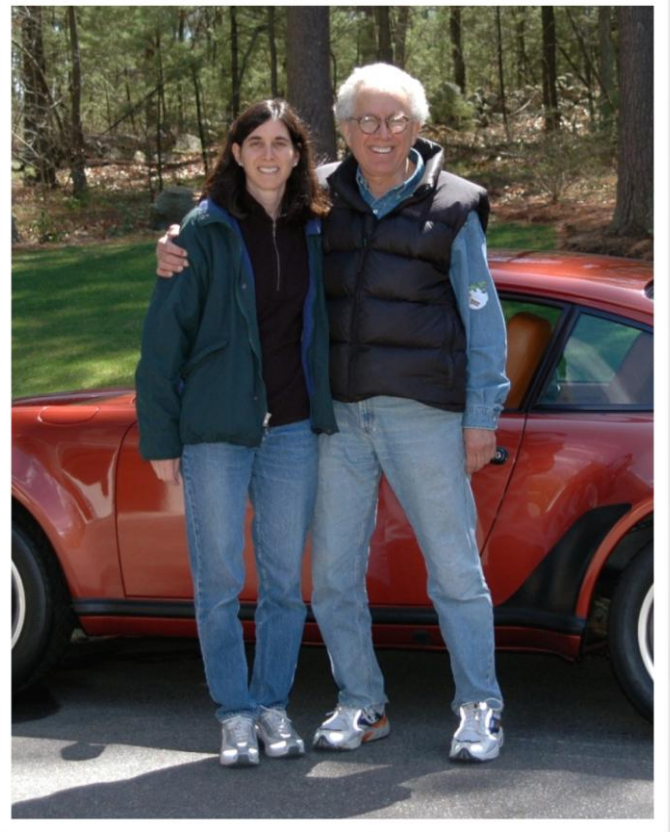
an historic artifact; a document that freezes forever the genetic makeup of a vehicle. There isn't much missing in this car that was available. Well, no CD changer; no CD's then. But it did have a Blaupunkt unit with a built in short-wave long-wave, FM, AM component radio including a cassette player/recorder with a retractable microphone. Simply amazing, even civilized for a car considered to be a road-monster by most Porsche enthusiasts. And look at the suggested annual fuel cost; there are some MONTHS I approach this. The EPA had just started the fuel consumption requirements, so how accurate these numbers are is questionable.

Family Portrait continued from pg. 20



There's still more though; everything you see here is ORIGINAL. It's never been hit or repainted. This car may be the most immaculate example most of us will ever see. And it has only 12,000 original miles on it! I can only hope I have the pleasure of meeting this museum piece in person some day. Not out of the question, as Paul is a member of Riesentöter and has been with the PCA for more than 35 years.

These are stunning pictures indeed, and we could stop there and all go home happy. But I saved the best part for last. Take a look at the "before and after" pictures of Paul and his daughter, Lisa. The first was taken shortly after the original purchase (circa 1978), and the second was taken around 2004. Remarkably, Paul transferred the title to her in 2001. How extraordinary; the handing down of what now amounts to a family heirloom from father to daughter, who is now creating her own memories with her husband Jim and daughter, Brooke. How poetic that this beloved car remains in the family to this day, some 35 years later. I hope you enjoy these pictures, and study them as I did. Thank-you, Paul; for sharing these photos and your story with your fellow PCA Riesentöter members.



Not Just for New Member Breakfast- 4 Dogs Tavern

By Dave Hathaway, Editor

On Sunday August 26th we had a “Not Just for New Member Breakfast” at the 4 Dogs Tavern in Marshalltown, PA. Twenty-one Porsches carrying over forty RTR members descended on the parking lot of the tavern after a beautiful drive through the Chester County countryside.

Once at the tavern, we were all seated under a tent outside the main restaurant. As it turned out the weather was perfect for enjoying each other’s company and great food in the outdoor venue. In the June issue of Der Gasser, Scott Duvall provided a review of the tavern in the monthly “Destinations” feature. Click here to view PDF versions of past issues of Der Gasser:

<http://www.rtr-pca.org/rtr-exclusive/newsletter>.

To visit the 4 Dogs Tavern website click here:

<http://www.marshaltinn.com/index.html>.



Special Thanks to Scott and Leslie Duvall for hosting the breakfast and for making all of the arrangements.

Performance Garage Club Visit

By Dave Hathaway, Editor

As I mentioned in the August issue of Der Gasser, I've been attending the gatherings held by Bucks County Exotics in the Barn Plaza parking lot on Route 611 in Doylestown. On Saturday 8/18 after we all met in the parking lot, a number of us including myself and David Newton along with about twelve cars drove from Doylestown to Frenchtown, NJ to visit the Performance Garage Club.

The drive was beautiful and took us through New Hope and up along the Delaware River and across into New Jersey.

Once in New Jersey we visited the Performance Garage Club located at 843 Route 12 West, Suite B22 in Frenchtown. The Performance Garage Club was founded by three car enthusiasts Bill Thomas, Kurt Nehlig, and Steve Smotrich. Both Bill and Kurt are avid Lotus drivers, while Steve is an instructor with the Schattenbaum PCA Region. Between the three of them they have a tremendous amount of automotive knowledge and passion.

The Performance Garage Club provides members with a fully equipped facility to store and maintain classic and performance automobiles as well as motorcycles. The club also provides a comfortable clubhouse environment where auto enthusiasts can share their passion for all things automotive. The club's amenities includes two fully furnished member lounges with big screen TV's, private shower, and a large game room. There is also a coffee and espresso bar complete with internet access and an automotive library.

There is also an area where members can use to wash and detail their cars, or use a lift to perform maintenance and light repairs. Cleaning and detailing supplies are free to members to use as are the tools and the lift.

PGC also offers indoor vehicle storage which includes 24-hour video surveillance, climate controlled environment, digital security system with secure access doors, and a sprinkler system. Outdoor storage in the rear parking lot is also offered for storing trailers and project cars.

If you are interested in learning more about PGC memberships, please visit the website at: <http://www.performancegarageclub.com/about-us/>, Or call (908) 788-4743 and ask for either Bill, Kurt, or Steve. There are three levels of membership based on what your needs are.

The current facilities have room for indoor storage for approximately fifty vehicles. The owners are also working to enhance each member's experience by organizing events, and get-togethers. Members also enjoy discounts at Advanced Auto Parts, Interstate Batteries, and the Tire Rack.

I took a few photos that day of the cars in our caravan as well as some of the cars stored there, but for photos of the PGC facilities, click here: <http://www.performancegarageclub.com/photo-gallery/>



Performance Garage Club- continued



2012 New Hope Auto Show

by Dave Hathaway, Editor

The 2012 New Hope Auto Show was held on Saturday August 11th and Sunday August 12th. This year the New Hope Auto Show celebrated its 55th year showcasing the most beautiful automobiles from around the area. It is one of the oldest and most prestigious auto shows in the mid-Atlantic region. Saturday featured most the domestic made cars while Sunday featured mostly foreign made automobiles including Porsches. Porsches that were being judged were all model years up to and including 2000. Since Porsche USA was sponsoring the Auto Show, they had a huge tent along with a selection of new Porsches including the new 2013 Boxster. One exception to this was the privately owned silver Carrera GT showcased in the middle of the tent.

Winners in the Porsche categories were as follows:

Porsche-914

1st Place: Daniel Coughlin, Mullica Hill, NJ – 1973 Porsche 914

Porsche-356

1st Place: Chris DiLeo, Coopersburg, PA – 1957 Porsche 356 A

2nd Place: Greg Jahn, Buckingham, PA – 1963 Porsche B

3rd Place: Jeff McFayden, Hope, NJ – 1957 Porsche 356 A

Honorable Mention: Lake Underwood II, Summit, NJ – 1957 Porsche 356

Porsche- Early 911/912 (1968-1979)

1st Place: Jerry Manna, Kinnelon, NJ - 1979 Porsche 911

2nd Place: Tim Jacobs, Perkiomenville, NJ – 1967 Porsche 911

3rd Place: Joe Scogna, Washington Crossing, PA – 1973 Porsche 911 RS

Porsche- Mid 911 (1980-1990)

1st Place: Bob Knapik, Morristown, NJ – 1989 Porsche 911

2nd Place Greg Huljack, Stockton, NJ – 1989 Porsche 911

3rd Place: William Harris, Gladstone, NJ – 1986 Porsche 911

Porsche- Late 911 (1991-2000)

1st Place: Steve Kroeger, West Milford, NJ – 1997 Porsche 911

2nd Place: John Griffith, New Hope, PA – 1994 Porsche 911

3rd Place: Murray Kane, Springfield, NJ – 1992 Porsche 911

Porsche- 924/928-944

1st Place: Phil Stern, Flemington, NJ – 1987 Porsche 928

2nd Place: Mark Jedlinski, Bensalem, PA – 1985 Porsche 928

3rd Place: Justin Kenyon, Jamison, PA – 1987 Porsche 944

For a complete list of winning automobiles on both days visit this webpage:

<http://www.newhopeautoshow.com/html/showwinners.htm>

To visit the show website click here: <http://www.newhopeautoshow.com/html/show.htm>

In case you weren't able to make it to the show, the following two pages feature some of the photo's I took on Sunday.

2012 New Hope Auto Show- continued



2012 New Hope Auto Show- continued



Shifts and Giggles

By Jeff Walton, Contributing Editor

Technology.huh..good god..what is it good for..absolutely...everything. Sure I grew up in an age of rotary phones, 8-track tapes, self-winding windows, ice cube trays, and no Internet. My social network consisted of a few friends that I had memorized their phone numbers and if we wanted to meet up somewhere you drove around to all the local hot spots seeing if anyone was there, gathering as you go. Today, I just tap a few buttons on a cell phone and I instantly know where all my friends are and I instantly know all the places I need to avoid. I can tell you that Larry had tofu topped with soybean cheese and alfalfa sprouts for dinner last night or Kevin's buying tons of bleach at Walmart for his pool at this very minute. I can tell you Steph is on vacation so her house is free for the taking and I can tell you Bob's son's fiancée is very hot - only because he posted a picture of her fanning herself on facebook.

Yet some people despise technology. They hate it, hate it, hate it. It's too complicated. It costs us jobs. And to a degree, I agree. Take the case of robotic arms on the assembly line. Yes, it takes away the \$70 an hour nut turner but it creates jobs for the robotic engineer, the manufacturer of robotic arms, the computer programmer of the robotic arms, the installer of the robotic arms, and the repairman of the robotic arm. I also agree technology can be too complicated. Take the microwave. It used to be just turn the timer and hit start, no, not today my friend, the microwave of today can tell you the time in Venezuela, it can scan your frozen food container's bar code and instantly know how many calories you will consume in the next 5 minutes, probably even alert your doctor as to why your cholesterol levels are higher than the Nasdaq, and you can even program them to nuke your cough syrup to just the right temperature every time. Yes technology is such a wonderful thing.

Now the same people who tend to despise technology also long for the nostalgia of eras gone by. They long for the days of dialing the operator for the time, dialing in fuzzy UHF stations and playing with rabbit ears, or getting ink on their hands as they read the morning newspaper. They also miss the days of buying a soda pop in a real bottle, a full size candy bar made without ingredients you can't pronounce, and the latest Hot Rod mag all for under a buck.

There's no way you can do that today... they have those TV monitors everywhere. Besides we'll be telling our grandkids the same stories. My first house was only half of million dollars, when we wanted to talk to somebody you would have to punch their number in this little computer we called a smart phone, and gas was only \$15 a gallon. Gas... you know gas, it's what we used to put in cars to make them go. Well anyway, people long for the nostalgia of the automobile eras that have gone by as well. Believe it or not, some people crave the days of air-cooled engines, drum brakes, stick shifts (I'm with you on that one), white-walls, no computers, no radio, no air conditioning, no navigation..nothing. Nothing more than a steering wheel, a seat, a gasoholic under the hood, and some sheet metal between your ass and the asphalt. But not me. No siree Bob. I want it all. Affording it is a different matter.

I want my rump to be heated as I drive through the snows of Valley Forge in the middle of February - not that it snows too much in these parts these days mind you. I want my derriere to be cooled immediately as I sit on my supple leather that's been parked in the hot August sun for hours. I want my back massaged as I drive. I want to know my exact location down to the millimeter at every second of the day so I'm not forced into a high price convenient store to buy things I don't need and ask for directions that I won't understand all because my wife told me to. I want my radio commercial free and I want it in high definition and I want to be able to talk to it. I want to unlock or start my car from outer space. I want my headlights to be bright, Xenon bright and I want them cleaned with hot liquid at a spur of the moment. I want my car to change colors at the touch of a button to match what I'm wearing. I want it to cook me breakfast during my morning commute. I want it to fly.

But I guess I have to settle for what I can afford. But I also don't want to compromise on performance and safety. That's where Porsche comes in. Their technology does indeed come at a price and luckily, I can afford it and I don't have to compromise. Sure my ride doesn't have all the bells and whistles mentioned above but when it comes to performance and safety, they are top notch. They come with more horsepower with less displacement and better gas mileage.

Shifts and Giggles continued from pg. 27

They come with tire pressure monitoring systems and airbags galore and brake calipers bigger than a breadbox. They come with years and years of tuning and perfecting their technology through racing even before it becomes a standard. None of this - thousands of parts all built by the cheapest bidder idea. Nope. Time and commitment is what Porsche bestows upon their technology. Look no further than their PDK. That thing is a marvel and the list of technologies used to create it is certainly longer than its actual name "Porsche Doppelkupplungsgetriebe" (I think that's spelled correctly pronouncing it is another story). The fact is, my Porsche is loaded with all sorts of wonderful technology and although I cringe at the thought of replacing some of it, I have reassurance knowing full well this was the most advanced and proven technology that was offered at the time of assembly.

Place a 356 next to a 991. They can be easily recognized as kin, yet they are worlds apart in technology. The same will be for the next generations of cars, whether they run on electricity or fly in the air but you can be assured if it has the Stuttgart crest on the hood that the technology that lies within is proven without a doubt. So sure, you can long for the past but you need to embrace the future and all the wonderment that lies within. Yes technology is such a wonderful thing.

Riesentöter Logo

By Jeff Walton, Contributing Editor

Riesentöter – translation – Giant Killer.....unless you go to babblefish or google then you are given the literal German translation of “giant dead” but the English language can’t complain with its jumbo shrimp, a pair of pears or the word “idea” pronounced with an “r” that seems to come from Boston’s dropping of the “r” from car. And speaking of Giant Killer, that’s the foundation of our club’s chapter aptly named Riesentöter; for it was the 356 that started to kill the giants of racing by the likes of Ferraris and Alfas and some of those fine English automobiles and hence our club logo was born - Giant Killer with the 356 and our state’s keystone all packed nicely in what appears to be the Porsche crest.

Now to ruffle some feathers and get the discussion going on tradition versus modernity and how our region’s logo fits into this realm – I for one, when I jump into a pool, I’m unlike those Olympic divers, I sort of make waves, and I would like to see a change in our club’s logo. Relax, Relax...I know a bunch of you right now envision the scene from Frankenstein, pitchforks and torches, completing the ensemble of the angry mob...and frankly (pun intended) I can see where you are coming from. The logo has been with us for over 50 years...why mess with a good thing, it’s tradition like turkey for Thanksgiving or fireworks on the Fourth of July or cookies on Groundhog Day....to which I’ll respond...technology (read this month’s shifts and giggles for more on that very subject). Yes, the logo has been with us for more than 50 years, it’s a part of Riesentöter, but if we had the technology that we do today back then, computers, your very own printer, Photoshop, and the Photoshop for Dummies manual, do you really think we would have the same logo?

And that answer is a simple “no”.

Over the years, logos of companies change; they change to appeal to the changing taste of their demographics. Look no further than Coca-Cola. How many versions of bottles, cans, and slogans have been designed over the years, yet their image is still the most recognized piece of Americana throughout the history of advertising. There is nothing wrong with moving forward or tweaking an already “real thing”.

So what I would like to propose, that any members or family members, with some creative ideas or some very creative skills with designing programs and computers, take a shot at updating our region’s logo with the latest technology at hand. Keep in mind the traditions of our club, our current logo, and have some fun, then send in your creative ideas to the editor team of Der Gasser. We’ll print a few of the ideas and take it from there. No one is saying we are replacing the logo but depending on the quality of any proposed designs we just may make a contest out of it - complete with voting and some good prizes, then place the modernity winner in a cage match against tradition and end the debate once and for all....or until the next diver makes their entrance into the pool. So get your creative juices flowing and send in your best ideas.

Also keep in mind a logo doesn’t make the Riesentöter region...our members do.

Driving Influence

Board Member Profile



Name: Paul Walsack

Member Since: March 1977

RTR Position: Track Chair

Previous RTR Positions held:

Vice President, Competition Chair, Safety Tech

Occupation: Retired

Why I joined the PCA: When I purchased my first Porsche in 1977, I only knew about Detroit iron. I figured the best way to learn how to maintain my new "baby" would be to join the PCA and ask questions.

Club events you'll attend: Primarily DE events, the holiday dinner, some breakfasts and an occasional AX, as well as the monthly Club meeting.

Cars in my Garage: '77 924, '87 924S, '02 Corvette Z06, '04 Golf TDI, '06 Dodge Ram.

Non-car interests or hobbies: Commercial pilot (CFI), mixed gas diver (Dive-master Cert.), target shooting.

It would surprise people to know: When I wore a much younger man's cloak, I was a licensed competitive cyclist.

I've always wanted to: Be able to make music, never took the time to learn an instrument.

Loose stuff: I like to be outdoors, the smells of gasoline, oil and gunpowder (not together), and drinking the Nectar of the Gods: BEER.

Occupation: Chamber of Commerce Executive

Why I joined the PCA: To meet others who share the same passion for Porsche, enjoy driving the car and value its' meaning in both engineering and class, while learning as much as I can about the car, brand and culture.

Club events I'll attend: As many as possible!

Cars in my Garage: 2009 Porsche 911 C-4

Non-car interests or hobbies: Skiing, Golf, community & charitable service.

It would surprise people to know: That I am a rabid Phillies fan and I love the Phanatic; and that I danced a tango on Dancing with the Philadelphia Stars.

I've always wanted to:

Be able to work on my own car.

Loose Stuff: I have been passionate about speed since childhood and about the 911 since high school. I look forward to continue celebrating our 50th anniversary every day while sharing in the fun with Porsche enthusiasts.

Green Group

New Member Profile



Name: Varsovia Fernandez

Member Since: May 2012

From: Ardmore, PA

Goodie Store News



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

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

Step 2: Register and set up your own account

Step 3: Download our logos into your personal logo library

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

Nickname: RTR 3in

Logo number: 1263163

Customer number: 5042945

Nickname: RTR 2.25in

Logo number: 0139522

Customer number: 5042945

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

MARKTPLATZ

Please note terms:

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

Bray Krause Roll bar extension

for Porsche Boxster
Asking \$40.00 or best offer
Contact: Jim Lederach
jimlederach@verizon.net
Cell phone: (215) 416-6077

Rally Master Wanted:

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

SPECIALTY CARS SERVICE CENTER

SPECIALIZING IN PORSCHE AUTOMOBILES

Scheduled Maintenance
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Track & Autocross Preparation

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610-437-9333 • speccar@verizon.net
specialtycarsservicecenter.com

MARKTPLATZ continued from pg. 28

Porsche 996 Track parts available: B-K Bolt-in roll bar system \$800; (qty 2 sets) G-Force 5-point belts, almost new, \$375; 18" turbo twist Porsche wheels with near new Dunlap Star spec Diressa tires \$1000; 996 short shift kit \$100; Stainless Steel braided brake lines \$75; Heel/Toe polished pedal set, 4-pieces \$75; Strut tower brace \$100; (qty 2) Race seat adaptor kit with slider & sub belt attachment for 5 or 6 point belt system \$150 Boxster B-K roll-bar extender for 97 – 04 \$200

Please call Ian Goddard at 610-442-0428 for more details

2006 Optima M42MTS Motorhome on Freightliner Columbia chassis with Mercedes 450HP diesel and Eaton 10 speed automatic transmission. Ready to go racing in style? This Optima Motorhome marries luxury living with 40,000 lb towing capacity.

This vehicle is self-sufficient with 200 gal fresh water tank, 120 gal grey/57 gal black waste water, 26-gallon LP tank, 10-gallon LP water heater, Powertech (Cat) 12kw Quiet diesel generator w/2kw power inverter, 40k BTU furnace, (2) 15k BTU low profile ducted AC w/heat pumps, electric and air trailer brake hookup and Equalizer 4 Point auto leveling system.

A superslide covers the entire living area with ceramic tile floors in the living and bathroom area. Black leather sofa sleeper couch and convertible dinette, along with two black leather recliners gives 6+ sleeping accommodations. Interior amenities include a 3 burner electric cooktop, 12 cu. ft. refrigerator/freezer w/icemaker, convection oven/microwave, tinted slider windows and Corian counter tops. Entertainment systems include TV/DVD combo in living area, flat panel TV in bedroom, tracking satellite antenna and outside TV/CD combo under the checkered awning.

Better than excellent condition with only 70k miles and available for \$139,900.

Pete Wilson
email: pwilson@attglobal.net
phone: 610-999-7725

RARE 1991 Porsche 944 S2

Black exterior with Gray interior
Manual (5 speed) transmission
110,600 miles (about 5000 miles per year)



Only two owners – First 16 years in TX, recent 5 years in PA. Registered as Classic in PA since 2007. Last year of manufacture with only 70 in NA after this one (440 out of 510) All original except for upgraded radio and door speakers. Excellent condition with NO dash cracks All OEM accessories included. Colgan bra package and protective cover included. Original clutch replaced Dec 2011. Asking Price: \$9200

Contact: Douglas Miracle 610-933-5375 or dmiracle@verizon.net

Porsche Wheels/Pirelli Snow Tires set (4) for sale.

From 2006 Cayenne S. Tires are 255/55 R18 Pirelli Scorpions with less than 10,000 miles. \$1200 for the set of four. Contact Ed Goss at edwardgoss6@gmail.com or 484-337-6030. Located in Newtown Square.



MARKTPLATZ continued from pg. 28

1989 944 Turbo S, 107,000 miles, \$12,500.

This car has been used primarily as a highway commuter, and occasional trip to the race track for drivers education (PCA events). Car has been very well maintained with every opportunity taken to make performance improvements. I bought this vehicle from the second owner in September 2000. Exterior color is "Stone Grey" metallic, and interior is linen (cream). The car is phenomenal on the track and always receives numerous compliments from instructors. There is a rollbar installed so this car is ready for the track or street (passes all PA state inspections).

Overall condition is very good, especially mechanically. Car Fax certified clean, no damage. There are a few minor blemishes including minor curb rash on the wheels, sport bucket leather seats do show lines, small crack on dash above passenger airbag, and scrape on left rear behind wheel.

Upgrades and maintenance: Full engine rebuild @ 93K (minus main bearing), New crankshaft and rear main seal at 90K, New Lindsey Racing Stage II cylinder heads 90K, New Rothstein racing clutch and flywheel at 75K, Fabspeed exhaust with cat bypass, Autothority Stage II chip, A/C Conversion to R134A refrigerant. Turbo twist rims + original rims included. ABS and dual air bag, Original window sticker. VIN # wp0aa2956kn150857. Additional track equipment included if desired: 2 ton jack, cordless pneumatic impact wrench, torque wrench, helmet.

Selling car to make room for rapidly growing family. Please email with any questions (tim@shorten.net <[http://mailto:tim@shorten.net](mailto:tim@shorten.net)>).





Riesentöter Region, Porsche Club of America

Picture Trivia



Anyone know what model this is? Hint: This model produced a 1, 2, 3 victory in a major road race. Looking for model and what year and race they dominated. If so drop a line to the Editor at editor@rtr-pca.org We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.

August Answer: Last month's picture was a Porsche 718 F1 car owned by privateer Carel Godin de Beaufort which was raced between 1961-1964.

JOIN US SEPTEMBER 14-16 FOR RIESENTÖTER PORSCHE-FEST AT POCONO RACEWAY

One weekend, six exhilarating driving and social events
for Porsche enthusiasts!



**FRIDAY-SUNDAY
SEPTEMBER 14-16**

DRIVERS EDUCATION

On Friday, Advanced (solo) drivers are invited to drive the IMSA (long) course. We'll be running just two groups – for high and low horsepower cars – so everyone will get plenty of track time.

Continuing Saturday and Sunday, Advanced and Instructed drivers will take on the IMSA course – and we'll also do one session on the famous Pocono Tri-Oval!

AUTOCROSS

Our friends from Pocono Region are organizing an Autocross in the front parking lot, with all entry fees going to Janet Weis Children's Hospital. DE participants will have time to try out the AX course as well.



PARADE TO POCONO *details tbd*

Of course, September is a great time to enjoy our region's beautiful scenery from behind the wheel of a Porsche. Club President Joe Asher is organizing a drive up to the track from the Philadelphia area.

SHINE & SHOW *weather permitting*

Show off your baby to an appreciative audience, or just drop by to admire and enjoy other beautiful cars!

INTRO TO DE & AX

Not quite sure you're ready for Drivers Education or Autocross? This unique program is for you! See a tech inspection performed, do parade laps on the track in your own car – and take three runs on the AX track.

BBQ Buffet

At the end of the day when the track is cold, all driver participants are invited to a barbecue in the paddock! Extra tickets will be available for guest and family at \$35.00 per person.

FOR MORE INFORMATION

Paul Walsack at track@rtr-pca.org or register on MotorsportReg.com for all events.