



DER GASSEER

DECEMBER 2012 / JANUARY 2013



From the Editor's Desk:

This month I would like to take off my editor's hat and put on my firefighting helmet. As some of you know for the last twenty years I've been a volunteer firefighter. During the past twenty years I've responded to thousands of calls for emergency assistance. Of these calls, hundreds have been for automobile rescues and accidents with fire. And many of these have been for horrific accidents that have taken the lives of drivers and passengers alike.

The evening before Thanksgiving this year, a call went out to our neighboring fire company in Doylestown, to respond to a two car accident on Route 611 in Doylestown. The first arriving units reported two vehicles badly damaged with four occupants trapped. A Honda CRV was struck in the rear by a Mustang Cobra. In the Honda, a grandmother and her 10 year old granddaughter. The Mustang contained the driver and his girlfriend. As crews began rescue operations and patient assessment, they discovered that the 10 year old girl had been killed instantly by the impact of the Mustang. Her injuries were too numerous and catastrophic. Her grandmother was critically injured and had to be flown to a trauma center for treatment. Both were wearing their seat belts when they were struck.

Investigators found the speedometer of the Mustang frozen at just under 160 miles per hour. Police estimate that the driver the Mustang struck the Honda at a speed between 142 and 154 miles per hour. The driver now faces a charge of murder for killing 10 year old Holly Berry as well as two counts of aggravated assault with a vehicle. In all, the driver of the Mustang could face 54 years in prison if convicted on all three charges.

The lives of the four individuals involved in the accident were changed forever as well as the lives of the first responders that worked at the accident scene. Over the next two weeks there were two fatal crashes in Bucks County.

The magnificent Porsches we drive come with great responsibility. The responsibility we have to everyone that we share the road with, is to drive safely. While I know that all of you do take great care while on the area's roadways, please continue to do all that you can to prevent accidents like these from happening. You may consider yourself to be a safe driver, but there are others like the driver mentioned above who are not, and threaten our safety and the lives of others we share the roads with.

Best wishes and Happy Holidays,

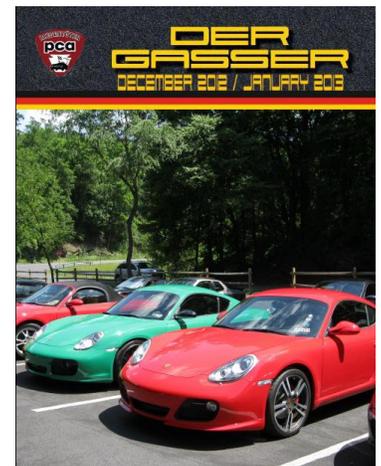
Dave Hathaway
PCA, RTR Editor, Der Gasser



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— On the Cover —



The Christmas Porsches of Marisa Kipco, Jonathon Arena and David Hathaway.

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

Updating Your E-mail

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

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

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



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Membership Report

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

New Members

<u>Member's Name</u>	<u>Town</u>	<u>Model Year</u>	<u>Vehicle Model</u>	<u>Month Joined</u>
Cliff Kratz	Telford, PA	2005	Cayenne	November
Kevin Labick	Ambler, PA	1992	911	November
Chris Paiz	Bryn Mawr, PA	2005	911 C2S	November
Don Shumway	Schnecksville, PA	2002	996	November
Jeff Smith	Conshohocken, PA	2001	911 Carrera	November
John Sverchek	Lehighton, PA	2004	Boxster S	November
Darren Tan	Devon, PA	2013	911 Carrera S	November
Dave Yocom	Plymouth Meeting, PA	2007	Boxster	November

Transfers

Paul Bocchini	Philadelphia, PA	2001	996 C4	New York Metro
Ken Braun	Bryn Mawr, PA	2012	Panamera	Central Pennsylvania
Francis Volz	Neshanic Station, NJ	1991	944	Northern New Jersey

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

November Anniversaries

55 Years

John Kent
Don Reinhard

25 Years

Ronald Jenkins

20 Years

Frederick Heiler

15 Years

Walter Beer
Dean Bortz
Gary Curran
Richard Kessler

David Schenk
Wendell Will

10 Years

David Maugle
Steve Meenan
Carl Tallardy

5 Years

Bruce Brod
Bernie Ebersole
Barry Edwards
Ronald Ettinger
Michael Kelly



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: Varsovia "Yoyi" Fernandez

Member Since: 2012

Model: 2009 911 Carrera 4

Current Miles on the Car: 18,153

Exterior Color: Black

Interior Color: Black Full Leather Interior

Date Ordered: November 7, 2008

First Date Delivered: November 14, 2008

Second Date Delivered: June 12, 2012

Dealership: Porsche of Conshohocken

Equipment:

Adapt Sport Seat in Leather with Driver Memory

Heated Seats

19" Carrera Classic Wheels with Colored Crest Caps

Universal Audio Interface

Bose Surround Sound System with

AM/ FM Radio with CD Player & SiriusXM

Bluetooth Interface for Mobile

Rear ParkAssist

Sport Chrono Package

Extend Navigation Mod-PCM 3.0

Thicker Leather Wrapped Steering Wheel

Self Dimming Mirrors

Porsche Dynamic Light System

Deletion of Model Designation

Notes:

I fell in love with the 911 while in high school in the 70's; had an affair with a 1983 Carrera SC as a young adult, and married Butzi this past summer in celebration of our 50th anniversary. Naming my 911 after its designer Ferdinand Alexander "Butzi" Porsche made perfect sense for a number of reasons: the 911 celebrates its 50th in 2012 when I began my 50th year of life and F.A. Porsche died this year. And... what better name for the sexiest auto rear ever designed, but Butzi? Butzi is dynamic, loves driving in any weather and stays in track as if it were in rails; loves RTR-PCA outings and play dates. Yes friends, this C-4 goes out on play dates and enjoys hanging out with the 4S.



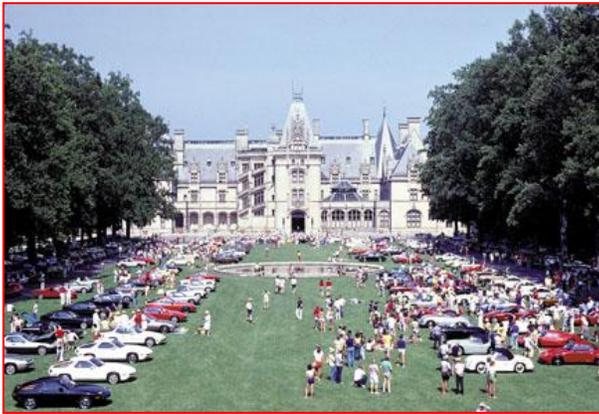


PCA Upcoming Events



2013 Porsche Parade: June 23-29, Traverse City, MI

Grand Traverse Resort



Parade is the “big” Porsche Club event of the year: our annual national convention. Parade has a potpourri of activities and club members from all across North America come together for this once a year extravaganza to participate in a week of competitive events, to socialize and enjoy their cars, with seminars and tours adding to the event’s variety. For many club members, Parade is their big vacation for the year. It provides them with an opportunity to see new parts of the country as well as to visit with PCA friends that they only see once a year, at Parade!

The term “Parade” evolved in August 1956, when 64 enthusiastic entrants gathered at a suburban Washington, D.C. motel for four days of Porsche enjoyment and friendship. A “parade” of Porsches through the countryside caused everyone to refer to the event as the Parade and the name has stuck. The current size of our convention makes a true parade of cars logistically difficult but we still do it when we can, and it is always a sight to see. Additionally, there are many other events to keep you occupied, please see the other pages in this section to get an idea of all the fun waiting for you.

Besides entrants, representatives from the Porsche factory in Stuttgart, and from Porsche Cars North America also attend, along with numerous automotive-related spokespeople. *Porsche Panorama*, the official magazine of PCA (and occasionally other national publications) publicize the event and the results.

Any member in good standing is welcome to attend the Parade and enter the four major competitive events. Along with them, CAFP and JPP members may also attend and compete in the four competitive events. CAFP (College Age Family Program) are children of members 18-24 years old. JPP (Junior Participate Program) are children of members who are 16-17 years old. Other immediate family members are also welcome and encouraged to attend, however they may not enter the four major events. Complete details on entrant eligibility may be found in the [Parade Competition Rules](#).

Parades are typically held in the summer, and each year the Parade moves to a different part of the country. Locations range from downtown locales to remote resort areas. Each year is unique. If you would like to see a Parade in your local area, please contact the [National Parade Committee Chair](#)

The Parade is a full week of fun that contains everything great about PCA. Come out and enjoy the party!

Sign-up will be announced soon on the PCA Website. www.pca.org

Drivers Education

2013 Nor'-easter DE Schedule

Below is the current schedule for all North-East upcoming Driver Education events. More info to follow for Tech Schedule for the RTR events.

<u>Date</u>	<u>NJMP Member Days</u>	<u>RTR PCA</u>	<u>Schattenbaum PCA</u>	<u>Other</u>
5-6 Jan				
12-13 Jan				
19-20 Jan		18, Instructor Dinner - PJ Whelihan's		
26-27 Jan				29-30, Tue, Wed - David Murry Track Days - Sebring
2-3 Feb				
9-10 Feb				
16-17 Feb				
23-24 Feb				
2-3 Mar				
9-10 Mar	Sat-Sun, Thunderbolt			
16-17 Mar			16, 17 - NJMP 16, Lightning, 17 Tbolt	
23-24 Mar	Thunderbolt, 22nd, Fri			
30-31 Mar				29-30, Fri, Sat - NCM Sebring
6-7 Apr	Thunderbolt 5th, Fri			9-10, Tue, Wed - David Murry Track Days - VIR
13-14 Apr	Lightning, Sun			12-13, Fri, Sat - David Murry Track Days - AMP
20-21 Apr	Lightning 18th, Thur. Open Track Day	17th, Wed. NJMP Thunderbolt - Adv. Only		
27-28 Apr	Lightning, 25th, Thurs, Tbolt, 26th, Fri		25, 26 - NJMP Thurs, Tbolt, Fri, Lightning	
4-5 May	Lightning 3rd, Fri.			
11-12 May (Mothers Day)				
18-19 May	16-17, Thur - Tbolt, Fri - Open TD Ltng	17, 18, 19 - Fri, Sat, Sun - Pocono N. Fri -Adv.		20,21, Mon, Tue - David Murry - Road Atlanta
25-26 May	Sat-Sun, Thunderbolt			
1-2 Jun	3 Mon, Lightning			
8-9 Jun	13th, Thur Open Track Day, Thunderbolt	7, 8, 9 - Fri, Sat, Sun - NJMP Lightning		
15-16 Jun	16, Sun, 17 Mon - Lightning			12-13, Wed, Thur - Group 52 Watkins Glen
22-23 Jun				21, 22, 23, Fri, Sat, Sun - Zone 2 PCA VIR
29-30 Jun			27, 28 - NJMP Thurs, Lightning, Fri, Tbolt	24-25, Mon, Tue - NCM VIR

<u>Date</u>	<u>NJMP Member Days</u>	<u>RTR PCA</u>	<u>Schattenbaum PCA</u>	<u>Other</u>
6-7 Jul	5, 6, 7 Fri & Sat, Sun - Lightning			
13-14 Jul	15, Mon. Lightning			
20-21 Jul				23,24, Tue, Wed - David Murry Track Days -NJMP
27-28 Jul	25 Thur. Thunderbolt	26, 27, 28 - Fri, Sat, Sun - Watkins Glen		31-1, Wed, Thur - Group 52 Watkins Glen
3-4 Aug	1st Thur, Lighthning, Open Track Day			
10-11 Aug				
17-18 Aug	15-Thur, Thunderbolt, 16-Fri, Lightning	20th, Tue. NJMP Thunderbolt		
24-25 Aug	26, Mon. Lightning			
31 Aug-1 Sep				2,3, Mon, Tue - David Murry Track Days - VIR
7-8 Sep	Sat-Sun Lightning			
14-15 Sep	16, 17 Mon Tue - Lightning	13, 14, 15 - Fri, Sat, Sun - Pocono Full Course		
21-22 Sep			19, 20 Thurs, Fri - NJMP Thunderbolt	
28-29 Sep				30-1, Mon, Tue - Group 52 Watkins Glen
5-6 October				4,5,6, Fri, Sat, Sun - Delaware PCA, NJMP Tbolt
12-13 Oct	10-11, Thur, Fri Thunderbolt			
19-20 Oct	16-17, Wed, (Thur Open TD) Tbolt	18, 19, 20 - Fri, Sat, Sun - Summit Point		
26-27 Oct				
2-3 Nov			2, 3 - NJMP Sat Lightning, Sun, Thunderbolt	
9-10 Nov	Sat, Sun, Lightning			
16-17 Nov	Sat, Sun, Thunderbolt			
7-8 Dec	Sat, Sun, Thunderbolt			



Defining Moments → Events that inspired your passion for Porsche

By Contributing Editor David Newton

Still shaking my head, I hung up the phone from our short conversation. I couldn't make this up if I'd been paid to do it, and I'll share this all with you in a moment. But let me first introduce you to Bryan Papillon. He's been a member of the PCA since 2005 when he got his Porsche 997, and has also continued his membership in the BMW club since 1992 having owned several. Although he did a lot of track events, most of his current Riesentoter activities have been social in nature. His favorite racetrack is Lime Rock, where he had some Skip Barber & Bertil Roos training; his 1988 E28 M5 a bit heavy for the tight turns, but forced him to learn more about handling and track dynamics.

His interest in cars began like many, building models and reading about them in magazines. He was drawn early to sports cars. Superior handling and engineering as compared to the more abundant muscle cars and hot rods seen around his neighborhood growing up. Although, there was that 1966 Malibu SS 396 he got a ride in once; astounding acceleration is hard to ignore. There was always something simple, uncomplicated about American cars. Sports cars appealed to his developing mechanical intellect, and getting the most out of cubic inches is more impressive than a big-block shoe-horned into a two-door sedan. Porsche seemed to understand this element.

What's currently in his garage? Well for one, a gorgeous 2011 911 GTS I had the pleasure of seeing at a few events this year. And then there's his wife Debby's 2011 BMW 335xi with M Sport Package, a car they ordered and picked up at the factory in Munich. Having recently seen a documentary on that very experience, I know BMW makes the occasion very special. This trip also included a Porsche factory tour and a day at the unbelievable Porsche Museum. Not surprising, even in a short conversation you can sense a passion for excellence when it comes to his cars.

Originally from Allentown, his job took him from the area in 1976 and he made his way around the country. Indiana, Tennessee, Texas, Connecticut, and Ohio among his stops before returning to the Philadelphia Suburbs in 1990. As I was going down my list of interview questions, thinking ahead for a story line, Bryan rabbit-punched me with his response to "What is your current occupation?" Ready? He's the Director of Technology for an explosives company. I'm sorry, what did you say? To me, there's only one thing better than a good chase scene, and that's when something blows up.

Preferably before, during and after the pursuit. Well now I'm on the edge of my chair, leaning toward the speakerphone, scrambling for a larger legal pad because I know the next 30 minutes aren't going to be ordinary. To temper my reaction and steer the conversation to the subject at hand, I asked the same question I pose to anyone who volunteers to be the subject of this column, why Porsche? Now we have arrived back to the teaser set up in paragraph one.

In adolescence, Porsche was always one of the cars that stood out ahead of the others for Bryan; whether reading about them, or identifying them from an admiring distance; "a long dream" as he put it. But when one of his best friends in High School graduated from West Point, Bryan went to visit him. The cadet picked a Porsche 914 as his present car. At that time, the 914 was quite an unusual machine. Controversial by many Porsche enthusiasts; a mid-engine targa-topped roadster. Impressive handling said supporters; an underpowered VW claimed the naysayers. Nevertheless, it was his first ride in a Porsche. Friends share their fortunes, and this was no exception. Bryan got the chance to drive one of the most unique cars every made by Porsche, or any other manufacturer for that matter. He remembers that moment as the experience that kindled a flame, which would smolder for years.

As time advanced, he continued dreaming; watching the models change. At one point an associate in England bought a 959, and gave him a ride in one of my top-ten designs of all time. Thinking back, he remembers it was a machine so far ahead of its time. For someone who so appreciated mechanical things, his interest in Porsche continued to deepen; closer to the day he would acquire his own. Although these events covered a span of time, there was a common thread that tied them together. But that day finally arrived. And in the most unusual turn of events.

It seems a customer in upstate New York failed to pay his explosive bill (pun intended). After many years of legal pursuit, they obtained legal rights to the client's possessions, which included (among other things) his house, his company vehicles and his three-year-old 1989 red 911 Cabriolet. A public auction was arranged to sell the possessions. Bryan was assigned the duty of witnessing the sale. When the time came for the event, he was the only one there. He approached the sheriff and asked him what he was going to do.

Defining Moments continued from pg. 10

The sheriff said he was required to hold the auction whether anyone was there or not. The gears turning in his head, Bryan asked what would be the protocol for bidding on the possessions himself. It turned out there was nothing precluding him from being a bidder; that was between him and his company. When the gavel came down, a ridiculously low bid of about \$4,500 landed him a car worth maybe twenty-five grand at that time.

The ensuing hours were a blur; he had to witness the other auctions where the business equipment was to be sold, and there was the requirement of getting \$4,500 cash by the end of the day. Bryan recalls the phone conversation informing Debby of this mysterious need to transfer money to a bank in New York, and her response, "Don't tell me you're in jail. Are you in trouble?" "No, no nothing like that." "Well, you better not be buying a car!"

"It's a long story, hon. I'll tell you when I get back."

Finally procuring the cash, Bryan delivered it as the sand emptied in the hourglass. As if there wasn't enough stress in the day, the sheriff informed him that the owner of the Cabriolet was not at all happy about the events surrounding the sale, and further that he had a permit to carry a firearm. "I suggest you get the car out of here under the cloak of darkness, and as quickly as possible. I'm not kidding." This was a Tuesday; Bryan arranged transport to his house in an enclosed trailer, which arrived just as he did. Debby's reaction? "You did buy another car! You can have one wife and one car, or two cars and no wife. You decide." I've met Debby, and Bryan seems

to be very much alive, and they've been together now for 35 years. So I guess that all got worked out. And Bryan still has his job, so clearly his boss was ok with the arrangement as well.

Today, Bryan is immersed in as many PCA activities that time allows. He treats his GTS like a family member; concerned for its wellbeing, and proud to show it off at local events to the other Porsche parents. There is something behind the purchase of these cars; something that triggers the course of events that lead us to ownership. For Bryan Papillon, that all began one day with a visit to his best friend at West Point.



***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 DNortonUSA@comcast.net A short conversation is all that's required!*

A handwritten signature in black ink, which appears to read "David Norton".



Massey Aerodrome Annual Holiday Party

By Scott Duvall

I had never even heard of Massey, MD, much less that there was an airfield there when Paula Gavin suggested it might be fun to join up with the Delaware PCA crew to head down there for their annual Holiday Pot Luck. First I checked out the Delaware PCA website for details and found some photos from the previous year. All kinds of light aircraft had flown in from throughout the region. Being a bit of an aviation buff, we decided to head down there and check it out.

Doing a little research up front I found that Massey itself is basically a crossroads where Rt. 330 and 313 intersect in Kent County Maryland. The Aerodrome opened in 2001 and is a grass airfield. The museum opened the following year and is dedicated to grass roots aviation. Checking the forecast for the day it was predicted (guessed) to be mostly sunny so we made our plans and decided what to fix as our donation to the pot luck.



Well, Sunday December 2nd started off extremely foggy. It didn't bode well for an event featuring aircraft that have minimal instrumentation and have to follow visual flight rules. We made our way down to the northern meet-up point as there were two groups from Delaware making the trip. As we commiserated with each other about the chilly fog laden morning P-cars gradually gathered and we finally set-off on our way south. The further south we got, the more we could actually see. Finally the fog cleared as we drew near our destination, although it was still a bit overcast.

Once we arrived the cars were all arranged in front of an old DC-3, unfortunately not flyable. As we helped get all the food into the museum building for the upcoming feast, more and more people started showing up. We decided to tour the hangars while we were waiting and that's where I found the beautiful Stearman above. The plane was absolutely gorgeous. I also saw a 1937 Stinson Reliant tucked away, which actually took to the air later in the day.



Other aircraft in the hangars included a 1957 Piper Pacer, a 1948 Cessna 170, a Bucker Jungmann BU 131 (this was a little screamer when we saw it come out!). There were also a few ultra-lights and a glider. If you're interested in what's hiding out down at Massey please visit here: <http://www.masseyaero.org/airplanes.html>

Around noon the sun finally made a showing and we had a great clear day for the rest of the event. It wasn't long after that we started to hear the sound of planes and then we could see them. At first only one or two, then it would be four or more at a time coming in, circling, and lining up for the grass strip. I've got to say the ground directors did an ace job of getting all the aircraft to a safe spot to shut down without incident. We took a break and went in for the feast which was huge!! Turkey, ham, veggies, shrimp, and tons of sides. Everyone outdid themselves with the meal, there was more than enough for everyone. We even had a vat of hot cider to help keep you warmed up.

We eventually went back out to watch more planes and there plenty to see from an interesting helicopter, a gyrocopter, and even a Chinese military trainer. All in all, as usual for a PCA event, it was the people we met that made the event special. Thanks Delaware PCA!!



National Wreath Project

By Dave Hathaway, Editor

In October a friend of mine invited me to participate in the National Wreath Project. This project is an extension of a program started in 2006 by John and Susan McColley and the Sgt Mac Foundation. The McColleys are parents of Gettysburg native and United States Marine Corps Sergeant Eric McColley who was killed along with 7 other Marines and 2 Airmen in a helicopter accident off the Horn of Africa on February 17, 2006.

The wreath project began when Eric's parents started placing wreaths on his grave around Thanksgiving of 2006. Each time they visited the cemetery in Quantico with a new wreath they would place the existing wreath on the grave of a neighboring Marine. Susan eventually mentioned they should purchase more wreaths to place on as many graves as possible because far too many graves were not being decorated. With families all over the country the couple decided to explore the possibility of purchasing as many wreaths as possible. One thing lead to another and the couple was able to purchase 515 wreaths, which they placed on graves at the Quantico National Cemetery in Virginia, with the help of a few friends and family members on Christmas Day 2006. It was at that time that the decision was made to make it an annual event, and The National Wreath Project was born.

Each year wreaths are placed on graves at the Gettysburg National Cemetery and the Quantico National Cemetery in Triangle, VA. Each year the number of wreaths that the project has been able to place has grown and the goal for this year was 7,000 wreaths.

I jumped at the chance to help honor our fallen service men and women as well as take the Cayman on a pair of drives. On Friday October 26th my wife and I drove out to Gettysburg for the first day of the project.

We left our house at 4:30 AM in the dark to make the trip out to Gettysburg. After a three-hour drive we arrived shortly after 7:30 AM in the parking lot of a Giant Foods. The parking lot was filled with two tractor-trailer loads of wreaths, about 200 volunteers and dozens of assembly tables along with supplies. Since it was only 29 degrees outside we quickly jumped in to help and keep warm.

The first task was to put stickers on some of the bows that would be attached to each wreath.



These stickers indicated that the wreath was sponsored by one of several veterans groups or a family. Once that was done, we began attaching a bow to each wreath. This process lasted for two hours until each of the 7,000 wreaths had a bow attached and they were loaded onto the tractor trailers for transport.



After all that had been completed, we had a couple of hours until we needed to be at the cemetery to start laying the wreaths, so Kim and I decided to drive into Gettysburg to have lunch. After lunch we drove over to the Gettysburg National Cemetery for a brief ceremony and the wreath laying detail. This being the first time that we have participated in this event, we didn't know what to expect.

Most of the two hundred volunteers from the morning came to the cemetery to help out. Many of these volunteers had helped out in past years and some of these

National Wreath Project- continued from pg. 13

volunteers were family members of fallen service men and women killed in Iraq and Afghanistan. We received instructions from the event organizers on how to place each wreath. We were told to lay each wreath at a forty-five degree angle leaning up against the head stone so that the name was still visible. The task for the two hundred volunteers was to place 1,600 wreaths in total.



Kim and I got in line and were given four to six wreaths each and then we proceeded to the first group on gravesites. As we placed each wreath we paused to read each headstone in an effort to get to know each of the individuals we were honoring. In all Kim and I placed about a dozen wreaths each. The last group of wreaths we placed were on the graves of members of several bomber groups that were killed in the line of duty in the Spring of 1944 during World War Two. We were humbled by what we had experienced during the day and by the tremendous sacrifice made by so many for our country.



The next day (Saturday) I met up with our Membership Chair Paula Gavin at the rest stop in Delaware on I-95 at 5:45 AM. Paula wanted to participate in honor of her father who served in World War II during the Battle of the Bulge. After a short stop we began the three hour drive down to the Quantico National Cemetery in Quantico Virginia to participate in the wreath laying event there. The drive was uneventful with surprisingly light traffic and I managed not to lose Paula as I followed her down.

Due to the light traffic we arrived at the cemetery about an hour early before the 10 AM event start time. This turned out to be great because as other volunteers arrived it became obvious that parking inside the cemetery was going to be tight.

At 10 AM the event organizers gathered the volunteers, now totaling more than 500, around a temporary stage for an opening ceremony. A Maine Corps Honor Guard presented the colors followed by the playing of Taps played by Marine buglers. Several buglers were positioned throughout the cemetery to provide an echoing effect of Taps from one end of the cemetery to the other.



The effect was the most moving rendition of Taps I have ever heard. Coupled with the silence that followed and being surrounded by the thousands of brave men and women who have served our country, made for one of the most profoundly moving moments of my life.

Following the ceremony we received our instructions on how to place the wreaths. These instructions were the same as the ones we received on Friday with one exception.

National Wreath Project- continued from pg. 14

Today the goal was to lay 5,400 wreaths that had been transported in two tractor trailers. Before the ceremony, volunteers including Paula and I helped to offload many of the wreaths and place them in stacks alongside the curb. This would make it easier for the volunteers to quickly grab armloads of wreaths for placement, while another group continued to offload the remaining wreaths.



Paula and I each took our first armloads of wreaths and went to one section of graves and started to lay each wreath. Just as my wife and I did on Friday, Paula and I took the time to read each headstone and pause for a moment of reflection. We repeated this process until we each had placed a dozen or so wreaths. It took less than an hour for all 5,600 wreaths to be placed.



During the event we met many veterans and their families as well as several biker groups dedicated to honoring those who have served and continue to serve in the

military, including the Patriot Guard. Once the event ended Paula and I decided to leave. On our way back to our cars we discovered that they had been “flanked” by dozens of motorcycles from the “Strength and Honor” Motorcycle Club of Virginia. The club is comprised of veterans and emergency service workers. There was a mutual admiration as Paula and I admired their fantastic motorcycles and they in turn complimented us on our Caymans.



After we left the cemetery we visited the Marine Corps Museum that was nearby and then headed home. In all I think I drove about 13 hours over the two days and travelled about 700 miles in the Cayman. During those 13 hours of driving I had plenty of time contemplate how thankful I am for those who have sacrificed so much on our behalf.

Not Just Another Meeting

By David Newton, Contributing Editor

Almost every month, the Riesentöter region of the Porsche Club of America gathers as a group at different venues to meet and discuss upcoming activities and related club events. The content of the meeting is admittedly not always as exciting as jumping out of an airplane with a paper parachute, but it's generally informative and there's usually some good food to pack away. And it hurts less than the whole airplane thing. So what can we do to lure the weary from their long day at work, drag themselves to a place more likely further than their normal commute home to a warm beer and a cold bed? We find a stimulating setting, an interesting theme and then add in a little education for good measure.

My first club event was the meeting at the Reading Phillies game last year. Unfair to lead with arguably one of the more unique venues, but that's how it worked out for Christine and I last summer, having joined the PCA just a week before. Most of the gatherings don't usually have this type of spread (full barbecue complete with steaks, burgers and dogs), nor the view of the Reading Phillies baseball park. They also don't typically serve up record-breaking temperatures (104 degrees at one point during the event). We met up in a dedicated parking lot and made our way to the gate that led immediately to the picnic area. We started with some introductions, a little meeting time, and ended up in great seats along the third base line. When it got too hot to tolerate, we wandered around the vendor area, moving from one shaded spot to another. We watched a character band in full "mascot" garb playing Led Zeppelin, Lynyrd Skynyrd and other classic rock cover tunes. Then made our way back to the picnic area where I burned off a 5000-calorie meal just sitting in the shade.



Our next meeting was more of the educational variety. We met in the bays of Possum Hollow Motorsports, got a tour of their neighbor's facility, Phoenix Performance, ate a little pizza and talked about future events and activities. The tour was exceptional; we saw a collection of track prepared cars in various stages of finish, some pretty high-tech equipment and then got a comprehensive breakdown of what it took to sustain a serious racing habit. It was also at this meeting that I learned about the Taste of the Track program (replaced this year by Introduction to High Speed Drivers Education), so definitely worth the 90-minute investment. That and Possum Hollow is like a mile and a half from my house. The whole concept of racing had always been just an adolescent fantasy, but it came to life that evening for me at least, and I began my rather sluggish but steady venture into the variety of PCA driving programs which will now supplement my Riesentöter social activities addiction.

Subsequent locations included several different car dealerships; each with a unique theme and guest speaker. Whether it's a new facility, a surprise giveaway or just an opportunity to participate in the conversation with other members, there's always something different going on. A few months ago, we held a meeting at CJ's Tires in West Chester. They opened up the bays; spread some chairs around providing the perfect atmosphere for club discussions. This particular evening had an unusual group of cars in attendance and we all hung around afterward chatting about our favorite Porsche topics. That might be the best part of club meetings; there's always a different crowd with unique car-related interests and stories. For that reason, I try to arrive a little early and it's not unusual for me to be among the last to leave.



Not Just Another Meeting- continued from pg. 15

There is clearly an attempt to spread the locations around the region so as to include as many different members as possible. If it were held at the same place every month as with other organizations, it would be consistently unfair to many members. So although you might not be able to get to some of them, there's a good chance a future meeting will be held near you. I've never been disappointed driving a distance when it's not held near me.

One of my favorite meetings was Pocono Raceway this fall. As inconvenient as this might have been for those not attending the DE event that weekend as I did, there was a huge turnout. And not just by attendees either. Some came up just for the meeting and picnic. Admittedly, the location might have had something to do with it. Just walking around the garage area and hearing racing machinery firing up all over the place would have been worth the drive for me. If you got there early enough, you'd have heard the wail of some serious racing when they opened up the full tri-oval; and if you were smart, you found a grand-stand seat just before the main straight so you could see and hear the cars reaching their limits. A truly great event which incidentally, I would not have gone to, had I not attended the aforementioned meeting at CJ's.



Drivers getting ready at Pocono Raceway.

Our last gathering of this season was at Speed Raceway in Horsham; an indoor carting track complete with first class meeting facilities with an opportunity to drive some pretty quick carts on a challenging course. The point I'm trying to make is that there's always something different to take in at each meeting.



Track Chair Paul Walsack addresses club members at the Pocono meeting and DE event.

Sure, nothing will appeal to everyone, but the best way to find out what's in the headlights or around the curve is to spend an hour or so with your fellow Riesentöter members every month. To carry the analogy further, you also get a unique perspective in the rear-view mirror; find out what you missed and why you should try to attend every meeting you can get to. Who knows? You may learn of a unique PCA program, or talk to someone who can fill you in on an annual event you missed out on last year. Or just chill out and shoot the breeze with a unique group of like-minded friends. I know I haven't wasted my time yet.



Brian Minkin talks about the DE program at the meeting that was held at Porsche of Conshohocken.

Post Thanksgiving Brunch

By Dave Hathaway, Editor

On Sunday November 25th, about 25 RTR members attended our annual post Thanksgiving Brunch. The brunch was held at the KC Prime located at 1580 Easton Road in Warrington, PA, this is one of two KC Prime restaurants; the other is located in Lawrenceville, NJ.

We met in the parking lot at 9:45 AM and then proceeded into the restaurant. For those that still had room for more food after Thanksgiving, there was an expansive buffet featuring both breakfast and lunch selections. Some of our members began by making a beeline straight to the desserts in an effort to satisfy their sweet tooth.

The restaurant is across the street from Porsche of Bucks County and was originally a Houlihan's Restaurant until about a year ago. Both the selection and quality of the food offered at KC Prime was good and my wife Kim and I will be going back soon for lunch or dinner after the holiday's. Here is a link to the website for both KC Prime locations that includes directions, menus, and information on special events at both restaurants. You can even make reservations online for either location.

<http://www.kcprimerestaurant.com/>

Special thanks to Mike and Donna Broderick for organizing the brunch.



Paula Gavin's Cayman S has had a couple of holiday inspired "modifications."

Technically Speaking- Sport Chrono Package

By Planet-9.com, Edited by Dave Hathaway

Like PASM, the truth about the Sport Chrono Package has eluded many automotive a journalist, many of whom have suggested that Sport Chrono is nothing more than a \$920 stop watch, but Sport Chrono is much more than that.

This option takes control of many of the Cayman's on board systems delivering absolute sport driving characteristics. When the Sport Chrono button is pressed, many things happen including:

- The drive by wire throttle map is changed making the car feel more responsive and making 'heel-toe' downshifting easier.
- PASM is switched to Sport Program to provide more crisp handling and less body roll.
- PSM (Porsche Stability Management) intervention limits are increased to allow more aggressive driving without triggering a system response. (In normal mode PSM triggers if one wheel is about to lock up, in sport mode it triggers when two wheels are)
- The Soft Rev Limiter is replaced with a Hard Rev Limiter allowing you to get full power all the way to redline (more info below)
- The Triptronic S/ PDK transmission will switch to a more aggressive shifting map that keeps the engine ready to go. (PDK also has Sport+ mode, more info below)
- The Porsche Sport Exhaust will automatically switch to its' sport sound.

Here is some clarification that will help you to understand some of the functions:

Rev-Limiter Function

What is a Rev Limiter? - A rev limiter is a safety device that cuts fuel, ignition or both at a specified RPM to prevent an engine from continuing to rev beyond its mechanical safety limit.

Hard Rev Limiter - The most basic of rev limiters, a Hard Rev Limiter does nothing until the engine reaches the predefined engine speed at which point fuel and ignition are shut off. This can be very abrupt and hard on the power train as the engine cycles on and off between full power and no power. The very first rev limiters installed were all hard rev limiters.

Soft Rev Limiter - Because hitting a hard rev limiter can be uncomfortable for the driver and hard on the car, manufacturers created the 'Soft Rev Limiter'. A Soft Rev Limiter reduces power output by retarding ignition timing as the engine approaches its limit. This usually begins about 500 RPMs before the hard cut off point. As the ignition timing is retarded and power drops off, the resulting feeling of power loss signals the driver that it's time to shift. If a driver ignores this, ignition timing is retarded further until the rev limit is reached at which point the resulting cut off is much 'softer' because the engine is not being cycled on and off between full power and no power. All 987/997 models come with a Soft Rev Limiter.

How does Sport Chrono affect the Rev Limiter? - Sport Chrono does not change the cut off RPM, which remains at 7,300 RPMs on cars with or without Sport Chrono Package. It simply removes the 'Soft' cut off that begins at 6,800 RPMs and allows the engine to produce full power from 6,800 - 7,300 RPMs. A car without Sport Chrono will start losing power at 6,800 RPMs and continue losing power progressively until 7,300 RPMs where the hard cut off will finally be reached. Sport Chrono Package will replace the car's Soft Rev Limiter with a Hard Rev Limiter during Sport Mode.

No one has ever quantified the difference in horsepower in the 6,800 - 7,300 RPM range, but it is there by design and undisputable. Anyone with Sport Chrono can attest that the engine will rush to the hard cut off in Sport mode, where in normal mode they can obviously feel the flat spot.

PDK Sport Plus Mode

Sport Plus mode in conjunction with PDK is the ultimate Sport mode in a modern Porsche, in addition to the normal Sport mode it enables:

- Launch Control, for the best possible take off from a standing start.
- Motorsport derived gear change mapping.
- Locks out 7th gear.
- Never shifts before red line (Normal Sport mode will shift higher than non sport but "can" shift below red line if the car is not pushed hard).

Difference between Sport Plus and Sport Chrono Plus

There has been misconception between Sport Chrono Plus and Sport Plus, this section defines each.

Sport Chrono Plus: This is a *package*, i.e. If you have PCM, you can order SportChrono Package Plus, this gives you a Sports Display in the PCM, which enables you to track and save your lap timings and save individual memory preferences for things like door locks and interior lightning.

Sport Plus: This is the additional button that comes when you have either *Sport Chrono* or *Sport Chrono Plus* packages with PDK, it provides the aforementioned benefits.

Most owners who have Sport Chrono say they love the way it makes the car feel and that they use it quite often. This feature works nicely in conjunction with many of the other options like PASM, TipTronic S and Sport Exhaust to give the Cayman a 'Jekyll & Hyde' personality. At one moment ready for a night on the town, and the next moment ready to be a track day star. Features like this help make this incredibly capable car more forgiving when also used as a daily driver.

Yes, Sport Chrono does come with an analog/digital stop watch which is useful when tracking lap times. Sport Chrono Plus with PCM interface also stores lap times and history data in the PCM interface. These features are really best appreciated on the track when lap times are of interest to you, but all of the other features are just as much fun on the street.

After research this option you will come to the conclusion that most people who did not buy it, wish they had.

Benefits:

- Gives the car a Jekyll & Hyde personality, firm everything up for the track or soften it all for cruising at the touch of a button.
- Two different throttle maps, useful when cruising slowly vs. spirited or track driving.
- Tiptronic / PDK shifts are much faster.
- PDK with SportPlus gets a race driven shift pattern and launch control.
- PSM threshold is higher, you can have more fun without turning it completely off.

Drawbacks:

- Some people don't like the idea of having two throttle control maps. It has been argued that practicing in one map will make your reflexes less familiar with the other map
- Some people consider it expensive especially when most aftermarket flashes can enable the Sport throttle map (but not the faster shifting or other benefits).

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Drivers Education

By Mike Kling, RTR Member

One man's odyssey through the world of the Porsche Driver's Education Program.

Shortly after my first track event in October 2008 I posted the following on our RTR forum:

Six Months ago I thought DE was just an abbreviation for Delaware.

Earlier this year, at my first RTR meeting there was much talk about "DE". Why was there so much interest in Delaware, I wondered. Soon, I realized that DE was an acronym for something else. After my first caravan, several members suggested I try AX. This time I quickly asked what that was all about instead of trying to assign some arbitrary meaning. I attended several Autocross events under Steve McMorn's leadership. Great experience, great camaraderie.

After many conversations with several members I decided to try DE. What better way to start than with a brand new track and the first RTR event at Thunderbolt? All went smoothly. I set up with my AX friends in the sand. I passed Safety Tech with no problems. Driver's meeting was next. BIG emphasis on not going off the track, lots of talk about dust and dirt. Off to class, then an hour or so break to hang out. Everything was going to plan.

I hadn't found my instructor, but surely he would find me in staging. Anticipation faded to despair as each car passed by me and onto the track. The last car was on the track and I was left behind. Then I spotted someone, helmet in hand, running toward me. George Busch quickly introduced himself. Should I make a comment about the name or just ignore the coincidence? I chose the later. He wasn't scheduled to instruct, so he had no "chatterbox". "No problem", I said (actually I didn't know what he was talking about). Off we went.

At turn four I learned about dust and dirt as it quickly filled the interior of the car. Thirty seconds on the track time and now I was off it. George's calm voice quickly got me reconnoitered and we headed for the penalty box. "What happened?", the headset guy asked. Like I had a clue.

George rescued me with the right answer before I made matters worse by saying something wrong (or stupid), and we were off again.

The remainder of the first session was pretty hard. My confidence bag was totally empty now; with one exception; George Busch. I had total faith in his ability to get me through this. He then invited me to ride with him on his next run. He continued his instruction as he drove, explaining everything he was about to do and then executed. Amazing.

Sitting with my AX friends waiting for the next session, I had serious doubts about going out again. About the worst you can do in AX is mangle some orange cones. The stakes were clearly higher with DE. Jim Wirth told me he hated his first day as well, and to give it another try, it'll get better.

I wouldn't have blamed George for feeling that he drew the short straw with me. He got thrust into instructing and got what would appear to be the event problem child (me). For our next session he bought a "chatterbox" (the ear piece and microphone thing, I learned) and now we could clearly communicate.

Fate often provides interesting twists in life's journey. George Busch was without question the absolute best person to have as my instructor. He must have instinctively known that I was going to need coaching. With his voice in my ear at every turn, I was able to get through without incident. I even got the checked flag, along with everyone else, just like my son's T-ball games. Everyone's a winner!

Saturday was a great day. Speeds picked up. Turns went smoother. I even passed a Boxster. My confidence was restored and I ended the day feeling great. George had to leave Saturday night so I had another instructor on Sunday. Kevin was great as well helping fine tune my turns. In fact, every RTR member exhibited the highest degree of professionalism throughout the weekend.

To you George Busch, I would like to offer a special thank you and my heartfelt gratitude. Without your guidance and patience I never would have lasted the weekend.

Drivers Education - continued from pg. 20

And to answer the question asked of all newbies, yes, I'm hooked!

That's what I wrote four years ago. Grabbing the gold ring of becoming an advanced driver wasn't even on the horizon. Yet, here I am, four years later, having been promoted to the Black Run Group, which makes me an "Advanced Driver".

We have a large club with many activities. Not to discount our other events by any measure, but our track program is truly unique. The men who have devoted their talents are relentless in their devotion to make you succeed. Many members have been responsible for my success. To all who have helped pull me through, I thank you.

However, through it all, one man is always there for me and is a constant source of encouragement and mentorship. Without his efforts pushing me through every turn, making me go faster while still being safe I would have never succeeded. So to Brian Minkin, I give my most heartfelt thanks. And of course, as the saying goes, behind every good man is a great woman, my thanks also to Terry Minkin. Her encouragement, friendship and putting up with all us track knuckleheads deserves appreciation from all of us as well.



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Shifts and Giggles

By Jeff Walton, Contributing Editor

As the holiday season approaches we have to be a bit more careful on the roads this year. More and more people are taking to the highways and byways in order to visit family and friends because airway travel is on the decline. Some people blame the higher cost of fuel which directly affects the price of the ticket but I tend to believe it's more about the overall hassle of even nearing an airport during the holidays.

Say I want to go to out and watch the Penguins take on the beloved Flyers, hypothetically since the NHL is on lock out like the Porsche service department during Thanksgiving, I could literally drive from Philly to Pittsburgh in four and a half hours, a bit over the speed limit but I drive a Porsche for a reason. Now on this trip I'm totally in control and my out of pocket expenses would be \$40.44 for roundtrip on the turnpike, \$84.53 in gas, \$1.79 for a Snapple on the way out and \$1.59 for a pop for the ride back, thus taking a sum of \$128.35 out of my wallet. I can leave at 8 a.m. and be in steel town just in time for a Primanti special because I just love an all inclusive meal in a per bite package.

Now let's take airline travel. Sure you can get from p to p in less than an hour but that's not mentioning the entire process. The process starts long before you are in the air. So we're are going to back up a bit and say departure time is 10:30 a.m. meaning to comply with standard airline procedures you should arrive for your flight 2 hours prior to take off in order for you to watch the departure board so you can tell precisely the exact time your flight will be delayed. Doing the math and your optimal arrival time by car to PHL is 8:30 a.m. and doing more math that places you in primetime rush-hour traffic so plan on leaving enough time for overturned tractor-trailers and your conclusion is to exit your driveway by 7:00 a.m. Your next decision, where to park? Short term at a higher daily rate or park and ride, wait for a bus and ride around a parking lot for awhile picking up enough people to justify a trip to the terminal? Now the fun really starts...the terminal confusion. Hopefully you bought yourself 5 minutes of freedom by printing out your boarding pass so you head straight towards the gates of hell.

Next you meet Cerberus....or as some call them the TSA. Since they have been given the reigns not one terrorist has taken over a plane since 9/11. On the other hand they have made the skies much safer to fly by confiscating millions of wine openers, light sabers, bic razors, and billions of shampoo bottles leading to increase sales of hygiene products.

They are the ones who come up with these inane and archaic rules...you can't take a 12 ounce bottle of liquid on a plane, yet you may take four, 3 ounce bottles...this is the exact math they teach you in grade school...it's the same amount people. Plus when is the last time shampoo killed anyone? Then you must take off your shoes...everyone must take off their shoes because one idiot decide to put a few grams of gunpowder in his footwear...could you imagine if that guy decided to put it in his underwear instead? Then there's the rule you can't take bottle water on a plane because a plastic Deer Park container I guess looks just like the bombs they use in Afghanistan. You can't take the bottle water on the plane because it could be a potential bomb, yet they let you dispose of that same bottle, that same potential bomb, in front of hundreds of people waiting in line for the pierce body parts detector...does that make any sense whatsoever? Once you realize that the rubber gloves these TSA employees are wearing have been in many places people don't normally wash you shutter in fear thus alerting the manager for a more thorough pat down and questioning. An hour later you arrive at your gate to see the inevitable "delayed" for the time of departure. As you wait for the replacement of lost flight attendants you do a quick calculation and realize if you would have taken your Carrera you would have almost arrived at your destination by now but you're not.

Now you must wait until they call your row or zone once the cabin has been cleared of trash from the previous flight and the pilots are fully caffeinated. Once they call your zone you'll have to wait for the 12 people in front of you asking the flight attendants what zone was just called. You finally make it to your seat after your ankles are swollen from all the carry-ons running into your shins. You buckle in, listen to the flight attendants tell you how a seatbelt will save you from a 25,000 feet free-fall and your seat cushion can be used as a flotation device...which leaves me to wonder do cruise ships have parachutes in case of an emergency? Then you taxi down the tarmac and suddenly stop...the pilot squeaks out an announcement that you are only 28th waiting in line for takeoff...you do the math again and realize that's about an hour and half away and had you driven your Porsche you would have most certainly been there by now.

Eventually you lift off and all is well until you circle the airport waiting to land due to weather in Denver and that's 1700 miles away. You finally land, wait for the plane to empty and make your way to baggage claim and wait like rats waiting for cheese for good behavior and you realize again that you are still not at your official destination and it's already 2:30 in the afternoon. Ah air travel is a real time saver, plus it only cost you \$475 for your roundtrip and an extra \$25.00 for checked luggage, \$9 for TSA approved and tested bottle water, \$40 in parking, \$86.50 for taxis, which gives you a grand total of... who the hell

cares... because that's why the roads are going to be packed this holiday season.

So when you are sitting in traffic trying to visit family and you realize your speedometer goes to 200, you also realize you are in control and saving a butt load of money. So just think of all the extra mods you can do to your Porsche with the savings from not having to buy airline tickets and think of all the extra time you can argue with your relatives since you're not waiting for luggage that is on its way to Albuquerque instead of Pittsburgh.

Safe travels and merry to all.

MARKTPLATZ

Please note terms:

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

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

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

Panorama Magazines - from late 1988 until December 2011. Something like, 278 monthly magazines. Should be complete, but a construction project has the magazines scattered and I cannot quickly confirm. \$275 and you pick up. Happy to ship whatever way you specify (and pay for).

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2003 911 Turbo Coupe

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

Tires for Sale:

I realize that some of you park your pride and joy during winter however I have two sets of winter tires that I am looking to sell.

The first set has would you believe 100 miles on them (long story) They are :

Bridgestone Blizzak LM – 60 255/35R20

MSRP (tirerack) \$ 1,380 **sell for \$ 750**

The second set came off my 911 and have 3,500 miles on them, they are

Pirelli winter sotozeros Front 235/35/19 and rear 295/30/19

MSRP (tirerack)\$ 1,178 **Sell for \$ 550**

Both sets are in perfect condition. Prices as listed above. Please feel free to contact me if you have any questions.

Kevin Morman

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kevin.morman@aon.com

Goodie Store Info for Lands End

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

Step 1: Go to this web site address:

www.landsend.com/business

Step 2: Register and set up your own account

Step 3: Download our logos into your personal logo library

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

Nickname: RTR 3in

Nickname: RTR 2.25in

Logo number: 1263163

Logo number: 0139522

Customer number: 5042945

Customer number: 5042945

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



Riesentöter Region, Porsche Club of America

Picture Trivia



Anyone know what model this is? I think it's one of their most beautiful race cars. What year was it retired from racing and what replaced it? 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.

Our winner for 2012 is Vidal F. de la Cruz who will be sporting an RTR jacket of his choice.

November Answer: Last month's picture was a Porsche C88. It was a prototype family car designed for the Chinese market in 1994 by Porsche in response to the Chinese government's invitation to a number of international automotive manufacturers for a new range of cars. It was completed in four months by Porsche engineers and was displayed to the public at the 1994 Beijing Auto Show.