



# DER GASSEER

SEPTEMBER/OCTOBER 2013



MIRROR ARE CLOSER THAN  
THEY APPEAR



## From the Editor's Desk:

I subscribe to several Porsche blogs and news feeds and came across a story that really touched me. I came across this story several times both in print and in a video on YouTube. The story is about an owner of a 1964 Blue Porsche 356C, Guy Newmark.

Guy's Father bought the 1964 356C new, and then passed on to his son after putting 80,000 miles on it. What's even more amazing is that this Porsche now has over 982,000 miles on it and its still running like new.

The cars owner says that he has new oil put in it every 3,000 miles and it has been serviced by the same mechanic for over 40 years. This mechanic knows every inch of the car and is trusted to look for new parts and replace them whenever they are needed. During the past 49 years the engine has been rebuilt three times and the transmission was replaced at the 900,000 mile mark.

I don't know about you, but the most miles that have ever put on one of my cars is 116,000. The fact that this 356C has over 982,000 miles on it blows my mind. Do the math, this means that between Guy and his father they have averaged driving this car over 20,000 miles each year. This is such a testament not only to the passionate and caring owners, but also the engineering and reliability of Porsche vehicles.

The other thing that really struck me is that both Guy and his father drove and continue to drive this Porsche every day. So much so that Guy says "When I pull the car into the garage, I'm kind of upset I'm home already and I wish I could keep driving. Sometimes I create or make up errands to run just so I can drive more." When I heard this in the YouTube video I realized that I do this also. I look for reasons to take out the Cayman, because every time I drive it, it puts a smile on my face.

Many of friends ask me why I drive my Cayman to the store or the firehouse or why I might take it on a vacation? My answer has always been because I love driving it and that I didn't spend all this money on a car just to let it sit in the garage. The current Cayman won't make it 980,000 miles, but maybe the next one will. That's another story for later. Look for the Million Mile 356 video on YouTube.

Drive Safe

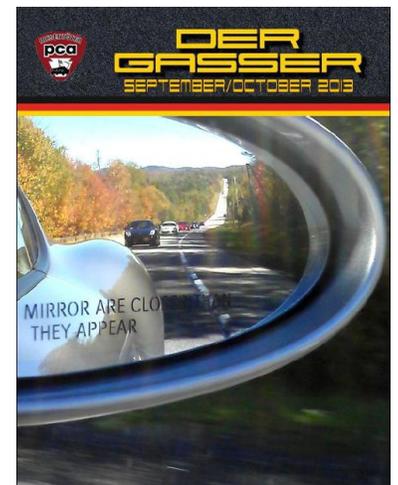
Dave Hathaway  
*Der Gasser* Editor



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### — On the Cover —



**Lake Placid Run with  
Zone 1 Cayman Register  
Photo by Leslie LaGrossa**



# DER GASSER

A monthly publication of  
the Riesentöter Region  
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## Updating Your E-mail

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

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

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

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

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

## Advertising in *Der Gasser*

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

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

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

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

Quarter page ad for one year: \$975

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

## Advertising on our Web Site

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

# Membership Report

Submitted by Paula Gavin, Membership Chair

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



## New Members

<u>Member's Name</u>	<u>Town</u>	<u>Model Year</u>	<u>Vehicle Model</u>	<u>Month Joined</u>
Jason Beck	Villanova, PA	1989	928S	August
Rene Boesch	Oxford, PA	2001	911	August
Patrick Bolognese	Bridgeport, PA	2066	Carrera	August
Mike Buglia	Collegeville, PA	2004	911 GT3	August
David Callaghan	Collegeville, PA	2009	Boxster	August
Bill Georges	Bryn Mawr, PA	2013	911 C4S	August
Kurt Koch	Springtown, PA	2007	911 GT3	August
Mike Lower	Blue Bell, PA	2013	Boxster	August
Bruce Lutz	Media, PA	2014	Cayman S	August
Lee Patrick	Lansdale, PA	2009	Boxster	August
William Rosi	Easton, PA	2012	Cayman	August
William Safranek	Easton, PA	1997	911	August
Rick Silver	Treose, PA	2013	Panamera	August
Christopher Vaile	Landenberg, PA	2008	911	August
Jeff Weiss	Conshohocken, PA	2006	Boxster	August

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](mailto:membership@rtr-pca.org).

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

## Transfers

Michael Burg	Berwyn, PA	1984	991	Central PA
Ingo Elfering	Newtown Square, PA	2014	Carrera	Delaware
Austin Hawthorne	Easton, PA	2014	Cayman S	Northern NJ
Deborah London	Avondale, PA	2014	911	Gold Coast
Robert Smith	Churchville, PA	2008	Cayman S	Ozark
Mike Vanatta	Saylorsburg, PA	2005	Boxster	Pocono



# August and September Anniversaries



## 45 Years

Robert Koerbel

## 40 Years

David Reiter

## 30 Years

Larry Herman  
Paul Richardson

## 25 Years

Kim Fleischer  
James Reading  
Pete Wilson

## 20 Years

Robert Anzarik  
Alan Kozak  
Richard Owens  
Hans Schweikert

## 15 Years

Donald Baumann  
David McCoy  
Charles Pistorio  
Ronald Reiss

## 10 Years

Virginia Carfrey  
Charlie Casellas  
Josh Dodd  
Jeffrey Milet  
Karl Werner  
Gregory Zulli

## 5 Years

Philip de Vane  
David Ford  
Jonathan Fox  
Noel Gyllenhaal  
Robert Hargesheimer  
Ralph Kaye  
Chung Lee  
Stefan Laessig  
Ronald Ruff  
Mark McCarty

## 5 Years- continued

Richard Parsons  
Bret Peters  
Michael Raber  
Terry Reid  
James Rothenberger  
Fredric Serota  
Raymond Smith  
Richard Tems  
Ryan Welty  
Julio Zoeiro



# Around the Corner- RTR Upcoming Events

Submitted by Wendy Walton, Social Chair



## **Sunday September 22<sup>nd</sup>**

We are changing the autocross event that was scheduled for Sunday September 8, 2013 to the Porsche/Corvette challenge in Hershey on Sunday September 22<sup>nd</sup>. This is an annual event that brings out the best Porsche and Corvette drivers. So come out and test your skills on a great course at Hershey Park. Details are available in the autocross section of the Riesentoter forum. Registration available on [motorsportreg.com](http://motorsportreg.com).

## **Saturday September 28<sup>th</sup>**

Membership Meeting at the Navy Yard (Fretz Kitchen Showroom) and trip to the Simeone Museum. Meet at the Simeone Museum (6825 Norwitch Drive, Philadelphia) at 10:30 for a tour, including their special Porsche Exhibit. From there, we'll head to the Fretz Kitchen Showroom at the Navy Yard (4050 South 26th Street, Philadelphia) at noon for our September meeting where they'll be grilling us up some treats. More info and menu available on our website, [www.rtr-pca.org](http://www.rtr-pca.org). Please RSVP to Jeff Walton, [vicepresident@rtr-pca.org](mailto:vicepresident@rtr-pca.org) so that we make sure there's enough food for everyone.

## **Saturday October 5<sup>th</sup>**

Tech Session for Summit Point DE at Meenan's Transmission, 1938 North Broad St., Lansdale

## **Sunday October 6<sup>th</sup>**

RTR's Annual Stoudts Octoberfest Drive & Dine on Sunday, October 6<sup>th</sup> with a behind the scenes tour of the brewery by Mr. Stoudt. General tickets are \$8.00 but package tickets are also available at the door. We will meet in King of Prussia in the parking lot near Nordstrom's Rack at 10:30am we will leave promptly at 11am. To learn more about tickets, food, and Octoberfest info, visit the Stoudts website at [Error! Hyperlink reference not valid.](#) Please RSVP to Wendy Walton at [social@rtr-pca.org](mailto:social@rtr-pca.org).

## **Sunday October 13<sup>th</sup>**

RTR PCA is once again running our fall scenic drive through the beautiful countryside of southern Chester County. Our starting point will be the Starbucks at Dilworthtown Shopping Center (1353 Wilmington Pike, West Chester) and our end point will be the Dilworthtown Inn for their annual fall wine festival. At the festival, there's wine of course, but also plenty of shopping opportunities, silent auction items, as well as several options for a leisurely lunch or snack. Proceeds from the festival benefit Chester County Hospital. Info on the festival and ticket sales (\$40 in advance or \$45 at the door) can be found at <http://www.cchosp.com/cchfdn.asp?p=1210>. Please RSVP to Paula Gavin, [membership@rtr-pca.org](mailto:membership@rtr-pca.org) if you're interested in joining us so that we can be sure to have enough parking for everyone at the Dilworthtown. If you want to do only the drive, that's ok too, just let me know so that we can plan for the right number of cars (we'll be done with the drive ahead of the Eagles game at 1:00). Will pass along the start time for the drive when it gets a little closer to the event.

## **Friday-Sunday October 18-20<sup>th</sup>**

DE at Summit Point

## **Friday November 8<sup>th</sup>**

Scotch and Sirloin Paring at the Capitol Grille. More info, including menu, is available on our website.

## **Saturday Dec. 7<sup>th</sup>**

Please save the date and mark your calendars now for the RTR Holiday Party, which will be held at The Chester Valley Golf Club at 6:30pm. Details on registration will be coming shortly.

## Regional Events

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Submitted by Paula Gavin

### **Porsches at PJ's, Blue Bell, PA**

Porsches at PJ's is a people's choice car show that is held in the back parking lot of P.J. Whelihan's Pub and Restaurant located at 799 DeKalb Pike in Blue Bell, PA.

Here is a link to the restaurant: <http://www.pjspub.com/bluebell/>

This year the event will be held again on Saturday September 21, 2013 starting at 10:00 and ending at 2:30 PM. There is a \$10.00 entry fee to register your car in the show. All of the proceeds benefit the Juvenile Diabetes Research Fund. David Schamerhorn, President of Autowerks9.com is the event's organizer. Please RSVP and register to participate in this event by sending David an e-mail to [david@autowerks9.com](mailto:david@autowerks9.com).

People Choice Award judging will take place starting at 11:00 AM and close at 2:00 PM. Awards will be given out in the following classes:

- Peoples Choice Award
- PJ's Choice Award
- Water Cooled Porsche
- Air Cooled Porsche
- British Manufacturer
- Italian Manufacturer
- Asian Manufacturer
- American Manufacturer

Visit the events website for more details: [http://www.autowerks9.com/ecommerce\\_autowerks\\_022.htm](http://www.autowerks9.com/ecommerce_autowerks_022.htm)

Please come out to support a great cause and show off your Porsche.

### **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 28, 2013, 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.

This is not strictly a Porsche show - there is a German section, Italian section, and a 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://delawarepca.net/Greenville.php>. This link will also take you to other links with photo's from previous year's shows.

If you're not able to show your Porsche, then come out to enjoy the show and the cars on display, as well as help the Delaware PCA Region with their annual charity event. Questions, please contact Paula Gavin, [membership@rtr-pca.org](mailto:membership@rtr-pca.org).

# PCA Upcoming Events



## 2013 Porsche Escape: October 24-27, Los Angeles, CA Sheraton Fairplex Hotel and Conference Center

Escape is one of the "big" Porsche Club events of the year. It's often the case that the Parade is on one coast or the other, and not everyone has the time or budget for a trip like that, perhaps all the way across the country. Escape provides you with another option.

Escape, like the Parade, moves around each year and is typically held on the opposite side of the country from the Parade. It is a multi-event weekend, with a national attendance list. While the Parade has a competitive focus, Escape is purely non-competitive. It is a socially oriented weekend focusing on camaraderie and friendship. It is a great opportunity to show off your car, see old friends, make new ones, and enjoy the good will and fellowship of other Porsche owners. All this without the pressure of: "Did I miss that speck of dirt?" or "Is this the fastest line through the track?" or "Was that a rally landmark?"

Typically a long weekend, such as Thursday through Sunday, Escapes usually consists of banquets, driving tours, drives to local area attractions and perhaps a "People's choice" car show. Other activities may include an "off road" event for our Cayenne enthusiasts. There may also be organized group lunches or free time (either day or evening) to allow you to explore area restaurants and culture on your own. Memorabilia of the Escape or the local region may be available for purchase at a Goodie store. The primary goals are to provide a fun venue for club members to congregate and show off the highlights of a new part of the country.

The fall is a great time to visit Southern California; the weather can't get any better for driving your Porsche. If you so desire, it is possible to drive from mountains with over eight thousand feet of elevation to sandy beaches, all in the same day! The deserts are beautiful, with crisp comfortable days, and bright clear blue skies. This is the perfect time of the year for our apple orchards as the apples are ripening on the trees, and are sweet and juicy. It's a perfect time to go picking your favorite variety after a beautiful drive. Or, take a drive along either the Southern California beaches, or Mulholland Drive.

There are numerous world-class attractions within an hour's drive of Pomona. The host hotel, the Sheraton Fairplex Hotel and Conference Center is within ten short miles from Ontario International Airport. The local mountain resorts are just one hour away, and the deserts of Joshua tree a short distance further. Any number of beaches are accessible from our host location, again all within an hours' driving time.

The people who run the Fairplex in Pomona are eagerly looking forward to helping us host a first class event, including access to the National Hot Rod Association Museum in Pomona, where we will be having our escape dinner.

Please visit the 2013 Porsche Escape website <http://escape2013.pca.org/> for full event and lodging details.

The San Gabriel Valley and Grand Prix PCA Regions are looking forward to hosting the 2013 Escape!



# Drivers Education

Submitted by Paul Walsack, Track Chair



## 2013 DE Schedule

September 13-15, 2013  
Track: Pocono (Full Course)  
Registration Open Date: July 15, 2013

Safety Tech Date: Sept. 1

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

October 18-20, 2013  
Track: Summit Point  
Registration Open Date: August 19, 2013

Safety Tech Date: Oct. 5 at

Meehan Transmission  
1938 North Broad Street  
Lansdale, PA 19446  
(215) 885-5123

**All registrations are through [www.motorsportreg.com](http://www.motorsportreg.com)**

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

### Tech inspection Rules

In order for you to bring your car to the track to participate in driver education events you must make arrangements to have your car tech inspected. Tech inspections must be completed no more than two weeks prior to the event.

**Riesentöter Members:** must have their Porsche inspected by an authorized Riesentöter Tech Inspector.

**Driving Instructors:** must have their car inspected by an authorized Riesentöter Tech Inspector for each event.

**Non-Riesentöter PCA Members:** must have a technical inspector authorized by your region inspect your car. Please have our RTR Tech Form signed and stamped. The RTR Tech Form is available on our web site.

**Non-PCA Members:** If you reside within twenty-five miles of Philadelphia, your car should be tech inspected by a certified Riesentöter tech inspection facility or at our tech session (see above). If you reside in the state of Pennsylvania but outside the 25-mile radius of Philadelphia, your car can be inspected at a certified Pennsylvania inspection facility. If you reside outside of the state, your car must be tech inspected by a professional repair facility that specializes in your marquee. A RTR tech form is required, which must be signed and have the car VIN on the form along with a receipt for the services rendered.



# “Hot Laps”

*By Burt Cossaboon, RTR Member*

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“Hot Laps”, Fundraising and the Pittsburgh Vintage Grand Prix

Every summer, the PVGP organizers and major sponsors together with the VRG (Vintage Racers Group) as the sanctioning body, pull off a fantastic race and car event at the Pittsburgh International Race Complex (formerly Beaver Run), located just north of Pittsburgh at Turnpike Exit 13, in Beaver Falls, Pennsylvania. The event is part of a week-long, car lover’s fund raiser for the Autism Society of Pittsburgh and the Allegheny Valley School. In addition to two full days of racing, there is a silent auction, a kart-track, auto-cross school and vendors of all kinds. I have participated as a racer for about the last 6 years now and it has become a “must do” on my summer calendar. While I remain a Porsche aficionado, this event offers a race program of diverse vintage and historic race groups and sleek purpose built racecars from around the world. This year, the Marquee of the year was the Mustang, bringing out many nice examples of this classic Ford “pony car”.

Officially, the true “vintage” designation under most vintage rules should preclude any car produced after 1972, but the PVGP organizers bend the rules a bit to accept “historic” (mine is an ‘83 930) as well as “modern” historics which are models that have been continuously produced since their original historic beginnings. The 3 series BMWs comprise most of these “modern historics” and in fact, there is a race group established just for them. That race group used to be the “BMW-Porsche Challenge” race but the Porsches were under-represented (and the BMW guys wanted a pure BMW race when it was their year to be recognized).

This is truly a family event drawing all age groups and car lovers of all kinds. You can walk around the paddock and rarely see the same make/model of car twice. Porsche is well represented with early 911s, RSR replicas and some nicely prepared 914 racers. I especially enjoy my bicycle tours of the paddock to learn the race variations by Lotus, Elva, Alpha-Romeo, Ginetta, Turner, Austin Healey, Datsun and tons of vintage open wheeled racers including Formula V and others. Everyone was friendly and ready to tell you about their car. Many Porsche guys and kids like to stop by and look over my 930. I think it’s the classic early

Brumos 911 livery and maybe the unique turbo whistle streaming from my stinger pipe going down the front straight. The anniversary edition has some retro features that are cool, including Fuchs style wheels and retro seats. Production will be limited to 1963 cars.

But the highlight of the weekend for visitors and spectators is “Candy’s Rides” and the chance to jump into the passenger seat and do some hot laps with the drivers. Candy fell victim to cancer in 2011 but was the champion for this special fund-raising activity. Not every race car participates in these charity fund-raising rides (many have no passenger seat) but the pits during lunch hour are bustling with excited ticket holders (about \$20 per lap) jumping in and out of some very fast cars. My kids can’t get enough time on the track but my wife screamed and begged me to take her back to the pits! This program also offers ride opportunities in other sports cars like the Cobra, Audi R8, Jaguar and the very modern 911 GT3.

In my early races I was placed in the BMW-Porsche group, and it made for some good wheel-to-wheel racing (and lots of teasing in the paddock about the better German marquee), but lately I have requested a move to the “Big Bore” group full of American muscle cars, Foreign V8 racers and some assorted vintage Lemans and Sebring race cars. I can’t explain why but I am absolutely addicted to mixing it up in a group of tricked out Camaros, Mustangs, Vettes, 911 RSRs, Tuscan TVRs, V8 MGs and even a vintage GT-40. Maybe my excitement for racing in this group comes from a connection back to the muscle cars of my youth. Or, it could have something to do with the V8 roar from the open exhaust as we run three-wide down the front straight to turn 1! I continue to be amazed at how similar these race-modified, front engine, V8 powered cars perform as we accelerate, brake and corner our way around this 1.5 mile, 9-turn track. How can these cars be so different in design, yet so well matched on the track? My car was an early PCA racecar set up by Don Cox and Bill Daugherty. Back in its day, it was almost unbeatable. Pete and Paul at Performance keep it running and fast despite its age at 30.

## “Hot Laps” - continued

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In the big bore race group this year it was a pretty close matchup of a handful of cars from qualifying through the fun races and the Feature race on Sunday afternoon. This year, I qualified 3rd close behind a very well prepared '66 Mustang driven by Jeff McKain, and the 911 RSR driven by Alan Friedman. For those who don't recognize that name, Alan is the creator of Porsche Club racing. His extremely well prepared car is wearing a color scheme inspired by the "hippy 917" and he drives the car flawlessly.

After first place and second place finishes on Saturday, I was excited to be 3<sup>rd</sup> on the grid for Sunday's battle. The red Mustang fastback managed to get a good lead by the middle of the race but I inched closer and closer to Alan's RSR near the end of the race.

At the checkered flag it was 3<sup>rd</sup> place finish for my old 930 and another podium to enter in the log book. Racing with vintage racers while raising money for charity is special, being on the podium after a close race is even better.

Next year, if you can get to western Pennsylvania in July, don't miss the chance to enjoy this family-oriented race event at the Pitt-Race circuit. Maybe you'll catch a ride in a true vintage racer or just a historic Porsche 930. Go to: [www.PVGP.org](http://www.PVGP.org) for details.

The photo below is of the Historic Big Bore Winners Circle for the 1966 Mustang, the 911 "Hippy" RSR and my 1983 930.



# Porsches and Passports

By Jeff Walton, Contributing Editor



Riesentöters Prior to the Trek

The Riesentöter Region set off on a recent adventure (August 9th-11th) which meant leaving the United States with 15 Porsches in tow. We caravanned from outside Philadelphia, through the Pocono and Allegheny Mountains, before making our first pit stop in Steam Valley at Fry Brothers' Turkey Ranch... and yes the majority of us had some kind of turkey lunch, be it a complete hot turkey dinner, turkey club, or turkey salad. After our hour and a half break, it was back on course via Route 15 between the rolling hills of Central New York and onto 20A which took us to East Aurora, home of the Roycroft Inn and Campus. The Roycroft Inn was built in 1905 and is a true splendor of the arts and craft movement of the time.



Crossing the Border

The lobby of the hotel is decorated in Roycroft and Stickley furniture and hand painted murals of what was thought to be the five cornerstones of civilization - Italy, Paris, Athens, Egypt, and London. The inn was the perfect home-base for the weekend with nicely appointed suites and comfy beds. After we settled in, a few took a stroll and visited the quaint town and some of us just relaxed on their huge sweeping veranda. At 7:00pm the Riesentöters hosted a reception in the foyer/bar area where we met our friends from the Niagara region who gave us out-of-towners, tips and suggestions on how to enjoy their area. At 8:00pm we all moved into the Library Room for dinner. It was here Niagara's president Nick DeAsis and Sue Judy presented each Riesentöter couple a limited edition bottle of wine to celebrate this occasion. The bottle was aptly named Glenora Rieslingtoter created by a Niagara PCA member. With our stomachs filled with lamb, salmon, and prime rib, it was off to prepare for the next day's trek.



Sue Judy, Wendy Walton, Rich DeAsis.

At 9:30 am the flat sixes roared to life and we made our way to the Peace Bridge just west of Buffalo. It was here that 15 Porsches with passports in hand crossed over into another country, Canada, eh. Luckily, we had no one detained or cavity searched and arrived at our destination - Niagara Falls Ontario Canada without incident. We were given free time to roam about, snap pictures and take in the wonder of nature before lunch was served overlooking the falls at The Keg restaurant. After lunch our members scattered while taking in more of the sites. They walked behind the falls, road the Maid of the Midst, sipped wine at many of the wineries just north of the falls, and explored the town of Niagara on the Lake.

## Porsche and Passports - continued

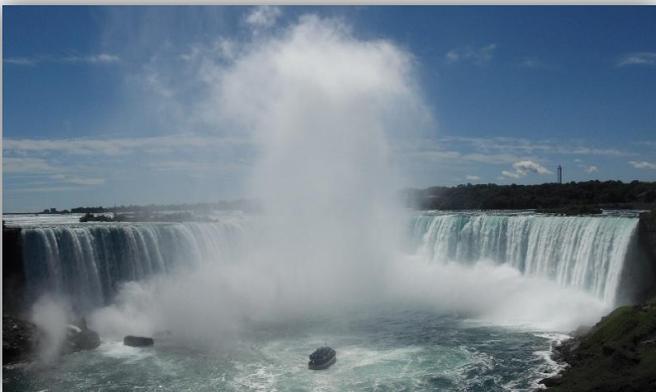
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Saturday evening many of our adventurers made it back over the border and joined us for dinner. We assembled at Rick's on Main Street and had a private dining room to share our tales and pictures of the day along with a scrumptious filling meal. Most walked backed to the inn and either settled into their rooms or again on the sweeping veranda talking stories of all things Porsche with an after dinner libation in hand and listening to the jazz wafting from lounge.

Sunday we parted ways on our own time but not after wishing safe journeys to our new found friends in which we spent a gorgeous weekend together. Riesentöter's social chair, Wendy Walton meticulous planned the entire weekend from the Inn; the restaurants, the packets of info, and to the individual totes filled with snacks and water for each traveler. So much fun was had by all, everyone's last question to Wendy was - "Where are we going next year?"



Cynthia and Craig Nichols having a blast



# Vintage Labor Day Weekend

Article and Photos by Ed Pias, RTR Member

This Labor Day weekend I made my first visit to the premier, three-day East Coast vintage racing event at the Lime Rock Park. Lime Rock Park is 55 years old and was the first road racing track designed using scientific safety principles. The owner of Lime Rock Park and its driving school is former Formula One driver Skip Barber. He was inducted in the SCCA Hall of Fame on March 2, 2013. The track is 1.5 miles of hills - curves set in a beautiful green valley without grandstands to interfere with the environment. Many sports legends have raced at Lime Rock, including last year's Honored Guest, former British Formula One racing driver, Sir Stirling Moss. Nearly all types of racecars have challenged the Lime Rock track, from NASCAR, GRAND-AM Daytona and all ALMS classes.

Practice runs and timed trials were held on Saturday. This was a treat to observe, with variety of makes, models and years on the track together. On Sunday, the track display included the Concours and the "Gathering of the Marques", a collection of fine cars organized by make. At this year's event, I had the pleasure of viewing both new and old Bentleys, Jaguars, Aston Martins, BMWs, MGs, Austin Healeys, Corvettes, Ferraris, Mustangs, Cadillacs, Lotus, to name a few.

The Labor Day race includes multiple classes in the same race. Racing here utilizes a "head start" handicap, based on average practice lap time multiplied by the total race-day laps and sanctioned by the Vintage Sports Car Club of America (VSCCA). The VSCCA mission as they explain is, "To encourage the acquisition, preservation, restoration and operation of vintage sports cars."



A collection of cars during their practice run.



Two mint condition Bugatti racers.



Porsche was well represented.



## Vintage Labor Day Weekend- continued

I had a grand time taking in the unique sights, sounds and smells of the three-day event, and enjoyed the experience of talking one-on-one with car owners, collectors and vintage car enthusiasts. Finding accommodations requires advanced planning as there are many visitors in New England this holiday weekend. There are many lovely inns, B&B's and a few resorts for consideration in the Lime Rock, CT area. I recommend The Historic Festival & Sunday in the Park Concours as an enjoyable Zone 1 and 2 or RTR weekend retreat.

Reference: "Lime Rock Park 1957-2012 Pushing Limits For 55 Years" Publication



1929 Stutz



Rain protected 1932 Alfa Romeo and 1928 Maserati.

These engineering marvels caught many eyes.



Allard J2X



James Bond's Aston Martin DB5



427 Cobra

# Car Covers Uncovered

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*By Car Care Specialties, Inc*

Car covers can help protect your car parked in the great outdoors from the damaging effects of ultraviolet radiation, acid rain, bird droppings, wind borne particles, sun fading, the claws of animals and even the prying eyes of thieves (let them guess as opposed to knowing). Inside your garage a quality cover provides a barrier against airborne dirt and foot borne varmints. (If it rains in your garage, you have problems that are not covered by this article.)

The use of a car cover is a double-edged sword, as they are both protective and possibly damaging. A cover that does not fit properly may be more damaging than no cover at all. If it is too loose, wind may cause it to flap against the paint, causing severe scratching. To obtain the best fit, order a cover that is custom fitted for your year and make of car. The "one size fits all" are cheaper, but will not provide the tight fit needed. If the car is not clean, the dirt trapped between the paint and the cover can also cause scratches as the cover is installed or removed or is moved around by the wind. The key to avoiding these problems is to put a proper fitting cover on a clean car. The best types have a bottom locking system that allows a plastic coated cable to hold the bottom of the cover snugly. This will help prevent wind movement of the cover and thieves from taking a peek.

Armed with the proper information, you may make an informed choice as to the advisability of using a car cover and the best type for your needs. There are three basic types; water proof, water resistant or "breathable" and non-water resistant. Each has it's own advantages and problems. (And you thought only kids came with built-in problems.)

The waterproof car covers are usually plastic film or a plastic coated fabric and will keep the rain off your car, but will also trap condensation between the cover and your car. This trapped moisture may attack your paint with results that are worse than if you just left the car uncovered. The plastic type of car cover is useful if you store your car over the winter in a garage and use a flannel cloth cover against the surface and the plastic one as an outer protective shield. The flannel will wick off any moisture and the plastic adds a tough outer protective layer to help keep the varmints from nesting in the soft cloth. One manufacturer makes a giant "baggie" for your car called the Omni Bag. These are very useful if you

store the car over the winter and wish to provide the extra level of protection gained from "sealing" the car. Place some desiccants in the bag to absorb excess moisture and seal your pride and joy for its winter hibernation. Another trick to protect any winter-stored car is to place mothballs around the exterior to discourage the rodents from moving in for the winter and dining on your insulation and wiring. Their gourmet appetites make for some interesting problems. One person had mice stuff the exhaust pipe with acorns. When he started the car in the spring, the resulting acorn shotgun blast dented his metal garage door. If you wish to rid yourself of the rodents, lay dishes of Instant Potato Buds and dishes of water around the outside of your car. They eat the Buds and drink the water and go KA-BOOM.

The second type of cover material, the water resistant or "breathable" type, is available in an almost bewildering array of fabrics, weights and types. These types of covers will repel most of the water yet allow air to circulate, preventing condensation. Most have ultraviolet screens woven into the mesh to help them withstand sunlight degradation and are usually mildew resistant. The lightest weight car cover currently available is made from Tyvek. This cover weighs about 3 pounds and is very easy to put on and take off. Tyvek is very water resistant and sheds most of the water, yet is so light that the wind will tend to beat the cover against the finish. Unless care is taken to insure that this type of cover is fitted very tightly, it may beat your paint into submission. Tyvek covers lend themselves for very short-term use, such as daily use in the office parking lot. Evolution by Kimberly Clark is a multi-layer "waffle pattern" cover that offers great protection from the elements, available in numerous colors, and is thick enough to help soften the blow of door dings. For outside use, custom fitted Evolution covers offer the best protection. The downside is they are heavy, difficult to put on and take off and if the paint surface is not clean, they may tend to scratch the surface. If you are storing a car outside for long periods of time, this may be the best choice. Another type of composite cover uses a clothing style breathable nylon or polyester outer layer with a foamed acrylic inner lining. This combination is not that water resistant, it instead "filters" the water, allowing only "clean water" to reach the surface. This filtering process, in my humble opinion, only removes the gross dirt.

## Car Covers Uncovered- continued

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It does not remove the acid from acid rain (unless there is a tiny chemical factory inside the cover that no one has told me about). These types of covers are usually lighter, thus easier to install/remove, than the Evolution type and may be more suited for short-term use. There are a multitude of other "filtering" materials available, such as rip-stop nylon, synthetic sail cloth and boat canvas. Most of these are found on the relatively inexpensive one-size fits all type of mass-market covers and may not be that suitable.

The third major type of cover material is 100% cotton or cotton/polyester blends available in a flannel style or regular cloth style. I prefer the 100% cotton, as the polyester fibers may scratch the paint. These are not water resistant and should not be used outside for long periods of time. For indoor use, the 100% cotton flannel cover is the most gentle on the paint and probably the best choice. The flannel lining may cause lint balls on your canvas cabriolet top (automotive fur balls?), so you may consider a plain cotton cover for your Cabrio. If you store your car over the winter, or drive your pride and joy infrequently, a 100% cotton cover may be a wise investment. One of the tricks to installing/removing a car cover is to roll the cover on and off the car. The first step is to place the cover on the car in position, but not hooked under the car.



Special thanks to Car Care Specialties for the article. Please visit their website [www.carcareonline.com](http://www.carcareonline.com) for a great selection of car care products and additional car care articles.

Take the driver's side one third of the cover and fold it over the top of the car towards the passenger side, so the fold runs along the edge of the top, hood, and trunk. You will find that the roof is usually one third of the cover and the sides are each a one third. Fold the passenger side third of the cover over the driver's side section, so you now have three layers of cover over the roof, hood and trunk. Start rolling at either the trunk or hood end and roll the cover up with out moving the cover. Walk along the car as you roll up the cover. This way, you have minimized the movement/scratching of the car cover as you remove it. To install, just reverse the process and unroll along the car and fold down the sides.

Car cover care is simple, and usually involves cleaning it periodically. Read your cover's directions carefully. Most may be washed in the washing machine with a mild detergent and no fabric softener. Dry thoroughly according to the manufacturer's directions. No car cover should be stored wet. If it is removed wet, dry as soon as possible. Solvents, such as gasoline, etc. will usually eat holes in your cover. Most are not that happy if they are draped on hot exhaust pipes, they tend to melt and leave a gooey mess that is a thrill to clean.

There are many distributors that offer both indoor and outdoor car covers in variety of styles and fabrics. In many cases they offer covers for most of the different Porsche models. Also check with your Porsche dealer as there are covers available from the Porsche

Tequipment Drivers Selection online catalog. Here are some of the other distributors:

[www.Suncoastparts.com](http://www.Suncoastparts.com)

[www.Carscover.com](http://www.Carscover.com)

[www.Carcovers.com](http://www.Carcovers.com)

[www.CacoverUSA.com](http://www.CacoverUSA.com)

# Saturday Morning Cars- Updated

By Dave Hathaway, Editor



Each Saturday morning across the country car buffs of every make and model get together at pre-determined locations to share their love of everything automotive and show off their recently washed and detailed rides. Porsche owners frequent these ad-hoc get-togethers along with the other proud automotive badges such as Ferrari and Lamborghini.

Our area is no exception and at least two events are held near us each week. I make an effort to go to several of these gatherings in our area each month. They are places not only to meet like-minded gear heads, but are also places to meet some really interesting folks, and for some it serves as a place to network. Members of RTR frequent these events and the numbers of Porsche owners who attend these gatherings continues to increase, with new faces and cars each week.

Scott Hause, owner of a Zermatt Silver 1986 Porsche 951 (aka 944 turbo), has put together a website [www.saturdaymorningcars.com](http://www.saturdaymorningcars.com) that has a calendar that lists the various events around our area. The website also has a photo gallery that as of this writing features over 2,600 photos. You can also sign up for Scott's weekly newsletter and event announcements. You can also follow Saturday Morning Cars on Facebook and Twitter.

## **Weekly events that are being held in our area include:**

### **Cherry Hill, NJ**

Parking lot of the Starbucks / Houlihan's  
2050 Route 70 West, Cherry Hill, NJ  
2nd and 4th Saturday of the Month  
8 AM- 11 AM

### **Reading, PA**

Parking lot of the Starbucks  
2113 State Hill Road, Wyomissing, PA 19610  
2nd and 4th Saturday of the Month  
8 AM- 11 AM

### **Mt. Laurel, NJ**

High Octane South Jersey [www.highoctanesj.com](http://www.highoctanesj.com)  
550 Fellowship Road, Mt Laurel, NJ  
2nd and 4th Saturday of the Month  
Starting at 8:30 AM

### **Bethlehem, PA**

ArtsQuest Center at Steelstacks  
101 Founders Way  
Check the Facebook page for dates.  
9 AM to Noon

### **Princeton, NJ**

Parking lot of the Starbucks in the Market Fair Plaza  
**3535 US 1, Princeton, NJ**  
1st and 3rd Saturday of the Month  
8 AM- 11 AM

There are a few rules that each event asks attendees to follow:

- 1) Please do not park in the first row of parking spaces adjacent to the stores.
- 2) Please obey all posted parking signs and, especially, leave any handicapped spots open for those who may need them.
- 3) Please do not lay down any rubber when leaving the parking lot !!!!

### **Doylestown, PA**

Bucks County Exotics [www.BucksCountyExotics.com](http://www.BucksCountyExotics.com)  
Barn Plaza Shopping Center parking lot in front of Starbucks on Route 611  
1745 South Easton Road, Doylestown, PA  
1st and 3rd Saturday of the Month  
8 AM- 10 AM

# Sidetrack – Our Love of Cars

by David Newton, Contributing Editor



Fellow Riesenötter member Bryan Papillon passed an article on to me by Joan Lowy of the Associated Press titled "Americans Driving Less as Car Culture Wanes". The very thought of that claim makes my skin crawl. She asserts (with supporting facts) that total miles driven peaked in August 2007, fully

two years before I purchased my Cayman. It then dropped sharply with the Great Recession and has recovered only some of the loss since then. She further contends that driving has traditionally tracked with economic growth, which as we know is in a state of recovery at best.

All very interesting and accurate statements as her supporting research is fairly easy to substantiate in this age of information. And I won't spoil the ending by shouting "The butler did it!" But just at the moment where I was about to blast holes in her assessment of the facts; the assumption that "miles driven" can be somehow correlated to love of the automobile, she countered with the disturbing notion that Americans no longer associate the process of getting in and out of our cars as "fun."

Now that hurts me deeply. My version of the American dream has always included the automobile, even in the days when it was pulled by a horse. Driving equals freedom; can anyone seriously debate this statement? According to Joan's research, we can. Her article struck a nerve with me, but I can't argue the facts, as they seem to be today.



Personally, I started counting down the days to my learner's permit when I was twelve. I mean with a calendar. I knew cars in the neighborhood by their sound. Every cent I scrapped and saved was stashed away in support of the dream of owning my own car. I prepared myself for that day by reading every article on the models, driving and the progression of design. I went to every car movie, stopping in every dealership until the salesmen knew me by name.

When I met my wife Christine, she didn't have her driver's license. Although infatuated by anything and everything about her, I secretly wondered if there

was something not right in her mind. On the other hand, driving her around gave credence to my role as her boyfriend, so I patiently waited until she was 23 when she finally got her permit.

I've noticed that the youth of today doesn't seem to have that same drive to drive. It seems that more kids look at the car as a necessary evil rather than the symbol of freedom and independence that my generation thought driving was. Hard to imagine.

I have three nephews that are of driving age and none of them seem to be excited of the prospects of doing so. Sure they like the idea of coming and going as they please, but they'd somehow seem satisfied if they got there through almost any other means. How is this possible? When mom asked her kids, who could get a gallon of milk and a loaf of bread from Wawa, I had my coat on and hand stretched out for the keys before she finished the request.

Is it really possible that we look at cars as simply tools instead of objects of adoration? Have we finally lost that sense of adventure and possibility that was always associated with turning the key and pointing ourselves down a mysterious road? I was beginning to think that maybe we had.



Have our attitudes toward our love of cars as a nation changed? Statistically (and for the majority), probably yes. But then how do you explain the continued popularity of Porsche? Every model includes numerous and innovative technologies aimed specifically at the driving experience. And what about the widespread popularity and renewed interest of clubs, activities and Cars-and-Coffee groups?

I therefore decided that just because the mainstream passion of the art of driving might be on a decline, it doesn't mean that we die-hards have lost our appetite for them. Quite the contrary.



# Shifts and Giggles

By Jeffrey Walton, Contributing Editor

When I hear this phrase I shudder. “Share the road.” I shudder again. Why? Well yeah, it does have something to do with our two wheeler friends both motor and pedal but not all of it. So let’s start with the motorized one. I’m all for sharing the road with them...most of the time. Most of the time they obey every law and are fully aware of their surroundings and like an animal they are more afraid of you than you are of them and rightfully so; your one ton car plus is no match for a few hundred pound bike. But there are exceptions. Like animals when they travel in packs they become more aggressive by nature. I remember last year coming back from Pocono and I ran into a pack of over 500 motorcycles on the PA turnpike. They were all having a great time and rightfully so; it was a beautiful day to let the wind in their hair – more so



since most were not wearing a helmet (to each their own I guess). Why is it they can go without wearing a helmet but you must wear a seat belt? The answer I think is to thin the herd but I digress. So a pack of 500 motorcycles on the PA turnpike out for a joy ride...I have no problem with that...what I do have a problem with is the pack taking up both lanes and doing only 45mph in a what is clearly marked as a 65mph zone and wouldn’t let me pass. I have to say following them through the tunnel was spectacular – I felt like an ant in a beehive – still it didn’t make up for not letting me pass. I’m sure you can think of a few other exceptions to our two wheeled motorized friends if not just look at my last article for a few more.



So let’s bring up my non-motorized friends shall we. First I want to thank the sensible ones. The sensible ones are the ones who take their bicycles out for joy rides without even riding them. They strapped them on the trunks or roofs of cars, just letting them have the fresh air like a dog in a passenger seat. Now I figure most of these bikes are set loose in a park to roam free once they arrive at their destinations and that’s why these people are sensible. They take their bikes on trails meant for biking to enjoy nature and the safety in which these trails provide...not once encountering a motorized vehicle in their path. Which brings me to my exception and right now everyone one of you is conjuring up an image in your mind – “the non-sensible ones, the non-motorized-two-wheeler-Tour-de-France-wannabes”. Spandex and pointed racing helmets. Nailed it, didn’t I. Amazing we all have that same image tuck in our minds somewhere. These are the fit-jockeys who want you to share the road, in fact they think they are entitled, yet they’ll be the first to disobey every traffic sign known to man because they don’t want to remove their feet from their toe clamp thingies. They also want to be green and bike to and from work...hey I’m all for going green but please don’t do it at rush hour on blind curves, going up a hill at 5mph on which no one can pass...just think of the amount of fuel you are help wasting with all the cars not going at optimum gas consumption speed...and It’s not 5mph I tell ya. Then when you do mustered the courage to finally pass you get yells or fingers or worse, a thrown water bottle in your direction just because you happen to go faster than them.

## Shifts & Giggles continued

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Sometimes I just want to be like Harrison Ford in Raiders of the Lost Ark...the scene where Indy's driving a big old military truck in the desert and a motorbike pulls up alongside of him. He looks in the mirror, jerks the steering wheel to the right, oh so gently, and the motorbike goes crashing into the trees, and then he smiles. Classic, but I don't...I share the road...though it might be through clenched teeth...I share the road.



dinner or concerts or see the Flyers on time because there is no traffic. I don't want to share the road for I have a Porsche and I want to use it the correct way...but not on a track or in some coned out parking lot. I guess what I'm truly looking for is an apocalyptic society like in Mad Max but I control the fuel. Yeah I want that...but in the meantime I'll clench my teeth and bite my tongue and share the road with all driving, pedaling, helmetless creatures

...though I don't want to share the road even with other motorists of the same stature and grace. I want miles and miles of empty highway (like on the way to Niagara Falls), I want curvy back roads and hit perfect apexes every time because there are no cars in the oncoming lane. I want to get to work or

or.....maybe I'll just wake up real early on Sundays.



## 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](mailto: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:** John Nothelfer

**PCA Member Since:** 2011

**Model:** 1995 Carrera Coupe

**Current Miles on the Car:** 82,387

**Exterior Color:** Speed Yellow

**Interior Color:** Black

**Date Purchased:** September 2012 from a private party sale from the internet

**Mechanic:** John Butz, CB Foreign Cars in Kutztown, PA

### **Equipment:**

AM/FM Cassette Player (original radio completely functional)

Limited Slip Differential

Rear Model Designation Delete

Electric Sliding Sunroof

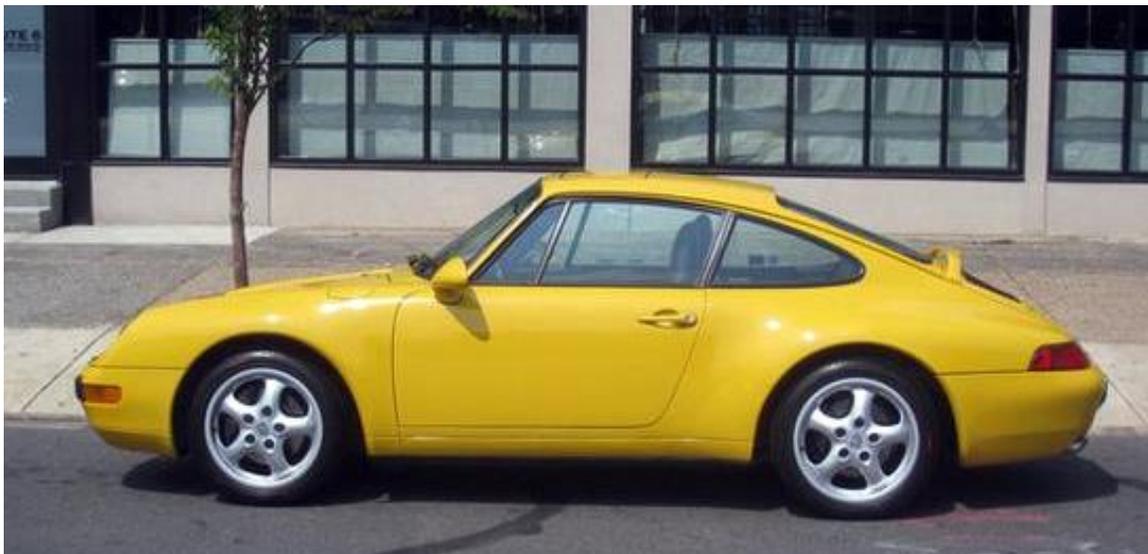
17" 5-spoke "Cup" Wheels with Colored Crest

### **Additional Modifications:**

Returned to original factory specifications and equipment except for rear speakers.

### **Notes:**

I first saw my Porsche on the internet in May 2012 and contacted the owner. Unfortunately, our schedules prevented us from getting together so I let the car pass. I continued my year long search for a Porsche 911 but no luck. In August, I again checked and, to my surprise, the car was still available. I contacted the owner but this time we were able to arrange a meeting over Labor Day weekend. After getting lost twice, I finally managed to find our meeting location. WOW! That speed yellow color was hard to miss! But it was also hard to miss the shattered left rear window and the smoke wafting out from underneath the car. For some reason, my gut said, "let's get it checked out anyway". And so on a rain soaked Labor Day, the owner delivered the car to my mechanics shop for the PPI. After a thorough inspection, my mechanic said, "if you don't buy it, I will!" That's all I needed! The next weekend, the car was finally mine but the stories of how I got it back to original condition would take more space than I have here. Next time you see me at a club event, ask me about locating a new window and the original radio that came in the car (not the same model, THE original radio). But in the meantime, I'm just thoroughly enjoying that wonderful air-cooled symphony behind my seat!



# MARKTPLATZ

## Please note terms:

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

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

**2012 911 Carrera GTS Coupe,** WP0AB2A98CS720128. Meteor Grey Metallic. Black Alcantara Sport Seats. PDK, Limited Slip Rear Differential Lock, Heated Front Seats, Sport Chrono Package with Sport Exhaust, Extended Navigation and Bluetooth, Black RS Center lock Spyder Wheels, Transferable Tire/Wheel Insurance. Clear bra-full hood, bumper, fenders and mirrors. 8,500 miles, garaged. \$95,000. Frank Griscti, Yardley, PA 215-750-1068. [frankgriscti@hotmail.com](mailto:frankgriscti@hotmail.com)

**1988, 944 TURBO S.** 81k miles. Original paint in Silver Rose with Burgundy leather. Nice looking in and out. Includes mats and manuals. \$9500 OBO. Call 267-496-0452 or [lberty54@yahoo.com](mailto:lberty54@yahoo.com)



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Service manager Tom Silknitter has joined the company after being in the Porsche field for almost a decade.

Two of our mechanics have extensive air-cooled 911 experience and have race prepped numerous water cooled 911s, Boxsters and Caymans.



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## Marktplatz - continued

### **1999 Porsche Boxster**

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## Riesentöter Region, Porsche Club of America

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### *Picture Trivia*

Anyone know any details about this Porsche?. If so drop a line to the Editor at [editor@rtr-pca.org](mailto:editor@rtr-pca.org) We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.



**Last Issues Answer:** Our last photo was a Porsche Junior tractor from Porsche-Diesel that was made between 1952 and 1963. The Junior was powered by an air-cooled, 822 cc, single-cylinder diesel engine giving 14 hp

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