

DER GASSER

APRIL 2015



April 2015 Contents

Featured Stories

RTR DE Shenandoah.....	12
Blow Out the Cobwebs!	13
Wine Pairing Dinner	14
A Warehouse Meeting Venue	16
“Shocking” Tech Clinic	18
Sidetrack: Daily Driver	20
Shifts and Giggles	21



“Shocking” Tech Clinic, p18

Departments

Vom Präsidenten.....	3
From the Editor’s Desk.....	4
Membership Report.....	6
Upcoming Events.....	7
2015 DE Schedule	10
Porsche Trivia	22
Marketplatz.....	24



Wine Pairing Dinner, p14

On the Cover

Photo from RTR Summit Point
Shenandoah DE event.
Photo by Brad Schwab of Etechphoto.



A Warehouse Meeting Venue, p16

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Vom Präsidenten (From the President)

So in January I lost my job, just as well, as a few months prior I had already filed the paperwork to start my own business. But still, it's a scary situation as the mind wanders and wonders, how am I going to make ends meet? How am I going to afford, insurance, health care, the mortgage... and of course my Porsche? I had somewhere deep in my mind an idea of a company; I saw a need, a niche to fill but I really didn't have a clue as where to start.

I didn't go knocking on doors crying "alms for the poor." I was too proud, and maybe slightly embarrassed at my situation as this was a first for me; a first in the fact that I didn't have a source of income for the first time in my life since I was 15. I was the type of person who had multiple sources of income; I paid for my own college education, my clothes, and my cars, and it started at an early age. Up until a year ago I always worked at least two jobs. Now in January I had none.

That's where being a member of our club truly pays off. You know that old motto of ours, and you heard me state it over and over again, it's about the people too. That fact has truly played out in the past few

months. The relationships I have developed through our club have helped me immensely in navigating the twist and turns of starting my own entrepreneurship.

This club has a wealth of knowledge on all aspects of life, and most particularly on venturing out on your own, for Riesentöter is filled with self-makers in just about every business under the sun. In casual conversations at happy hours and other social gatherings my friends gave me advice, ideas, and most importantly courage. And you know what? All of a sudden doors started opening, and opening faster than I could answer them.

Though I don't know what lies ahead (no one does), I'm certainly glad I have joined the Porsche Club of America. Its people like you, your passion for not only your cars, but for life as well that is awe-inspiring. Your encouragement has been taken to heart, so thank you for being members of a fine community we call Riesentöter.

Drive it like you own it,

Jeff Walton

President, Riesentöter Region, PCA



Riesentöter Region

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From the Editor's Desk

In addition to my 2014 Cayman S, I also own a 2011 Infiniti G 37X Coupe. I bought the Infiniti the same time as I bought my first Cayman. The Infiniti has about 35,000 miles on it and I use it more than I use the new Cayman S for several reasons, including hauling around samples on customer sales calls and using it in rainy and snowy weather (since it has all-wheel drive).

For the first two years, the Infiniti was a good daily driver and I had no problems. Recently I had to have both the brake pads and rotors replaced. The brakes were starting to fade a little and even getting a little spongy. My Infiniti dealer did the work, and replaced the pads and resurfaced the rotors. About two weeks after, the Infiniti started making screeching noises while backing up and the brakes went back to feeling spongy again. I'm taking it back to have the dealer look at them again. Something is just not right, and it looks like the pads are worn more than they should have been after two weeks of use. I'm not even sure they resurfaced the rotors right.

You are probably asking what my Infiniti story has to do with my Porsche. Well indulge me a little longer... I just had the brake pads replaced on my 2014 Cayman S after seven days of DE driving last year and a total of 15,000 miles of combined driving. Even up until the day I took it in, these brakes worked fantastically. If you didn't look at the pads themselves you probably wouldn't know they needed to be replaced. The rotors

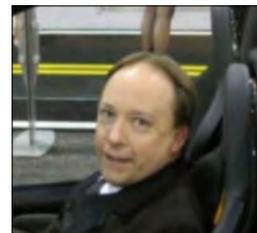
looked good, with no cracks or any other damage. Driving it out of the lot of Porsche of Bucks County, I immediately noticed that the brakes were like new. I guess they deteriorated gradually and I didn't notice the difference in performance as I did in the Infiniti, even with the DE driving I put the Cayman S through.

Before I put the first thousand miles on each of the cars, you could easily notice the difference between the brake systems. The Porsche brakes are legendary, as some of the best (if not the best) in the world. Having driven on both wet and dry tracks during the past year I've come to have a tremendous respect for what the Porsche braking systems can do. But couple these brakes with the Porsche Stability Management System and you have a car that enables you to become a really good driver under many of the most difficult of driving conditions. I can only imagine what this technology would do when coupled with an all wheel drive Porsche like the 911 C4S for the 911 Turbo.

Drive safely,

Dave Hathaway

Der Gasser Editor



**DER
GASSER**

Editor's Notes

Event Coverage

If you attend an event and want to write up a short piece describing it, we'd appreciate it. We can't attend everything so your help, helps fill in the blanks. We'll edit and let you proof before we publish so rough input is fine.

Photos, Photos, Photos!

If you have event photos, don't hesitate to send them in to: editor@rtr-pca.org





60th PORSCHE PARADE

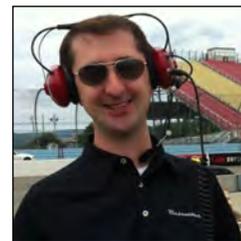
JUNE 21-27, 2015

FRENCH LICK, INDIANA

Registration opens March 17, 2015 at 12:00 pm EDT

parade2015.pca.org

Membership Report



Submitted by Corey McFadden, Membership Chair

Please join us in welcoming our new members and helping us introduce them to everything our club has to offer. If you know another Porsche owner that hasn't joined PCA yet, please encourage them to do so.

Jim Alek Glenmoore, PA
2013 Dark Blue 911 Carrera S

Peter Barbey..... Oley, PA
1991 White 911 Carrera 2

Steve Barkovich West Chester, PA
1999 silver Boxster

Lloyd Brubaker.....Phoenixville, PA
2008 Boxster S

Thomas Christopher Gladwyne, PA
2015 Agate Grey Macan Turbo

William Coffey Malvern, PA
2001 Black Boxster

Evarist Dennis Pennsburg, PA
2006 Cobalt Blue Metallic Cayman S

James Dixon Worcester, PA
2005 Carmen Red Metallic Boxster S

Nicholas Fries..... Coopersburg, PA
1988 Zermatt Silver 944S

James Johnston New Hope, PA
1995 Night Blue Metallic 911 Carrera

Michael Kavanagh Newtown, PA
2011 Black 911 Carrera S

C. Gary Lee Avondale, PA
2000 Silver Boxster S

Scott Nichol Allentown, PA
2008 Boxster

William Powell Pottstown, PA
1965 White 911

Stephen Seiden Drexel Hill, PA
2015 WHITE Macan S

Frank Sylvester Doylestown, PA
2015 Macan S

Drew Tucker Ardmore, PA
2008 Black 911 Turbo Cabriolet

Daniel Zelmanoff Philadelphia, PA
2009 White Cayenne Turbo

TRANSFERS—Welcome to RTR!

Byard T. Ebling Naperville, IL
2002 Blue Boxster (From Chicago)

Mark E. Elvin Newtown Square, PA
2015 Black Panamera GTS (From Delaware)

David Grubb Doylestown, PA
2014 White Carrera (From Pocono)

Ralph L. Hunter Wayne, PA
2012 Agate Grey 911 Carrera S (From Northern New Jersey)



RTR Membership Milestones

30 Years



Jack Mitroka

20 Years

Phillip Casey
Thomas Casey
Myles Diamond



15 Years

David & Michelle Ehm

10 Years

Kevin Carouge
Stefan Carouge
Christopher DiGiuseppe
Barbara Forte
Mark Fox
Richard & Karen Reif

5 Years

Brian Brandis
Laur Corner
Dave Emerson
Zachary Emerson
Fredric Gwinn
Joe Santa
Pete Schwartz
Andrea Hyslop
Stephen Star
Susy Hassan
Scott Stevenson



Upcoming Events



Submitted by Wendy Walton, Social Chair

New events and activities are added frequently! Please check the RTR website for the latest information.

APRIL 2015

April 25

Detail Day

Boar Hair Brush - check. Dawn dishwasher soap - check. Clay bar - Check. A pile of microfiber towels - check. Your favorite polishers, wheel cleaner, leather conditioner, plastic protector, check, check, check and check. So put them all in your Frunk and join your fellow members for a day of detailing. Our fellow member Jonathan Santomauro is allowing us to use his warehouse parking lot (room for 70 cars) and to take a peek at what is housed in this special location. RTR will supply lunch and drinks. Day starts at 9 am and there just might be a prize or two for best detailing job. RAIN DATE - Sunday 26th.

April 27

NJMP Lightning Registration

NJMP Lightning DE event registration opens up to RTR members.

MAY 2015

May 1

Pocono North Registration

Registration for Pocono North DE event closes.

May 2

Street Survival

Street Survival Clinic at the Montgomery County Community College 340 DeKalb Pike, Blue Bell, PA. , from 8:00 am - 4:00PM. The primary emphasis of the Tire Rack Street Survival® is a "hands-on" driving experience in real-world situations! We use your own car to teach you about its handling limits and how you can control them. The students will become more observant of the traffic situation they find themselves in. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that their passengers wear seatbelts, too. Currently this clinic is full with a very long waiting list.

May 2

Tech Inspection

Tech Inspection for Pocono North DE event at Dougherty Automotive at 9 am. Dougherty Automotive is located at 17 Hagerty Blvd. in West Chester, PA.

May 3

Audio Clinic

Custom Audio Clinic Sunday May 3rd, 1 pm to 6 pm Come join your fellow RTR members for an exclusive educational clinic at Automotive Sound and Protection! Everything from custom audio, to radar detectors and lighting. Demo vehicles and installers will be on-hand to answer questions; the sky is the limit! Sales and discounts will be available during the event. Food, music and prizes throughout the day. Browse their website in advance for the many other services offered by www.audiosap.com.

May 5

Happy Hour

Come join RTR for Cinco De Mayo at LaLocanda, yeah it's Italian but they do have tequila and other fine accompaniments. 5:30 pm start time, so come one or all. Dutch Treat as always.

Upcoming Events, Continued

MAY 2015 (continued)

May 8-9

Stuttgart Challenge PCA Club Race

RTR sponsored Club Race at Monticello Motor Club. See page 14 for a full page of information about this event.



May 16

Car Auction

Morphy Car Auction and Lunch. Additional information will be post on the RTR website soon.

May 20

Membership Meeting

Please join us on Wednesday, May 20th for the Riesentöter monthly meeting held at Knopf Automotive located at 3401 Lehigh Street in Allentown, PA. Find out what's going on in your club, grab a bite and drink, and mingle with your other RTR members. The social starts at 6:45 pm followed by the meeting at 7:30.

May 23

Covered Bridge Rally

Covered Bridge Rally. Not waiting in killer traffic on the way to the shore on memorial day weekend, then join Rich Bitner (our new rally master), and a few of your members for a Saturday rally and lunch (that is if you can make your way from beginning to end) as we trek through the Bucks county countryside in search of bridges with wood roofs. This is not a particularly challenging rally as long as you can read street signs you'll do fine. Fun for both the beginners as well as seasoned veterans.

The cost will be \$20 per car (so we can give the winners and runner-ups a few nice prizes (we'll put a link up on MotorsportReg). Please gather at the park's main entrance off of 332 and the first parking lot you see at 9:30 am First car off will be 10am and then every two minutes after. The rally will start at Tyler State Park located at 101 Swamp Road in Newtown, PA.

May 27-31

Blue Ridge Boxster Summit

A few of your Riesentöter family members, including this year's King and Queen of the festivities Bill and Karen Hall are caravanning down to North Carolina for an extended weekend of Porsche Boxster Summit. This is the 16th year of the Blue Ridge Boxster Summit If you are interested, please contact our point-to-guy Don Eichelberger at ike1231@rcn.com for more information.

JUNE 2015

June 7

Wyebrook Farm Dinner

Wyebrook Farm BYOB Dinner. Meet at 4 pm at the Penn State Great Valley Parking lot to start our leisurely drive with dinner to follow. Check the RTR website for more information.

June 13

Membership Meeting

Join us for our monthly RTR member meeting after a trip to the Simeone Museum, which is having a Demo Day - Listen to the Music of the Supercharged. Our meeting will be held at Fretz Kitchen Showroom in the navy yard where they will be grilling up some fine treats. Museum tour starts at 10:30 am, with lunch at Fretz Kitchen to follow.

June 20

Happy Hour

Additional information will be post on the RTR website shortly.

READY TO RACE?

Riesentöter
**Stuttgart
Challenge**

at Monticello Motor Club

**MAY
8-9 2015**



- **3 Sprint Races and Fun Race**
- **110 Minutes of Practice**
- **More than 5 hours of track time per race group**

Friday.....Practice and Fun Race
SaturdayWarm-Up, Qualifying and 3 Sprint Races

Gourmet breakfast and lunch, Awards Dinner
and cocktail hour included



- **3.6 Mile Full Course**
- **18 Turns**
- **450 Feet of Elevation Change**



RIESENTÖTER



Registration opens March 23 at 10:00 PM ET:
<http://register.pca.org>

"Test Day" available May 7 (or another date by
coordination with MMC)

Event, Hotel, and MMC Test Day Information:
<http://tinyurl.com/rtrclubrace>

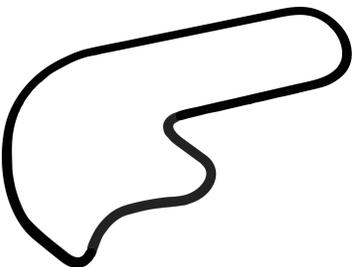
2015 DE Schedule

Submitted by Marty Kocse, Track Chair

For additional information, please visit our website, and Motorsportsreg.com.

The RTR website contains information on registration, track profiles, forms and manuals, safety tech info and an updated schedule. Contact information for the track chair and members of the Speed Council can be found on page 3 of this newsletter.

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



May 15-17, 2015

Pocono Raceway, North Course

NOTE: Friday (15th) - Advanced only.

Registration Open Date: March 16, 2015

Safety Tech Date: May 2
Dougherty Automotive
17 Hagerty Blvd.
West Chester, PA 19382
(610) 692-6039



June 26- 28, 2015

NJMP, Lightning Raceway

Registration Open Date: April 27, 2015

Safety Tech Date: June 13
Mike Tilson's Automotive
2097 North 63rd Street
Philadelphia, PA 19151
(215) 473-6400



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

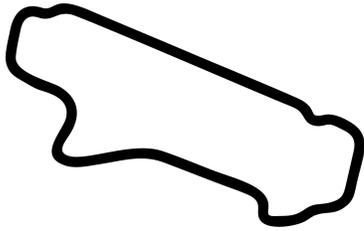


Have you considered Drivers Education (DE) but are not sure if you want to take your car on a race-track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesenötter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

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

\$100 First-Time Rate

2015 DE Schedule (Continued)



September 11-13, 2015

Pocono Raceway, Southeast Course

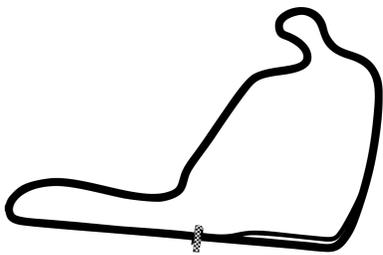
Registration Open Date: July 13, 2015

Safety Tech Date: August 29
Knopf Automotive
3401 Lehigh Street
Allentown, PA 18103
(610) 439-1555



Questions?

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



October 16-18, 2015

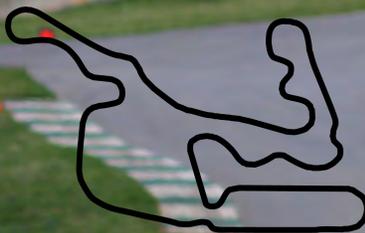
Summit Point, Main Circuit

Registration Open Date: August 17, 2015

Safety Tech Date: October 3

Meenan Transmissions
1938 North Broad Street
Lansdale, PA 19446
(215) 855-5123





RTR DE at Shenandoah



Riesentoter's DE program began its 2015 season at Summit Point Motorsport Park's Shenandoah Circuit April 10-12th. Shenandoah is a challenging technical course featuring a replica of one of the Nurburgring's most famous turns.

Photos graciously provided by track photographer Brad Schwab of Etechphoto.





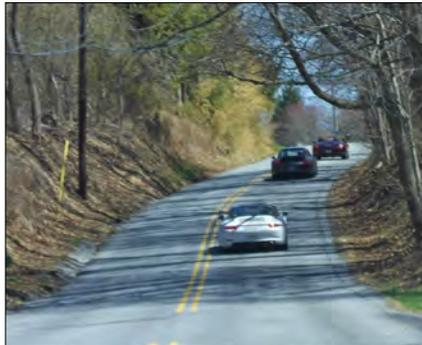
Blow Out the Cobwebs!

by Maureen Sangiorgio
for *Der Gasser*

Photos courtesy of
Maureen Sangiorgio
and Craig Nichols.

A glorious, sunny day greeted my husband Jim and I on April 12 as we hopped in our 991 Carrera 2S for the drive down to West Chester. Plenty of other RTRs were just as weary of the cold, snowy winter as we were, because when we arrived at P.J. Whelihans', there were no less than FORTY other drivers! Models represented included plenty of Targas, both old and new, Boxsters, Caymans, and my fave of them all - the 991 GT3. After a quick driver's meeting, we were on our way.

The first part of the drive took us through the back, country roads of Chester County, PA, then through picturesque Chadds Ford, PA, where we saw several historical homes and landmarks. Next we drove past plenty of thoroughbred horse farms, including one stable that was the home of a recent Kentucky Oaks Winner. At one point, we almost interrupted a fox hunt in pro-



gress. After such a dreary winter, it was wonderful to see lush, green grass, dotted with pretty yellow daffodils in bloom.

The ride continued through New Castle County, DE and Centreville, DE, which looked like it had a quaint downtown shopping district. We finished up the drive through Chadds Ford, PA, then back to West Chester.

The drive took a little over an hour. After we all met back at the West Chester P.J. Whelihan's, they opened the patio for us, where we had lunch, including their premise-made beer, a delicious amber lager.

After the terrible winter we had just experienced, driving through all that picturesque scenery was a sight for sore eyes, and lifted our spirits. Thank you, Paula Gavin, for organizing this drive. It almost doesn't matter where the road takes us - between the camaraderie of fellow Porsche enthusiasts, and the 991 which is a blast to drive, I look forward to the next drive and dine! 🚩





Wine Pairing Dinner at the General Warren

by Jeff Walton
for Der Gasser

The historic General Warren Inn has been a stopping point throughout the ages. It was a main stage stop due to its halfway point between Philadelphia and Lancaster and has been a stopping point for Riesentöter as well. It's been a few years since our presence graced this Inn, but the proprietor Patrick Byrne welcomed us with open arms.

On March 27th, 40 of our members helped fill the parking lot with an array of fine automobiles and also helped fill the Admiral Vernon Room. We began arriving at 6:15 pm. Some of us elected to have a libation at the tavern while the barkeep, Tommy, mixed up a few of his specialties, while still others went straight to the room to mingle in a more open setting. As more and more of our members entered through the threshold, all of us eventually moved into the airy and well-appointed dining room.

Hors d' Oeuvres were butlered beginning promptly at 7:30 pm. As I recall, there was a strawberry and feta with balsamic over a sliced cucumber, mushroom and artichoke bruschetta, and an olive tartar all served with a Blanc de Blanc sparkling wine by DePerriere. Although not a champagne since it's not from the region, the tight bubbles and crispness rivals some of the best houses in the Champagne region. It particularly paired well with the cucumber chip. For the next half hour I heard clinking of glasses as new acquaintance met and old friendships rekindled. Geoff Butler,

a certified sommelier from Vintage Imports, walked us through each wine as his quick synopsis of each didn't interfere with the topics of discussions throughout the room.

At 8 pm we sat. We continued with the Blanc de Blanc as pan seared scallops arrived for the starter course. They were served with a spinach, chanterelles, clams, raspberry-merlot reduction. They were perfection on a plate, and the sauce (though complex), did not overpower the caramelized scallops in anyway. Again the Vin Mousseux was a spot-on accompaniment.

Salad was the next course and to be quite honest, it wasn't right for my palate though others thoroughly enjoyed it. It was a kale salad with winter citrus. The citrus gastrique with watermelon radish and pickled vegetable however did shine with the Adelsheim Pinot Blanc from 2011. I'm not a big fan of kale I guess, but I'm a big fan of the Adelsheim winery and very familiar with their Pinot Noirs... Pinot Blanc not so much. They seem to put just as much effort into this well balanced white as they do with their famous red. It had a gentle feel on the mouth that sprang into action with the citrus from the salad.

Entrée was next up to the plate... literally - short rib, pierogies with butternut squash, and a pear-brussel kraut. The braised short rib was the highlight of the evening for me as the entire dish was edible goodness and well composed. Brussel sprouts are not everyone's favorite, like the kale, but the strong flavors of the kraut along with the natural reduction of the short rib

RTR's President Jeff Walton shares details of the recent sold-out wine pairing dinner.



A sparkling birthday was celebrated (top left). Top right: enjoying some good wine.

made for a homerun in my opinion. The side of pierogies had me wondering why I never liked these things as a kid. The wine pairing was also another highlight for me as I love big reds and you can't get much bigger than a Zinfandel. In fact DeLoach Russian River 2012 Zinfandel was a surprise to just how big it tasted next to the big natural flavors of the entrée. The delicious red had nice acidity to the tongue, hints of boysenberry, with a medium finish with whispers of black peppercorn.

But the best pairing award of the night goes to the dessert finale. Sticky toffee cake and an orange cardamom toffee sauce and a Madeira. The Alvada 5 year old Madeira had everybody placing notes in their

smartphones in order to remember it. This Madeira was truly life changing for me as I can't recall every tasting a more distinctive sweetness when I wasn't expecting it. I was of the mindset that madeira was used for one thing and one thing only, cooking... that is no longer the case as I now have a bottle of this on my bar at home. Great stuff, especially after tasting that scrumptious finger-licking sauce. The evening ended with a dimmed room as Marla de la Cruz was brought out a special dessert to celebrate her birthday and to help us celebrate another fine social event of Riesentöter. 🏁

Pre-dinner member mingling (below).





A Warehouse Meeting Venue

by David Newton
for *Der Gasser*

I had a feeling the March Riesentöter meeting would be exceptional, held at the newly renovated warehouse space owned and operated by the RDS Automotive Group (parent company of Porsche of The Main Line), our region's Premier Porsche Dealership.

RDS holdings also include McLaren Philadelphia and Maserati of The Main Line. Not a bad lineup! This was also the trivia question I opened the meeting with (answered correctly by a new member, by the way).

Speaking of new members, we had ten in attendance this month. If that isn't a record, it's only because I don't know if we've been tracking the statistic. I have been to all of the meetings since joining the club four years ago, and the closest to that we've been is six. To

put this into more meaningful terms that would be twelve percent of the total estimated eighty-five attendees. This is incredibly significant.

Those who did not sneak in through the back by the Pizza Wagon (excellent pies provided by our hosts) were treated to a newly completed lounge area. How nice was it? I want to move my office here. Hell, I want to live here.

Included were stunning prints by Evan Wawrzyniak, Creative Director at RDS (and recent RTR member).

Snaking your way through the lounge brought you quickly into the main warehouse facility.

Originally devised as storage, the space soon morphed to accommodate their newest business ventures, a fully equipped Paint Protection booth and Photo Studio.

RTR's Vice-President David Newton recounts March's memorable membership meeting.



As Riesentöter members enjoyed the facility, I worked with Marketing Coordinator Alison Scott to finalize the meeting agenda and confirm the format.

After the usual meeting updates, Evan spoke about The Studio; a unique facility designed for creative vehicle presentation in various environments, lighting and locations. No accident, the meeting area was draped in blackout curtains and back-dropped by a gorgeously lit vintage Carrera 4S.

The club portion of the meeting concluded, but last on the agenda was a live Paint Protection demo; the nuances of XPEL film application. The Applicators were challenged with excellent questions from our members, but they would not be stumped. I knew this would interest Riesentöters, but had no idea of the numbers that assembled into the workspace. Some

took advantage of the evening discounts, and many more will consider this product for their Porsche based on the reaction of the crowd. Thank you Alison, Evan and the entire staff; our season is certainly off to a great start! 🏁

Images of the RDS facility, cars and tires in storage, a 911 undergoing protective film installation, and (center) Evan Wawrzyniak, RDS Creative Director addressing the meeting.





“Shocking” Tech Clinic

by Jeff Walton
for *Der Gasser*

Being members of Riesentöter provides certain opportunities to be a part of something special; be it DE events, autocross, wine dinners, or learning about your car. On Saturday March 14th, our membership had the opportunity to learn about shocks in a tech session hosted by Myles Diamond at Meenan's Transmission shop in Lansdale. It has been quite a while in which our members gathered around a car and actually talked shop, and this raining Saturday morning was the perfect time to do so.

As 9 am approached, our members arrived one by one, signed the waivers, and grabbed some joe and donuts that were on hand. The donor car pulled onto the lift, a 2008 metallic grey Porsche Cayman donated by your president. Its front suspension a little worn after being a daily driver all of its life, including a few scattered DE's and Autocrosses thrown in for good measure. The tie rods were replaced just a month prior, but that was only part of the solution to the wobbly highway speeds it experienced.

The resolution, I hoped, would be to replace the front

shocks and the front sway-bar bushings. A quick inventory of parts was checked prior to the install. Two front Bilstein shocks. Check. Two sway-bar bushings. Check. While the shocks were off, it's a good idea to replace any other parts that might wear over time. With that in mind. two front shock mounts. Check. Two front shock mount bearings. Check. All set to go.

Myles and Marty Kocse went to work and explained things to the 25 members in attendance, and answered any questions that arose along the way. The first step was to remove the wheels, then remove the brake calipers from the rotors and tie them up so they wouldn't hang by just the brake lines. The plastic liner on the bottom of the car was removed as well, to gain better access to a few semi-hidden pieces. A few bolts were also

removed from the lower part of the strut, and at the front strut mount. The front strut mount is accessed through the Frunk after the removal of a few plastic pieces. With all bolts removed, the team compressed the shock and spring from the shock tower and fender and it slid out with ease.

The next order of business was to compress the spring using a spring compressor, and Myles informed the

Riesentöter members recently had the opportunity to get “hands on” with a front-end shock replacement on a model 987 Cayman.



crew as why this was important, especially if you didn't want to repair your garage ceiling or visit an ER. Once compressed, the strut mount was removed via an impact wrench and a box wrench. The strut was then disassembled and reassembled with the spanking new yellow Bilstein.

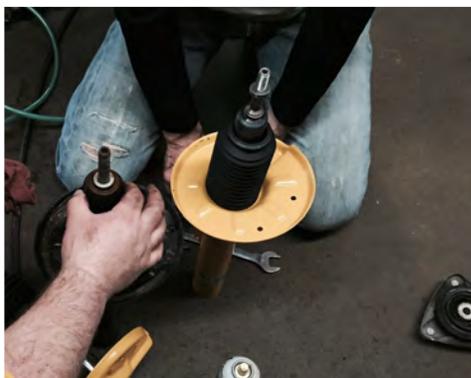
Before putting the strut back under the fender and while everything was apart, it was now a good time to replace the worn out sway-bar bushings. Two bolts later, access was granted, the old ones popped out and the new ones were in place. Add back the bolts and hopefully the clunking stops.

Now they were ready to place the strut back where it belonged. This was really a two person job as to help compress the spring and strut and finagle its way under the fender without scratching said fender. If this was televised, you would have never known the strut was removed once again as a missing part was needed; this scenario would have been placed on the cutting room floor and no one would be the wiser. Lesson learned, and again the strut went back in with a little finagling and no scratches to the fender. The camber

was adjusted to the exact same spot (thanks to marks left by a sharpie prior to removal). The bolts were torqued, the caliper put back in place and the driver's side was complete. 45 minutes later the passenger side was complete as the learning curve of reassembly was diminished through repeating the process without any mistakes. All that was left to do was put the wheels back on, reinstall the plastic liner, pump the brakes to compress the calipers, and eat.

That's right, eat. RTR had pizza and soda brought in for lunch and we continued the shoptalk as the rain was still falling. One by one member left, but they left with a little more knowledge about the cars they drive. So keep an eye out for other tech sessions; we might even do one on rear struts soon - we already have the donor car in place, and I can tell you the original donor car feels like it just drove off the lot... no wobbles or squeaks and a very happy camper to say the least. 🚩

Below: Myles Diamond and Marty Kocse explain the installation process as they work.



Sidetrack: You Are What You Drive

by David Newton
for Der Gasser



RTR Vice-President David Newton explores how vehicles can reflect their owners in many ways...

Though it may sound judgmental, I generally agree with the adage “You are what you drive.” I won’t sit here and tell you this axiom is bullet proof, but in this country anyway, it seems to be well documented. Looking around, there are endless examples that support the theory; from the environmentalist driving a Prius to the contractor with a tool-ridden F250. Right or wrong, we place a great deal of emphasis on what we sit in, and what sits in our driveway or garage. We judge and are judged by the metal that surrounds us.

As much (or perhaps more) as the clothes we wear, cars are the ultimate reflection of ourselves. We tend to drive what fits (or will fit) our personalities and current life status. Everything from the color, to the style and vehicle type is deliberately (if not subconsciously) selected. We’ve been slowly developing a vehicle persona.

Our standards will evolve, and depend on changing socioeconomic and other intangible conditions. A mortgage and three kids in college would have significant influence on what we own, as would our line of work or even our circle of friends. So the fact that we are not driving the car of our desire does not mean the statement is any more or less false. Maybe we just haven’t reached the point in our lives where it made economic sense. This is why we tend to buy our “dream car” later in life, long after the bell curve of fiscal capacity intersects with our personal objectives.

Either way, the car we just stepped out of tends to mirror our present condition, either because it’s what we can currently afford, or that we choose to drive it for a host of other reasons. For instance, it’s not completely unreasonable to assume that a minivan suggests children are nearby, that an American luxury sedan is piloted by a retired senior, or that the driver emerging from a Kale Green Kia Soul is a card-carrying member of Generation Z. I’d personally like to think the Porsche Cayman residing in my garage somehow embodies my own identity. I know that it sounds pretentious, but I’ve spent way too long behind the wheel of a 1969 VW Beetle, a 1972 Vega and a 1976 Chevette (among other atrocities). I’ve paid my dues and done my time.

No longer envious of Porsche owners, I’m now proud to be one.

Recently I determined the gas station is the great equalizer; the one place where all of us congregate and judge both car

and driver. And I know that when I rise from my Cayman and swipe my debit card at the pump receptor, people may draw certain conclusions based on the car I’m fueling with premium unleaded. After all, I’m judging them as well. Because although you can sometimes fool people by how you look and how you dress, you are inevitably what you drive. 🚩





“Shifts & Giggles”

Monthly Porsche-themed humor and commentary from Jeff Walton, RTR President.

Commentary by Jeff Walton
for Der Gasser

I'm never going to know, never going to know who wins the race between the McLaren P1, Ferrari's Le Ferrari, or the beloved Porsche 918 because Jeremy Clarkson punched some chef/producer in the mouth for not having his steak ready when he was finished filming. And now because of this I have my Monday nights free, for you see Monday night was Top Gear Night during the season. I was often glued to BBC America due to the hilarious antics of the three amigos, those being the aforementioned angry Ali wannabe, Caption Slow (or James May as he was called by his mum), and the tiny little man known as Richard Hammond.

The show was obviously one of the most watched in the world, with an annual viewership of 350 million people in 170 countries. But the BBC stuck to their guns and fired their main star without so much of batting an eye. Do I agree that something should have been done... damn straight. I would have replaced the producer with Gordon Ramsey and see how the hell he likes his kitchen manners. Let Clarkson demand a medium rare rib eye right now dammit, and see how that flies with the Michelin Star chef. Would I have fired him... well put it this way, I've grown up in the colonies where newscasters lie about being shot at in helicopters, where presidents do not know how to use a cigar properly, all-star first basemen betting on baseball, and the daily lives of poor housewives growing up in Beverly Hills is aired weekly... in other words I'm pretty immune to a wide array of emotions and misdemeanors...so the short answer is no. The British are a

different breed. Don't upset the Royals, drink tea with your pinky out, and don't order bangers without mash. They are arrogant but funny as hell. Dry but funny, and that's what made Top Gear one of my favorite shows... oh, that and the cars.

Yes the cars were specular. Every hot rod and exotic under the sun; driven in the deserts, in Peru, the Swiss Alps, over race tracks, city streets, and country roads. They bashed them, trashed them, played sports with them, to such a degree you wondered how much their budget must have been. The last episode I watched, Hammond drove the new Jaguar F Type into a wall... oh the humanity.

In the process of all these zany discombobulations, I learned a ton. I learned things like Kiefer Sutherland is not a very good driver, Clarkson still can't forgive the Germans for the war (his dissatisfaction for our beloved P-cars), and the Veyron can really do 257 mph.

Now if it is official, and they don't resume I will miss it. I will definitely miss their pronunciations of words like aluminum and coupe. I will miss their word substitutions for genitalia like dangly-bits or jubblies. I will miss words like bonnet, boot, saloon, and petrol. Again, if it's officially wacked. I have an idea... how about an American version of Top Gear, and we can use words like, gas, trunk, hood, sedan, and campers. Just a thought. 🚩

RIESENTÖTER PORSCHE TRIVIA

See how many of these Porsche trivia questions you can answer without searching the Internet or referencing your Porsche library.

The answers to these trivia questions can be found on the next page.

1. Who was responsible for the sleek body design of the 356?
2. A Canadian study in 2011 revealed that what percentage of Porsches purchased in the last 25 years were still on the road today?
3. In what year was the 10,000th Porsche 356 built?
4. While founded in 1962, Porsche expands on the facility in 1972 in Weissach, Germany. What was this facility used for?
5. In 1997 Porsche introduced the Boxster. What was the engine displacement and the horsepower generated by this engine?
6. What was the 597 Jagdwagen?
7. The “Tiptronic” automatic transmission was first made available in what year?
8. After the end of World War II in 1945, Ferdinand Porsche was arrested by French soldiers and forced to serve a prison sentence. How long was this prison sentence?
9. The Porsche 914 was designed to replace what vehicle in the VW line up of automobiles?
10. The 928 included many innovations, one such innovation was the “Weissach Axle”. What was the “Weissach Axle”?
11. The “Weissach Edition” of the 928 had what unusual features?
12. The “cookie cutter” style wheels used in the early 944s were upgraded in 1985. What was the nickname of the new wheels?
13. The 924 was the first Porsche with what two features to reach production?
14. Only 200 Porsche 959s were made. All were spoken for in a very short time at a cost of \$230,000 U.S. Dollars. What was the approximate cost of each 959?
15. Hollow-spoke wheels were first used on what Porsche?
16. When Porsche introduced the Cayman it reversed a longtime policy of what?
17. Wendelin Wiedeking, who took over as Porsche chairman and CEO in late 1992 brought in the Japanese to teach them what?
18. The Boxster was the first Porsche developed with what priority in mind?
19. When and where was Ferdinand Porsche born?
20. The Porsche factory responsible for assembling the Cayenne receives painted Cayenne bodies from VW and various ready-to-fit modules from other suppliers. What percentage of content comes from Porsche?

RIESENTÖTER PORSCHE TRIVIA

Answers

1. Erwin Komenda was responsible for the sleek design of the 356 as well as the body of the VW Beetle.
2. 97.4%
3. 1958
4. The Porsche development division together with the construction, testing and design departments moved into the new Weissach Development Center. Apart from the initial "skid pad" and a large test track, Weissach also became the home of further elaborate installations such as a wind tunnel, a crash test facility, the exhaust emissions test center, and a wide range of drive train test stands for both in-house developments and customer assignments.
5. The engine displacement was 2.5 liters with a horsepower of 201.
6. The 597 Jagdwagen was an amphibious vehicle designed by Porsche for the German Army in 1954. Although the Jagdwagen was technically superior, the contract was awarded to automobile and motorcycle manufacturer, DKW.
7. 1989
8. 22 months
9. The VW Type 34 Karmann Ghia
10. The "Weissach Axle" was a simple rear-wheel steering system that provided passive rear-wheel steering that increased stability while braking during a turn.
11. The unusual features were the champagne gold metallic paint, matching brushed gold flat disc wheels, two-tone leather interior, a plaque containing the production number on the dash board along with an extremely collectible three-piece Porsche luggage set. It's believed these cars were not made with S spoilers even though these were available in U.S. during this time period as part of the "Competition Group" option. The "Weissach Edition" option was also available for the US market 911s in the 1980 model year and 924 in 1981 model year.
12. These new wheels on the 1985/ 1986 944s were nicknamed the "phone dial" style wheels.
13. The 924 was the first water cooled, front engine Porsche to reach production.
14. The cost to produce each 959 was \$530,000 U.S. Dollars, so Porsche lost money on each 959 sold.
15. Hollow-spoke wheels were first used on Porsche's 1980 Le Mans racecars.
16. Porsche introduced the higher-powered S model first rather than the lower powered base model first.
17. Wiedeking called in a group of retired Toyota executives to teach Porsche about "lean" manufacturing, "constant improvement" and other strategies that had made Toyota a world automotive superpower. It was a brave act in a tradition-bound company ruled by proud engineers, but Wiedeking knew Porsche must modernize or else. The Germans were shocked and humbled when the Japanese faulted most everything from initial planning to final assembly. When the dust settled, payroll was cut from nearly 9,000 to 6,800, parts inventory slashed by 82 percent, and the Zuffenhausen plant was completely reorganized. Another outcome was Porsche's first teardown shop, where competitive cars could be taken apart and analyzed.
18. The Boxster was the first Porsche developed with a priority on efficient assembly.
19. Ferdinand Porsche was born on September 3, 1875, in the Austrian village of Maffersdorf.
20. Porsche contributes 20% of the content needed to assemble each Cayenne.



A proud Spyder owner...

(Photo submitted by member Jeff Weiss.)

TIRES

Pair of front tires from a 2003 911. Pilot Sports 225 40 ZR 18. Approximately 3,000 miles. When new, they were about \$500 each. I replaced all four with a different brand after an issue with a rear tire. I'll sell these for \$250 for the pair. I'm willing to deliver or meet up halfway in the Philly area. Contact Todd Gilbert (703) 627-8221.

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Photos: <http://tinyurl.com/pu76a44>

Contact Wayne Flegler, Home 856-423-6659, Cell 609-234-9968, E-Mail: outlaw356@gmail.com

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Suggestions?

Thank you for reading this issue! As always, please let us know how we can further enhance Der Gasser for your reading pleasure.

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