

DER GASSER

MAY/JUNE 2015



Riesentöter Region
www.rtr-pca.org

May/June 2015 Contents

A monthly publication of the
Riesentöter Region
Porsche Club of America
May/June 2015

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On the Cover

RTR Spring Rally winners, the
Whitman Family.



RTR Spring Rally, p18

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Vom Präsidenten (From the President)

And the politics continue... some good, some bad. If you read my messages from a few months ago, you will be happy to know that PCA has since rescinded their stance on the expulsion of Burton Propp as their means to go about it did not chill with the by-laws... go figure. Well, last month both David Newton and myself trekked our way to Hershey on Sunday, April 19th for a Zone 2 presidents' meeting. As I had stated, I have been before, and learned a ton of things along the way... this time was no different. We had a few guest appearances including Manny Alban (our past PCA president) and newly inducted secretary Cindy Jacisin, and as usual, me stirring the pot. Two weeks prior to our meeting we were sent an email with a link to Survey Monkey:

This linked contained the names we as directors of the PCA board were to vote for in order to fulfill

the positions of the Financial Audit Committee that Mr. Burton Propp helped put in place. The thing was, it was just names with "Yes" or "No" next to them, names that I don't know from Adam. I did send an email to ask who exactly these people were; a mini bio would have been nice but I received no reply. When our Zone 2 meeting started, Cindy told us only 3 of the 10 presidents in the room had voted.

"Who are these people?", I asked. I may know a lot of people but I don't know all 100 thousand plus in the PCA, and are they worthy of digging into the spending habits of the national board? Are they accountants, are they financial wizards, do they know the difference between a debit and a credit? I also asked, who nominated them. To which the reply from Cindy was, "The Nominating Committee." To be honest I didn't even know we had one of those. Then the VP from Blue Ridge asked, "Well who nominates the nominating

committee?" Manny replied, "The Executive Committee." Sounds like the fox is in charge of the hen house, "I said... and that's when things stepped up a notch. So here we have this financial audit committee that is supposed to oversee the spending at the national level, yet in direct correlation, are appointed by the nominating committee; appointed by the very people they are supposed to watch... and they say our vote counts. Yes or no for Joe Schmoe while we all keep in tow.

Now for some good news... as a matter of fact it's downright wonderful, as the new regime at the National level seems more open minded to our plight of obtaining a fully tax-deductible status with regards to

creating a Riesentöter Charitable Organization, aka 501(c) 3. It has been in the works for a few years now, and with the help of Chris Karras and our board, the

dream is finally a reality. The t's have been crossed and i's have been dotted, and the IRS has granted our request. We in fact do have a new Riesentöter Foundation. Why is this important? Well the simple fact it will help in securing funds and tarmac for our street survival program (teaching teens to drive) and it will help in any charity event we organize, since our members will now benefit from tax deductions when donating to our causes. This is truly a first within the world of the PCA. There are still a few challenges that lie ahead, but PCA National is using us as a template to further cement the generosity that our members have towards the greater good.

Drive it like you own it,
Jeff Walton
President, Riesentöter Region, PCA



*1. Please provide your first and last name		
<input type="text"/>		
*2. Please provide your PCA Membership Number		
<input type="text"/>		
*3. Please provide your PCA National Title or Region Title		
<input type="text"/>		
*4. Vote for no more than five.		
Kim Fritze, Nord Idem Høgen, Zone 10 Representative, Chairperson	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Ken Laborde, Marit Goss Region, National Insurance Chair & Careers Counsel	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Bob Knight, CPA, Mawerck Region, Region Finance Chair	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Bryson Kider, CFIA, Carlsleis Høgen, National Hogstier Chair	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Craig Kugler, Serra Nevada Høgen, President	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Alternate Write-In Candidates (please specify). There must be at least one no vote above for each write-in candidate. Write-ins must be a PCA Region President (board member), Standing Committee Chair (board member), Zone Representative, or National Committee Chair.		

From the Editor's Desk

I think that I've mentioned in previous columns that becoming a Porsche owner has provided me with many new opportunities to enjoy my purchase in ways I've never considered with other brands of automobiles.

Regardless of what make of automobile I've owned, I've always been proactive about the routine maintenance and taken great care of my vehicles. When I owned other vehicles over the years, I had no problem pulling into someplace like Jiffy Lube for an oil change or Firestone for tires or an alignment. Not now. The Cayman S only goes back to the dealership for all of its service. Because my dealer is only a couple of miles from my house and they treat me like a valued customer, it is very convenient and I trust them to keep my Porsche in top shape.

As you explore all of the engineering and technology built into these cars, you quickly learn why Porsche technicians are put through so much training and re-training. It's so they can keep up with all of the technology developments introduced with each new Porsche model, as well as to provide the best possible service experience of any automobile manufacturer.

In addition to now loyally having all of my service work done by a Porsche dealership or a shop that has mechanics specially trained in Porsche service, I find myself wanting to know more about how I can better take care of the car myself. Never before was I interest-

ed in learning how to complete routine service tasks like changing brake pads and flushing the brake fluid. But now I am. At first I thought it might be to save money because (as we all know) our cars are technological marvels, but are very expensive to service. I figured out it was partly driven by a cost savings, but mostly because I know wanted to know more about my car and to get involved on a more personal level in its care.

Now I find myself reading up on Porsche maintenance and seeking advice from other Porsche owners on how to complete some of these tasks myself. I think that my foray into Drivers Education (DE) has forced me take even more of an interest making sure my car safe and in great working order for DE events by attending the tech inspections we hold before each DE event. At each tech session I find myself learning more and more from members, and that helps me become a more informed Porsche owner and driver.

It's funny that with all of the cars I've owned over the years I've never got so involved with my ownership of any of these. I never dreamed that owning and driving a Porsche would be so satisfying on so many levels.

Drive safely,
Dave Hathaway
Der Gasser Editor



Editor's Notes

Event Coverage

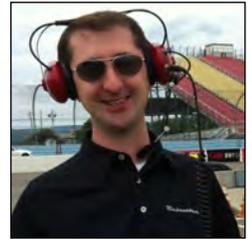
If you attend an event and want to write up a short piece describing it, we'd appreciate it. We can't attend everything so your help, helps fill in the blanks. We'll edit and let you proof before we publish so rough input is fine.

Photos, Photos, Photos!

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



Membership Report



Submitted by Corey McFadden, Membership Chair

Please join us in welcoming our new members. If you know another Porsche owner that hasn't joined PCA yet, encourage them to do so. See you at an event soon!!!

Robert Abramowicz Temple, PA
1991 cobalt blue metallic 944 S2

Pedro Jose Alfonso Martin Wayne, PA
2014 Blue Cayman

Andrew Armour Swarthmore, PA
2006 Blue 911 Carrera S

David Brown Eagleville, PA
2008 Silver Cayenne

Erica Burkit Danielsville, PA
1992 Amazon Green 968

David Carr Breinigsville, PA
1988 Guards Red 944S

Stephen Cassidy Philadelphia, PA
2012 Black Panamera

Dan Coughlin Collegeville, PA
2002 Silver 911 Turbo

Chris Eby Chalfont, PA
2002 911 Turbo

Laurie Emerson Lincoln, CA
2001 911 Carrera 4

Mark Gibson Phoenixville, PA
1977 Silver 911S Targa

Heather Horton Landenberg, PA
2000 Silver 911 Carrera

Steven Huynh Doylestown, PA
2015 Red Cayenne GTS

Wayne Jensen Reading, PA
2004 Silver Boxster S

Eric Kaufmann New Hope, PA
2001 Guards Red 911 Turbo

Hoi Lee Chadds Ford, PA
1989 928 S4

Nathaniel Mallory Philadelphia, PA
2010 carrara white Cayman

C. Marlon Lucero Warminster, PA
2010 Black Panamera 4S

May Ly East Norriton, PA
2014 Boxster

Jeffrey Miller Malvern, PA
1987 Guards Red 911 Carrera Targa

George Palomba Media, PA
2004 Guards Red 911 Carrera Cabriolet

Graham Perry Phoenixville, PA
1987 GUARDS RED 944

Chaz Ramos Philadelphia, PA
2015 Black Cayman

Mark Rusden Ivyland, PA
2015 911 Carrera

Rudy Samsel Flemington, NJ
1998 Zenith Blue Boxster

Randy Schwartz Lincoln University, PA
2007 Slate grey 911 Turbo

Pete Schweitzer Lansdale, PA
2013 Agate Grey Metallic Boxster S

Victor Skloff Collegeville, PA
2015 White 911 Turbo S

James Stillwell New Hope, PA
2014 Black Cayenne GTS

James Teixeira Eagleville, PA
2000 Boxster

Marcus Tillson Philadelphia, PA
2015 Agate Grey Cayman GTS

Ken Weirman North Wales, PA
2015 Black Macan S

TRANSFERS—Welcome to RTR!

Anthony Baran Ashland, PA
1980 911 SC (From Central PA)

David Cucchi Parkesburg, PA
2007 Black 911 Carrera (From Central PA)

McNeal Ryder Philadelphia, PA
2014 Silver 911 Carrera S (From Kentucky)

Rudy Samsel Flemington, NJ
1998 Zenith Blue Boxster (From Northern New Jersey)

Rajan Sundar Hasbrouck Heights, NJ
2008 Black 911 Carrera 4 (From Northern New Jersey)

William & Beth Tench Kennett Square, PA
2006 Red 911 Carrera S (From Potomac)



RTR Membership Milestones



40 Years

Donald Applestein
Linda Applestein

35 Years

Robert Taylor

30 Years

Norman Marcus
Roberta Marcus
Robert Paradis
Lori Paradis

25 Years

Rose Radcliff
Drew Sentivan
Heidi Sentivan
Mark Terlecky

20 Years

Nick Hatafski
Nicholas Brandon



15 Years

James Baum
Michelle Baum
Scott Belles
Julie Dennis
Frank Donato

Julie Donato
Craig Giordano
Patricia Giordano
Wade Saadi

10 Years

David Austin
Mary Austin
Peggy Bowen
Frank Cantrell
David Goldstein
Robin Harshaw
Win Harshaw
Edgar Hartung
Charles Kennedy

Daniel Newton
Cynthia Newton
William Renshaw
Nancy Renshaw
Walter Segl
Debra Segl
Bart Venesoen
Fred Woods
Cassandra Woods

5 Years

Scott Borowsky
John Bowen
Rebecca Bowen
Tom Carey
Victoria Carey
Mike Cox
Rick Femovich
Monica Femovich
Jim Guerra
Daniel Guerra
Mike Mendlow
Sadie Mendlow
Michael Petrilla
Louise Petrilla
Rich Purcell
Elizabeth Purcell
Steve Whittall
Lois Whittall
Eli Whitney



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Zone2rep@comcast.net

* Voting Privileges

Upcoming Events

Submitted by Wendy Walton, Social Chair

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

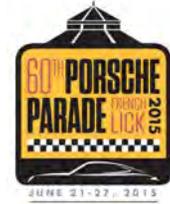


JUNE 2015

June 21-27

60th Porsche Parade

All things Porsche will be celebrated this year in French Lick, Indiana.



JULY 2015

July 11

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.

July 18

RTR Family Picnic

Join us for food, drink, and a full-blown drive-in movie complete with popcorn. There will be an optional rally prior to the picnic and much fun to be had for all! Bring the entire family.

July 31-Aug 2

Vermont Road Trip

It's time for another RTR road trip! This year we are headed for a fun filled weekend in Vermont! We will be caravanning up to the Grafton Inn in lovely Vermont. This historical village has lovely rooms that are in several different buildings throughout the village.

The trip is SOLD OUT, but many on the waiting list have been able to find spots, so if you're interested please contact Wendy Walton by e-mailing social@rtr-pca.org ASAP.



AUGUST 2015

August 11

Ice Cream Social

Ice Cream Happy Hour at Milky Way Farm in Chester Springs just off route 113. Bring the Porsche, bring the kids, bring extra napkins. 5:30 to 7:30pm. Maybe even eat backwards that night and start with your dessert first. Summer will be over soon so lets pack as much summer into a cone that we can.

August 16

Street Survival

Teen driver safety event at Warminster Community Park located at 300 Veterans Way in Warminster, PA. See website for more details.

Upcoming Events, Continued

AUGUST 2015 (continued)

August 19

Membership Meeting

Membership meeting at Porsche of Conshohocken located at 1312 Ridge Pike in Conshohocken, PA. Food and refreshments will be served starting at 6:45 PM with the membership meeting following at 7:30 PM.

August 22

Cars & Crab

Come on down to the Boondocks and join us for the Tri-State Crab Feast Cruise on Saturday, August 22nd (rain date Sunday, August 23rd).

It all starts at the Winterthur Museum parking lot (6 miles NW off I-95, Exit 7, on SR52 in Wilmington, DE) and heads west through Northern Delaware estates and Southeastern Pennsylvania mushroom farms, then turns south for lunch and a swim at Elk Neck State Park along the Chesapeake Bay (pack a picnic basket).

After lunch the drive continues east with a stop in historic Chesapeake City,

passes by Maryland horse farms, reenters Delaware and heads south on SR9 along the Delaware Bay ending at the Boondocks Restaurant just east of Smyrna for our crab feast.

Please email Stu at oba@ockman.us to sign up and receive further info as it becomes available.

August 29

Tech Inspection

Inspection event for vehicles participating in RTR's Pocono Southeast DE event in September.

SEPTEMBER 2015

September 12-13

Radnor Hunt Concours de' Elegance

Join us in admiring some of the most beautiful automobiles in the world in a beautiful setting.

For the seventeenth year, the Radnor Hunt Concours will have a unique grouping of cars, carriages and motorcycles to present. The main feature will include Art Deco Cars, an era known for its flamboyant style, so expect to see makes such as Delage, Delahaye, and Isotta Franchini. Also featured is the Aston Martin in celebration of its 100th anniversary, and Rally Cars which include a number of makes such as Austin, Saab, Audi, Subaru, Lancia, Mercedes, Triumph, and Porsche.

September 20

Grace Winery

RTR will be visiting nearby Grace Winery for a tasting event. Check website for details.



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.

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



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



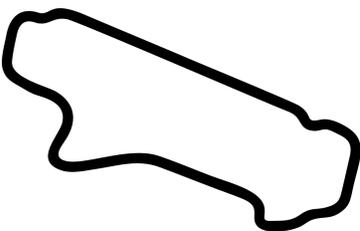
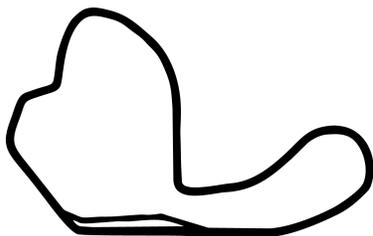
The PCA High Performance Driver's Education program is designed to allow participants to safely explore the limits of their vehicle and skills on track.



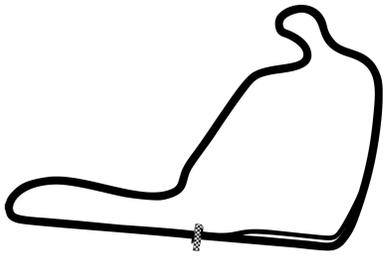
Have you considered Drivers Education (DE) but are not sure if you want to take your car on a race-track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter "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)



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

Questions?

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





RTR Spring Rally 2

The Covered Bridges of Bucks County, PA... and a little math!

by Rich Bitner
for Der Gasser

Saturday May 23rd could not have been a more picture-perfect day to blow the pollen off our Porsches. 28 registered to participate in our first rally of the year that began from Tyler State Park in Newtown, PA.

This rally focused on 12 amazing covered bridges found through the Bucks county countryside running a total of 90 miles and completed in about 2 ½ hours. To be exact, 12 covered bridges were either driven through or found using two pages of navigation instructions that included 14 required tasks (or exercises) to be completed. A total of 16 points were available to accumulate... well that's if you were 100% accurate.

The rally ended at the Plumsteadville Inn, where everyone returned in drips and drabs turning in their rally sheets for scoring, and enjoying a very good luncheon buffet followed by a short presentation to the top three participants.

The final results:

Third place received a pair of beautiful RTR PCA etched pint glasses and a \$50 gift certificate to the RTR online shop, and this went to Mike and Sue Smith.

Second place received a pair of beautiful RTR PCA

etched pint glasses plus a \$75 gift certificate to the RTR online shop, and this went to Eric Rhoads and his navigator Marianne.

First Place honors went to the entire Whitman family! Driver Christy, Navigator Brad, and their two adorable daughters kept Mom and Dad on course from the back seats of their beautiful red 911 Cabriolet. They received a \$100 gift certificate to the RTR online shop and a pair of RTR PCA etched

pint glasses. We understand that the girls have dibs on the glasses!

It was a great turnout and we saw so many new faces. Our next rally will be July 18th and is set to end at our annual RTR Family Picnic. We hope see you at one of our rallies later this year. 🏁

RTR's Rally Master, Rich Bitner recounts the spring rally experience.

First place winners. The Whitman family (top) and some participants staged to start the rally (below).



Detail Day!

by Jeff Walton
for Der Gasser

Photos courtesy of
Craig Nichols and others.

When I met Jonathan Santomauro and his father Frank at the new member breakfast. I could see their enthusiasm for everything cars, including our beloved brand of Porsche. As we got to know each other, they said they would like to host a membership meeting at their warehouse. I informed them that the entire year's membership meetings were already spoken for but I had two questions for them.

First - "What's in the warehouse?"

Second - "Do you have any outside spigots?"

The answer to the second question was "yes." So I asked, "Instead of having a member meeting, could we hold a detail day?" The answer to that question was yes as well. Perfect. And that's how Detail Day was born. Well not really true, see I got the idea from hosting a few detail days at my house. It started a few years ago with one friend and I taking off winter wheels and detailing our cars in my driveway, then getting lunch. In has continued to grow. Last year I had 5 friends in my not so big driveway and every detail product under the sun in order to wash away the winter from our rides. I placed that image of last year in my mind and filed it away under - that would be a cool thing to do with the club. Frank and Jonathan helped me retrieve that image and that is truly how detail day was born on April 25th.

I usually don't look at the weather forecast, because I

realize I don't have the power to change it (only adapt to it). Besides, I have better luck looking out a window then listening to the seemingly well-educated green screen meteorologist trying to predict our climate. But being our first detail day, I have to admit my eyes were glued to what may lie ahead. So the forecast for 10 days out was sunny and 65 degrees. Seven days out, it was cold and rainy. 5 days out it was still cold and rainy. At three days I had hope... cloudy and 61. Two days away, and there was no change. One day, and it said 60 but still cloudy. Hmmm 60... yes, still doable.



So Saturday finally made its way here, and I got up and did the normal get-ready things. At 7:30 am, I hopped in my car with a frunk-full of Zaino (my cleaners/wax of choice), and my heart sank as I turned the key. My temperature gauge showed 37 degrees Fahrenheit... that's a little cold. Okay, maybe really cold, but in retrospect that felt like summer compared to some of

the temperatures we had this winter. Well in for a penny, in for a pound and I checked the forecast again... 60 degrees it said. I then heard the notes from my Borla exhaust; I was at the warehouse by 8:15 am to get things ready for anyone who might arrive... I expected just me. I walked towards the open door of the warehouse and met up with Frank. He greeted me then turned on the lights. I think the concrete floor will forever have the indentation of my lower jaw. More on that later... Jonathan soon arrived with the entire contents of a Dunkin Donuts where I'm sure they placed



the "we are closed" on the door soon after he left.

As nine o'clock approached, the chill was beginning to lift as I connected the hose to one of the outside spigots. I donned my black latex gloves, filled my bucket with some blue dawn and before I knew it a few more Porsches were arriving. As I was soaping up the Cayman I directed people to the doors of the warehouse, "Inside are coffee and donuts, plus the stuff of which dreams are made of." By 10 am we had 20 Porsches, by 11:00 we had 30, and a total of 41 Porsches that came in dirty left in sparkles. The chill did in fact leave but the clouds stayed, making it the ideal weather for laying down a few coats of wax without dripping sweat. Now in your mind, think of your favorite car cleaning product... yep it was there, along with buffers, chamois, and microfiber towels in a rainbow of colors. And if you forgot something, just ask around, and it was given to you with a smile. We shared tips and stories and at 11:30 we shared pizza courtesy of RTR. It was then a good time to sit back and take in the sights... not only in the parking lot but to peruse the inside of the warehouse as well.

So the answer to the first question is... A Ferrari or two or three, a fully restored 68 GT 500 Shelby Fastback, the new Hellcat with 707hp (yes that is correct - 707), a Viper, a Delorean (without a flux capacitor), a 928 from Victoria Canada that had to be ferried to the mainland for transportation, a 930 Turbo, a 62 Bug, and a Lambo Diablo in a sinister red, plus a few other nice rides thrown in for good measure. It is an eclectic collection; a bit of everything. They bought what they liked. Jonathan and Frank couldn't have been nicer, providing stories as well as turning a few keys to allow the symphony to come alive.

So if you didn't make it to our Detail Day, I hope there is a little bit of envy in you as you read this, because maybe, just maybe, when one of family members open up their doors for a special occasion, you might just clear your calendar and join us. You never know what lurks behind closed doors. So Jonathan and Frank: thank you for opening up your doors and being part of the fantastic Riesentöter family. 🚩

Some of the beautiful cars in the warehouse (above).

RTR Members clean and polish (below).



RTR DE at POCONO NORTH

by Dave Hathaway
for *Der Gasser*

RTR Editor Dave Hathaway shares the excitement of Riesentöter's DE program.

Last year when I attended the Friday Drivers Education (DE) event at Pocono Raceway on the North Course, it poured for almost six hours. But I learned how my Cayman S could perform at high speed in truly adverse conditions. This year was very different since it was mostly dry except for a few scattered showers and some overnight rain. The sparse precipitation made for a much more enjoyable event.

The North Course at Pocono Raceway is a fun five-turn one and a half mile circuit that includes the "bowl" on turn three. This part of the track is the same portion that the NASCAR drivers use. One feature that takes some getting used to is the "wall". Driving alongside the wall going in a clockwise direction with it next to the driver's door is somewhat unsettling, especially if you end up so close you can almost reach out the window and touch it. The wall is a feature that makes this track unique and a little more challenging. So far it's the only track that I've driven on that utilizes a wall not made up of old tires and guardrails.

I arrived late Friday night and stayed at the Blakeslee Best Western only a couple of miles from the track itself. Since the hotel was lodging to over a dozen other RTR drivers participating in the event, this made the parking lot resemble a Porsche dealership. The hotel

itself is a great place to stay and is not only close to the track, but also close to several gas stations, places to eat, and the ever popular WAWA.

Earlier on Friday before I arrived, there was an Introduction to Drivers Education session at the track as well as multiple sessions on the track for more advanced drivers in the red, black and white run groups. There were at least ten drivers that took advantage of the Introduction to Drivers Education session. Hopefully, all of these drivers will be as motivated after their session as I was when I started attending my first DE event last year, and would continue to attend other RTR DE events.

On Saturday I got the track by 6:30 am to get in line early for tech inspection and to get settled in. There was a drivers meeting at 7:45, and then classroom started at 8:30 before my first session on the track. I first met my instructor for the weekend (Kevin Douglas), and talked to him about my previous experiences at other DE events, and most importantly discussed what type of instruction

I learn best from. I think that this is a really good point. You need to communicate with your instructor about how they can best help you learn and improve as a driver. When you start attending DE events you are given a logbook that helps you and your instructors document and identify areas of strength as well as the areas that you need to work on.

The first session went ok, but it was the slowest of all

Driver receiving some instruction from the starting grid crew (middle).



the sessions as I learned the drive line. I know this because I started to use an app on my iPhone called Track Addict. It's very easy to use, and filled with features especially when coupled with the software Race Render (made by the same company). My lap times started with 1 minute 23 seconds

on average, but there were slower laps due to "traffic". The traffic consisted of groups of cars bunched up. This broke up as we drove more and more, and as each driver started to feel more comfortable with the course and therefore increasing their speeds. On Saturday each run group drove four thirty-minute sessions which seemed a little long and caused some of the drivers (including myself) to become a little fatigued by the last set of laps. In total I drove 84 laps and 126 miles of driving, as each lap was about 1.5 miles in length. The day ended with a pizza party that afforded us with time to socialize and get to know the other drivers. It was around that time that the thunderstorms began to move into the area; thankfully they held off until the driving had concluded for the day.

Sunday started with the track shrouded in fog generated from the overnight rain and temperature change. The sun came out and quickly burned off the fog and dried out the track. The first run group assisted in helping the drying; by the time it was my turn to go out, the track was perfect. With each session my speed increased and my lap times decreased, it was clear to both my instructor and I that I was improving and making the needed adjustments to my drive line that enabled me to drive more smoothly and faster. When you hit a turn just right you feel it and there is an "aha

moment," and you know right away that you executed that turn nearly perfect. You can tell you are improving when you start to recognize and verbalize that you've hit the apex of the turn too early or too late, or you when take a turn too wide. This is proof that you are understanding and are applying the concepts that you are taught in the classroom session as well as by your instructor on the track.

On Sunday, I ended the day a little early and skipped the last of the four sessions so I could head home sooner. I still ended up driving an additional 69 laps for 103 miles. For the weekend I drove a total of 153 laps that totaled almost 230 miles. The number that really impressed me was the best lap time from Saturday during my first session (1:23), to my best lap time on Sunday which was 1:11. That was a 12 second improvement that could be seen gradually when you looked at times from each session. While many in the white, red, and black run groups were achieving lap times as low as 58 seconds, I was very happy with my improvement that I could document through the use Track Addict. While you know or feel that you are making progress and your instructor is constantly giving you feedback and encouraging you throughout each session, it's great to have the numerical data that clearly illustrates your progress.

It was a fun weekend driving my Cayman S around Pocono, and spending it with fellow Porsche enthusiasts and friends. I highly recommend it if you haven't had the opportunity to participate in a DE event and experience how incredible your Porsche is, that you reach out to the Riesentöter track chair (Marty Kocse) or any of the instructors or RTR members who participate in the DE events to find out how to get involved. You won't be sorry. In fact, you'll get hooked like I did. 🏁



A trio of Guards Red Porsches in the garage at Pocono Raceway (left).

An assortment of cars lined up in their run group getting ready to go out on the track (right).





April Member Meeting Performance Automotive

An alignment demo was one of the many highlights of April's RTR membership meeting at Performance Automotive in Malvern, PA.

by David Newton
for Der Gasser

It's tough to be a host for a Riesentöter meeting. What I mean by that is there are very few slots available each season. We have 11 annual meetings (none in January). We usually meet at all four Porsche region dealers, and traditionally have had a summer picnic and then a holiday party in December. That leaves just five spots. This year we have a Wyebrook Farms brunch and the Simeone/Fretz event meetings.

You can see where I'm going here. That only leaves three months to squeeze in a few hosts, and I like to take care of our non-dealer sponsors and try to get an independent shop to host a meeting at least once each season. In 2015, we reached out to Performance Automotive in Malvern, PA.

My relationship with Performance Automotive began just after I bought my 2009 Cayman, and I soon found out that this engagement was embarrassingly short as compared to other RTR members. It turns out they have been associated with our club for years.

Being a customer was not the primary reason for asking them to host a meeting; their shop is comparatively huge with plenty of room for members to wander around and see an exceptional collection of cars. I was surprised at the variety of machines spread throughout the facility.

Another reason I like these guys is that their place is clean; nearly spotless. Don't get me wrong, I like rolling up my sleeves and getting greasy as much as the next guy, but there's something about a shop that looks like the surgical wing of a hospital.

As much room as there was inside the workspace itself, there was also plenty of parking. It's funny how a smaller independent shop can have an abundance of customer parking. For a club meeting, this is a critical attendance factor as members have discerning tastes when it comes to parking their Porsches.

Riesentöter meetings always start with a social period, with plenty of time to talk to other members old and new. People seemed to enjoy looking at the interesting cars and equipment, and munching on sandwiches and other foodstuffs supplied by Wegman's.

Soon the club chairs updated RTR members on events and other club activities such as the Drivers Education and Autocross schedules, the Club Race at Monticello and Street Survival, and then introduction of a number of new members, including Heather Quinn of ASAP Automotive Sound and Protection (host of the audio clinic held at their facility in early May).

I'm very pleased to see new faces at the club meetings, and delighted they are attending more events. Paul (Performance Automotive co-owner) specifically mentioned to me how surprised he was at the num-



bers of people he didn't recognize.

One of my favorite things about Riesenötter is how genuine and down to earth the vast majority of our membership is. People talk about "snotty Porsche owners", but I take exception to that stereotype. My experience has been completely the opposite. I spoke at length with David Donahue (longtime friend of the owners, club member and racing legend), and found him to be engaged in the conversation. There's just something about the atmosphere of our monthly meetings that is relaxed and easy going.

Last on the meeting agenda was an alignment demo using the Performance Automotive state of the art alignment equipment. I was particularly interested in

this event since I'd just had my Porsche aligned here several weeks ago (ironically due in part to a badly done alignment elsewhere).

I want to thank Paul, Peter, Ken and Jordon for the great job they did planning, setting up and arranging one of the best meetings I've been involved in. It's a shame there are such limited opportunities each year. 🏁

Above: The alignment system (top right) was the featured demonstration of the evening. Other vehicles in the shop and shots of the meeting are also shown.

JUDGED

THE AMELIA ISLAND CONCOURS d'ELEGANCE



Visiting Amelia Island Concours d'Elegance 2015

by Wayne Fitzgerald
for Der Gasser

I am writing to you once again, to encourage you to plan an escape next winter to Amelia Island's Concours d' Elegance. I was able to attend this year's festivities, the 20th annual on the second weekend of March. The car shows are held on the Ritz Carlton's golf course. Amelia Island is located on the Atlantic coast just below Georgia. There are two car shows. One on Saturday called "Cars and Coffee" (free to the public), and the main show is on Sunday. Other events also take place on Thursday, Friday and Saturday.

This year four auctions were held. Bonham's was on Thursday with over 100 cars and many lots of automobilia (art work, auto-related vintage toys, and auto accessories). One item that appealed to me was a felt pennant from Langhorne Speedway in Lower Bucks County, now the Oxford Valley Mall. It sold for \$750. Celebrity spotting is something to practice while attending the events. I saw Wayne Carini from Chasing Classic Cars at Bonham's; Carini

said he had 12 cars in the auction. Look for them in an upcoming show. The next auction I went to was Hollywood Wheels with 200 plus cars. Their focus is on American Muscle Cars, but they did auction off 50 Porsches on Friday; two of which were Porsche tractors (real barn finds).

Then on to Gooding and Co.; their fifth year at Amelia Island. Among the eighty vehicles was a 1974 Porsche 911 Carrera 3.0 RSR. It sold for \$1,237,500. Also crossing the block was the first Lotus ever built for a customer, a 1951 Mk 111B that sold for \$247,500. The last auction I visited was RM with nearly 100 cars. They had the top seller for the weekend; a 1960 Ferrari 400 Superamerica that went for \$6.4 Million.

In addition to the auctions, there were many other activities. One was the Porsche Driving Experience held at the airport. This event allowed one to drive new Porsche's at speed with a famous race-car driver, one of which was Hurley Haywood. This event was sponsored by Brumos Porsche. You could take a road tour or test drive of a new car. I



RTR member Wayne Fitzgerald shares his amazing experience at the prestigious Amelia Island Concours.

test-drove a Jaguar Type F convertible. My salesman co-pilot was none other than Roberto Guerrero, F1 and Indy Car driver. Pinch me... what a nice guy and such a fun car. Davey Jones, winner of the 24 hours of Le Mans (in a Porsche) was one of the other salesmen. There were also panel discussions to attend, one about design DNA and the other about the Car Guys on Television and how it takes hours of film to get 23 minutes of show.

Saturday's "Cars and Coffee" featured about 200 cars and was free to the public. It was held on the Ritz Carlton's Golf Course, just as Sunday's event would be. The weather was perfect both days. Sunday's guest-of-honor was Sir Sterling Moss. Many of the cars he raced were brought in for the show. As he walked the grounds, he reacquainted himself with each one of them and "ah the times they had together." The 914 was the featured Porsche, with a rare eight cylinder version on loan from the factory museum in Germa-

ny. Another rare 914 was converted into a pickup; maybe you read about it in Panorama. There were vendors amongst the cars along with what could only be called "new car showrooms." One showroom featured the new Alfa Romero 4C and they even had a convertible that is not for sale yet. I found a local connection in Mike Engard, a High School classmate from Ragtops and Roadsters located in Perkasie Pennsylvania. His shop had a hand in restoring two cars in the show. It was Mike's first trip to Amelia Island; he had a great time and said he would definitely return again.

I encourage all of you to escape next winter and immerse yourselves in one of the best car weekends in the Country. You can come early for Bike Week in Daytona as I did, or stay the week and attend the 12 hours of Sebring. I'll be looking for you next year! 🚩

A pair of aerodynamic tractors (left) and some fine concours entries (right).





ASAP Audio Clinic

by David Newton
for *Der Gasser*

What do you do if you are a new Riesentöter member and own the area's premier audio and customization shop? You hold an audio clinic for your new friends!

Owners Mark Cost and Heather Quinn reached out to me earlier this year with the original intention of hosting a club meeting. As we were fully booked for the year, I asked if they would consider an audio clinic, and they readily obliged.

I was certainly not expecting much, since ASAP would provide the food, entertainment and product demos; all we had to do was show up. But to my surprise, they were very willing to host the event with a promise of almost nothing but some attendance from our membership. I dropped in at lunch one day to check out the place and meet them in person. They were genuinely excited and I left the rest to them.

ASAP Automotive Sound and Protection is a 40 year old established business that

spent its first generation in neighboring Conshohocken. They had one bay to work with, and that was just not enough to permit them to supply their growing base of customers into the future. So the new facility is now on Ridge Pike, just blocks from the Montgomery

County Courthouse. It offers greater flexibility and therefore better service to their customers. They completely renovated the space, and now it provides the room they need.

We couldn't have selected a better day for the event; it was eighty degrees with beautiful sunshine. Arriving early to check things out, the staff was busy setting up the food and music. Already, a late model violent red Corvette Stingray was on hand (a friend of the owner), and Mark had his white Panamera GTS and yellow Lambo outside attracting attention.

It was a lazy day, and Riesentöter members trickled in to check out the shop and enjoy some great barbeque. Unlike the typical Open House, this was just a relaxing gathering of friends. Some came to check out the facility, some to

The highlight of a beautiful Sunday afternoon was an open-house cookout at Automotive Sound and Protection.



ask questions on custom installations, and others just came by just to see what was going on.

Mark lined up our Porsches like cigars in a wooden box, which made for some great shots for those of us who think we are photographers. Heather manned the grill and served up some burgers and bratwurst to the hungry crowd. Serious machines came in all day long; not just Porsches, but some American iron and exotic representations. A steady flow of RTR members came and went. That was the order of the day; a relaxed atmosphere to enjoy, without the hype or pressure of sales and product hawkers. You have a question? Go ahead and ask... Mark is full of ideas and answers. But don't expect a hard sell or handcuffs at the register. That's not what this day was for, it was an opportunity for friends to meet and see a ton of cars and related products.

So what does ASAP offer to someone who's more interested than a hot dog and a handful of chips? Well,

that's a good question... They obviously sell and service audio equipment, radar detectors, lighting and other electronics. But they do a lot more. They specialize in customizations; just about anything you could imagine.

I would have liked to have stayed and gotten some more pictures, but I had another event to attend. No worries though, right behind me was Riesentöter president Jeff Walton who brought in a contingent of attendees from the RTR Autocross in Warminster. You couldn't have asked for a better way to spend a Sunday afternoon. And we can only hope for weather like this should Mark and Heather decide to repeat next year!

Note: Congratulations to raffle winners David Nettleton, Pete Schweitzer and Jeff Weiss who went home with gifts courtesy of our hosts! 🏁

Below: Shots inside the retail showroom, cars and visitors outside.





Sidetrack: German Engineering



RTR Vice-President David Newton explores German automotive creativity.

by David Newton
for Der Gasser

My first exposure to German engineering was ironically our family VW Beetle, as it's not what most people think of when someone refers to German design and quality. But the Beetle was in fact the essence of purposefulness; a place for everything and everything in its place. Except that they built it backwards (trunk in the front, motor in the rear).

When the need for cheap transportation presented itself, I bought my first Beetle without flinching. After all, I was intimately familiar with the quirks associated with its fundamental utility. The Bug (as we called it) was cheap, got decent mileage and was easy to work on. The weight of the engine was over the drive wheels and the hollow front end made steering light and effortless. It was the perfect snow car; I bought and sold it with the same nearly bald tires, and never got stuck once.

It wasn't until college that I found out what the rest of the world meant by the term "German Engineering". A friend once got me a job parking cars at a posh golf course when I was a senior in high school. I'd only gotten my license the year before, and I would have done this for hamster food. Tips (it turns out) were better than a retail job, but the real bonus was the variety of cars that entered the gates, and the ease by which the owners handed over their keys.

Aside from the more typical Cadillac, Buick and Oldsmobile, Mercedes Benz was one of the more premium vehicles entrusted to me. I immediately noticed two things when entering my first Mercedes. Foremost was the sound made when the door closed; a heavy 'chunk' reminiscent of a huge bank vault sealing millions in untold treasures. Then there was the deafening silence once you were entombed. I can't tell you how many times that summer I turned the key to start a Benz that was already running.

BMW hadn't yet reached the prestige that Mercedes had earned by the seventies, and Audi barely existed here in the states. I don't think many even remember Opel. But the occasional Porsche did pull in. I noticed their owners seemed a bit more particular about where they expected me to locate their investment; never under trees, nor on the grass, and definitely not too close to other residents. I would nod my head empathetically, and wedge it in next to its neighbor anyway; close enough to catch a pencil dropped between them. We always left the windows down as more often than not it was the only way back in the car. You therefore shouldn't wonder why I never (ever) turn my keys over to a valet. I know the drill...

I don't want to perpetuate the stereotype, but there is something about the minutiae of German design that I find extraordinary. For instance, the glove box in my Cayman has three distinct features I've never found in any another car: a set of clips to hold most any pen, a clever pair of slots that accept and eject the storage of my second and third favorite CDs, and finally the most ingenious and retractable cup holder arms that appear with a click, and retreat into the housing effortlessly. It must have taken months to design these, one iteration after another; meticulously tested, vetted and reengineered until completely faultless.

Cars have never been manufactured as well as they are today. Therefore, setting yourself apart from other companies is incredibly difficult. Even brands once synonymous with chintzy, have improved to the point of consideration by the most discernible buyers. But German Engineering isn't about purely exceptional design details. It is perfecting the ordinary, simplifying the impossible and creating a flawless construction from even common materials. It is the very definition of the whole being greater than the sum of its parts. 🇩🇪

"Shifts & Giggles"

Commentary by Jeff Walton
for Der Gasser

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

Coming back from an executive meeting last month I saw a sign on 611 South... no, not some sort of heavenly sign where the clouds part and a ray of sunshine lights up miles and miles of pothole free, police free, and car free tarmac as far as the eyes can see... no, nothing like that. It was a simple sign, orange with black print supported by two metal posts put up by either Penn Dot or someone too wise beyond their years by the township. In fact when I read this sign, I literally had to turn around and reread it as I was sure I had misinterpreted the words. Nope. I read it correctly the first time. I don't recall ever seeing a sign like this before which struck me as odd as I'm sure they exist in other areas like New Jersey or New York City... maybe even in Rome, Italy, though nowhere around my neck of the woods for sure.

The black and orange sign reads "Beware of Aggressive Drivers." Think about that for a minute. No, truly think about that. I'll wait... Now I have seen all sorts of signs, most signs telling you (the driver) to obey certain laws, "Slow Down", "No Tailgating", "Stay Awake" (by the way, I love that one... yeah when I'm behind the wheel and I want a quick nap, nothing irks me more than reading a sign that says "Stay Awake"). So here is a sign warning you that a-holes are coming and they are close, real close. They could be just around the corner ready to shake their first, extend their fingers, and blow their horns... at you! And you better be ready for it... there's a sign telling you, warning you, and you better obey. So what is the true meaning of this sign? Does it give way to allow aggressive drivers to reign the road?

"But officer, why are you giving me a ticket? There was

a guy tailgating me... trying to pass me on a double yellow line. He was speeding, flailing his arms, screaming at me with his windows down!"

"Well, you need to be aware of drivers like this, see that sign over there? It says so."

"But he was speeding, he was tailgating... isn't that against the law?"

"Doesn't matter, you need to be aware of drivers like them, you can't invoke them in any manner. If you do it could jeopardize the safety of our roads."

"Huh?"

And while I'm on the subject of signs and their meanings... I don't think most drivers know what "Wait for Green" actually means. I'll tell you what, it doesn't mean "No

Turn on Red." If they want you not to turn on red, they would have placed the "No Turn on Red" sign in its place. It's not like, "Yo Hank, we ran out of "No Turn on Red" signs, what do you want me to do?" Well, use a

"Wait for Green" sign instead." In this day and age, it is truly incomprehensible as to why people actually wait for a green light when it is not marked anywhere. All states in the union have allowed right on red since 1978. This was put in place years ago to help save on fuel consumption, and that was almost 40 years ago people... 37 to be exact,

yet people wait... wait with no cars coming.. for miles and miles. So for those of you who do not know... "Wait for Green" simply means the oncoming traffic has a green arrow to their left, so they have the right-of-way should you have a red light. Make sense? Now when you hear the horn and see those arms waving in your rear view mirror from that aggressive driver behind you please beware of them... and your ability to turn on red. 🚩



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. When inspecting a Porsche, the chassis serial number or VIN (vehicle identification number), is the primary way to determine the correct year and model. On 1970 and newer 911's built for the United States, the VIN was located on the driver's-side windshield post, as well as on the tags mounted on the door jamb and inside the trunk. On 911's built before 1969, where was it located?
2. In 2005 for the first time in the 41 year history of Porsche, Porsche used what on the 911 997's
3. On the 1989 Carrera 2/4, how many warning lights were on the dashboard and what was option M573?
4. The aerodynamics of the new Cayman GTS generate 221 lbs of lift at top speed. How is the new Cayman GT 4 affected by its aerodynamics?
5. Of the original prototype 901 Porsches built between 1962 and 1964, how many are believed to have survived?
6. Ferdinand Porsche developed a four wheel-drive Formula One car, what its model number and name?
7. In 1978 Porsche had a new weapon for races. The 935. What was this car's nickname?
8. How many Porsche 911 Turbos did Porsche originally intend to produce?
9. Approximately how many welds are there on a 2014 911?
10. The design of the 911 has been updated how many times and resulted in how many generations of this iconic car?



RIESENTÖTER PORSCHE TRIVIA

Answers

1. Inside the trunk.
2. The base 911 997's had 18 inch wheels and the S models used 19 inch wheels.
3. The dashboard had 13 warning lights that were borrowed from the 944 and option M573 was an automatic heating and air conditioning system.
4. The body work on the new Cayman GT 4 produces 265 lbs of downforce at a speed of 183 mph. This is almost the same as the 911 GT 3.
5. Only one 901 prototype is believed to have survived; number 7 chassis 13 327. This car has been restored and is owned by a private collector in the United States.
6. The Porsche 360 Cisitalia had 385 hp and could top 200 mph, but because of the owner's lack of funding and a change to the rules, it never actually raced.
7. Moby Dick. The Duck Tail
8. The first Porsche 911 Turbo was presented at the 1974 Paris Motor Show and originally intended for a production "volume" of just 500 units. By the time the last air-cooled 911 was delivered to its proud owner on March 31, 1998, Porsche had built and sold no less than 32,335 Turbos to customers the world over.
9. A 2014 911 has approximately 5,000 welds.
10. The 911 has been updated only five times in four decades resulting in six generations of the 911.



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In addition to being on my property, with someone home days, nights & weekends, a portion of the upper floor is occupied by a local newspaper publisher, so someone is actually on-site during the day as well. I use a portion of the space to work on my own cars and I would also be checking up on things daily.

If a club member or a referral is interested in storage, I am looking to rent at a an annual prepaid rate of \$480 (\$40/mo). I'm really just looking to offset some of my costs.

This has been occupied exclusively by other Riesentöters over the last six years and I would like to keep it in the family so to speak. References available. I'm happy to answer any questions; please contact me and I'll get right back to you.

Contact: chris.barone@gmail.com or (215) 205-2526.

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

MARKTPLATZ (contd.)



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Suggestions?

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