

DER GASSER

AUGUST 2014



Riesentöter Region
www.rtr-pca.org

Aus des Präsidenten

(From the President)



I'm a youngin' compared to the many fossils in our beloved club, and although I have led the charge for some change, I see a need to preserve the past. As I attend meetings and events I'm seeing a ton of new faces in the crowd and when engaging the newest of members I draw on my limited knowledge of the past (I've only been a member for 6 years). But I'm learning, I'm learning through an imitative that I took on. I'm in the process of digitizing past issues of *Der Gasser* and placing them in an archive on our website for all to enjoy and learn.

For me I've learned there is a wealth of knowledge as well as ideas hidden in the pages of our older rags, and turning the pages is literally like turning back time. I've learned that at the core, the Riesentöter of old and the Riesentöter of new are very much the same in the simple fact we both love our P-cars. I've learned that there still is a commitment to bring forth excellence to all the events on the calendar by the executive board and its members just like days of old. Sure things have changed; like having membership meetings in the same location month after month and hill climbing seem to be things of the past, but the more things change, the more things have stayed the same. Our traditions continue to grow even stronger. The summer picnic is alive and well, and the holiday party blossoms into more and more smiling faces each year. I've also learned that plenty of you should be kicking yourself as to why you didn't buy that 1958 356 cab in 1972 for \$1250.

Now that I'm digitizing *Der Gasser*, I'm also updating our timeline that is located on our website with little tidbits and interesting factoids for future generations to enjoy and learn. As you can see, the archive is far from complete, as well as the timeline. So for prosperity sake, and the sake of all our members, past, present, and future, I'm asking for your help. If anyone has any missing issue(s) of *Der Gasser* or has any of those little morsels of history – please drop me a line as our future Riesentöter members are counting on us to save the past in order to learn from the past.

Check those boxes in the attic, closet, basements, or storage units and get back to me.

Drive safe and drive every day,

Jeff Walton

President, Riesentöter Region, PCA

DER GASSER

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— On the Cover —



David Wright and Linda Gay during our Prally (Picnic Rally)

DER GASSER

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From the Editor's Desk:



I'd like to take this opportunity to thank Jeff Walton for taking on the huge undertaking of digitizing the past issues of *Der Gasser* and posting them on our club website for all to enjoy. I can't stress this enough; that this is an enormous task. These efforts to preserve the history of the club and ensure that our history is available for all our members to view will set us apart from other PCA regional clubs.

I've seen some of the first newsletters going back to 1957, and they were only a couple of pages in length. To say that they were simple would be an understatement. They were in black and white and had limited content as Porsche was just beginning to be more widely available in the United States. As the decades passed, *Der Gasser* grew in pagination and the content quality improved as more Porsches were bought and passion for them grew. You could feel the passion in the articles they wrote for each 356 or early 911 they owned. Members participated in the same types of driving events as we do now; DE, rallies, autocross, and the RTR social events consisted of dine and drives, parties and new member get-togethers.

One thing that is really evident is that the way we write and communicate our experiences has changed. When you look at the earliest issues of *Der Gasser*, you see a very different writing style. Somehow we were much more "wordy" and even formal. I noticed this also when I was reading the meeting minutes from my fire company going back into the 1930's. There was a certain style that was more elegant, formal and proud. Somehow in this era of using Twitter to communicate out thoughts with a 144 characters or less, we have lost some of this style that our members of the early years of the club used so well.

The passion for all things Porsche has changed some also, but for the good. It was clear that the early owners and drivers of the 356 fell in love with these first Porsches, and this began a life-long love for the Porsche brand itself. As more and more Porsches were sold here in the United States and Porsche offered additional models such as my Cayman S, there were new reasons for both previous owners and new Porsche owners to fall in love.

Regardless of how eloquent you are as a writer, or how good a photographer you are, please continue to share your love for all things Porsche with your fellow members, as well as those who have yet to fall in love with a Porsche.

Drive safely,

Dave Hathaway
Der Gasser Editor

Editor's Notes

Photos, Photos, Photos

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

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.



Membership Report

Submitted by Paula Gavin, 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!!!

| | | |
|------------------|-----------------------|--------------------|
| Rob Allen | Coopersburg, PA | 2011 911 4S |
| Dylan Atkins | Media, PA | 1997 911 |
| Mark Cary | Wayne, PA | 2006 Cayman S |
| Deon Pasquale | Newton, PA | 1989 911 Carrera 4 |
| Joseph ElChaar | Allentown, PA | 2012 Carrera GTS |
| Eric Gottshall | Wind Gap, PA | 2002 Boxster |
| Greg Hummel | Chester Springs, PA | 2005 Carrera S |
| Leonid Katokik | Bryn Mawr, PA | 1987 911 |
| Eugene Long | Plymouth Meeting | 2015 Macan S |
| Robert Mancino | Blue Bell, PA | 2000 Boxster |
| David Mizrachi | Huntingdon Valley, PA | 1984 911 Targa |
| Rob Pastir | Whitehall, PA | 2000 911 |
| Vincent Polito | Sellersville, PA | 2014 Cayman S |
| Joseph Singh | Dresher, PA | 1986 928 S |
| Douglas Troutman | Philadelphia, PA | 2006 911 |

RTR Membership Anniversaries

20 Years

Joanne Kibler
Joyce Redmond

15 Years

Peter Fritchman
Dana Kovalevich
Karen Mcelroy
Mary Miller
Terry Minkin



10 Years

Victor Bray
Christos Karfakis
James Pishock

5 Years

Greg Chaputa
Mike Diem
Ian Goddard
Donald Kaas
Bob Kingston
Judy Kingston
Cindy Marano
Chris Perot
James Thompson

Upcoming Events

Submitted by Wendy Walton, Social Chair



August 14, 2014 **Happy Hour**

RTR will be holding another happy hour on Thursday August 14, 2104. Join us at the [Twenty9 Restaurant](#) in Malvern. The restaurant is located at 16 Great Valley Parkway in Malvern, PA. Happy hour starts at 5:30 pm. Specially priced drinks and appetizers will be available until 7:00 pm. Dutch Treat as always, nothing to do but show up and talk p-cars or whatever.

August 17, 2014 **Street Survival**

RTR's second Street Survival program for teen drivers will be held on Sunday August 17, 2014 at Warminster Community Park at Hatboro Road and West Bristol Road in Warminster, PA. Additional information may be found on the event calendar on our website www.rtr-pca.org.

August 20, 2014 **RTR Membership Meeting**

RTR will be gathering for our August member meeting at Possum Hollow Motorsports located at 481 Schuylkill Road in Phoenixville, PA. Food, drink and socializing will begin at 6:45 pm followed by a guest speaker Timothy Miranda from Castrol, who will talk to us about the virtues of motor oil!

August 26, 2014 **Ice Cream Social Happy Hour**

An ice cream happy Hour will be held at [Milky Way Farm](#) in Chester Springs located at 521 East Uwchlan Avenue in Chester Springs, PA, just off route 113. Bring the Porsche, bring the kids, and bring extra napkins. 5:30 to 7:30 pm. Maybe even eat backwards that night and start with your dessert first. Summer will be over soon, so let's pack as much summer into a cone that we can.



Thursday, November 6, 2014 - 12:00am to Sunday, November 9, 2014 - 12:00am

Escape 2014 to Magical Orlando

The PCA 2014 Escape to Magical Orlando will be headquartered at Walt Disney World November 6 - 9. Visit the PCA website for more information.

Riesentöter Autocross



Autocross is a sport of trying to navigate your car through a defined course of pylons usually on a large parking lot, faster than your competition. Autocross courses are set up using soft orange traffic pylons, which will not damage your car.

Autocross is a safe way to push your car at its limit. You not only learn how to handle your car at speeds that you drive daily, but you also:

- ✓ Gain confidence in your driving ability
- ✓ Learn the limits of your car's brakes
- ✓ Learn correct seating, hand, and feet positions
- ✓ Learn the limits of your car's tire adhesion

Finally, Autocross is a social gathering of new and old friends and **LOTS OF FUN!**



2014 Autocross Cup Series

Race 1-----April 6-----Philly SCCA Warminster
Race 2-----April 20-----Central PA PCA Hershey
Race 3-----June 22-----Lancaster Corvette Manheim
Race 4-----July 13-----NNJR Met Life Stadium
Race 5-----August 10-----Lancaster Corvette Manheim
Races 6 to 8: Scheduled later

Questions: autocross@rtr-pca.org



2014 DE Schedule



August 19, 2014
Track: NJMP Thunderbolt Raceway
Registration Open Date: June 23, 2014

Safety Tech Date: Aug. 9 at

[Innovative Racing Technology](#)
319 Commerce Court #101
Limerick, PA 19468
(610) 639-6724

September 12- 14, 2014
Track: Pocono South and East
Registration Open Date: July 23, 2012

Safety Tech Date: Aug. 30 at

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

October 17- 19, 2014
Track: Summit Point
Registration Open Date: August 18, 2014

Safety Tech Date: Oct. 4 at

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



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.

Defining Moments – Rob Farrington

by David Newton, Contributing Editor

Rob Farrington is not unlike most car enthusiasts. He's been into automotive machinery for much of his life, and likes just about anything on the road. He particularly enjoys muscle cars, but in conversation I noted that familiar twinkle in his eye indicative of every motor-head I've ever interviewed.

Born in the Lansdale area, he moved to Collegeville at an early age and lives there with his family today. When asked about his non-car hobbies, Rob ranked his favorite sports; Football, Hockey and Lacrosse topped the list since he's played all three. I asked if he was any good, and he answered without hesitation (or conceit for that matter), "Yeah. Not bad."

His appetite for cars is so broad and varied it was tough to get a bead on specific preferences. Jacked up Ford F150 with mudders? Sure. Lambo, Ferrari, Maserati? Of course. Seems like if it has wheels or a motor, it's something he wants to see. Car shows and events are a favorite pastime. The son of his father's colleague races quarter midgets, so he has an interest in that as well. He's attended everything from car shows to Monster Truck events.

His connection to the Porsche brand? Well, his uncle has a black over white Carrera cabby. A nice car, but that was not what really ignited his current passion for the marque. Their personalities are all striking in their own way; it's therefore not often that one would stand out so far in front of another.

Oddly, he was recently initiated to the Porsche brand through Riesentöter member, Bryan Papillon who was the subject of this column back in the December – January 2012 issue. Bryan is the neighbor of a relative, and Rob noticed his Carrera GTS one day in the driveway while visiting. He thought the design was unique and elegant with an understated sophistication. He even snapped a few pictures of it on the sly. As he only knew him casually, Rob was not aware that Bryan owned such a beautiful machine.

As so often happens when you suddenly become aware of something unique that's essentially been there all along, it seems that they suddenly pop up all over the place; on your way to work, at the local Starbucks or perhaps a commercial that you never paid attention to before now. He began to notice, and mentioned that he had spotted Porsches at a Fourth of July event this year as if they were a new brand.

I pressed him to reveal his favorite car prior to his recent discovery, and his initial response shocked me... Bentley; no specified model but I'm not sure it mattered because I would have been surprised either way. Why? It's just not typically the answer I get to that inquiry. So I rephrased the question, "If you were *given* a car with no strings

attached, what would it be?" He supposed then a Ferrari or Lamborghini, again with no reference to a specific model (perhaps due to the distant reality of actually owning one).

The conversation was wrapping up so I asked the question I pose in every interview, "What's in your garage?" It's not meant to be literal; I just want to know what he currently owns. As of now, Rob has a

Diamondback Mountain Bike and a Penny Board (an undersized retro-skateboard). Maybe I should have mentioned that Rob is thirteen years old (fourteen in January, he asserted). And it is precisely his age that convinced me to interview him for this column when Bryan made the suggestion.

Defining Moments are often accidental encounters, as was the case with Rob there in the driveway of his grandmother's next-door neighbor. With the seed now planted, the potential of this event leading to actual ownership depends on too many factors to calculate at this stage of his life, but who knows?

As RTR/PCA members, we have a binding obligation to pass along the torch. Remember that you are never too far removed to be someone's Driving Influence. To Rob it is obviously "Mr. Papillon", especially since he was rewarded with his first ride ever in a Porsche (a certain GTS), shortly after our session ended. Only time will tell if he will ultimately end up being an owner himself, but personally, I look forward to writing the follow-up article.



Grace Winery at Sweetwater Farm

by David Newton, Contributing Editor

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Having been lucky enough to travel all over this country as well as two tours in Europe, it's sometimes easy to forget that we have an excess of curious places to see right here in our own back yard. Such was the case with our recent visit to Grace Winery in Glenn Mills, Pennsylvania.



Grace Winery is part of Sweetwater Farm, an historic Brandywine Valley estate. The original Quaker farmhouse dates to 1734, and the Hemphill family added a Georgian addition in 1815. Sweetwater Farm housed the British soldiers after the battle of Brandywine in 1777, was a safe house for the Underground Railroad, and the third floor of the farmhouse was a Civil War infirmary. Five acres of vineyards are dedicated to the winery; the barn on the property dates back to the 1750's and was used to malt barley for distilled spirits. It was completely renovated in the mid 2000's, and includes a tasting room, event facility and conference space.



We gathered on the last Sunday in June in West Chester at Dilworthtown Crossing, a favorite meeting place as it provides some shade and has a Starbucks for those arriving early. We were greeted there by

Riesentöter Membership Chair Paula Gavin who had organized the event. Among other talents, Paula has a knack for planning road courses; never taking the direct route and you can always count on great scenery and winding roads.

After a short introduction and exchange of directions, Paula led the group of more than a dozen Porsches (and one MG) through southern Chester County. We were separated immediately, but remained connected through the use of radios we used to keep the herd together. We started on Brintons Bridge Road, and then followed Creek Road into Chadds Ford near the Brandywine River Museum, crossing Baltimore Pike, dipping briefly into Delaware, then back across the Pennsylvania border through farmland, wooded properties and meandering roads. A truly gorgeous drive to consider even if not visiting the property.



We arrived, entering the tasting room that opened to the beautifully renovated barn, which included the winery hall with its exposed timber frame and views of the gorgeous property. Space enough to house a dozen carefully displayed vehicles (and I wasn't the only one who thought so).



Grace Winery at Sweetwater Farm (cont.)



The main event began with Riesentöter members gathering in the winery hall where we sampled wines that progressed from whites to reds; Pinot Gris, Chardonnay, Cabernet, Merlot, and Sangria. All of which are grown and bottled on site, with the exception of one (those grapes are obtained locally and then processed on premises). To enjoy with our wine, cheese, fruit and meat platters were available and served elegantly on wooden cutting panels.



We toured the bank barn that housed the Tasting Room and Winery Hall on the main floor. We took the staircase down to the second level (starting from the top), where the lounge, kitchen, conference area, and restroom facilities were located. The lowest level was for wine production and housed the oak and stainless steel fermentation tanks. A little warm for what is essentially a large basement, the processing rooms are separated by large wooden doors very much in keeping with the country style of the facility. Built by Amish craftsman, the construction is impressive. Much of the building was retained where possible. It was not in the

best shape from years of neglect and needed significant structural work. The result is nothing short of stunning.



After the tasting and tour, we roamed the grounds freely. The farm is well cared for and there are many out buildings and rental cottages to appreciate. The main house is in remarkable condition and looks very much like a manor home of the period.



To the side of the main house lies the sprawling vineyard that supplies the grapes processed on site.



The large trees provided needed shade and added a majestic ambiance. Grace Winery at Sweetwater Farm is a Chester County property worth a visit; I suggest you also take the scenic route in getting there.

RTR Rally

By Jeff Walton, President

Saturday July 19th, 2014 - what a gorgeous day to arrive in the Montgomery School parking lot in Chester Springs with your top up. You really couldn't have asked for a nicer day for our Prally - the rally to the annual picnic. Though I have to say, once everyone got rolling those who arrived in convertibles did the sensible thing and let the sun shine in. Our Rally'ers gathered just prior to 3 pm and most hadn't a clue what they were in for... hehe. Rallies by nature are a competitive sport like the TSD (Time, Speed, and Distance) rallies you see on TV, as the cars zoom over dirt roads and hairpin turns on tarmac at blazing speeds; though most of the Riesentöter rallies fall on the side of a gimmick rally where speed and time has no outcome and should be more fun than competition - but looking at some of the faces that crossed the finish line - they wouldn't agree with me.

We had close to 20 teams that consisted of driver and navigator and some even brought along the rest of the Whitman family proving that people do indeed use those little seats in the back of a Carrera. There was a fine array of Porsches and even a Mercedes that were eager to gallivant around the countryside, plus a bunch of new faces that wanted to put their best foot forward; overall I was highly impressed with our new members and their abilities to discern my clever clues. Participants checked in with our Rally Coordinator - Rich Bitner. At 3 pm we passed out a tips sheet, pens, and what we called "back-on-track" packets, which contained four envelopes each with a set of coordinates to get you back on the correct path should you have gotten lost. The use of smart phones was encouraged in order to look up clues that might have been unfamiliar, or to snap photos at the photo-ops along the way.



David Wright



Beth and Corey McFadden

Each navigator was handed a set of directions and a map of Valley Forge National Park just prior to their departure. I was amazed at the amount of stumped faces on Step 1, which read - "the opposite of Orville and Wilbur." As they reached for their smartphones the "duh" moment graced their faces as they proceeded to make a "LEFT" out of the parking lot and started the rally. The first car was off at 3:12 pm and another car followed suit every two minutes thereafter.

During the direction following, the team also had to seek answers to questions, such as when was the Post Office built and when did Cathrine Bromback kick the bucket? Some answers were obvious, some you had to get out of the car and find how much Wawa charges for a 20 ounce Gatorade, while other questions relied on the tip sheet that stated "answers may be found on both sides of the road". Yes, some teams did indeed forget about the tip sheet and the appropriate hints.

Two of the steps were photo-ops. The first photo-op was at a black mailbox and a Rubbermaid container. There was a set of directions on the container that stated, the driver was to wear as many props as they wanted, but there was one item that was worth considerably more in case of a tie. The tiebreaker was not needed but the special item was the coconut

RTR Rally - cont.

coconut bra with RTR and PCA in white letters. This photo-op was done at the home of my in-laws, and my father-in-law got such a kick out of watching the teams get dressed which made his day. The second photo-op was probably the hardest to find... that tip sheet thing again. This time, both driver and navigator had to get a picture of themselves and their car in front of the Wayne Statue in Valley Forge Park, so they either had to take a selfie, or find someone to take it for them.

Once the last photo-op was completed it was just a matter of answering a few more clues and driving a few more miles before pulling into the picnic grove at Station 68 (the last answer to the last question), Valley Forge Firehouse. As I said the before, the first team arrived back way before the picnic started and the last arrived back at roughly 6:20 pm. Some Rally'ers called it quits midstream, while other persevered to get a sense of accomplishment and to see what place they came in. In order to get your score all one had to do was total all the answers to the questions – they were all number related – what can I say? I was a math major in college.



Martin Gorman

The 3rd place team was driver Mark Mattson (BTW, Mark just joined 11 days prior to the picnic so how about that for getting into the spirit of competition and meeting the family)? His Navigator was Tracy Patrick-Panchelli. They will plot their revenge and course out the next rally over the bottle of red wine they won. The runner-ups were driver David Wright (who was rather a newbie as well; joining in February of this year), and his Navigator Linda Gay. They also took home a bottle of wine and a nice set of second place etched pint glasses. The first place team (the first ones out and the first ones back), took home a bottle of bubbly and a set of first place etched pint glasses. That team was none other than Beth and Corey McFadden, navigator and driver respectfully.

To all the Rally'ers who participated thank you. As you know it takes time (as Rich and I can confirm wholeheartedly), to set one of these things up, and there is no better joy then to have our members come out and have some fun. Okay, I lied because it just as much fun watching the Rally'ers crossing the finish line with the thrill of victory or the agony of defeat. So if you missed this one, we'll probably have another one on the docket for mid-to-late October. And those of you who made this one, that gives you plenty of time to sharpen your skills, do those crossword puzzles, take eighth grade algebra again, maybe watch a few episodes of Jeopardy, you know, train that brain of yours... because the next one won't be so easy... haha... and as the texters say these days JK (just kidding).



Jim Foster

DE - Thunderbolt

By Ofer Tal, RTR DE Enthusiast



Here comes another fast-paced track. Those with big engines must love this place! We're familiar with the venue as we've been here before. This facility in NJ includes Thunderbolt and Lightning, which we visited back in June. What separates the two is a right/left turn at the gate. By now, the morning routine is simple, familiar and as exciting as putting on a seat belt on the way to get groceries. If we didn't have to do it, we would skip it.

Ok... all the safety stuff is behind us, and it is time to get on the track. We merge from the right after turn one. We have to stay right all the way through the straight between turns one and two and through turn two, then cross over to the left between turns two and three. It is possible for the cars on track and cars coming out of the pits to be in each other's blind spots, and/or obscured by the tire wall at pit out. I realize it's important to listen at the driver's meeting!

Turn one is a fairly fast right-hander. Many novice drivers try to early apex this turn. Some drive up on the apex curb (a good indicator of an early apex). And if they have a "stiffer suspension", it's not a comfortable ride. To use the speed carried through the turn, we will use the entire track width at corner exit, including exit curbing. If the car ends up at the exit curbing, we will get right next to the curbing until the turn in point for turn two, and turn in from the curbing. Some might even use the curbing. The curbing is sufficiently flat that some simply don't get off of it. It's an opportunity to look like the pros without causing any damage to the car. It's only about a second or two and then it is off to turn two!

Turn two is another fast right-hander blind. Drivers in low horsepower cars can take this turn flat out, in other words without braking before entering the corner. Drivers in faster cars will need to lift, and drivers in high horsepower cars might brush the brakes. Depending on suspension stiffness and tire grip level, I've seen drivers take this corner anywhere from completely on the pavement to cutting the apex curb. At this point in the season, the drivers already know what their car can do, and use every inch of the track to go faster. We're always taught to stay on our own line and never follow the car in front line. They are not the same. This is a perfect example, and a great spot to practice!

We just past the turn two apex and we are rolling fast down a little knoll accelerating towards corner three. Turn three is a very fast right. My friends with low horsepower cars take it flat out. So much fun! Turn three is an important corner as it leads to the second longest straight in this track. So it's essential to be accurate, position the car right and carry as much speed as possible into the straight that follows.

The straight from turn three to turn four goes down and up. There's a little bit of a blind spot as you go up, and if you're fast enough it feels like the car is in the air for a moment. But it doesn't; it's just a great feeling going over the top of this tiny uphill slope. Some stiffer cars with more horsepower may even need to lift while cresting the hill.

Braking time! We finally hit that moment to use the middle pedal but this is still a fairly fast turn. The track is also pretty wide between four and five allowing us to carry speed through the corner. At first, I was over-braking but with practice, confidence and good instructors, I quickly take it faster and faster. Because a slow left-hander turn five follows turn four, steering at turn four exit is not completely unwound. Instead, the turn "continues" until the car is back on the right side of the track for turn five entry. Pretty neat combination once you get the hang of it! I prefer to come into turn four a little faster and reduce speed on the exit side rather than braking before turn four. This is because turn four follows a longer straight, but is followed by a very short straight into a slow turn five where braking hard is needed anyway. It's just one of those corner collections where each driver (based on car setup and skill) pick a slightly different line. It's good that I remember to keep my own line.

A second or two later and now we have to use the brakes again. Some position the car all the way on the right side of the track and some stay in the middle. Either way, red taillights are a common sight here. Careful not to early apex and hit the curb and then back on the throttle hard. Because we slowed down so much at the turn, we will use the entire track and stay right to the curb to get the most speed. "You paid full price for the track – use all of it!" says my instructor.

We will carry all that speed through a short straight coming into turn six. This is a right and it is faster than it initially appears. Some don't even need to brake here, getting away with lifting only, and those set up with a good grip to horsepower ratio can turn here flat out. The turn is totally flat with great visibility allowing me to develop confidence at high speeds quickly.

Thunderbolt - cont.

Following a short straight from six, the slow turn seven is fast approaching, and with it the use of brakes. This is another slower turn right this time. There is some curbing here that is so flat it is almost an extension of pavement. Let's us it! Feel like the pros again for a moment. Leaving the apex behind, we will gather some speed during this long right hand sweeper. Most of it is taken on the throttle coming out of turn seven. The tail end of it is a hard-braking zone for turn nine. We must brake in a straight line as much as possible. Everyone needs to brake hard here because immediately after comes the very slow turn nine.

As we make it out of turn nine into turn ten, a somewhat faster than turn nine left-hander begins. We are now at the top of the Octopus head. I consider this turn to be the most difficult corner at Thunderbolt. The fastest line here is to start the turn wide by delaying the turn-in from turn nine, which effectively executes a late apex through turn ten. The late apex straightens the exit of turn ten allowing us to get on power way before turn ten's apex. This is not easy and requires laps and laps of practice. Well, goodness there is more than one session a day!



We're out of the Octopus but we are not done with animals. Next is the "snake combination". We move left to right as we come out of turn ten toward turn eleven. We touch the apex on the right going through turn eleven (using the apex curbing if necessary) to maintain flat out acceleration. This is also a one-second opportunity to upshift before turn twelve. Turn twelve is the second half of the "snake combination". We transition right to left and touch or use apex curbing as necessary. This snake is like the real thing, moves quickly right-

left in an accelerating pace.

Turn nine is the beginning of the "Octopus". The Octopus is a short and slow collection of three turns that look like an octopus head from above. At the beginning, I overestimated the speed at which turn nine can be taken and went off the line, trying to either brake or turn into it. With a few laps under my belt, I was able to follow a more accurate line which goes through turn nine starting on the right edge of the track, braking in a straight line toward the middle of the track, then turning hard and positioning the car back on the right side to set up for turn ten. My instructor gave me a tip to use an off the track mark to position myself. I found a portable bleacher on the horizon. Perfect!

Leaving the snake behind us we are all about throttle. Turn thirteen is a really fast turn and it leads to the long straight, so going fast through it is important. It starts right as we go under the Subaru Bridge. We will stay all the way left and turn right into the apex. There is plenty of apex curbing here and we can use all of the first level to straighten the turn as much as possible. We are tracking out fast while the car is still turning right and into the loong straight. It's all throttle from here to the end of the lap.

SHIFTS & GIGGLES

BY JEFF WALTON, CONTRIBUTING EDITOR

The problems with owning a Porsche...

And I'm not going to talk about maintenance. See, you should expect the maintenance on an automobile to be proportional to the cost of that automobile. But I have to tell you, I have spent less on my Porsche in six years of ownership than four years owning any Chrysler product that was in my garage, and after six years it still feels new.

No, I'm talking about the other problems owning a Porsche such as traffic. Traffic is a real kick in the teeth when owning a Porsche. Stop and go traffic is not why the Germans created these cars. Here you have a car that is meant to hit the apexes, handle the curves and accelerate its occupants to speeds worthy of an astronaut leaving orbit, yet all that flies out the window when sitting at the mid-county tolls on the turnpike during rush-hour. All I really want to do after work is let out some pent-up aggression from a day of not-getting-anything-done con calls and bounce the tach off the redline a few times, shift through all the gears like a racecar driver, and carve up a curve like a turkey breast on Thanksgiving Day. Not so with the inappropriately named "rush-hour." It pains me to sit on the horsepower under my hood and crawl like an injured snail inching my way to the next exit which is only 2 miles away. I look down the clear-as-the-eyes-can-see-shoulder... I'm tempted... very tempted. Then I noticed the clear-as-the-eyes-can-see-no-oncoming-traffic and curse under my breath as to why I didn't take that job closer to home. My pent-up aggression is fast becoming a teapot whistle. I start to fidget not because I want to get out of traffic and drive home... I just want to drive; the destination doesn't matter... well anywhere except here - sitting in traffic. ARRRG!

Then we have another problem with owning a Porsche... construction... which is a heavy influence on the first problem - traffic. Once again Porsches are not made for construction; they are not meant for zipper merges or cattle shoots or reduced speed limits - which brings me to another problem with Porsches - the dreaded speed limits. Another ARRRG! Our top posted

speed limit in the state of Pennsylvania is quickly met within a third of the range on our speedometers... meaning once again, there sits untapped horsepower under the hood... untapped by the way of almost two-thirds in the real world. The top speed limit in Pennsylvania can also be hit in second gear on most Porsches leaving a few extra gears to help break the law. Now I could alleviate this problem by either moving to Montana or do a DE or two with the Riesentöter track crew, but every once in a while I'll just elect to pay my speed tax, aka - speeding ticket, at a worthy municipality - worthy because they managed to catch me. Another problem with owning a Porsche is you stick out a bit more; probably a good reason I have to pay my speed taxes. Yep, people tend to notice you drive a Porsche and say things like, you drive a Porsche you can afford it, you drive a Porsche you must be a <fill in own expletive here>, you drive a Porsche - nice car man. And that my friends, makes all these Porsche owning problems melt away... that, and a construction-free-no-car-as-far-as-the-eyes-can-see-without-a-cop-in-sight piece of tarmac.



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Sidetrack – Road Trip!

by David Newton, Contributing Editor

When I was a kid, a Road Trip was always the source of anticipation. Even rides to the playground or comic book store were more fun than walking, running or taking my bike. I grew up in a family of Volkswagen Beetles; a successive line of functional transportation. I never cared that they were only a marginal improvement over my Schwinn. And the Bug had running boards... when my dad came home from work, I'd bum a ride from the corner to the house on those sideboards; left hand on the mirror and the right gripping the door handle, taking particular care (from experience) not to depress on the latch as he pulled away from the curb. Since it made mom a bit anxious, dad and I had an unspoken arrangement for me to bail off before the hedge in our yard so as not to be spotted from the kitchen window.

Family trips, whether weekend jaunts or full-scale summer escapes, were always something I looked forward to. And the anticipation of the journey was even more fun than the destination itself. The end of every school year transitioned to our annual summer vacation to see family in New England, go camping in the New Jersey Pinelands, or head to various points of educational interest such as Williamsburg, Fort McHenry or our nation's capital city.



But the trip I remember most was a six-week cross-country excursion with my family in a Winnebago in the summer of 1972. We took a southern route west from our home just outside Philadelphia until we hit the Pacific Ocean, hung a right up the California coastal highway and then navigated a northerly course back east. Stops along the way included the Grand Canyon, Zion National Park, Yosemite, Crater Lake, Mesa Verde, Disney Land, Sequoia National Forest, Death Valley, the Bad Lands, Yellowstone, Niagara Falls and the Great Lakes. It's only now that I realize how many memories that came from this trip.



But what I remember most vividly; what was forever branded in my fourteen-year-old cerebral cortex was the incredible drive, particularly as viewed from the motor home captain's chair with that giant windshield the only separation between me and the miles of nothing but open road and the next destination. The hot sandy highways of the Midwest or the mountains of the Rockies were laid out in front of me with no knowledge of what the next stop would bring. It didn't matter to me where we were going; national park or historical home, it was simply the going itself.

That hasn't changed much as I've gotten older. When I met my wife Christine, our families lived in the same town. But in contrast to my travels, she hadn't been further east or north than New Jersey, no more south than Washington DC, and never ventured beyond the farmlands of Lancaster County. Now that we've been married more than 30 years, we've seen the Left Coast, the Province of Quebec, the Florida Everglades and many points between. We visited Europe twice; much of that on the roadways and autobahns.

Since joining the Riesentöter region of the PCA, we've taken several excursions with our new friends to some pretty diverse sites. Sometimes just day trips, but other times longer jaunts to locations far from home. With winter now in the rear view mirror, summer brings us the anticipation of the next outing; the optimism of the open road with new and curious locales. And every one of them comes with the same anticipation; because for me, it's always been more about the journey than the destination.

2014 Riesentöter Picnic

by David Newton, Contributing Editor

In stark contrast to this and last year's Riesentöter picnic, the weather made for a delightful evening. Last year the event was in June. It was hot and steamy; when we scheduled a July picnic this year I was prepared for the worst. But we could not have asked for better conditions. It was warm, but not terribly humid, cooling down considerably as the sun rested beyond the hills of Valley Forge.



The event was held at the Valley Forge Volunteer Fire Company Grove; a large property with a recently renovated semi-enclosed pavilion (extending off a large full-service kitchen area), with a separate tiki-style outdoor bar and complete restroom facility.



I had to work earlier that day so I couldn't make the Rally (see Jeff Walton's article in this issue), but I was able to get there early enough to help set up and, um, test out the bar. The first thing I noticed was the pavilion; now framed with rustic looking partitions with openings that will later support doors to fully enclose the building when desired. A simple change to an already functional space, it felt somehow more inviting and conducive to conversation than last year.



There wasn't that much for me to do as our hosts (Jeff and Wendy Walton) had planned everything so characteristically well. I got there more than ninety minutes early, but members started to drift in immediately thereafter. People came as singles, doubles and fully stocked families. My wife Christine and I checked folks in as they arrived, and were soon relieved by Corey and Beth McFadden so we could get something to eat from the catered spread provided by Gourmet Buffets of Valley Forge.



"Well there was ham and there was turkey, there was caviar..." ok, Leo Sayer might have been disappointed, but no one else was. There were actually two kinds of pulled pork, chicken, salad and other delectables. For kids of young and old, there was Mac 'n Cheese and hot dogs. Drinks included cold sodas and water, two types of beer and (my personal favorite) Lynchburg Lemonade, with the appropriate dose of bourbon. For dessert, there was a special Riesentöter sheet-cake to celebrate the event. The line moved smoothly with members seated and chatting up a storm in no time as the Rally'ers trickled in with stories from their tour.

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RTR Picnic - cont.

Similar to last year, this was not just a picnic, but also our Riesentöter monthly club meeting. The typical format of updates from each of the board chairs was abbreviated in light of the festivities. The Rally medalists were announced and awards presented. The picnic raffle drawing winners were pulled by the youngest attendees who were otherwise ignoring the meeting up until this point.

As dusk settled on the grounds, the final event began. A mega-screen outdoor movie theater was readied for the showing of the sequel to last year's flick, "Cars 2." A crescent of Porsches faced the screen as popcorn was distributed liberally. Members watched from their cars or sat on the lawn as eyes glued forward for the feature



Technically Speaking- Porsche's 919 Hybrid

By Chris Andropoulos, Tech Editor, Santa Barbara PCA Region

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Most avid Porschephiles are well aware that their favorite marque has won the legendary 24 Hours of Le Mans endurance race more than any other manufacturer, with 16 overall victories between 1970 and 1998 (Porsche has competed since 1951). The race has been inextricably linked with Porsche's ethos since its earliest days, so the importance of the company's return to top-level endurance racing cannot be overstated. The twice-around-the-clock contest at Le Mans is held each June in northwestern France on an almost 8.5-mile course that combines portions of a permanent racetrack linked by sections of temporarily closed public roads. Le Mans has run almost every year since 1923 and is the world's most prestigious stage for showcasing automobile speed, technology, and durability.

The 24 Hours of Le Mans has always featured several different classes of cars running in the same race, with production based classes featuring cars that are not radically different from street machines, along with one or more prototype classes of all-out race cars that have often showcased the latest in automotive technology. After Porsche's last overall Le Mans victory in 1998 with the GT1-98 racecar, it stayed away from the upper echelon of Le Mans racing until this year (though 911-based GT3 race cars have amassed nine class victories in the same period). Porsche's (now) parent/sister company, Audi, has dominated Le Mans since then, with 12 overall victories between 2000 and 2013, plus a 2003 victory by a "Bentley" racer powered and funded by its Audi parent company.

While Audi's reign of dominance is impressive, it must be said that there was a relative dearth of serious competition from rival manufacturers in that period. Except for recent efforts by Peugeot and Toyota, most of Audi's prototype rivals were privateer teams that never stood a chance against a factory team. All of this has changed for 2014. The organizers of Le Mans have always strived for the contest to test the limits of modern technology and are known to radically overhaul the regulations from time to time to encourage innovation that might trickle down to streetcars. More recently, they have encouraged "green" technologies to feature in the top prototype classes in an attempt to prove motor racing's relevance in the modern world.

As a result, Audi has fielded diesel powered Le Mans prototype racers from 2006, adding hybrid technology in 2011. Peugeot mounted a brief but fierce campaign in rival diesel-powered cars from 2007 to 2011, and won overall in 2009. Toyota debuted a gasoline-hybrid Le Mans racer in 2012. And Audi has allowed its "subordinate" brand from Stuttgart to develop a rival

top-class LMP1 (Le Mans Prototype, class 1) racer for 2014, known as the Porsche 919 Hybrid!

Le Mans organizers revamped the rulebook for 2014 and have created a Byzantine system of new rules regulating allowed fuel consumption, the amount of electrical energy recovered per lap, and even the amount of computing power required to orchestrate the complex hybrid systems. There are strict fuel consumption limits during the race, and each car in the LMP1 class is required to use a standardized ultrasonic sensor to monitor the rate of fuel flow, just as in Formula One.

The rule changes have achieved the intended effect, with major manufacturers recognizing the obvious link between Le Mans endurance racing and the trend of ever increasing fuel economy standards for road cars. Nissan is even fielding an all-electric racecar in an exhibition class. Audi, Toyota, and Porsche have all thrown hats into the ring that is Le Mans 2014, and the three automakers have invested a combined \$1 billion in developing rival LMP1 racecars for this year. High stakes, indeed.

All three of the resulting hybrid-electric racers meet the new regulations but have taken completely divergent paths. Audi's new R18 e-tron Quattro is powered by a 3.7 liter V6 turbo diesel driving the rear wheels, assisted by two electronic motors driving the front wheels. A special flywheel assembly that rotates at extremely high speeds is used in lieu of a battery to capture and store kinetic energy to be released as necessary to power the electric motors. The Toyota TS040 Hybrid combines a naturally-aspirated 3.7-liter gasoline V8 with electric drive for the front wheels (for a combined 1,000 HP!), but uses a lightweight super capacitor instead of a battery for energy storage.



The 919's turbo charged V4

Technically Speaking - cont.

The Porsche 919 Hybrid employs a traditional lithium-ion battery to store energy for the electric motor that drives the front wheels, combined with a turbocharged gas V4 engine to drive the rear wheels. A V4? Yes, a V4.

Porsche determined that a small 4-cylinder engine was optimal to meet the 2014 regulations for power and fuel economy. Rather than the usual inline-4 configuration, Porsche chose the unorthodox V4 cylinder layout for packaging and efficiency reasons. The overall length of the engine is very short, and it is mounted directly behind the cockpit. This allows for a centralization of mass for optimum chassis balance and handling. The large single turbocharger and its energy recovery unit (more on this later) are nestled within the "V" of the cylinder banks for space optimization and to lower the center of gravity.

The reason for the V4 configuration's lack of popularity (except among fans of Lancias and some European Fords and early Saabs) is inherent imbalance. Inline-4 engines are already imbalanced from a firing pattern standpoint, and arranging the same number of cylinders in a "V" formation adds mechanical imbalance to the equation. Porsche has already completely redesigned the 919's V4 engine after an early version shook apart the rear suspension during testing (as with most racecars, the 919 uses the engine as a stressed member of the chassis).

In the usual fashion of modern high-stakes racing, the exact engine details are still shrouded in secrecy (the engine is blurred out on Porsche's own YouTube video of the V4 on a test stand!), but one must assume that carefully designed balance shafts are involved, à la 944. Nonetheless, Porsche has soldiered on with its original engine concept, and the 919 has successfully completed intense pre-season endurance testing. Two 919 Hybrids have been fielded in six-hour endurance races at Silverstone (UK) and Spa Francorchamps (Belgium).

In contrast to its tight-lipped policy on the 919's internal-combustion engine, Porsche is positively shouting details of the hybrid system from rooftops. The turbocharged, 2.0 liter V4 gas engine sends approximately 500 HP to the rear wheels. An electric motor can temporarily add another 250 HP by driving the front wheels. A lithium-ion battery pack provides energy storage and is located next to the driver for optimum weight distribution.

A KERS (Kinetic Energy Recovery System) system is used to recover kinetic energy generated by braking, as in any modern hybrid passenger car. In addition, waste heat from the exhaust-driven turbocharger is used to drive a generator that further replenishes the battery pack (this is the large cylinder on top of the engine in the

cutaway picture at below). The transmission is a 7-speed sequentially shifted, single-clutch, race setup.



The electric motor and lithium-ion battery are used to drive the front wheels.

The chassis of the 919 is constructed almost entirely of carbon fiber, as is the norm for modern racecars. The body of the car has seen extensive development in the wind tunnel and with computational flow software, and features a large dorsal fin for stability. Aerodynamic down-force approaches Formula One levels. The complete car weighs 870 kg (1,914 lbs, which is about 1,200 lbs lighter than a new 911 Carrera!).

The suspension system's basic layout is shown in computer-animated videos on Porsche's website, but the company is coy about its exact design. It is known to be a thoroughly modern setup with hydraulically linked dampers (known as "shock absorbers" in the USA) as in modern F1 cars. Apparently the system is very advanced, to the point where Porsche is seeking patent rights on its design.

The 919's first three race outings of this year have shown mixed results. The first race at Silverstone in April saw the #20 car finish in 3rd place behind two Toyotas, and its sister car retired from the race early with an unspecified driveline problem. The Spa race of May saw a reversal of fortune with the #14 car finishing 4th behind the Toyotas and an Audi. #14 had qualified on the pole position and led the early stages of the race but fell back due to an electrical glitch in the hybrid system. The sister #20 car was mired with damper and front axle issues and spent significant time in the pits being repaired. At Le Mans, both 919's had performed well until power train problems in the #20 car knocked it out of the race after leading for many hours. The #14 car had a drive train issue, but was able to cross the finish line under its own power.



The Porsche 919 Hybrid System



The shape was developed and refined through extensive wind tunnel testing.



The 919 Hybrid's first three race outings have had mixed results

Even if the 919 were to be a total racing failure, technical data gleaned from its competition regime is sure to find its way into future Porsche street cars. Porsche

has, of course, already offered hybrid Cayenne and Panamera models, but a hybrid/KERS system is almost guaranteed to be available in the 911 in the near future. Your author also predicts that the turbo-charger energy recovery system (TERS, if you will) will find its way into future turbo models in an effort to eke out every caloric unit of energy possible from the drivetrain. The hydraulically linked damper system is another probable transplant into Porsche's top-end sports cars, as McLaren already offers such a system in its MP4-12C supercar.

If anything, Porsche's reemergence into top-level endurance racing is a strong endorsement of the company's overall health. Some purists are dismayed at Porsche's metamorphosis into a purveyor of SUVs and sedans, with sports cars only accounting for 50% of worldwide sales. Nonetheless, the highly profitable four-door market has allowed Porsche to return to its rightful place at the pinnacle of endurance racing. This will inevitably pave the way to a bright future for the sports cars that we all know and love.

Chris Andropoulos is the Service Manager and a technician at Schneider Autohaus in Santa Barbara (a Der Auspuff advertiser). Chris is a lifelong Porsche "nut" and is fascinated with and knowledgeable about all Porsches, from 356s to the latest GT3s. When he's not racing his daily-driven 944 Turbo at PCA and POC track events, he can be found enjoying the beaches, ocean, and mountains of beautiful Santa Barbara.



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Riesentöter Region, Porsche Club of America

Moto - Trivia

This month we're looking at a very clean engine. Anyone hazard a guess as to displacement and time frame of use? If so drop a line to the Editor at editor@rtr-pca.org

We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.



Last Issue's Answer: Last month's photo shows the Caymans belonging to David Newton, Dave Hathaway, Scott Duvall and Paula Gavin.



