

DER GASSEER

MARCH 2015



Riesentöter Region
www.rtr-pca.org

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A Spyder Emerges, p18

On the Cover

918 Spyder hands-on at PCA Tech
Tactics East 2015
Photo by Corey McFadden.



Gear Oil and ATF, p21

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Vom Präsidenten (From the President)

Being the president of Riesentöter, I get to represent a fantastic region at the national level and be privy to the inner-workings of PCA....or so I thought.

Back in January I received a request from our Zone 2 representative asking me for my proxy vote for the 2015 Winter National Board meeting. There was an issue at hand to approve the new Finance section of the Manual of National Policy and Procedures (MNPP). I asked our Zone 2 Rep where the meeting was going to take place. "Baltimore," she said. To which I replied, "I'm not signing the proxy because I'll be there." Also I just do not feel comfortable signing over a blank proxy that reads:

"I also appoint the named zone representative or attending region member to cast my vote on any additional issues that may come before the board at said meeting."

That statement opens the doors to a lot of ambiguity—as you will see later in this story.

So I received an itinerary, looked it over, and notice that on Saturday morning there is a national committee round table discussion that starts at 8am sharp. Now I have been to a few zone 2 Presidents meetings where we have had round table discussions and I learn a ton from the other regions. It's a great forum to bounce ideas off one another. So I get up extra early on Saturday, take away part of my weekend to represent the club and travel over 2 hours to the Hotel at the Arundel Preserve where just about the entire National Committee was staying, including all the zone reps from all across the country.

So I'm pretty psyched because it's a chance to meet a lot the names listed in Pano. I arrive at about 7:30 say "Hi" to a few people I have met before, and at 7:55 make my way to the Patapsco room. In usual meeting fashion we go around the room to introduce ourselves, "Jeffrey Walton, president of Riesentöter," and around the room we go. About 5 introductions later this woman stands up (no idea who she was), and states, "Excuse me but this is a closed meeting as per (our national president) Caren's request, we are going to have to ask you to leave," and she points to me. I'm taken back but

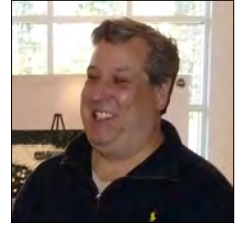
stand and say, "I'm here to learn what goes on at the national level, because this truly is a black box to some of us. There needs to be more transparency between regions and the national level." See I still have a bad taste in my mouth from last year when national handed Riesentöter a policy banning us from trying to create a charitable organization to help promote Street Survival, with not so much of email or conference call to hear us on the matter. Anyway, I speak my peace about transparency, and she states, "well just to let you know one of our topics today is to talk about this very subject—transparency, now please leave so we can start our meeting."

DRIP. DRIP DRIP. Can you hear that? Her statement was just dripping with irony of which she was oblivious. I shook my head and walked out of the room wondering what the hell I was going to do next.

So I go out in the lobby pull up the itinerary and the next meeting isn't until 2pm which is the Board of Directors meeting and at this time I don't even know if I'm allowed to attend this one or not. I'm debating on what to do because it seems I just drove 2 hours for nothing, now I have to drive 2 hours to get back home.

In the meantime our national editor Pete Stout takes a seat next to me and we strike up a conversation about, what else, Porsches, mainly the new Cayman GT4. Pete is one hell of a nice guy. Also in this time frame I meet our executive director Vu Nguyen, also one hell of a nice guy. He invites me to tour Porsche HQ after the board meeting and asks if I'm staying for the social afterwards. I do not since I have a prior commitment plus I'm not really sure how social this bunch is because I was just blacked flagged from my very first national meeting I tried to attend. I decide to stay and as a result Vu invites me to lunch (which is great for hotel catering food).

2pm rolls around and lo and behold I'm allowed into this one. Yeah! Probably between 50 and 60 people, the executive council, all the committees such as parade and policy, all the zone reps, and me at the very back of the room. It's a typical meeting and it starts



Vom Präsidenten (cont.)



with a commercial for the GT4 to get the juices flowing then they talk about the new 60th Anniversary 911 PCA Club Car and how it came about. There is talk of financials and then it's time to vote on the MNPP as it is called. I read the policy on finance and was well aware of the rules and regulations; it is a step in the right direction regarding this transparency I so speak. All the zone reps vote on behalf of the presidents—as I stated early we knew this vote was coming and each president sent in their yes or no in regards to the MNPP policy as well as their agreement to the proxy vote as stated above. Our Zone 2 rep stood up and read off the nine regions in our zone that did not attend. I then stood up and cast my vote of "yes" on behalf of our region. The bill passes almost unanimously with the exception of our past national president who votes "no", and one or two other regions. Then, seemingly from nowhere comes a motion from the floor to expel a member from PCA—not just any member, but a past president—a person who was on the national committee for 25 years, and a PCA member for over 50 years. The motion was seconded and a vote was called to order.

A little back story.

The person to be expelled was the very person who was responsible for the financial part of the MNPP that just passed moments ago. The MNPP allows more transparency on the executive committee's expenditures. This past president was looking out for the greater good of the club, though I agree with his reasoning I do not agree with his tactics and there lies the rub. This person threatened to sue the national treasurer and the president at a personal level but even after talking to Tom Gorsuch about this very subject last year (he was our national treasurer who was in the cross-hairs of the complaint) I felt I still didn't have a complete story, although a change for the better was established.

If I didn't have the complete story after talking to one of the major players, chances are none of the other regional presidents had enough information as well. BUT that didn't stop any of the zone representatives—

all 13 of them—from using the power of the proxy, and unanimously voted for the expulsion of a 50 plus year member of PCA.

Now here is the scary part, had I not been at this meeting, my blanket proxy vote would have been used to expel this person without my knowledge, well until the meeting minutes are to be published at the end of June (another first for national as of February 2nd—posting their meeting minutes). Because I felt there is a ton of missing back story not made public and without any more information available, I could not truly cast a vote one way or the other...I stood up, "Riesentöter abstains."

I doubt very much the true story will ever be told and without it, it looks as though the national committee threw someone out of the club because he questioned the club—very Kim Jong-un-ish if you ask me.

So was the trip worth it? Yes. It opened my eyes to the politics at a national level—both the good and the bad. So here's the thing, I want our region to be the model for all regions and even national. We've been posting our meeting minutes since 2009. We try to be an "open book". Yes our executive meetings are at undisclosed locations and small—that's to keep us on target, because the larger the audience, the more chances of derailment. BUT should you have any qualms, questions, ideas, suggestions, comments (except for a printed version of Der Gasser—that ship has sailed), you are always welcome to attend a meeting, or send an email to any one of your board members, or grab us at the next event. We pride ourselves on the approachability of our board members. This club is for you, we just help you run it.

Drive it like you own it,

Jeff Walton

President, Riesentöter Region, PCA

From the Editor's Desk

On my first trip to a Porsche dealership five years ago, I noticed that the lot contained a large number of used Porsches, all of which I considered to have low mileage. I wondered how anyone could have traded these cars after having enjoyed them for such a short time. I vowed that after my one and only Porsche purchase, that I would not be one of those owners who traded their Porsche in prematurely.

We flash forward to 2014. The new 981 Cayman was introduced and I fell in love with it and had to have one. This was only two years after I had purchased my first Cayman, and drove it for only 24,000 miles. I became one of the countless victims of Porsche's brilliant marketing, and became a devotee of Porsche's endless selection of magnificent vehicles.

At first I was puzzled by the more than twenty different 911 models to choose from; why did they offer so many different models? Not only that, it seemed like new models or refreshed models were being unveiled every six months. There was always something new to get hooked on. At the same time I wondered why Porsche was limiting the number of many of the models it produced. Dealers had to trade each other for additional production allocation slots. A \$900,000 model 918 sells out and Porsche isn't going to build more, even if more 918 customers want one? I was befuddled by such a confusing business model. But now after more than three years of owning two Porsches, I'm beginning to

understand. It creates demand.

It really sunk in when the new Cayman GT4 was officially announced last month. Immediately I knew I wanted one really, really badly. That day e-mails were flying around between myself and several other fellow Cayman owners about how magnificent this new Cayman looked and how Porsche finally was understanding what all of Cayman owners wanted. They were finally allowing the Cayman to evolve into what it should have been at the very beginning. Within two days I went to my dealer to inquire about getting on the list to get one. Immediately my excitement turned into disappointment. The dealer already had more customers on the waiting list than the number of cars they would be allocated. Porsche was producing less than 1,000 units of the Cayman GT4. Now there is word of a Cayman GT4 RS coming later this year, and there is already talk of the next version of the GT4. I want one, and I will be on the list for the next production run.

This business strategy of offering limited production models and so many unique offerings keeps us dependent and loyal to the Porsche brand. I know I'm now hooked, and now I even understand why.

Drive safely,

Dave Hathaway

Der Gasser Editor



**DER
GASSER**

Editor's Notes

Event Coverage

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

Photos, Photos, Photos!

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





60th PORSCHE PARADE

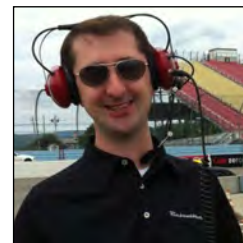
JUNE 21-27, 2015

FRENCH LICK, INDIANA

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

parade2015.pca.org

Membership Report



Submitted by Corey McFadden, Membership Chair

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

Michael Bartell..... Doyelstown, PA
1956 Black 356 Speedster

Mark Cost..... Norristown PA
2015 White Panamera GTS

Peter Davis..... Haverford PA
1996 Black 911 Carrera 4S

Steve Fabian..... Sinking Spring PA
1990 Black 944 S2 Cabriolet

Brian Folkes..... Lansdale PA
1985 944

Robert Fox..... Nesquehoning PA
2007 Black 911 Turbo

Ralph Gerhart..... Geigertown PA
1999 Blue 911 Carrera 4

S. Matthews Hamilton Jr..... Bryn Mawr PA
2015 Black 911 Targa 4S

Erik Healy..... Macungie PA
1995 White 968

Edward Kress..... Wynnewood PA
1996 Black 911 Carrera

Gary Nagle..... Reading PA
1989 Red 944 S2

Eric Rhoads..... Flourtown PA
2004 Silver Boxster S

Jonathan Riggs..... Easton PA
2000 Blue 911 Carrera

Tony Rosato..... Plymouth Meeting PA
1977 Silver 911S Targa

Santh Silparshetty..... Bethlehem PA
2014 Blue Cayman S

Tilo Spranger..... Chester Springs PA
2014 Rhodium Silver Cayman

Owen Watkins..... East Fallowfield PA
2012 Black 911 Turbo S

TRANSFERS—Welcome to RTR!

Elaine Landstra.....Cherry Hill, NJ
2008 White Cayman S (From Schattenbaum)



RTR Membership Milestones



35 Years

Connell Cannon
Kathy Cannon

30 Years

Jeffrey Yoroshko
Paul Yoroshko

25 Years

John Horstmann
Deborah Horstmann

20 Years

Joseph Kroger
Mary Kroger



15 Years

Marty Behr
Mike Marzo
Mike Donnelly
Brendan Donnelly
Craig Gaul
Eileen Naughton
Robert Russell
Horace Ott
Beth Ott
Timothy Sabeau
Pam Sabeau

10 Years

David Kot
Michael Kot
Richard Vickers

5 Years

Rich Cady
Catherine Cady
Norm Mielziner
Ruth Mielziner
Dave Nettleton
Maggie Nettleton
Aurora O'Brien



Upcoming Events



Submitted by Wendy Walton, Social Chair

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

MARCH 2015

March 22

Autocross Season Kickoff Party

Come join us as we kick off the 2016 RTR Autocross season with a party at the Lehigh Valley Grand Prix facility. All are welcome at 12 PM @ 649 South 10th Street Allentown, PA 18103. Please RSVP via RTR's website.

March 27

Wine Dinner at General Warren

Enjoy a fabulous wine pairing dinner at the General Warren for \$60-65pp. Four courses with pairings. Menu to be announced. Cocktail hour starts at 6:30 and dinner between 7:30-8:00. 9 Old Lancaster Road, Malvern PA. RSVP via RTR website required.

APRIL 2015

April 12

Drive & Dine Event

Is your car slumbering in the garage for a long winters nap? How about an early spring drive through the Southern Chester County Hunt Country to blow out the cobwebs? We'll meet at PJ Whelihans Pub in West Chester (1347 Wilmington Pike, Dilworthtown Crossing Shopping Center) at 10am and be off on the drive at 10:30. Coffee available at Starbucks next door. We'll finish the drive back where we started and have lunch at PJ Whelihans. Dutch Treat as usual for lunch. Info on PJs, including menu, at www.pjspub.com

April 17

Scotch & Steaks

Scotch and sirloin dinner with tasting notes provided by an expert guide. Capitol Grille in King of Prussia, PA. Event is full but RSVP for wait list on RTR website.

April 18

Hershey Swap Meet

Largest Porsche Only Swap in the world! Buy/sell/barter just about anything Porsche. The Porsche Only Parking area has grown to 600+ vendors and over 1,000 cars with good weather. We will be caravanning from the United Art-

ist Theater parking lot in the King of Prussia Mall, to Hershey. Meet for coffee and doughnuts at 8:30 am and then wheels up at 9 am.

April 22

Membership Meeting

Please join us on Wednesday, April 22nd for the Riesentöter monthly meeting held at Performance Automotive on Phoenixville Pike in Malvern. Find out what's going on in your club, grab a bite and drink, and mingle with your other RTR family members. 6:45 pm social; 7:30 meeting and then a tour of the Performance Automotive facility with a live alignment demo! 3239 Phoenixville Pike Malvern, PA 19355

April 25

Detail Day

Exchange tips and tricks with your fellow Riesentötters during a day of automotive beautification. Details to be announced soon. Check RTR website for updated information.

Upcoming Events, Continued

MAY 2015

May 2

Street Survival

Would you like to join other Riesentöter members in training teen drivers in the skills that could save their lives on the road? Come join us! Tire Rack Street Survival is open to all teen drivers in whatever vehicle they regularly drive, not only Porsches.

Held at the Montgomery County Community College, more information can be found on RTR's website.

May 3

Audio Clinic

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

May 8-9

Stuttgart Challenge PCA Club Race

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



May 27-31

Blue Ridge Boxster Summit

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



Riesentöter Region

Porsche Club of America – Executive Board Members 2014

President*
Jeff Walton
president@rtr-pca.org

Vice President*
David Newton
vicepresident@rtr-pca.org

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Webmaster
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Past President*
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Chief Instructors
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Brian Minkin
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Awards Chair
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Historians
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historian@rtr-pca.org

Safety Chair
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Steve Hoagland
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Rally master
Open
rally@rtr-pca.org

Registrars
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Adam Kocse
registrar@rtr-pca.org

Zone 2 Rep
Cheryl Taylor
Zone2rep@comcast.net

* Voting Privileges

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.



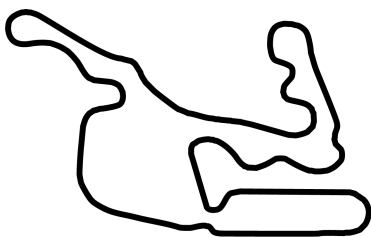
The PCA High Performance Driver's Education program is designed to allow participants to safely explore the limits of their vehicle and skills on track.

April 10-12, 2015

Summit Point, Shenandoah Circuit

Registration Open Date: February 9, 2015

Safety Tech Date: March 28
Vintage Motorsports
153 Pennsylvania Ave
Malvern, PA
(610) 970-7800



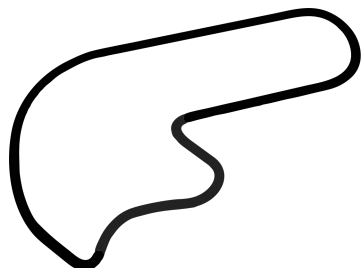
May 15-17, 2015

Pocono Raceway, North Course

NOTE: Friday (15th) - Advanced only.

Registration Open Date: March 16, 2015

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

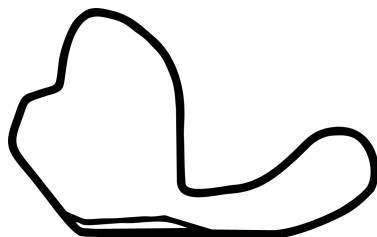


June 26- 28, 2015

NJMP, Lightning Raceway

Registration Open Date: April 27, 2015

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

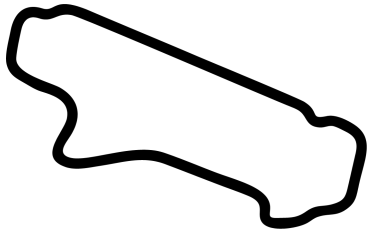


Have you considered Drivers Education (DE) but are not sure if you want to take your car on a race-track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter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



September 11-13, 2015

Pocono Raceway, Southeast Course

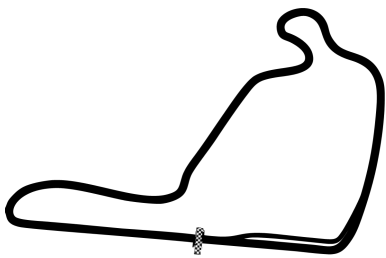
Registration Open Date: July 13, 2015

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



Questions?

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



October 16-18, 2015

Summit Point, Main Circuit

Registration Open Date: August 17, 2015

Safety Tech Date: October 3

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



Membership Report 2015

by Corey McFadden, Membership Chair
for *Der Gasser*

A summary of membership demographics, including vehicles prepared by the club's Membership Chair.

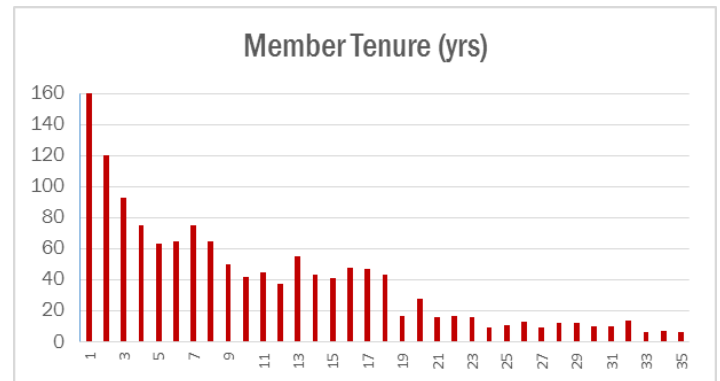
The following report was prepared and submitted to the Riesentöter Executive Board in January.

Member Stats

Membership numbers indicate a fairly consistent ratio between new and non-renewing members, resulting in a relatively stationary (but slowly downward trending) member count. There are signs that the trend is reversible, however. While the join rate for new members has fallen year over year for the past four years, there has been a counterbalancing decrease in loss.

January 2015 Membership		
Primary	1,401	62%
Family	862	38%
Total	2,263	

Avg Monthly Gain/Loss			
	Gain	Loss	Net
2014	13	18	-4
2013	18	26	-8
2012	24	34	-11
2011	29	44	-15



Residence Data

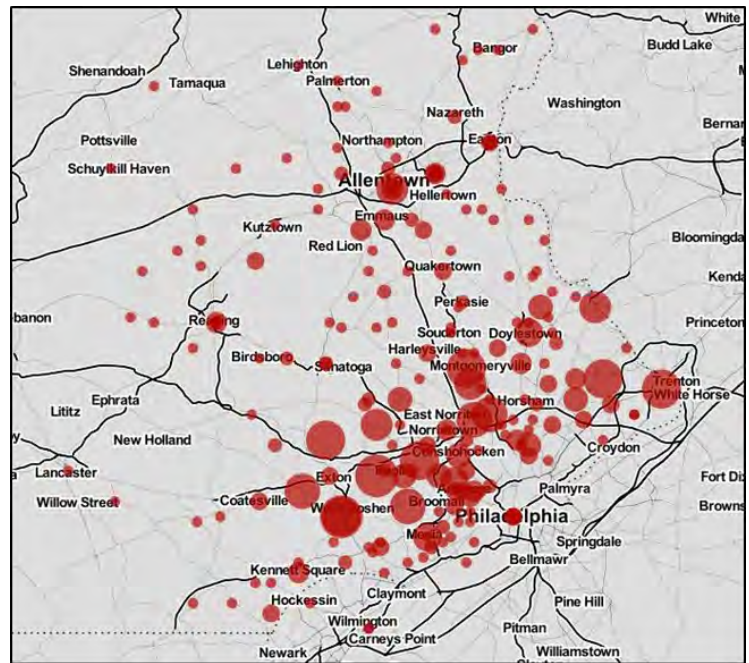
Roughly 80% of RTR's membership resides in the counties surrounding Philadelphia, including Bucks. Lehigh Valley (Northampton & Lehigh) comprises 13%, Reading (Berks) 5%, and some random members outside the region fill in the remainder.

Altogether, RTR's members hail from 14 states within the US and two foreign countries (France and Sweden).

January 2015 - RTR Members by Major County			
County	State	Members	
Montgomery County	PA	292	23%
Chester County	PA	277	22%
Bucks County	PA	223	18%
Delaware County	PA	140	11%
Lehigh County	PA	102	8%
Berks County	PA	62	5%
Philadelphia County	PA	61	5%
Northampton County	PA	61	5%
All Others		38	3%

Residence Map

The following visualization shows membership density by zip code. Darker areas indicate overlapping zip codes with larger circles representing more members. Since the mapping is based on zip code counts rather than individual addresses, placements are approximate.



Car Stats

The 911 and its many variations over the years still represents more than half our membership. The Boxster represents nearly 20%, followed by Cayman (7%) and 944 (6%), followed by all others. Porsche's new Macan makes its first appearance with 4 members.

The average member's vehicle is 18.4 years old. The oldest vehicle registered is a 63 year-old 356, owned by a 30-year club member. Interestingly, the majority of 911s and Boxsters are between 10-20 years old. Cayman ownership data suggests it will follow the same pattern as the model ages.

Note: This represents only reported models available in the PCA database. (Approximately 250 members have no vehicle data.) Some models aren't broken down (i.e. "914-4" vs. "914-6") and only models owned by members are shown (i.e. there are not yet any "Macan Turbo" owners). Also, some members have replaced cars and not updated their PCA registration.

VEHICLES BY MODEL	911	626	55%
	Boxster	217	19%
	Cayman	81	7%
	944	67	6%
	Cayenne	32	3%
	356	29	3%
	928	24	2%
	914	16	1%
	Panamera	14	1%
	968	13	1%
	912	7	1%
	924	4	0%
	Macan	4	0%

VEHICLE AGE (Yrs)		
<3	104	9%
4-5	51	4%
6-9	188	16%
10-19	367	32%
20-29	213	19%
30+	228	20%

Below: RTR Autocross crew at a 2014 event.

Conclusion

It is hard to quantify the energy and enthusiasm of Riesentöter's membership, which becomes obvious when you attend one of the club's events. As Porsche continues to expand its footprint, so does Riesentöter and the diversity of its member opportunities. 🏁



READY TO RACE?

Riesentöter

Stuttgart Challenge

at Monticello Motor Club

**MAY
8-9 2015**



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

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

Gourmet breakfast and lunch, Awards Dinner
 and cocktail hour included



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



RIESENTÖTER



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

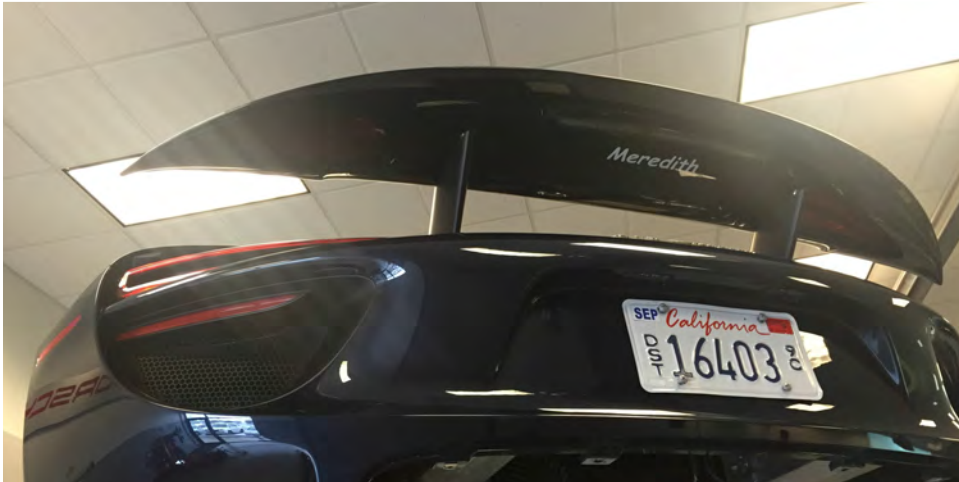
"Test Day" available May 7 (or another date by
 coordination with MMC)

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

PORSCHE

PCA Tech Tactics East 2015

A PHOTO ESSAY BY COREY MCFADDEN



PCA Tech Tactics East was again held at the Porsche Cars North America facility in Easton, PA. The Porsche 918 Spyder was the star of the show. Attendees had a rare opportunity to see and touch a Spyder called "Meredith" used to train technicians with most of its protective panels removed. Presentations on braking, photography, car restoration, and other topics were also conducted. A PCA 60th Anniversary 911 Club Coupe was also on hand (bottom left).





FARM FREEZE RUN

by Jeff Walton
for Der Gasser

Brrrrrr and Brrrrrr was right. Saturday February 28th was a balmy 17 degrees at 9:30 am at the Great Valley Penn State Campus, the starting point of our 2nd annual Farm Freeze Run. As I pulled into the parking lot with my frunk filled with hot chocolate, there were already members patiently waiting... waiting with their tops down. For you see this was a winter ride for the people who have a few lug nuts loose. The Polar Bear Clubs have their annual dip in the Atlantic Ocean or the not-so-clean Schuylkill River; we Riesentöter members have a top down, windows down, sun-roofs open, drive through the countryside in the dead of winter. And winter it was. Mother Nature brought her "A Game" on the last Saturday in February; not like last year's unnatural 50-plus degree weather. But that didn't deter almost 50 loose-lug-nutters from attending. These brave souls donned their winter scarfs, ear muffs, furry coats, and even ski masks with goggles... in other words we had it all. We also had the rides, from classic air cooled 911's, a new Macan or two, 924 S, Caymans galore, and a bunch of rag-tops. Proving you don't have to store them in the garage for winter and only bring them out on non-rainy days.

Like I said before, the crew starting gathering at 9:30, and the parking lot quickly sprawled with P-cars. After filling up the travel mugs with some hot cocoa and

signing the waivers, our social chair Wendy Walton, gave away a few raffle prizes - two nice little gift baskets filled with a blanket and some gourmet cocoa. Brief directions were given and it was time to bring our engines and heated seats to life. The route was 29 North to Charlestown Road, where we pulled over to gather the masses that got stuck at some lights. Then it was a left onto Pikeland and the scenic roads were perfect as the fresh laden snow provided a wintery backdrop for our straightaways and curves of Chester Springs. We

made another left onto Street Road before heading onto Pikeland again. Crossing over 113 was a bit of a challenge but the entire caravan stopped on Art Road, so that the tail-end of our slinky could catch up. It was a left, then a right onto Horseshoe Trail. Yet another challenge came as we crossed over route 100, but it didn't take long until we were whisked away through the seemingly potholeless roads (compared to last year). It was then a left onto Natmeal waving to the farmer and honking at the dogs. We banged a right on 401, and then made a left on 345

which blended nicely into 82 South as the line of Porsches snaked their way through the farmland of Northern Chester County. Our destination was almost in sight. Creek Road appeared and a right was taken. Here we continued straight onto Wyebrook Road and if you have been in the club awhile, read our newsletters, and visit our website, you should recognize the name - Wyebrook.



The club member most prepared for the "freeze run" was bundled up and equipped with ski goggles (center).



Tops down! (Top left) Wendy, Jeff and other members share hot chocolate pre-flight (top right) and everyone gathers for lunch (middle right).

Wyebrook was indeed our final destination... Wyebrook Farm to be more precise. Normally the farm would be closed during the winter months, but membership has its privileges. They opened just for us since we have had many events in the past few years. As we parked our cars, some stayed to snap some pictures while others bee-lined for warmth. At 11 o'clock all the seats were filled and conversations with our neighbors began. Wyebrook prepared a rather nice menu, salad, a to-die-for onion soup with braised beef, an Italian grinder, a Tuscan pork sausage sandwich, and their signature burger with mushrooms and caramelized onions. Food came out at a leisurely pace for two reasons, we weren't in a rush to return to the bitter cold and remember they had been closed for two months, so the rust had to be shaken off a bit. I don't think anyone really seemed to mind, and our drinks of homemade lemon aid, fresh brewed ice tea, hot tea, and coffee

were kept filled by the ever-so friendly staff. When the food did arrive, it was delicious as always - that's why we keep coming back. Some even enjoyed a sampling of homemade desserts like pumpkin pie, pecan pie, or a caramelized apple crostada. We mingled some more, eventually paid our tabs and begrudgingly made our way out the door into the cold... though you could tell their still were some loose lug nuts among us as they exited the parking lot, their tops were still down... that's the spirit... take that Mother Nature! 🏁

Cars in the Wyebrook Farms parking lot (left) and members enjoying lunch inside (right).



A Spyder Emerges

RTR's Vice-President David Newton covers the Porsche Conshohocken 918 Spyder unveiling

by David Newton
for Der Gasser

I had two racing heroes growing up: Mario Andretti and Mark Donohue. Both were local celebrities with diverse and extraordinary careers. As a kid, I watched Mario Andretti win the 1969 Indy 500 on TV with my dad. Later in my early teens, my grandfather got me a signed picture of Mark Donohue from a dealer event in Newtown Square. Both were the idols of my youth.

So you can certainly imagine that when I received the invitation from Porsche of Conshohocken to come and see the Porsche 918 Spyder and listen to Mark's son David talk about his association with Porsche as well as his career and driving this incredible car, let's just say I didn't waste time sending back my RSVP.

Let me first say that Porsche of Conshohocken knows how to put together an event worthy of the subject. Black-tie and white-cloth catering, complete with the usual delectables (as well as specially made 918 cookies); it felt both chic and casually comfortable.

I arrived 40 minutes early, but there were already a swarm of attendees including a number of Riesentöter members who pressed against the roped section of real

estate dedicated to the main attraction. The showroom floor was dripping with anticipation; the shrouded specter now surrounded by enthusiastic observers. I approached Ed Kress (General Sales Manager), and we caught up for a few minutes before he introduced me to David Donohue.

I admit I was a bit star-struck; the direct descendant of my boyhood hero speaking with me on everything from off-camber cornering techniques, to the elevation changes at Nurburgring, and the intense focus required to drive at speed. He spoke freely and entertained countless inquiries from guests as they moved in and out of conversation. I was fascinated, but mindful of his time, so I left to prowl the showroom of polished Porsche inventory.

David Donohue's resume is a comprehensive checklist of achievements. Currently the Porsche 918 Client Relationship Manager, he has immense experience in nearly every genre of auto competition. The President of Donohue Racing in West Chester, he's been a driver for some of the premier racing teams, accumulating countless awards. One of the few to even drive the Porsche 918 Spyder, he conveys a unique intimacy of its design and dynamics. And for the record, he's also a Riesentöter club member.

At six o'clock, the crowd assembled for the unveiling. The room hushed, and where I expected cheers and





applause, there was a nearly silent, almost reverent pause. The 918 Spyder was exposed like a sculpture; the crowd of observers simply absorbing its essence.

Mr. Donohue was then officially introduced to the guests, and spoke with an intimate familiarity of the million-dollar machine there in front of him. Impressed with its capability, he conveyed a unique knowledge of its design, engineering and essential characteristics.

Once seated in the cockpit (not the easiest car to climb in and out of), the Spyder, he said, was incredibly easy to drive. This onboard computer-controlled supercar anticipates input from any possible combination of conditions, not just driver and chassis responses; a truly advanced, almost human-like processing.

Entertaining questions from the captivated audience, David patiently responded with enough detail to satisfy the engineers in attendance, but not overwhelm the rest of us.

After the demo, we hung out in the showroom filling up on great food and champagne, and appreciating the company of other likeminded enthusiasts; a rare exotic, a respected racer and a great venue at Porsche of Conshohocken. Who could ask for a better way to spend an evening? 🏁

The evening's focus (top left), David Donohue (top right), another gleaming specimen (middle right).

The Porsche marque overlooking things (bottom left), a most impressive supercar (bottom right).





Sidetrack: Daily Driver

by David Newton
for Der Gasser

I drive my Porsche Cayman every day in all four seasons, even though there are may be only ten days of perfect weather a year. My wife's Acura RDX is generally assigned to weekend duty, but that has more to do with practicality than fear of the elements. I used to be more bothered by the thin layer of grime that accumulates the moment you wring out the drying chamois. My dark midnight-blue metallic paint smugly displays every scratch, ding and insect collision. But now with more than 60,000 miles on the odometer, it's beginning to have less effect on me, especially in the winter when a filthy pool of slush, salt and cinders waits at the mouth of my driveway.

An active Riesentöter member, I attend as many events as I can. It's therefore impossible for me to keep up with acceptable detailing standards. So at some point, I just gave up. My fellow members seem to care more about my car's fading complexion than I apparently do, as I've received certain unsolicited endorsements for brands of speed wax and other recommendations for affordable detailing shops. Some are more concerned about the mileage I've collected on my odometer. Although I haven't landed on the actual formula, it seems that five thousand miles a year is the acceptable annual limit a Porsche is permitted to accumulate. If this were fact, I'd have to stop driving to work on May 19th.

While I can empathize with their viewpoint, these same folks typically use a donor vehicle for daily com-

muting, breaking out the garage queen when the chance of precipitation is less than zilch and the ambient temperature hovers precariously between 60 and 85 degrees. A third vehicle in my two-person household is not a luxury afforded to me, but it wouldn't make a difference anyway. Porsches were designed and built to be driven. Storing them for the occasional car show is cruel and unusual punishment.

I have witnessed many Porsche odometers with ridiculously low mileage totals; where the calculated average runs less than what I might put on my car in a week. Though impressive (and in no way a criticism of their determination), it made me

wonder if this amounts to plastic slipcovers on the family room couch, or carrying your shoes to avoid wearing out the soles. What's the point of owning one of the best engineered cars in the world if you change the oil more than you back it out of the garage? Wouldn't it be more satisfying to drive your car to an event instead of showing your friends the picture?

Maybe it's just me; I'm obviously not a proponent of preserva-

tion over practicality. And I readily admit I've never once thought of my Porsche as an investment. But every year as the colder northeastern months approach, my buddies begin their seasonal storage rituals. I hear the debates on solutions, processes and procedures. But despite the efforts of my friends to convince me otherwise, I intend to continue driving my Cayman. Every day. 🏁



Far from a "garage queen", David Newton's Cayman is his daily driver.

Technically speaking: Gear Oil and ATF

by Pedro Bonilla
PCA Gold Coast Region

Gear oil and automatic transmission fluid (ATF) is a very important fluid that provides a much needed lubricant for each and every Porsche transmission.

It must be that out-of-sight, out-of-mind thing, because the gear oil in modern Porsches is set to be replaced every 90,000 miles. Most modern Porsches aren't even close to that mileage (with few exceptions).

First, all transmission fluid is not created equally. There is a difference between the Automatic Transmission Fluid (ATF) used in automatic transmissions, and Gear Oil used in manual transmissions, because the transmissions themselves are quite different, as you can see.

ATF is typically colored red or green to distinguish it

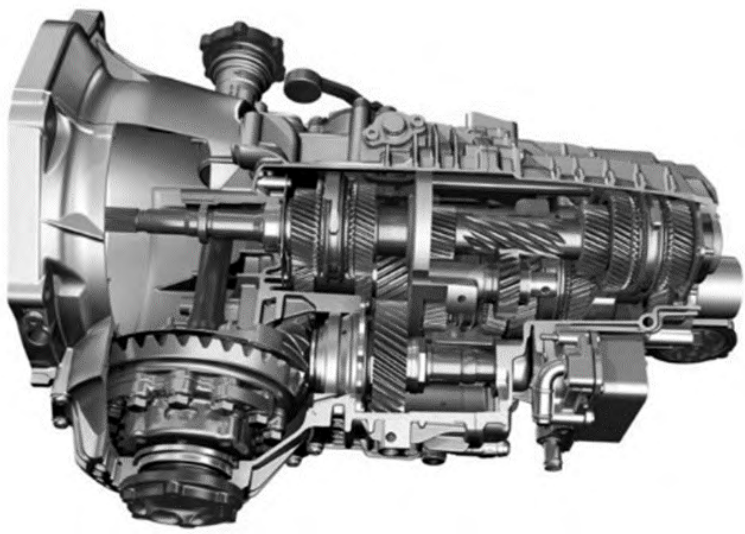
from motor oil and other fluids in an automobile. This fluid is a highly specialized oil engineered to perform in automatic and self-shifting transmissions. It is typically a highly refined hydraulic oil which must be made to conform to multiple tasks. In order to do so, special additives must be added, such as: anti-wear, rust and corrosion inhibitors, detergents, dispersants, surfactants, kinematic viscosity and viscosity index improvers and modifiers, seal swell additives and agents, anti-foam and anti-oxidation compounds, high-temperature thickeners, cold-flow improvers, gasket conditioners, pour point depressant and petroleum dyes.

On the other hand, GEAR OIL is a lubricant made specifically for transmissions, transfer cases and differentials in cars and trucks; in other words, cars with manual transmissions. Gear Oil is of higher viscosity to bet-

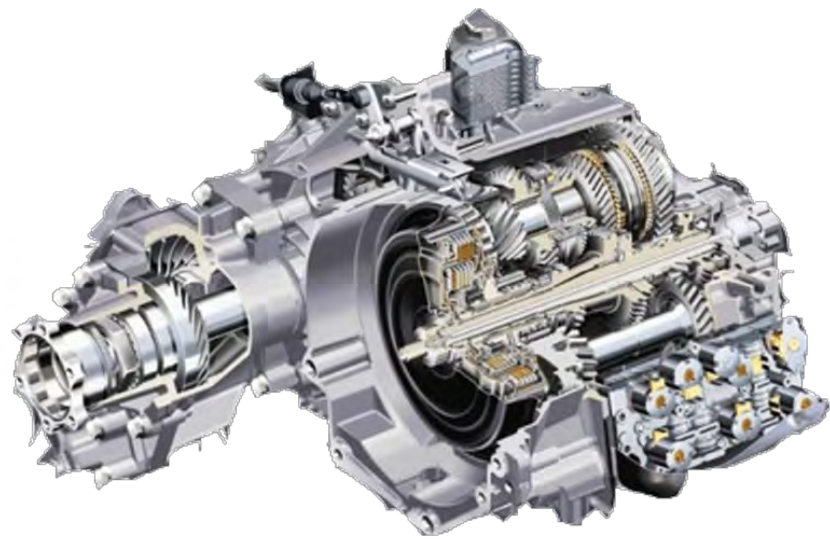
Pedro Bonilla of PCA's Gold Coast Region explains the differences between ATF fluid and gear oil used in manual transmissions.

A range of lubricants (below).





A manual transmission (top left) and a Tiptronic automatic transmission (top right).



ter protect the gears and generally has a strong smell of sulfur. Most lubricants for manual gearboxes and differentials are hypoid gear oils. These contain extreme pressure and anti-wear additives to cope with the sliding action of hypoid bevel gears.

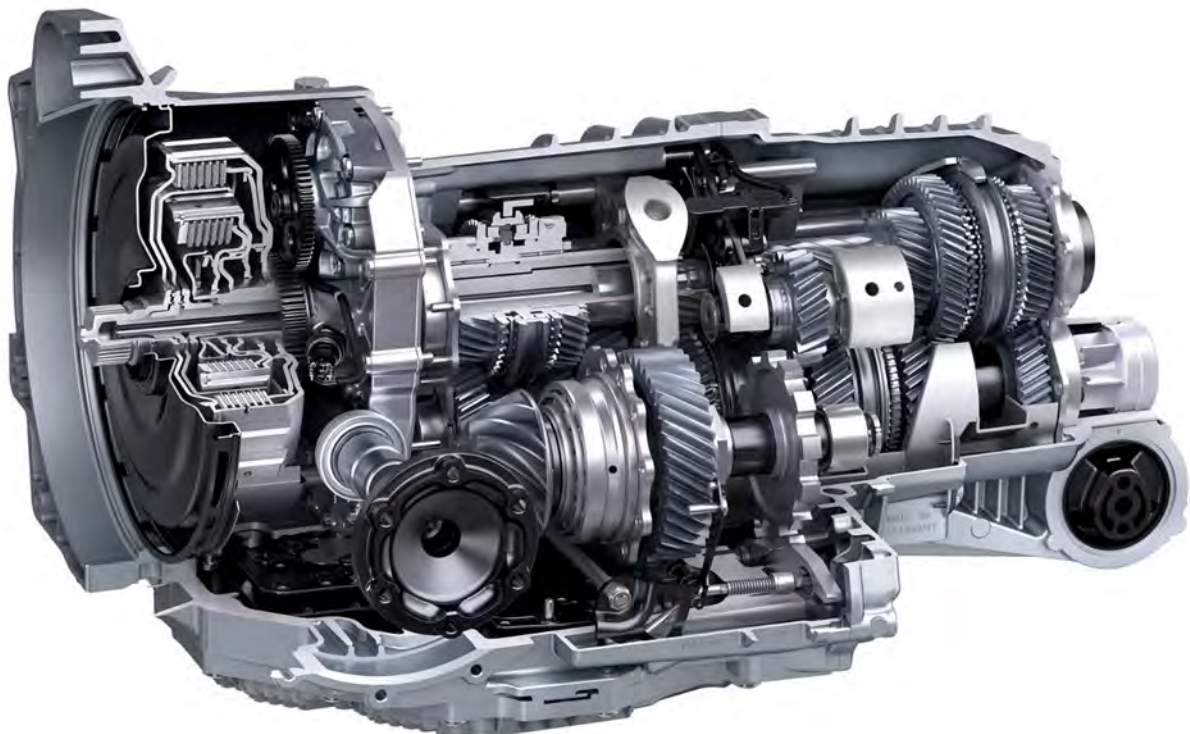
You also have a choice between Synthetic and Dino Oils. Generally, synthetic gear oils are used whenever mineral oils have reached their performance limit and can no longer meet the application requirements; for example, at very low or very high temps, extremely high loads, or in extraordinary ambient conditions.

Synthetic lubricants continue to gain market share

thanks to their higher performance properties that most often than not trump higher costs.

As in motor oil, the trick to getting the best out of your lubricant is by periodic changes based on time, mileage or continuous track use. 🏁

Porsche Doppelkupplung, PDK, transmission (below).





“Shifts & Giggles”

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

Commentary by Jeff Walton
for Der Gasser

Love driving in the snow, always did. Growing up I lived on a non-working farm that was sort of buried in a hollow... meaning a long, long driveway; downhill from the road. My P's always stated that if I can get out of the driveway I can drive anywhere I wanted. Challenge accepted, every time it snowed. So after Mother Nature dumped her glory upon our land the first step was the dig out. I think in my teenage years I've moved more snow than the dirt from the Panama Canal. Luckily we had all sorts of equipment to expedite the extraction of my vehicle. I had at my disposal a tractor with a plow, snow blowers, shovels, and the all important siblings.



After hours of backbreaking work and cracking the whip over my younger siblings, the driveway would be clean as a whistle... NOT. We were kids, and kids do a half-ass job each and every time. Faster is always better in the minds of the young, and what was left was a road with more snow on it than General George Washington ever saw in Valley Forge. But remember all that was ever said was if you can get out, you can drive anywhere... again, challenge accepted.

So the car was cleared of snow and the challenge was now to navigate the twist and turns and the uphill bat-

tle of a still laden driveway of snow... just not as deep as when it first snowed. The car was fired to life and me behind the wheel and my first attempt in my sights. Press the gas and go like a bat out of hell trying to get enough speed for the incline. Go, go ,go... trying to make the car find traction, somewhere, anywhere at the same time turning, slip slip, slip and then the inevitable happens... I need shovels again. Dig it out again. Try again. This sequence of events feels like an endless cycle. I should have just cleaned the driveway properly.

But then I would have never learned to drive in the snow. So back to digging and sliding digging and sliding, eventually making the top of the hill.

Then like William Wallace I scream from the bottom of my lungs... FREEDOM! Only to be followed by a quick.... son of a... because I realize the plow trucks have yet to

come down our road. Yes I love driving in the snow because I can, I've learned at a young age, so if you have never learned... please stay at home and leaving the driving to the professionals. 🚩

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. What did James Dean name his Porsche 550 Spyder?
2. Why did Porsche start to use the Carrera name on its cars?
3. Why does Porsche put the ignition switch on the left side of the steering wheel?
4. Who proposed the concept of the 911 RS-America to Porsche?
5. In what year did the 911 have a front fender mounted oil filler door?
6. What company built the 3-speed automatic transmission for the early 928?
7. In what year did Porsche first win the Monte Carlo Rally?
8. Where did the "K" in the 917/10K come from?
9. In 1986, what car did Al Holbert drive at Bonneville to 171.11 mph in the flying mile to produce a world record for normally aspirated cars?
10. The venerable 917 came in two body versions: Kurz and Lang. Which one was designed for high-speed circuits like LeMans?
11. Where does the name "Targa" come from?
12. What was the first year the 911 was available with power brakes?
13. What was the internal designation of 924 Turbo?
14. How did the 1900 Lohner Porsche propel itself?
15. Why does the 962 have a 100mm (3.94 in) longer wheelbase than the 956?
16. What was unique about the Porsche 356 #1 engine layout compared to all other 356's?
17. The K in the model name Porsche 917K stands for what?
18. What two important 911s does Jerry Seinfeld own?
19. The first Porsche 911 fitted with a catalytic converter was seen in what year?
20. The movie Top Gun featured Kelly McGillis driving what model Porsche?

RIESENTÖTER PORSCHE TRIVIA

Answers

1. Little Bastard
2. Porsche entered the famous Mexican endurance race, The Carrera-Panamericana in 1950. They won on their very first outing and then won again in 1952, and again in 1953 and yet again in 1954. From that point forward Porsche added the Carrera marking to their best cars as a badge of excellence.
3. This placement dates back to the early days of Le Mans racing when drivers were required to make a running start, hop into their cars, start them and begin the race. The placement of the ignition enabled the driver to start the car with his left hand and put it in gear with his right.
4. Vic Elford
5. 1972
6. Mercedes-Benz
7. 1968 - The car: 911S, the drivers: Vic Elford and David Stone
8. The K stood for Kompressor, aka turbocharged
9. 928 S4
10. Lang, or "long tail" versions
11. From the famous road race, the "Targa Florio" held on the island of Sicily
12. 1977
13. 931
14. A Daimler engine propelled a dynamo which supplied power to 2 electric motors located at the hubs of each front wheel.
15. To satisfy an IMSA rule that a driver's feet remain behind the front-wheel centerline.
16. It was the only mid-engined 356.
17. Kurzheck, German for Short Tail.
18. He has the very first serial number 911 ever made, restored by the factory and the very last air cooled 911 ever made.
19. 1980
20. A 356 Speedster.

**Stuttgart history
(below) in a Porsche
archival photo.**



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