

DER GASSER

JULY/AUGUST 2015



Jul/Aug 2015 Contents

A monthly publication of the
Riesentöter Region
Porsche Club of America
July/August 2015

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DER GASSER is the official publication of the Porsche Club of America, Riesentöter Region, and is published ten times per year.

Any statement appearing in Der Gasser is that of the author and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editor.

The editor reserves the right to edit all materials submitted for publication.

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On the Cover

Photo from 2015 Porsche Parade in French Lick, Indiana.
Photo courtesy Greg Phillips.



Vom Präsidenten (From the President)

So last year, my wife Wendy and I went to Italy and France, and while we were there I kept saying to myself... damn I wish I had my Porsche... some of the mountain roads (especially between Florence and Bologna) were just drop-dead spectacular. Fast-forward a year and I wish I was on vacation again. Because now I have my Porsche, and it's costing me as much as a European vacation.

Don't get me wrong I'm not complaining. I've been in a state of bliss since my ride is no longer owned by the bank (over two years of bliss by the way). And I knew the wave was about to hit; I just had no idea it was going to be a tsunami. It started with a blown tie rod, which actually turned out to be a blown shock. Okay no biggie. And a real help to the cause was that my car was the center of attention in our last car clinic (thanks to Myles and Marty). They also warned me that I should replace the rear as to not give the car a porpoise effect. So I knew that was coming. I also new the 72k service was looming. To prepare, I did my own air filters, spark plugs, and replaced the rear tires. Then service and inspection came, and a new serpentine belt was installed as well as a water pump. And a wheel bearing was going bad. I felt like a Dyson was just sucking money out of my wallet. And it wasn't over. Within a week the check engine light came on. I diagnosed

it myself. The code was a P00018 - crankshaft not aligned with camshaft. I don't know about you, but that sounds like a huge cha-ching to me. I cleared the code to see if would come back.

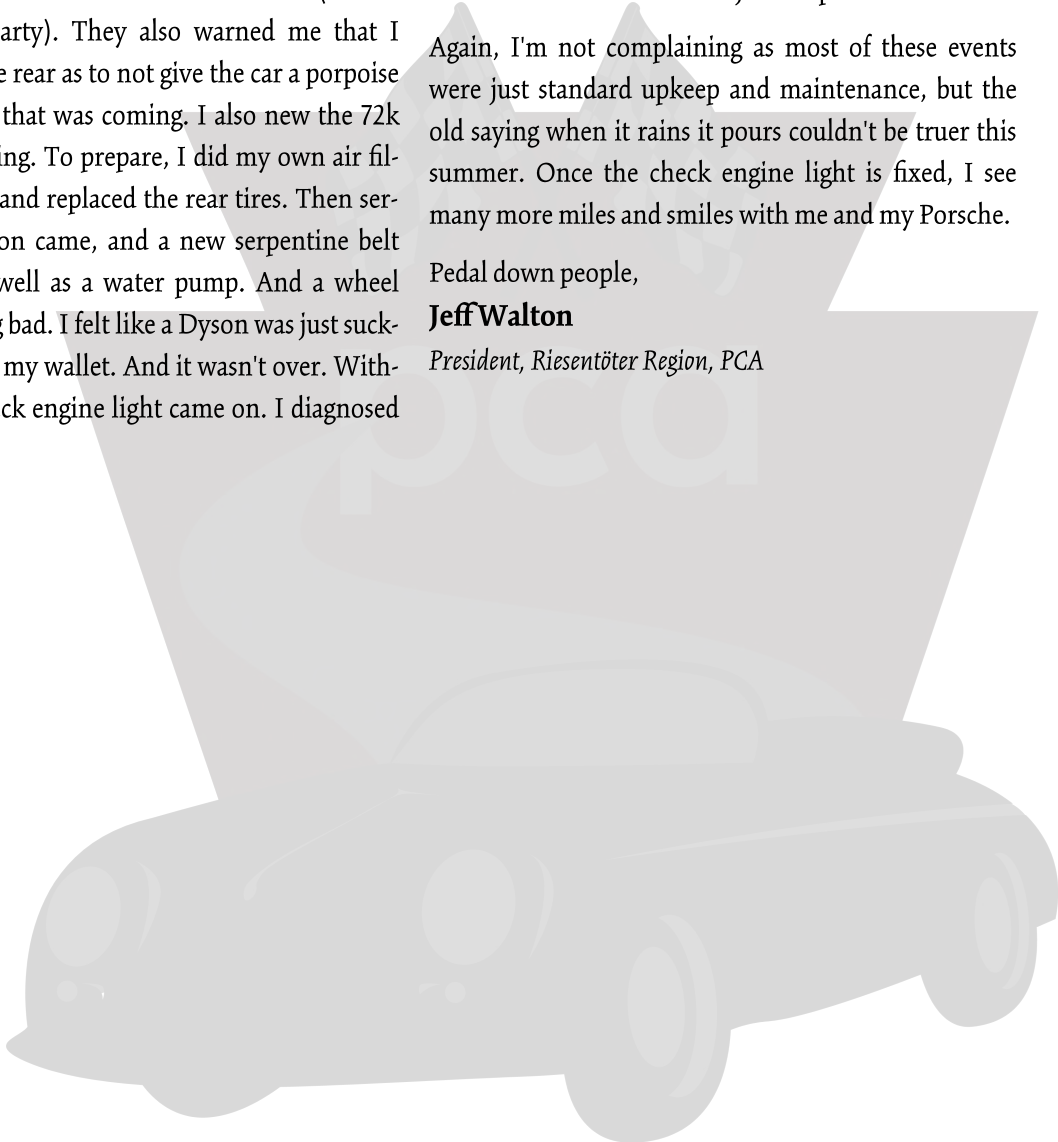
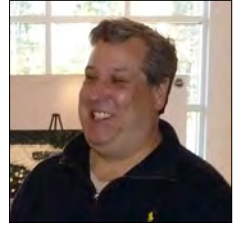
Two weeks later it did as I was on my way to Myles and Marty, and a few helping hands to install the rear shocks took the better part of the day. And we learned a ton along the way. It was a good hang with members of our Riesentöter family. But the check engine light went off during the ride home... only to come back a week later for an hour. This time the Cayman went to the dealership, I figured they had all the bells and whistles to help diagnose the problem. They tried one solution that cost me another Dyson discharge from my wallet. As I write this, it will go in to the shop again to do a teardown of some major components.

Again, I'm not complaining as most of these events were just standard upkeep and maintenance, but the old saying when it rains it pours couldn't be truer this summer. Once the check engine light is fixed, I see many more miles and smiles with me and my Porsche.

Pedal down people,

Jeff Walton

President, Riesentöter Region, PCA



From the Editor's Desk

Last year I took an interest in following Porsche's return to Le Mans. While the end result of the race was not the outcome Porsche was looking for, the overall season was very successful and ended up with podium placement for Porsche. This year I decided to follow the race more closely and not just watch small portions of it. I went out of my way to watch as much coverage as I could on my computer (as I do not receive the Fox Sports stations as part of my cable package). This was actually ideal, since in addition to the coverage offered by multiple racing websites, I could also tune into the race via live cockpit coverage.

The live cockpit coverage was really great. It had the desired effect that Porsche wanted. I felt as if I were in the cockpit right there with the driver immersed their world, feeling every bump and turn as the driver felt it. The best experience was to watch it late at night (or in this case), early morning. I turned off the lights in my office and tuned in on my big 23-inch monitor, and turned up the sound after I closed the door so I wouldn't disturb my sleeping wife.

With the only light coming from the cockpit was instrumentation and the headlights out in front of the car, it really felt as if I was in the car. The ability to view the live transmission in such a personal way created the ultimate viewing experience that could only be equaled by actually driving one of these 919's. I found myself not being able to take my eyes off the

track; I watched for hours. In fact I watched so long that I got to see the sun rise over the track as it was happening across the big pond. I watched as we drove into the pit area, as the crew cleaned our windshield. I watched as the real drivers changed. One thing did not change; me. I kept watching for five hours non-stop, except for a bathroom break. After I couldn't keep my eyes open, I decided to go to bed and get up a few hours later to watch the last two hours of the race. I got so excited as we crossed in finish line and drove into the podium area.

I watch Formula One and Indy Car all the time, but this viewing experience was really unique and almost interactive, as I found myself feeling the turns sitting in my office chair. Having the ability to enjoy driving my Cayman S around the tracks during DE events is almost as rewarding as it was to drive the 919 #17 around at Le Mans.

Drive safe everyone,

Dave Hathaway

Der Gasser Editor



**DER
GASSER**

Editor's Notes

Event Coverage

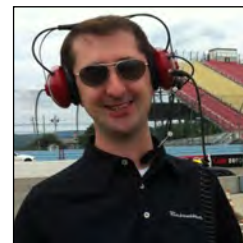
If you attend an event and want to write up a short piece describing it, we'd appreciate it. We can't attend everything so your help, helps fill in the blanks. We'll edit and let you proof before we publish so rough input is fine.

Photos, Photos, Photos!

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



Membership Report



Submitted by Corey McFadden, Membership Chair

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

Andy Bennett..... Wallingford, PA
2014 Boxster

Steven Bitner West Chester, PA
2014 Black Panamera S-E Hybrid

Steve Buell Bethlehem, PA
1987 Black 911 Turbo

Patrick Crane..... Chadds Ford, PA
2003 Dark Blue Boxster

John Devirgilis Philadelphia, PA
2015 Black Cayman

Joe Domic..... Nazareth, PA
2015 WHITE Cayenne S

Leo and Lee Doyer..... Philadelphia, PA
2015 Rhodium Silver Cayman

Alan Fellheimer Philadelphia, PA
2015 Silver 911 Carrera 4S

Nick Ganc..... Wilmington , DE
1979 White Race Car

James Gillin Berwyn , PA
2006 Black 911 Carrera

Dave Goodrich..... Garnet Valley, PA
2015 Black Boxster GTS

Gordon Grant Philadelphia , PA
2011 Yellow 911 GT2 RS

Marc Grossman..... Springfield , PA
2002 Seal Grey 911 Carrera 4 Cabriolet

John Hickey West Chester, PA
2009 Aqua Blue Metallic 911 Carrera 4

Adam Kesselman.....Lafayette Hill, PA
2002 911 Carrera 4 Cabriolet

Robert Lawrie..... Berwyn , PA
1996 Blue Green 911 Carrera 4 Cabriolet

David Lennard..... Ottsville, PA
2006 Silver Boxster S

Darryl Levine New Hope, PA
2014 GT Silver Cayman S

Matthew Mariani.....Haverford, PA
1968 Sepia Brown 912

Matthew McCampbell..... Newtown Square, PA
2004 Black 911 Turbo Cabriolet

Jim McLaughlin Doylestown, PA
2006 Silver Cayman S

Derek MegargelConshohocken, PA
2003 911 Turbo

Vince Melchiorre Malvern, PA
2014 Black 911 Carrera

Mark Melnychenko Avondale, PA
2011 911 Carrera S

Rick Millham Jr..... Doylestown, PA
2006 Midnight Blue Metallic 911 Carrera 4 Cabriolet

John Minnich..... Hamburg, PA
2002 Arctic silver metallic 911 Carrera

Ronald and Nancy Mowery.....Pottstown, PA
2008 black Boxster

Brian Muldoon Philadelphia, PA
1986 Guards Red 944 Turbo

Robert Nyitrai King of Prussia, PA
1995 Polar Silver 911 Carrera

Bill Ridge Reading, PA
1976 911

David Romans.....Philadelphia, PA
2014 BLK Cayman

Leo Springer..... Harleysville, PA
2013 BLACK 911 Carrera 4S

Marc Waldman..... Yardley, PA
1991 White 944 S2

Blake Walinsky..... Wynnewood, PA
2014 White Cayman S

Neal Walker.....Phoenixville, PA
2009 911 Carrera

David Weiss..... WEST GROVE, PA
2004 Slate Gray 911 Carrera 4S

Alex Zhitomirsky..... Newtown, PA
2009 Black 911 Carrera 4S

TRANSFERS—Welcome to RTR!

Joseph Sliwinski..... Landenberg, PA
2014 Cayman (From Delaware)



RTR Membership Milestones



45 Years

Robert Holland
Maria Holland

30 Years

William Miller
Tyler Miller
Henry Pompilii
Ronald Pompilii

25 Years

Donna Antonucci
David Atkinson
Janet Atkinson
Jeffrey Bleiman
Harriet Bleiman
Dan Haden
Susan Haden
John Innaurato
Lori Innaurato
Charles Lewis
Barbara Lewis
Bruce Schwartz



20 Years

John Brick	Jim McHenry
Catherine Caporaso	Ian McHenry
Jeffrey Cooper	William Miller
Dan Cooper	Ginger Miller
Robert DiMarco	Howard Rosenbloom
Raymond Kissner	Joanne Rosenbloom
Ben Kissner	Ron Searfoss
Steven Maslow	Jean Searfoss
William Matthews	

15 Years

Deborah Butler	Anne Morgenthaler
Jeff Conklin	Willis Moyer
Cathy Conklin	Heather Moyer
Bruce De Bonis	Trevor Naidoo
John Genovese	Mark Reynolds
Patricia Genovese	Carol Reynolds
Chandler Johnson	Paul Stein
Terri Johnson	Mary Stein
Pete Morgenthaler	

10 Years

Steven Gross	R Surovcik
Maxwell Gross	Mark Sverchek
Vito Schiavone	Anne Sverchek
Linda Schiavone	

5 Years

Joe Botta	Marie Konarske
Brian Botta	Gerald Lawrence
Henry Bryndza	Dave Markle
Mary Bryndza	Cindy Markle
Gene Dooley	Tim Marsh
Scott Duvall	Stefanie Porges
Leslie LaGrossa	Woody Staub
Travis Hafner	Emby Staub
Traci Hafner	Bob Stevenson
Roger Jones	Andrew Stevenson
Chris Kafantaris	Dave Wilner
Jerry Konarske	Arlene Wilner



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Zone2rep@comcast.net

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Upcoming Events

Submitted by Wendy Walton, Social Chair

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



SEPTEMBER 2015

Sep 11-13

DE at Pocono South/East

High Performance Driver's Education event at Pocono Raceway.

Sep 13

Radnor Hunt Concours

On Sunday September 13, Riesentoter will have a hospitality tent at this year's Concours d' Elegance in Radnor and special parking for your Porsche in our MotorSports park. Stop on buy, show your Porsche key and have a bite on us before, during, or after you see all that glittering chrome. To purchase tickets for one of the best Concours on the Eastcoast please visit Radnor Concours and stop by our tent and say hello. There will also be a BBQ on Friday evening, cars and coffee on Saturday, and a great Road Rally created by a past Riesentoter president.

Sep 19

People's Choice Car Show

Open to all Riesentöter members! Come see literally TONS of Exotics, Classics and (naturally) Porsches. SAVE THE DATE and join us Saturday, September 19th for Porsches, Exotics and Classics at P.J. Whelihan's in Blue Bell; a truly unique car show with proceeds donated to the Juvenile Diabetes Research Foundation (Eastern PA chapter).

This is the seventh consecutive year, raising funds and awareness of a very worthy cause. The format will be similar to prior years with a Peoples Choice Award, Silent Auction Raffle, and one of the finest concentrations of automotive machinery you will find anywhere... come on by (or better yet), register your car below! Expectations of more than 100 unique cars!

Sep 19

Grace Winery Drive

Scenic Drive to Grace Winery Sunday Sept 20th Meet at 11:30 next to Dilworthtown Starbucks (1353 Wilmington Pike, West Chester) for a little coffee and talk of all things P cars. At about noon, we'll head off for a scenic drive to Grace Winery and Sweetwater Farm in Glen Mills. While at Grace, you could try a tasting (tastings for \$15pp). Wines by the glass or bottle and light fare are also available for purchase. Dutch Treat as usual. For info about the winery, check out their website. Also, if you have a four legged friend, the winery is very dog friendly. On Sundays they have a large area (horse pasture) open as dog park. So, you're welcome to bring your dog along to play in the park. Please RSVP here if you'd like to join us so that we can let them know about how many to expect. This trip runs rain or shine!

Sep 26

Membership Meeting @ Wyebrook

We are have a membership meeting at the infamous Wyebrook Farms. As a special treat to us Riesentoters they are doing a Saturday Brunch just for us. which starts at 9:00am followed by a brief meeting and if you want a tour of the farm. As Wyebrook is a BYOB, bring your own bottle or bloody Mary. Plus the butcher shop will be open for us to take full advantage prior to opening for the public. Right now you can rsvp to vicepresident@rtr-pca.org. There is no cost for the brunch.

OCTOBER 2015

Oct 4

Stoudt's Oktoberfest

Come join us for our annual trek to the Beer Gardens of Stoudt's for their celebration of Oktoberfest. Experience the German food, music, and of course their suds. As always we will meet at the UA Theater parking lot at the KOP around 11:30....leave @ 12 noon. You can also partake in hunting for that priceless antique as Adamstown is the antique capital of the word.

Oct 10

Street Survival

Teen driver safety event in Allentown PA at Coca Cola Park. See website for more details.

Upcoming Events, Continued

OCT 2015 (continued)

Oct 11

Dilworthtown Wine Festival

Another fun favorite is the drive through Chester County and end at the historic Dilworthtown Inn to partake in the Dilworthtown Wine Festival. More Details to come.

Oct 16-18

DE @ Summit Point

High Performance Driver's Education at Summit Point Motorsports Park in Summit Point, WV.

NOVEMBER 2015

Nov 6

Scotch and Steaks

Scotch and sirloin pairing dinner with a guided tasting at Capital Grille in King of Prussia. More details to follow online.

Nov 18

Membership Meeting

Monthly membership meeting to be held at Porsche of Bucks County. 6:45pm social followed by 7:30pm meeting.

DECEMBER 2015

Dec 2

Phil-a-Frunk

Join your fellow Riesentoter members in conjunction with WMMR's Camp Out For Hunger to help Philabundance stock up on shelf-stable items. Last year over 200 Riesentoters with 131 Porsches in tow raised 7,460.5 pounds of food plus \$770.

All you need to do is Phil-a-Frunk" with HEAVY nonperishable items and join us in King of Prussia for a Porsche Caravan down to Philadelphia. Meet at 7:00pm, ignitions at 7:30pm.

More details online.

Dec 5

Holiday Party

Come join us in celebrating the end of another wonderful year of Porsche Fun with all your friends in RTR! The Holiday Party will be held at The Chester Valley Golf Club in Malvern PA. Just a short hop off of rte 202 and 10 min. from King of Prussia! The evening will kick off with an hour and a half cocktail period followed by dinner, awards, door prizes, and dancing!



A literal food drive.

2015 DE Schedule

Submitted by Marty Kocse, Track Chair

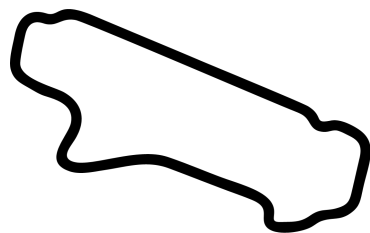
For additional information, please visit our website, and Motorsportsreg.com.

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.



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



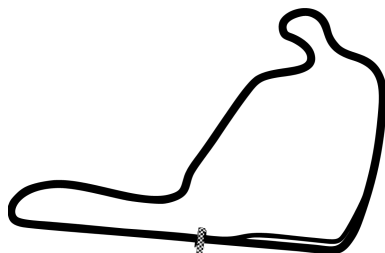
October 16- 18, 2015

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



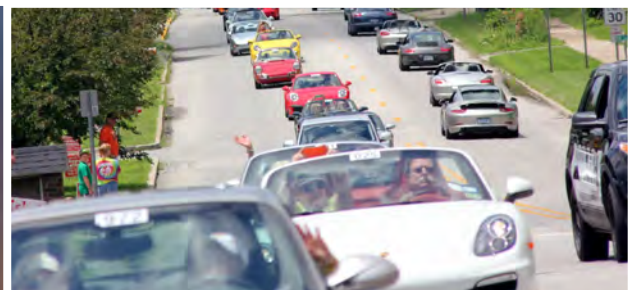
Have you considered Drivers Education (DE) but are not sure if you want to take your car on a race-track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter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



Photos from this year's Porsche Parade at French Lick, Indiana from 6-20 to 6-28 courtesy Greg Phillips of the PCA team.





Blue Ridge Boxster Summit

by Don Eichelberger
for Der Gasser

The annual Blue Ridge Boxster Summit (BRBS) commenced over the Memorial Day holiday, and Riesentöter member Don Eichelberger was not only in attendance, but came back with his account of the event...

The original premise for this year was to be an Oktoberfest, but the harsh winter caused many of the attendees to want to celebrate a more tropical theme, so “Boxsters in Paradise” was the motto for 2015. This event allowed me to enjoy my Porsche Boxster over five days and more than 1600 miles!

We left Wednesday May 27th and traveled via I-78 down to I-81 and into Virginia. It’s a boring stretch of road, but the fastest route from home to the mountains of North Carolina and the beautiful Blue Ridge Parkway.

Over 170 people and 88 Porsches gathered from 19 different states and Canadian Provinces to enjoy each other’s company, consume mass quantities of delicious food, and attend Tech sessions to learn about their cars; but most importantly DRIVE the infamous roads of the region.

The BRBS officially starts on Thursday evening at the opening dinner. But over the years, friendships have

been forged and in the beautiful mountains of North Carolina, people have been arriving earlier & earlier to vacation. This year was no different, with earlier activities planned.

The contingent gathered up and traveled off to meet at the Great Smoky Mountains Railroad depot in Bryson City, NC to board the train to ride alongside the beautiful Nantahala River on this four-and-a-half hour excursion carrying everyone 44 miles to the Nantahala Gorge and back.

Bluegrass musicians provided entertainment with an occasional Appalachian story while traveling along the

Tennessee and Nantahala Rivers. The historic trestle bridge (Fontana Trestle) would take us across Fontana Lake and into the beautiful Nantahala Gorge. We would arrive at the Nantahala Outdoor Center NOC for a one-hour layover where we could relax by the river and enjoy some sightseeing!

Since the BRBS doesn’t officially open until Thursday evening, the early arrivers had an opportunity for

“BRBS Goes to the Track!” Many enjoyed the day at the 0.7 mile advanced, world-class sprint karting track, based on the famous and historic Kartdromo Parma in





Participants in some healthy competition (left). Amazing Blue Ridge views (right).



Italy. The group had exclusive use of the track where some took leisurely laps with the tortoises or showed off their skills with the hares, and then demonstrate to their significant others who's boss in the Couples Race. There were a number of women-only races, as well as highly competitive open races. We also had a USA vs. Canada Showdown (Canada won, and we were treated to a rousing rendition of "Oh Canada" during the awards ceremony Saturday evening).

The group found their way back to the Switzerland Inn (base camp for the event) for the "Meet and Greet". Since there are always first timers at the BRBS, this year's game involved car parts. People were given a slip of paper that had the name of a car part printed on it (Steering wheel, transmission, windshield wipers, etc). This was designed to divide people into groups. The only caveat was that you could not use words; only hand gestures or sounds to find them.

Once you found your group, you had to make three statements about yourself; two true and one false. The group had to guess which statement was false. It was a lot of fun and a great way to meet people. Everyone then found their way into the dining room for a delicious buffet.

Friday was another beautiful day with fog settling in over the valleys during the early morning hours and a breakfast buffet to make sure you had enough in your stomachs to hold you in your seats during the fun runs, which included:

"Garaj Mahal" Run - On the way to and from Hugh & Brenda Tackett's amazing Porsche Boxster Garage, they had many stops planned and a lunch at a real Southern treasure:

Wine & Cheese Run - John & Toni Goetzman led this group as they traveled to Owl's Eye Winery in Shelby, NC to enjoy a wine tasting on the patio overlooking

Saturday morning's tech session (below left) and RTR's own Bill & Karen Hall were the presiding King and Queen of the Summit (below right).



the southern mountains. After the tasting, the group had a box lunch provided by Dressing on the Side, then caravanned to South Creek Vineyards, Nebo, NC, and then a wine tasting with cheese from Ashe County.

Fun In The Hills Run - Rey Fortney and Juliette Tai led a group that ran some of the best roads right around Little Switzerland. This group spent the day exploring US 19W, Jack's Creek Road, NC 80, NC 197, and the route to Roan Mountain, with a lunch along the way, and stops at country stores.

Lake Lure & Micro-Brewery Run - Guenter Gamauf, Dom Iafrate and Scott Ishler led a group that caravanned to Lake Lure and took a relaxing boat tour of this stunning mountain lake while enjoying a box lunch. The group then toured a local micro-brewery.

The 2015 version of the BRBS was organized differently than prior events. This year there were a variety of diverse fun-runs for people to choose from, depending upon your interests and the destination. Guaranteed that no matter the destination, the roads were outstanding.

Ashe County & West Jefferson Run - Al & Missy Waschka led a group that toured Ashe County including the Boondocks Brewing Company Microbrewery, lunch at Boondocks Brewhaus, Mount Jefferson, Glendale Church of the Fresco, and a self-paced return via the Blue Ridge Parkway.

Blowing Rock Run - Ron & Mary Kucynski led a group that made a return trip to Blowing Rock (one of the first venues of the BRBS) via the Blue Ridge Parkway. They ventured along Blowing Rock's Main Street, took in Kilwin's and other local must-see stops, and then lunched at a new Microbrewery. Blowing Rock is a beautiful small town located near the Blue Ridge Parkway. My wife and I had visited the town twice previously.

Biltmore House and Gardens Run - Bradley Anderson & Karen Kustafik led a group that caravanned to the famous Biltmore House and Gardens in Asheville, NC. Their self-guided visit of the house included a stroll through America's largest home on a marked route, assisted by knowledgeable guides along the way. The house tour took about two hours to explore George Vanderbilt's extraordinary home with beautiful gardens, and Antler Hill Village & Winery. All nestled on 8,000 acres in the mountains of Asheville, NC.

Due to the potential for rain, the Luau was postponed until Saturday evening. The Switzerland Inn was very accommodating to switch their scheduled Prime Rib and Seafood Buffet from Saturday evening to Friday evening to meet the needs of our group.

We got to sleep in Saturday morning, unless of course you wanted to participate in the Boxster Shine & Show or Pedro's Tech Session. The Chalet Restaurant was open for early risers, but you could just grab a cup

Photos from America's largest mansion during the Biltmore House and Gardens Run (below).





of coffee and wait for the Boxster Brunch held next to the Show and Shine on the lawn. This was another fabulous meal prepared by the staff of the Switzerland Inn. When I awoke that morning, my first thought was “I don’t think I can eat any more food!” But I did manage a few bites to keep up my strength for the upcoming Fun Runs.

The other main morning event was the Tech Session, which was hosted by Pedro Bonilla, who has contributed technical articles to this publication, is a sponsor for the BRBS and has his own business “Pedro’s Garage”. By the way, Pedro’s 986 has traveled over 250,000 miles! The Tech Session involved a question & answer period concerning Porsche technical issues and a glimpse at some potential future developments. After the Tech Session, Pedro set up shop to install items previously purchased at his website as well as help out people who encountered problems with their Porsches. The assistance and the installation were all free of charge. Thanks, Pedro!

Later in the morning, people started to gather for the optional Fun Runs they chose at registration depending upon their interest in driving, touring the area, and seeing the sights. Of course, one could easily just relax and make your own fun for the day. These included:

BRBS Moonshine Run - Carlos & Maria Vlasallo led the 2015 BRBS Moonshine Run. This included a tour of the Grovewood Gallery, which has the Estes-Winn Antique Car Museum, Arts & Crafts shopping and a

cafe. The car museum has 19 cars and an authentic moonshine still. Highland Beer has tours of the brewery, a tasting room and bar.

Navitat Zipline Run - Ron Kucynski took a brave group on the ultimate Blue Ridge zip lines at Navitat, including the longest, highest, and fastest zip line in the south at more than 2/3-mile!. Nowhere else will you find them this long, this high, and this fast integrated into a truly spectacular wilderness setting.

Drexel Bluegrass Experience Run - Chris Harmon led a group to one of the more quaint musical venues in the Blue Ridge region: the tiny Barber Shop in the little town of Drexel. The shop features an informal bluegrass jam session when the folks at the barber shop put aside their scissors, shears, and combs and grab their instruments for a few hours of picking. The Emmy-nominated documentary Pickin’ & Trimmin’ showcased this real treasure.

Biltmore House and Gardens Run: Reprised - Joe & Sandra Urban led a group that also caravanned to the famous Biltmore House and Gardens in Asheville, NC, on Saturday (just in case you did not have a chance to participate on Friday).

If you chose not to participate in one of the organized Fun Runs, people could also explore the Blue Ridge Parkway, Diamondback 226A Loop, shop, or relax.

Some other options included:

Grandfather Mountain - The highest mountain in the Blue Ridge Mountain Range at 5,964 feet is a sce-

Amazing scenery was on hand every day (above).

nic travel attraction and world class nature preserve. Grandfather Mountain is located on US Highway 221, two miles north of Linville, North Carolina, and one mile south of the Blue Ridge Parkway milepost 305 .

Chimney Rock Park - Take a deep breath of refreshing mountain air, become invigorated by our hiking trails, and let your cares fade away in the cool mist of Hickory Nut Falls. This is the perfect place to reconnect with nature and spend time with family and friends. Only minutes from Lake Lure, Chimney Rock offers the best of the mountains in one place – spectacular 75-mile views, hiking trails for all ages, a 404-foot waterfall, a variety of events and more.

Chimney Rock Village - Chimney Rock Village is situated in one of the most beautiful natural settings in all the mountains of western North Carolina - Hickory Nut Gorge. The Village lies directly below the famous vistas of Chimney Rock Mountain and contains almost three miles of the scenic Rocky Broad River.

Explore Asheville - Asheville is a unique and special place that lingers sweetly in your mind and memories for years to come. The city's rich architectural legacy with its mix of Art Deco, Beaux Arts and Neoclassical styles is the perfect retro-urban backdrop to the edgy energy that emanates from the locally owned-shops and art galleries, distinctive restaurants and exciting entertainment venues.

Linville Gorge - Linville Gorge NC Wilderness region is part of the preserved and federally managed Pisgah National Forest. Formed by Jonas Ridge to the east and Linville Mountain to the west, over 12,000 acres are considered some of the most beautiful and unspoiled along the Blue Ridge Parkway.

The evening meal was an outdoor dinner as we watched the photos taken to date on the big BRBS Drive-In Movie Screen. This event was called "Boxsters in Paradise Luau" as we said "good riddance" to the winter storms of 2015. The luau was on the terrace. We listened and danced to Hawaiian music, enjoyed the slide show of the days activities, and celebrated all things Polynesian.

Sunday we bid farewells and send-offs to both new and old friends ... until we meet again at BRBS 2016! Five days of driving my Porsche on some of the best twisty roads on the East Coast. 1,602 total miles round trip. I can't wait to do it again!

Note: The 18th BRBS will be held June 2, 2016 until June 5, 2016, but as previously described, there are optional events earlier. If you plan on attending, register early at www.brbs.org. 🏠

One of the occasion's highlights was the Luau dinner (below).



Technical Twofer

by David Newton
for *Der Gasser*

I could have split this feature into two distinct segments, but considering I wouldn't have easily completed the principal undertaking without describing the product I used to accomplish the task itself, it started to feel like these components were more or less dependent on each other.

Let me explain... I had my stock Cayman wheels painted black a few years ago because I really liked the look. It wasn't cheap, but a lot less than I would have paid for a new set of wheels. Time and road rash have taken their toll on the glossy finish however, and I wanted to spruce them up, paint them again, or purchase a new set of wheels if I had to.

Since I have a hard time justifying the cost of new shoes for my feet (to say nothing of my car), I started to research other options. One that kept floating to the surface was a product called Plasti Dip. Plasti Dip is a rubberized paint that when correctly applied, provides a durable finish that can last for years if properly cared for. "Dipping" is the process.

But the real beauty of Plasti Dip is that when you tire

of the color, damage or mar the finish, or just want to change the look, you simply peel it off. You heard that right; applied in several layers over a clean surface, you can peel off the product almost as easily as your Riesentöter static-cling window sticker, without damaging the surface. I have a vinyl wrap on the hood of my Cayman, so this is right up my alley. And if you've read my January - February *Der Gasser* Sidetrack column (All Rise), you've heard me pontificate about my need for a home garage lift. In evaluating the different options (from locking floor jacks to dual-post lifts), I effectively compromised, and it wasn't what I thought I'd end up purchasing.

I bought a pair of custom made lift bars from www.liftbars.com due in part at least to total cost; I could easily reach my goal of getting all four wheels off the ground and onto jack stands in a mat-

ter of minutes. The lift bars were \$260 delivered, and I invested in a set of four jack stands for another \$60; all-in cost of just over three hundred bucks.

The concept of the lift bar is simple. There are specific points under Porsches for the purpose of lifting the car. Placing a jack stand in that same location where the floor jack already resides presents a problem. And

RTR's Vice-President David Newton shares an adventure in wheel enhancement.



Painted a gloss-black, Dave's wheels were getting badly worn (center).



Lift the side of the car and place jack stands under the bar (top left). Flange fits lift point perfectly (center). Blocks used to raise the car to clear the floor jack and bar (top right). All four wheels off the ground (bottom right)!

most other solutions are clunky or expensive.

Enter the lift bar... each end of the bar is mated perfectly to the lift points on both the front and rear of the car on one side; the floor jack lifts the entire side of the car from the middle of the bar, allowing the jacks to be placed in the intended location under the ends of the bar. Once all four jacks are placed in their lowest position, the car can be incrementally raised to the desired altitude, one side at a time. It's a manual process, but works very well.

Getting my Cayman into the air took much longer than I originally thought it would. But I learned a lot of valuable lessons that will help cut that time down significantly the next time I make the attempt.

The first mistake I made was assuming that the lift bar perched on my Pep Boys floor jack was low enough to clear the underside of the car. It was not; by nearly four inches. A veteran Porsche owner would have figured this out before they started the project. So, I used (solid) concrete blocks to slowly raise the each side in order for the lift bar to clear.

I'd like to offer a disclaimer right from the onset: under most circumstances, it is inadvisable to use building materials for the purpose of blocking, chocking or docking your car. In the account that follows, please

note that I was completely conscious of this fact (ignoring the warning labels), but NEVER got under the vehicle at any point in time.

A suggestion when lifting your car to remove the wheels is to loosen the lug nuts prior to raising the vehicle. Leverage is better when the wheels are grounded. Brace them with a set of wheel chocks.

Now that the car is suspended at the appropriate height, I popped off the wheels and washed them thoroughly with soapy water. A good tip I'll relay to you as a self-proclaimed weekend detailer is that when washing anything with the intent to be painted or otherwise coated with any product, allow it to fully dry overnight. I used a microfiber towel soaked in rubbing alcohol to be sure of a clean surface.

I'm a Project Manager, so every process from brushing your teeth to tearing down a motor is nothing more than a series of steps that need to be completed in a particular order. So I spent the off-season thinking about this undertaking.

Since spraying the wheels is easier when they're vertical, I prepped the garage with drop cloths, and leaned them against the wall at an appropriate angle. Standing over a project with your head bent down is never good for the back, and promotes fatigue. It's also not

an ideal position to be in while paint fumes rise under you. I was smart enough to open both garage doors to ventilate the area fully. You might consider weather conditions because of this.

You can leave the wheels on the car, but only if you mask off the brakes (which can be accomplished using 13-gallon kitchen trash bags. I wanted to detail the wells, so removing the wheels was a no-brainer.

There are essentially three tire masking methods used as recommended by the folks at www.dipyourcar.com (they sell Plasti Dip paint kits and accessories at affordable prices); they were also a great resource for me on this project with lots of instructional videos.

The first technique is to mask the tire off with painter's tape. This works well enough, but requires some time and effort. It's important to get the tape under the ridge of the wheel, or you risk peeling the paint off when you remove the tape. The second method requires no initial effort at all; just overspray right onto the tire itself. You can theoretically peel the paint right off the tire, but there is a similar risk.

I chose the 3x5 card method. It's easy, works well and it super simple to remove. Just slip the short end of a card between the tire and the wheel. The next one should overlap about a third of the previous card. You can buy a pack of them at Staples for a couple bucks with plenty of leftovers for your chili recipes.

With the prep work out of the way, it's time to start

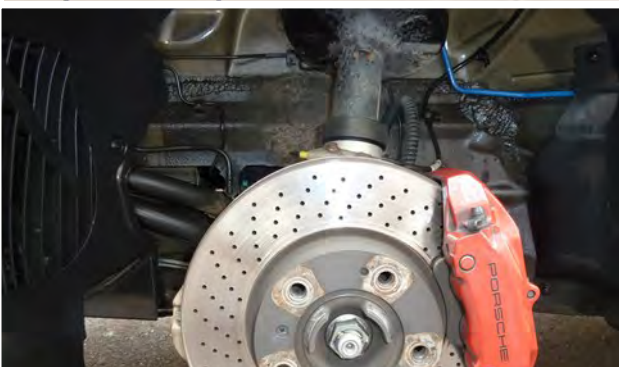
spraying multiple coats (plan on at least four). If you followed the process closely, you spent the bulk of your time prepping the surface. As anxious as you might be at this stage, it would be a mistake to rush at this point. Since you need to let the paint dry a bit between coats, I decided to work on a completely different project so I wouldn't be tempted to cheat. It turned out to be my best idea of the day as each layer takes only a few minutes on all four wheels. I opted for the optional spray trigger; worth twenty bucks if it was even close to that price. Pressing down the paint nozzle with your finger repeatedly, can cause nerve damage (don't ask me how I know this).

Test the spray pattern first. You should maintain consistently about six inches from the surface; too close will cause runs, and too far away will make the surface rough and uneven. Practice painting something with an odd shape to build up your artistic confidence. I used an old splitter I kept when I upgraded mine.

It's very important that you lay down an initial tack-coat. This is a very light transparent layer that the subsequent coats will adhere to. Incidentally, this is common for many paint projects (not just Plasti Dip).

I recommend thirty minutes between coats. It was particularly humid when I did this project (I had no choice or I would have waited), but you can avoid running paint by using multiple but thinner coats. I ended up using a total of seven. Less might have worked just as well, but I had plenty of paint...

Spray patterns from bad to better (top left). Plasti Dip with the optional spray trigger (center). Index cards were used to mask the paint from the tires (right, bottom).





Masking the brakes and calipers from undercarriage overspray (top left). Wheels back on in 24 hours (top right). Flat-black provides a menacing look (bottom).

While I was in the neighborhood I cleaned the undercarriage, which would complement the newly painted wheels (making them stand out better). I used 13-gallon kitchen trash bags to cover the brakes and calipers from the chemical overspray. Carefully, I also cleaned the outside of the brake calipers with a little mineral spirits to finish off the wheel wells.

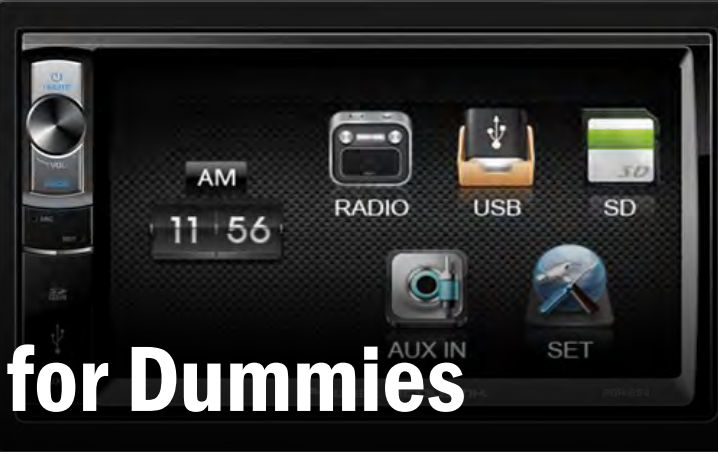
I let the final coat stand for about an hour, and then judiciously removed the index cards paying particular attention to the contact point so as not to start the peeling process accidentally. I was probably a little over-cautious, as they came off rather easily.

My intention was to use the glossifier product, which turns the flat-black paint into a high-gloss finish (depending on the number of layers), but I really liked the menacing Darth Vader look. I stopped the project before that step, so if anyone needs some glossifier...

I was really pleased with the results, and knowing at least two other Riesentöter members who've painted their wheels using Plasti Dip, I can whole-heartedly recommend it. You don't have to be anywhere near as

detailed as I was (although you get about a half-dozen projects done in one fell swoop).

It's been almost a month and I am happy with the durability. I was a bit hesitant about taking the car through my favorite touchless car wash, but I held my breath and nothing awful happened. Not sure I would use a power washer that removes barnacles off of fishing boats. I'm pretty confident the finish will hold. But if it doesn't, I can spruce them up with another few coats, or peel it all off and paint them metallic purple! 🏁



Sidetrack: Engineering for Dummies

by David Newton
for Der Gasser



RTR Vice-President David Newton explores vehicle automation...

Nothing drives me wackier than products that are specifically designed and engineered to prevent us from killing ourselves. From kids' thud-helmets to sunscreen with an SPF rating capable of deflecting lasers, we spend way too much time, money and effort trying to avoid an injury that hasn't occurred, when we should focus on the actual human activity that causes the event in the first place.

I'm not referring to genuine advancements that have revolutionized safety standards, such as seatbelts. Originally just a lap-strap, the addition of a shoulder belt helped to prevent the driver from smacking the steering wheel. This is essentially the same basic design used in every car sold in the country today. Met initially with a chorus of whining and complaining, experts have agreed that since instituted, seatbelts have saved over 250,000 lives and countless injuries.

Yes, seatbelts are uncomfortable, inconvenient, wrinkle cloths and prevent you from easily retrieving change for highway tolls. Tough noogies. Seatbelts were an unpopular, expensive, government-driven mandate the virtues of which can no longer be argued by any educated being. Airbags were the next advance in protection which met with a similar response.

But I'm speaking of products designed to take over activities we should otherwise be dynamically engaged in; options that actually remove rational thinking from an action needing our undivided attention. Cruise Control is an obvious illustration. Regulating vehicle speed and then disengaging when brakes are applied, the product lulls a driver into a state of vehicular detachment. We consequently stop paying attention to

anything associated with our current rate of speed; uncoupling that function from our brain and then diverting our attention to something far less critical.

There are other popular products that contribute to this undesirous behavior. Touch screens are an excellent example. Used to be if I wanted to turn up the heat, I twisted the control knob away from cool-blue to warm-red. With a touch-sensitive screen, I have to search for the icon, bring up the heat scale and slide my finger around until I land on the desired temperature. I already forgot what I was doing...

Here's my favorite example of misguided safety product development: automatic dash and headlight controls. Ever cruise up behind a vehicle at night whose tail is void of illumination? It's hard to believe that they are obviously driving around in the dark. But to the driver, there is often no discernable visual difference between the automated dash and running lights, and the headlights they should have been using (that also control the lights in the rear). The driver is inadvertently removed from the decision making process; lights on for safety? Not so much.

Thankfully, Porsche has (at least so far) avoided much of these pointless enhancements; my controls operate with a logical simplicity. But I see a dangerous trend toward errant gadgetry in the marketplace, and I fear the German marque will soon yield to those demands.

Each year, there are new automotive creations whose intent seems to extract a basic human interaction, thus removing the only real responsibility we have while seated behind the steering wheel. Driving. 🚩



“Shifts & Giggles”

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

Commentary by Jeff Walton
for Der Gasser

Some people get appalled at what shows up at Cars and Coffee... well I have one thing to say to you... get over yourself. It's not exotic cars and pinky in the air cappuccino... it's cars and coffee. Cars... just plain old cars and just plain old coffee... black.

Back in my day, I had to decide what would give me the most pride of ownership, basically what's my best bang for the buck. Should I go with the Clarion cassette deck with 12 presets or should I go for the front spoiler? Should I get a sunroof or paint my hood black? Then I had to work, and work a lot of hours for my personalization. And when the day came for my purchase and installation, I couldn't have been prouder. I would have loved to go to a place to hang and talk cars back in the day; you know, without being chased by the fuzz.

So please don't knock the future generation when they show up with a stock Honda and a fart-can exhaust. Not every kid has a silver spoon hanging from their ass... some kids actually have to work and set aside funds in order to add that certain bling to a vehicle, just like I did.

You should be so lucky they show up at all because this generation (the Millennials), could care less about if its

air or water cooled. They are not owners, they are renters, they are Uberers, they are Airbnb'ers, not that they want to be. No, the baby-boomers forced them into renting rather than owning because they can't afford it otherwise. The baby-boomers were the Me generation and this new generations is... I'll take what I can get but I ain't paying for it generation. This new generation is used to not owning, not owning things like movies or music. And that idea is making its way into other areas of their life including cars and housing.

If the trend is going to continue, it's going to be hard to sell your prized possessions for a profit, let alone sell them at all. So down the road if you want to sell your 84 Targa with 250k miles for over 100k then you better start being nice to the future generation. No matter what

they drive. And remember that long-ago kid inside you who had to work to make your ride cool.

Now next time you see a kid at Cars and Coffee... go over and talk to them, welcome them, because you already have one thing in common, cars. And you just might leave a lasting impression on the newer generation. You were that kid once. Wouldn't it have been great for a Porsche owner to come up and check your ride out? If that would of happened to me, I'd probably would have owned a Porsche sooner in my life. 🚩



TIRES

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

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

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

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