

DER GASSEER

December 2014



Riesentöter Region

www.rtr-pca.org

Aus des Präsidenten

(From the President)

Around the holiday season we tend to think about our family, friends, and the good gestures and deeds to help those in need. On Wednesday December 3rd our Riesentöter Family showed an enormous and overwhelming generosity with their participation in the first ever Phil-a-Frunk for Philabundance. I was just in awe with the amount of support and donations all of you provided. I was thrilled beyond belief. I was a proud papa. I was on a natural high the entire night, and all I can say is WOW, WOW, WOW. Never in my wildest imagination did I dream of such a turnout. Sure I had a goal of 100 Porsches and it took us up until the last week to hit that goal, but then to surpass it by over 30 percent - well just WOW!

It was cold but you didn't care. You brought your Porsches out in December and you didn't care. You then brought food to show you cared. You then bought raffles tickets to show you cared. And we all had a great time doing it. The mile of smiles was as long as the miles of Porsches in the caravan. The line of headlights and flashers in my rearview will be forever etched in this brain of mine.

When needed, we go beyond the fenders and frunks because we know just how lucky we are in this world. I just want to personally thank each and every one of you who gave your time and donations on this special night - one that I will always remember. Thank you! Thank you! Thank you! It's moments like these that proves we are not just a car club... we are a family, a family who cares.

Happy Holidays to all,

Jeff Walton

President, Riesentöter Region, PCA

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— On the Cover —



Phil-A-Frunk Event, photo by Craig Nichols.

DER GASSER

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From the Editor's Desk:



In the November issue of *Der Gasser*, I wrote about recognizing several of our club members who had given their time to plan and organize social events and drivers education events for our club. These were just two examples of fellow club members who work tirelessly, so that all of the members of our club could further enjoy our Porsches and provide opportunities for us to also enjoy each other's company and form long lasting friendships.

There are many other examples of members who dedicate their time to further the efforts of the club, and again I would like to take this opportunity to give a special shout out to another member who has made a huge difference in our club with his dedication to all things Porsche.

Three years ago when I was asked to help with *Der Gasser* there was a meeting with Joe Asher (who was the President of the club at that time), David Newton, Jeff Walton, Scott Duvall, and myself. I think that there were a couple of other board members also present. The topics of the discussion was finding a replacement for the *Der Gasser* Editor who had stepped down, and figuring out how to develop a digital edition of the newsletter. Almost immediately David, Jeff, Scott and I agreed to take on the challenge of publishing *Der Gasser* and changing it to a digital format. From the beginning it was clear that each of us had unique skill sets and a deep passion for our Porsches, that when put together would enable us to take *Der Gasser* to a new level.

Both David and Jeff are talented writers that have very unique writing styles. Scott quickly demonstrated he had an eye for the design of the newsletter and offered up a host of ideas on how to transition to a digital format.

Scott took on the responsibility of assembling each issue, and converting the finished publication into the digital formats needed by the various electronic devices all of you use to read *Der Gasser* each month. While all of the members of the team have spent countless hours publishing *Der Gasser* each month, Scott made all of the pieces of the puzzle fit in a creative and attractive format.

Sadly, Scott is leaving the *Der Gasser* team at the end of this month to spend time working on the ever growing To Do list associated with his new home, as well as spend some time on his hobbies. That being said, I wanted to take this opportunity to thank Scott for all his hard work and dedication to *Der Gasser* and the club as a whole. Also, I wanted to thank his wife Leslie who each month would become a *Der Gasser* widow while Scott worked on each issue. Thank you both for making the club more meaningful and enjoyable for all the RTR members.

Drive safe and Happy Holidays,

Dave Hathaway
Der Gasser Editor

Editor's Notes

Photos, Photos, Photos

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

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



Membership Report

Submitted by Paula Gavin, Membership Chair



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

Francois Artayet	Collegeville, PA	2007 911
Erik Brzoska	Schwenksville, PA	1985 911
Bill Craft	Landenberg, PA	2007 911 S
Constantine Dalson	North Wales, PA	1989 944 S
James Rodden	Blue Bell, PA	2015 Cayman S
Lawrence Roy	Parkesburg, PA	1988 924 S
Frank Rubino	Philadelphia, PA	2012 911 GTS
Jonathan Santomauro	Lansdale, PA	1997 911
Philip Schrode	Penn Valley, PA	2007 911
James Skidmore	Chalfont, PA	2015 Cayman
Ahamd Tahir	Churchville, PA	2005 911 S

Transfers

Lars Fryland	Philadelphia, PA	2005 911 S	From Hurricane Region
Fred Seebeck	Northeast, MD	1979 911 Turbo	From Potomac Region

RTR Membership Milestones

30 Years

Paul Cohen

25 Years

Bruce Brodowski
Kevin Callahan
Flo Corbman

20 Years

Sheryl Durham
Carol Lee

15 Years

Debra Bortz
Anthony Bonanni
Wendy Johnson
Christopher Mahalick
Kenneth Moore
Brian Sullivan
Katherine Sullivan
Ed Tatios
Ann Trevisani
Leslie Voth



10 Years

Robert Bauer
Priscilla Bauer
Vidal de la Cruz
Marla de la Cruz
John Pihon
Glenna Pihon
Harry Tillman

5 Years

Robert Bartelt
William Corse
Donna Corse
John Donohue
Gina Pistoia- Jones
PJ Prutzman

Marjorie Prutzman
Alexi Several
Waleed Shalaby
Chrissy Stewart
Judy Wagner
Doug Walsack

Helen Walsack



Upcoming Events

Submitted by Wendy Walton, Social Chair



Just because winter is knocking at our car doors, doesn't mean us Riesentöters need to hibernate. We are always looking for something to help rid the winter blues. We have a happy hour coming up and I'm sure we will schedule a few in January. February has a few great things as well, like our first ever Porsche and Poker Riesentöter Texas Hold'em Tournament and our Farm Freeze Run is back for the second year in a row. So keep an eye on our calendar <http://rtr-pca.org/index.php/menu-calendar> as we are constantly adding events.

Plus get in gear, Riesentöter gear that is.....visit the RTR Lands' End Store http://ocs.landsend.com/cd/frontdoor?store_name=RTR&store_type=3 and do a bit of holiday shopping for friends and family and show your support for our club.

February 7, 2015

Porsches and Poker Riesentöter Texas Hold'em Tournament

Join your fellow Riesentöters for a friendly game of poker starting at high noon and going until the last person standing. This will be held at the Sands Casino in Bethlehem and we'll block a few rooms in case you want to stay overnight and continue the fun for the weekend. The buy-in for the tournament will be \$175 pp with the majority of the pot going to the top five places. Space is very very limited. Pre-register at MotorsportReg <https://www.motorsportreg.com/events/porsches-poker-sands-casino-pca-riesentoter-411203#.VIW16HvCdhs>.

Your \$50 registration fee will go towards your buy-in. Hats and shades are supplied by you.

February 28, 2015

Farm Freeze Run

Let's do a our crazy winter drive again....we lucked out last year as we were sandwiched between two winter storms and those who joined us lucked out by having close to 50 degree weather....which really isn't a freeze run....but just in case order your scarfs, mittens, ear muffs, hats, wool socks, long-johns, and coats from our Lands End Store http://ocs.landsend.com/cd/frontdoor?store_name=RTR&store_type=3

Destination - Wyebrook <<http://www.wyebrookfarm.com> farm for lunch. Meet at the Great Valley Penn State Campus at 9:30am. Wheels up at 10am.

Phil-a-Frunk for Philabundance

by Jeff Walton, President
Photos by Craig Nichols

Being president of our club I'm often asked, "why don't we do more charities?" To which I reply, "let me know what you want to do and you can step up to the plate, we will back you one hundred percent." It seems everyone is full of ideas but no one is full of commitment. And I understand. Riesentöter first and foremost is a car club and we are pulled together by the common bond we share with a certain car manufacturer. The majority of what we do revolves around these fine automobiles but there is also this little nagging flutter in our brains that says, we are fortunate enough to own such a fine vehicle and we need to give back to society in some way, shape, or form. Yes, we have done our share of charities in the past and raised money for the Ronald McDonald House, and have done Autocross for the Pediatric Cancer Foundation and blood banks through the ever-popular Planes and Porsches. But big charity events take a huge amount of effort and time; something that is diminishing in the hectic world we live in today. So in order to start the charity ball rolling again, we needed something that was easier for everyone involved, so I put my thinking cap on and came up with the idea of a literal "food drive".

After several iterations, Wendy (my wife & RTR Social Chair) and I came up with the catchy name – "Phil-a-Frunk for Philabundance", Corey McFadden designed the logo, and I sent out one or two emails on the sub-



ject (haha) as well as advertising it on our award-winning website and forum.

Our members came out in droves, and the rest they say, is history. The plan was a simple one. In conjunction with WMMR's "Camp out for Hunger" we would fill our Frunks and trunks with nonperishable food items and caravan (the literal food drive part) from King of Prussia to Xfinity Live (at the Sports Complex in South Philly), in order to help stock the food banks of our region. It was a no-brainer, easy-peasy thing to do and to do it for a good cause was icing on the proverbial cake. Philabundance maintains a food bank in our Philadelphia region and feeds almost 900,000 people who need a little extra help in receiving basic supplies such as food for their table. Donations and drives are ways to help fill that need and Riesentöter was more than willing to help those in need.



On Wednesday December 3rd, the weather cooperated, the rain broke 3 hours beforehand, and our members starting gathering at the United Artist Theater's parking lot even before 5:30 – this is when I started to get that feeling there was a special night ahead of us, because people were arriving early, really early. A big thanks goes out to the DDR Corporation who let us use their lot. The Oink and Moo BBQ food truck was on hand to help feed the masses that came straight from work, myself included.

Phil-a-Frunk (cont.)

PHIL-A-FRUNK



Their limited menu consisted of goat cheese quesadillas, pork sliders, chicken tacos, ribs, and chili. Delish. They also had drinks on hand and took credit cards. Hot chocolate with whipped cream was provided for free by our club and many cups were enjoyed helping to keep us warm! At 6pm, the official start time, we already had 38 Porsches in the parking lot with their Frunks open, and it continued to grow as the night wore on. By 7 pm there was a chill in the air, but people didn't seem to mind, firstly, again it was a great cause, and secondly the hot chocolate helped take the edge off. At 7:15 pm we gave away some door prizes, RTR scarves with our logo, and then we raffled off a gift basket donated by Capital Grille of King of Prussia and the book, "Porsche Unexpected" donated by the photographer and club member Michael Furman. At 7:30 pm we headed for our cars. Ignitions on. Headlights on. Heat on. Flashers on.

7:38 pm my Porsche was directly behind our Upper Merion Township Police escort heading to route 76. Thanks to the fine folks in blue, we were able to snake our way through holiday mall traffic without incident and all in one piece. Once we hit the major highways our caravan of cars stayed together quite well I must say. My rearview mirror was filled with headlights and flashers as far as the eye could see. Impressive was an understatement. We headed down 476 South, stayed left for 95 North, took the Broad Street exit, and made a right at the second light which is unofficially Zinkoff Blvd. in the Wells Fargo parking lot. We came out the other side onto 11th Street and parked three vehicles wide before the drop-off point. The time on my dash stated 8:17 pm.



I directed traffic a bit before we were instructed to start unloading. The first twenty Porsches crossed the street, popped our Frunks, and the waves of food starting filling the pallets. About 45 minutes later the last of our members and friends tipped off the scales.

The positive responses we received were overwhelming. Preston and Steve from WM-MR's morning show thanked us both on and off the air. They mentioned their first "Camp out for Hunger" brought in just over a ton of food. We tripled that in our first time out the gate. Philabundance was impressed to say the least in both food and money donations. The volunteers who helped unload us were all smiles, as well as every driver and passenger. ABC News was there and placed a

small blurb on their nightly and morning broadcast, and KYW ran with our press release during morning rush hour traffic. All four of our area dealerships had cars and food; Porsche of Bucks County, Porsche of Conshohocken, Knopf's Automotive, and Porsche of the Main Line. It was fantastic to see such solidarity. Capital Grille also provided a few cars filled with food.

The numbers were staggering for our first ever Phil-a-Frunk. 131 Porsches. A two-mile Caravan. 200 members, family, and friends. \$770 in parking lot raffle sales that went directly to Philabundance. 11 pallets of food or 1/2 a tractor trailer full. 7,460.5 pounds or 3.73 tons of food. 57 pounds per frunk. We Riesentöters are pulled together by a common bond we share with our cars, but every once in a while we are pulled together for a greater good. Phil-a-Frunk was such an event. It was such a beautiful sight to see. Porsche after Porsche popping their Frunks to help the people who need it most. This night was truly about the people.

We will be doing this next year, and I have just one word for all who are going to join in this great event... "cans".



Phil-a-Frunk SUCCESS 2014!

On December 3rd 2014, the Riesentöter region of the Porsche Club of America hosted its first annual Phil-a-Frunk charity food drive on behalf of Philabundance. Thanks to the many volunteers and sponsors, a staggering amount of food was delivered to help needy families during the holiday season.

PHILABUNDANCE



3.7

TONS OF FOOD DELIVERED

The food contributions directly benefitted dozens of struggling families in the Philadelphia region.

131

PORSCHE IN PARTICIPATION

The Riesentöter community was represented **STRONGLY** for one of the best event turn-outs in its history.

2+

MILE LONG CARAVAN

Thanks to police escorts, a nearly unbroken line of Porsches stretched over two miles during the drive from King of Prussia to Philadelphia.

8k+

MEALS SUPPLIED

In addition to all the food donated, Riesentöter was able to present a check for an additional \$770 to Philabundance thanks to members' purchases of tickets for donated door prizes.

SPECIAL THANKS

Porsche of Bucks County
Porsche of Conshohocken
Knopf Automotive
Porsche of the Main Line

Upper Merion Township Police
DDR Corporation
Oink & Moo BBQ Truck
Capital Grille

Porsches & Pours - The Sequel

By Jeff Walton, President

Back by popular demand, and boy was it ever popular. I'm talking about the 2nd Porsches and Pours Scotch Tasting at the Capital Grille in King of Prussia. Keeping this as a cozy, intimate setting, we reserved their private room once again, which seats 22. In five short hours after sending out the initial email blast, all 22 seats were spoken for, as well as a waiting list that grew daily. No one on the waiting list ever made it to the tasting because no one moved from the original list. But all was not lost, for I created a second tasting in April for everyone who was put on standby as a reward for their commitment to the finer things in life... like Porsches and Scotch.

On Friday November 7th, we started gathering for a libation or two in the Capital Grille's very masculine bar. They had staked out a claim that was roped off in velvet just for us. With open arms, we were welcomed by both old and new friends, as we talked about our rides and the dinner that was to come. Now earlier in the day I was told of a little hiccup that the Capital Grille had experienced. Their representative for the scotch tasting was a last minute no-show but I told the Grille not to worry as they have yet to disappoint. They didn't.

At precisely 8:15 we were led to the private room, played the musical chairs game, and was introduced to our first scotch. We had this one last year as I recalled but no matter, it was an exceptional way to begin the evening. Laphroig is 18 years old with heavy notes of peat that are usually associated with Laphroig have been subdued with age. Sure you get a hint as with most malts from Islay, but it adds character instead of punch to the overall warmth in the mouth. This powerhouse intro was paired with deep-fried calamari and hot peppers – a staple appetizer of the restaurant. Next up was a nice field green salad and a sampling of one of the most, if not the most popular scotch in the world – a blend, Johnnie Walker Red. Normally if your palate is inspired by single malts, you are not going to reach for a blend, yet alone one that could be had for around twenty something a bottle. This one was placed in the tasting arena to simply set the bar of expectation and to learn where we came from and where we are going. Don't get me wrong Red is a decent scotch though I prefer its smokier brother – Johnnie Black. The Red has a wisp of smoke and an iodine aftertaste with a bit of a burn.

Next up, drumroll please... the main event. In this corner we had our choice of a filet, rib eye, chicken,



or salmon and it was obvious why humans are equipped with canines for our table's entrees ranged from rare to medium and everything in between, in other words no feathers or scales were to be seen. While family sides of mashed potatoes and veggies were being passed so was the bottle. The contents of this bottle were created in 1997 (or thereabouts), and well worth the wait for its maturing debut. This scotch was The Glenlivet Nadurra. While The Glenlivet 12 year old takes its stand as the Budweiser of single malts, the Nadurra refines the entry-level king of scotch to a worldly contender. A dram from this Speysider's cask strength offers concentrated flavors of vanilla with a faint aftertaste of green apple on its long finish. This non-colored, non-chilled whiskey was indeed the centerpiece of the evening.

As the night was winding down, dessert was the next course of action - traditional crême brulee and/or a chocolate tarte depending how you played your cards. This was paired with an unusual fellow. This time a scotch imposter made its way to our table – Knappogue Castle 12 year old, dare I say, Irish Whiskey. The ex-bourbon barrel unpeated spirit lends many of its characteristics to the world of scotch drinkers. It has a slight sweetness brought to you by honey and maple as well as a toasted aroma and flavor. This scotch drinker welcomed the new addition to the foray as well as its older sibling the 14-year-old twin wood. As one can probably tell, two types of wood were used in maturing the 14-year-old. Once again, the bourbon barrel played a major role here along with a 2 year stint of maturation in a sherry barrel. The sherry mellows the harshness with sweet jam on the tongue followed close behind with spices that lingered to the end, though if I had to pick just one, the 12 year old would win out.

At the end of the evening our table looked like the housewares section of any store after Black Friday. You could tell a good time was had by all... but just in case you couldn't tell from the table, one just needed to look at the faces of our guests. We thanked our gracious host, The Capital Grille of King of Prussia and are patiently waiting the next tasting event.

And once again before we left, the question at the end of the evening was when are we doing this again... April 17th was the reply but that one is already sold out –there may be room on the waiting list however.

Sidetrack: A Cult Following

by David Newton, Contributing Editor

Once in a while a product is introduced that develops an immediate and nearly zealous following. This often comes from the sheer need for its creation; paper plates, the cordless vacuum and disposable diapers come to mind. Other times it's simply a cool concept. Although rare, it's fascinating to see something that has an instant impact on the consumer.



I think of the brands that became household words in my childhood; companies responsible for the likes of the Super-ball, Frisbee, or Etch a Sketch; mind-blowing achievements with admittedly limited or zero practicality. As I grew older, the products had more impact on the general public.



I'm not referring to broad and generic categories of consumables; I'm speaking of brilliant engineering followed by ingenious promotion that reinvents an entire environment and desire for a product. In

many cases this phenomenon occurs by accident. Not even Steve Jobs could predict the avalanche that occurred when Apple homogenized the personal computer with the release of the Macintosh. It began with the now infamous "1984" Super Bowl commercial (considered one of the best product launches in history), igniting a cultish following that continues to thrive today.



Likewise, Honda introduced the Civic to the American public in 1973 and followed with the Accord in 1976, when the gas crisis opened the floodgates to fuel-efficient Detroit alternatives. My family owned the first Civic and then the original Accord introduced in the early seventies. But whereas our VW Beetles drew only sneers and criticism, neighbors envied our Hondas; some even bought their own. Soon we were just another family on the block with a Honda in the driveway. Honda capitalized, using a campaign that

emphasized quality and value at a time when Detroit had very little to offer. With nowhere else to go, buyers took a closer look at Honda models and were not only pleasantly surprised, but also genuinely impressed. A trust was therefore established, and Honda was rewarded with a nearly fanatical following.



Porsche's route to the hearts of Americans was built on brand prestige, and gained momentum with their success in racing. They had a passion for excellence with a basis of purity in engineering, design and quality. Virtually every car that rolled out of their factory could be driven on a racetrack, and even though the average owner had no intention of doing so, we were delighted to know that we could.

But what separates Porsche fanaticism from other performance car owners is something PCA Riesentöter members understand more than your average enthusiast, since the German translation of our club name is "Giant Killer." It's based on the premise that we inherently route for the underdog. And we take pleasure in the fact that Porsches are lighter, stronger and better engineered than their competitors.

Porsche owners are a rare and unique group that delights in knowing we are in the minority. We get a perverse sense of satisfaction knowing our garage contains among the best-built cars on the planet; we wear the logo like a badge of honor and celebrate the culture of the brand. We love the model we drive, but we watch eagerly for new releases. I maintain there is no other brand with a following as obsessive.



Are we a cult of fanatics fixated on all things Porsche, defending our ownership and even encouraging others to join our enthusiastic band of nonconformists? You bet we are; and we offer no apologies for it either.

SHIFTS & GIGGLES

BY JEFF WALTON, CONTRIBUTING EDITOR

Drive It

Like one of my earlier posts stated, every day we are getting closer to driverless cars; it's slowly coming, and you can see the future in the car commercials appearing on a TV screen near you. What really gets my fenders in a fit is the portrayal of the idiot driver. When you get behind the wheel of a two-ton vehicle you need to be in control. Period. You need to be aware of your surroundings at all time. Period. The number one reason for accidents on the road is a wandering mind, and these cars today are encouraging this behavior, and so are the car companies. Adding more and more safety features isn't going to decrease the number of accidents until you take away the number of distractions, and train the drivers to become better drivers not drive less while in a car.

One particular car commercial features the backseat driver. While the driver is busy talking to friends, the guy in the back tries to tell the driver to pay attention to the road as the car is beginning to swerve into the next lane. Before he utters a word the car beeps and notifies the driver so an accident is avoided. The same thing happens when the driver is too close to the vehicle in front them. Again, before he utters a word the car beeps and notifies the driver... an accident is again avoided. The driver then tries to change lanes, but again before the backseat driver utters a word, the vehicle beeps to notify the driver of a blind spot and again an accident is avoided. This happens a few more times throughout the commercial in order to get a sense of the overall safety features of the vehicle. All this technology and expense can be avoided my simply yelling "PAY ATTENTION PEOPLE."

In today's cars, there are so many things to keep our minds occupied, who has time to think about driving? We need to remove things from our cars to make them safer. Let's start with that big screen in the middle of the dash. Any time you are forced to make an adjustment to the car, too hot, too cold, reroute because you are lost, you are going to have to take your eyes off the road in order to fidget with the screen. Same goes for

the complicated radios and sound systems they have these days. And don't forget about the Internet. If you are going to play Candy Crush in a car, well expect your car to get crushed at some point. This list isn't even mentioning the bring-alongs like cell phones, iPods, laptops, and any other piece of electronic equipment you can think of... or the jabbering friends and family that occupy the other seats.

Maybe we cocoon the driver inside the vehicle in a separate sound proof pod, giving them the opportunity to make any adjustment they want prior to putting the car in drive or first, then they are locked down. Oh, and the car will not start if it senses any outside electronics. Or maybe we should just revert to the old interiors like the 356. Plain and simple. No thrills except the ride itself. Keep your eyes on the road and concentrate people.



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Time for a Break

By Scott Duvall

This will be my last issue for now. I've totally enjoyed working on *Der Gasser* for the last three years. We've tried to make our newsletter entertaining, informative, and useful for our club members. Due to my schedule and the new house I've found that I have less time to devote to each issue, so for now, it's time for a break. There's several things I still haven't had a chance to try and incorporate into the newsletter but perhaps sometime in the future I'll come back to it.

Leslie and I will still be involved with the club, we enjoy attending the various events and look forward to seeing friends and meeting new members. I'm especially hoping we have a Porsche Parade closer to the east coast again



in the near future. We had the opportunity to attend in Savannah, GA and I'd love to do it again. If you ever have the chance to go to Parade - Go! You'll not regret it. With all the events they schedule you'll be needing a rest after the week of Porsche.

Below is a shot of my first Porsche, a 1987 928 S4. Yes, the car 911 owners claim is not a real Porsche. Just because the engine is in the front doesn't mean that the Weissach engineers didn't try their best to make an overly complex electronic system.



**My OTHER car is a....
....well, what's the point**

My 928 was an automatic transmission car which had it's ups and downs. I enjoy a manual better just because of the driver interaction with the machine. On the other hand, leaving a toll plaza and burying your foot to the floor with the 928 is pretty close to a launch. I had a lot of fun with that car until I grew weary of the incessant electronic ghosts.

I had it in for a mystery ABS failure alarm when I took a look at what would become my Cayman S. After a test drive I was sold. The Cayman was so light and agile compared to the 928 that it made the 928 feel like I was

driving my old 73 Challenger (Below). Now I know that's an unfair comparison but that's kind of what it seemed like. Of course where else could you find a car painted Plum Crazy Purple like the 70's MOPAR products. There's a lot to be said for a slap stick shifter and a Rally Package. That's what got me into the Porsche though, no AC except two down at 55, Les wasn't into that too much and that led me to look at 928s.

Anyway, not really going away, just taking a break from the production of our good ol' *Der Gasser*. Have a great Holiday Season and I'll see you at an upcoming event!



Please note terms:

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

ZONE WHEELS for SALE - SET of 4 List Price for these rims is \$5550. Two 8.5" X 19" fronts and two 11" X 19" rears. Rims come with mounted Michelin Pilot Sport tires 235/35/19 and 295/30/19 which are included as part of the package. Due to a fitment issue with rear rims, I have a tire rub issue (Narrow Body 911); rear tires need replacement for safety reasons. Front tires have less than 2500 miles. Wheels are in excellent condition with only one small curb rash on front rim. Asking \$1700. Contact: jdlikat@hotmail.com

Automotive Magazines - need a good home:

- PANORAMA: September 1987 – on, (except July, 2011), plus 3 PCA binders w/40 issues (1971-76)
- EXCELLENCE: 1987 – on
- PORSCHEFORUS: 2 boxes, 1996 – on
- CHRISTOPHORUS: #339 – on
- CAR & DRIVER: 5 boxes, 1978 – on
- GRASSROOTS MOTORSPORTS: 3 boxes, 1990 – on

Plus many other similar titles, all boxed in good condition, generally sequenced by date. Located in Princeton, any reasonable offer considered. I'm not greedy, I just want good homes for my library. dcobruceb@yahoo.com.

Tires For Sale:

Selling 4 winter snow tires – Dunlop Winter Sport 245/40 R18 - (DU Win Sport 3D XL). Used 2 seasons; 10K miles. Very good condition. Asking \$200. Perfect for your winter vehicle, BMW 5s, Audi A6, Benz E class, etc.

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Project Car For Sale: 1977 911S widebody project. All suspension including rear torsion tube is 1988 930. Front steel 930 fenders, rear 930 steel fenders not installed. Lot of work completed. Only rust is at the base of windshield both sides, patch panels included. No interior. 87 3.2 liter motor installed and wired in. SSI early style headers Dual outlet muffler Lots of spares from 930 chassis. Aero mirrors. Additional parts available. \$15000 OBO.
Photos:
https://www.dropbox.com/sh/8xnwa2mftd9xshs/AAA1vne6oNZc5ApkFuGR_LF1a?dl=0

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Moto -Trivia

We've come to the end of another year of Moto-Trivia and guess who had the most correct answers for a third straight year? Yes, it is the one and only Vidal de la Cruz !!!!

Vi, you'll have to contact Dave to see what your prize will be this year, not sure if you need another jacket or not.



Last Issue's Answer: Last month's photo shows a 1969 Porsche 912 targa -hard window targa-version 2 (with optional 15" Fuchs alloys and fog lights, painted in Irish Green, Paint #6216Z M3 & paint code 213)

Correct answer was submitted by Jim Ruggere.





1987 Porsche 911 Guards Red Coupe Help Me Find It!



I am reaching out in an attempt to locate the 1987 guards red sun-roof 911 coupe I sold to Don Rosen Porsche in Conshohocken in 2001 in trade for a 1995 993. I am a long time member of the NNJR of the PCA.

The dealership is trying to determine the VIN # from their paperwork but so far no luck. The most distinguishing feature of the car is that it had "Cibie-type" driving lights mounted on the front bumper; the housings had been painted the same color of the car. The interior was partial leather; black. It had a removable dash mounted radio. It had 55,000 miles on it in 2001. I had purchased it in 1988 from what was then Moore Motors in North Philadelphia. would consider re-purchasing the car. I reside in Millburn, New Jersey, 20 miles west of NYC.

Please contact me at lgreen@lskdnylaw.com

I appreciate any assistance in locating the car to which my family is sentimentally attached.



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We are pleased to announce that beginning with the August issue, *Der Gasser* is now available in printed format for you to order at an additional cost. We will continue to publish *Der Gasser* as a digital newsletter free of charge for our members, but now offer this option for those who want a professionally printed hard copy of *Der Gasser*. The cost of each issue will vary depending on how many pages each contains. The August issue of 26 pages costs \$6.20. Shipping is an additional \$1.56 for a total delivered cost of \$7.76. Delivery of your printed version will take 1-2 weeks via USPS first class mail. Here are the instructions for ordering your hard copy monthly issue of *Der Gasser*:

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4. Click "Auto & Cycles" to browse automotive and motorcycle publications or you can search by publication name. To use this option simply key in *Der Gasser* and press enter.
5. Searching by publication name *Der Gasser* will bring up all of the issues that are available to print and order.

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