



DER GASSER

APRIL 2013





From the Editor's Desk:

Just before I started writing this I had just finished reading the latest issues of *Christophorus* and *Panorama* magazines. I always enjoy both of these magazines in addition to *Excellence* magazine. While I'm captivated by the articles on the newest Porsche models, I find myself being drawn in to the articles about the History of Porsche as a company as well as the family itself.

I've owned iconic cars like the Mustang, but I never found myself wanting to dive into the history of the Ford Motor Company or into the biography of Henry Ford. However I have become interested in knowing more about Carroll Shelby and the tremendous influence he had on motorsports. Until I bought my Cayman, for some reason I was never drawn into the history of the manufacturers of the various cars I've owned over the years. This isn't because they were bad cars, in fact I've never owned a car that I've regretted buying or owning.

Until the purchase of my Cayman or even the test drive for that matter, I had really not driven a car whose quality of construction and engineering were so superior to anything I had ever driven before. The other car I was test driving was a Corvette and I had all but decided to buy it, but that was before the test drive of the Cayman. After I completed the test drive of both cars, the decision was easy and it wasn't even close. I was hooked.

I think part of the reason I became hooked was not only the quality and engineering of Porsche, I was buying part of the heritage of Porsche and the exclusive feeling that came with being a Porsche owner. Since my purchase I've been attempting to learn more and more about the previous Porsche models whose engineering made the Cayman possible. Reading the various articles in the Porsche magazines like the ones mentioned at the beginning of this piece and some of the online forums have provided me with a foundation of Porsche knowledge to build on. I took the next step by ordering three Porsche books and preordering two more soon to be released titles on the fifty years of the 911. I can't wait for my order from Amazon.com to arrive so that I can start diving into the first book. Now the real decision will be which book to start first? Who knows, maybe there will be a book review or two in future issues of *Der Gasser*.

Safe Driving,

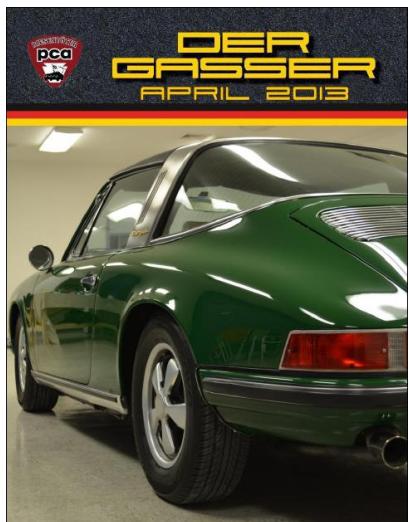
Dave Hathaway
PCA, RTR Editor, *Der Gasser*



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— On the Cover —



Brian Doherty's beautiful 1970 911T featured as our Porsche of the Month.



Editor: Dave Hathaway
215-431-7397
editor@rtr-pca.org

Assistant Editor: Scott Duvall

Contributing Editors:
David Newton
Jeff Walton

Contributors:
Pedro Bonilla
Brian Minkin
Karl Wilen

DER GASSER

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Riesentöter Region, Porsche Club of America Executive Board Members 2012

President*
Joe Asher
president@rtr-pca.org

Editor*
Dave Hathaway
editor@rtr-pca.org

Autocross Chair*
Jonathan Arena
autocross@rtr-pca.org

Historians
William G & Debbie Cooper
historian@rtr-pca.org

Vice President*
Jeff Walton
vicepresident@rtr-pca.org

Social Chair*
Wendy Walton
social@rtr-pca.org

Track Chair*
Paul Walsack
track@rtr-pca.org

Safety Chair
Jim McCombs
safety@rtr-pca.org

Treasurer*
Chris Barone
treasurer@rtr-pca.org

Goodie Store
Kris Haver
marktplatz@rtr-pca.org

Past President*
Graham Knight
pastprep@rtr-pca.org

Rally Master
Open
rally@rtr-pca.org

Secretary*
Rita Hancock
secretary@rtr-pca.org

Webmaster*
Jeff Walton
webmaster@rtr-pca.org

Chief Instructors
Steve Meenan
Brian Minkin
chiefinstructor@rtr-pca.org

Registrars
Marty Kocse
Adam Kocse
registrar@rtr-pca.org

Membership Chair*
Paula Gavin
membership@rtr-pca.org

Technical Chair
Larry Herman
tech@rtr-pca.org

Awards Chair
Kris Haver
awards@rtr-pca.org

Zone 2 Rep
Tom Zaffarano
zone2rep@rtr-pca.org

*Voting Privileges

Riesentöter Region, PCA
1735 Market Street, Suite A
P.O. Box 247
Philadelphia, PA 19103

Updating Your E-mail

In order to make sure you receive your monthly issue of *Der Gasser* as well as club e-mail blasts out to the membership about upcoming events and club news, please update your e-mail address. The e-mails that we send out are not sales oriented, and are strictly for the benefit of our membership. This database is for Region use only and will not be released to other parties.

Use the following instructions to update your e-mail address:

- Go to the Porsche Club of America Web site at www.pca.org.
- Sign in through "MEMBER LOGIN."
- Then go to the "MEMBERSHIP" tab and scroll down to "MEMBER SERVICES."
- Click on "MEMBER RECORD."
- Click on the pencil icon to the right of your information to edit.
- Once you updated your information then scroll down and click "SAVE."

In the "MEMBER RECORD" area you can also update the rest of your contact information and information on the Porsche(s) you own, as well as view your membership status including when you joined the PCA and when your membership expires. As with your e-mail address, all information is kept confidential and is not shared with anyone outside the PCA.

Note: to avoid conflict with spam filters, enews@enews.pca.org should be added to your address book.

Advertising in *Der Gasser*

Der Gasser is the monthly newsletter of the Riesentöter PCA Region. During the first week of each month *Der Gasser* is sent digitally to our membership of approximately 1,400 Porsche owners and enthusiasts. The newsletter is produced in color and contains dynamic digital content such as video and hyperlinks.

Advertising is limited to Porsche and automotive related vendors who offer services and products that would benefit our members and enhance the overall Porsche experience. Advertising rates are as follows:

Full page ad for one year: \$1,650, plus two free banner ads on the website

Half page ad for one year: \$1,275, discount on website two-banner ad package for \$250/ year

Quarter page ad for one year: \$975

Artwork must be submitted in jpeg file format and can be changed each month at no additional charge. If you are interested in advertising in *Der Gasser*, please contact Dave Hathaway at editor@rtr-pca.org.

Advertising on our Web Site

Opportunities to advertise on our website www.rtr-pca.org , are also available. A two- banner ad package can be purchased for \$500 per year or \$50 per month. For file size requirements and placement details, contact our webmaster Jeff Walton at webmaster@rtr-pca.org.

Membership Report

Submitted by Paula Gavin, Membership Chair



Please join us in welcoming the following new members to the Riesentöter Region:

New Members

Member's Name	Town	Model Year	Vehicle Model	Month Joined
Saul Barsh	Malvern, PA	2012	Panamera	March
Dale Bath	Richboro, PA	2013	Boxster	March
Tony Cottone	Wayne, PA	2006	Carrera 4S	March
Dan Feinberg	West Chester, PA	1996	Carrera	March
Warren Mason	West Chester, PA	1988	928	March
Jeff Mayer	Radnor, PA	2012	991S	March
Mike Monde	Springfield, PA	1993	964	March
Todd Rudo	Bryn Mawr, PA	2012	Cayman S	March
FD Schoedel	Malvern, PA	1983	911 SC	March
Richard Stamps	Penn Valley, PA	2008	Carrera	March
Damien Theophano	Philadelphia, PA	1989	944	March
Paul Yakulis	Radnor, PA	2013	Carrera S	March
Gregory Yuter	Feasterville, PA	2001	996	March

Transfers

Ross Marzarella	Fort Washington, PA	2008	Carrera	Central PA
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If you know of a fellow Porsche owner who has not joined the Porsche Club of America (PCA), please encourage them to do so. They can visit the PCA [website](#) for more information on joining along with the benefits of becoming a PCA member.

April Anniversaries

40 Years

Tobey Ross

10 Years

William Lee
Pete Schwarz

5 Years

Daniel Diefenderfer
Matthew Farley
Paula Gavin
Rhonda Griscti
Lukas Guenthardt
Michael Hash
Gerrit Hille
Patrick Hutchinson
Anders Karlsson
Francis McKernan
Jeff Walton
Richard White
Jonathan Wright

20 Years

Brian Smith

15 Years

Vince Mannino
David Wickman



Porsche of the Month

Each month we will be featuring a Porsche owned by one of our members. If you are interested in having your car featured in an upcoming issue of Der Gasser, send an e-mail with the description of your car using the format shown below along with one or two pictures to: editor@rtr-pca.org. The file size should be no larger than 1 MB each in size. We'll edit the photos to fit the page.

Owner: Brian Doherty

Member Since: 1998

Model: 1970 911T Sportomatic

Engine: 2.2 Liter Flat Six

Current Miles on the Car: 1,146 miles, Odometer was zeroed at restoration

Exterior Color: Irish Green

Interior Color: Tan

Dealership: Purchased used, I am the third owner.

Modifications:

The car has been fitted with right hand controls for owner. The car was restored in 2006 with all factory correct components. Auto international interior was also installed in tan leather. The bare metal was refinished and repainted in 2013.

Notes:

Sportomatic transmission was originally fitted to this car. It was hard to find a sportomatic replacement as most had been replaced over the years with a stick.



RTR Upcoming Events

Submitted by Wendy Walton, Social Chair



Monthly Membership Meeting Schedule

Thursday April 18th - Membership Meeting at Porsche of Conshohocken (1312 Ridge Pike, Conshohocken)

Wednesday May 15th Come join us for our annual May Member Meeting at [Knopf Porsche](#) Please RSVP to RTR member Jim Sangiorgio @ 610-967-0787, Knopf Automotive, 3401 Lehigh Street, Allentown. For questions or more info, please contact Jeff Walton at vicepresident@rtr-pca.org.

Not Just for New Member Breakfast

Please join us for an RTR Brunch on Sunday April 14th at Shoo Mamas Farm Fresh Cafe (66 E Street Rd, West Chester), 10am. Kindly arranged by Mike and Donna Kling. More details to follow as the date gets closer.

Save the Dates

Saturday, April 13th: Tire Rack Street Survival - If you are interested in administering Riesentöter's support for Tire Rack Street Survival schools generally, please let Chris Karras know at cgkarras@nazg.com. We need volunteers to reach out to schools and parents to attract students, encourage instructors to volunteer, locate suitable venues, coordinate with local news media and handle many other aspects of running a school program.

Saturday, April 20th: The Central PA Region of the Porsche Club of America is once again bringing its world-famous Porsche-Only Swap Meet to Hershey, Pennsylvania. This is without exaggeration the largest event of its kind on the planet. It typically brings nearly 650 vendors, around 1,000 Porsches, and over 6,000 visitors from all over the world together in Hershey every year.

- All-paved parking lots
- Gates open 7:30am & close 4pm
- No pets allowed on the grounds
- Porsche Corral for private sales. Just \$25/car. No pre-registration necessary!
- Free Admission. Parking \$15/car
- On site food, beverage & clean bathrooms
- Reserved Parking Available for Porsche Caravans.

[Contact us!](#)

Sunday, April 28th: Riesentöter will be having a car control clinic at Montgomery County Community College. It will be open to all current/active RTR members and their family. Participation is limited and open to those members with a valid drivers license and have never participated in, or participated in one or two DE's or AX's. There will be a very limited availability for "high time" Blue students to receive "heel/toe" training. Registration will be on [motorsportReq](#) on a first come, first serve basis. The cost will be free to RTR members. **NOTE:** 16 and 17 year old licensed drivers may participate with a waiver signed by both parents and one parent must be in attendance during the clinic. *** **Helmets will not be required** *** Contact: Paul Walsack at track@rtr-pca.org or Marty Kocse at registrar@rtr-pca.org

Saturday, June 22nd: Join us on for a traditional family picnic dinner and drive in Movie! More details coming soon!

Saturday July 20th: Doylestown Car Show, www.doylestowncarshow.com . More information on this event to follow later this month from Donna Broderick. If interested in joining us and parking together, please contact Donna at mdbroderick@verizon.net.

Fri, Sat, & Sun, August 9th -11th: RTR Trip to Niagara Falls, details on the next page.

Saturday Dec. 7th

RTR Holiday Party at The Chester Valley Golf Club at 6:30pm. Details on registration coming in the fall.

RTR Goes to Niagara Falls -August 9th, 10th, & 11th

Please join us for a trip to Niagara Falls this summer with two nights in East Aurora NY. We have a wonderful weekend planned for our RTR members with hotel, dinners, and tours. Please have a look at the tentative itinerary and websites below for all the great details!

**PASSPORTS ARE REQUIRED for viewing the falls from the Canadian side and lunch with our group

Friday August, 9, 2013

Meet at 9:15am at Nordstroms Rack Parking lot (310 Goddard Blvd King Of Prussia). Leave PA by 9:30am sharp. (You can also do the drive on your own if you do not want to caravan. We have a great route and stops that we can share with you!) We will hand out the route and scheduled stops when we meet. Trip time is about 6-7hrs.

Arrive at The Roycroft Inn <<http://www.roycroftinn.com/>> in East Aurora NY. This inn is done in the arts and crafts style three room suites are \$195.00 per night and Cottage rooms are \$165.00. There is a discount with Triple A

Cocktail party at 7pm with the Niagara Region of PCA

Dinner at the inn in private room at 8pm (individual checks will be issued per couple)

Saturday, August 10th

Breakfast on your own

Leave the inn at 9:30am to go over the border to Canadian Falls.

Arrive at falls, park, and 2 1/2 - 3 hrs to visit fall attractions, do Maid of the Mist, Walk Behind the Falls, shop, visit casino, etc...

Meet at 1:30pm for late lunch at The Keg <http://www.fallsviewrestaurant.com/> restaurant which overlooks the falls.

Leave at your own time to visit some of the local wineries or the charming town of Niagara on the Lake.

8pm dinner at Rick's on Main <http://www.ricksonmain.com/index.html> down the street from the hotel. We have a private room for our group. Individual checks per couple.

Return to inn for live music in the bar lounge or retire for the night.

Sunday, August 11th

Breakfast on your own

If you didn't visit the Roycroft Art Campus across from the inn to view and or buy one of a kind hand crafted mission style art pieces here's your chance!

Return to PA on your own. Route available with a stop in a small town which has antique shops along the whole Main Street.

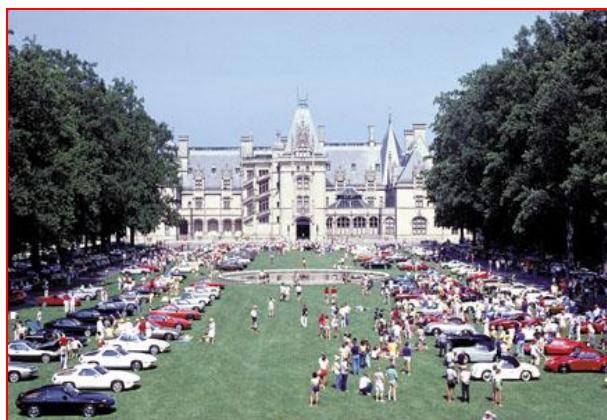
If you are interested in joining us for this fun filled adventure to the Falls please contact Wendy Walton at : social@rtr-pca.org for hotel booking info since a limited block of rooms are on hold for us and will go fast!

PCA Upcoming Events



2013 Porsche Parade: June 23-29, Traverse City, MI

Grand Traverse Resort



Parade is the "big" Porsche Club event of the year: our annual national convention. Parade has a potpourri of activities and club members from all across North America come together for this once a year extravaganza to participate in a week of competitive events, to socialize and enjoy their cars, with seminars and tours adding to the event's variety. For many club members, Parade is their big vacation for the year. It provides them with an opportunity to see new parts of the country as well as to visit with PCA friends that they only see once a year, at Parade!

The term "Parade" evolved in August 1956, when 64 enthusiastic entrants gathered at a suburban

Washington, D.C. motel for four days of Porsche enjoyment and friendship. A "parade" of Porsches through the countryside caused everyone to refer to the event as the Parade and the name has stuck. The current size of our convention makes a true parade of cars logically difficult but we still do it when we can, and it is always a sight to see. Additionally, there are many other events to keep you occupied, please see the other pages in this section to get an idea of all the fun waiting for you.

Besides entrants, representatives from the Porsche factory in Stuttgart, and from Porsche Cars North America also attend, along with numerous automotive-related spokespeople. *Porsche Panorama*, the official magazine of PCA (and occasionally other national publications) publicize the event and the results.

Any member in good standing is welcome to attend the Parade and enter the four major competitive events. Along with them, CAFP and JPP members may also attend and compete in the four competitive events. CAFP (College Age Family Program) are children of members 18-24 years old. JPP (Junior Participate Program) are children of members who are 16-17 years old. Other immediate family members are also welcome and encouraged to attend, however they may not enter the four major events. Complete details on entrant eligibility may be found in the [Parade Competition Rules](#).

Parades are typically held in the summer, and each year the Parade moves to a different part of the country. Locations range from downtown locales to remote resort areas. Each year is unique. If you would like to see a Parade in your local area, please contact the [National Parade Committee Chair](#)

The Parade is a full week of fun that contains everything great about PCA. Come out and enjoy the party!

Registration for the 2013 Porsche Parade is open. All registrations entered by midnight Thursday, March 14 will receive equal and highest priority. There will be no paper registration. If you do not have access to the online system, call Kathleen Behrens, Parade Registrar, at 503-579-3423, and you will be able to register over the phone.

It is extremely unlikely that the Parade and competitive events will be over-subscribed (sold-out), but many of the tours will be limited in the number of people/cars we can accommodate. Sign up early to ensure you get a spot!

. www.pca.org

Drivers Education

Submitted by Paul Walsack, Track Chair



2013 DE Schedule

April 17, 2013 Track: NJMP Thunderbolt (Advanced Only) Registration Open Date: February 18, 2013	Safety Tech Date: April 6th	Innovative Racing Tech Inc. 319 Commerce Court Suite 101 Limerick, PA 19468 (610) 639-6724
May 17-19, 2013 Track: Pocono North Course Registration Open Date: March 18, 2013	Safety Tech Date: May 4th	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
June 7-9, 2013 Track: NJMP Lightning Registration Open Date: April 8, 2013	Safety Tech Date: May 25th	Tillson Motorcars 2097 North 63 rd Street Philadelphia, PA 19151 (215) 473-6400
July 26-28, 2013 Track: Watkins Glen Registration Open Date: May 27, 2013	Safety Tech Date: July 13	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
August 20, 2013 Track: NJMP Thunderbolt Registration Open Date: June 24, 2013	Safety Tech Date: Aug. 10	Possum Hollow 481 Schuylkill Road Phoenixville, PA 19460 (610) 933-6868
September 13-15, 2013 Track: Pocono (Full Course) Registration Open Date: July 15, 2013	Safety Tech Date: Sept. 1	Knopf Automotive 3401 Lehigh Street Allentown, PA 18103 (888) 437-9168
October 18-20, 2013 Track: Summit Point Registration Open Date: August 19, 2013	Safety Tech Date: Oct. 5 at	Meehan Transmission 1938 North Broad Street Lansdale, PA 19446 (215) 885-5123

All registrations are through www.motorsportreg.com

Note: Registration opening date is for PCA members. Registration for non-PCA members will open two weeks after PCA member registration opens.

Tech inspection Rules

In order for you to bring your car to the track to participate in driver education events you must make arrangements to have your car tech inspected. Tech inspections must be completed no more than two weeks prior to the event.

Riesentöter Members: must have their Porsche inspected by an authorized Riesentöter Tech Inspector.

Driving Instructors: must have their car inspected by an authorized Riesentöter Tech Inspector for each event.

Non-Riesentöter PCA Members: must have a technical inspector authorized by your region inspect your car. Please have our RTR Tech Form signed and stamped. The RTR Tech Form is available on our web site.

Non-PCA Members: If you reside within twenty-five miles of Philadelphia, your car should be tech inspected by a certified Riesentöter tech inspection facility or at our tech session (see above). If you reside in the state of Pennsylvania but outside the 25-mile radius of Philadelphia, your car can be inspected at a certified Pennsylvania inspection facility. If you reside outside of the state, your car must be tech inspected by a professional repair facility that specializes in your marque. A RTR tech form is required, which must be signed and have the car VIN on the form along with a receipt for the services rendered.

AACA Museum Porsche Exhibit

By Dave Hathaway, Editor

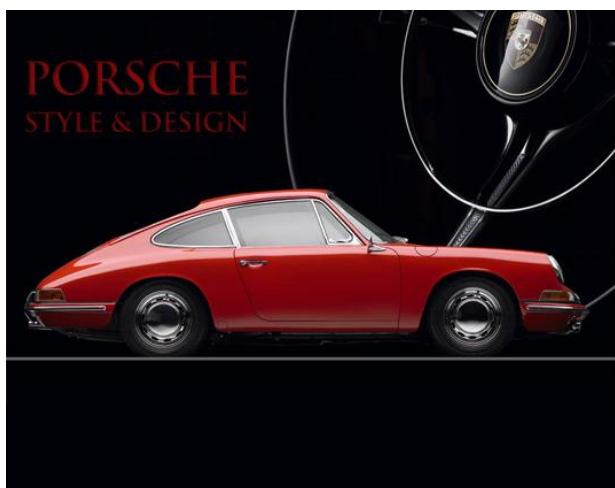


Photo Credit: Michael Furhman

The Antique Automobile Club of America (AACA) Museum is celebrating their 10th Anniversary in 2013. The first exhibit of the New Year will be Porsche Style & Design which opened on January 25 and will run until April 28, 2013.

The distinctive form and features of Porsche vehicles is revered by car lovers from around the globe. This exciting display will highlight a vast number of Porsche road and race cars, including variants of the 356, 911, 914 models, as well as some more modern cars, as part of this fabulous exhibit that encompasses the full history of Porsche and to kick-off the 50th Anniversary of the highly celebrated 911. View the very best examples of both air and water-cooled production models, unique prototypes and famous racing versions which dominated the world's race courses for decades.

This exhibit will display numerous products from Porsche – the design firm, and Porsche – the sports car manufacturer, that enabled the company to succeed and prosper. While Porsche profited as an engineering design firm, its worldwide fame came from the achievements of its sports cars, an admired style on the highway and a winning design on the race track.

Some of the Porsches scheduled for the show include:

- 1955 356 Continental Coupe
- 1956 356A Speedster
- 1958 718RSK race car
- 1959 356A Carrera GS Coupe
- 1963 901 (911 prototype)
- 1963 Elva MK VII race car (Porsche powered)
- 1964 356C Carrera 2.0 GS Cabriolet
- 1964 902 (912 prototype)
- 1969 911T
- 1970 914-6
- 1970 914-6GT race car
- 1973 911RS right-hand-drive coupe
- 1973 911RS light weight coupe
- 1973 911RSR race car replica
- 1977 930 Turbo
- 1980 Porsche Indy car
- 1985 Royale-Porsche GTP race car
- 1986 959 coupe
- 1995 968 coupe

Save the date of **April 19th** for a special event function with great food, beverages and a special guest speaker Karl Ludvigsenhere Karl is a world renowned automotive author who recently won the highest honor in automotive journalism, for his book ***Origin of the Species***. Karl will be on hand from 6- 10 PM. This is a special, ticketed event that is part of the kick-off from the world-famous Central Pennsylvania Porsche Swap Meet that is being held in Hershey on April 20. Tickets purchased by **February 28th** will be at a discounted cost of **\$75.00 per ticket**. Tickets will be **\$85.00 per ticket** beginning **March 1st**. Karl will be giving a presentation based on his 2012 award-winning book "***Porsche-Origin of the Species***". He'll also be signing copies of this current book, as well as his other automotive history books including the acclaimed "***Porsche: Excellence Was Expected***". Books will be available at the event. For further information, please call (717) 566-7100

Riesentöter Trains Teen Drivers to Stay Alive

By Christopher Karras

Last year, more than 5,000 teenagers died in motor vehicle crashes, the leading killer of American youths aged 16 to 19, accounting for more than 40 percent of fatalities in that age bracket. To reduce teen motor vehicle deaths the BMW Foundation developed Tire Rack Street Survival, a non-profit, national driver education program aimed at teaching teens the skills they need to stay alive behind the wheel. In our area, the Philly Region of the Sports Car Club of America and the Delaware Valley BMW Car Club of America have run Tire Rack Street Survival events with the help of many Riesentöter instructors. This year with the support of PCA National, the Riesentöter Region is formally supporting the program with the intention of sponsoring our own schools.

Tire Rack Street Survival schools teach "hands-on" driving experience in real-world situations. Teens drive their own cars on a course laid out with traffic cones in a parking lot under the supervision of an instructor sitting in the passenger seat. The students learn what it feels like to drive at the limit in carefully designed exercises at low speeds to induce control issues, and learn to recover control. The speeds may be low, and there are only plastic cones to contact, but the driving challenges are real, and real world.

In addition to the on course exercises the teens participate in classroom sessions where they discuss driving safety and best practices with instructors well versed in the theory and physics of car control. The students will become more observant of traffic situations. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seat-belts, and why they should insist that their passengers wear seat-belts, too!

The death toll for 16- and 17-year-old drivers of passenger vehicles jumped 19 percent in the first half of 2012, compared with the first half of 2011. If the trend persists, it would be the second year of increased deaths for teenage drivers in this age group after eight consecutive years of decline. Participating in the Tire Rack Street Survival program is a great way for Riesentöter's cadre of experienced and trained Driver Education instructors to help our community. Many have

already done so with the BMW and SCCA clubs, and are now doing so with our club. There are other roles, however, that we need to fill in order to position our club to sponsor more Tire Rack Street Survival schools.

What can you do?

If you are a DE instructor, please volunteer to instruct. The first school will be held on Saturday, 13 April, at Warminster Community Park in Warminster, PA. Thirty-five students are already signed up. You can sign up to instruct on MotorsportReg.com here:

<http://tinyurl.com/b7ef6jv>.

If you are not a DE instructor, we can use your help to staff the event. You can sign up as a staff volunteer on MotorsportReg.com here:

<http://tinyurl.com/b7ef6jv>.

If you are interested in administering Riesentöter's support for Tire Rack Street Survival schools generally, please let Chris Karras know at cqkarras@nazg.com. We need volunteers to reach out to schools and parents to attract students, encourage instructors to volunteer, locate suitable venues, coordinate with local news media and handle many other aspects of running a school program.

PCA national and the Riesentöter Executive Board are committed to sponsoring Street Survival schools. It is a great program that truly benefits the community and helps save lives. We hope you can donate your time to the program. You can read more about the program or have a student register here: <http://streetsurvival.org> .



March Member Meeting

by Jeff Walton, Contributing Editor

Photos by Dave Hathaway, Editor

Simply Fabulous was the word of the day for our monthly membership meeting at Fabspeed in Fort Washington. And no, fabulous is not the "Fab" in Fabspeed. Joe Fabiani (now you get it), the proprietor of the 16,000 square foot facility was more than happy to lend the space to the club that he has been a member of since 1986. His space is a working wonderment, formulate in your mind, Santa's shop if he worked on exhaust systems for exotic horseless carriages from Germany, Italy, and the US and it's spotless to boot or just picture Tangina from Poltergeist saying – "this house is clean" and you'll get the idea. Everything seems to have a place for there is order and no chaos. Extra parts are stacked neatly in bins, all the tools are in their proper places, and the dirty work (grinding, sanding, etc...) is sealed off behind closed doors to keep the rest of the shop sparkling.



Speaking of sparkling....all that glistens in this shop is not gold....that's the highest grade stainless steel blinding your eyes....and it's everywhere even peeking out from underneath the rears of cars. After all, this is their bread and butter. Although the shop produces other high performance parts, Joe started his business in 1992 manufacturing the world's highest quality "MAXFLO" T304 Stainless Steel exhaust systems and has built up quite the reputation over the years. Just looking round his shop can tell you that people trust him with their machines.

"Beauty and the Beast" in front of the Porsche exhibit. The Porsche exhibit contained the one new Cayman, Boxster, Cayenne, Panamara and the only 911 was a Cabriolet.



Take the brand new McLaren Spyder sitting on the shop floor. At 350k you would think McLaren would know how to get the most horse power from their automobiles, yet Joe and his team have squeezed out another twenty or so horses with a custom exhaust. Now that may not seem like a lot in the grand scheme of things, but when the Spyders push over 550 horse power anything extra is rewarding to the senses.



Same thing is happening with the yellow Ferrari parked not so far away and look around, for Porsches are everywhere. There was even one on the Dyno-Jet and when they fired up the 911 Turbo it was like the Pied Piper had called. Loud was an understatement. Once the 911 Turbo's ignition was turned to the off position our meeting got underway. We had the usual suspects speak on behalf of the region. Paul for track, Wendy for social, Steve Meenan for Intro to the track, Kris stated the new marktplatz is open for business, Dave, our editor, touted there are two more chances to win Monticello's taste of the track, and Paula

March Member Meeting- continued from pg. 13

welcomed our newest member. Oh and Larry Herman, our tech chair, stated he had 32 people show up for his brake clinic and his Ladies night is fast approaching. Then I introduced our host for the evening.



Joe Fabiani graciously pontificated on the design of various muffler systems and how most exiting exhaust seems to be lost amidst the many catalytic converters and chambers within the mufflers themselves thus straying from the idea that the shortest distance between two points is a straight line. He then took us on a tour of his immaculate shop, pointed out various state of the art equipment such as the waterjet and plasma cutters and my favorite the mandrel tube bender. This machine came from England and is used mainly in the plane building business by the likes of Boeing and Airbus but that didn't stop Joe from acquiring one. Pretty cool. Insert a stainless steel tube. Press a few buttons. Minutes later, a full fledged muffler pipe emerges out the other end.



What once took a multitude of welds to construct is all done in one seamless stainless steel pipe. Then he tests his creation on that Dyno-Jet of his that will handle up to 2000 horsepower. Wow. And not only did Joe and his team answer any and all questions our members had, he provided food and drink for them as well. I would like to say..."a big thanks again Joe." If you want any work done just visit his website for more details www.fabspeed.com.



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Towing the Car Trailer

By Chris Karras, RTR Member

What you need to know about towing capacity *before* you see flashing red lights.

Dan stared in disbelief at the court judgment just rendered against him. He did nothing wrong, so how could the collision while towing lead to his liability? What happened? Let's start at the beginning.

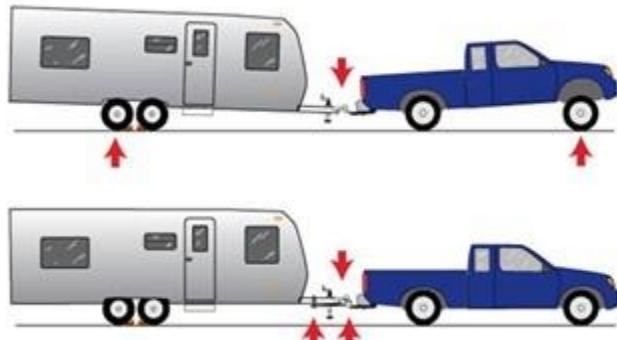
Dan made the jump from driving to DEs in his 996 Turbo to towing his car in a small enclosed trailer. It made it so much easier to prep the car for the track, and bring R-rated tires and all the gear that is helpful to have at the track, including a portable grill and a big cooler. Dan is popular in the paddock!

He chose a reliable 2010 Tundra with the CrewMax cab, making it all the easier for the family to accompany him. Dan thought about one of those big diesel pickups that others in the paddock use to tow, but that seemed like overkill for Dan's needs, and his wife would not be happy driving a monster truck around town. With the optional tow package Dan's truck was rated to pull 10,100 lbs., and that would be plenty for his 20 foot trailer, car and gear. Dan estimated the weight of his new aluminum trailer with cabinets at 3,700 lbs., car at 3,400 lbs. and the rest of his gear at no more than 600 lbs. That gave Dan a comfortable safety margin of more than 2,000 lbs. He thought he was set. Was Dan ever wrong...

Dan's truck has a high towing capacity, but the payload limit on his 4WD truck is only 1,265 lbs., and the tow package on his truck actually reduced the payload. With the recommended 10-15 percent of the trailer's total weight on the tongue of the trailer, he had only 110- 495 lbs. available to cover the weight of himself, fuel and his passengers. Dan only weighs 175 lbs., and his wife is a mere 120 lbs., but he had tossed a couple of sets of wheels in the bed of the truck for a friend. Dan's truck was overweight, but not by a lot. Dan's second mistake was the damning one.

What lead to the judgment against Dan was his failure to have the right hitch on his truck. With the tow package installed he had the right receiver on the truck and he chose a heavy-duty draw bar and ball, but he did not install a weight-distribution hitch on his trailer. The etrailer.com web site explains "Weight-distribution systems use spring bars to help combat the problems that often occur with standard hitch systems. Adding spring bars to your towing setup applies leverage to either side of your system, which transfers

the load that is pushing down on the rear of your vehicle to all of the axles on both your tow vehicle and your trailer. This even distribution of weight results in a smooth, level ride, *as well as the ability to tow at the maximum capacity of your hitch* [emphasis supplied]. The illustration from www.etrailer.com shows the differences between the two types of hitches.



Every full-size pickup sold today is required by the vehicle's manufacturer to use a weight-distributing hitch to tow trailers weighing above a certain weight, and that weight limit for the majority of pickups is 5,000 pounds regardless of cargo. The owner's manual for Dan's Tundra requires a weight-distribution hitch if the gross trailer weight exceeds 5,000 lbs., and Dan's trailer was well over that weight.

Even if Dan had chosen a Ford Super Duty F-250 diesel pickup to tow his trailer, the owner's manual would have limited the tongue weight and towing capacity to less than half of the headline numbers unless he had a weight-distribution hitch installed. Weight-carrying and weight-distributing hitch setups have completely different maximum towing capacities. Weight-carrying limits range from 5,000 to 8,500 lbs. for heavy duty pickups while weight-distributing limits are about double that and can top 18,000 lbs. The short answer is that, without a weight-distribution hitch, Dan could not tow his trailer properly, even with a very big truck.

Which takes us back to Dan, towing his trailer on I-81 en route to Summit Point. When the driver of the red SUV turned to chastise a child in the back seat and swerved into Dan's lane there was nothing Dan could do. The impact was not all that substantial, but it bent metal and several of the SUV's passengers sustained injuries. When the trooper wrote up the collision report he noticed the obvious absence of the weight-

Towing the Car Trailer- continued from pg. 15

distribution torsion bars on Dan's trailer. The personal injury lawyer representing the SUV passengers made hay with Dan's error to comply with the requirements in the Tundra's owner's manual. Liability based on negligence was guaranteed—the only issue was how big the judgment would be.

Bad as it was, Dan's experience could have been much worse. Without the proper hitch, Dan may not have been able to control his trailer in windy or slippery conditions or during collision avoidance maneuvers. There are many stories of towing incidents told in the paddock, and not all are of close calls. Manufacturers specify requirements to promote safety. Please pay attention.



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What's in a Name?

By David Newton, Contributing Editor



I was at a Costco gas station a few months ago (yes, as an investor in premium octane, I do price-shop), when I noticed a man and his daughter a few rows over, pointing at my car. She was maybe nine years old; although I admit I'm not the best at judging the age of children, so that's my best guess. As I started fueling, they had finished up and started over toward me from their Chevy Silverado; he was rubbing his chin as he gaped at my Cayman, and she was jumping up and down like she just saw a bunny.

"What kind of car is that?!" he said. I'm rather proud of my Cayman and I talk about it any chance I get. It's one of the reasons I bought a Porsche. Perfect strangers give you the thumbs-up. Neighborhood kids will race you to the corner on their bikes, and you'll always get the two-finger steering wheel salute from another Porsche driver when you cross paths. Like walking a new puppy in the park, you expect the contact from strangers. It comes with the territory... part of owning a Porsche.

Funny though, I always hesitate in answering the make-and-model question; just long enough to be awkward. "It's a Porsche Cayman." I carefully annunciated Porsche-uh. At a Riesentöter or PCA club event, this would roll easily off my tongue. But somehow in the neutral setting of a gas station, I suddenly felt like I was speaking with an air of aristocracy... as though I was addressing the Queen. And truck-guy's initial reaction was as if I insulted his family, country and religion all in one sentence. "Ohhhh... a Porsche is it?" He corrected my broken English by leaving off the accent as if to say, "It's PORSCHE; there's no breath on the end of it like you're puffing out birthday candles."

Of course, then I began referring to my "Cayman;" disowning its family heritage for the sake of the discussion. And don't get me wrong, he was a perfectly pleasant guy with a delightful little girl and there was absolutely no reason why I should have felt put off. But in this instance, I felt a little like I had to defend myself from "Porsche Snobbery." Or more like avoid the accusation. The exchange relaxed as he complimented some of the mods I had made. And as I waved to the little girl in the truck as they pulled away, I thought of yelling, "Hey, nice Chevrolet there pal!" pronouncing a hard "T" on the back end.



Yes, I drive a Porsche; with no apology; but apparently excuses; "I've been saving for this car

since I was 13." Well what if I didn't? Does that really matter? And I pronounce Porsche with a 'lift' at the end because *that's the guy's name*. The way I look at it, if you introduce yourself to someone as "William", it's presumptuous for them to call you Bill; same with last names. I have a friend whose sir-name is "Johnston" with a "T." He bristles when people refer to him as "Johnson." It's not very difficult for him to point this out however; "Hey, that's my name" is a good enough retort, and whether it sticks or not most people accept that without further contemplation.

Still, I feel like there is a stigma surrounding the "correct" pronunciation of Porsche. To the general public, the Americanized version is not only accepted, but preferred. Supporters of this would cite examples to back their argument. Here in America, we say Germany, not Deutschland. And although their residents pronounce Quebec as "kah-bec", we accept our version as accurate. I am guilty of this faux pas myself. I just said "America" instead of saying USA; a citizen of Canada or Mexico is also from America.



So why do I continue to struggle with this? I think maybe it's due to the association between the pronunciation and a level of perceived snobbery. I own a Porsche and if I pronounce it the "fancy" way, I must be one of those Grey Poupon guys who drinks French wine and eats cheese that smells like feet. I am not a snob. I grew up drooling over Mustangs and Camaros; never thought I'd end up driving a Porsche. My first car cost \$175, and I always have a car payment. I think I'm a down-to-earth kinda guy. But I continue with my defensive posture.

I suppose I shouldn't let it bother me. Who cares, right? And maybe I'm imagining some of these reactions too. No, I'm not. I suppose Porsche owners live with the same prejudice that drivers of many other models enjoy. I have to admit; when I see a Bentley I conjure up an image of smoking jackets and china tea cups. Ferrari drivers are stinking rich and speak with an accent; any accent. Corvette owners? These are just guys like me who haven't driven a Porsche yet.
:::SMILE:::



None of these assumptions are inherently true of course, but I'd like to dispel the myth anyway. I love my car. I like doing things with it, in it and about it. I don't have hundred dollar bills falling out of my wallet, my jeans are Wrangler and my leather jacket isn't leather. I enjoy cars of all kinds. American muscle, foreign, domestic... I don't discriminate. So the next time you hear me say Porsche, you will hear me pronounce it with the accent. And it'll still feel weird.

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By Contributing Editor David Newton

The first time I met Yoyi was at one of the Riesentöter meetings last year. An enthusiastic attendee of many RTR activities, we have run into each other often in her first year as a member. But it wasn't until yesterday (and then last night) that I was able to dig into what sparked her passion for Porsche. We were both planning on attending the happy hour at Sips in Phoenixville (thanks Wendy and Jeff), but since it would be wrong to distract either of us from the matter at hand (good drink, food, and friends), we scheduled a call for immediately beforehand. Which was great, because we had a nice follow-up discussion there anyway.

Varsovia Fernandez (Yoyi) smiles every time I see her. And for good reason. She has a gorgeous Black 2009 911 C4 and not only embraces the Porsche culture, but if I may say so, is clearly madly in love with this car. She misses driving it. At one point during our talk she told me, "You can't park this car. You don't want to stop driving it." Her "commuter" car is a 2013 Jetta, but Yoyi was clear to point out that

she is more comfortable in her Carrera. The driving position, the ride; this is a car designed to be driven, not stored in the garage to be brought out on display to the neighbors on weekends and holidays.

In her earlier years, Yoyi hung out with a crowd of Volkswagen enthusiasts. As most of you know, Ferdinand Porsche designed the Volkswagen Beetle, and Porsche's first production car (the 356) was powered by what amounts to a souped-up VW flat four. She reminisced of her friend who had a 1969 VW; they would pull the engine out and dismantle it piece by piece; then reassemble it, coaxing more power and a more pleasant note from the exhaust. This struck an immediate chord with me since I had a 1969 Beetle (with the classic crank sunroof) when my wife Christine and I first started dating, and the first thing I did was replace those exhaust tips with a pair of flared chrome pipes so I didn't have to listen to that annoying whistle. Turns out six bucks taught me one of my first lessons in performance: more noise equals more power.



Defining Moments continued from pg. 19

Yoyi grew up loving the Volkswagen, but always wondered what it would be like to have a Porsche. In high school she remembers seeing the 911 in magazines and occasionally she would spot one driving around. Yoyi laughed and said we don't like to admit it, but a Porsche shares a lot of characteristics of the VW Bug, "a VW on steroids" as she called it. She was twenty when she got her first chance to drive a 1983 911 SC, owned by a friend of hers in Houston. Yoyi got to drive this car on the beach in Freeport, an hour south of the city. As she said, "That did it for me." She described the experience so vividly that if I close my eyes I can picture the flat wide-open expressway from Houston. Freeport is one of the few areas where you can still drive on the beach, and even though I get the willies thinking about the sand blasting the paint off my Cayman, I can certainly understand the thrill she had with the ocean to one side and the dunes to the other, and nothing in front of her but a blue and white horizon.

So how is it that so much time has passed before she purchased her current 911? That's a bit of a story in itself, but having had plans to buy her first Porsche for her birthday more than ten years ago, she read a book that changed her life. She left Corporate America and took a seventy percent pay cut to do community work. She is now with the Hispanic Chamber of Commerce in Philadelphia. This noble decision came with its price, however. Downsizing inevitably stalled her plans until last year when she decided if she didn't buy a 911 now, she would never do it. Yoyi recalls asking her sister to sleep in the 911 in her driveway if she ran out of money in her retirement. Funny thing, her other sister in Los Angeles had bought a 911 for her husband's birthday (which he loves). Ironically, this was a form of personal torture for Yoyi since her sister could care less about cars!

Yoyi started the conversation with Eric at Porsche of Conshohocken. She began preparing emotionally; putting herself in the right frame of mind. This process is difficult for many to understand, but I was in the same position three years ago. You don't just walk in and write out a check. This is more like adopting a child than it is buying a freezer at Sears. Finally, she couldn't stand it anymore. She called Eric and said, "I can't go any longer without my car." Thankfully (and as luck would have it), he had the perfect car. And it clearly is; just look at her in the accompanying pictures.

For some, time clouds the recollection of our first experiences. They intermingle until we confuse the people and places that create the events that construct our memories. But for Yoyi, the moment that ignited an obsession that lead to the purchase of her 911 C4 she loves so much is still as bright as the sandy beaches in Freeport, Texas.



A handwritten signature in black ink, appearing to read "Der Gasser".

Note: I know that many, if not all of you have had a Defining Moment; the event that shaped your obsession for Porsche. Whether you race, show or just (like me) have as much fun with your car as you can, it's likely a unique event was the catalyst for your passion. I'd like to encourage you to share this experience with your fellow members through this column. All you need to do is contact me through Der Gasser via the website, or simply email DNewtonUSA@icloud.com. A short conversation is all that's required!

Technically Speaking - Brake Fluid

By Pedro Bonilla, Contributing Editor Suncoast PCA
Region

Brake Fluid Q/A

The most powerful system in your car is also the most important and many times one of the most neglected. I'm referring to your brakes, and in particular to the hydraulic fluid also known as brake fluid.

Why do I say that it's the most powerful?

Many people think that the most powerful system in their car is their engine, which, in a Porsche, can develop 300+ HP and can accelerate the (3000+ lbs) car from 0 to 60 mph in less than 5 seconds. But consider this: Your brakes have to decelerate your car much quicker! A modern Porsche can go from 60 to 0 mph in just under 2 seconds. That makes the braking system much more powerful than your engine.

Why do I say that it's one of the most neglected?

Because many, people have never replaced the hydraulic fluid in their brakes. Porsche recommends doing a complete flush every 2 years, but if you track your car you should flush prior to every event, because the boiling point of the fluid can drop to a potentially dangerous level due to moisture contamination and may not even meet the Federal requirements for brake fluid.

What exactly is brake fluid?

There are two basic types of brake fluid: silicone-based (DOT 5) and glycol-based (DOT 3, DOT 4, DOT 5.1). But there are also several classifications within those two types, based on their boiling points.

Silicone-based fluids are generally used in military-type vehicles, and cannot be used with ABS systems because they don't lubricate the pump like a glycol-based fluid does, so we won't mention them again.

Polyalkylene Glycol Ether - based fluid is what we have in our cars.

The Department of Transportation (DOT) classifies it based on its boiling point temperatures.

What is the boiling point?

The wet boiling point is the minimum temperature at which the brake fluid will begin to boil when the brake system contains 3% water by volume in the system.

The dry boiling point is the temperature at which that brake fluid will boil with no water present in the system.

But if my system is closed, how can it get contaminated with moisture?

Well, glycol-based brake fluid is very hygroscopic. This means that it will aggressively absorb water from the moment the container is opened. Many manufacturers pack brake fluid under nitrogen to extend its shelf life. Brake fluid will absorb water through minute, even microscopic pores in brake hoses, lines and piston seals and when it is exposed to air. In South Florida, where the humidity level is usually very high the problem is exaggerated. Also, as caliper and brake line temperatures increase and then cool repeatedly, condensation occurs, leaving behind an increase in moisture.

How can moisture deteriorate the fluid?

Over time the moisture becomes trapped in the internal sections of calipers, lines, master cylinders, etc. Brakes generate heat because of the friction between the pad and the rotor and rotors can actually glow red at track events. When this trapped water reaches 212° F it turns into steam (water vapor). Many times air in the brake system is a result of water that has turned to water vapor. The buildup of steam will create a higher pressure in the system, sometimes to the point that enough pressure is created to push caliper pistons into the brake pads. This will in turn generate brake drag as the rotor and pads make contact and will also create more heat in the system.

Water vapor (steam) is a gas. Gas is much more compressible than liquid. So, when you get enough water vapor in the system and you press the brake pedal hard, it will compress the water vapor before the pistons push the pads into the rotors, giving you a "mushy" pedal feel, or brake-fade.

So, which fluid is the recommended one?

There are several excellent brake fluids on the market which are suitable for Porsche brake systems. Obviously the Porsche-brand is what comes in our

Technically Speaking- continued from pg. 20

cars but many enthusiasts tend to switch to other brands such as ATE, Motul, Castrol, Brembo, AP, Pentosin or others due to availability, cost and/or performance.

Because I replace my fluid so often (once per month – as I attend DEs and AXs on a regular basis) I personally use ATE Gold and ATE Super Blue. Both are the same except for the color. By alternating colors you can actually see when the new (fresh) color makes it through the system and that way you don't use more than needed.

The original TYP 200 ATE brake fluid is a high-performance brake fluid with a dry boiling point of 280 °C and a wet boiling point of 200 °C. This top-of-the-range product lies 20 °C over the DOT 5.1 standard and surpasses this standard in nearly all the other requirements as well. This means that cars can go without a brake fluid change for up to 3 years while products with a lower wet boiling point have to be replaced considerably more often (e.g. DOT 3 products should be replaced annually). Racers frequently will alternate fluid flushes using both the ATE Super Blue and ATE TYP 200 (Amber). The identical specifications of the fluid and difference in color make it easy to know when you have completely flushed old fluid out of the system. One liter of fluid is enough to completely flush the brake and clutch hydraulics in a Porsche.

Before switching away from Porsche approved brake fluid for another recommended brand, do your homework. Read the forums such as Planet-9.com and Rennlist.com. I would even go as far as having a discussion with your dealer's service manager. I have found several discussion threads in the forums discussing the merits of various brands of brake fluids including the ones I mentioned above.

What do I need to remember?

- If fluid is changed often with fresh fluid it will contain very little water.
- Never use silicone-based fluids in your (ABS equipped) Porsche.
- Using racing fluid will increase the braking performance of your system.
- Never reuse fluid or mix brands.
- Use smaller fluid containers and discard remnants.
- When replacing fluid, flush the complete system.
- Immediately replace the reservoir's cap following any maintenance.

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Shifts and Giggles

By Jeff Walton, Contributing Editor

As time ticks towards the future our automobiles are becoming more of an "auto" mobile. Slowly the car companies are taking away from our driver's experience; someday soon we will be passengers in a windowless pod being whisked to work on an electronic highway. What fun is that? And forget about the flying car, that's never going to happen. Think about it – combining the FAA with the DMV. If you want to be able to carry more than three ounces of water in your car please fill out this form in triplicate and go stand in that line, the one where you take number 1597 and now serving 2 – worst nightmare ever. So we are slowly marching/driving towards the inevitable – a driverless car. Let me rephrase that....a humanless driving car.

I can probably pin point the exact start of this slippery slope we are now in – February 17, 1911. This was the demise of the vehicles as we know and love that will soon disappear from our roadways. What happened then, besides the first hydroplane flight to and from a ship? Well I'll tell you. February 17, 1911 was the first successful install of an invention built by Clyde Coleman and Charles Kettering. It changed the way we think about automation and the automobile. It was first installed on a Cadillac. It was the electric starter. Before this, everyone and their mother had to use a hand crank to fire up their cars and go for a drive. Back-breaking work and you had to do it if you wanted to drive to the nearest Seven-Eleven and do it in all sorts of weather including rain and snow. Thanks to the starter, people got lazy. Now all they had to do was turn the key thus taking the first step distancing themselves from the true driver's experience.

The slippery slope had started and there was no



turning back. From there it was a matter of adding turn signals, oil gauges, and rubber tires. Then it was getting rid of wind-up windows, carburetors, and

manual transmissions. They removed the dials for the radio, air condition, and heat. Now everything is electronic and a push of a button and there is no guessing whatsoever. I no longer have to fiddle between just red and blue. Now if I want the ambient air in my vehicle to be San Diego's average temperature I adjust my side of the car while leaving the other side somewhere in the ice age. I now know to the tenth of a mile how far my tank of petrol will last, if I have a headlight out, if my car door is ajar, or my groceries are too heavy for my passenger side air bag to go off. Hell I can't even find new places to go for I can never get lost...unless I'm using Apple Maps but who uses that. Hell I can't even meet new people by going into a gas station and asking for directions from someone who doesn't speak English or calling a locksmith to get my keys that are still in the ignition...damn you Coleman and Kettering.

Now I can ask my car's computer to get me home. Now I can unlock my car from space using an app on my smartphone. I can get interrupted by my boss through the car's phone during my morning commute as I'm stuck in traffic only to have him tell me there is no traffic because of his live feed in his own car. Now I feel safe and secure for car beeps as a pull close to something, my car brakes for me if I'm less than three car lengths away from New Jersey, and if I nod off from my passenger's boring stories, my seat will vibrate to nudge me awake. I even have cameras to tell me who I just ran over.

Things are going to be different in the years to come. You'll pay top dollar for your Porsche Pod. You'll have all the comforts of home and I mean all the comforts. The gas sucking engine will be replaced with a waste management system thus coining a new meaning for people on the go. Your finger calisthenics as people cut you off will be replaced with finger swipes while working on your way to work. Your auto insurance will be nonexistence but be replaced with a very expensive pod protection policy. The will be no paddle shifters, no accelerator, no steering wheel, no decisions to be made, no fun at all....just a simple way to get from point a to point b in the least amount of time. What fun will that be? There will be no freedom on the road, everything controlled by computer logic, what fun will that be? So get out and drive while you still can, experience the driver's experience, feel the acceleration, the g's on a turn, the stop and go traffic because down the road, you will miss it, both the good and the bad. There will be no "Porsche there is no substitute" because it will just be..."Porsche it's platitudinous."

MARKTPLATZ

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.

Rally Master Wanted: Have you ever had the desire to be responsible for having numerous vehicles running hither and yon across the countryside? If so, you should volunteer to be our Rally Master. If you're interested in becoming the RTR Rally Master please contact either Joe Ascher president@rtr-pca.org or Jeff Walton vicepresident@rtr-pca.org.

Tires & Wheels for Sale: Set of 4 Wheels and Tires: Porsche 10-Spoke Wheels (made by BBS) with Continental DWS Tires used as winter wheels, which will fit 986 Boxsters and 996 Narrow-Body 911s. Wheels are 7Jx17 ET50 and 9Jx17 ET55. Tires have only a few thousand miles, minimum tread depth 8/32, and wheels only minor curb rash. Email for pictures. Price for all \$1000. Contact Michael Ochs, mfochs@mac.com, 215-233-6814.

For Sale: 1980 SC, Would make a good DE car Very Good motor 270 hp 233 max.torque built by Paul Schwartz Roll cage and lots of extras Price \$16,500. Contact Rick Owens at Rick@adventsecurity.com



Parts for Sale: 997 Carrera factory (\$\$\$) aero-kit, front clip and rear deck/spoiler, \$2200. Arctic silver, easy paint and install. Original 18" 5-spoke wheels 8" and 10" with Bridgestone Potenza tires, \$1000. Bruce Bristow at 609-921-2466 or dcobruceb@yahoo.com.

Bumper Cover for Sale: 987S OEM bumper cover, NIB. Reasonable offers accepted, contact jason@thelivinggoods.com.



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Company founder and owner Mike Yaskin is currently running a 2007 GT3. Yaskin still races to this day.

Service manager Tom Silknitter has joined the company after being in the Porsche field for almost a decade.

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Marktplatz continued from pg. 24

2011 Carrera S for Sale:

Black on Black, 6 speed, with a full list of options. Champion Motorsport - RS184 forged wheels, 9" Frt w/235x35x19, 12" Rear w/305x30x19 Bridgestone RE11 tires, Fabspeed Center Muffler Bypass X-Pipe Fabspeed High Performance Air Intake with Carbon Fiber Heat shield, Zunsport black front grills, aluminum pedals. Have stock parts. Contact Bob Kingston for copy of factory invoice and pictures @ 267-994-1689 or rjk.agilepkgsys@verizon.net.



(\$85,000)

Tires and Wheels for Sale:

2 Michelin Pilot Sport Cup tires 255/40/ZR17, and 2 205/50/ZR17 on Porsche alloy wheels Only used for 3 days of Driver's Ed Asking \$500.

Please contact Alan Kirsch, 215-272-2682 Can be picked up in Jenkintown

Another Good Reason to attend the next Membership Meeting!

On Thursday April 18th, Porsche of Conshohocken is giving away a *Porsche Boxster for the weekend to one lucky member of the Riesentöter Region.

Porsche for a Weekend Rules & Restrictions

Borrower must have a valid driver's license, up-to-date insurance, a clean driving record and be 21 years of age or older. Vehicle borrower must have all documents available at the time of vehicle pick-up. Once a weekend is planned, vehicle must be picked up before close of business on Friday (prior to 6 p.m.) at our Conshohocken location and returned to this location no later than 10 a.m. the following Monday morning. Secured early bird drop off is available if drop off occurs outside of normal business hours. Maximum vehicle mileage allowance is 500 miles. We recommend the vehicle borrower contact their insurance agency and temporarily add the vehicle for the weekend to keep deductibles low in the event of an accident or damage (otherwise deductible defaults to \$5,000). Porsche vehicle to be used as part of this promotion is completely at the discretion of Porsche of Conshohocken. Offer expires August 31, 2013. This vehicle cannot be used for autocross or DE's events.

Worried about IMS failure?

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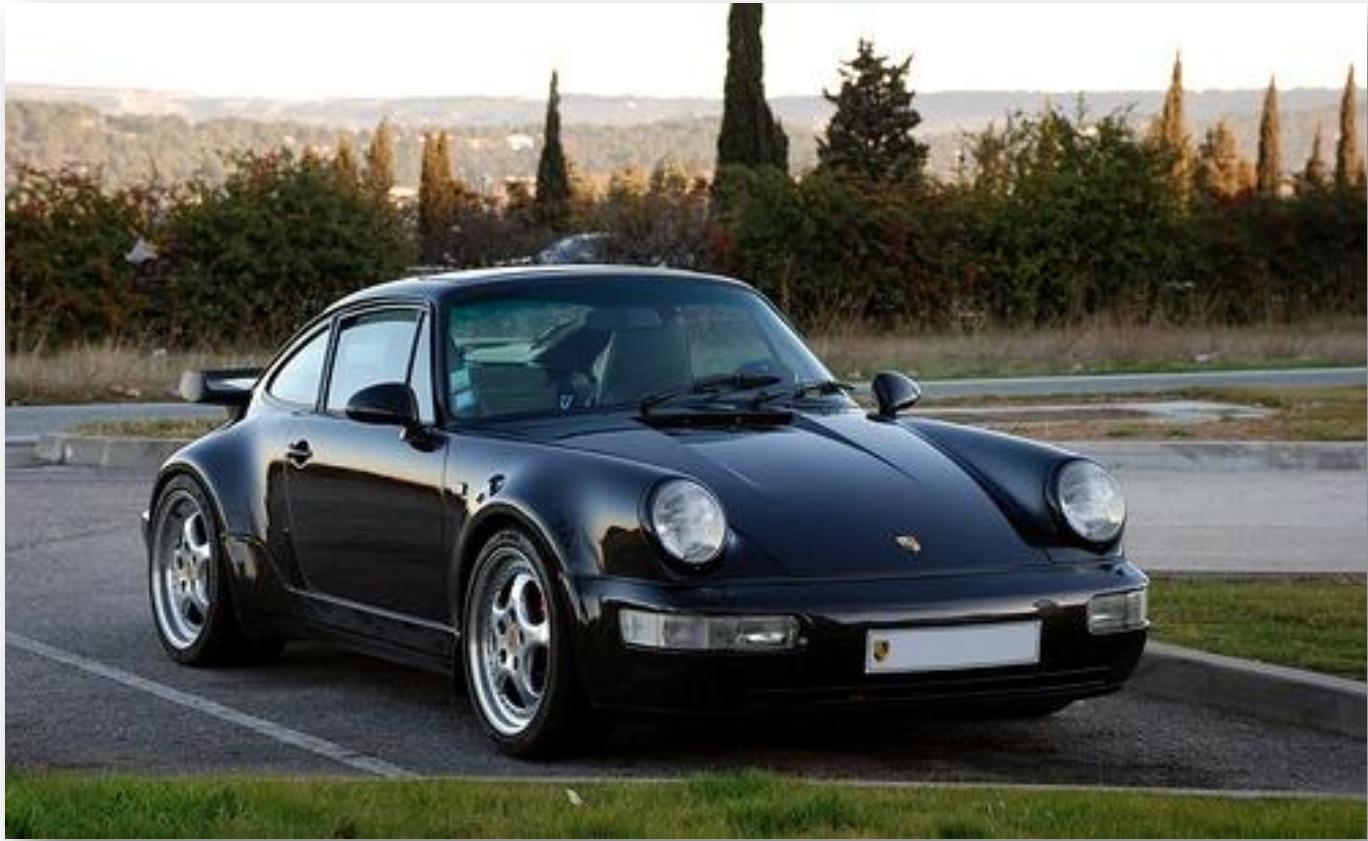




Riesentöter Region, Porsche Club of America

Picture Trivia

Anyone know what model this is? Looking for the Model and years of production. If so drop a line to the Editor at editor@rtr-pca.org We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.



March Answer: Last month's picture was a Porsche 917 Short Tail belonging to the Porsche Salzburg Team and driven to victory in 1970 by Hans Hermann and Richard Attwood. This was the first win for Porsche at LeMans