



DER GASSER

MAY 2013





From the Editor's Desk:

For those of you interested in all things Porsche, the June issue of *Road and Track* is a must read. *Road and Track* has devoted the entire issue to Porsche, more specifically the 911. *R&T* normally does not do this, but given that this year marks the 50th

anniversary of the 911 and that several new Porsche models have been introduced this year including the 2014 Cayman, the 2014 911 GT3, and most recently the 911 Turbo, it seemed only fitting. This issue included many articles on the iconic 911 through its history, along with a first drive review of the new GT3. There also is a nice piece on the new Cayman in which World Rally legend and Porsche test driver says that he prefers the new Cayman over the 911. This is kind of an interesting article to insert into a magazine issue devoted to the 911. There is a great quote from *R&T* journalist Chuck Squatriglia, "There are certain things we all need to do before we die. Driving an air-cooled Porsche is one of them."

Ok, so you ask what does this have to do with our club and *Der Gasser*. Well any of the media outlets whether in print or through other channels that help to promote our passion for all things Porsche and our club, is a good thing. Secondly, sharing the experiences that each person has who drives a Porsche has been an important factor in not only the success of the PCA and our club, but for Porsche itself.

That being said one of the best ways for you to share your Porsche passion and experiences with all of our club members is to write articles for *Der Gasser* or submit photo's you've taken at club events or just of your favorite Porsche in your drive way or at the track. The *Der Gasser* staff would welcome anyone who would like to write articles for *Der Gasser*. Do you have an idea for a monthly feature that you would like to see or write? Are you a photographer and want to share your Porsche photography on a regular basis with the rest of the club?

Now that the weather is nice, we would love to hear about your favorite weekend drives or vacation excursions taken in your Porsche. While on these drives have you visited a special place to eat or other destination? If so we would love to hear about it.

Der Gasser is for you and most importantly about you and your passion for Porsche, why not make it by you?

Best wishes and safe driving!

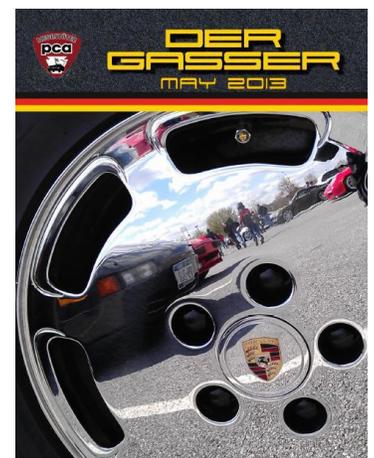
Dave Hathaway
Der Gasser Editor



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— On the Cover —



**928 in Concours Area at
Hershey Swap Meet
Photo by Scott Duvall**



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DER GASSER

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the Riesentöter Region
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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

<u>Member's Name</u>	<u>Town</u>	<u>Model Year</u>	<u>Vehicle Model</u>	<u>Month Joined</u>
Mason Barnett	Philadelphia, PA			April
Bill Clerval	Fogelsville, PA	2004	Boxster S	April
Jimmy Efthimiou	E. Norriton, PA	2005	Carrera S	April
Mike Gartner	Philadelphia, PA	2013	Cayman	April
Francis Hardner	Emmaus, PA	1954	Speedster	April
Joe Lage	North Wales, PA	2003	911 C4S	April
Craig Shaffer	Chester Springs, PA	2002	911 Turbo	April
Mike Smith	New Hope, PA	2005	Carrera S	April
David Theodorson	Ft. Washington, PA	1995	911	April
Kevin Ward	Allentown, PA	2008	Carrera C4S	April
Brian Wilchusky	Phoenixville, PA	2007	911	April
Max Zayas	Levittown, PA	2013	Carrera S	April

Transfers

Seockwoo Choi	Lansdale, PA	2007	911 Turbo	Northeast
Frank Cantrell	New Hope, PA	2008	911 S	Connecticut Valley
Michael Dawes	Slatington, PA	2006	Boxster S	Niagara
Joe McDougall	Newtown, PA	2012	911 S	Central, PA
Stu Ockman	Rose Valley, PA	2014	Boxster S (On order)	Keystone
Rocco Perate	Malvern, PA	2010	911	Northeast

May Anniversaries

20 Years

Ben Deratzou
Robert Paradis
Seth Wolf

15 Years

David Clemente
Rob Gretz
Jim Spakowski
Harrison Tyson



10 Years

Arthur Angelaccio
Paul Bocchini
Jack Cooney
Michael Kavanagh
Alma Surratt

5 Years

Tim Allers
Kyle Horvath
Walter Kaminski
Robert Schubert
Victor Spinelli

Driving Influence

Board Member Profile



Name: Dave Hathaway
Member Since: March 2011
RTR Position: Der Gasser Editor

Occupation: Book Publishing Consultant

Why I joined the PCA: To meet other members who share an interest in all things Porsche; getting involved with club activities and social events that my beautiful and supportive wife Kim and I can enjoy together.

Club events you'll attend: Mostly social; but hope to start participating in autocross and track events soon.

Cars in my Garage: 2011 Porsche Cayman, 2011 Infiniti G37x Coupe and Mazda 3 Sedan. Since we only have a one car garage the Cayman is kept in there.

Non-car interests or hobbies: Maine Coon cats, model trains and military history. Dining at the featured eateries on Diners, Drive-Ins, and Dives.

It would surprise people to know: I've been a volunteer firefighter for over 20 years, and am involved with organizations that honor members of the emergency services and military that have been killed in the line-of-duty, providing support for their families.

I've always wanted to: Skydive

Loose stuff: Spare time is spent on my investments and trading stocks. I'm also a Star Wars and Star Trek fan.

Occupation: Information Technology Dept. Manager

Why I joined the PCA: To meet new people with similar interests. Access to the pca.org classifieds is nice too!

Club events I'll attend: Social events initially; eventually build a dedicated track car to participate in track events.

Cars in my Garage: 1973 Porsche 914, 2012 VW GTI, 1984 VW Rabbit GTI, 1985 VW Cabriolet (restoration project #1), 1975 Corvette (restoration project #2), 1993 Chevrolet Blazer (for towing my car trailer).

Non-car interests or hobbies: Clay target, pistol and rifle target shooting, enjoying good food and good beer.

It would surprise people to know: I have rescued two retired racing greyhounds. I adopted the first one in 2001 and she lived until 2009. Then I adopted my second greyhound in 2012 after I finished my MBA.

I've always wanted to:

Learn to fly an airplane.

Loose Stuff: Been a fan of German cars (especially Porsche and VW) making me the black sheep of the family who live and die with Chevrolet! Especially interested in vintage Porsches; the relationship between Porsche and VW on the 914 drew me towards that as my first Porsche.

Green Group

New Member Profile



Name: John Bachert
Member Since: February 2013
From: Macungie, PA

RTR Upcoming Events

Submitted by Wendy Walton, Social Chair

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.



Saturday June 1st: RTR BYOB Wine Dinner at Weybrook Farms

Our famous wine dinners are back, but with a fun new twist! We will be meeting at 5 pm on Saturday June 1st to do a drive to Honeybrook to the highly praised Weybrook Farms. We will meet at the Great Valley Penn State Campus. Weybrook Farms is an organic cattle farm known for their aged beef, pork, and free range chickens. They have sprawling hills, ponds, and a gorgeous bank barn where we will enjoy a four course gourmet meal served by a renowned local chef. Upon our arrival at around 6:15 pm at Weybrook we will be greeted with a glass of champagne and the breathtaking view. Please review the menu and choose a bottle or two of your favorite lavations to bring with you to enjoy! The cost will be \$60 per person plus tax and gratuity (cash please). Space is limited so please RSVP to Wendy Walton at social@rtr-pca.org . This is sure to be our best dinner to date! To learn more about Waybrook Farms, check out their website at <http://weybrookfarm.com/>.

Saturday June 8th: Brandywine Food and Wine Festival & Drive

Let's take a drive through the lushness of the Brandywine area and enjoy the curvy roads, rolling hills, babbling brooks, and end up enjoying a glass of refreshing wine and some fabulous gourmet food! This is what awaits you on Saturday June 8th at the Brandywine Food and Wine Festival. Join your RTR friends for a fun day in the country. Please bring your own blanket or chairs. There will be many gourmet food vendors and art vendors as well to choose from. Make sure to bring cash because very few of the vendors take credit cards. Tickets are \$15 online and should be purchased ahead of time since they sold out last year! Each ticket includes your wine tastings, but you can also purchase bottles or glasses of wine from the wineries that day. There will also be live music all day. Visit the website below for additional event details and to purchase tickets. If you plan to join us, please RSVP to Wendy Walton at social@rtr-pca.org so we know you will be planning to join us for the drive. We will be meeting at the Penn State Great Valley Parking Lot at 10 am to assemble for the drive, which will be led by our VP Jeffrey Walton. Hope to see you there!

Wine Festival Website: <http://www.bvwinetrail.com/events/event.php?e=437>

Saturday. June 22nd: RTR Family Picnic on Saturday June 22nd at 5 pm

Come join us for a traditional RTR Family Picnic on Saturday June 22nd at 5 pm. (See details on the website about the fun drive to the picnic!) This year our Family Picnic is all about **Family!** Bring the kids and the grand kids too! The picnic will be held at the Valley Forge Volunteer Fire Company Grove located at 630 Valley Park Road in Phoenixville, PA 19460. We will hold the picnic under a roof and we will have a great spread of food including roasted pig, roast beef, hot dogs, mac & cheese, salads and sides. There will be beer on tap as well as soda and water. We will have snow cones for the kids too! We are bringing back our dessert contest so bring your favorite car themed/named desserts for judging and sharing! The cost is \$5.00 for adults until May 4th, after that the cost per adult goes up to \$10.00 for adults. Kids under the age of 12 are free. Please sign up on www.motorsportsreg.com. The deadline for tickets is June 16th but please sign up early! We hope to see you there for this fun event. Want to join in on the pre-picnic drive? If you are interested, please check the picnic info on the website for the time and meet up location.

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.

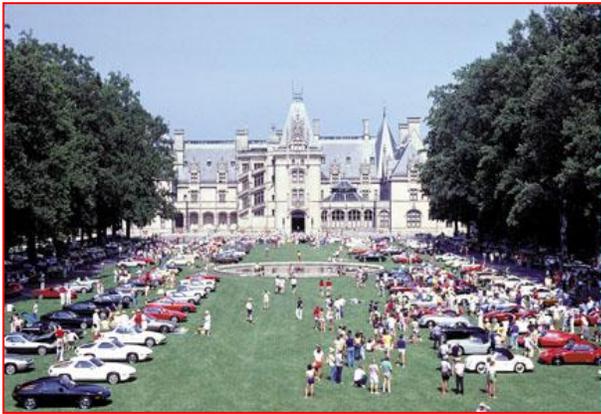
If you are interested in joining us for this fun filled adventure to the Falls please contact Wendy Walton at : social@rtr-pca.org for hotel booking info since a limited block of rooms are on hold for us and will go fast!

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 logistically 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

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 marquee. 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.

Riesentöter Trains Teen Drivers

Article by Christopher Karras, Contributor; photos by Christopher Karras and Rich Dunbar

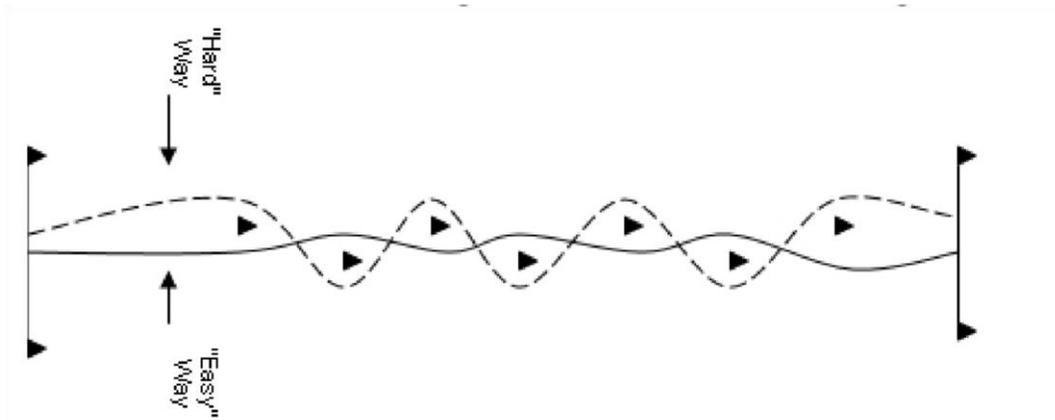
Two dozen RTR members spent Saturday, 13 April, in a windy but sunny abandoned airfield training 35 teen drivers in our first Tire Rack Street Survival® course held at the Warminster Community Park together with the Philly Region of the Sports Car Club of America and the Delaware Valley BMW Car Club of America.



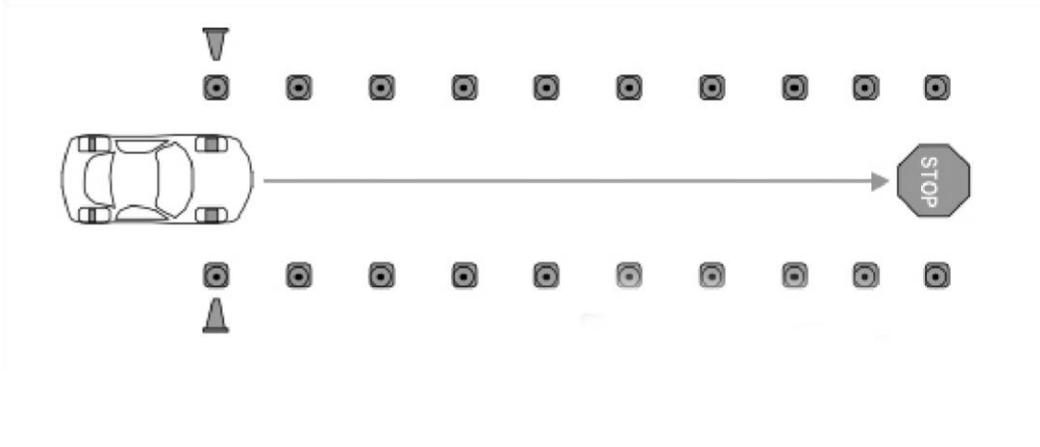
Your fellow Riesentöter members helped manage the event and provided in-car instruction in slalom, straight line braking, braking and turning, skid pad and lane change exercises.

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. This year with the support of PCA National, the Riesentöter Region is formally supporting the program with the intention of sponsoring our own schools.

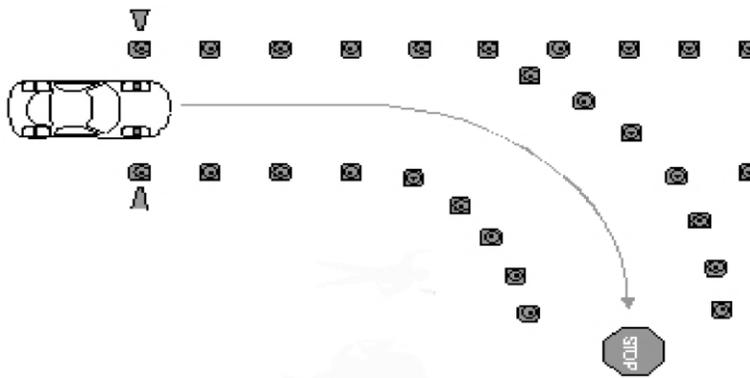
The slalom exercise teaches both weight transfer and proper use of eyes/vision, providing the proper control to change the vehicle's direction. The slalom helps the students better understand the vehicle's capability during transitional maneuvers. The concepts taught are smoothness in weight transfer and vision down the course.



The straight line braking exercise explores quick stops. ABS has saved many lives but many drivers do not use it properly—especially the early systems—because they felt a juddering vibration in the brake pedal, heard the noise generated by the ABS and got off the brakes fearing something was wrong. The straight line braking exercise allows students to get accustomed to the feel of ABS operating and teaches them to keep maximum pressure on the brake pedal. Students are also taught that ABS kicks in when the driver asks too much of the tire—in basic terms a sliding tire cannot be steered. The concepts taught are (1) speed and braking consistency, (2) familiarity with ABS braking and (3) modulating braking pressure.

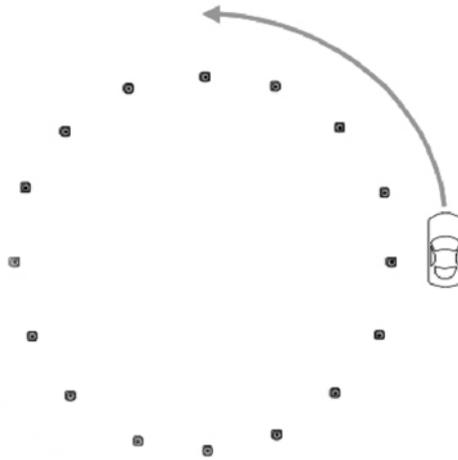


The braking and turning exercise teaches proper response to understeer. Students learn to balance steering and braking inputs to minimize and train their eyes to stay focused on the escape rather than the collision. The students push their cars to or briefly above the limit, while remaining calm, patient and focused on the way out of the corner.

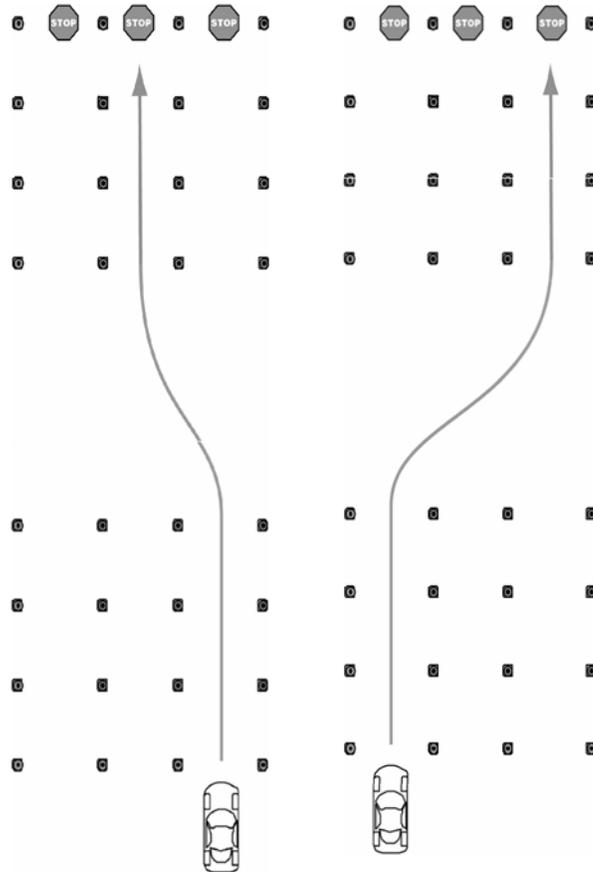


Riesentöter Trains Teen Drivers-continued from pg. 12

The skid pad exercise is conducted around a circle of cones with the students driving with their hands held still, throttle held still, and the car at the limit. A pumper truck from a local fire station kept the course wet and large amounts of Dawn dishwashing detergent kept it slippery. Once the students have their cars at the limit, they learn to exceed the limit with acceleration and then regain control limit with deceleration. On acceleration the radius of the circle driven increases and on deceleration the radius shrinks. The students then explore understeer and oversteer by modulating the throttle and steering.



The lane change exercise simulates driving down the road following a pickup truck full of construction materials. Something falls off the truck and the student must react, by changing lanes and coming to a controlled stop. The exercise calls for a single lane change and then a double lane change.



What can you do?

You can help administer Riesentöter’s support for Tire Rack Street Survival® schools. Please let Chris Karras know that you are interested by e-mailing him 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.

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 at StreetSurvival.org.



April Membership Meeting

By Jeffrey Walton, Contributing Editor

Our first stop on the Dealership Member Meeting Road Tour (we will be hitting all four dealers in our area during the course of the year) was scheduled for Thursday April 18th at Conshohocken Porsche right on Ridge Pike. This meeting was held on Thursday as not to interfere with our first DE that was planned for the Wednesday prior. Conshohocken Porsche welcomed us with open arms and as an added enticement offered one of our lucky members a 2013 Porsche Boxster for the weekend – how cool was that? They also helped sponsor some of the food which was an array of quality sandwiches and salads from Wegmans. We had enough to feed a small army. On top of this, the sales crew had a brand new 2014 Porsche Cayman on hand... more on that later.

So at this meeting we learned from our chairs:

- DE had their first event at Thunderbolt, there was plenty of seat time to be had for all.
- Taste of the Track will happen 3 times this year with the first being at the redesigned Pocono North course in May.
- Street Survival was a huge success with plenty of Riesentöter instructors were on hand to help better teenagers driving skills.
- A BYOB Wine Dinner is planned for June 1st at Wyebrook Farms in Honeybrook (though I did know this before most).
- Procrastinators beware... Niagara Falls trip is filling up fast.
- Sign-up for RTR Family Picnic and Drive-in Movie is now available on MotorsportReg so get with it people!
- Monticello Raffle winner fast approaching... winner to be drawn at next meeting.
- Next membership is at meeting at Knopf's on May 15th.
- Porsche for Pediatrics AX is written in stone for August 4th – volunteers needed.

- We welcomed a few new friends into our club, Chris and Dwight, stand up and take a bow.
- Free car clinic for all RTR members and family scheduled for end of April – the 28th to be exact.
- Happy Hours are still being scheduled and ideas for additional locations are welcome.

Then it was time to turn our attention to Dominick DiMatteo or Dom as he liked to be called and the hot little sports car in the middle of the showroom. That my friends, was the 85k GT Silver 2014 Cayman S. Porsche done good. Spec'd out with 20 inch wheels, PDK, a 325 horsepower 3.4 liter horizontally opposed 6-cylinder aluminum engine, plus a fine array of other goodies like electronic everything including the Sport Chrono Package, this was a real crowd pleaser. Dom told us all about the new model in Porsche's latest arsenal of fine automobiles and how its weight to power ratio was roughly 9.0... not too shabby and a zero to sixty in under 5 seconds, again not too shabby. Once Dom was finished speaking and wiping the drool off the hood we turned our attention to Ed Kress the General Sales Manager for Conshohocken Porsche. It was time to draw the winner of the Porsche Boxster for a weekend.

With about as much anticipation as the final out in the 2008 World Series the crowd gathered round... the winner... drum roll please... the hand goes into the bowl... the card comes out... the winner... the winner... the winner is... Dwight Peterson... come on down! Dwight is one of our newest members of the Riesentöter family buying his Porsche just a week or so before the meeting. After a round of applause and a realization that the winner was drawn and in the books, a last minute audible was called By Ed... he decided to give another Porsche Boxster for a weekend away. My god... a second drum roll please... the hand goes into the bowl... the card comes out... the winner... the winner... the winner is Dave Redmond... a big congrats to both Dwight and Dave. Put the top down and enjoy the ride.

So I would like to thank Ed and the team at Conshohocken Porsche for making our first dealership stop a memorable one.

Porsche Customer Consultation Program

By David Hathaway, Editor

As many of you know, I'm getting ready to place an order for a new 2014 Cayman S. As I began to "play" with the online configuration tool on Porsche's website, I began to have questions regarding the availability of a few options for my new Cayman. I then wrote an e-mail to Melissa Witek, who is one of two Porsche Customer Consultants, with my questions. Melissa is responsible for all customer orders placed in the eastern half of the United States. We exchanged a number of e-mails in which Melissa was able to answer all of my questions, as well as help me to understand more about the customer ordering process.

This e-mail exchange gave me an idea for an article in *Der Gasser* that would not only introduce Melissa to all of you, but hopefully answer questions that you might have about the customer ordering process. Melissa was kind enough to provide answers to a series of questions that hopefully will further inspire you when you order your next Porsche.

Melissa, can you explain what role you play in the process when customers order a Porsche through the dealer?

The Porsche Customer Consultation Program is available to all dealers and clients as a complimentary service to assist you with designing the car of your dreams. Customers come to us through all different outlets, but most frequently, they have already placed an order with their dealership and they come to us to go through the build process. As you know, there are numerous options on our vehicles, and it helps to have a "guiding hand" that is thoroughly familiar and factory-trained on these options. There are some instances where we are able to do things "outside the order catalog", and we are in direct contact with the factory to research these things and hopefully bring them to fruition.

Can you explain how to use the "Build Your Porsche" feature on the Porsche website and what your role is in the build process?

Porsche.com's "Build Your Porsche" is a great tool to initially get you acclimated with what is available, and to narrow it down on exterior and interior color. Most of my clients have gone through a build by themselves online so they have a general idea of what they want.

Then I take that build, analyze and explain the options, offer suggestions from what I have created and seen on other builds, and finally tweak it to meet their expectations.

What tips can you give customers on what would enhance the custom ordering experience?

I recommend that clients contact us at customerconsultations@porsche.us. We have "seen it all" with regard to design-builds, and can truly offer you the best guidance while still working in coordination with your dealership so everyone is on the same page.

Do you have a favorite custom option that you most frequently recommend to customers and why?

I have a few. I love the Personalized Door Sills in either Stainless Steel or Carbon Fiber. You could create them to say your name or have your company logo, or you could use an older Porsche slogan like "Kills Bugs Fast" or "There is no substitute." Also, we have a lot of neat leather options to sift through, but I really like the steering column casing in leather. You don't realize what a big piece of plastic that is in the vehicle, and it really draws the eye. So I prefer it covered in matching leather with a nice stitch line. It's much less intrusive. I also like the floor mats with leather surround. You can customize those with your choice of carpet color, surround color, PORSCHE logo color, and stitching color. So if you have a Black interior with some Guards Red touches like the instrument dials and seat belts, you could add in the Black floor mats with a Guards Red leather surround and PORSCHE logo to add that last color touch that complements the design flow. Plus, that option is your second set of mats. It's always nice to have two sets to change in and out, especially in the winter.

One of the topics that gets discussed in the various Porsche forums, and has caused some confusion for both potential and existing Porsche owners, are the different groups of options that are available. Having a better understanding of these option groupings may enable customers to further customize their Porsches.

Can you explain the difference between "I Options", "Z offers", and "Exclusive Options?"

The "I-Options" used to be called "M-Numbers", which stood for "Mehrausstattung" (more/further equipment). These are regular serial production options that the customer can order in addition to the standard equipment of a vehicle. The "Z-Offers" derive from the German description "Zusatzauftrag", which means "additional order". In the old days before Porsche Exclusive, those "Z-Offers" were used to define special requests by customers. After Porsche Exclusive was founded, lots of options were converted into "Exclusive options", but some "Z-offers" stayed in place like deviated stitching and deviated leather pieces. The "Exclusive Options" are personalization options that go beyond the regular "I-Options" (mostly aesthetics like leather, paint, trim, etc., but also performance).

How many Porsches do you help customers with each year?

The U.S. Customer Consultation Team does roughly 200 builds a year. We expect that number to grow exponentially if/when we add more staff to the team. At this point, there are only two of us in the U.S. I'm based in New York. Mr. Sascha Glaeser is based in Beverly Hills at our Porsche Customer Consultation Center on Rodeo Drive.

Describe your favorite custom Porsche that you helped build for a customer?

GT3 RS 4.0. Paint to Sample in Chartreuse like the 1973 Carrera RS. PORSCHE logo customized in Black on the rear spoiler. Side mirrors customized in Chartreuse and Black. Interior in Black with Birch Green stitching, which matches perfectly with the Chartreuse paint. It is a beauty.

What was the most challenging request or build made by a Porsche customer?

The one I just mentioned above! Though Chartreuse had been used before in 1973, it was a lead-based paint back then. The factory never retested it as a water-based paint, therefore we had to go through a new process with that. We found out the day of the paint-to-sample deadline that it was approved. This was a dream color for his client, so it was fun to call him and tell him the good news. We all took a big sigh of relief.

What is your favorite model of Porsche?

It's tough to choose. They all have unique purposes and "personalities." I am lucky enough to have three different show cars (new 911 Carrera S, Cayenne Turbo, and Panamera Turbo S), so I get the unique opportunity to drive them back-to-back on a consistent basis. I can honestly say that they are all fun and sporty, and they all give you the "Porsche virus." But I suppose if I could only choose one for the rest of my life, it would have to be the 991. Its power and agility impress me every time.



One of Melissa's showcars.



Left to right: Melissa Witek and Sascha Glaeser.

Highway Harmony

by David Newton, Contributing Editor

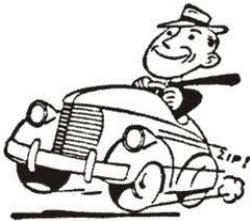


Without a subject this month for the Defining Moments column, I started thinking about what I enjoy most about being a PCA Riesentöter member, and I realized that it came down the simple fact that I love to drive. I don't mean so much on the

track, but the actual process of driving itself; the active engagement between driver, car and road. Driving is a privilege granted to me by the state of Pennsylvania; a contract with the requirement to follow the laws established by the state no matter how ridiculous or silly they may seem at times. Driving has been a part of who I am since before I could peer over the top of the steering wheel standing on the seat of the family VW bug. I would therefore not want to jeopardize this agreement represented by the picture license displayed in my wallet.



That said, I think we can all agree that "fun" and "responsible" tend to be on opposite sides of any activity, and this especially holds true with driving. We PCA/RTR members tend to push the limit a bit because we drive cars that can. So I won't pretend I



haven't crossed the line once in a while when it comes to country roads and turnpike entry ramps. In point of fact, I might suggest that aggressive is a better posture than passive when it comes to vehicular travel. By definition,

aggressive activity is engaged, whereas passive activity is disconnected. I'm not condoning irresponsible behavior of course; simply acknowledging that a spirited drive in suitable conditions may actually be safer than say, the disengaged dope on a cell phone using their car as a wandering office. This may sound as though I'm making excuses because I like to drive with a bit of enthusiasm. Fair enough; I'll accept that.

Not everyone applies the same level of importance that I do when it comes to the process of driving. Likely most look at it as nothing more than the necessary function of getting from point A to point B. Like any activity, driving comes with a certain responsibility that some respect and others ignore.



This can therefore lead to conflict on the roadway, the most extreme of which is often referred to as "road rage." But all privileges come with a set of rules

to follow that help support and maintain order. I suggest that if we all work to understand and subsequently follow the current laws established by our beloved state, we could achieve this automotive utopia; or what I refer to as Highway Harmony.

Over the last week or so, I thought of some basic driving rules that I believe (if observed and applied more diligently), would make our daily commutes safer and more tolerable. I'm purposely avoiding the obvious, such as texting or shaving while driving. We all know when we perform these activities while managing two tons of steel that we are seriously jeopardizing the safety of ourselves and others. No, I am speaking of some pretty basic actions that seem to elude much of today's roadway populace. I'd like to take some time and refer to a few of these that come particularly to mind...

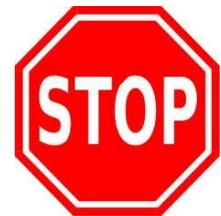


The first consideration concerns the use of turn signals; or perhaps the lack thereof. The purpose of the turn signal is to warn or "signal" other drivers that you intend to "turn" or otherwise change direction of your vehicle. The most common annoyance is the complete lack of signal use, followed closely behind by inconsistent application; every third or fourth turn, except when yelling at your kids, and never when changing lanes or holding a latte. Neither benefits other drivers who are relying on a consistent indication as to driver intent. Then there's the "afterthought" signal. This is simply laziness, where the driver begins the turn and flicks on the signal as their hand rotates past the signal lever. Guys; it's not very helpful to finally see your signal WHILE you are completing the turn. The best time to apply the turn signal? Just prior to the action to which you are

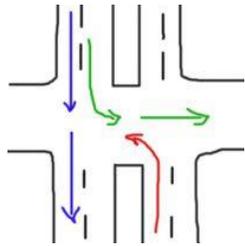


attempting to warn others about; DURING the act of turning is not much of a signal, now is it?

Stop signs. I don't mean traffic lights; I mean those metal things with the word STOP in the center of a big red hexagon. And I'm not talking so much of the driver who blows through these things as if they're invisible or simply not pertaining to them. I'm speaking more of the persons who have no idea what to do when they get to one. If you arrive at a stop sign before another driver, you proceed through the intersection before them. Waiting for them to arrive just creates confusion when they get there. If you happen to approach at the same time, the driver to the right is granted the right-of-way.



What do you do if you come to an intersection without a stop sign directed at you? Don't stop. Really. Much like the example above, this only creates confusion for the other intersection participants if you stop because it somehow feels like you should. The lack of a stop sign means you are not only free to proceed, you are expected to.



Closely linked to the intersection rumba is the hand signal. Hand signals are generally tendered to politely offer the right of way when it's not otherwise clear. I'm excluding the most common hand signal of course, which pretty much does the opposite. This gesture does not fly with the spirit

of this article, so we will ignore its existence for the time being. I really have only one critical comment when it comes to hand signals. As with holding a door to allow someone to proceed ahead of you, when you are offered the right of way, don't argue. Take it and return a thank-you wave. What in the world happens if I gesture for you to proceed ahead of me and you then offer it back? Now what do we do? Both go? Both stop? Stare at each other? Aunt Helen isn't offering to pay for dinner. There's no obligation for a counter-offer.

Right turn on red. Pennsylvania was one of the last adopters regarding this law. In 1976; it's been nearly forty years. So when at a red light, making a right turn and the approaching traffic from the left is clear, you are free to proceed. I actually had a friend tell me that the law states that you MAY proceed, which leaves the driver the option. Ridiculous. You could extend that same logic to the normal approach to an intersection controlled by a traffic light; "when the light turns green, you MAY proceed." I don't think any rationally thinking human is going to support their option to stay put under this condition. Unless there is a sign "No Turn on Red", proceed when it is safe to do so.



The last discussion topic is in reference to my all-time favorite roadway bugaboo; left lane usage. Some of you are not going to be happy with my opinion on this issue, but I come with supporting argument and the law on my side. I was fortunate enough to cruise some European autobahns and I noticed that traffic flow was nothing short of astonishing. Even under congested conditions I couldn't help but notice that traffic ALWAYS stayed right. Pass left, move back and stay right. Approach next vehicle, flip lights, pass and move back to the right lane. It was automotive ballet at its best.

On my commute to work, just after an entrance ramp on the Pennsylvania Turnpike is an unfortunately rare

sign, "Stay Right, Pass Left. It's the Law." On nearly all American highways in all states the law is the same, and yet it is virtually ignored; an almost complete unawareness of the regulation. I'm not sure what irritates me more about it, the ignorance or outright defiance. Not knowing the law is just unacceptable; we know what a green light means, and we certainly abide by it. The left lane law is one that we either choose to ignore or are unaware of its existence. Neither is very comforting.

My favorite abuse in this category is the left lane bandit who plants themselves next to an eighteen wheeler at 65 mph and dares traffic to challenge their positional claim. This is often the same bozo who suddenly cuts off their right lane partner as they bolt for their exit through two lanes of traffic, and is then annoyed at their roadway companions. Smooth traffic flow depends on compliance with the left lane law, and all you resistors know who you are. Be nice. Pass Left, Stay Right. It's the Law.



Of course there are many other examples of traffic law abuse that I haven't mentioned, but these are the ones that come more immediately to mind. The ones that are so rarely performed properly, that it's almost shocking when you see it happen correctly. We all could benefit with a review of these laws since some of us have been driving so long we don't even remember how thrilling it was to leave the State Police Center with our approved license in hand.

Finally, an interesting ponderance. If you look at the root causes of accidents they are overwhelmingly driver error; most of them from lack of active driving engagement. Running a light, adjusting the radio, failure to abide by a sign or signal; these are ALL preventable. Barring mechanical failure and forces of nature, the laws we have on the books today are in place to prevent ALL accidents. Think about that for a minute. When is the last time you came to a four-way intersection and there were no signs at all? If there is a potential for hazard, there is a law that covers it.

We could therefore conclude that if absolutely all drivers obeyed every traffic law one hundred percent of the time, the only accidents we would have are the ones not preventable by law. Give that some thought the next time you're actively participating in the driving process.

Well, thanks for letting me vent. I do feel better getting this off my chest. Here's to safe and alert driving... and our collective contribution to Highway Harmony.

Safety Tech at Innovative Racing Technology

Article and Photos by Jim McCombs and Steve Landstra

RTR High-Performance Driver Education Season kicks-off with Safety-Tech inspections at Innovative Racing Technology (IRT) in Limerick.

For some of us the DE (short for High-Performance Driver Education) season began at Zone 2's big event at Virginia International Raceway back in March, while others may be awaiting the more traditional Riesentoter "kick-off" event at Pocono coming up in mid-May, but on Saturday, April 6th about 30 or so RTR members attended the official "season opener", our first Safety/Tech Inspection session sponsored by Innovative Racing Technology (IRT) in Limerick, PA.

Innovative Racing Technology is a relatively new shop owned and operated by RTR members Dave Brandt and Steve Oehrli and was the perfect venue for our first event of the year. Dave and Steve are fixtures at track events, but also regularly participate in other RTR events. While at the track they've helped countless RTR members diagnose and treat any number of track-day ailments enabling members to get back out on the track and enjoy the weekend rather than packing up and going home.



Geza Korchmaros and Paul Walsack engage in tech talk over donuts.

A little less than two years ago, Dave and Steve teamed up to combine their love of working on cars with a fun business idea and opened the shop focused primarily on providing performance upgrades and routine maintenance for Corvettes, but they can also do the same type of work on Porsche's too. Everything from exhaust, suspension or brake upgrades, to oil changes and other basic maintenance services.

Some of you who are new to the club or haven't had much exposure to the DE program may be wondering what goes on at the Safety/Tech Inspection Sessions and some of you may think it's only for the "DE guys."



Brian Minkin inspects a GT3 owned by Jack Ruse.

The primary purpose of the event is to insure that any car being driven during a Driver's Education event meets our rigorous safety and technical requirements prior to being allowed on the track. The inspections must be conducted no more than two weeks in advance of the event to give the owner the opportunity to correct any areas of concern, however in many cases the discrepancies can be corrected on the spot. Members can go to any one of several approved tech inspectors (now including IRT) listed on the website and may have to pay a small fee to have their car inspected, or they can attend one of the club sponsored "Safety/Tech Sessions" and have their car inspected for a lift fee of \$20. The lift fees help cover things like coffee and donuts or pizza, and are also used to provide gratuity to shop employees who hang around on their weekend to help get the cars on the lift safely or may even lend a hand with maintenance or repairs.

Of the folks that attended the IRT event only about half were there to have their safety inspection performed in preparation for the Advanced Driver's Ed event at NJMP Thunderbolt on April 17th. The rest were there to socialize with friends, visit IRT's relatively new facility, to learn more about their Porsche, or in several cases to just hang out and look at some really cool cars.

Many of our members take advantage of the lift access even when they are not enrolled in an upcoming DE event. Engine oil or tranny-fluid changes, brake fluid flush, pads and rotor swaps are just a few of the routine maintenance needs that can be quickly and easily addressed at these events. And, don't worry if you've never done it before, we can help with that too. Just bring the fluids or parts and we'll show you how with no charge other than the lift fee. We've taken certain nameless highly paid professional businessmen, who knew nothing about cars, and had them doing complete brake swaps in less than an hour. You can do it too!

Safety Tech- continued

The Riesentoter Region prides itself on our safety program, and for every DE participant that complains about the rigor of our inspection process, three more compliment us for going to great lengths to insure everyone's safety.

The RTR Tech Inspection form exceeds the minimum standards set by PCA nationally, and covers every aspect of safety from turn signals to tail pipes. Seriously, every major mechanical and safety system on the vehicle is inspected for function and wear. Worn brake pads, cracked rotors, old or contaminated brake fluid are the most common items needing to be addressed, but we also routinely find oil leaks, worn belts or hoses and other items which if they fail, regardless of on track or on your commute could lead to harm to you, your vehicle or to others.



Dan Yonkers looks on as Glen Crawford inspects his Viper Green Carrera.

Our RTR Tech Inspectors go through a half-season "apprenticeship", where they shadow one of our experienced inspectors and learn how to use our tech form as a guide to evaluate the "track worthiness" of vehicles entered in our program.

After completing their time as an apprentice they receive their own tech stamp and are able to conduct inspections on their own. We also have a number of



Brian Minkin and apprentice Richard Coomes inspect a Cayman S.

local shops that are approved to conduct tech inspections. All are highly reputable, professional shops with outstanding reputations for expertise in automotive service and all have long-standing mutually beneficial relationships with our club, and many of them are also active members. They agree to use our form and abide by our requirements in order to get their RTR inspection stamp.

At the end of the day, all of this is about everyone's safety. As modern cars exceed what were race speeds just a few short years ago, it's comforting for all of us to know that every car on the track has gone through an extensive evaluation prior to being allowed onto pit lane. But more than that, it's our obligation to do all we can to insure that everyone who participates in the program stays safe and has fun, and these inspections are a critical part of our obligation to our members. In addition, knowing more about your car and having a better understanding of some of the important mechanical safety features like your brakes, can also make you a safer driver even if you're not driving on the track.

So if you're remotely interested in learning more about your car or cars in general this might be for you. If you're new to the DE program or want to learn some basic mechanical skills this is definitely for you. Come check it out and visit one of our upcoming Tech Inspection sessions. Check the RTR calendar for dates and locations.

Stay Safe! And please reach out to us with any questions!



Jim McCombs - Safety Chair & Steve Landstra - Assistant Safety Chair

“Destinations”

by Scott Duvall

Photos by Scott Duvall & David Newton

Welcome to a series in Der Gasser that will showcase our member's favorite roads and destinations. Our staff encourages you to send us a brief write up of your favorite Porsche drives to share with our members. We hope to perhaps inspire you to take a new excursion or visit a place that may become your new favorite.

Shepherdstown, WV.

It's been a while since I put a "Destinations" article out so since we had a nice 3-day road trip last month I felt it was time. Leslie and I had been discussing different trips we'd like to take this year with David and Christine Newton and one of the places we enjoy a visit to is Shepherdstown, WV. There's a few good reasons to take the time for a drive down that way. Harper's Ferry, WV is close by and so is Charlestown, which is where I used to live for a time. It's also close to Martinsburg, WV and Winchester, VA. Sharpsburg, MD is right across the Potomac River from Shepherdstown which is where the Antietam Civil War Battlefield is. In short, there's a ton of stuff to do and see in this area and Shepherdstown is a great place to make your home base to explore from.



New Market, MD

After talking it out a bit with the Newton's we nailed down our dates and made reservations at the Thomas Shepherd Inn, a great B&B right in town, owned and operated by Jeanne Muir and Jim Ford. The Inn is very comfortable with a back balcony overlooking the garden area, a library, sitting room and superb breakfasts served by Jeanne and Jim who must be close to being the best hosts ever. Here's the link for the website should you be interested:

<http://www.thomasshepherdinn.com>

We started our trip on an early Saturday, meeting up at the Delaware rest area on 95. I started off on bad



footing because the evening before I had noticed the Cayman seemed to be turning over slowly when I tried to start it. I put it on a trickle charger overnight hoping it would help, but it was worse on Saturday. Arriving at the rest area I decide to pop the frunk before shutting it down in case I had to get to the battery. Well, the Cayman did restart but was no better at turning over, so this led to a search for an Advance Auto to find a replacement battery. Luckily we found one in White Marsh, MD, got the battery replaced and life was good. We only lost about half an hour on our planned itinerary.

Our first stop for the day was out in New Market, MD, which used to be jam packed with over 50 antique stores. These days they're down to about 12 tops. After a short walk up and down the main street we decided to head over to Frederick to do a little more antique browsing and have lunch. The nice thing about Frederick is they have a public parking garage right downtown from which you can walk to the various restaurants and shops. David and I found that the confined space of the garage made an excellent echo chamber to enjoy the exhaust notes of our Caymans though I think that Christine and Leslie were not all that impressed.

After a nice lunch our next stop was out to Millwood, VA, where my brother Jay has a small art gallery that he started with the local artists and craftsman in the area. His specialty is woodworking and he primarily custom designs tables and chairs from local hardwoods. Millwood also has a restored operating mill that we got to see in operation as they ground some corn into meal that they sell for baking. It's really quite impressive to watch old technology in operation especially since it's all powered by simple gravity fed water. After an enjoyable visit we were on our way again to Shepherdstown to check in to the Inn.

Destinations, continued from pg. 22



The Gearing at the Mill

For dinner the first evening we had made reservations at The Press Room, one of the best restaurants in the area. If you plan to make arrangements to go, definitely call ahead for reservations as they fill up rapidly. They can be reached at 304-876-8777 and are located at 129 W. German St., which is a very short walk from the Inn.

The following day we headed over to Harper Ferry for some sightseeing and whatnot. Harpers Ferry is gorgeous when the trees are in full leaf but we were a little early. Still, we had a great time climbing up to Jefferson's Rock to enjoy the view back down over the Shenandoah River where it meets the Potomac. If you have time when you visit and feel up to it you can cross the Potomac on the railroad bridge and you'll find a hiking trail up to the top of Maryland Heights. Great views from up there, but definitely allow at least 2-3 hours to go up and back.



On the way up to Jefferson's Rock in Harper's Ferry

We headed over to Charlestown for some additional sightseeing before heading back to Shepherdstown for lunch. After lunch we decided to take the self-guided walking tour which is actually pretty good and gives you some insight into the town and its history. One of the displays I like is the reproduction of James

Rumsey's first steamboat that he tested on the Potomac. The reason I like it is that instead of being a paddle wheel type propulsion system, it was an early water-jet design.

We took the remainder of the afternoon off enjoying a glass of wine and conversation on the balcony back at the Inn before heading out for another great dinner to end our day. The following morning we made our farewell to Shepherdstown and headed for Hagerstown, MD for one last antique browsing expedition before heading home. I lucked out and found a piece of B&O Railroad china that I had kind of not expected to ever find. Naturally it had to come home with me to join the rest of the collection.



Yellow Brick Bank Restaurant in Shepherdstown, WV.

All in all we had a great time exploring the area and I know we'll be back again. There are some fine twisting roads in the area to exercise your P-car and it's always better with good friends. Until next time, enjoy, be safe, and drive it like you mean it.



From Jefferson's Rock.

Technically Speaking- 911 Radio Head Replacement

By Steve Washington, Edited by Dave Hathaway

When RTR member Steve Washington submitted an article for Der Gasser on how he replaced the radio head unit on his 2004 Porsche 911 Carrera, I was really excited to have one of our members submit a new technical article. As Scott and I formatted the article we discovered that it would be best served by placing it on our website so that you would be able to view the full size photo's and not downsize them just to reduce the overall length of the article. This way you will have better reference photos to use should you choose to take on the same project that Steve did. To view the entire article, visit the RTR website at: <http://www.rtr-pca.org/index.php/the-frunk-side/technical-information>. Here you will also find other technical articles that have been published in Der Gasser as well those that have been submitted for the website for others to use. If you have a project that you would like to share with our membership, please feel free to submit to Der Gasser for publication. Here are before and after photos of Steve's project:



Above, Steve's dashboard console before the replacement. Below, the completed project.



HERSHEY SWAP MEET

By David Newton

Photos by David Newton & Dave Hathaway



I'm a car show guy; I've known about the Hershey Swap Meet for a long time, before I had even considered buying my Cayman. I couldn't go last year, so as the 2013 Hershey Swap Meet approached I got more and more revved up (so to speak). I wanted to see if the event would live up to the hype. A thousand-plus Porsches in one location? Hundreds of vendors with Porsche and other car and racing gear? I would have come if I lived in Ohio. Actually, I talked to a guy who came from Ohio. And another from New Jersey. New York, Maryland and even Indiana. This year the meet was held on Saturday, April 20th with gates opening at 7 am. I am told that vendors and spectators begin assembling before dawn.

I will tell you from the onset, I attended as a spectator only as I was flying out the next day for a conference, and I knew I'd have to leave early. So I wasn't going to be able to attend the Autocross or the museum tour (very disappointing). And although I had originally planned to meet up with the rest of the Riesentöter caravan leaving from King of Prussia early that morning, a few of us realized that for us, it was not exactly the shortest distance between two points. In fact, if you intersected the Google-map routes from my house and the homes of Bryan Papillon, Dave Hathaway, Scott Duvall and RTR rookie John Bachert to the Hershey grounds, they would all converge at the Morgantown exit of the Pennsylvania Turnpike. So guess where we rendezvoused? Yup, John and Bryan and I met just before the interchange toll booth, and when Scott got close enough, we entered the turnpike where Dave was already waiting for us. Smooth as glass.

The ride out to Hershey was about an hour from there and went uneventfully. I had forgotten how pretty that area was. The weather wasn't bad either, although I could have done without the fierce winds. But at least it didn't rain. It was a bit of a maneuver getting to the right gate when we got there; I could see the expanse of activity, but the entrance was like a keyhole in a castle door (that's my story and I'm sticking with it – I'm not lost, and I don't need directions). Anyway, before too long we were parking in the lot among HUNDREDS of Porsches of all kinds.

Can I just say the combined parking area and Porsche Coral private sales lot was the best car show I've ever been to? Seriously, I could have gone home after seeing that alone, and the torturous turnpike straights would have been worth it. As we all gathered up to plan our attack for the day, I looked across the lot; Porsches as far as the eye could see, in every direction. Every conceivable model in virtually all configurations was somehow represented; I may have cried a little.

We stretched our legs a bit and then head right to the vendor area. Ok, I'm going to confess that I hate shopping.

Hershey Swap Meet, continued from pg. 25

Even for car stuff. I would buy our next home on Amazon if I could. And although I didn't purchase a single item (save a chicken sandwich), the vendor area was pretty impressive. Diverse and varied; there was everything from the Porsche key-chain and commemorative pen set dealer to the vintage license plate vendor, to the complete retail operation of Stable Energies assembled in a double-wide. Our friends from Fabspeed had a great setup and a guards-red slant-nose 911 on hand. There was the next generation Cayman on display, and numerous speedsters in as many configurations. Most of the vendor items for sale were treasures or junk; it completely depended on whether you were in the market for that particular



I could have stayed for days, but when it came time to leave, I lowered into my Cayman and as I pulled out onto the main drag to head home, I started to think about the history of Porsche as other attendees passed or were otherwise overtaken on the boring stretches of the turnpike. I had also forgotten how timeless the 911 is. So many changes over the years, yet still such a classic design. How many car designers have stayed true to their mission? How many other makes have such a passionate following? In one afternoon, I saw the history of Porsche displayed before my eyes in such a unique and welcoming setting. I'm already planning for next year.

item. But that's the fun of an event like this.

We then moved to the Concours area. Be still my heart. Now here is a place to spend some time! Not just the obvious representations of 911's, but literally rows of 914's, 924's and 928's, all in near perfect condition. Most were configured in original specs, but there were many personalized machines (which I am partial to). We wandered up and down one gorgeous line after another. There was even a section of Caymans and Boxsters.



Riesentöter Car Control Clinic

Article by Paul Walsack, Track Chair, Photo's Tim Emig

No one could ask for a better day for our first Car Control Clinic. Mild temps, clear sky and friendly people. Our day started off with a gathering in the parking lot of Montgomery County Community College over coffee and donuts. After some general discussions and registering with Marty Kocse, we moved to a classroom where Steve Meenan and Brian Minken went over the general physics of vehicle stability and limits. Jim McCombs assisted by providing graphic drawings of what the vehicles tire "patch" looks like under various conditions of cornering and braking.

We then retreated to the parking lot to begin our day of fun. The group was separated in two, where the first group drove and the other watched, learning and replacing downed cones.

The first drill was straight line heavy braking followed by the second drill, heavy braking while turning. The third exercise was where the real fun began, the Slalom. Everyone learned how to keep their car under control with the body shifting side to side at a fast rate with some of them knocking over cones and inadvertently turning their wipers on as they "sawed" the steering wheel back and forth. You could see the smiles begin to show.

We then broke for a catered lunch (Lee's Hoagies) with entertainment provided by Instructors Terry Lefco and Chris Karas demonstrating how not to slalom, or in other words, knock as many cones down as possible, and then Dave Nettleton doing "top down" cruise by's in Maggie's T Bird.



The afternoon exercises were the Single and Double Lane Change which use the skills learned in the morning. The single lane change was relatively easy, so easy; one participant asks



"V" (Vytenis Bichevicius), his Instructor, "How can we reach the limits of the car at such a slow speed?" He received his answer during the double lane change. After the initial runs, the spinning began, with many finding the "limit" as their cars swapped ends (I feel some enjoyed it so much they kept doing it).



The day ended with a modified Skid Pad, where you drive in a circle at an increasing rate to feel under steer or over steer and make the necessary corrections.

I want to thank the rest of our Instructors, Greg Hassler, Doctor Fred (Fred Gorstein), Steve Landstra, Myles Diamond (who did the cone set up with Brian) and Steve Hoagland who taught the Heel/Toe clinic, as well as a special thanks to Kim McCombs and Maggie Nettleton for volunteering with registration and marshaling the cars to the start line. By my own account, I know we had a great event, judging by the "smiles to the mile" of our participants. You can look for it to happen again next year.

Shifts and Giggles

By Jeffrey Walton, Contributing Editor

Happy Anniversary to me, Happy Anniversary to me, Happy Anniversary to Jeffrey Walton. Happy Anniversary to me. Yes, it has been 5 years since I finally got my VIN number and was able to officially register for the Porsche Club of America. I had no idea what RTR stood for, yet alone knew about the Riesentöter Region – that would come a little bit later once the infection started to spread.

Looking back I really don't remember that pivotal moment when the Porsche Bug infected me. I really have no defining moment (sorry David). It could have been sitting in my grandfather's Volkswagen Karmann Ghia as a kid barely seeing over the dash without a child seat or even a seatbelt for that matter. It could have started with my first two-seater, a small little Ford EXP that I bought off a used car lot, the one in which I learned stick and later the engine block cracked. Or it could have been the first brand new two-seater I bought off the lot while still in high school. Don't laugh but that car was a Pontiac Fiero, no fires and over 120k miles later until it left me stranded in the middle of South Street. It certainly wasn't the aftermath that followed - a rash of sensible cars to get me back and forth to colleges and jobs, that and a really good friend of mine owned a dealership so I was sort of locked into place in obtaining new cars for great prices and service and they certainly were not Porsches. The day came when my friend closed up shop and my four-door sedan was on its last set of tires... plus my 40th birthday was fast approaching.

Well my 40th birthday came and went with my wife getting a new car before me, since my last set of tires lasted slightly more than her Jeep. As the nickels and dimes really started costing me money, my moment in the sun finally arrived. I wasn't in mid-life crisis mode; I just wanted a good car that I could afford. So off to dealerships I went with no particular car of interest.

First up was Mercedes. They've been around for awhile, nice style, good quality – I'll give them a whirl. Drove the CL 550 Sports Coupe. Nice ride and probably would have bought it if the dealership would have given me the time of day. Next up was the Jaguar XK which took its design cues from the same person who designed the Aston Martin DB. Loved the styling hated the drive... it felt very Cadillac comfy to me, oh and there was always the voice inside my head reminding me of the quality British electrical engineering. During my quest, the Porsche name never occurred to me until an old boss suggested the Cayman. I did some research, promising was the thought.

So I won't bore you with the details of acquiring my first Porsche as there are a ton of similar stories I'm sure, let's just say I was now infected with the Porsche Bug and I looked towards the club for a cure. No avail. My first RTR meeting I attended was in my neck of the woods, at Possum Hollow in Phoenixville. I took my brother as a safety net because I had no idea what to expect. I was greeted with friendly smiles, hardy handshakes, tons of stories, plus food and drink. Even after I met the president, that Knight character, my infection still started to spread (kidding Graham). It has been a solid 5 years and my infection has only gotten worse and I even infected my wife. Porsche now races in our blood as does Riesentöter, as does all the great people we have met along the way, as does all the great events we have done. The past 5 years have been a blast... so a Happy Anniversary to me it is indeed.

Porsche there is no substitute... there also is no cure.



MARKTPLATZ

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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.

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Marktplatz continued from pg. 29

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Riesentöter Region, Porsche Club of America

Picture Trivia

Anyone know what model this is? Looking for Model and year/s 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.



April Answer: Last month's picture was a Porsche 964 which was in production from 1989 through 1994. As usual, Vidal de la Cruz outdid himself on the answer.

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