



DER GASSER

JULY/AUGUST 2011



Planes & Porsches Summer Spectacular

Charity Autocross, Show & Shine, Membership Meeting

Sunday, August 14

Porsche Rennsport Reunion IV

PCA will participate in Porsche's celebration of its racing heritage at Mazda Raceway Laguna Seca, October 14-16, 2011

The Porsche Club of America is honored to assist the Porsche Rennsport Reunion IV with several activities:

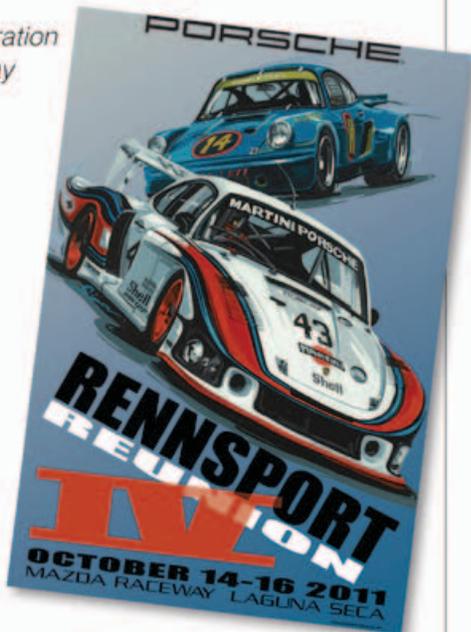
1. History of the Porsche 911 Display
2. Porsche Model-Specific Parking Corrals—with Parade laps of the track
3. PCA Hospitality and Membership Center
4. Two race groups: Rennsport Reunion Cup for Porsche Cup Cars and PCA Club Racing for PCA race cars
5. PCA Volunteer Pool—workers to assist with the club's involvement

Sponsored by Porsche Cars North America and with the cooperation of Mazda Raceway Laguna Seca, Porsche Rennsport Reunion IV is open to the public and brings together an unprecedented gathering of significant Porsche vintage and current race cars and those drivers who have taken them to victory in the world's most famous sports car races. It features a three-day program of on-track competition plus a concours d'elegance, which is open to the event's participants by invitation.

In addition, special activities are planned to honor the series of historical Porsche 911 race cars including a display of various models. New to Rennsport IV, there will be a social center with many features and enhancements for the Porsche owner, including video coverage of Rennsport activities, racing videos, memorabilia, car related games, etc. Also expected are a vendor village, driving event and other diversions designed exclusively for the Porsche enthusiast.

We are looking for exceptional examples of Porsche 911 production models for the History of the Porsche 911 Display at Mazda Raceway Laguna Seca during the event. It will be a display representing the 911 model throughout its generational life. Please contact Tom Provasi for information and registration at tprovasi@netgate.net or 408/947-0980.

PCA members will be invited to use a terrific



PCA Hospitality and Membership Center that will be open for all days of the event, October 14-16, to park safely in one of the Porsche Model-Specific Parking Corrals (a corral parking ticket will be required— please visit www.mazdaraceway.com for ticket information), and to enjoy Parade laps of the track with their Porsches.

We will need PCA volunteer workers to assist with our activities at the Rennsport Reunion IV. If you are interested in supporting this memorable event, please contact Sharon Neidel with the PCA Volunteer Pool at sharonneidel@yahoo.com or 650/508-1308. We will have a very special event memento for the volunteer workers.

Additional details of the Porsche Rennsport Reunion IV are published on the following Porsche web site: www.porsche.com/usa/rennsport-reunion-iv/. For additional information and event tickets please visit the Mazda Raceway Laguna Seca web site at www.mazdaraceway.com or 800/327-7322.

Please stay tuned for more announcements in PANORAMA, at www.pca.org and in E-Brake News.

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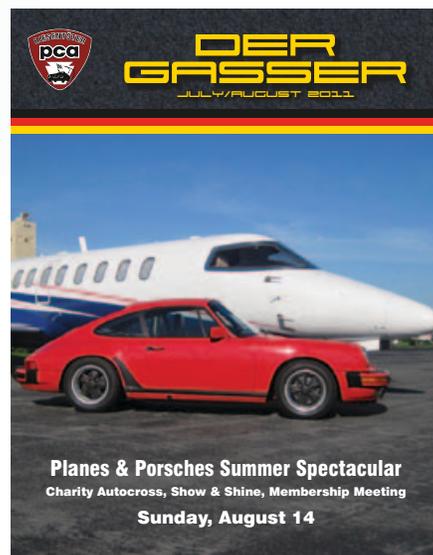
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Millennium Aviation will again host this annual event. See the story on page 8.

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Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published six times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editor. The editor reserves the right to edit all materials submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

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Submissions: The deadline for submission of materials is the 10th of the month preceding bi-monthly publication. Please e-mail submissions to editor@rtr-pca.org with "Der Gasser" in the subject line.

DER GASSER

A bi-monthly publication of the Riesentöter Region
Porsche Club of America
July / August 2011

Ad Space	Dimensions	Price
Business Card	3.5" wide by 2.0" high	\$600
1/4 Page	3.5" wide by 4.625" high	\$965
1/2 Page	7.0" wide by 4.625" high	\$1,200
Full Page	7.0" wide by 9.5" high	\$2,250
Back Cover – 1/2 page color	7.0" wide by 4.625" high	\$1,200 (when available)

All prices are for 6 issues of our bi-monthly publication.

Thank you for your interest!

Updating Your E-mail

Several times a year we send e-mail blasts out to the membership to remind everyone about upcoming events. These e-mails are not sales oriented, but strictly for the benefit of our membership.

We are attempting to update our database of member e-mail addresses, deleting those no longer in use, and adding new addresses as necessary. This database is for Region use only and will not be released to other parties.

It's simple! Go to the Porsche Club of America Web site at www.pca.org. Sign in through "MEMBER LOGIN," then go to the tab "MEMBERSHIP" and scroll down to "MEMBER SERVICES" and click "MEMBER RECORD." Click on the pencil icon to the right of your information to edit, then scroll down and click "SAVE." You're done!

Note: to avoid conflict with spam filters, membership@rtr-pca.org should be added to your address book – thanks!

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AUTOCROSSING – WHY YOU SHOULD DO IT.

by Larry Herman

I hear the disparaging comments from racers, “Autocrossing, isn’t that for wannabe racers?” Alternatively, many hard core drivers’ education (DE) people groan, “Why do I want to hang around a hot, dusty parking lot all day for three or four 60 second runs when I can go to the track for four 20 minute sessions?” Well, for those who feel this way, read on, because I am going to provide some enlightenment on the reasons why drivers like you should autocross.



Autocrossing is THE single-most, best way to develop car control skills than any other venue. Yeah, I know that some of you will be thinking karting is better, and that does teach control but in the very specific range of ultra light and overly stiff vehicle dynamics. If you plan to go straight into formula cars, maybe this will work, but since most of you start with 3000 pound+ cars, the high speed dynamics are just not the same. Ever see how far a kart goes when you lose it in an average turn? Maybe about 30 feet. Ever see how far a 3000 pound 911 goes? Maybe about 300 yards, or until it hits something very hard. The principles are the same, but in practice it is very different.

What about skid pad training? Yeah, what about it? It teaches about car balance and how the throttle affects the weight distribution and therefore the grip of the front and rear tires. Anyone who has done half a dozen autocrosses knows all about this already. That is the beginning basics of the

skills required to autocross. Baby steps. Take that balance, and apply it to sliding the car on the brakes going into a corner and wait for the back to come around. When it does, you pin the back with the gas and rocket off towards the next turn. It is practical application of balancing the car on the brakes and on the throttle.



But autocrossing gives you so much more. By carefully walking the course, you learn first-hand about the corners, and how to analyse the proper line. Early apex? Late apex? Which is appropriate for each turn is right in front of your face. You can plan your path, and then see if you can execute it. You learn how to get that perfect heel-toe downshift in a split second, not in the eternity that you have on the race track. You learn how to brake without upsetting the car, or use the brakes to purposely change the balance. Same goes for the throttle. Your butt will become tuned into the slightest movements of the car, and I guarantee that you will learn how to properly countersteer and catch that skid. And probably most important of all, it teaches you how to find the limit at a pace at which you can learn at, without being afraid of wrecking the car.

This is car control that transfers easily to the track. Every time I get into a car with a novice driver who came from autocrossing, I know it immediately. They have that control, and are immediately comfortable with the car at higher speeds. Once they learn the line and adjust to the size of the

corners, they are usually flying. If you will indulge a little self-promotion, I started autocrossing at 18 and competed regionally and very successfully for 10 years. When I took to the track, the adjustment was quick, and my progress was meteoric. I was moved to the uninstructed group after 5 events and begun winning in time trials against my instructors. I became an instructor after 11 events and was always known for having amazing car control. There is no way that I could have made that kind of progress without the sound fundamentals that I gained through autocrossing.

Finally, there is the competition. Unlike the track, every turn has to be perfect, every touch of the gas or brake has to be exactly right, because when you are running against the clock in such a little bull ring, time-wise there is no margin for error. You will not make up for a mistake somewhere down the course. You will not be able to gather it back up and run down your competition, or wait for his



tires to go off. It is a pressure-packed 60 seconds right on the edge that you have to get right. I know of more than a few drivers that go to DEs to play, but go to autocrosses to race and win. Motivation, concentration, aggression, and smoothness all in a compressed, intensive package. To me, that is worth waiting around a hot, dusty parking lot for.

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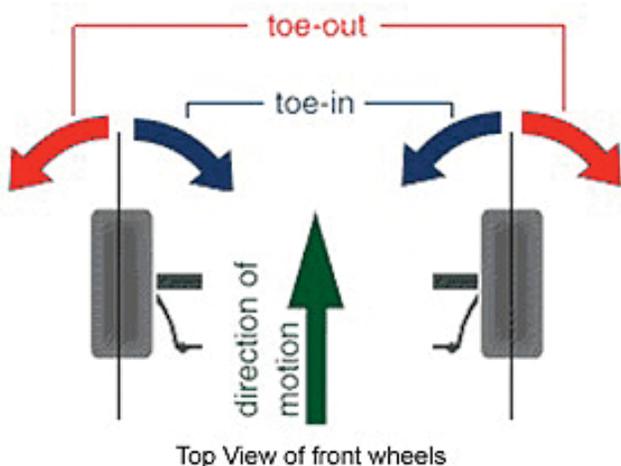
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BASIC WHEEL ALIGNMENT

by William E. Lebman

After attending your first autocross or driver's education event, it's likely that you'll be thinking about improving your car's handling. During discussions with other drivers and "interested spectators" you might be advised to get a "track" alignment or find a way to get "more negative camber". This article will explain what the alignment parameters of toe, camber, and caster mean and how changes in their settings may affect performance. Finally, I'll discuss the benefits of having a wheel alignment done on your vehicle. Alignments require specialized equipment and knowledge to do safely. Although I will mention where adjustments are made on a vehicle, this is not a "how to" article.

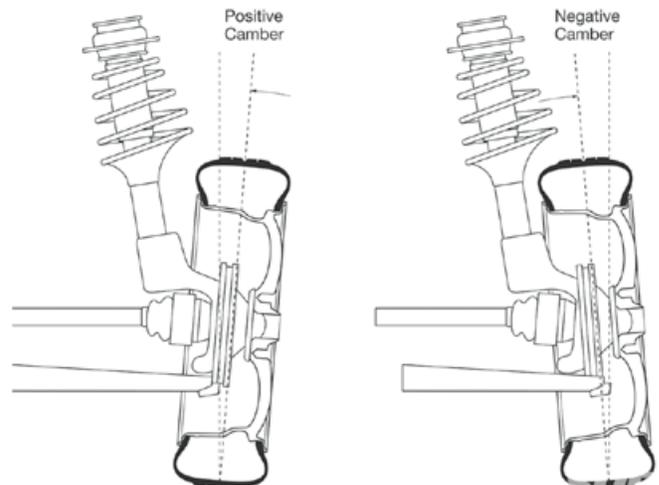
Toe – If a pair of front or rear wheels is pointing straight ahead, then you have zero toe. However, if their leading edges are pointed slightly toward each other you have toe-in. On the other hand, if the leading edges are pointing slightly outboard, you have toe-out. Toe is measured at each wheel. It is the difference in length between the front edge and the trailing edge of the wheel as measured from the centerline of the car.



Toe settings affect tire wear, directional stability, and corner entry handling characteristics. Any toe causes the tires to scrub. Too much toe-in causes excess wear on the outside of the tire and too much toe-out wears the inboard edges. A little toe-in at the front wheels helps with straight line stability but the trade-off is some loss of turn-in ability. A little toe-

out helps the car initiate a turn. Most performance drivers are willing to sacrifice a little straight line stability for improved corner entry. Excessive toe-in or toe-out can cause darting under braking or over bumps. Toe at the front is adjusted with a threaded connection in the steering tie rod. Cars with independent rear suspension can adjust rear toe. On modern Porsches this is done by an eccentric adjustment at the in-board end of the rear tie rod. Generally, toe-out in the rear is to be avoided as it can cause excessive over steer.

Camber – Camber is the angle of the wheel relative to vertical when viewed from the front or the rear. If the wheel leans inboard, it has negative camber. If it leans outboard, it has positive camber. Camber is usually defined in degrees. The cornering force that a tire can develop is dependent upon its angle relative to the road. Maximum cornering power is developed with a small amount of negative camber due to camber thrust and deformation of the tread. As the body of the car rolls during cornering, more camber is required to maintain the proper tire tread relationship with the road surface.



A proper racing suspension has geometry which gains negative camber as the body rolls. Modern Porsches with their MacPherson strut suspension have limited camber gain as the body rolls during a corner. Given this condition, plus the fact that some negative camber maximizes cornering

power, an increase in static negative camber can be helpful. The trade-off is that increasing negative camber will increase wear on the insides of the tires. The final camber settings should be similar between the front and rear wheels. In other words, you would not want 3 degrees negative in the front and 1 degree negative in the rear. Without aftermarket parts, camber in the front is changed by moving the top of the strut towers within the slotted holes where they are attached to the body. At the rear it is adjusted by an eccentric bolt at the inboard end of the lower control arm.

Caster – Caster is the angle at which the steering axis is tilted forward or rearward from vertical as viewed from the side. A shopping cart has its steering axis set forward of its contact patch and as you push it, the front wheels follow the steering axis. This is negative caster. Most automobiles are built with positive caster and the steering axis meets the plane of the ground ahead of the contact patch. Like the shopping cart, the trail created by the positive caster pulls the wheels in line. This tilted steering axis has another effect on suspension geometry. Since the wheel rotates about a tilted axis, the outside wheel gains camber when it is turned. This is favorable for cornering. The modern Porsche does not have adjustments for caster without installing aftermarket parts so you have to live with the caster built in at the factory. However, caster should be checked during an alignment to make sure it is about the same side to side and to check for evidence of bent suspension parts or damage to body attachment points.

Alignment – Most cars can benefit from an alignment for two reasons. First, even a new car's alignment will change from the settings made at the factory due to settling of the springs, wear-in, and compliance of the various bushings and hardware at the suspension pivot points. Hitting potholes and curbs can also change the initial setting. All



of this is also true for an older car. Secondly, the factory alignment specification tolerances are, from a performance perspective, fairly loose. For example you could have one wheel set at 0° camber and the wheel on the opposite side set at -5° camber and still be within spec. For the purposes of this article, I will define a "track alignment" as an alignment which has the most aggressive performance specifications available within the adjustment range of the stock vehicle. This translates into maximizing negative camber and setting appropriate toe. A "true" track alignment would have camber settings in the range of -2° to -2.5° and for a pure track car running slicks, camber could exceed -3° . Altering the alignment settings beyond what's available on the stock vehicle will be the basis for a future article. As mentioned in the preface, it takes skill and specialized equipment to do a proper alignment. For example, when you change camber, toe will also change and will need to be readjusted.

RIESENTÖTER “PLANES & PORSCHE” CHARITY EVENT

SUNDAY, AUGUST 14

Autocross & Car Show (Show & Shine) at *Millennium Aviation*, Reading Airport, PA
Kindly sponsored by *Porsche of the Main Line* in support of *Miller-Keystone Blood Center*.

This year's event is open to Riesenötter Members and car enthusiasts that enjoy cars, competition, food and fun. It will include our usual Autocross, a Show & Shine car show, new Porsches, and jet aircraft on display inside Millennium Aviation's aircraft hangar. If you preregister on www.motorsportreg.com you will get a free lunch with dessert, sponsored by *Porsche of the Main Line*, and entry to the cocktail party with complimentary beer, wine, and hors d'oeuvres while celebrating a successful day. Trophies and prizes will be awarded. This year's Planes and Porsches event really does have something for everyone, so bring your friends and family out to Reading Airport for a great day out with your fellow enthusiasts!

The Charity we are Supporting

Miller-Keystone Blood Center makes a difference in people's lives by providing a safe, adequate and continuous community blood supply. They are the sole blood provider to 21 hospitals in our 10-county service area and, as such, must continuously inspire individuals to donate blood in order for them to meet the increasing collection needs of a growing population. It is their mission to actively engage in community-based endeavors by providing educational programs and other community activities beyond their core business; to operate in a



cost-effective manner in order to extend the lowest costs to our hospitals; to provide resources for continued growth and to monitor their processes and products to identify opportunities for continual development.



Show & Shine

Bring out your favorite Porsche, and see how it compares with other club members' prize possessions. Rita Hancock and Kris Haver are organizing a car show for the less serious enthusiasts in the club. The classes have yet to be decided but are likely to include 356s, old 911s, new 911s, front-engine Porsches and race cars. All cars should be on display before 12 noon.

Autocross Competition

This year's competition will follow the same successful format as previous years (created by our own Steve McMorn) and will include 60 drivers each getting 6 runs (3 in the morning session; 3 in the afternoon session) with 2 cars on course at once. The entry fee will be the same price as last year at \$50 per driver (but remember, all entry fees will be considered as tax deductible donations to *MKBC* so it is effectively 1/3 cheaper). For those entrants who would like to skip their work assignment and take their 6 runs whenever they want to, 20 special Gold Pass entries are available at \$100 per driver. If you need to leave before 12 midday or want to sleep late, a Gold Pass entry is just the thing for you, as it allows you to take all 6 runs when you want to



and have a cool relaxing drink instead of doing your work assignment. Each entrant will also receive a commemorative glass beer mug, kindly sponsored by *Dogfish Head Craft Brewery*. AX drivers should arrive for tech at 8am with first car away at 9:15am.

Additional Activities

There will also be a Silent Auction with lots of great gifts and a 50/50 raffle, all in support of *Miller-Keystone Blood Center* inside the *Millennium Aviation* aircraft hangar.

All we ask is that you go online at www.motorsportreg.com – scroll down to 14 August and register so we know how many people are attending and how many people we need to cater for. It only takes 2 minutes to register on motorsportreg.com and in return you are guaranteed to get a free restaurant quality lunch and dessert. Of course, if you do not register, you are still very welcome on the day to spectate...but we can't guarantee you any lunch.



Again, all Riesentöter members, friends, family and visitors are welcome to attend our event to watch the AX race from inside the aircraft hangar and to ogle and lust over the beautiful Planes and Porsches on display.

If you have any questions, please email Ian Curtis at igcurtis@comcast.net



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MY RESPRAY ADVENTURE

by Mike Petrilla

My 911 Targa had minor bubbling along the quarter panel seams and below the roll bar. I didn't want to just leave it, so I had a choice: professional touchup or respray.

A bare metal repaint was another option. Out of curiosity I drove to a shop known for its bare metal paint jobs. The guy asked how much I could afford. When I hedged, he recommended that I forget it and go on a Caribbean vacation. Not a bad idea, I thought. And with a little luck I could correct the bubbling with some home style touchup. I tried the home style approach on an inconspicuous part of the car. The result looked – home style.



So I skipped the vacation and went for the professional touchup (clean up and repaint the bubbled areas), which the painter told me he could do. And so he did. But the match was uneven. You'll never guess what followed: a respray at twice the cost of the professional touch up and a third of the value of the car itself.

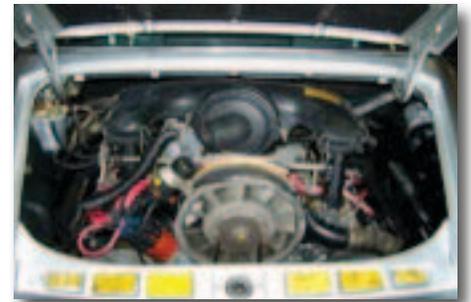
Okay, I half expected as much. The original paint was over a quarter of a century old. The best alchemist since Dr. Faust was going to have a hard time making the new look like the old or the old sit pretty with the new. So, you hear stories about bad paint jobs. The one that stays with me is about a guy who had to hire a crew to pick up the parts of his car after months of excuses and delays. I won't say that my respray was without delays or difficulties. The car was away for nine weeks. An environmentally approved clearcoat began "eating" the respray. This required resanding and a second respray. Reinstallation of the rear windshield took a second try and another set of seals. The "Carerra" script on the deck lid was lost.



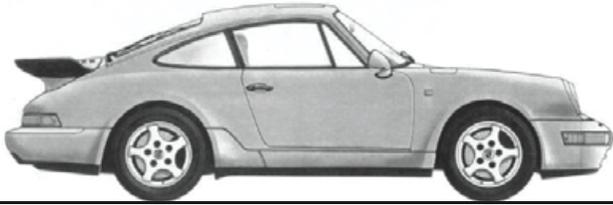
On the other hand, I had a couple things working in my favor. First was the time of year, February

and March and part of April, when I wasn't going to be driving the car anyway. More important was the shop owner, Christopher Radbill who, as he went about dis- and re-assembly of the car, was patient and careful. When he saw something that wasn't right, he fixed it. His paint partner, Jason Judy, did a nice job too. His approximation of the original color was very good. When I brought the car back for a couple small "clouds" in the finish, he rubbed them out. But if it hadn't been for Radbill's experience and reputation, I might have taken that Caribbean vacation and made peace with the bubbles.

Would I do it again? Yes. No. Maybe. Who knows? In other words, I'm happy that the bubbles are gone. I'm not so happy about what I spent. On the other hand, the total seemed reasonable. One thing I know for certain: maintaining an older Targa can cause one to question his sanity – that is, until he goes for a drive in said Targa, whereupon sanity issues fly out the open top.



My respray adventure involved two others who deserve mention. The first is Radbill's shop assistant, Kurt, who drove straight to my home when I realized that my freshly resprayed 911 had no electric in the back – no brake, parking or backup lights, no rear turn signals and no plate lights. (Yep, the drive home could have been the start of yet another painting adventure – and more...) Kurt quickly scoped out the problem and fixed it on the spot. (Left and right electrical plugs hadn't been plugged in.) Kurt is a credit to his trade. The second is Sheila who handles the shop's phone, computer, and administrative duties and also has an ear for a 3.2 at idle. For me, Sheila was the face and voice of Radbill Automotive. More precisely, she was a presence who, through the ups and downs of a nine-week process, was consistently friendly and courteous. She was a reminder of those golden days when contact between a business and a customer was more than pricey, slapdash and prerecorded. Sheila is worth her weight in OEM Porsche parts.



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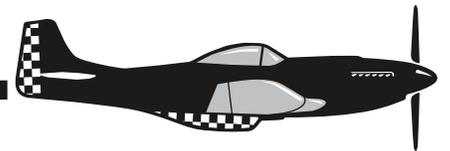
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COMPLETE YOUR PARADE WEEK!

by Cole Scroggins

Parade 2011 in Savannah is coming up quickly... It is almost time to start packing for the best Parade yet! When Parade junkies start thinking of the week of fun and excitement with their Porsche and PCA friends, they begin with the main events—the Concours on Monday, followed by the Autocross. It can be so easy to focus on those two, that one can overlook the other opportunities that exist during this action-packed week.

Parade Kids

Younger Parade participants can look forward to plenty of action and adventure including RC cars and boats, “make and take” craft projects, pool games, karaoke, and outdoor movies. There will be a ghost hunt, bike rally and pool party for the teens and ’tweens, in addition to plenty of gaming and hanging out with friends in the Kids’ Lounges.

Hospitality

Where is the place to meet your friends, have a morning coffee, an afternoon repast and check your email? The answer is the Parade Hospitality! Stop by the Internet Cafe to check email, review the Parade website for information and print your boarding passes.

Goodie Store

The Goodie Store you won’t want to miss. Porsche merchandise, PCA-logo merchandise, Parade-logo merchandise, models, books, and special items not seen in past Parades can all be expected.

Gimmick Rally

The Gimmick Rally is designed to provide a scenic, relaxing and fun outing for everyone, including families. The route will pass historic and colorful places of interest, with optional stops to explore and experience the charm of southern hospitality.

Driving Tours

Parade will include several guided driving tours to points of interest while cruising the beautiful countryside. These tours have become some of the most popular activities of the week, and you can be sure that this year’s will not disappoint!

Tech Academy

Upon completion of three hours of study (attending three sessions) you will be awarded a Bachelor of Arts diploma for your achievement. Five hours earns you a Masters degree and after seven hours of study you will have earned enough credits for a Doctorate degree.

Local Attractions

Offerings include a tour of nearby Hilton Head Island, the Rose Hill Plantation, the charming nearby towns of Bluffton and Beaufort and the communities on Tybee and Skidaway Islands.

In addition to the organized events, the Savannah area has much to offer that you can do on your own: carriage and ghost tours, riverboat cruises, movie tours, fishing, dolphin watching, kayak tours, 8th Air Force Museum, Railroad Museum, Fort Sumter, Telfair Museum of Art, USS Yorktown, Plantation tours, Perris Island Marine Base & Museum, shrimp boat tours, cooking schools. You name it, Savannah has it! Be sure to join us for the best family vacation of the year.

Art Show

This traditional competition continues with various categories including fiber arts, jewelry, painting, crafts, and photography (with both amateur and professional divisions). All Parade entrants may participate, including children.

And Much More

Other events we will hold during the 2011 Parade include a 5K Run/Walk around Hutchinson Island, slot cars, the Michelin Drive & Compare, a golf tournament, a helpful Concierge on-site all week, Parade 101 classes, and National awards including the Newsletter, Web site, Enthusiast of the Year, Family of the Year, Region of the Year, and Public Service awards. We even plan to bring back the police escorted Parade of Porsches, so we can show Savannah we are there with style!

Also remember the banquets that round out each evening!

Spots are filling up quickly, so don’t miss out, register today and join the Parade Facebook site to make your travel plans to Savannah! More information is available at <http://parade2011.pca.org/>

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FOLLOW-UP TO “REID RAIDS THE ROBIN HOOD RALLY”

by Todd Reid

The Robin Hood Rally is on an extended hiatus due to a law suit that is in the works; we were all told that it is still ongoing, and that it will be finished. I guess we'll see!

But, a few weeks ago I did another TV drama-documentary reality show thingie which was a one day deal; it was called Race Track Combat and it happened at NJMP Lightning.



A stunning victory for me. Amidst a field of experienced racers – battling fully-sorted Porsche GT3, Cayman, BMW and Corvette competitors, I was able to push my Probe-N-Stein through some wet weather to win the event.

The day almost ended early when the Probe spun entering the hard left before the Lightbulb. I heard a loud bang and then followed an instant spin. Luckily no damage. After a short inspection in the pits, it was determined that a catastrophic failure of the right front brake rotor caused the incident. This was a first as the entire hub of the rotor broke off from the braking surface. The front rotors are part of the custom ReidSpeed BBK, and had been in service on the Probe for over 3 years of hard racing. I was lifecycle testing them, to see just how long the massive rotors would remain serviceable (the stock rotors with stock brake package would typically crack and fail after a single weekend!). This was the first recorded failure of a ReidSpeed BBK front rotor, and it finally happened after 40+ weekends of racing.



A quick change of the rotors and I was on-track for the qualifying race. By posting one of the 10 fastest times in qualifying, I was automatically in the final race.



The final race had 15 competitors starting at different times based on their class's trace record time at Lightning. The final race was a 20-lap race. First car to complete 20 laps wins. The slow cars started first due to their handicap. Although the track had been dry all day, a strong thunderstorm soaked the track prior to the final race. The event organizers decided to give the track an extra half hour to dry and ran the cars around for a half dozen pace laps to help dry out the line.



Most of the final race contestants ran on dry race tires. I began in 2nd place behind the Red Baron.

I ran very strong the entire race and moved into first on about lap 6. Around Lap 10 the weather moved in and the second half of the race was in a steady rain.

I won the race easily with #2 a full 39 seconds behind.

Huge props to the event organizers. The schedule was flexible and afforded good amounts of track time, excellent competition and was enjoyed by all (except those who don't like to run in the rain).

RIESENTÖTER REGION - PCA PROFIT & LOSS

January through December 2010

Income

Advertising	\$ 7,156
Autocross Income	4,400
Driver's Ed Income	266,686
Membership Income	21,953
Merchandise	4,243
Other Income	757
Rally Income	150
Social	<u>3,225</u>

Total Income \$ 308,570

Expenses

Autocross	\$ 2,418
Bank Fees	15
Charitable Contributions	3,308
Drivers' Ed	217,476
Goodie Store	2,168
Meeting	1,765
Membership	173
Miscellaneous	1,543
Monthly Meeting	3,706
Office Supplies	516
<i>Der Gasser</i>	20,175
Professional Fees	789
Rally	216
Social	15,915
Web Site	<u>417</u>

Total Expenses \$ 270,601

Net Income \$ 37,969

Net assets at 12/31/2009 \$ 97,795

Net assets at 12/31/2010 \$ 135,764

DRIVERS' EDUCATION SCHEDULE

Watkins Glen..... July 29-31
(Fri/Sat/Sun)

Pocono Full Course (IMSA)Sept 16-18
(Fri/Sat/Sun)

Summit Point..... October 21-23
(Fri/Sat/Sun)

TECH SCHEDULE

Techs start at 9:00 am. You must sign up to be teched by 11:30 am at the latest.

Watkins Glen..... Sat., July 16
Dougherty Automotive
17 Hagerty Blvd., West Chester, PA 19382
(610) 692-6039

Pocono Full Course (IMSA) ...Sat., Sept. 3
Knopf Automotive
3401 Lehigh St., Allentown, PA 18103
(610) 967-4121

Summit Point..... Sat., October 8
Dougherty Automotive
17 Hagerty Blvd., West Chester, PA 19382
(610) 692-6039

AUTOCROSS SCHEDULE

Planes-n-Porsches August 14
(PCA RTR Region)

Barbeque.....September 10
(Specialty Cars)

Hershey Park.....September 25
(PCA CPA Region)
Porsches & Corvettes

Dover, DE..... October 16
(PCA DE Region)

Enquiries can be directed to Autocross Chair,
Ian Curtis, at autocross@rtr-pca.org

Please note: check upcoming Der Gassers and our Web site for more details. For registration and payment for Drivers Education and Autocross events, go to MotorSportReg.com.

MONTHLY MEETING SCHEDULE

Meetings start with a social hour at 7 pm, unless stated otherwise.

Monthly Meeting, RTR Family Picnic, and Ballgame Saturday, July 23

Special arrangements have been made for an evening with the Reading Phillies vs. Binghamton Mets as this year's RTR picnic and July member meeting. RSVP will be required. Registration to open on MotorSportReg.com by 6/15/11. An update on registration to follow on the Web site and e-mail notice when available.

UPCOMING SOCIAL EVENTS

2 State Rally: Art, Wine, History and Porsches Saturday, July 16

This season's first rally will begin at the Moravian Tile Works in Doylestown and conclude at Grounds for Sculpture in Hamilton NJ. This is a fun "gimmick" type of rally where we will give you the locations to visit and questions you will need to answer while at each location. Cost: \$20 per car. Approximate run time: 2 hours. The rally will go on rain or shine. Please email Peter Webster, pwebster111@verizon.net if you are planning (or just thinking) of attending.

Pittsburgh Vintage Grand Prix Friday, July 22

Specialty Cars and some of our friends will be forming a Porsche "Caravan" to travel from Allentown to Pittsburgh to attend the Pittsburgh Vintage Grand Prix. The Caravan will leave Allentown at approximately 8:00am on Friday July 22 and proceed to the historic Frank Lloyd Wright home "Fallingwater" for a tour of this beautiful landmark. Then the Caravan will proceed on to Pittsburgh for the Grand Prix weekend. If you are interested in joining us for this event, please contact Mark for more details. E-mail him at speccar@verizon.net. Remember, Porsche is the "2011 Featured Marque of the Year" in this year's PVGP !

"Not Just for New Members" Breakfast..... Sunday, July 24

Please join us for Sunday brunch at McKenzie Brew House in Chadds Ford on Sunday July 24th. Meet between 10-10:30am then brunch starts at 10:30. Directions and menus can be found on McKenzie's Web site www.mckenziebrewhouse.com. Please RSVP Paula at membership@rtr-pca.org if you'll be joining us so that we can give the restaurant an idea of how many to expect.

2nd Annual Oktoberfest Run Sunday, October 2

Stoudt's Brewery in Adamstown. Meet 10:30am at King of Prussia Mall (Crate and Barrel parking lot) for coffee/donuts. Leave 11:30, Caravan to Brewery via PA turnpike. Private parking for all things Porsche, brewery tour, beer garden opens at 12, music starts at 2. Spend the day antiquing and festing. RSVP to wendywalton@comcast.net

Chester County Scenic Drive and Dilworthtown Inn Wine Festival Sunday, October 9

Please join us for a scenic drive through southern Chester County's hunt country ending at the Dilworthtown Inn for their Annual Fall Wine Festival and Car Show. Details to follow as the date gets closer. Contact Paula for more information at membership@rtr-pca.org

Porsche Wine Dinner Friday, October 21

At the Kimberton Inn, Kimberton PA. Private parking for all things Porsche. 7pm-8pm cocktail hour (cash bar). 8pm 4- or 5-course dinner with wine pairings for \$50 per person (excluding t and t). RSVP to jeffrey.walton@gmail.com

Volunteers Needed!

Enjoy joining your fellow Riesentöters for Sunday breakfast? Ever think of hosting one? If so, this is your chance. We're currently looking for volunteers for August, September, and October. If you have any ideas for locations, please contact Paula at membership@rtr-pca.org



Riesentöter Region, Porsche Club of America

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The screenshot shows the Monster.com website interface. At the top, there's a navigation bar with 'Home', 'Profile & Resume', 'Jobs', 'Career Tools', 'Advice', and 'Communities'. Below that is a 'Job Search' section with input fields for 'Job Title' (containing 'editor'), 'Skills / Keywords' (containing '(e.g., healthcare, sales)'), and 'Location' (containing '(City, state, or zip code)'). A 'Search' button is to the right. On the left side, there are filters for 'Saved Searches', 'Saved Jobs', and 'Jobs posted within:' (set to 'Last 50 days'). Below these are various filter categories like 'Job Type', 'Career Level', 'Education Level', 'Experience', 'Company', 'Industry', and 'Category'. A Verizon advertisement is visible at the bottom left of the page, promoting 'Get fast internet without a home phone' for \$29.99/month. The browser's address bar shows the URL: http://jobsearch.monster.com/PowerSearch.aspx?B=web&BID=60&rad=20&rad_units= miles.

Wanted - Der Gasser Editor

The editor has the final word on which stories are published and the perspective taken on them. They also have to ensure that the editorial stance of the newsletter is in keeping with that of the publication. The editor checks material for accuracy, content, grammar, and style. The editor also oversees the layout and appearance of articles, which may include duties such as overseeing artwork, design, photography and sometimes attending social and DE events. The editor needs to be up to date about current club happenings and be well informed about a broad range of technical subjects. Also essential are basic computer skills.

If the editor job description sounds like the kind of work you would enjoy, please contact Graham Knight at president@rtr-pca.org

MARKTPLATZ



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346-7957. (05/06)

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S, and Carrera 996-997. Tire Rack \$357.00
each plus shipping. Sell pair \$550. 4 used, but
in excellent condition, **OEM 18" Boxster
S Wheels.** (8J, 9J). Wheels fit 2005 and later
Boxster and Cayman. Currently with tires
mounted: fronts need replacing, rears still 20%.
Sell set of 4 for \$900. Will deliver tires and/or
wheels up to 10 miles from Malvern, PA. Contact:
Tom Zaffarano, 610-644-7588 or TFZ@aol.com.
(07/08)

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 Dan Newton at editor@rtr-pca.org with "Der Gasser" in the subject line.



We are pleased to announce a new affiliation between Riesentöter Region and Tire Rack, an internet tire and wheel supplier.

RTR will supply Tire Rack banners and links to access the Tire Rack Web site for tire and wheel purchases (and anything else they sell) on our club Web site. When you access and purchase their products via the RTR web site links, RTR will be paid a modest commission for the referral service. For us to earn that commission, you must purchase your tires through the RTR link (versus going to the site directly through your internet provider) and purchase a product from them within 60 days of your first access to their site via these RTR site links. Since many of us already use Tire Rack as our tire and wheel supplier, this is a relatively painless way for RTR to earn these commissions, which will be used to help support all the clubs activities, just as your dues do today.

Additionally, we already have advertisers in Der Gasser who are approved installers for Tire Rack products so it can be the best of all worlds for you, our advertisers and affiliates and RTR.



Ian Goddard and Jim McCombs enjoying some manly beverages at the May Members' Meeting.

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