



DER GASSER

NOVEMBER/DECEMBER 2011



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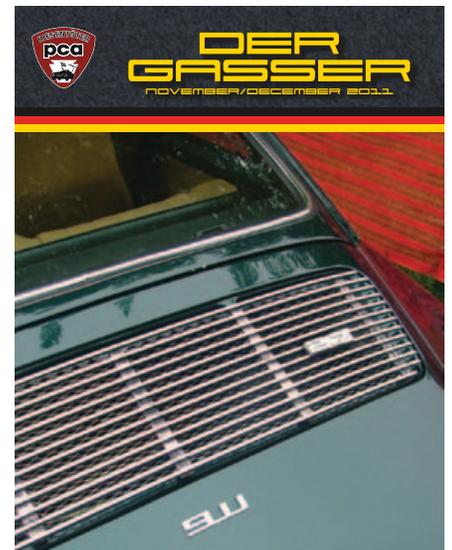
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The Radnor Hunt Concours 2011 saw the annual Riesentöter car corral, along with some interesting Porsche cars on display. See more pictures on page 16

LETTER FROM THE EDITOR

So long. Farewell. Auf wiedersehen. Goodbye... Well, it's been 2 years now as editor and I'm taking a break. So, this will be my last issue. There may be a short hiatus between this issue and the next while we transition between teams. I will do whatever I can to make this transition as seamless as possible. I know there's been some talk of someone stepping up for the role as editor, and I hope we can have an announcement to that effect after the forthcoming board elections. Many thanks to all that have made valuable contributions of articles and photos that have helped illustrate the motto, "It's not just the cars, it's the people!" Also, please consider our printer and super professional team at DavCo Advertising for any printing, advertising, or promotional needs you or your business may have. Finally, thank you to our many stalwart advertisers whose ads have gone a long way to keeping Der Gasser in the black—when you are able to, please continue to support our advertisers. Thanks for the ride!

*Hoo roo!
Dan*

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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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RIESENTÖTER'S 4TH ANNUAL PLANES AND PORSCHEs

by Jeffrey Walton

Well, actually, only one plane but tons of Porsche cars which showed despite the weather. More on that later... Planes and Porsches is an annual event to help raise money for Miller-Keystone Blood Center which is a not-for-profit community organization that has given the gift of life to many. The Center works within the 22 hospitals of Philadelphia area and has done since 1971. RTR was joined by our gracious sponsors Porsche of The Main Line, Millennium Aviation, and Dogfish Head in leading this worthy event at the international Reading airport (okay, maybe international is a stretch but I think Charles Lindbergh landed here once during his stint with the US Postal Service). Anyway, Porsche of the Main Line gave away cars, mugs, key chains, and nifty pens that fit perfectly in that little straw holder within the glovebox of most newer P-cars. The door prize winner of the 2012 Panamera S was— sorry, but for tax reasons the winner's name will be withheld. Seriously though, how much can that postcard really be worth in order to receive a 1099 for it? In other news, Millennium Aviation lined up on the runway yet again and took off by donating their beautiful facilities. Their hanger really comes in handy since our annual event also sparks an annual downfall of rain that has the animals lining up in pairs. Seriously, if the Farmer's Almanac wants to be 100 percent accurate for a given day next year, just check the calendar for the next Planes and Porsches. Or should we say Pontoons and Porsches.

While we are on the subject, the rain did not deter the enthusiasm that our fellow members have for their cars or their donations. With the 330 people registered for the event, only 23 percent left their soggy Sunday morning newspaper on the doorstep, rolled over, and went back to bed. In other words, 255 braved the weather to participate in the autocross, the show and shine, which was later dubbed show and chamois, the offerings of Ted and Carl's Catering along with Chocolate Fantasy Fountains and Dips, the ...shhhh...silent auction, and the early Christmas shopping provided through the vendors Specialty Cars, Autowerks, Enchanted Pottery, and of course the RTR Goodie Store.

The major draw of Planes and Porsches is the autocross, which combines the love of all things Porsche has to offer along with boating—yes, there was that much water on the tarmac; though I have to say, it wasn't strictly all things Porsche. Basically it seems anything on four wheels can fly around the cones. We had Mitsubishi Evos, Nissans, Hondas, our brethren BMWs and VWs, a few Mustangs, and even a Cadillac... wait a Cadillac? Yep, a Cadillac, which probably had their ventilated seats on high during their Sunday drive around the track. There were 46 entries that proved their driving abilities on the slippery surface with Nicholas Betegh turning the best time and best

rooster tail, 57.205 seconds and 42 ½ feet respectively, in his 3.2 Porsche 911. Tim Stein led the way in a non-Porsche vehicle with a stellar time of 58.518 seconds in a well planted Evo. The placing are listed to the right. The day ended with our event organizer, Ian Curtis, giving awards to all the winners within each class of the autocross. The best squeegeed car in the show and chamois went to Todd Heckman. Winners were also announced for the silent auction, which had everything from megaphones and office chairs, to boom-boxes and Phillies shirts. Following winners and high bidders, our brief RTR monthly meeting was conducted by our vice president, Rita Hancock. Immediately following, a cocktail party sponsored by Dogfish Head got underway, as we talked to both old and new friends about all things Porsche... and the weather.

Special thanks goes out to the Planes and Porsches organizing team (too proud to be listed by name) for their time and dedication for helping to coordinate the event, as well as to all the volunteers for leading the masses to their designated spots and answering all their questions, from where are the bathrooms, to where did I park, and are my windows up. Again, kudos need to be given to our sponsors and to all who donned their rubber galoshes and swimming trunks and joined the fun. Together we raised just shy of one million...pennies...which is still a nice chunk of change for the Miller-Keystone Blood Center. RTR is more than just the cars, it's about the people, and events like this prove our motto every day. Thank you to all attendees.

2011 AUTOCROSS CHAMPIONSHIP SPONSORED BY SPECIALTY CARS OF ALLENTOWN, PA

Pos.	Name	Event						Total
		1	2	3	4	5	6	
1	Ian Curtis	8	10	8	5	10		36
2	Charles Smith	7	4	10	10	7		34
4	Stephane	6	8	7	6	4		27
5	Nicholas	10			8	8		26
6	Tanya Curtis	3	7	6	4	3		20
7	Vytenis		6	5	3	6		20
8	Trevor	4	3	3	7	5		19
9	Mark Bowie	5	2	4		2		13
10	Dave Nettleton		5		2	2		9
11	Craig Nichols	2	2	2		2		8
12	Maggie Nettleton		2		2	2		6
13	Steve				2			2

1. Event scores are calculated using the actual time recorded multiplied by a correction factor for the car's ability.

2. The Riesentöter Autocross Championship positions are decided by the competitors' best four results.

Riesentöter's 4th Annual Planes and Porsches, Continued from page 4



Riesentoter Porsche Club 2011 Planes Porsches AX Event

B Stock' - Total Entries: 5				Times					Total	
1T	BS	16	Julio Zoelro	Porsche 911Turbo S 3.6 (2002)	70.247+OFF	64.44	62.189	61.406	60.435+OFF	60.702
					60.702					[-]0.524
2T	BS	42	Ian Curtis	"Porsche 911 Coupe, 3.2L"	62.296	64.032	61.226	69.713	61.439	61.226
					61.461					0.524
3	BS	427	Tanya Curtis	"Porsche 911 Coupe, 3.2L"	65.305	64.022	63.349	65.373	62.904	61.757
					61.757					0.531
4	BS	57	Stefan Laessig	Porsche 997 turbo (2008)	73.748	63.772	63.869+3	62.569	62.269+OFF	62.569
					62.59					0.812
5	BS	174	Robert Stevenson	Porsche 996 TTs 3.6	55.699+OFF	67.290+OFF	62.436+OFF	63.027+OFF	60.900+OFF	OFF
										62.569
C Stock' - Total Entries: 14				Times					Total	
1T	CS	1	Nicolas Betegh	"Porsche 911 , 3.2L"	59.398	58.541	57.205	63.808	60.707+1	57.205
					59.496					[-]0.912
2T	CS	115	Greg Hassler	Porsche 911 Carrera S 3.8	63.330+OFF	59.438	58.381	59.449	58.117	58.117
					58.587+1					0.912
3T	CS	76	Steven Landstra	"Porsche 911 , 3.2L"	60.19	60.004	58.34	59.206+OFF	58.909	58.34
					60.779					0.223
4T	CS	14	Devon Snyder	"Porsche, Cayman S, 3.4"	63.56	60.062	60.224			60.062
										1.722
5T	CS	113	Peter Cheplick	"Porsche 911 Coupe, 3.2L"	63.09	60.752	77.813+3	63.197	61.671	60.752
					61.694					0.69
6	CS	53	Carlo D'Santus	"Porsche Boxster S 3.2,"	80.417	65.679+OFF	66.038	62.310+OFF	61.144	61.144
					61.338					0.392
7	CS	172	Michael Sachenic	Porsche Boxster Spyder (2011)	66.019	63.741	63.414	62.987	63.299	62.987
					63.031+1					1.843
8	CS	114	Michael Delfiner	Porsche Boxster S 3.2	68.049	68.394	65.602	63.871	64.486	63.066
					63.066					0.079
9	CS	56	Hans Laessig	Porsche 996 (1999)	67.355	68.007	66.331	66.964	68.141	64.841
					64.841					1.775
10	CS	999	Steve McMorn	Porsche 997 (2005)						DNS
11	CS	112	Martin Bartelstone	Porsche Boxster S						DNS
12	CS	111	Kevin Flounders	Porsche 993 Turbo						DNS
13	CS	73	Chung Lee	"Porsche Boxter S, 3.4L"						DNS
14	CS	10	Joe Rausa	Porsche 997 3.8						DNS
D Stock' - Total Entries: 2				Times					Total	
1T	DS	177	Jonas Dahlen	Porsche Cayman 2007	62.055	60.812	64.747+OFF	61.139	60.592	60.592
					61.445					[-]0.848
2	DS	19	Nicholas Hance	Porsche Cayman 2.7	64.265+OFF	62.009+OFF	57.099+OFF	69.726+OFF	61.755	61.44
					61.44					0.848
E Stock' - Total Entries: 8				Times					Total	
1T	ES	2	Nick Burkit	Porsche 911 2.4	58.173	58.135	57.343+OFF	62.863	61.236	58.135
					62.165					[-]4.107
2T	ES	61	Stephane Roy	"Porsche 911 C2, (1992)"	65.261	62.866	62.242	62.649	92.556	62.242
					62.833					4.107
3T	ES	59	Trevor Naldoo	"Porsche, 964, 3.6"	64.478	63.632	63.342	63.238	63.967	62.341
					62.341					0.099
4	ES	66	Alex Au	"Porsche, 911, 3.2"	68.197	66.793	66.143	64.309	63.984	62.691
					62.691					0.35
5	ES	74	Vee Bichennevicus	"Porsche 911 Coupe, 3.2L"	63.44	63.12	64.088	64.828	63.88	63.12
					65.133					0.429
6	ES	11	David Nettleton	Porsche 968	68.264+OFF	65.85	64.816	66.38	66.585	64.816
					65.466					1.696
7	ES	54	Ben Fonseca	Porsche 911 C4 3.6 (1990)	93.532+OFF	75.712	70.196+OFF	68.714+OFF	62.681+OFF	67.492
					67.492					2.676
8	ES	71	Margaret Nettleton	Porsche 968	100.743+OFF	92.816	84.713	83.73	83.097	79.563
					79.563					12.071
F Stock' - Total Entries: 1				Times					Total	
1T	FS	17	William Hogan	"Porsche, 944, 2.7"						DNS
G Stock' - Total Entries: 1				Times					Total	
1T	GS	62	Charles Smith	Porsche 911 2.4	64.701	64.207	63.778	65.44	63.252	62.975
					62.975					-

Riesentöter Porsche Club 2011 Planes Porsches AX Event

Non-Porsche - Total Entries: 30					Times					Total
1T	O	173	Tim Stein	Mitsu Evo 2.0T	60.301	60.797+1	58.902	58.524	58.518	58.518
					85.766+3					[-]0.372
2T	O	52	Marc Cantor	Mitsubishi 2.0l	60.572	60.37	59.314	62.205	59.347	58.89
					58.89					0.372
3T	O	8	George Leung	BMW M3	64.893	64.076	59.453	59.989	58.963	58.963
					59.243					0.073
4T	O	72	Chieu Nguyen	"Mitsubishi Evo, 2.0 turbo"	60.028+1	59.598	59.723	60.724	59.180+1	59.598
					59.327+3					0.635
5T	O	12	Chau Nguyen	"Mitsubishi Lancer, 4G63"	60.73	60.499	59.769	62.798	63.274	59.769
					60.913					0.171
6T	O	3	Winie Carter	BMW M3	61.185	59.78	59.870+OFF	60.226	60.092	59.78
					60.296					0.011
7	O	58	Brad Michael	"Nissan,sentra se-r, 2.0l"	61.881	62.034	61.352+3	61.136	60.662	59.801
					59.801					0.021
8	O	13	Tim Ryan	Mitsubishi Evo 2.0	61.878+OFF	57.592+OFF	58.716+1	60.072+1	60.629	60.629
					59.097+4					0.828
9	O	119	John (Snr) Wisniewski	2006 Honda S2000	63.666	62.258	61.929	61.648	60.632	60.632
					60.874					0.003
10	O	4	thai diep	Mitsubishi Evolution	64.472+OFF	61.066+OFF	56.197+OFF	61.444	60.686	60.686
					60.912					0.054
11	O	64	Ryan Strang	"2004 Mitsubishi Evolution, 4cyl Turbo"	64.724	63.304	62.482	61.859	61.549	61.549
					61.842+1					0.863
12	O	6	Daniel Kelly	Lancer Evolution	62.480+OFF	61.563+OFF	62.76	64.03	62.541	62.368
					62.368					0.819
13	O	117	Michael Mensch	2008 Lance Evo x	67.69	65.313	63.034	63.741	62.754	62.754
					63.931					0.386
14	O	116	Steven Lilley	"BMW 330i, 3.0L"	70.683	65.383	65.466	63.023	64.713+OFF	63.023
					63.538					0.269
15	O	118	John (Jnr) Wisniewski	2001 Mazda Miata	65.206	64.328	64.669	67.344	63.632	63.632
					68.744					0.609
16	O	18	Mark Houck	Nissan Sentra SER 2.0	66.126+OFF	64.563	64.195	64.763	63.856	63.808
					63.808					0.176
17	O	55	Zachary Hughes	"VW, GTI, 1.8T"	69.727+OFF	68.120+2	65.44	66.715	64.4	64.4
					65.101+3					0.592
18	O	51	Mark Brunson	"Ford, Mustang, 5.0L"	67.713	66.143	65.604	66.12	65.238	64.787
					64.787					0.387
19	O	63	John Strang	2008 Evo X	67.66	65.307+OFF	64.627+OFF	65.631	66.564	65.014
					65.014					0.227
20	O	65	Brandon Arnold	Ford mustang v8 4.6	72.392	68.166	67.779	68.182+OFF	65.541	65.371
					65.371					0.357
21	O	15	Michelle Wade	Ford mustang cobra 4.6	70.544	69.531	69.581	70.044	69.401	69.401
					69.586					4.03
22	O	67	Ross Wessner	"Cadillac, CTS-V, LS6"	72.597	72.83	75.995	71.729	74.544	71.729
					73.878					2.328
23	O	22	Jeffrey Hanna Jr	Mitsu Evo 2.0T.						DNS
24	O	9	David Mano	Ford Mustang 306						DNS
25	O	60	Matthew Ney	"Mazda, RX7 TT,13b"						DNS
26	O	171	Mark Noecker	"Mitsubishi, Evolution IX, 2.0L Turbo AWD"						DNS
27	O	21	Joe Piernock	"1995 BMW, M3, 3000cc"						DNS
28	O	20	Meg Piernock	Toyota Camry 2300cc						DNS
29	O	176	Brett Sokolow	Spyker c8 spyker. 4.2l v8						DNS
30	O	175	Michael Wolkov	Honda Civic EX Small						DNS

Times Of	Time	Class	#	Driver
Raw time	57.205	CS	1	Nicolas Betegh
Pax	47.651	CS	1	Nicolas Betegh
Stock	57.205	CS	1	Nicolas Betegh

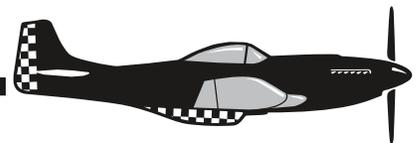
OKTOBERFEST RUN

Photos by Gabriel Holdzman

Organized by Wendy Walton, the Oktoberfest Run started at Crate & Barrel at King of Prussia Mall and we made our way to Stoudt's Brewery in Adamstown. There was private parking for all things Porsche and a brewery tour. We spent the day antiquing and festing.



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NEW, SEVENTH-GENERATION PORSCHE 911 TO MAKE NORTH AMERICAN DEBUT AT RENNSPORT REUNION IV

By Dan Newton

By the late 1950s it was obvious to Porsche that the 356, which was the company's sole product line since 1948, needed to be updated. Replacing it was necessary, yet perilous. Who knew that the eventual replacement for the 356, the 911, would surpass its predecessor in sales, longevity and glory? Or that it would be so fanatically cherished by its owners that Porsche hasn't been allowed to replace it. Or that the Company would be introducing its latest iteration all the way in 2011?

And, with Porsche Motorsport concentrating on its development of prototypes for Le Mans and elsewhere, there wasn't much initial effort by the factory for racing the 911, but it became the most successful race car in history, with hundreds of samples of its 48-year legacy to be displayed and raced at the Porsche Rennsport Reunion IV at Mazda Raceway Laguna Seca in Monterey.

The surprise is that the new 2012 Porsche 911 Carrera, the completely redesigned seventh-generation sports car icon, and a forbearer of race cars to come, will be on display for the first time in North America for Porsche enthusiasts to see up close at Rennsport Reunion IV.



As the 911 race car and street car histories are completely intertwined, it is fitting to show our latest 911 at a motor racing extravaganza," said Bernd

Harling, who is heading up Porsche Rennsport Reunion IV for event host Porsche Cars North America.

"Everyone will see that this newborn is truly a member of the family," said Harling.

From every angle it is unmistakably a 911, holding true to the Porsche 911 Carrera evolution, not revolution, design philosophy. The new car has a longer wheel base, but is both lower and lighter than its predecessor. With its two engine sizes, the new 911 Carrera is able to provide improved performance and handling, and even better fuel economy than before. The 911 Carrera is equipped with a 3.4-liter, 350hp six-cylinder boxer engine, while the Carrera S is fitted with a 3.8-liter, 400hp six-cylinder boxer powerplant, both with the optional PDK transmission available. The first new 911 models will arrive in U.S. dealerships beginning in February of 2012.



It took a while for Porsche Motorsport to warm up to the 911 as a race car, but, as has happened several times in the company's history, the customers took the lead. Almost as soon as the 911 went into production, buyers were using it in hill climbs and autocrosses and Porsche itself started to produce lightweight and enhanced performance vehicles for their motorsports customers. In 1967, Porsche built

20 911 “R” models stripped interiors (no carpet, for instance), thin-skinned aluminum doors, fiberglass deck lids, taillights swiped from a Fiat, oversize carbs, a magnesium engine case, dual spark plug cylinder heads and much more. With about 210 horsepower on board, these race-ready, lightweight rockets were the start of the 911 racing legend.



Vic Elford, one of the most famous Porsche drivers in history, was one of the first to compete in the Porsche 911 at a high level, winning in the mid-‘60s in England in a race with the very first demo model imported by the factory distributor, and later driving to victory in 1968 at the Monte Carlo Rally.

The Porsche 911 race car started to make noise in the U.S. when IMSA’s Camel GT series started in 1970, with Brumos Racing and Hurley Haywood taking their 1970 Porsche 911S to its first championship in the 1972 season. Haywood and co-driver and Brumos co-owner Peter Gregg went on to win IMSA championships in 1973, 1974, and 1975.

After the Porsche 911 Carrera RS and RSR models won IMSA and Trans-Am championships in the mid-70s, the company introduced the radical Porsche 934 and 935 race cars – 911 silhouette bodied cars with big, twin-turbocharged engines. After being banned for a season from the Camel GT, they came back with a roar to become the cars to beat in the late ‘70s and early ‘80s.

The 1980s and early 90s were prime time for Porsche Motorsport’s 956 and 962 prototype race cars, and the 911 took a bit of a back seat on the GT side to Porsche 924 and 944-based models.



Then, in 1997, Porsche introduced the GT class 911 GT2R at Le Mans where this 996-based water-cooled coupe promptly won its class, followed by the famous Porsche 911 GT1 which gave Porsche its last overall victory at Le Mans (1998).

The current generation of 911 race cars was initiated by the introduction of the Porsche 911 GT3 R in 1999. The iteration of this family is the current Porsche 911 GT3 RSR, with Dick Barbour Racing, Alex Job Racing, and Flying Lizard Motorsports – all U.S.-based teams – leading Porsche to victories in U.S. sports car championships as well as Daytona, Sebring and Le Mans.

The other family of 911 race cars, in production since 1989, is the 911 GT3 Cup, which was developed for the Porsche Supercup and Carrera Cup one-marque series which take place around the globe. The latest version, the 2011 Porsche 911 GT3 Cup, which also competes in the American Le Mans Series, the IMSA GT3 challenge by Yokohama, SCCA World Challenge, and Rolex Grand-Am Sports Car Series, will have its own feature race during the Rennsport weekend.

A short video summation of Rennsport Reunion III is available on Porsche’s YouTube channel showing an incredible gathering of Porsche historic and modern race cars from around the world, many of the famous drivers who piloted them to victory and a taste of what to expect at Rennsport Reunion IV.

Editor’s note: I will be attending Rennsport Reunion IV and will have a full report in the next issue...

PF DISEASE

By Rene Powers

As a very close family friend of Fred Gorstein and his family, you can just imagine how concerned I became when Aviva called me one day to talk about a fairly rare disease that Fred had contracted. The condition seemed to be growing worse by the day. And she was afraid that he would never recover from PF... and indeed, he probably never will...

What is this terrifying disease called PF? It is also known by its full name, Porsche Fever.

After thorough research, I learned that the onset of this disease can occur at any time, though it is often correlated with a spontaneous visit to a Porsche dealership to simply have a “look-see”...and it can be quickly exacerbated simply by a salesman saying, “Why don’t you take her for a test run”? Other cases have been reported after just watching a pristine 356 pass by. It appears to have a peak incidence in men over the age of 50 yrs.

You may ask: What are the early symptoms of this disease?

1. It makes old men think that they’re young men.
2. It makes all men think that if they’re driving less than 100 miles an hour they’re standing still.
3. It makes men obsessive and passionate in a way that they haven’t been for many years.

What are the physical symptoms of this disease?

- **Tachycardia** – (rapid heart beat) as the patient approaches the car
- **Sweaty palms** – as he turns the key in the ignition
- **Hyperventilation** – when he takes his first turn driving solo
- **Syncope** (feeling faint) – in rare cases this could happen from the G Force
- **DTs and other withdrawal symptoms** – if he is denied drive time

- **Full blown psychosis** – occasionally seen if the patient doesn’t race or participate in a high-performance driving event at least every 30 days

During Fred’s life, his thoughts and dreams have undergone marked changes. In the early days, he dreamed of spending most of his spare time with family and friends...with an occasional marathon and 10K on local streets and trails. Now the only tracks he thinks about have names like Lime Rock, Summit Point and Thunderbolt.

Before, his mind was filled with dreams of pathology specimens, cells, making a diagnosis. Since contracting PF, when he closes his eyes he sees floating images of the oak tree at VIR, Hoosiers go rolling by, custom cages, a HANS, 6-point harnesses, the special attributes of his 996 with its rear end flat 6, water-cooled engine, and big Brembo brakes. He often gets to sleep counting how much camber the car needs to get through esses and the Bus Stop at Watkins Glen with minimal steering.

New problems: Fred is thinking of making out a new will—the main problem is that he has three sons and only 2 Porsche cars. He is also thinking of studying the German language so he can whisper “Sweet Nothings” to his engine.

You may now ask what is the prognosis for PF? I’ll tell you in five words: More Expensive Upgrades and Maintenance. When a man has spent more money on his Porsche than he has spent on jewelry for his wife during their entire marriage—it’s time for concern.

Take heart! Recovery is unusual but not impossible. It is likely that among the many doctors Fred knows, there is a good shrink among them. However, many of them are probably also busy driving their own Porsche cars.

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RIESENTÖTER'S DRIVERS' EDUCATION EVENT AT POCONO RACEWAY

Photos by Jim Booth



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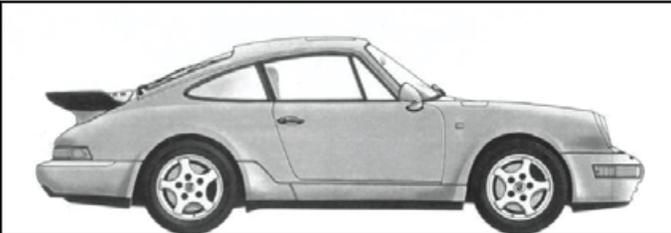
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RADNOR HUNT CONCOURS 2011

Photos by Dan Newton



Radnor Hunt Concours 2011, Continued from Page 16





RIESENTÖTER'S ANNUAL PICNIC AND MEMBERSHIP MEETING AT A READING PHILLIES GAME

By Kristyne A. Haver

Recently, Riesentöter combined its annual picnic and membership meeting at a Reading Phillies game. A special parking lot was provided for our beloved Porsche cars north of the stadium and completely safe from foul balls. And if any R-Phils player hit a home run that far out of the park, he would have been down in Philly the next day! (In hindsight, I wish someone would have, but let's not go there right now). Rita Hancock, Vice-President, along with R-Phils intern, Joey Domino, met attendees to take care of tickets and wristbands at the third-base gate where the club had special permission to enter the exclusive seating area early for the meeting. The relatively short meeting began at 5:00, instead of 4:30, as everyone was having too much fun complaining about the heat (yes, it had to be the hottest weekend of the summer!) After business was taken care of, about the time the general public was allowed to enter, the all-you-can-eat buffet of chicken, ribs, pulled pork sandwiches, hamburgers, hot dogs, ziti, macaroni & cheese, corn-on-the-cob, potato salad, macaroni salad, watermelon, chips, cookies and soft drinks began—and we didn't hear much out of anyone for at least 30 minutes. Mouths were full! Beer, malt beverages, and cocktails were also served at the cash bar in the picnic area for those who wanted to quench their thirst, and the heat, with a bit of alcohol.

Prior to the start of the game, the Reading Phillies Mascot Band performed in the plaza for our listening enjoyment. Maybe it was more visual entertainment as not too many people have actually seen a duck play lead guitar before! Since the Reading Phillies had just completed a \$10 million renovation of FirstEnergy Stadium prior to the beginning of this season, I was available to lead a few tours of the renovations and the new front offices to those who were interested.

Following the game against the Binghamton Mets, which we won 3-2, by the way, we were treated to the best fireworks show in the region! No exaggeration here. And following the fireworks, there was a post-game concert in the plaza featuring Grammy-awarding winning songwriter, David Cullen, on acoustic guitar.

From what I understand, everyone had a great time, in spite of the unrelenting heat! I received the following e-mail from Graham Knight's friend and neighbor, Rob Rugel, who attended as Graham's guest, "*Kris, I just wanted to thank you for showing me around the stadium Saturday night...you're a great host and I had a great time watching the Reading Phillies. I was really impressed all the way around with the stadium, employees and just the overall baseball event. The Reading Phillies should be very proud the product they provide their fans each and every day. You can tell people have put a lot of time and effort to make it a great experience. I look forward to coming back there again, and I will make sure I say hi. Have a great day...Rob*" The Reading Phillies front office looks forward to hosting Riesentöter next season, and maybe we'll look for a June date this time...a little bit cooler perhaps?



MARKTPLATZ



1980 911SC sunroof coupe, VGC, VIN# 91A0142740, Pacific blue, full black leather interior. Owned since



11/94 - always garaged. Serviced by Dougherty's, Holbert's, and recently Bob Fox in Ambler - records available. Not concours, but well maintained with 147,000 miles.

Paint is good, but not excellent. Minor rust under the left front headlamp and deck lid. Engine (# 6402786) is strong, no smoke. Stock mechanicals, except for chain tensioners, pop-up valve, and upgraded torsion bars. Transmission rebuilt by Bob Fox in 2009. The car is very solid and tight. Fuchs and tires (P225/50R16 rear & P205/55R16 front), are in good condition. Asking \$11,750. Larry O'Malley, Souderton, PA 215-723-3610 omalleylarry@gmail.com (09/10)

1978 Porsche 911SC Targa, excellent condition, 64,000 miles, 5-speed, AC, PW, Brown with Saddle interior, fantastic driver, meticulous original owner, always garaged, never driven in snow, salt, or rain, maintained faithfully, new battery,



inspected. \$25,000 or offer. 610-797-7856 or 484-264-2743, John, Allentown PA (09/10)

Das Sport roll bar for 996/997 coupe. Has belt loops and seat braces (Brey-Krause) for both sides. Easy bolt-in installation. Excellent condition. \$900 (\$1300 new). Ken Boyd 610 551-5935 or kandaboyn@aol.com (09/10)

Models: I am being downsized. 50+ Porsche 1/43. Best, Minichamps, Brumm, Starter, Vroom, Provence Moulage, etc. I will be coerced to take all reasonable offers. Pix available by email. Jon Kane, Valley Forge, PA. 610-640-7803. kanej@pepperlaw.com (11/12)

OEM 18" Turbo Twist wheels with some relatively minor curb rash, from 2000 Boxster S. 2-9J18, and 1-7.5J18 with 2 -225/40ZR and 1 265/35ZR Low Mileage Goodyear F1 Tires. Buy them all for \$600 (or B.O.) and get 1 professionally repairable 7.5J18 wheel free! Will deliver within 50 miles of Nazareth PA. Motivated seller, I need the garage space and a new engine for the Boxster. Call (610) 365 8610 or e-mail lyle.woodard@aes.com (11/12)

Das Sport Roll Bar for 993 coupe, painted in black, used one season, \$650.00. **Michelin Pilot Sport Cup tires**, brand new in July 2011. 225 and 265 x18 for 993 wheels, never on track. Tires have only 100 miles on them. No actual track heat cycles. 99% rubber. Paid \$1100.00, buy \$675.00. **993 strut bar**, high quality \$150.00. **Brey Krause stainless 993 harness bar**, \$200.00. Call Tim Holt 610-692-7100. (11/12)

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

Help Wanted – Autocross Chair

The Autocross (AX) Chair will be in charge of a small group of volunteers who will be responsible for planning autocross courses, negotiating with entities for the courses' hiring, sponsorships, liaison with charities, setting up the courses and timing, teching entrants, doing presentations, along with packing up and storage of the equipment. As a voting board member you will have a reserved garage space at all of our Drivers' Education events.

AX is an entry level competitive driving event around a course defined by traffic cones. Each lap is individually timed for each driver. There is no "wheel-to-wheel" competition, and speeds seldom exceed 60 mph; speeds through the turns will be between 25 and 40 mph. A typical course is about 45 seconds for one lap.

If you think you're a candidate for the position, please contact Joe Asher at asher681@hotmail.com

Help 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 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. As a voting board member you will have a reserved garage space at all of our Drivers' Education events.

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

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