



# DER GASSEER MARCH 2013





## From the Editor's Desk:

As I write this, March has begun and spring is right around the corner. It seems like yesterday (actually the first week of December) that I took the Cayman into the dealer to have my 18" rims with snow tires put on. Except for a few flurries the Cayman

has not seen snow, heck even my Infiniti G37x with all wheel drive has only been driven in a few inches of snow so far this year. Now that I've said this, we will get dumped on between now and April.

I'm excited that the spring driving season is right around the corner because there are quite a few National PCA and RTR events that are being planned and added to our calendars. Our Social Chair Wendy Walton is busy planning this year's social events as is our Track Chair Paul Walsack. Paul and the rest of the Speed Council are busy putting the final touches on the DE schedule of events for 2013 for all the RTR drivers who would like to put their Porsches through the paces on the track.

There are several upcoming events that I'm really looking forward to. The first one is actually two events over the same weekend. On Friday April 19<sup>th</sup> the AACA Auto Museum in Hershey will be hosting a special event with author Karl Ludvigsen, the author of several Porsche books. This event coincides with the Porsche design and style exhibit. The next day on Saturday April 20<sup>th</sup> (also in Hershey) is the Porsche Swap Meet hosted by our fellow Porsche enthusiasts from the Central Pennsylvania PCA Region.

In June after my wife and I have taken the Cayman down to North Carolina for a family reunion, I'll drive up to Traverse City Michigan for the Porsche Parade a week later. Those plans are still being made. Is anyone else going to the Parade?

With these events already on the calendar and many more to come, make sure you check back in the RTR website for new updates as well as watch for e-mails coming from Paula with announcements about upcoming club events and news.

The *Der Gasser* team would welcome photo's or articles from any of the upcoming Porsche events that you would like to share with the rest of the club, so please feel free to send them our way for use in future issues.

Safe Driving,

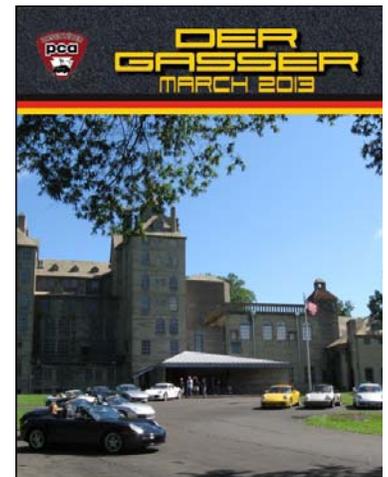
Dave Hathaway  
PCA, RTR Editor, *Der Gasser*



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### — On the Cover —



***RTR at the Mercer Museum Sept. of 2009. Photo by Donna and Michael Broderick.***



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# DER GASSER

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March 2013

*Der Gasser* is the official publication of the Porsche Club of America, Riesentöter Region, and is published twelve 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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## Updating Your E-mail

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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](http://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](mailto:enews@enews.pca.org) should be added to your address book.

## Advertising in *Der Gasser*

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*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](mailto:editor@rtr-pca.org).

## Advertising on our Web Site

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Opportunities to advertise on our website [www.rtr-pca.org](http://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](mailto: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>
John Bachert	Macungie, PA	1973	914	February
Michael Buongiorno	Newtown Square, PA	1993	994	February
Heath Durrans	Phoenixville, PA	2013	911	February
Robert Edelstein	Narberth, PA	2013	Boxster S	February
Barry Ginnetti	Doylestown, PA	2007	Carrera	February
Caesar Girod	Havertown, PA	2005	997	February
David Harnitchek	Elkins Park, PA	1980	911	February
Corey Mcfadden	Breinigsville, PA	2013	Boxster	February
Stephen Mock	Wayne, PA	2011	Boxster	February
Pete Peterson	Philadelphia, PA	2003	911 Turbo	February

## Transfers

Brian Booth	Nazareth, PA	1997	Carrera 2	Pocono
Karl Muller	Kennett Square, PA	1985	928 S	Northeast
Kevin Steinberg	Villanova, PA	1995	911	Metro NY

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

## March Anniversaries

### 30 Years

John Cullen  
Russell Hunsberg

### 25 Years

Michael Furman  
John Lego  
Royden Maloumian

### 20 Years

Mark Burkit  
Timothy Holt  
James Mehling

### 15 Years

Charles Arena  
David Harrison  
Earl Macombe  
Patrick McGinnis  
Bruce Menkowitz  
Mark Rubin  
Paul Schwarzbach  
John Soeffing  
Susan Tatios



### 10 Years

David Coker  
Geza Korchmaros  
Joseph Rita  
Ed Smith

### 5 Years

Jim Ansbro  
Gilbert Goldstein  
Lou Guarracino  
Gregory Heller  
Harry Martin  
James Mertz  
David Raab  
Dan Rufer  
Franciszek Von Esse

## Porsche of the Month

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

**Owner:** Frank Lu  
**Member Since:** 1993  
**Model:** 1972 914-4  
**Current Miles on the Car:** 98000  
**Exterior Color:** Golden Nugget Yellow  
**Interior Color:** Black  
**Date Ordered:** Purchased Used  
**First Date Delivered:** Sept, 1993  
**Second Date Delivered:** Restoration done in 1994  
**Dealership:**

### Equipment:

- European 2.0L (High Compression)
- Duel Weber Carburetors
- CWM Flowed Heads
- Big Valves: 50mm Intake x 38mm Exhaust
- External Oil Cooler with fan
- 295-Deg Duration cam with .510" lift
- Lightened flywheel
- Race seats with 5-point harness
- Fiberglass rear deck
- Original optional alloy wheel
- 4 to 1 headers

### Notes:

I bought this car when it had a blown engine. Thinking that there are many common parts with the air-cooled Volkswagen cars, the rebuild would have been reasonable. WRONG! The engine modifications were done what a VW type-4 engine builders would have done; however there were still many Porsche-only parts that had to be modified in order to make it work. The car body was sent out to a body shop for some restoration. I wanted to keep the car looking as stock as possible from the outside, but with a hot-rod Porsche 914/4 2.0L engine. A Porsche specialty shop in West Chester did the final assembly. With regular oil change and other maintenance, this turns out to be pretty reliable toy car for the summer.



# RTR Upcoming Events

Submitted by Wendy Walton, Social Chair



## Monthly Membership Meeting Schedule

Wednesday March 13th - Membership Meeting at Fab Speed (155 Commerce Drive, Ft. Washington).

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

For questions or more info, please contact Jeff Walton at [vicepresident@rtr-pca.org](mailto:vicepresident@rtr-pca.org).

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## Not Just for New Member Breakfast

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

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## Save the Dates

Friday, March 22nd

As promised, I am going to hold a Ladies Night Technical Clinic in my garage on Friday Night at 7:30. I will have a car on the lift, so we can go through it and identify stuff, explain how things work, talk about driving and other good topics. Let loose your inhibitions and ask all of those questions that you wouldn't in mixed company, provided that they are car related. Please RSVP for directions and so that I have enough wine. Don't delay, as I have a feeling this may be very well attended and I have to limit it to about 25 or so. Please contact Larry Herman at [p911racer@gmail.com](mailto:p911racer@gmail.com)

Saturday, April 20<sup>th</sup>

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

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

[Contact us!](#)

Saturday, June 22<sup>nd</sup>

Join us on for a traditional family picnic dinner and drive in Movie! More details coming soon!

Saturday July 20th

Doylestown Car Show, [www.doylestowncarshow.com](http://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](mailto: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.

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

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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](mailto: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

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## 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 opens on Tuesday, March 12, 2013. 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](http://www.pca.org)

# Drivers Education

Submitted by Paul Walsack, Track Chair



## 2013 DE Schedule

April 17, 2013 Track: NJMP Thunderbolt (Advanced Only) Registration Open Date: February 18, 2013	Safety Tech Date: April 6th	Innovative Racing Tech Inc. 319 Commerce Court Suite 101 Limerick, PA 19468 (610) 639-6724
May 17-19, 2013 Track: Pocono North Course Registration Open Date: March 18, 2013	Safety Tech Date: May 4th	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
June 7-9, 2013 Track: NJMP Lightning Registration Open Date: April 8, 2013	Safety Tech Date: May 25th	Tillson Motorcars 2097 North 63 <sup>rd</sup> 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](http://www.motorsportreg.com)

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

### Tech inspection Rules

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

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

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

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

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

# AACA Museum Porsche Exhibit

By Dave Hathaway, Editor



Photo Credit: Michael Furhman

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

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

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

Some of the Porsches scheduled for the show include:

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

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

# Monticello Motor Club Track Day Raffle

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Our friends at the Monticello Motor Club have given us a daylong "Taste of the Track" experience to raffle off to one of our lucky members. Here are the guidelines to enter your name in the raffle to win the "Taste of the Track" experience:

Raffle entry forms will be available at the March, April and May member meetings only. You must attend the meetings to enter and submit your entry forms.

Only PCA RTR members are eligible to win.

You can enter up to three times, once at each of the three meetings.

The winner will be picked and announced at the end of the May membership meeting.

The winner cannot "re-gift" or transfer the experience to another individual.

If the winner is unable to use the prize then it will be awarded to another entrant.

No cash will be awarded in lieu of the prize.

The winner agrees to have his or her picture and story featured in an upcoming edition of *Der Gasser*.

The winner will coordinate the date of the experience with the *Der Gasser* team who will be on hand at Monticello to cover the story and take pictures.

The winner must have a track ready car to use on the track and must take their car in for a safety tech inspection two weeks before their scheduled day on the track. The *Der Gasser* team will cover the cost of the tech inspection.

***Note: there is an option to rent a car to use on the track for the day from the Monticello Motor Club. The cost of a rental is the sole responsibility of the winner. Details on available rental cars and rules of use are available by contacting Monticello Motor Club.***

Check the website for meeting updates as well as e-mail updates sent out by our Membership Chair, Paula Gavin.

The March member meeting will be held on Wednesday March 13<sup>th</sup> at Fabspeed Motorsports located at 1312 Commerce Drive in Fort Washington, PA. The meet and greet along with food will start at 6:30 PM. The meeting starts at 7:15 PM.

The April member meeting will be held on Wednesday April 18<sup>th</sup> at Conshohocken Porsche located at 1312 West Ridge Pike in Conshohocken, PA. The meet and greet along with food will start at 6:30 PM. The meeting starts at 7:15 PM.

The May member meeting will be held on Wednesday May 15<sup>th</sup> at Knopf Porsche located at 3401 Lehigh Street, Allentown, PA. The meet and greet along with food will start at 6:30 PM. The meeting starts at 7:15 PM.

Good luck to everyone!!

# EVERY GREAT COUNTRY CLUB HAS A DRIVING RANGE



## WELCOME TO OURS



## THE ULTIMATE GIFT

PRIVATE INSTRUCTION IN A PURE RACE CAR  
AT A PRIVATE COUNTRY CLUB RACETRACK

Experience life as a member at Monticello Motor Club (MMC), North America's premier automotive resort and private race track with a "Radical Taste of the Track," complete with your own private instructor and a Radical SR3RS -- the ultimate track day machine.

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# February Member Meeting

by Jeff Walton, Contributing Editor

Hey we at Reisentoter are not car snobs. We appreciate a fine automobile no matter what emblem or crest is on the hood. That's probably why our first membership meeting of the 2013 season was such a huge hit at McLaren of Philadelphia in West Chester. And my god, the fine array of automobiles they had on hand was mind boggling. Of course the sales lot was littered with 250k McLarens in a rainbow of colors, but also splattered amidst the zero-to-sixty-in-three-seconds-two-seater-rocket-ships were an Alfa Romeo 8c, a topless 2010 Morgan Aero Supersports, a silver with terracotta interior Carrera GT, a 1966 powder blue with white interior Corvette Stingray convertible, a 2012 Gallardo Spyder, plus a few Porsches thrown in for good measure; there was even a stripped down frame and engine only McLaren that was rewarding to the quizzical minds. We were allowed to peruse the exquisite specimens at our leisure all without some salesman following behind wiping the drool off the cars. We were even allowed in the shop where both our host Matt Gramling and Kevin Hines fielded all sorts of questions, like why are there two calipers on the back wheels (one is an electric parking brake to save weight) and why is this nice car on the lift (two fold answer is, to show us RTR members the underlying details and to have an ECU upgrade free of charge to boost the car for another 65hp – like it needs it).



The first meeting of 2013 was kicked off by our President Joe Asher and his state of the union address, followed by our various chairs. Wendy talked up the Niagara Falls trip in August, Paul circled the track with all the up and coming DE events, Jonathan promised an AX schedule (on our website now), Paula introduced some of our newest members, and I touted about our new Happy Hour socials at your favorite local watering holes (speaking of which, give a shout as to your favorite place and we will meet you there.)

We also kicked off our members' only raffle for a Day at the Track at the very private Monticello Motor Club. The editors of Der Gasser took a trip last year and you can read all about it in our February edition and as a thank you for the nice things we said they had given us a gift to be given to our members. So at each and every membership meeting you come to you have another chance to place the winning raffle ticket into the box. The lucky winner will be chosen at our May membership meeting at Knopf's.

The night ended around 8:30 with many members still milling about and admiring the horseless carriages. A special thanks to Matt and his guys for supplying a neat venue for our monthly gathering. The next one will be at Fabspeed Motorsports on Wednesday March 13<sup>th</sup> at 7 PM in Fort Washington. Fabspeed recently moved to a new facility located at 155 Commerce Drive in Fort Washington, PA. Hope to see you there.

For more information about Fabspeed, please visit their website: [www.fabspeed.com](http://www.fabspeed.com).



Even though it was a tight fit in the showroom with a few cars and about a hundred of our members, we all managed to snake through the congo line to the food buffet. The food was catered by La Locanda Ristorante located in Newtown Square on West Chester Pike and consisted of caesar salad, lasagnas, and meatball sandwiches. Delish was the word on the street.

## February Member Meeting- continued

Photos by David Newton, Contributing Editor



# 2013 Tech Tactics East

by Dave Hathaway, Editor

One of most enjoyable things about joining the Porsche Club of America and visiting the various Porsche forums is learning about the engineering that goes into making and maintaining the our Porsches. While no one will mistake me for someone with the mechanical skills to build or maintain a car, I do appreciate and envy those that do possess those skills.

I have learned a great deal in the two short years that I have owned my Cayman, but I continue to look for ways to further educate myself on the technology that is built into every Porsche. This year I was determined to expand my knowledge base and one way of doing this was to attend Tech Tactics East. Tech Tactics East is one of two such events held each for PCA members that helps to educate Porsche owners about their cars. Tech Tactics East is held at the Porsche Training and Logistics Facility in Easton, PA. The other event, Tech Tactics West is held in the Porsche Training and Logistics Facility in Ontario, CA. Tech Tactics has been held since 1981, but this is only the third year that the event has been held in the new facility in Easton. The facility is used to train Porsche dealer mechanics and other service personnel, and also serves as the distribution center for Porsche parts for much of the eastern United States.



As soon as registration opened up for Tech Tactics East on MotorsportsReg.com I quickly signed up for the session on Sunday February 23<sup>rd</sup>. There are two identical sessions one held on Saturday and the other on Sunday. Last year I waited too long and both days were filled up. I really didn't know what to expect, but I had read a story about last year's event that fueled my interest in attending this year.

Several weeks before the event I received the schedule for the day that outlined the various seminars and the topics covered in each seminar along with the speaker for each seminar. Each day there was going to be seven identical seminars so that if you couldn't attend Saturday the same seminars would be held on Sunday. The seminars included:

- The 2014 Cayman- Introduction and Design
- 2013 Cayenne Diesel
- Carrera Drive Train 1989- 2013
- Windshield Protection
- Chassis Tuning
- Restoration of 901/ 911 #331
- 996 Ownership: Maintenance and Service
- New Tire Technology

When I arrived at 8 AM we checked in and received ID badges and mingled with the other attendees. Attendees were divided into four groups so that each group would rotate between seminars in smaller groups. At 8:30 AM we gathered as a group in one room for an introduction to our hosts and information on each of the seminars. The first set of the hour long seminars began at 9 AM. My two favorite seminars of the morning were the seminars on the Carrera 4 Drive Train and New Tire Technology. In the seminar about the Carrera 4 drive train we learned about the design changes that have taken place since 1989. We studied the various parts of the drive train on tables as well as viewed the underside of a new 2013 Carrera 4 to gain a better understanding of how the Porsche all-wheel drive system works.



## 2013 Tech Tactics East- continued



For me the seminar that I learned the most from was the New Tire Technology seminar, moderated by Doug Brown who worked for Michelin. He made this subject very interesting and had a great presentation style. He managed to demystify the technology used to engineer specific tires for specific makes of cars. He illustrated how tires are engineered to take advantage of the unique weight distributions and suspension components. Our Porsches use tires specifically made and recommended for our cars, the "N" indicates that the tires are made specifically for Porsche only. He did recommend that "N" spec and "non-N" spec tires not be mixed and used on the same vehicle. There too many interesting facts and concepts to go into in this article, so I've contacted Doug to see if he would write an entire article on the subject for a future issue of *Der Gasser*. Next we had a tasty catered box lunch that was followed by a guided tour of the parts warehouse.

Small groups were guided through the warehouse by Porsche employees who answered questions and explained how the facility operates. As I walked through the warehouse and listened to the employees, several things struck me. First and foremost, was that each employee was very proud, not only working for Porsche but proud of the specific job they did. They expressed that they were committed to getting each customer the parts they needed as quickly as possible.



Each employee trains for ten months and during that time they allowed only one error for every 1,000 items they pick. In all, the team picks and ships over 1,900 Porsche items and parts each day.



They also admitted that most of them had never ridden in, let alone driven a Porsche. That made me think we should do something about that. Maybe an employee appreciation day of some sort to show that we appreciate their commitment in helping to keep our cars on the road.

## 2013 Tech Tactics East- continued

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Secondly, the warehouse was so clean that you could eat off the floor. Lastly, it was a sight to see crates of Porsche engines stacked in the racking. It seemed surreal to see the very heart of our vehicles like this.

After lunch was the seminar that I was looking forward to the most, the New Cayman Introduction and Design seminar. This seminar was moderated by Tony Hatter who was in charge of the design team for the new Cayman. His presentation shed light on the whole automotive design process at Porsche and how that process gave birth to the third generation Cayman. Tony showed the initial design sketches of the Cayman and how the vehicle evolved through this process. He said the design and engineering process for the new Cayman took 26 months to complete. He also said that based on user feedback, Porsche has realized that the Cayman is not a stepping stone for owners who want a 911. He said that a vast majority of Cayman owners did not want to trade up to a 911, they wanted the Cayman to be the best that it can be and were very loyal and proud Porsche owners. When asked about if Porsche was developing a Cayman GT, he only would say that there are many projects in the works. After his presentation he removed a cover from an actual new Cayman and then proceeded to give us more insight into its design and development.



One of the last seminars was on windshield protection, but I received a phone call that I needed to go out into the hallway to take. The phone call actually may have happened for a reason because shortly after I ended the call, Tony Hatter exited the room where he had just given his presentation and started down the hallway towards me. This was my opportunity. I approached him and thanked him for



his presentation and also explained that I was considering buying one of the new Caymans. I also explained that I was the editor for *Der Gasser* and would welcome the opportunity to speak with him further. He was more than accommodating and we spent the next 45 minutes talking everything Cayman. He talked about his favorite "lines" in the Caymans body, his favorite features and even things he would still improve upon. Here I was soaking in every word he spoke, the man who was in charge of the team that is responsible for designing what will be my second Porsche, my second Cayman. This was a once in a lifetime opportunity that David Newton would say is a defining moment. I asked so many questions and he graciously answered each one with passion. I had so many more questions, and could have talked with him for several more hours, but I decided that I need to thank him for his time and let him go relax for a while before he was scheduled to present again. I also decided that I wanted to end my day here and enjoy the drive home. This was a very special experience for me, one of several since I've joined RTR that I will remember for many years to come.



# A Riesentöter Victory

By Jeff Walton, Contributing Editor and Vice President

Jon Wright, Riesentöter member, took the bull by the horns and jumped at the chance to be the first host of our Riesentöter's Happy Hours around our region. Jon elected to host an event at one of his high school buddy's place, which just so happens to be Victory Brewing Company nestled into a small industrial park in Downingtown. Before we get to the finer details of the night, let me start off by defining the word "host". The host is the person with a favorite establishment that he or she wishes to share with fellow Porsche enthusiasts....and that's it. All they have to do is pick a date on our Riesentöter calendar that is not occupied by any other event, tell us where to meet, we show up, and your work is done. Everyone pays their own tab and talks p-cars. It couldn't be simpler.



With that in mind Jon picked the date of February 27<sup>th</sup> and the place and we showed up. Various members started to arrive about twenty after five, me being the first (I go by the motto, come early, stay late) and we begun to place our orders for some nice pints of the good stuff. I elected to have a cask condition Hop Devil, which is an IPA that packs a hoppy punch and has been the staple of the brewery since the get-go. Once the beer was firmly in hand it was time to talk cars and talk cars we did. We ended up in a side room right off the main bar at one long table. For the first happy hour we had roughly 18 people give or take and it was truly a social event. We talked about the new Cayman, the mods we did or going to do, we talked both track and trash, we talked about the website...okay that was mostly me, we even talked about weddings, yes you read that right –hey, side trips do happen but soon we were back on topic.



One highlight of the evening was Jon, being the savvy guy he is, had placed a food order and picked up the tab for the food as a thank you for his continued support in his insurance business. Little plug...Jon does sell track insurance which to some, may be a little pricy but trust me, it's worth the peace of mind if pieces go flying at the track. The food was a fine array of wings, fries, some great tasting pita and humus, followed by these tiny warm and salty pretzel bites that were just the right size for dunking into the creamy horseradish mustard. Thanks Jon! It was certainly appreciated...but we would have showed up without it <insert your favorite smiley here>.

The night ended right around, well for me it was roughly the start of the first period of the Flyers game, so let's say 7:30. When the first happy hour came to a close, people were asking where is the next one? To that I reply, don't be shy, please tell me ([vicepresident@rtr-pca.org](mailto:vicepresident@rtr-pca.org)), and I'll be sure to post it on the site. Again you may get two or twenty two but either way it will be a nice time to talk to people that have the commonality of everything Porsche.

Victory Brewing Company is located at 420 Acorn Lane in Downingtown, PA. For more information on the Victory Brewing Company including a menu and list of available beers, you can visit their website at [www.victorybeer.com](http://www.victorybeer.com).

# Defining Moments → Events that inspired your passion for Porsche

By Contributing Editor David Newton

Having just put the Monticello special issue to bed, I stood there after the Riesentöter meeting last week at McLaren's chatting with Scott Duvall, wondering out loud who would be the next candidate for Defining Moment. With just ten days until deadline, I was about to concede that I'd have to skip my first issue since starting this column a year ago. "Hey, Roger! Come over here a sec", Scott called out across the room.

Funny how things happen; within minutes I had lined up my next subject. I knew right away that Roger Jones had a story to tell. You kind of get a feeling in talking with people; he graciously accepted my invitation knowing we had just a short time to pull this together. It turns out I'd met Roger a few times across the table at various RTR events. As a retired but active Riesentöter member, social activities are what he now enjoys, so I expect to see him regularly since he and I share this interest.

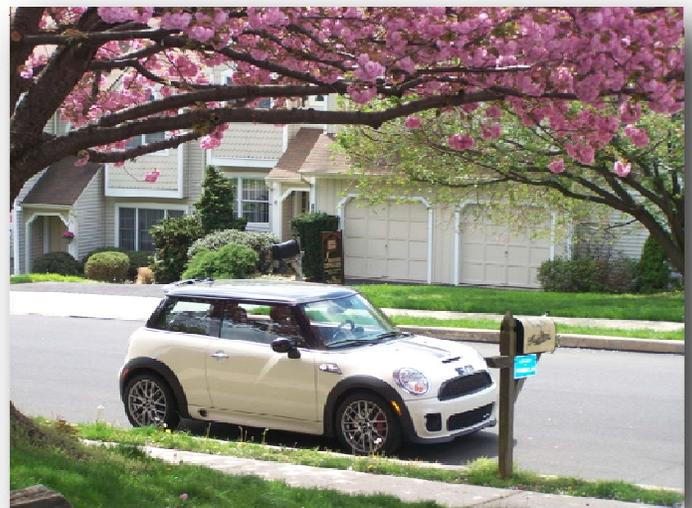
Roger joined the Riesentöter region of the PCA in 2010; it was a gift when he purchased his second Porsche. He grew up in Sharon Hill, has spent his life in the Philadelphia area and now resides in Wyndmoor. A retired welding instructor, he began his career out of high school when he took a job with Sun Shipbuilding in Chester and stayed there for a dozen years or so. Interestingly, the last contract he worked on was the Glomar Explorer, one of Howard Hughes' last significant projects. This deep-sea drillship was built for the United States CIA to secretly recover the



Soviet submarine K-129 lost in 1968, which was featured in the book and subsequent movie, "Hunt for Red October."

His welding experience led to teaching the trade, which he did through 2005. He also coached track, basketball, soccer, golf and tennis. Not content to retire and ride the couch for the rest of his life, he got involved with the Gloucester Institute of Technology Vo-tech school, floating around in the construction shops, the job for which was created to take advantage of his vast experience. He is engineering minded by nature; impressed and intrigued by simplifying the complex. He talks about cars with great admiration for the mechanical design. What's interesting is his knowledge that perfect engineering begets perfect visual design. Many cars are gorgeous to look at, but a superbly designed car, a car whose success relies on the makeup of each component and how they interact, is beautiful by definition.

Besides being a gourmet cook, Roger stays active as a member of the Freedom Striders track club. What's in his garage? Well since you ask, "his garage" is several locations; he maintains a 1974 Concours quality BMW CSi and 1983 BMW 633, a 2001 Porsche Turbo, and his daily driver, a JCW Mini. As he says, "I enjoy the toys." The CSi is located in a heated space which he shares with a group of car-crazies who enjoy the company of others like themselves. Actually, he discovered this facility from another club member;



## Defining Moments continued from pg.

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one more hidden benefit of membership.

So how did Roger get sucked into the world of Porsche? He was originally intrigued by the infamous quotes of Dr. Ferdinand Porsche. There were a few that he particularly liked. Dr. Porsche had a way of expressing complex ideas into simple phrases, "If one does not fail at times, then one has not challenged himself." Also, as a jet mechanic in the service, precision engineering, and particularly German engineering was something that Roger found fascinating. Porsche embodies these qualities.

At the time he considered Porsche to be a bit over-priced. But he enthusiastically relayed to me that one father's day in the late eighties, he was driving after dinner past a place on Fairmont Avenue called Overseas Motor Works. Something caught his eye and he pulled over to see a gorgeous low-mileage burgundy 1986 944 with linen interior. That was his first Porsche. One of the maiden voyages with this car was to Atlanta, and he was shocked at how comfortable the car was to drive on such a long

journey, only stopping at rest stops for gas. That, and he arrived a lot sooner than he predicted. You expect to compromise with a car that goes fast, but this one had it all.

Roger loves cars; he shows them and attends events where his CSI in particular has placed on several occasions. Like most of us, he enjoys talking cars with almost anyone, particularly when it comes to function and design. He admitted to being partial to Porsche and the Riesenrötter events he attends as compared to others. I hear this often in my conversations with diehard enthusiasts. BMW clubs are about racing. Other organizations focus on Concours events. Members I talk to end up buying a Porsche for the balance of engineering, design and the camaraderie that comes with this unique brand. For Roger, that lifestyle started years ago with an evening drive on Father's Day.



# Technically Speaking- Nitrogen or Air?

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By Karl Wilen, Der Sportwagen Tech Editor

If it hasn't happened to you already, when you purchase and mount a new set of tires on your car, you will likely hear from the tire shop: "Nitrogen-is-better-than-air for your tires" ... and "we offer the nitrogen-fill option at only \$\$" (generally \$5 - \$20 per tire).

For many years now, nitrogen has been used to fill aircraft tires, including the Space Shuttle's and also tires on race cars, but it's use on street cars is relatively new and somewhat controversial.

The tire shop will tell you that nitrogen in your tires:

- Improves steering
- Improves handling
- Improves braking
- Reduces the chance of tire failure
- Dramatically slows pressure loss
- Improves fuel economy
- Reduces tire oxidation
- Eliminates interior wheel corrosion
- Reduces running temperatures
- Decreases false alarms and activation of your TPMS (tire pressure monitoring system)

As with most marketing there is a little truth to it, but the rest is mostly **HOT AIR!**

## Better Tire-Pressure Retention

Nitrogen molecules (N<sub>2</sub>) are larger than oxygen molecules (O<sub>2</sub>) so therefore, pure nitrogen will permeate the walls of your tires less than oxygen molecules. But by how much? Well, a nitrogen molecule measures roughly 300 picometers while an oxygen molecule measures 292 picometers. That's only a 2.6% difference in size. One picometer is equal to one trillionth of a meter (1 m / 1,000,000,000,000).

Consumer Reports did a study in 2006 where they measured pressure loss of nitrogen-filled Vs air-filled tires over a one year period. They took 31 pairs of all season, automotive tires (H and V speed rated). One tire of each pair was filled to 30 psi with air, the other tire from the pair was filled to 30 psi with nitrogen. All 31 pairs were then set aside, outdoors for 12 months.

Their conclusion was that nitrogen does reduce tire pressure loss over time, but the reduction is only 1.3 psi. Air-filled tires, originally filled to 30 psi lost 3.5 psi over a one year period.

Nitrogen-filled to the same starting pressure of 30 psi lost 2.2 psi over the same period.

More importantly ALL tires lost pressure, so consumers should check their tire pressures routinely regardless of the gas used.

The air around us, in our atmosphere, what we breathe and what is in most automotive tires is a mixture of gasses. Air = 78% nitrogen + 20.95% oxygen + 1% other gasses ( 0.93% argon, 0.038% carbon dioxide, trace amounts of other gases and a variable amount of water vapor). So, already all of the above claims are not true by 78% because going to pure nitrogen will only replace 22% of the tire's internal volume.

## Improved Fuel Economy

The EPA says that under-inflated tires can lower gas mileage by 0.3 percent for every 1 psi drop in tire pressure of all four tires. Theory is that since nitrogen loses pressure at a slower rate than air, you are more likely to be at the correct to be at the correct psi and therefore get better fuel economy. If you are proactive and check your tire pressure at least once a month, you can offset this difference with free or very inexpensive air, and you won't need the expensive nitrogen. This invalidates the "better fuel economy with nitrogen" argument.

The claims of improved steering, handling and braking, as well as reduced chances of tire failure and improved fuel economy are true for properly inflated tires regardless of the gas used to fill them.

## Wheel Rot and Tire Corrosion

Then there's the claim regarding the reduction of internal tire oxidation because nitrogen is inert and oxygen is corrosive. I don't think any of us have ever replaced a tire that had internal rubber decay because of oxygen corrosion. Although it is partly true –oxygen is corrosive-, your tires will wear out many times over before oxygen starts to damage the rubber material. If this claim were true and oxygen causes rubber corrosion that quickly, what about the outside of the tire? It is exposed to 22% oxygen even if you have pure nitrogen on the inside!

## Cooler Running Temperatures

Some people also will tell you that tires filled with nitrogen don't change pressure as much

## Nitrogen or Air? - continued

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with heat as those filled with air, or that tires filled with nitrogen run cooler than those with air and that's why most race cars including F1, Indy and NASCAR all use it.

Again, not true. At the temperature (150 – 250°F) and pressure (25 – 45 psi) thresholds found in racing tires, both air and nitrogen will act as "ideal gasses", meaning that they will react exactly the same to temperature and pressure.

Oh, I almost forgot. There are those that claim that since nitrogen is lighter than air you'll save weight and have better performance. OK, so let's analyze this one, I mean, less unsprung weight is good, no?

The weight difference between oxygen and nitrogen is less than 3%, but let's take the full 3%. One 255/40/17 summer tire holds approximately 13.88 liters (0.5 cu.ft.) of air at 2 bar (29.4 psi). One liter of air is roughly equal to 1 gram so there are roughly 13.88 grams of air per tire, 55.52 grams in all 4 tires. Nitrogen is 3% lighter than oxygen, but there's only 22% oxygen in air, so the difference in weight from all 4 tires is 0.3664 grams, that's a whopping one third of a gram!

Here's the math:  $55.52 \text{ gram} \times 0.03 \times 0.22 = 0.3664 \text{ gram}$ . To put it in perspective, one official ping pong ball weighs 2.7 grams.

So, in essence, filling your tires with nitrogen won't hurt anything and will provide some minimal benefits.

### Cost and Convenience

Nitrogen is free at some tire shops and dealerships, but these are rare cases. Other locations charged anywhere from \$5 - \$20 per tire to fill them with nitrogen. Assuming you were diligent about checking your tires monthly, you could potentially spend about \$84 a year on nitrogen alone per tire. Compare that to most gas stations, where air is free or for 75-cents you can fill up all four tires.

But finding tire shops where you could fill tires low on nitrogen could be an issue. Many large chains do not offer nitrogen as an option.

### Is Nitrogen Worth It?

Based on cost, convenience and actual performance benefit, I don't think that nitrogen is worth it. A much better use of your money would be to buy a good tire-pressure gauge and check your tires frequently. This is a good idea even if you have a tire-pressure monitoring system on your Porsche. Having the correct tire pressure will get you many of the benefits of using nitrogen and will ensure that your tires last longer. Furthermore using nitrogen may give you a false sense of security where you won't regularly inspect your tires. Remember, even filled with pure nitrogen your tires will lose pressure over time.

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# Shifts and Giggles- The Game

By Jeff Walton, Contributing Editor

It's spring or fast approaching and that means a rebirth, everything from flowers and trees to birds and bees... and dammit that applies to Porsche as well. For you see, Porsche has been stepping up their game, as they do with each new generations of fine automobiles... and dammit the new Cayman is just one of those vehicles to be released this spring from the confines of the many Stuttgart's engineering minds. So now I sit and contemplate while my mind plays the little rationalization game we all know so well... Devil versus Angel.



"No car payment man... pure bliss."



"Three words... new car smell."

Angel: "Again no car payment... buy the car some new shoes instead."

Devil: "The Cayman comes with 20 inch wheels now."

Angel: "Your car is still worth quite a bit."

Devil: "Your car would make a sizable trade-in, making your payments even smaller."

Angel: "Wait a year or two until they rattle out the kinks of a new release."

Devil: "IMS bearing, could be just around the corner."

Angel: "Those Cayman hips on the first generation are heavenly perfection."

Devil: "Damn those new lines are rad."

Angel: "Think of all the nice dinners or vacations you can go on now without a car payment."

Devil: "Look how tired your car looks."

Angel: "Not fair, it's just winter wear, it's just some salt, after a washing and wax it will look brand new."

Devil: "Those air ducts on the new Cayman look like they came right of the Carrera GT."

Angel: "They no longer offer terracotta leather."

Devil: "But hey, Porsche offers orange and gray now"

Angel: "Look at all the mods you have done to the car."

Devil: "More horsepower in the new version, so who needs them?"

Angel: "If you wanted you could get the TPC turbo kit."

Devil: "I'll give you that one."

Angel: "Remember how painful the wait was from order to delivery?"

Devil: "Remember the first time you drove your car and realized it was worth the wait."

Angel: "Didn't you want a four-wheel drive for the snow?"

Devil: "How much does it snow around here anyway?"

Angel: "You could put the top down in a Jeep for those nice days."

Devil: "You could turn on the ventilated seats if you need."

Angel: "You could now upgrade the stereo."

Devil: "You can still hear the sweet sound of the engine."

## Shifts and Giggles- continued

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Angel: "Which reminds me... that Borla does sound nice."

Devil: "I'm sure Fab Speed can create an even better sound."

Angel: "People on the street still ask about your car."

Devil: "Even more people will be curious with this hot looking ride."

Angel: "Exactly, you'll never have time to yourself."

Devil: "And what's wrong with celebrity like status?"

Angel: "Well, the wife would be pissed."

Devil: "I'll give you that one as well."

Angel: "That would be a deal breaker."

Devil: "She'll eventually get over it."

Angel: "Key word, eventually."

Devil: "You could get the PDK."

Angel: "Excuse me... WHAT?"

Devil: "It's faster."

Angel: "Doesn't matter, a true sports car needs a stick."

Devil: "The wave of the future man, stick is so yesteryear."

Angel: "There is something about feeling connected to the car, the road."

Devil: "But... "

Angel: "But the wife can't drive stick."

Devil: "That should be my line."

Me: "Guys, guys, let's get back on track here... to buy or not to buy?"

Devil: "Buy!"

Angel: "Not to buy!"

Devil: "Buy!"

Angel: "Not to buy!"

Devil: "Buy!"

Angel: "Not!"

Devil: "Have you considered the new 911?"



"Shut up and don't buy."



"Buy!"

And this debate still continues as I write. I don't think there is a true winner or loser here. If I keep my current ride, my 987, my Cayman, my Porsche, it's still a part of the stable that encompasses all the visions that Ferdinand had in mind.

If I buck up for the current model I'll get the latest technologies and innovations that the company called Porsche has vetted and proven and ready to release to the public.

Hmmm tough choice but when I look at it, no matter what I'm a winner because I drive one the best automobiles in the world, a Porsche.

My Porsche. My Cayman... and there really is no substitute whether it's brand new or appreciated over time.

# MARKTPLATZ

## Please note terms:

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

**Car Covers for Sale:** 2006 Cayenne car cover in Weather-All fabric by Auto Chic \$85. 2007 Boxster indoor car cover \$65. 2005 Boxster Mask/Bra \$85. 2004 Audi TT Roadster car cover in Weather-All fabric \$75. Call Paul in Fleetwood, PA 571-294-8142.

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

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



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

**Bumper Cover for Sale:** 987S OEM bumper cover, NIB. Reasonable offers accepted, contact [jason@thelivinggoods.com](mailto:jason@thelivinggoods.com).



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

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## Riesentöter Region, Porsche Club of America

### *Picture Trivia*

Anyone know what model this and its significance? Looking for Team and drivers that brought it home to victory as well as where and when. If so drop a line to the Editor at [editor@rtr-pca.org](mailto: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.



**February Answer:** Last month's picture was a Porsche Cayman S belonging to our VP Jeff Walton. The interior color is seldom seen and is called Terracotta.