



# DER GASSEER

NOVEMBER 2013





## From the Editor's Desk:

When I purchased my first Porsche a 2011 Cayman back in December of 2010, I said that this car was going to be in my daily driver for many years. As I walked around the parking lot of the dealership with the salesman, I notice that there were many

used Porsches that were on the lot to be sold. I also noticed that quite a few of these Porsches were only a few years old and that they had extremely low mileage like they had hardly been driven.

I asked my salesman why there were so many newer used low mileage Porsches for sale and I was stunned by his answer. He said that it was fairly common for Porsche customers to be repeat customers and frequently trade in their used Porsches for newer models. That didn't entirely explain the low mileage on most of these cars. He said that many of the owners only drove them on the weekends or when it was really nice outside, or were what some call "garage queens."

As I was preparing to spend more on my first new Porsche than I had spent on my last three cars combined, I couldn't help but wonder how others could spend so much money on a car that they would use so infrequently? I vowed not to be one of these people. Heck, I even said that once my new Cayman arrived from Germany, I would have this car for many years.

We flash forward to June of this year. After only owning my first Cayman for three years I found myself wanting one of the newer Cayman's. Uh oh I was turning into one of these people I vowed not to turn into. The difference was that I had driven my first Cayman for over 25,000 miles in these three short years. It was not a "garage queen."

I was now hooked on owning a Porsches as my daily drive. I fell in love with the new Cayman from the moment I saw one in person at the Philadelphia Auto Show Black Tie Event back in January. I decided to place an order and do all the things I wanted and should have done with the first Cayman. I placed my order for a new guards red 2014 Cayman S, and took delivery of it on October 23<sup>rd</sup>. It brings a smile to my face every time I drive it.

So I did turn into the kind of person who orders a new car frequently, but the difference is that I will enjoy and drive each one as much as possible. I will also only buy Porsches from now on.

Lastly, taking editorial license, my new 2014 Cayman S will be featured as this month's Porsche of the Month. Enjoy and oh, be careful not to drool on the keyboard or on your iPad!

Drive Safe

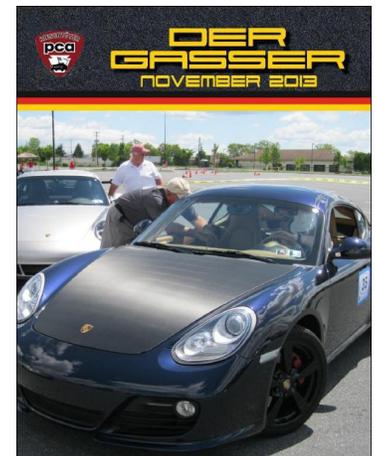
Dave Hathaway  
*Der Gasser* Editor



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### — On the Cover —



**David Newton ready for a run at Porsches for Pediatrics**



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# DER GASSER

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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>
Alan Blender	Bryn Mawr, PA	2013	Panamera S	October
Mike Cargiulo	Bethlehem, PA	2000	Carrera	October
Kenneth Davis	Philadelphia, PA	1996	993	October
Doug LaFauci	Birdsboro, PA	1956	356 A	October
Herb Lottier	Upper Gwynedd, PA	1999	Carrera	October
C.J. Martinez	Chester Springs, PA	1991	911	October
George Nunez	Ambler, PA	1990	964	October
Tom Pyle	North Wales, PA	1985	911	October
David Ruprecht	New Tripoli, PA	2013	911	October
Ira Swartz	Narberth, PA	2001	911	October

## Transfers

Greg Ahnert	Bethlehem, PA	2008	Cayenne Turbo	Northeast
Shel Berman	Elkins Park, PA	2014	Boxster	Central PA
Gerry Everlof	Doylestown, PA	2001	996	Pocono
Larry Gelb	Doylestown, PA	2001	Boxster	Gold Coast
Tom Linett	Glen Mills, PA	2000	Boxster S	Delaware
Andrew Sentivan	Rutledge, PA			



## November Anniversaries



### 35 Years

John Heckman

### 30 Years

Howard Greenberg

### 20 Years

Johnathan Raines

### 15 Years

Garth Borel  
Dale Centofante  
Bradley Gast  
David Horoschak

### 10 Years

Ronald Baccaro  
Kevin Ilsen  
Christopher Radbill  
Morgan Rinker  
Michael Thomas  
Byron Zerphy

### 5 Years

Mark Salyer  
Girt Allerton

# Treasurers Report

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Submitted by Chris Barone, Treasurer

One of the responsibilities of the Club Treasurer is to submit the financial statement of the Club to the membership at least annually. Accordingly, I am pleased to present the financial statements for the year ended December 31, 2012. The results reflect an active and successful club. Income from registration fees, membership dues and other sources once again exceeded expenses and provided support for the clubs non-revenue producing activities.

For those of you keeping score from year-to-year there are a couple of significant financial events included in this year's results. First, we completely transitioned to a digital *Der Gasser* magazine. In years past, the *Der Gasser* has nearly always run at a deficit, requiring a subsidy from other areas of the club's activities, notably the club's membership income from national. The conversion to a digital format eliminated the need for the subsidy and freed up membership dues revenue for use in supporting the other activities of the club.

The Club also weathered a potential financial storm, the cancellation of our July Watkins Glen Drivers Ed event, long recognized as one of the highlights of our DE season. The event was cancelled by the track in order to make repairs in preparation for some minor league racing event, the NASCAR Cheez-It 355 (sarcasm emphasized). Nonetheless, our DE volunteers navigated their way to finishing the season in the black.

My thanks go out to the many volunteers that make all these events a reality. I have been involved in a number of non-profit, volunteer run organizations over the years and can honestly state that our club is currently running as smoothly as any I have ever been associated with.

Respectfully submitted,

Chris Barone

## RTR Financial Statement for Year Ending 12/31/2012

Registration Fees	\$193,504
Membership Income	\$ 21,999
Advertising Income	\$ 575
Merchandise Income	\$ 641
Other Income	\$ 0

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Total Income	\$216,719
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### Expenses

Track Rental	\$149,746
Food and Refreshments	\$ 17,195
Meeting Expenses	\$ 9,780
Awards and Recognition	\$ 9,544
Corners Workers for DE	\$ 8,060
Insurance	\$ 2,550
Lodging	\$ 2,408
Misc. Expenses	\$ 2,008
Printing Expenses	\$ 1,207
Postage and Mailing	\$ 1,141

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Total Expenses	\$203,639
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Net Income	\$ 13,080
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Assets at the Beginning of 2012	\$152,788
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Assets at the End of 2012	\$165,868
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# RTR Upcoming Events

Submitted by Wendy Walton, Social Chair



## **Saturday December 7th**

Come join us in celebrating the end of another wonderful year of Porsche Fun with all your friends in RTR! This year's Holiday Party will be held at [The Chester Valley Golf Club](#) in Malvern, PA. From 6:30 pm to 11:30 pm. Just a short hop off of rte 202 and 10 min. from King of Prussia! The evening will kick off with an hour and a half cocktail period followed by dinner, awards, door prizes, and dancing! **The cost per person will be \$50.00.** This price is still subsidized by the club. A cash bar will be available. Dressy Casual Attire, NO Jeans please. Must be 16 years of age or older to attend. Hope to see you there! For more information contact Wendy Walton at [social@rtr-pca.org](mailto:social@rtr-pca.org).

**Assorted Hot and Cold butlered Hors d 'oeuvres**

**Gourmet Buffet Featuring Beef, Seafood, Pastas & more!**

**A Deluxe Dessert Assortment**

**Fabulous Door Prizes!**

**Live Music Duo: Kellina & Chris Holt**

**A DJ, to Dance the Night Away**

## **Sunday December 15th**

Riesentöter Celebrates 50 Years of the Porsche 911. Join us at Eakins Oval parking (across the front steps of the Philadelphia Museum of Art) on Benjamin Franklyn Parkway, Philadelphia on Sunday December 15<sup>th</sup>, 8:30 – 10:30 am. We'll take a group photo, drive around MLK and Kelly drives, followed by Sunday brunch at the [Waterworks](#). The cost to participate in the event is \$30 per person. The first 911's to register for the event will receive a free gift. Visit our website at [www.rtr-pca.org/](http://www.rtr-pca.org/) to RSVP to this event.



# Porsches at PJ's

by David Newton, Contributing Editor

*As published in MotorCarDigest.com*



Sometimes a car show isn't about the quantity or even rarity of the entrants. Often it's a combination of factors that makes an event exceptionally unique; the proverbial stars aligned as it were. I was determined to make it this time since I missed last year's event. Proceeds from my ten-dollar entry fee went to the Juvenile Diabetes Research Fund; never a bad thing to help out a good cause. The weather could not have been better. I saw several familiar faces from the PCA/Riesentöter club as well as regular "Cars and Coffee" attendees.



The drive to the venue took me through historic Skippack Village, and I love to cruise through there when I get the chance. There was really nothing to complain about from the time my garage door opened until I returned home later that afternoon.



This event has been running flawlessly for several years now. David Schamerhorn from autowerks9.com is the guy who puts this together every year with the help of several sponsors. PJ Whelihan's in Blue Bell, Pennsylvania offered up its recently paved and abundant parking lot, and also made a convenient location for a light lunch.



Of course, it's the cars that contribute to the quality of any show, and this was no exception. Although its name suggests this was a Porsche event, there were many other contributors from as many manufacturers including BMW, McLaren, Lotus, Chevrolet, Ford and Mazda. Courtesy of Bucks County Exotics (of the Cars and Coffee variety), several Ferraris and Lambo's thundered in (albeit a little tardy from their morning meet). The glorious sound of Italian machinery filled the air; in fact all senses (except taste) were pleased in the parking area, with the aforementioned satisfied in the restaurant later in the day.



## Porsches at PJ's- continued



If you know me, you would not be surprised I was one of the first to arrive. Along with a handful of other Porsches, we established a beachhead at the back side of the lot and spread like a plague from there. Dozens of Porsches of all types were represented; the classic Carrera of course. I was relieved not to be the only Cayman, and a few Boxsters were there as well.



I parked near a race-prepared 914 and my Peoples' Choice vote went to a gorgeous red Porsche Spyder just across the aisle. Entrants were supplied with tickets for the purpose of voting in the various categories, which culminated in nicely designed awards presentation at the end of the show.



I wandered around for hours; catching up with friends I haven't seen in a while. Compliments passed freely between attendees all morning and into the afternoon. A more relaxing day could not have been delivered, and I can't think of a single participant who didn't contribute in some way to the experience.



Sure I've been to bigger events; I've certainly seen larger collections of automotive iron. But I can't say I've attended a more enjoyable affair in recent memory. And that might actually be the best way to judge a car show.



# Return to Monticello

By David Newton, Contributing Editor

*Early this year we offered Riesentöter members a unique off-season newsletter that featured the usual monthly columns with a theme: a visit last fall to the Monticello Motor Club in New York by the Der Gasser editorial staff. We present the long awaited follow-up to the MMC "Taste of the Track" raffle event offered to a lucky RTR club member...*



*Dawn rises on the Monticello Motor Club facility*

October of last year was the beginning of my long obsession to drive on one of the best tracks in the country, Monticello Motor Club (MMC), in the foothills of the Catskill Mountains of New York. I guess you could say that this fixation really started earlier that summer when I first met Jonathan Wein (VP Membership) at the Performance Garage in Frenchtown, New Jersey as we were guests to their open house. I won't bore you with the back-story, but you're welcome to read the feature we did on the event in the 2013 February Der Gasser newsletter.



*Ashley Novack & Jonathan Wein pair instructors with drivers*

To quickly catch you up, I'll simply state that beginning with that very afternoon, I was determined to visit Monticello and get a chance to witness a truly mind-blowing concept: a country club for racing enthusiasts. I reached out to MMC to pitch an invite in exchange for the feature issue mentioned, and to my surprise (shock, actually), they not only said yes but seemed genuinely eager. We arranged for the Der Gasser team to attend the final member race of the season on the last Saturday in October. Regrettably, the night before the event a car dumped oil on the track and the member race was called off due to safety concerns. To make things worse, Hurricane Sandy was on its way up the coast, and although the rain would have cleansed away the slick, the make-up event scheduled for that next weekend was appropriately canceled. But good things sometimes come from bad, and as a result of our visit we were able to secure a Monticello Taste of the Track experience for one of our Riesentöter members, which was raffled off at the May member meeting.



*Raffle winner David Emerson and VP Jeff Walton strategize*

I had the pleasure of informing the winner (David Emerson), leaving him a short voicemail to call me back to hear some good news from a fellow RTR member. I guess I was a bit cryptic because he returned the message with the skepticism one would reserve for a time-share sales call. I was able to convince him he had indeed won the raffle, that he would receive Monticello's full service including an instructor as well as significant track time, and finally that I wasn't looking for money or property in exchange.

## Return to Monticello- continued



Invitations were subsequently extended to the Der Gasser staff to cover the event, and the date was set for Saturday, October 12<sup>th</sup> (now virtually a year from our original visit). I won't lie to you; the days crept slowly, and winter would have been torture had it not been for the Monticello special feature that kept the Der Gasser staff busy through February. Spring and summer lingered into fall and finally we began ramping up for the adventure.



*The team claims premium parking behind the Clubhouse*

In our agreement with MMC we preformed a Tech Inspection on our cars and otherwise prepared as if we were attending a PCA Driver's Education (DE) event. Attendees included the winner (David Emerson), the Der Gasser staff (myself, Dave Hathaway and Jeff Walton), and fellow member and back-up photographer Bryan Papillon as substitute for Scott Duvall who was unable to attend. Our equipment check list included cameras, car mounts, tripods, backup SD cards and batteries; on-track photography was the only thing we couldn't get last year, and I wasn't taking any chances this time around.

Saturday morning arrived, and I was on the road by 4 am. I met Jeff Walton at the Wegman's off route 33 in Easton. Still dark, we made our way up through northeast Pennsylvania and then route 209 through the Delaware Water Gap Park (a truly beautiful road in our area). The 209 scenic cruise begins in Stroudsburg and ends just south of Milford, New York. If you get a chance to drive it, you won't be disappointed (unless it's dark and you get stuck behind a bread truck as Jeff and I did). But we got to see the sun rise as we approached Milford, and stopped in the same diner we visited last year for the sake of nostalgia.



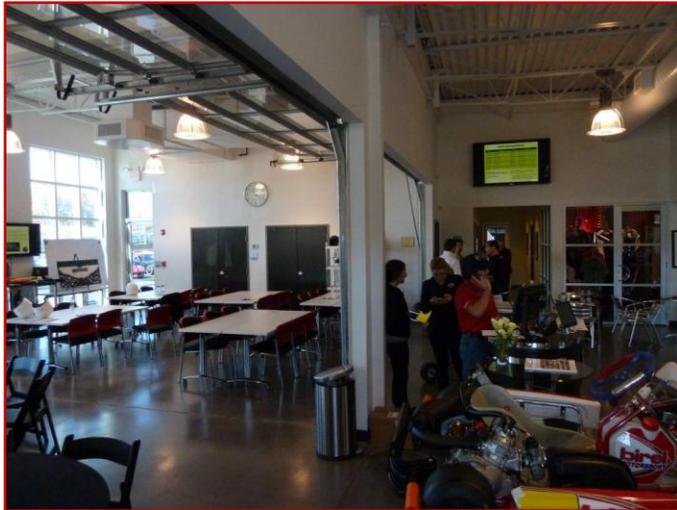
*The heavenly gates of Monticello Motor Club*

The sun was shining and it was dry and gorgeous when we arrived at the impressive metal gates of Monticello Motor Club. Last year's event was misty and cool, so I was pretty psyched at this point. Hathaway was there to meet us and our raffle winner was already trying on shirts in the pro shop. Just as before, the facility was already electric. They checked us in and Jonathan made his introductions when he arrived shortly thereafter. A light breakfast was provided and we then broke into two groups: Advanced and Touring.



*Certainly no shortage of photo opportunities*

## Return to Monticello- continued



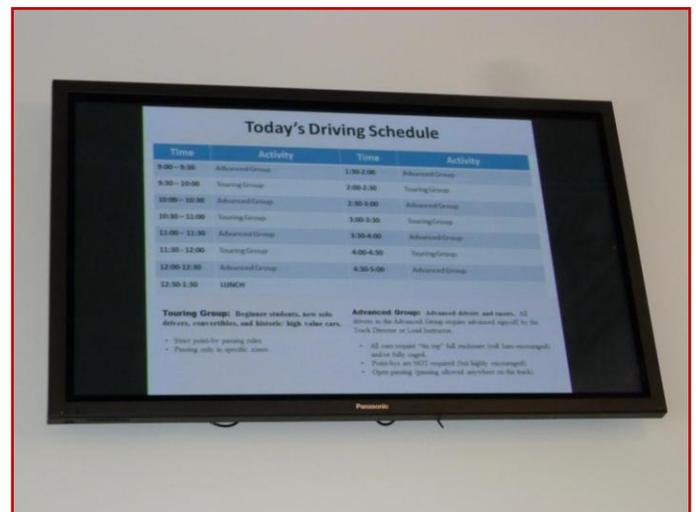
*The open and versatile clubhouse*

This facility is first rate and purposefully designed. Garage bay doors divided rooms like a hotel conference center. I noticed the schedule on the big-screen monitor; there must be a mistake. They have our two groups alternating on the track every 30 minutes ALL DAY LONG. The Advanced group met in the garage and we were welcomed in the main classroom area. The meeting started with the schedule and format as presented by Aaron Weiss, Executive VP. Most in our class were novices; little, some or no experience and all a bit anxious. Aaron calmed the room immediately. Instructors are provided to each registered driver including our raffle winner. They are trained and experienced to assess the skills of each attendee and gear the sessions accordingly. Being nervous is normal.



*Executive VP Aaron Weiss addresses Monticello guests*

Ari Strauss (Monticello's dynamic and approachable President, CEO and Partner), then addressed the class. Rather than point out the rather obvious features of the club, he went around the room and asked to introduce ourselves and tell the group what we wanted from today's experience. Ok, I have to admit I was now squirming like a three-year old who had to pee... c'mon can't we just get out there and drive?! But I spent the rest of the day coming back to these same former strangers; completely at ease in getting their perspectives and opinions of the track, and discussing their driving styles and techniques. Well played.



*Schedule clearly shows extensive track time all day*

The Der Gasser staff was to trail the touring group on the first session in a lead-follow behind Jonathan in one of MMC's new fleet Jaguars. We stripped our cars of all possible projectiles, loose change and EZ-pass transponders. Within minutes Jonathan came around the club house in Jaguar #3 and we filed in behind him to enter the pit area. We were limited to one lap in this first session; "Plenty of track time, so don't worry about the clock," Aaron had said. We were cleared to the track and followed Jonathan in tight procession, noting the racing line and reference points positioned throughout. The morning ensued with alternating track time, initially with the same lead-follow format for our team, but with an onboard instructor for the raffle winner. I suppose each session was a lot like skiing; improvement is measured with every decent of the mountain. I personally think I learned as much off the track in the gaps between sessions, just listening to the instructors, staff and talking to the drivers.

## Return to Monticello- continued



*A gourmet lunch is served buffet style*

Lunch arrived too quickly; track food is generally nothing to look forward to. You're usually lucky to find a warm soda and a bag of stale Doritos. Monticello on the other hand employs a chef and team that deliver a gourmet lunch buffet style. Seriously, how many chow lines have you been through where you couldn't wait to eat your collection on a flimsy paper plate? It's hard to serve quality food in the first place; even harder to provide it to dozens of people all at once and do so with a civilized style. This is the second time I've eaten here and I can honestly say the food is excellent. No lie.



*Yes, it's the real Batmobile. Holy nostalgia, Batman!*

During the break I had a chance to wander through the facility. If it's possible, the garage is as nice as the clubhouse. A diverse collection of cars were scattered in the immaculate structure ranging from a Radical, to an old Aston, a Deman Motorsports

Cayman, assorted other Porsches, and some tricked out race cars. Oh, and the Batmobile. Yes the original; the very same one that I grew up watching on TV in the sixties, designed by the great George Barris. It was there as part of a charity fund-raiser. My childhood played back in my mind; the television theme and the announcer's voice echoing in my head. I can tell you I wasn't the only one either; I caught Dave Hathaway and several guests and members circling the car with the same odd but unmistakable awe. At this point I could have gone home after that first lap and these few moments of solitude with the Batmobile and been completely content.



*Clubhouse configured while members & guests use the track*

But the afternoon provided even more track time, with access to instructors and other MMC staff who were only too happy to help me out, answer questions and make suggestions. Though busy, Jonathan made a point to check in with us throughout the day; members and guests are clearly treated with the same level of committed attention. I probably talked to more than a dozen of the MMC employees and every last one of them was pleasant to a fault. At one point, I overheard Bryan Papillon ask a particularly helpful girl in the clubhouse why she was always smiling. She said it's because she loves her job. If any of you can state that with conviction, you are truly fortunate. All I can say is it was hard to tell the staff from the members and guests; not a frown to be found.

## Return to Monticello- continued



*Left to right: Instructor Scott Barton, raffle winner David Emerson and Monticello VP Membership Jonathan Wein*

Since I had a certain responsibility to report on this adventure, I began to pit in early from each session and wander through the facility to capture images and video. The afternoon passed more quickly than the morning; maybe because I'd spent time at different vantages getting track footage. But before I knew it, things were starting to conclude. I saw David Emerson packing up his car and I walked over to get his final impressions. I'd already talked with his instructor Scott; a really easy going guy. He was a good fit to David's personality as he already had DE experience, but was still able to appreciate the individualized instruction and fantastic facility. He even relayed a few things he'd learned from Scott for use in future events.



*Raffle winner David Emerson with instructor Scott Barton*

The buzz throughout the day was now transitioning to laughter and random discussions with parting friends

of new and old. Only moments ago the place was alive with the action of members and guests. I thought back in amazement of the day's arrangement; how every minute seemed orchestrated without intrusiveness. How the luncheon somehow folded out of the walls and then disappeared as quickly as it was consumed. The whole event was like organizing fleas if you ask me, yet somehow it flowed smoothly from dawn 'til dusk.



*Ari Straus treats a guest to hot laps in his Radical*

As the Der Gasser staff began the trek home, I snagged Scott, Jonathan and David for a last-chance photo op in front of Emerson's Boxster as the sun dipped beyond the turning leaves of the trees on the horizon. I said my goodbyes and made my way back to the Cayman waiting there for me in the emptying lot. Lowering myself into the cockpit, I fired her up; the sound now more civilized than earlier in the day.

I started home; much less urgency than my journey up here some ten hours before. More than a year in the making, this fantasy was sadly over. Our experiences varied, but all of us had such a great time; how could you not?

Recounting this event, I am suddenly fearful of omitting an important contributor to the success that culminated to this weekend. So I will extend my thanks to the Der Gasser staff, the members who support our club, to all who put up with my obsessive madness this past year, and finally to Jonathan Wein and every member of the Monticello Motor Club. You all played a part in the most memorable of adventures. Thank-you everyone; this was truly a day we'll not forget.

## Return to Monticello- continued

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*RTR VP Jeff Walton pits in after a morning session*



*Any chance these center caps will fit a Porsche?*



*Der Gasser Editor Dave Hathaway with roof-mounted camera*



*A member's Ferrari waits impatiently in the pits*



*Bryan Papillon helps the team with tow-hook camera*



*Demam Motorsports Modified Cayman*

## 2013 DE Season Comes to a Close

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This time of the year is kind of depressing. Days get shorter, weather gets colder, and worst of all the good times had at the race track with my fellow RTR Members are done for another year. Even though the track season is over, it gives plenty of time anticipate the 2014 season and to get together with friends, work on the cars, and get them ready for more fun at the track. I would like to thank all for their participation this year at Riesentöter drivers education events. Our Last event of the 2013 track schedule was at Summit Point. We have had some great fall events at Summit, and the weather we had helped maximize the track time had by all participants. The feedback from all of the participants has been very positive. So if you missed it this year join us next year as we are going to continue it as an annual season ending event. For 2014 we will have a track schedule that will provide all DE participants a variety of tracks to continue their driving skill development and have a great time running their cars. Brian and I appreciate your participation. All participants showed exceptional judgment in their driving and car preparation which helped to maximize track time for all who attended. I would again like to thank all of the instructors for your efforts and true dedication that made 2013 a great success. It is a real pleasure to work with such a fine group. Additionally I would like to thank our registrars Marty and Adam Kocse, our Track Chair Paul Walsack and my co-chief instructor Brian Minkin for all that they do to provide us with such a great DE program this year. Hope to see all of you at the track next year for more fun filled weekends.

Steve Meenan and Brian Minkin  
Chief Instructors

Just wanted to drop a note of thanks to RTR DE Leadership team.

Your team and my instructor (Kevin from West Chester, 2009 911), along with the hair raising ride in his machine is what made me try the 3 day Summit Point event last weekend.

At Summit Point, I did not know exactly what to expect. The professionalism and organization of the RTR DE leadership team was impressive and added to the enjoyment of the weekend.

A special thanks to instructor and PCA Club Racer Bob Hagersheimer (super-cool and hot 911 Turbo). Bob's professional manner, like Kevin, really made the time on track so awesome. Bob gave me a ride in the Blue Run group in his race car, which was scary fast, but enlightening since Bob wanted me to observe one of his skills to help my driving. Bob helped me progress from our first run on Friday to recommending and allowing me to drive solo the last 3 Green sessions on Sunday. Like other Green and Blue drivers I spoke with, first time without instructor is something you cannot easily put into words... since having Bob in the right seat was definitely comforting at higher front straight speeds and necessary in the corners. Like driving without an instructor, getting overtaken and passing others cannot be put into words at those speeds unless you have done it.

Thanks to the RTR DE Leadership Team (on track, registration, classroom, and tech inspection). In addition to the driving and learning experience, I gained a new understanding that a Porsche is one of the greatest cars made.

Todd Gilbert  
2003, 911 C4S

# Welcome to Your New Addiction

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By Christopher Karras, RTR Member

*"Welcome to Your New Addiction: How I learned to Flow at the Track."*

Spring, 2005, and a huge grin marked my completion of the first stint on the Shenandoah Circuit at Summit Point in West Virginia, my first ever track experience in my new Porsche. I cannot count the number of instructors and advanced drivers who welcomed me to my new addiction, using exactly those words. Still grinning, I dismissed their warnings as hyperbole. Little did I know, and I doubt they fully knew, that they were speaking of addiction in a technical, even medical sense. I was hooked.

Shenandoah offers too many turns in too small of a space. Nevertheless its combination of tight, low speed bends and a few straights offer the novice driver both a technical challenge and the promise of rapid advancement. The palpable, tangible improvement which can come so quickly in a high power Porsche, gives the driver almost immediately a satisfying sense of mastery: not the mastery of overall proficiency, but the sense of step-by-step improvement reinforcing a sense of progress. Earning each point-by to pass a driver ahead increases the satisfaction. You might think that the pleasure of beating the driver ahead and passing his car in a DE session is the addictive attraction, but you would be wrong.

Success in overtaking is mere competition, and there will always be a better, faster driver and a more capable, faster car. Sometimes the driver is enough better to overtake, sometimes it is the car and sometimes both—and there is much discussion in the paddock as to whether it was driver or car. Competition in driving, as does any competition, attracts participants, especially novice drivers still on the steep part of the learning curve where progress is so very rapid and positive feedback so very strong, but it does not lead to addiction.

We inhabit a multi-tasking world, with constant interruptions and concurrent demands on our attention. We hop from mini-task to micro-task, rarely concentrating on one activity or thought for more than mere moments. Distractions are everywhere, from our smart phones to the larger screens of computers, televisions and billboards, to our thoughts about tasks not yet started or already in process. I immediately found that the one place where I reliably concentrated exclusively on the task at hand was on the track at a Riesentöter Driver Education event.

What I experienced then, and at every track session since, was to a greater or lesser extent, being fully in the moment, a rarity in modern, fast-paced life.

Unsurprisingly, an enormous industry has developed to provide much the same feeling. A June 2013 story in *The Guardian* reports on Natasha Dow Schüll's 2012 book *Addiction By Design: Machine Gambling In Las Vegas*. Schüll is an anthropologist at the Massachusetts Institute of Technology who spent 15 years researching the rise of gambling machines and their carefully calibrated machine-user interfaces that encourage addictive behavior. "I'm not playing to win," one Las Vegas resident told her. She was playing, Schüll says, "to keep playing—to stay in that machine zone where nothing else matters."

Schüll compares machine gambling to psychologist Mihaly Csikszentmihalyi's famous concept of "flow," that engrossed state in which time seems to vanish. Flow, the theory goes, requires a number of preconditions: a clearly defined goal; quick feedback on whether or not the goal has been attained; and a sense of operational control over the activity. A description of a Riesentöter DE event!

Wikipedia describes flow as "the mental state of operation in which a person performing an activity is fully immersed in a feeling of energized focus, full involvement, and enjoyment in the process of the activity. ... It is a single-minded immersion and represents perhaps the ultimate experience in harnessing the emotions in the service of performing and learning. In flow, the emotions are not just contained and channeled, but positive, energized, and aligned with the task at hand. ... The hallmark of flow is a feeling of spontaneous joy, even rapture, while performing a task...."

As I read these words I thought of what I first heard so long ago at Shenandoah, but regularly since: "welcome to your new addiction." I'm still grinning.

The author races a 996 GT3 Cup Car in PCA Club Racing with mediocre results and instructs at Riesentöter DE events and Tিরerack Street Survival courses with somewhat better results. You may reach the author at [cqkarras@nazg.com](mailto:cqkarras@nazg.com).

# Introduction to DE

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By Brian Brandis, RTR Member

The day started out by waking up at the ungodly hour of 5:00 in order to be at the Pocono Racetrack by 7:00. I met up with Craig and Anthony at the Hickory Run rest stop, since they blew by the Lehigh Valley exit earlier than anticipated, which is where we were originally going to meet. As much as I hate getting up that early in the morning, the nice thing is that there isn't any traffic at that time of day on the Turnpike. After meeting up at Hickory Run we chatted about what we might expect or what we were hoping to take away from our inaugural foray into the world of Driver's Education and leaving the comfort of Autocross. We were all newbies and did not have a clue what would happen next.

My thoughts and emotions prior to the event felt very much like a first date; nervousness, excitement, anxiety, nausea, adrenaline; with my biggest concern of bringing home my Boxster in the same condition that I drove it up there - in one piece. I wanted to go fast, but not if it meant I would crash, more on this later. Upon arrival at the track, we were a little unsure of things; where to park, where to register, what time do we need to be at the classroom, where do we get teched, do we get teched, etc? However we stumbled upon the registration area, where we were informed there would be a meeting at 8:00 for all drivers. At the drivers meeting, Paul Walsack laid out the law of the land, rules and regulations, safety and flags. I must say this was all very daunting and a lot of information to take in. We had some time to kill before the classroom session, so like any other Porsche fanatic, we looked at the vast array of P-cars and other cars parked around the staging area. We talked to people and made new friends. Like the Porsche motto, it's about the people not the cars. Next we go to the classroom. We learned things like "a late apex is better than an early apex", "always give it a little gas through the corners to keep power to the wheels", "coasting through corners is bad", "pass only on straightaways", "be clear and point in the direction of where you want people to pass", "be smooth with your turns", etc. After an hour in the classroom we got in our cars for a parade lap following Brian Minkin. Note to anyone who does DE in the future, get in the front of the line, because if you're in the back of the line you will have no clue as to the actual line you are to follow once you get out on the track at speed. Next comes the real reason we are here - to go as fast as we can on the track to test the limits of our cars. I met my instructor Jim who rattled off his impressive resume and qualifications of being a DE instructor.

I'm thinking in my head now "I'm going to go fast, pass all sorts of cars, and use my skills that I learned in AX". I feel like I'm aiming pretty well through the cones and the first couple turns at the infield while driving under the requisite yellow flag all the while being reassured by my instructor. They drop the yellow flag and off we go! I'm coming up fast on a slower car in the main straightaway behind Craig and Anthony. He signals two times for passes, but doesn't let me pass, WTH! We go through the infield turns, and I finally get to pass on the back straightaway, but Craig and Anthony are long gone! Now the adrenaline is pumping, I'm keeping up with cars, then I get "taken over" by (3) 911's on the main straightaway. Now I'm thinking "Maybe I'm not as good as think I am". After about 6 laps, my drive is over and now comes the downside of the adrenaline rush. Now we're off to get in the instructor's car. Jim has a stock mid-80's 944 with the exception of racing seats and harnesses. We head out of the pits and gaining speed heading into the infield. I realize I didn't know jack squat about how to drive a car. We hit the first left hand turn and I thought I was going right out the door! Jim knows how to wait until the last second to turn into the apex. I'm now praying that my door stays shut and wondering how in the world is this car not rolling over? Since we're in a 944 we are passed by all the 911 turbos and 500 HP Vettes, but once we got into the twisties, Jim kept right up on all their bumpers. "This guy knows how to drive!" I finally feel comfortable knowing I'm not going to fly out the door, and that Jim will get us safely home; but I still had to check to see if I needed to change my underwear.

After my drive with the instructor, it made me realize a few things: 1) I'm not even close to knowing the limits of my car and what it can do, 2) I now know that I drive my car like a pansy on the track, but I did bring it home in one piece, 3) I will be back next year to try and improve on my driving skills at the Taste of the Track, 4) I learned more at one day of DE than I have in two years of doing AX, 5) Bring an extra pair of underwear and your entire wardrobe because at Pocono it could be hot, cold, rainy, snowing, foggy and windy all in one day.

I now have a newfound respect for all the DE guys and their efforts that go into making these events safe and an exceptional experiences for all who participate. I can't wait to do it again!

# Porsche of the Month

Each month we will be featuring a Porsche owned by one of our members. If you are interested in having your car featured in an upcoming issue of Der Gasser, send an e-mail with the description of your car using the format shown below along with one or two pictures to: [editor@rtr-pca.org](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: Dave Hathaway  
Model: 2014 981 Cayman S  
Exterior Color: Guards Red  
Interior Color: Black Leather with Carbon Fiber Trim  
Dealership: Thompson Porsche of Bucks County

## **Configuration and Options:**

Porsche Torque Vectoring	Porsche Doppelkupplung (PDK)
Porsche Active Suspension Management	Sport Chrono Package PCM
20" Carrera S Wheels with Colored Caps	Bi-Xenon Headlights (PDLS)
Parking Assist Front and Rear	Light Design Package
Power Steering Plus	Sport Design Steering Wheel
Painted Exterior Package	Power Sport Seats 14-Way
Premium Package	Infotainment Package with BOSE
Wheels Painted in Platinum Satin	Seat Belts in Guards Red
Porsche Crest on Headrests	Porsche Crest on Storage Compartment Lid
Door Sill Guards in Carbon Fiber	Center Console Trim in Carbon Fiber
Carbon Fiber Interior Package	Fuel Cap in Aluminum

## **Modifications:**

- Carbon Fiber PDK Shift Handle from MA Carbon
- Carbon Fiber Door Handle Inserts from MA Carbon
- Custom Floor Mats with Red Porsche Logo from Lloyds Mats
- Front Trunk Liner from Suncoast
- Rear Trunk Liner from Suncoast
- Black "Porsche" and "Cayman S" Rear Hatch Lettering from Suncoast
- Clear Side Marker Lights from Suncoast

## **Future Modifications:**

- Custom Carbon Fiber Steering Wheel from MA Carbon
- Carbon Fiber Inside Door Sills from MA Carbon
- Exhaust from Fabspeed
- ECU Software Update from Softronic
- Upgraded Plenum and Throttle Body

## **Notes:**

In my mind the new 981 Cayman S is very different than the 2011 987.2 Cayman I originally ordered three years ago. Both the interior and exterior of the Cayman have been refined even further. While the interior has more room and the quality of the materials used and the workmanship are exceptional, the Cayman has not lost any of the sports car feel or functionality. And the exterior is still stunningly beautiful.

The project of ordering the new Cayman S kicked off in June of this year when I placed the order. I finally got a build after I changed the configuration several times. My Cayman S was built during the last week of September and was loaded onboard a carrier ship named the Camellia Ace on October 4<sup>th</sup>. After a ten day journey across the Atlantic, the Camellia Ace docked in the port of Davisville, Rhode Island on October 14<sup>th</sup>. Once the car was prepped and cleared customs, it was ready for delivery at Porsche of Bucks County on October 23<sup>rd</sup>. It was well worth the wait.

Special thanks to my patient salesman Charlie Vail at Thompsons Porsche of Bucks County, and Porsche Personal Design Specialist Melissa Witek.

## Porsche of the Month- continued

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# Shifts and Giggles

By Jeffrey Walton, Contributing Editor

I belong to [Planet-9.com](http://Planet-9.com) which started out primarily as a Porsche Cayman hangout on the web; there is a thread topic that has always interested me – “808 sightings”. 808 turns out to be the area code for our 50<sup>th</sup> State, the Aloha State, the one of two states not in the continental United States, and for those who are bad at geography, I’m talking about Alaska... and if you believe me you really are bad at geography. Yes, I’m in fact talking about Hawaii or the Hawaiian Islands, and I always wondered who in their right mind would buy a Porsche if they lived on an island, you know besides the DE people - they are used to going in circles (hehe). I mean I think if you lived on an island you really can’t get the full enjoyment out of your vehicle, you can’t even drive to neighboring islands to visit friends or family, you can’t even wind it out before hitting a body of water in every direction, and you can’t even run from the cops – they will catch you... it’s an island; where are you going to hide – in a volcano?



But then this summer I visited the Emerald Isle and I had a change of thought. As our big-ass tour bus whipped around the countryside of Wicklow and Kilkenny on the not-a-construction-cone-in-site-perfectly-paved roads, I envisioned my Porsche carving up the curves amidst all the rolling hills that Ireland has to offer. Yes it would be a blast, flying past the goats and the small streams they call rivers and passing through small villages between pubs stops or even circumnavigating the entire island (for which I did the math and is roughly 1200 miles of snakes and ladders). Although I think the fun in a Porsche is relative to the size of the island. An island I often visit is the center of the British Virgin Island - Tortola. I imagine owning a Porsche here would be as much fun as an endless rollercoaster ride...

There is mainly one road around the entire island that is speed bump and potholed infested and you can do the entire run in about an hour and a half if you don’t care about your tires or shocks or that you are driving on the wrong side of the road. Then there are islands like Manhattan where the congestion is so bad why travel by car in the first place, oh and if your name is Alex Roy you can circumnavigate the entire island in 27 minutes... really what fun is that? Now how about the really big islands like Australia - with almost 8 times the amount of roads Ireland has to offer. Here too, you drive on the wrong side of the road all while dodging killer kangaroos, spiders that will bite off a man’s arm, and three-foot earthworms that glow in the dark.

Australia is nature’s Thunderdome and if you can find a petrol station in the middle of the Outback before running out of gas and being consumed by heat hotter than the sun or have a run in with Mad Max, then I’m sure the land down under would also be a perfect place to put the metal down in a Porsche. Thinking about it more... I’ll stick to my landmass thank you very much - the landmass where I have the freedom to explore over 6 million miles of roads, add in Canada and we add another 1.4 million miles of roads, hell even add Mexico and I have close to a total of 8 million miles of roads if not more at my disposal. I will never be bored like I would if I lived on an island. I have millions of curves, millions of straightaways, and millions of routes to get from point A to point B. I have the freedom to visit Bison in Yellowstone Park or Giant Redwoods or watch corn grow in Iowa or visit my acre of swampland in Florida. Disregard the fact my average daily trek is monotonous and mundane. Yeah, disregard the fact that I take the same 3.2 mile commute to and from work every day, the same 3.2 miles that I know by heart, and if I’m lucky I get to deviate because of a flooded bridge or a downed tree. Disregard the fact my average weekend trek is about 50 miles in one direction or another. For you see, I have the freedom to deviate in a new direction, to take the road less traveled (unless it’s unpaved), to put the medal down and just go... just go... without taking a plunge into a body of H<sub>2</sub>O anytime soon. Yes no man is an island, neither should be a Porsche.

... no man is an island...

# Keeping Your Porsche Clean

By Dan Yaworski, Meguiar's

## Thompson & Meguiar's: 5 Professional Steps To Surface Care



When you have a beautiful car like a Porsche, you want to keep it clean and looking like it just came off the factory floor. The experts at the Thompson Detail Center know just how to keep a car looking its best, and are willing to share some trade secrets with the help of the folks at Meguiar's. Here's a step by step list that can help you make your Porsche look like it was cleaned by the professionals.

**1) Wash:** Start with two wash buckets that contain a **Meguiar's Grit Guard X3003** at the bottom of the bucket. The Grit Guard allows dirt to settle at the bottom of the bucket, and it also acts as a cleaning tool to remove loose debris from the wash mitt. The wash mitt we recommend is the **X3002 Meguiar's Microfiber Wash Mitt**. A clean wash mitt is imperative to achieve exceptional results. Dilute **Meguiar's Shampoo Plus Car Wash (D11101)**, with water, MIXED AT 128:1. Each bucket should contain a wash mitt. Use a third bucket filled with clean water to rinse the wash mitts, before picking up additional wash solution. Rinse the car with a high pressure stream of clean water. Use a hose or an appropriate pressure washer, rinsing from the top down. Start working from the top down with the first wash bucket.

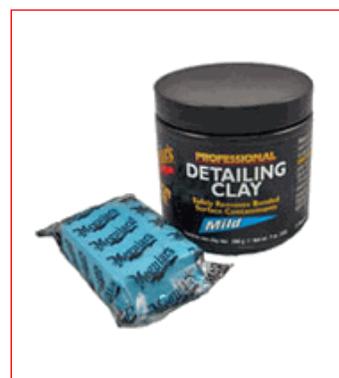


Rinse the mitt in the clean water before picking up additional wash solution. Use this method from the top of the car down to the belt line (the belt line is basically from the top of the wheel well up). Rinse off all soap and residue. Use the second wash bucket and mitt for below the belt line. Rinse the mitt in the clean water every time before picking up additional wash solution. Rinse off all soap and residue. By using this method, you will never reintroduce dirt to your paint.

Once the body of the car is clean, you can even use a third mitt and wash bucket to clean your wheels, tires and door jambs. Always have clean wash mitts on hand. Once a wash mitt becomes too dirty, throw it out and use a brand new wash mitt. Wash mitts can be cleaned & washed in the sink or in a washing machine with cold water and a mild detergent. Rinse thoroughly. Dry on low heat or air dry.

**2) Dry:** When the washing is complete, dry the car with a **Meguiar's X2000 Water Magnet**. Chamois and drying blades can be used, although make sure they are clean. Be careful! Drying blades can create long scratches if dirt is present.

**3) Clean/Polish:** Cleaning the paint involves removing surface bonded contaminants or below surface defects. To remove above surface bonded containments use **Meguiar's C2000 mild clay** and **Meguiar's Final Inspection M34**.



To use the clay properly, break off a 1/4 to 1/3 piece of clay and knead it into a pancake shape. Use liberal amounts of **Final Inspection** as a lubricant and gently glide the clay back and forth in straight lines from front to back. The way the wind blows over the car. As the clay gets contaminated, fold the clay in half so the contamination is folded in on itself. Reform into a pancake and keep going.

## Keeping Your Porsche Clean- continued

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Always start from the top of the car and work your way down, just like the wash procedure. The broken piece of clay should be more than enough to complete your vehicle.

If you are removing rail dust, or small metal contaminants, you will need to fold the clay more often or even use additional pieces. You can check out **Meguiar's YouTube Channel** for "How to use clay?" for a more detailed demo. Meguiar's has several different types of clay and lubricants, so you can choose which one you want for your Porsche.

To remove below surface defects we used the **Meguiar's DA Microfiber Correction System**. The products we used are in the **DMCKIT6 (6" DA Microfiber Correction Kit) and the G110v2 Meguiar's DA Polisher**. The **DMCKIT6 includes: 2- DMC6 Compounding Pads, 2- DMF6 Finishing Pads, 1-D300016 Correction Compound, 1-D30116 Finishing Wax, 1-S6BP Short Hook Backing Plate, 1-MGAPRON Meguiar's Apron and VDETMCG-Detailed Tech Sheet**. This system is a safe and effective way to remove below surface defects and minimize paint film removal, while maintaining a show car quality finish.



The easiest way to review the demonstration is to check out the **Meguiar's DA Microfiber Correction System Video on YouTube**. This video gives you a more detailed look at the results that can be achieved using the correction system. Several notes to remember:

- Make sure the entire Microfiber Pad is properly primed before starting.
- Make sure all pad fibers are the color of the product and work the product onto the pad with your finger.

Once the pad is primed, use 4 pea sized drops for a fender sized panel. Achieving professional results takes time and practice; these comparisons can vary depending on the surface condition.

The DA Microfiber Pads can be cleaned with a pad conditioning brush or compressed air. Store in an unsealed zip lock bag once clean. Final inspection M34 can be used to add additional gloss and maintain the finish in between washing.

**4) Protect:** To protect the finish and give the ultimate in gloss and reflection apply **M2116 Meguiar's Synthetic Sealant 2.0 by DA Polisher (set at 4.5) with a W9207 Finishing Pad**.



A thin fine coat is all that is needed. Apply over the entire painted surface and let sit for at least 30 minutes before removing with an X2020 Microfiber Towel.

M2116 is an engineered synthetic polymer and it needs time to cross link and cure. Giving M2116 Synthetic Sealant 2.0 the time to cure will rewarded you with perfect reflections and an incredible "wet look" that has long lasting protection.

**5) Maintain:** Maintenance includes cleaning and preserving all other areas of the car's interior, glass, and leather. For quick interior cleaning use **D14901 Quik Interior Detailer**. This product is designed for all interior surfaces, even navigation and touch screens. It will not change the gloss level and leaves all interior surfaces looking like they did from the factory. A **Meguiar's Microfiber Wash Mitt X3002** can be used in combination with the Quik Interior Detailer. Spray the product directly onto the mitt and wipe down all interior surfaces. Make sure the mitt and towels are 100% clean for any sensitive surfaces.

## Keeping Your Porsche Clean- continued

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Even light amounts of dirt can scratch instruments panels and liquid crystal screens. For light duty leather cleaning and conditioning, use **D18001 Leather Cleaner & Conditioner** with the help of a dedicated X3002 Microfiber Wash Mitt. Apply a liberal amount of Leather Cleaner Conditioner on one side of the Microfiber Wash Mitt and wipe down all interior leather surfaces. Use the dry side of the mitt to remove any remaining residue. The combination of the D18001 and the Microfiber Mitt allows for quick and easy leather maintenance. Store the mitt in an unsealed zip lock bag and it will be ready to use the next time.

To keep your glass streak free, use **Meguiar's D12001 Glass Cleaner Concentrate** mixed 10:1 with the help of two X2020 Microfiber Towels. Use a wet/damp towel with diluted Glass Cleaner to clean and a dry towel to buff to a crystal clear finish. A professional tip is to make your final wipe up and down on the interior glass and side to side on the exterior glass. If any streaks remain you can tell if the streak is on the inside or the outside of the glass. This one tip has saved many hours for car care enthusiasts who want to achieve flawless looking glass.

Meguiar's wants to thank The RTR Porsche Club and its members for their participation and questions. A big thank you to the Thompson Organization for hosting the event and providing all of the great food and refreshments! We look forward to spending time with you in future tech sessions, clinics and events.

Sincerely,  
Dan Yaworski  
Meguiar's Eastern Regional Sales Manager

### About Meguiar's:

Since 1901, Meguiar's has earned the trust of millions of consumers and professional detailers by producing the finest surface and car care products in the world. Meguiar's offers a full range of products for car detailing, marine and RV care, as well as professional auto detailing supplies.

Meguiar's products are the only ones used at the Thompson Detail Center. Since 1901, Meguiar's has earned the trust of millions of consumers and professional detailers by producing the finest surface and car care products in the world.

The Thompson Detail Center is located at 450 N. Broad Street in Doylestown. Before you attend your next car show or event consider Thompson Detailing. If you need any advice on the proper care needed for your Porsche, or to schedule an appointment call: **267-898-2734**.

### About the Thompson Detail Center:

Thompson Detail Center is a fully equipped detail center that specializes in cleaning any vehicle. Thompson Detail Center also offers interior repairs, removal of dents, wheel repairs and headlight repairs.

### Where to Buy Meguiar's Products

The Meguiar's car care products that were highlighted in this article as well as the products we saw demonstrated at the member meeting that was held at the Thompson Detailing Center can be found at the following online retailers:

[www.autogeek.net](http://www.autogeek.net)

[www.meguiars.com](http://www.meguiars.com)

[www.detailedimage.com](http://www.detailedimage.com)

[www.superiorautocare.net](http://www.superiorautocare.net)

[www.autopia-carcare.com](http://www.autopia-carcare.com)

[www.detailersdomain.com](http://www.detailersdomain.com)

Both DetailersDomain.com and Autogeek.com are great websites for not only purchasing car care products, but they also offer a wealth of tips, video's, articles, blogs, and forums on car care.

# Car Guy Trifecta

By David Newton, Contributing Editor



Once in a while the stars align. The lights are perfectly timed. Temperatures are just right; the threatening rain is whisked off to Canada and you don't have to regret the time you spent cleaning up your ride. Saturday, November 2<sup>nd</sup> was such a day. I was going to try to attend three events; a car enthusiast triple play. In the morning, a Bucks County Exotics (BCX) Cars and Coffee meet, from there a group ride to Exoticars USA in Milford, New Jersey, and finally to the Fabspeed open house in Fort Washington, Pennsylvania. Google Maps showed this to be 145 miles round trip from my home in Chester County; more than three hours in total excursion.



In order for this to happen, there could be no impediments; no room for error. A single failing could throw off the whole schedule. Undaunted, I left the house that morning, anxious of the looming clouds as I headed northeast toward Doylestown. But even though a few drops hit my windshield, it seemed with every mile the skies were clearing. Like walking from a dark room into the light leaving everything behind. By the time I reached the Bucks County Exotics location off Route 611, the sun was pushing through the haze and the clouds were rolling into the horizon.

I parked in a spot near another Cayman (we try to stick together), and wandered around the lot with my camera. The turnout was surprisingly good. Typically the threat of moisture will keep the exotics home. Maybe it was the promise of improving conditions throughout the day or perhaps it was the end of the season; one of the few remaining chances to group up with decent weather on hand.



Either way, the variety of iron was awesome. Muscle cars, Porsches, Ferraris and a couple McLarens littered the parking lot. Audi and Lotus models were represented including a Super Seven that later led the group run to Milford.



I don't get up this way much, but I never regret the ride. There's always a pleasant group of people, a great assortment of cars and of course a Starbucks right there should you need the octane. This meet was a little different in that Ernie (the organizer of BCX) had arranged a run to the Exoticars USA facility in Milford. We circled up and had a spirited thirty-minute ride north on 611, then made our way through the back roads of Bucks County following the Delaware River through Frenchtown into Milford.

Exoticars USA was founded in 1979 in Frenchtown and moved to their current facility two years ago in the neighboring town of Milford.

## Car Guy Trifecta- continued



The new location houses the mechanical and service areas, the engine rebuilding room as well as their office and showroom. The Frenchtown site was retained as the body shop. This impressive facility was originally a bank. They built a warehouse-size shop off the back and kept the main structure as the office and showroom. The nostalgic bank vault remains. It serves as a reminder of the facility's origin and is used as part of the office. Exoticcars USA specializes in, well, exotics. But there aren't too many cars they can't work on as we saw in their shop.



When we arrived, there was a full spread of snacks and drinks, with a barbecue setup outside. My original plan was to hang out for a while, look around the facility, have a good lunch and then make my way home. But Fabspeed's open house was rescheduled from back in October, and being that many of my Riesentöter friends were planning on attending, I was hoping to stretch my luck and stop there on the way home.

I'm also Fabspeed customer having installed their Maxflo system on my Cayman almost a year ago.



So as much as I wanted to stay for lunch, it would take me an hour to get to Fort Washington, and the open house at Fabspeed wrapped up at two o'clock. So I decided to bid farewell to Exoticcars and make my way south. It was a great drive as I took back roads all the way into Chalfont, and then navigated down route 152 meandering to the Fabspeed facility.



I was pleased to find the event still in full vigor. Cars were leaving as I came in, so pulling around behind was more about avoiding gawkers than finding a spot to park. Much like earlier that day, there was no shortage of machines to look at. An eclectic assortment of cars lined the lot in the back of Fabspeed's stunning facility. There were many familiar faces from previous events and PCA Riesentöter members as well. There was an unmistakably satisfying sound as guests rolled in and out of the parking area. I wandered around and talked with friends and visitors who came to the open house to enjoy the facility.

## Car Guy Trifecta- continued

Inside was even better than outside ... a McLaren roared on the Dyno drawing onlookers into the building. Fabspeed has been here at this location for more than a year; I've visited a few times and the place still amazes me. They construct virtually all of their exhaust system parts completely in house. They have every conceivable piece of fabricating machine, from a mandrel tube bender to a water jet cutting machine. You gotta love that; all made right here in the USA and delivered around the world.

It was now approaching three o'clock and time to go home. I pulled out of the parking lot and jumped conveniently on the Pennsylvania turnpike. Rather than push my luck, I eased back and set the cruise control to 67 MPH. A \$200 speeding ticket would have ruined an otherwise perfect day. I pulled into the garage with a couple hours left to dust today's journey off the Cayman. Lady luck on my side, I attended these events all in a single glorious day; a car guy Trifecta.



# Simeone Fretz

By Jeff Walton, Contributing Editor

Our September monthly meeting was not the usual meeting by any means... and if you missed it, you missed a damn good one. First off it was held on a Saturday and not during the usual midweek Tuesday, Wednesday, or Thursday. Second of all, it was held at a non-descript warehouse off of Island Avenue down near the airport. This warehouse just so happens to house one of the nicest privately owned collection of race cars spanning every decade that horseless carriages were pitted against each other for the honor and glory of speed. I'm talking about the Simeone Museum and even if you are not remotely into automobiles you will be enthralled with the 60 or so prime specimens lined up in the paddock and their history.

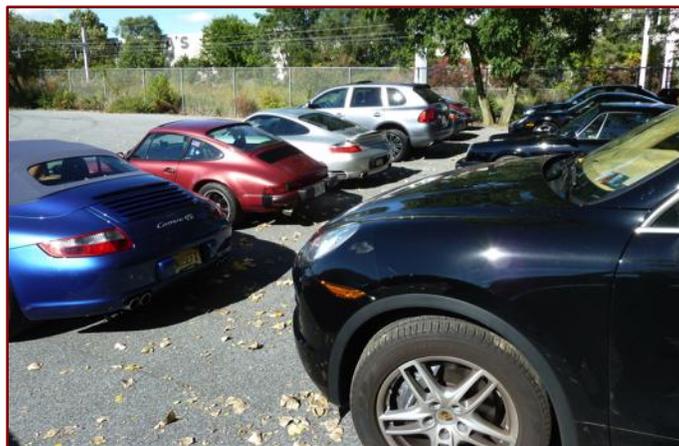


We first saw a 1909 American Underslung, how about that for a name eh? A little sidebar - they were the first to exclusively produce sports cars. As we wended through the ages of history we gawked at the Cobra Daytona, one of six and recently one of those six brought over 7 million dollars at auction. We then salivated over Auburns, Bugattis, Cords, a Delahaye, (do you see where I'm going with this), I don't remember any Edsels, though I don't think they were considered a type of racecar when they drove off the assembly line, and then we get to "F". "F" is for Ferraris - there were plenty of them, two gull wings, a Hudson Hornet, and at this point I'll stop with the alphabetizing and say my favorite was probably the most expensive model there - a 1938 Alfa Romeo MM Spyder of which only 4 were made, two of them crashed, one Ralph Lauren owns, and this one was the winner of the 1938 Millie Miglia. Another sidebar - Ralph Lauren had sent Dr. Simeone a blank check for this Alfa; he never cashed it.

As an added bonus for the day, The Porsche Exhibit was still in town and what a treat for us Porschephiles. Where else can you see not one but two, 959's parked across from each other in the midst of a RS 4.0, and almost every numbered car Porsche put out - okay not quite but there was 20 great cars from Germany that many of our members drooled on.



As another added bonus, the fourth Saturday of any month, which so happened to be the day Riesentöter visited Dr. Simeone and his wonderful cars, was demo day. Demo day was the reason our club was sectioned off in the corner of the parking lot - which by the way, looked rather cool. On every fourth Saturday Dr. Simeone chooses 4 or 5 cars from his collection, takes them outside, fires them up, and drives them around the parking lot. It's sort of like seeing the big cats in their natural surroundings of the Serengeti. The jaw-dropping rides were on display prior to our arrival - four Ferraris in all. There was a 1954 375 mm Spyder, a 13 million dollar 1958 250 Testa Rossa, and a 1962 Ferrari GTO worth a cool 33 million dollars, oh and a 1966 center seat Pininfarina in white.



## Simeone Fretz- continued

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At noon everyone, including the Ferrari Club and BMW Club and our Porsche Club, exited the museum where we were greeted by the fine doctor himself, as he talked about the significance of the autos before us. Then he fired up the 12 cylinders of the Testa Rossa, placed it in gear and the entire parking lot echoed with oohs and aahs as well that sweet sweet symphony produced from under that hood. He did this for each of the four cars and each time he received the same reaction.

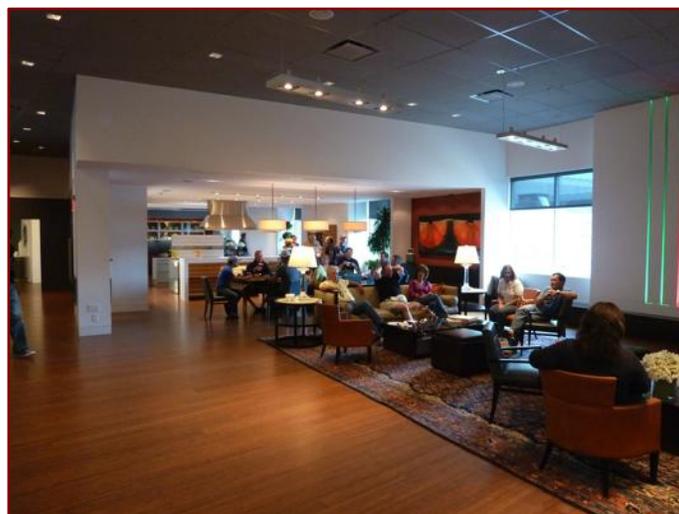


Riesentöter picked up the admission to the museum for all who joined us on this glorious day. We did this because the day was not quite over. At about one o'clock we headed over to the Navy Yard to conduct our membership meeting. Our gracious host for our meeting was the Fretz Kitchen Showroom. They are not normally open on Saturday but they open their doors to us and provided a spread of spectacular food that was cooked in their newly created outdoor kitchen area. As we dined on spicy grilled chicken, sausages and bratwurst, crab salad and fresh fruit, and drank our beer and wine, we walked among their second to none display kitchens that came in every shape and style for today's home. The kitchens featured every new amenity you could have thought of... built in espresso machine, check. Built in warming drawer, check (but not one how about four). Ice machine, check. The latest and greatest 2 ovens 6 burner Wolf cooking range, check. You what a big-ass hood for that range, check.

Well you get the picture. I saw many mental preparing their shopping lists as well as my own. We do want to personally thank Marianne and Beth for providing both the space and food for our membership meeting and welcome them as sponsors to our club, along with their chefs and bartenders and other helping hands for coming in on their normal day off. Mucho Gracias.



The membership meeting was a rather quick one with two major announcements, the first being the approved running slate for the 2014/2015 executive board and the announcement of the date for our annual holiday awards banquet to be held on December 7<sup>th</sup> at Chester Valley Golf Club. The meeting adjourned but many of us just relaxed in the creative use of space while we talked about our favorite commonality and what a truly nice day we just had.



If you have a creative idea for a monthly membership meeting for next year, please send along your ideas to [vicepresident@rtr-pca.org](mailto:vicepresident@rtr-pca.org). As you can tell we do like to do things a little differently now and again.

Thanks for all of you who joined us for the September 28<sup>th</sup> Membership Meeting.

# 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.

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## Marktplatz - continued

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## Riesentöter Region, Porsche Club of America

### *Picture Trivia*

Anyone know any details about this car?. Looking for who the owner is and who the inspector is. 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.



**Last Issue's Answer:** Last month's picture was a 1976 Porsche 912E.

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