



DER GASSER

MARCH 2014



Aus des Präsidenten

(From the President)

One look at my car and you can tell it's winter. Besides the ugly rims to which a set of Blizzaks are mounted, you can see the remains of many of the snow storms we have had on my salt-ridden metallic meteor gray paint, including a nice ding in the bumper cover. And I don't care one iota. As you may or may not know my Porsche is not a garage queen. I don't plan on saving it for the next guy to enjoy... I am the next guy... I'm the only guy. I didn't fork over all this money for an investment. I forked out all this money for enjoyment, and I can honestly say I enjoy it every day. Hell, I think I should have the seal of the United States Postal Service on the hood of my car because rain, sleet, snow, I'm driving.

Now I know there are plenty of garage queens among us, and that's your right I understand, but just because your Porsche doesn't see the light of day unless it's perfect weather, doesn't mean you have to stop enjoying the club activities. As long as you are a member, we don't care what you drive when you hang out with us. Now the winter months are usually a bit slow for us as a club, but we still have a few tricks up our sleeves. We are still doing happy hours and our first one at Sullivan's Steakhouse in January had a very nice turnout, despite the snow that fell a few days before. It was here that I got the idea from Pete (one of our members), to do the February Freeze Run. He told me about the Fiat Freeze Out they used to have, so I thought why not us; we have as many screws loose as the Fiat Club.

Right now March seems a little slow, so we might have a membership breakfast in Lionville. And if you have a watering hole in mind, send me the place and date and we'll put it on the calendar. The month of April is when the tires really start to roll with both Autocross and DE's first events, and before you know it the snows will be a distant memory. Oh, and I heard through the grapevine we have our Riesentöter trip planned for August 1st through 3rd, and if you were with us for the Niagara Falls trip last year, you know firsthand that Wendy plans a damn fine trip. So mark your calendars now (no passports needed this time around). And keep an eye out on the number one website and listen for our email blasts from Paula.

Drive safe and drive every day,

Jeff Walton

President, Riesentöter Region, PCA



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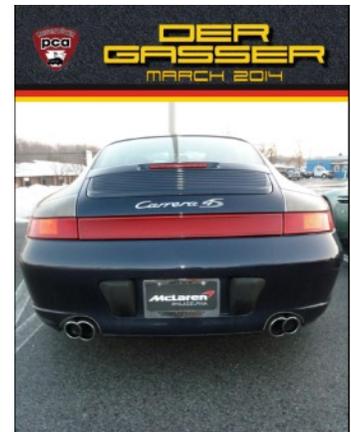


Photo at February Monthly Meeting by David Newton

DER GASSER

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From the Editor's Desk:



Over the next few months you will notice changes in the way *Der Gasser* looks and is organized. After two years of publishing *Der Gasser* under our belts, the team is looking at ways to further enhance the appearance of *Der Gasser*. We've purchased new software that will enable us to more easily format and put together each issue. Formatting the articles and assemble them into each issue was proving to be quite challenging using Microsoft Word. I realized this when I filled in for Scott Duvall who had been doing all of this previously. Several times I wanted to throw in the towel because of my frustration with MS Word.

Scott is back in the swing of things and has found a new software package that is much more user friendly and should cut down on the time it takes for formatting and page construction. This in turn should cut down on the turnaround time for us to get a new issue out to you. After he has mastered the basics of the new software, Scott will then look at new design elements and page layouts that will make each issue more attractive. He will then have the task of teaching David, Jeff and myself how to use the new software.

Another major project for this spring is to implement a way for individual members to order a printed copy of *Der Gasser*. While the switch to publishing *Der Gasser* in digital format has been very well received, there are members that would like the ability to read it in a printed format. While we can't afford to print 1,500 full color copies of each issue, we can offer an option to order individual printed copies.

I am investigating a website called MagCloud that is owned by Microsoft. It allows users to publish many different kinds of documents and publications. The user (in this case RTR), posts a document such as our newsletter in PDF format to the website. Once the document is on the website, anyone can purchase a printed copy or even several copies. The cost is based on how many pages the publication has, and what trim size will be used. Several other PCA clubs use this service with great success. I actually ordered a number of copies of newsletters from these clubs to evaluate the quality of the printed publication. The quality is excellent and the shipping usually takes about a week to arrive. Each publication arrives safely sealed in a plastic bag. The cost for each issue delivered to your door would be between \$6.00 and \$7.50 each. My hope is that we will be able to offer this option starting in either the April or May issue after we complete testing.

Lastly, we are looking for anyone that would like to capture images of club social and track events with your camera. We need photographers to provide photos for *Der Gasser* and the website. Please contact me if you are interested in being a staff photographer.

Drive safely,

Dave Hathaway
Der Gasser Editor

Editor's Notes

Photos, Photos, Photos

If you have event photos, don't hesitate to send them in to:
editor@rtr-pca.org

If you attend an event and want to write up a short piece describing it, we'd appreciate it. We can't attend everything so your help, helps fill in the blanks. We'll edit and let you proof before we publish so rough input is fine.



Updating Your E-mail

In order to make sure you receive your monthly issue of *Der Gasser* as well as club e-mail blasts out to the membership about upcoming events and club news, please update your e-mail address. The e-mails that we send out are not sales oriented, and are strictly for the benefit of our membership. This database is for Region use only and will not be released to other parties.

Use the following instructions to update your e-mail address:

Go to the Porsche Club of America Web site at www.pca.org.
Sign in through "MEMBER LOGIN."
Then go to the "MEMBERSHIP" tab and scroll down to "MEMBER SERVICES."
Click on "MEMBER RECORD."
Click on the pencil icon to the right of your information to edit.
Once you updated your information then scroll down and click "SAVE."

In the "MEMBER RECORD" area you can also update the rest of your contact information and information on the Porsche(s) you own, as well as view your membership status including when you joined the PCA and when your membership expires. As with your e-mail address, all information is kept confidential and is not shared with anyone outside the PCA.

Note: to avoid conflict with spam filters, enews@enews.pca.org should be added to your address book.

Advertising in *Der Gasser*

Der Gasser is the monthly newsletter of the Riesentöter PCA Region. During the first week of each month *Der Gasser* is sent digitally to our membership of approximately 1,400 Porsche owners and enthusiasts. The newsletter is produced in color and contains dynamic digital content such as video and hyperlinks.

Advertising is limited to Porsche and automotive related vendors who offer services and products that would benefit our members and enhance the overall Porsche experience. Advertising rates are as follows:

Full page ad for one year: \$1,650, plus two free banner ads on the website

Half page ad for one year: \$1,275, discount on website two-banner ad package for \$250/ year

Quarter page ad for one year: \$975

Artwork must be submitted in jpeg file format and can be changed each month at no additional charge. If you are interested in advertising in *Der Gasser*, please contact Dave Hathaway at editor@rtr-pca.org.

Advertising on our Web Site

Opportunities to advertise on our website www.rtr-pca.org, are also available. A two- banner ad package can be purchased for \$500 per year or \$50 per month. For file size requirements and placement details, contact our webmaster Jeff Walton at webmaster@rtr-pca.org.

Membership Report

Submitted by Paula Gavin, Membership Chair



Please join us in congratulating that special group of our members that celebrates their twentieth year of membership this year. Yes, it's the Fossils!

- | | | |
|---------------|-----------------|----------------|
| Martha Baker | Glenna Giannone | Dave Redmond |
| Randa Bonsall | Joanne Kibler | Joyce Redmond |
| Chris Cleary | Phil Kibler | Carol Saeger |
| Sheryl Durham | Carol Lee | Richard Saeger |
| Steven Durham | Frank Lu | John Turco |
| David Fischer | Kay Nederostek | Sherri Turco |
| Paula Fischer | Paul Nederostek | Dodge Whipple |
| Gregg Frey | Diane Owens | Susan Wickham |
| Carol Fries | Lorri Perkins | Donna Wolf |
| Michael Fries | Rose Radcliff | |



Membership Report- continued

Submitted by Paula Gavin, Membership Chair



Please join us in congratulating our members who are celebrating PCA membership milestones. The following RTR members have membership anniversaries this month.

March Anniversaries

15 Years

John Connolly
Tom Dymant
George Fentress
Nancy Hunsicker
Jeffrey Hunt
Renee Hunt
Suzanne Krause
Dewayne Laird
Deborah Matt

10 Years

Marilyn Brickel
Sandor Ferenczy
Jackie Gilberg
James Kittredge
Paula Montemuro
Francis Newell
Drew Nurenberg
Beverly Place
Graham Place
Steven Ryave
Nancy Watt

5 Years

Tom Boyd
David Brandt
Rosemary Brandt
Mark Bowie
David Donohue
Jodi Donohue
Roger Farber
Allison McConnell
Kevin McConnell
David Trimble
Ryan Welty

What Our Members Drive

911 Air Cooled	476	33.2%
911 Water Cooled	418	29.2%
Boxster	224	15.6%
944	86	6.0%
Cayman	83	5.8%
Cayenne	33	2.3%
928	30	2.1%
914	24	1.7%
356	19	1.3%
968	15	1.0%
924	7	0.5%
911 Speedster	1	--%
Carrera GT	1	--%
Totals	1,417	



Upcoming Events

Submitted by Wendy Walton, Social Chair



March 19, 2014 **RTR Membership Meeting**

The March membership meeting will be held at the Speed Raceway located at 200 Blair Mill Road in Horsham, PA. Socializing starts at 6:45 pm, food and beverages will be served. The membership meeting will start at 7:30 pm. Stay after the meeting for some karting fun.

April 6, 2014 **Autocross Event**

The first autocross event of the year will be held on Sunday April 6th starting at 8 am. The event will be held at Warminster Community Park located at 300 Veterans Way in Warminster, PA. For more information on this event and registration, visit www.motorsportsreg.com.

April 23, 2014 **RTR Membership Meeting**

The April membership meeting will be held at Porsche of Conshohocken located at 1312 Ridge Pike in Conshohocken, PA. Socializing starts at 6:45 pm, food and beverages will be served. The membership meeting will start at 7:30 pm.

May 3, 2014 **RTR Spring Rally**

The first rally of the year will be held on Saturday May 3, 2014. The rally will start at 4989 West Chester Pike in Newtown Square, PA. Additional details will be posted on our website www.rtr-pca-org.

May 4, 2014 **Autocross Event**

The second autocross event of the year will be held on Sunday May 4th. Arrival time is 7:30 am and registration starts at 8:00 am. The event will be held at Warminster Community Park located at 550 Hershey Park Drive in Hershey, PA. This event will be held the day after the Hershey Porsche Swap Meet and is sponsored by the Central Pa PCA Region. For more information on this event and registration, visit www.motorsportsreg.com.

May 21, 2014 **RTR Membership Meeting**

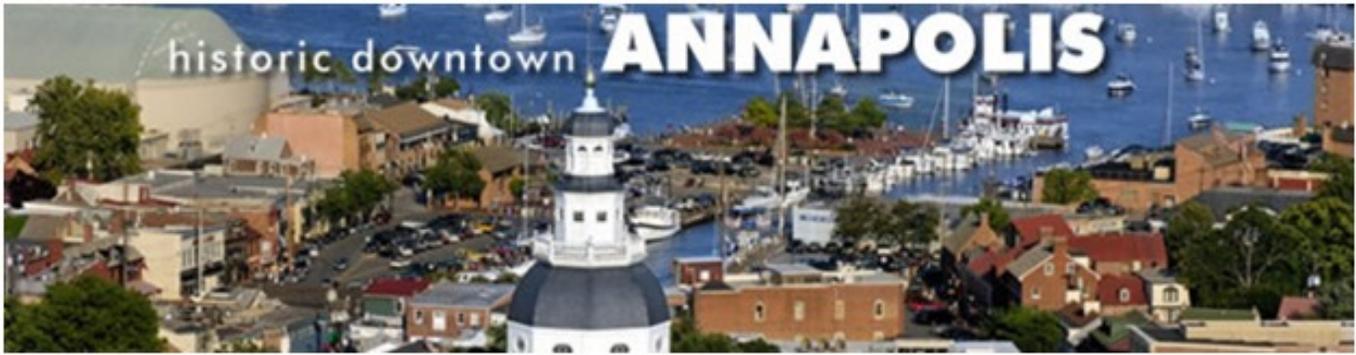
The May membership meeting will be held at Knopf Automotive located at 3401 Lehigh Street in Allentown, PA. Socializing starts at 6:45 pm, food and beverages will be served. The membership meeting will start at 7:30 pm.

June 7, 2014 **Wyebrook Farm BYOB Dinner**

The Wyebrook Farm BYOB dinner will be held on Saturday June 7, 2014 at the Wyebrook Farm located at 150 Wyebrook Road, Honey Brook, PA 19344. For more information on the Wyebrook Farm, you can visit the website at: www.wyebrookfarm.com. Additional details on this event will be posted on our website www.rtr-pca-org.

June 18, 2014 **RTR Membership Meeting**

The June membership meeting will be held at Porsche of the Main Line located at 4005 West Chester Pike in Newtown Square, PA. Socializing starts at 6:45 pm, food and beverages will be served. The membership meeting will start at 7:30 pm.



August 1-3, 2014

Come join us for another great weekend road trip this summer to Annapolis, Maryland with your friends at Riesentöter. See our scheduled itinerary below. We hope you can join us!

There is limited space available, so RSVP at your earliest convenience.

Friday, Aug. 1st

- 9:30am-meet at Nordstrom's Rack parking lot in King of Prussia in front of theater.
- 10am sharp - departure (a stop will be made for lunch on the way).
- In the Afternoon arrive at The Loews Hotel Annapolis. Check in and have some free time to recharge and have a look around the area.
- 5:15pm - meet in lobby to walk to Pusser's Caribbean Grille where we will learn how to make their famous Painkiller cocktail.
- Cocktail hour followed by dinner at 7:30 pm.

Special room rate of \$169 per night
\$12.00 per day parking (in/out privileges)

Email Wendy Walton social@rtr-pca.org for information on how to book your room

Saturday, Aug. 2nd

- Breakfast on your own at hotel or nearby restaurants.
- 9:30 am - Meet in Lobby to go on special behind the scenes tour of the Naval Academy followed by lunch and a boat tour of the bay area.
- Afternoon on your own to recharge and explore.
- 6 pm - meet in the lobby to head out to the Chart House for cocktail hr and dinner.
- Evening to stroll downtown, visits pubs, listen to live music, or just call it a night.

Sunday, Aug. 3rd

- Breakfast on your own, check out by 11 am.
- Explore downtown galleries and shops and head home at your leisure.



Upcoming Regional Events

March 14- 16, 2014

Zone 2 Drivers Education Weekend

The 2014 Zone 2 Advanced Drivers Education Weekend will be held on March 14 - 16, 2014 at the Virginia International Raceway (full course all three days). Registration will be through www.Motorsportsreg.com. Registration for PCA members opens on January 13, 2014 at 8:00 pm EST. Registration for non-PCA members opens on January 20, 2014. Registration for all drivers closes March 3, 2014. There will be a social on Friday night March 14th and a banquet on Saturday night March 15th. Tech forms can be found on the PCA Zone 2 website www.pcazone2.homestead.com.

THE MUST-DO PORSCHE EVENT OF 2014! in beautiful Monterey, California



The graphic features a central circular logo with a silhouette of a tree and a Porsche car. The text 'PORSCHE PARADE' is arched over the top, and 'Monterey JUNE 15-21, 2014' is at the bottom. A list of activities is on the left, and a registration call-to-action is in a blue circle on the right.

- Autocross
- Concours
- Rally
- Tours
- Tech Sessions
- Social Events
- More!

Legendary Monterey!

Registration opens March 11, 2014 so start planning now!

Learn more and register at parade2014.pca.org

June 20- 22, 2014

Zone 2 Club Race and Advanced Drivers Education Weekend

The 2014 Zone 2 Club Race and Advanced Drivers Education Weekend will be held on June 20- 22, 2014 at the Virginia International Raceway (full course). Registration for both events will be through www.Motorsportsreg.com. Tech forms can be found on the PCA Zone 2 website www.pcazone2.homestead.com.

2014 DE Schedule

April 25- 27, 2014 Track: Summit Point Registration Open Date: February 24, 2014	Safety Tech Date: April 12 at	Vintage Motorsports 153 Pennsylvania Ave. Malvern, PA 19355 (610) 970-7800
May 16- 18, 2012 Track: Pocono North Registration Open Date: March 17, 2014	Safety Tech Date: April 21 at	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
June 11- 12, 2014 Track: NJMP Lightning Registration Open Date: April 14, 2014	Safety Tech Date: May 31 at	Tillson Motorcars 2097 North 63 rd Street Philadelphia, PA 19151 (215) 473-6400
July 25- 27, 2012 Track: Watkins Glen Registration Open Date: May 26, 2014	Safety Tech Date: July 12 at	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
August 19, 2014 Track: NJMP Thunderbolt Raceway Registration Open Date: June 23, 2014	Safety Tech Date: Aug. 9 at	Innovative Racing Technology 319 Commerce Court #101 Limerick, PA 19468 (610) 639-6724
September 12- 14, 2014 Track: Pocono South and East Registration Open Date: July 23, 2012	Safety Tech Date: Aug. 30 at	Knopf Automotive 3401 Lehigh Street Allentown, PA 18103 (888) 437-9168
October 17- 19, 2014 Track: Summit Point Registration Open Date: August 18, 2014	Safety Tech Date: Oct. 4 at	Meenan Transmissions 1938 North Broad Street Lansdale, PA 19446 (215) 855-5123

For additional information, please visit our [website](#), and [Motorsportsreg.com](#).

The RTR website contains information on registration, track profiles, forms and manuals, safety tech info and an updated schedule. Contact information for the track chair and members of the Speed Council can be found on page 3 of this newsletter.

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

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. The file size should be no larger than 1 MB each in size. We'll edit the photos to fit the page.

Owner: Vidal & Marla de la Cruz

Member Since: 2005

Model: 1984 911 Carrera Cabriolet

Engine: 3.2 Liter Flat Six

Current Miles on the Car: 116k miles

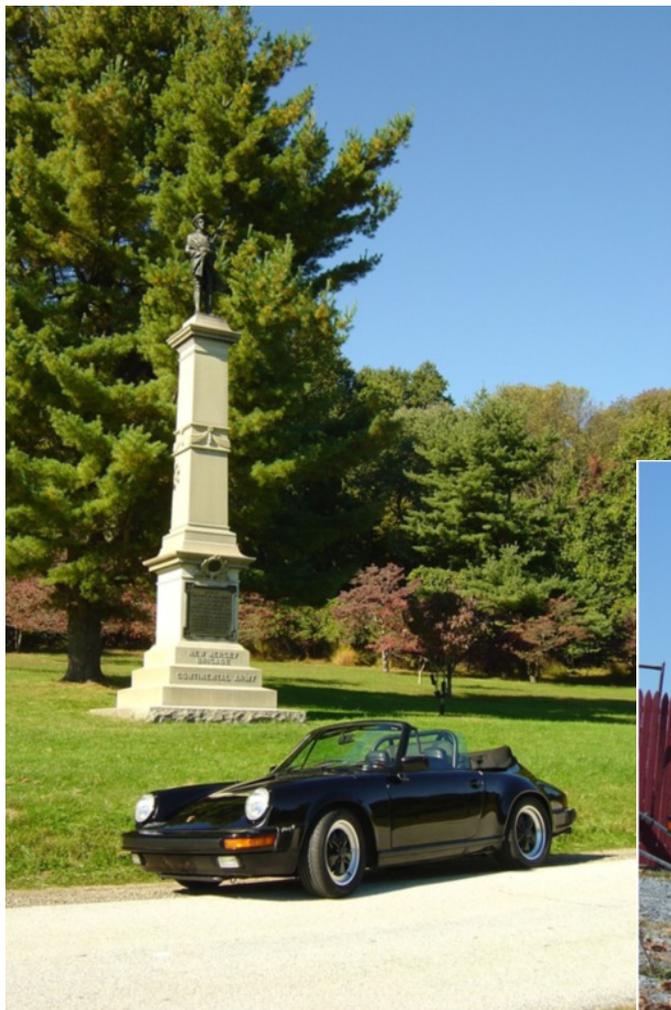
Exterior Color: Black

Interior Color: Black

Dealership: N/A

Modifications:

We are the third owners of this trip black cabriolet, purchased in 2004 from another RTR member. She's stock with manual transmission and roof, with a few minor changes. These include H4 headlight conversion, a front strut brace, front bumper scoop for oil cooler, 1980's vintage sport seats, and a roll bar. For some fun driving at the track, we also have a pair of Sparco race seats and a set of period-correct BBS rims with track rubber. Decal work custom-designed by ID Signs in NJ.



Sidetrack- Bad Weather Driving

by David Newton, Contributing Editor



On the other end of the over-cautious, equally unaware driver; just as dangerous as mentioned. This is the motorist cruises 15 mph under the speed limit (even in good conditions and visibility). They politely wave out traffic in front of them without the slightest idea that a truck is bearing down on them from behind. They proceed timidly; forecasted precipitation only serves as further justification to reduce their speed, and snow or ice is simply paralyzing. They will venture out nonetheless.

With all the snow, ice and rain here in the Northeast in the last several weeks, it has called my attention to a very serious problem which is the basis of this column. I'm not trying to be overly cynical, but some people should not drive in inclement weather. I also don't mean to be openly sarcastic by mocking the habits of the bad-weather driver, but instead I thought I'd try to be a bit more constructive.



I've noticed some pretty alarming behavior associated with motorists in rain, snow, sleet, ice; any condition that requires additional caution and attention in negotiating two or three tons of steel over our less than ideally conditioned roads. I've always believed that driving is a privilege, not an entitlement. And it deserves an appropriate level of respect by all of us.

I've been told that you can't teach common sense. But I'm going to try to anyway. There are principals that apply to most conditions, but are especially important when the needle moves away from the meteorological center. Here are some of them...
Braking.



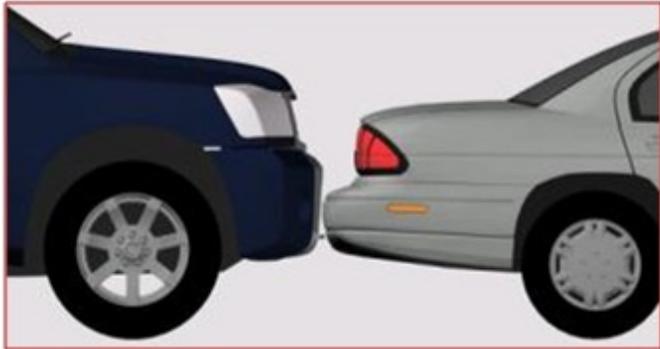
Know your capabilities. If you are terrified of driving in the dark, rain or storms, you probably shouldn't. If you look in your rear-view mirror and see a stack of cars back to the horizon with no one in front of you, there's a good chance you are the problem. Serving as a rolling roadblock may be strangely satisfying, but it's equally dangerous. Signal into a safe lot or side street and let everyone continue on their day. And plan around conditions if driving in it is concerns you.

There seems to be two basic responses to driving in poor weather conditions: the complete ignorance of it and an opposite overreaction; each is equally dangerous. First, you have the driver who is utterly oblivious to any conditions outside their vehicle. This is often the one whose car is their roaming residence. They are on the phone, shaving or consuming food, and will travel completely ignorant of all activity around them. Bad weather doesn't really weigh in on decision making or other considerations. They will cut you off regardless of their current distractions.



Sidetrack- Bad Weather Driving, continued

Know the capabilities of your car. Your four-wheeling SUV gets great traction in the snow; congratulations on the purchase. But four-wheel drive does little to help you stop on black ice or negotiate a slippery corner at high speed. So keep that in mind when blasting through your next intersection; an SUV is not immune to poor conditions. And it's important to understand the principals of time and distance for braking. Following 45 mph with a separation that would allow you to step from your bumper to theirs is neither safe nor prudent. The best brakes on the planet are of no help when slipstreaming behind the guy in front of you.



Practice common sense where bad weather is concerned. And if you don't have any, err on the side of caution. Make sure you've cleared off your car from snow and that you can see out of all your windows (not just the porthole you smeared in the center of your windshield). Pay attention to the activity around you. Use your mirrors (they should be clear of snow as well). Keep both hands on the wheel. Use your turn signals. This all sounds like common sense doesn't it? That's because it is; you passed the quiz.



Try to apply principals of sensibility. If normal conditions and visibility allow you to travel 50 mph on a particular roadway, nighttime might require that you back off to forty-five. Snow or ice might require a bit more. Same goes for braking distances. But let's not go overboard here; all too often I witness an over-reaction to current conditions. Your roadway companions are not expecting to find your car stationary as they come around a turn.

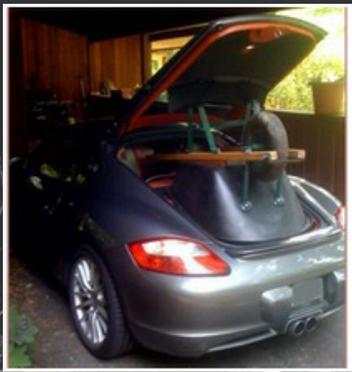


I followed behind a Jeep once that was traveling up a snow coated hill at 10 painful mph. The cars between us were losing traction when their momentum rapidly diminished. As the Jeep approached the intersection at the crest of the hill, they suddenly stopped dead; some 300 yards from the crossroads with no one in front of them. And now the followers were sprawling like amoebas in a Petri dish. This is classic condition over-reaction, and not at all sensible.

I have a final thought that might sound a bit extreme. Treat your car like a loaded weapon. In the best of conditions, two tons of metal travels roughly 40 yards before it stops from just 30 miles per hour. That's almost half of a football field. Much longer when it's slick out, and it can take up to 10 times that distance on ice. It takes a millisecond for something very, very bad to happen.



So leave a suitable distance and allow the appropriate time. I understand it's sometimes hard, but consider the laws of cause and affect. Just touching the brake pedal can set off a chain reaction for the motorists behind you. Conversely, aggressive overtaking maneuvers can send someone into the ditch, or worse. There is a delicate balance between the two extremes. Finally, treating the process of driving like the privilege it is, and paying careful attention to our roadway surroundings, we all stand a better chance of getting where we want in a reasonable amount of time without a regrettable incident. Until next month, safe driving.



SHIFTS & GIGGLES

BY JEFF WALTON, CONTRIBUTING EDITOR

Did you know fifteen minutes can save you fifteen percent or more on car insurance, and did you know no matter how often they tell me, I'm still not switching? This article is not about car insurance though, it's about commercials... and I'm not talking about those small infomercials where the entire family is sitting around a cage watching a battery-operated parakeet chirping and flapping its ass off... I just want to hit that entire family in the head with an Or-green-ic frying pan. You know those pans where making a scrambled egg in your old rusted one looks like four week old road kill, compared to a flick-of-your-wrist-easy-peasy-eggs-right-to-the-plate-every-time-only-one-you'll-ever-need-but-act-now-and-we-will-include-another-one-absolutely-free-you-just-pay-shipping-and-handling type of pan. Yeah that one... anyway, like I said, no infomercials. And no "hey Mike, Mike, Mike Mike, guess what day it is?" though I do like that one. No I'm talking about car commercials.

You know those commercials that no one pays much attention to; the ones where the cars always have special financing and sales on every major holiday of the year, like Arbor Day, the Third Thursday of the Month Day, Blue Balloon Day, or Day After the Big Sale Day, or just a blowout inventory sale because they are overstocked with way too many 2019 models even though it's only 2014. Yeah all these big sales and deals galore are thrown in your face in a constant barrage on every single television station - that is until you actually need a car. These commercials show tons of customers in the showrooms, tons of smiles, and tons of energetic sale people hopped-up on happiness. Come on in and sign and drive they say. It's that easy they say. Easy my foot.

What they don't show you, is how they level-set your expectations because you just saw the ginormous font that reads \$199 a month, but you failed to read the fine print that was created by the same guy who wrote the entirety of War and

Peace on the head of a pin and flashed by so freaking fast that Evelyn Wood only read the first two words and threw up because she was blinded by the speed. No, no, no, the car you set your mind on comes to a totally different price and lower than \$199 ain't it my friend. It's sort of like the sticker shock you would get by inquiring the price on one of those watches in the Christophorus Magazine - try it sometime then you'll know why there is a full page ad for a watch made from parts of the Titanic. Yeah the price you are quoted isn't even remotely close to \$199. Why? Well, the one you want is in red, the one they have on special comes only in Panda Pink. The one you want has air conditioning and a radio. The one on sale has none of those things, not even tires. The one you want has a six cylinder, the one that they advertise, comes with gerbil food. And to top it off, if you would have read that fine print by DVR'ing it, having it replayed on that monstrosity of a television monitor that hangs in Dallas Stadium, and just happened to pause it at the correct spot, you would have read that you need the Nadia Comaneci trifecta of credit scores and 99% down in order to just see the car that is on sale in that commercial. In other words, you'll have better luck meeting Sasquatch for drinks after work then actually getting the car they advertise.

Again sign-and-drive they promise you. Ha! Sign and wait is more like. "Here, sign this so we can do a credit check and find out what you" "Here, sign this so we can do a credit check and find out what you named your first childhood stuffed animal." Time goes by. When did you you last eat or sleep or shower? More time goes by. Why didn't you get your child a college graduation present? Because she was only three when you came in here. Then when you've lost all hope, the sales person looks over your records like three when you came in here. Then when you've lost all hope, the sales person looks over your records like a diamond cutter at De Beers - "Oh I see you still have a Bambergers credit card

and your blood type is B negative which certainly describes your disposition." And then you wait some more. You suddenly think back to those commercials of people having fun, riding around on a test track, through tunnels, over bumps, and the passengers giggling up a storm in the backseat. Then you wonder why your test drive was just around the block, not even allowed to make a left turn, as you tried to get your questions asked. "How many doors does this thing have?" "Ummm, I'm not sure on this model, I'm new here. I'll have to check once we get back to the dealership." You think back to the songs they play in those commercials, upbeat, oozing of American Pride, even making you cry a little. As you wait in the dealership their music is making you cry alright... really, a Muzak rendition of "Welcome to the Jungle" followed by "Stairway to Heaven" and AC/DC's "Highway to Hell."

Hell it is, and we are not even talking about the years of haggling over floor mats or undercoating or LED vanity mirrors or heaven forbid - your trade-in. Yeah, art certainly doesn't imitate life. If it did, commercials would show people stuck in traffic and honking their horns, trying to fit a 4x8 hunk of plywood in their car at Home Depot, a foot deep of Cheerios in the back seat with a screaming toddler and fighting kids, an SUV never once touching the dirt being pulled over for trying out all 300 horses, or the shot of the dealership that looks like a hospital waiting room as a sales person goes to talk to the manager and comes back with the fantastic news that they were able to lower your monthly payment by fifty-seven cents. But if it were not for car commercials being every other commercial on the old boob tube, could you just imagine what your cable bill would be. I guess I'll just stick with the lies they feed me and actually buy that stuffed burger maker I always wanted. Oh, and the Clapper.

Technically Speaking - TPMS

By Pedro Bonilla, PCA Suncoast Region

First of all, TPMS does not stand for **Terrible PMS** as one of my customers referred to it when she saw the warning light come on and stay on in her 2006 Carrera S some time ago.

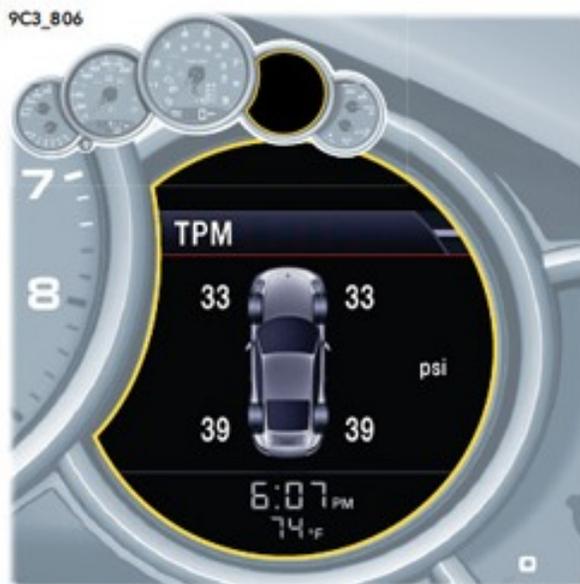
TPMS stands for **Tire Pressure Monitoring System**, and it is an electronic system designed to "keep an eye" on your car's tire pressures for you. This system reports real-time tire pressures to the driver of the vehicle either by a simple warning light or by a more complex display indicating each individual tire's actual pressure.

The system is available directly from the manufacturer on every car produced after September 2007, or as an aftermarket product which can be retrofitted to any older vehicle without the OEM technology.

There are two types of TPMS. There's the direct TPMS (**dTPMS**) and indirect TPMS (**iTPMS**), but more on the differences later in the article.

The first passenger vehicle to include TPMS was the 1986 Porsche 959. Porsche felt that it was very important to give the driver information on his car's tire pressures especially on this super-car, which was arguably way ahead of its time.

But it wasn't until the late 90s when the Firestone Tire Recall in the US (linked to over 100 fatalities due to rollovers because of tire tread separation) prompted the National Highway and Traffic safety Administration (NHTSA) of the Clinton Administration to legislate the TREAD Act (**T**ransportation **R**ecall **E**nhancement, **A**ccountability and **D**ocumentation) which among other things, mandated the use of TPMS in all vehicles under 10,000 pounds. According to the TREAD Act, 20% of every manufacturer's fleet sold in



the US had to offer TPMS by October 2005 and 100% by September 2007.

The initial system used a simple warning light to indicate tire under-inflation. Eventually the system (depending on the manufacturer), has evolved to show not only individual tire pressures but also individual tire temperatures, thus offering additional vital information to the driver. This is extremely important for track use.

Back to the two types of TPMS:

The **iTPMS** is an indirect way to approximate tire pressures and is part of the ABS system. It measures each individual tire's rotation and compares it with the other tire on the same axle, determining if the monitored tire is rotating faster than the opposite one. When a tire is under-inflated, it's diameter is a bit smaller and therefore rotates faster than a properly inflated one. Second generation **iTPMS** can also detect simultaneous under-inflation in up to all 4 tires using spectrum analysis of individual wheels with advanced signal processing and special software

Technically Speaking - Continued

modules integrated into the Anti-Lock Braking System (ABS) unit.

There are disadvantages to **iTPMS**:

- It uses an algorithm to estimate the tire pressure and may not be accurate.
- If all four tires are low, it will not recognize a pressure issue since it looks for differences between each tire's rotation compared to the other ones.
- Winter tires may be of a different diameter, triggering a false alarm.
- Use of a new (unworn) spare tire may trigger a false alarm.
- Weather and road conditions may cause slippage and trigger a false alarm.
- iTPMS is serviced as part of the ABS, requiring more specialized equipment.

iTPMS has not yet proven reliable enough to meet the requirements of the TREAD Act's 100% mandate.

The **dTPMS** is a much more accurate system which uses individual sensors installed in each wheel. These sensors physically measure each individual tire pressure (and temperature in some models), and transmit the information wirelessly to the car's instrument gauge or corresponding monitor using a low frequency radio signal of 315 or 434 MHz.

There are disadvantages to **dTPMS**:

- Special tools are required to install/service.
- Sensors must be replaced every time the tire is mounted since the batteries are integrated and not replaceable.
- It is somewhat costly.

Porsche uses the Direct **TPMS (dTPMS)** in all its vehicles since 2007, but you can also have dTPMS retrofitted to any model year vehicle with an aftermarket kit.

Now you can keep an eye out for yourself on your tire pressures and temperatures. Properly inflated tires are safer, offer better gas mileage and much better tire wear than those that are not. Please consult your owner's manual or speak to your Porsche service manager for additional information on the TPMS for your specific Porsche model.



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Happy 50th 911 !!!

By Yoyi Fernandez

The Riesentöter Region Porsche Club of America (RTR-PCA) would have been remiss had it not celebrated the 50th Anniversary of the Porsche 911, especially because the club name represents its predecessor, the "giant killer", after which the arrival of the 901 set the benchmark for all other sport cars thereafter. "It all started from that, that I could not find my dream car anywhere. So I decided to make it," said Ferry Porsche.

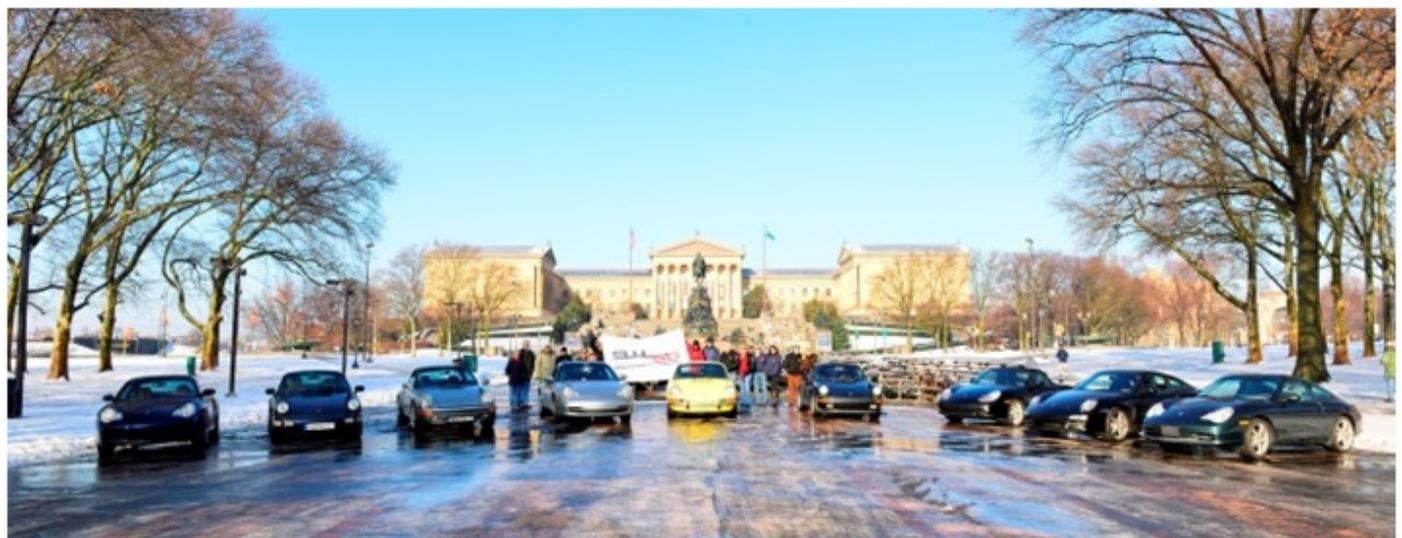


In the spirit of tradition, RTR-PCA members gathered on December 15 to celebrate the 50th Anniversary of the iconic Porsche 911. Born in 1963 as the 901, carrying its engine at the wrong end of the car and its ignition on the left, the 911's legendary beauty continues to stir such a passion today that almost nothing could stop these brave drivers from enjoying a Sunday ride in spite of the previous night's snow and early morning's icy roads. In showing great passion and loyalty for the brand and engineering, club members enjoyed telling their winter weather driving stories upon arriving at the meeting point, reinforcing RTR-PCA's heavy promotion of the art and love of driving.



Fulfilling the club's desire to engage in community, members collected 53 coats and jackets for donation to the homeless. Staff from Project Home, an organization that works to break the cycle of homelessness and poverty in Philadelphia, joined RTR-PCA members to collect the donations.

So, on the engines went, as the tire treads began to work, heading off to a celebratory drive starting in front of the Philadelphia Museum of Art, on to Martin Luther King Drive west of the Schuylkill river, circling around the East Falls Bridge onto Kelly Drive and culminating at the Waterworks for a delicious brunch. Roger Jones and I greeted everyone with a goodies bag tastefully assembled with 911 50th Anniversary memories courtesy of Porsche of North America. It was here where RTR-PCA's commitment to camaraderie was fully exercised. Members enjoyed conversation ranging from car talk to airplane talk to holiday hype -- and the next RTR-PCA event!



2014 Member Meeting Kick-off

By David Newton, Contributing Editor



The Riesentöter 2014 season kicked off for the second year in a row at McLaren Philadelphia with outstanding attendance; more than a hundred members, though it's hard to count when people are moving around. And I was busy tracking down the caterer (more on that in a minute). McLaren is located in West Chester, has an outrageous facility with equally shocking inventory of their famous brand, as well as one of the most unique exotic and specialty lots you would find anywhere. There was a particularly nice 911 4S that I was eying out front before my efforts were needed for the evening... The event kicked off unremarkably, but before too long it was clear we were going to have a lot of mouths to feed. The venue was likely responsible, but then add into the mix the months of being cooped up from the cold and snow, and you get a large group of members anxious to begin the season. The food arrived on time and was catered by La Locanda in Edgemont, a fine restaurant and host of many RTR events in the past. Unfortunately, they left us without utensils; a mad scramble ensued as I tracked them down. By the time they returned, about half of the crowd had successfully managed the buffet line, and were waiting patiently for means by which to eat. We Riesentöter members are by nature a creative species, so bread was used for scoops and anything that could be plucked with fingers was. It was the longest twenty minutes of my life, but the caterer returned with plenty of plastic flatware and we dealt them out quickly. Everyone seemed to take this all in stride however, and we quickly transitioned to the meeting.

The usual format followed, as the Riesentöter chairs knocked the rust off their public speaking skills and updated the membership on approaching events and other announcements. We started with Social (Wendy Walton) and Membership (Paula Gavin), to catch everyone up with coming events and new RTR member introductions. Our President (Jeff Walton)

interjected as needed. Marty Kocse (Track chair) took care of the Driver's Education components with the help of Brian Minkin (RTR Chief Instructor). I did my best to cover the basics of Autocross and the Goodie store, as their respective chairs were unable to attend.

After the meat of the meeting, Shop Foreman and Service Manager Matt Gramling spoke briefly on the distinctions of McLaren, their certifications and service competencies, and then administered a raffle with some generous prizes. As a special treat, we heard from Bob DiStanislao, president of RDS Enterprises; owner of three luxury lines that include McLaren Philadelphia, Porsche of the Main Line (Newtown Square) and Maserati of the Main Line (Devon). McLaren Philadelphia is the number one McLaren dealer in the country, and Maserati of the Main Line is the only Maserati location in Pennsylvania. Given I rarely see them around, I would tend to agree with his assertion that Philadelphians exhibit "quiet money" (perhaps not as showy as the California coast or Miami).

With the meeting completed, we were free to wander the facility, and a line of members progressed into the shop where Matt had a gorgeous example on the lift with the panels removed to display the unique drivetrain. I talked briefly with Matt and Bob, as well as Alison Scott who was responsible for the evening's arrangements. Bob talked to me about the changing demographics of the Porsche customer; trending to a younger market. I have to admit that I've noticed this in the few short years of my membership. It might explain some of Porsche's recent marketing introductions such as the soon-to-be-released Macan.

The members began to disperse and we wrapped up leftovers for those who wanted to bring home something for later. I was glad to see support in such numbers, and you could feel the anticipation of the season in the air. Or maybe that was the smell of extraordinary cars. Either way, what a great way to start off the year!

February Farm Freeze Run



By Jeff Walton, RTR President

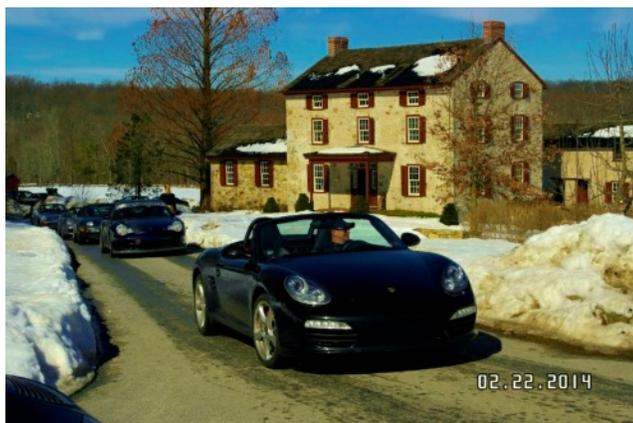
Valley Forge sits in the middle of the Riesentöter Region so you would think people would learn from their history and not complain about the weather since George Washington spent the entire winter of 1776 here with snow up to his keister. They still complain but rightfully so this year since we have experienced a close to record breaking snowfall. We just have to learn to live with what Mother Nature gives us and when she gives us snow we just have to have some fun instead. On February 22nd we did just that.

Our members opened up their garages, took the battery tenders off, and took their Porsches out of hibernation. We gathered in a parking lot to mark the start of the February Freeze Farm Run – a top down, windows down, dress in scarves, hats, and gloves winter drive through the countryside. Ferdinand must have been looking down on us for the balmy 50 degree weekend weather for our drive was sandwiched between near freezing temperatures and even more snow. With the beautiful weather we really didn't need the hot chocolate that filled our mugs or the hats and scarves for that matter; some were even dressed in shorts. At 11am the flat sixes roared to life, tops went down, and smiles graced the drivers as we snaked our way through the salt and pothole laden roads of Pennsylvania. There was a slight hiccup where the

pack of Porsches was separated but within 15 minutes everyone was back on track and heading west towards Honeybrook. The looks we received along the way were priceless.



In the beautiful stone bank barn of Wyebrook Farm the 48 members nestled down at long rustic tables to partake in the gorgeous scenic views of Chester County and the sustainable and organically grown produce and meats. The Wyebrook Winter Café menu consisted of pulled pork, a classic cheese burger, a chipotle egg salad sandwich, or a local cheese plate. Their butcher shop remained open during our stay and fellow Riesentöters packed their frunks with fresh eggs and cheeses along with cuts of meat like bavette, flat iron, and New York strip. As we left the farm we saw a bunch of our members still in the spirit and kept their tops down for their rides home – take that Mother Nature.



Jefferson and Shenandoah

By Ofer Tal, RTR DE Enthusiast

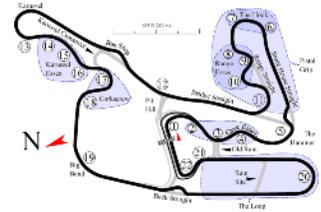
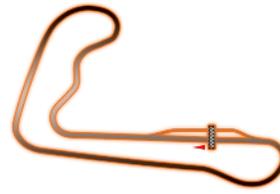
If you ask any of the RTR's DE veterans which event during the year they most look forward to, you will hear them say Watkins Glen. That's because they are most likely focusing on the driving experience only. The Glen, a world class racetrack located near Watkins Glen, New York at the southern tip of Seneca Lake, offers the most technically challenging corners, intimidating blue rails and fast long straights loved by those blessed with abundance of ponies under the hood. Many consider it the most exciting racetrack the club visits during the year. But if you ask me for the weekend that offers the most excitement to the driver, my answer would be Jefferson / Shenandoah event without hesitation.

Is that because I'm relatively new? Is it because I don't like the Glen? Or maybe I am one of those who doesn't have the ponies to enjoy the back straight? Nope. I love the Glen and it will be forever remembered as my first event with my track car. So why Jefferson / Shenandoah at Summit Point Motorsports Park in West Virginia?

Jefferson / Shenandoah is the first event of the year. This is the equivalent to the Thursday Night opening game of the NFL football season. This is where months of cold weather, snow and boring hours in front of the TV come to an end, and the efforts of the off-season preparations come to life. Endless hours of research, shopping, expensive upgrades and installations will be put to the test. Track friends will be able to try and prove to each other that this one piece of equipment was the real and only reason they were a second and half slower on their lap time last year... not their driving abilities.

This weekend is the eruption of a slowly boiling winter excitement, and one can feel it anywhere around the track. The folks are happier, the smiles are everywhere, and the joy of being at our shrine is felt throughout the weekend. It is the first time in months that we will hear that awesome roar of engines sounding like one of Mozart's symphonies to our ears. We will get back to sitting by the trailers, telling jokes and the laughing with friends once again as we wait for our session. This is the weekend were we get excited about being back at the track again, posting our smiling sweaty faces on Facebook at the end of a great session with a title like "I'm back!" followed by a smiley face. For all that, I say Jefferson / Shenandoah weekend is the most exciting weekend of the entire year!

I remember my first weekend at Jefferson; it was the first event of my third year with RTR. My first year was short (3 events), the following - my full "rookie" year, was already in the books with good grades and I was all excited to be considered "part of the club". Double the excitement! I was at the



location before, but drove the other track, Summit Point. I love the drive getting down there. We usually meet at Carlisle, PA just south of I-81 and the PA Turnpike intersection. We then drive together and enjoy the looks of other motorists on the highway pointing their figures at the trailer saying "he's got a real race car!" (I wish). Every time I see one of those amazed motorists on the road, I get filled with the warmest feeling of appreciation to how lucky I am to be able to have this as my hobby.

I heard before about Shenandoah; a 22-turn, 2.2-mile road course that first opened in 2004. It is widely considered one of the most technical circuits of the recent crop of racecourses. Everyone I asked mentioned the Karussell turn, a smaller scale replica of the Nürburgring-Nordschleife's famous 20 degree banked corner. I found it on a PlayStation3 video game and tried to practice. Unfortunately, I ended on the rail to the side every single time I tried. Needless to say, I was a bit concerned of a similar real life experience.

The weekend itself splits into Friday at Jefferson, and Saturday-Sunday at Shenandoah, which is a perfect combination to ease back into the groove. Jefferson in its former format was a short and easy seven-turn, 1.12-mile road course. Corner one is a hard breaking right-hand turn at the far end of a long straight, followed by left-right-left fast-sequenced corners putting your seat and harness for a first-of-the-year test. Then, it's hard on the gas for an almost 90 degrees downhill, a fast left hander leading to the longest straight on the track, waking up your ponies from a winter hibernation. Before circling back to corner one, you have a U shape corner going slightly uphill. When you get to the top, you can wave briefly to the folks on the track next-door - Summit Point.

Jefferson is perfect for those with "winter memory loss" like me. After a session or two, I cracked my rotor and had to put in a new one. Without any problem, I took my tools, changed the rotor and was back to the track. After a lap or so, blue smoke filled my cockpit - I forgot to use brake cleaner and remove the heavy grease coating that came on a new rotor! Luckily, it was a just a single session at Jefferson that I lost - not a biggy.

Jefferson and Shenandoah continued

Once cleared and you breathe again, you start accelerating toward the bridge straight. You roar uphill going under the bridge, and right before it feels like you will go airborne and land on the other blind side of the hill, you must throw a quick look at the flag station to the left to make sure the landing runway on the other side is clear. Whew... it was clear! Next is breaking hard to enter the 20 degree banked Karusell. The Karusell is scary the first few times you dive into it for sure. It's a concrete "U bulb" style section, that at first glance appears to be part of a skateboarder's park rather than a race track. As you decelerate and approach it, you think "Is this a good idea? What happens if I go too fast? Will I "fly" out the top and into the grass?" If it wasn't for the trust in my instructor, that probably would have happened. And then you hit it! The car drops and tilts in 20 degrees, and you learn firsthand the definition of G-Force, pushing your head forward. Yes, you will remember what you had for breakfast at that moment! Too slow and you hit the ground; too fast and you will fly out, you have to keep your mind on the road and away from the omelet!

After a long 4-5 seconds, it's over and the car is leveled again and racing a short uphill of esses. No time to relax here, as a two-corner drop follows it immediately and appropriately called the "Corkscrew" -- one of the many off-camber corners (Shenandoah is the most off-camber track our club visits). Not exactly Laguna Seca, but hard breaking downhill and a technically demanding sequence.

Now, you think you have some breathing time while on the "big bend", another off-camber long corner. You want to lift since it feels like your car just wants to slide out of track, but your instructor is so excited "Go! Go ! Go! Don't lift, you're going into the straight!" And you do... all the way to the hard breaking "U" shape corner twenty. Two more corners and it starts all over again!

After a long and exciting day, the icing on the cake comes at Brewbaker's, where we lift our glasses in the air and cheer for another great year. After that, a good night sleep is the only thing on one's mind.

Introduction to Driver's Education

Driver's Education (DE) but are not sure if you want to take your car on a race track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter "Introduction to Driver's Education" one-day program is a way for interested drivers to explore Driver's Education without enrolling for a full event.

After arriving at the track and completing registration, your one-day Driver's Education experience will start with taking your car to Grid Tech" where you will learn what safety issues are looked at before allowing a car on the race track. After this, you will attend the mandatory driver's meeting with all drivers to review specific aspects of the event with the Track Chair; driving direction, passing rules, flags, etc. After that, you will attend an informative introductory classroom presentation about Driver's Education, safety, and the skills and knowledge required for driving your car at high speed on a racing surface. The next step in your introductory experience will have an RTR instructor join you in the right seat of your car for your 1st session at speed. You will be on the track with other beginning students and the instructor will teach you how to safely drive your car at speed. Over the course of the day you will have 3 additional sessions on the track allowing you and your instructor to refine and improve your driving technique. After your second driving session you will return to the classroom for additional car control theory and to have any questions your on track experience may have raised.

The Introduction to Driver's Education program will be held at 4 events for 2014. These will be Friday May 16th at Pocono Raceway, Friday July 25th at Watkins Glen, Friday September 12th at Pocono and Friday October 17th at Summit Point.

The cost for this program is \$100. RTR's normal 1 day student fee is between \$200-\$250.

Introduction to Drivers Education students will only be permitted to register for this program once and will be charged regular fees if they wish to attend another event as a one day student. You must be a licensed driver and at least 18 years old. Helmets, long pants and closed toe shoes are required and your helmet must be Snell approved with either a 2005 or 2010 certification. Your car will be required to pass a pre-event safety tech inspection and must be inspected using the RTR Tech Form. RTR holds tech inspections on Saturdays 2 weeks prior to the event, and the cost of the tech inspection is included in your Introduction to Drivers Education registration fee. If you cannot attend the RTR tech inspection, you may have your car inspected at any dealer or independent repair facility at your cost using the RTR Tech Form. No students will be allowed to participate in the program without their car passing safety tech inspection. The safety tech inspection form is available on the RTR website.

Registration for this Introductory Driver's Education Program is on Motorsportreg.com. Registration will open 2 months prior to each event. Pre-registration is required, Questions should be directed to Brian Minkin bminkin1@comcast.net or call me at 215-519-4140.

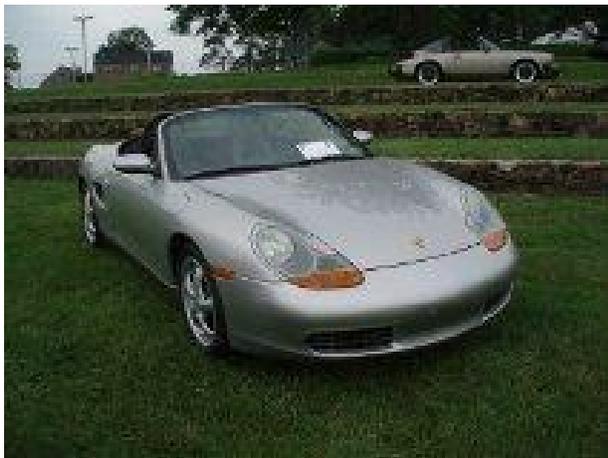
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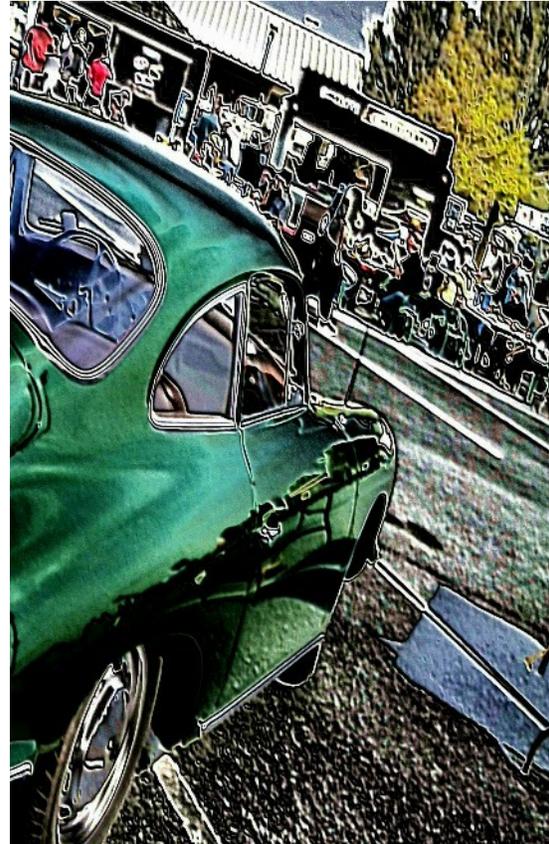
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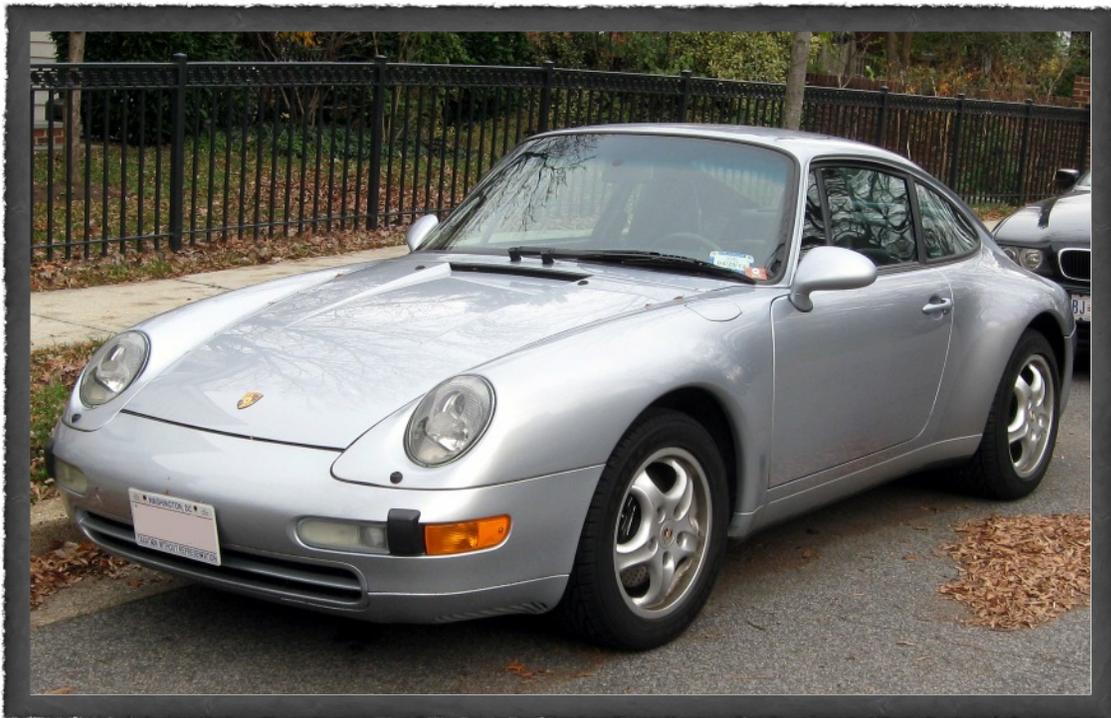


Riesentöter Region, Porsche Club of America

Moto -Trivia

Anyone know any details about this car? Why is it significant and who penned the body design?. If so drop a line to the Editor at editor@rtr-pca.org

We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.



Last Issue's Answer: Last month's picture was Steve Foxman's '07 Boxster at the 4 Dogs in Marshalton. Steve correctly identified his car.



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