

DER GASSEER

JANUARY-FEBRUARY 2015



Riesentöter Region
www.rtr-pca.org

Jan/Feb 2015 Contents

A monthly publication of the
Riesentöter Region
Porsche Club of America
October 2014

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The Spark of Life, p18

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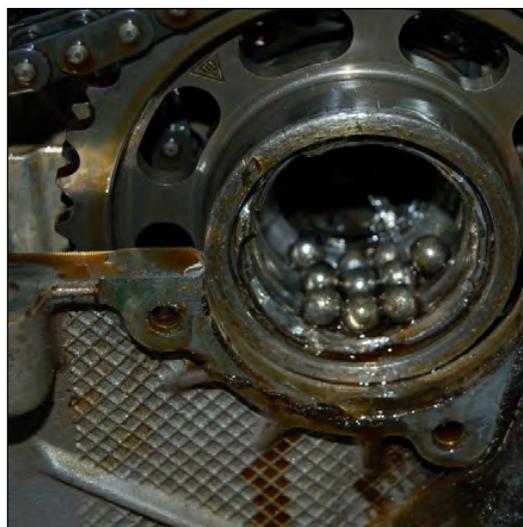
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On the Cover

The Porsche Winter Driving School tears up some snow!



And Goodwill for All, p22

Editor Dave Hathaway
215-431-7397
editor@rtr-pca.org

Assistant Editor Corey McFadden

Contributing Editors David Newton
Jeff Walton

Contributors Vidal de la Cruz
Pedro Bonilla

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Any statement appearing in Der Gasser is that of the author and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editor.

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Vom Präsidenten (From the President)

There are no excuses this year, none, nil, nada, for not making at least one event. Take a look at the Riesentöter calendar as we are jam-packed with things to do, and I do mean jammed. Stuffed to the gills. Putting ten pounds of potatoes in a five pound sack jammed. We have our usual DE and Autocross (though the AX gang is a little late on getting to the table with their schedule so stay tuned). And right now, at this very instant, I want you to open up your smart phone or walk up to your wall calendar and write at least these two dates down, July 18th and December 5th. Write them in pen. These are the dates for our annual picnic, which will again feature a drive-in movie, and our holiday awards banquet. Again, no excuses. People often say, "Well I don't know what I'll be doing around those dates," to which I say, "Well if you mark them down now, you will, so you can plan around them for future events." Again mark them down now... I'll wait.

Okay, welcome back. As I was saying, we have all sorts of things planned for this coming year. Yes we will have our membership meetings where we give free food and drink to those who join us, and we will hit all four of our Porsche dealerships as well as a few surprises along the way. We'll play games such as poker and trivia. We'll meet in just social settings to talk P-cars at the happy hours that will be scattered throughout our region - you just show up if you are free - we know how noncommittal people can be. We'll have wine dinners and scotch dinners and we'll go to a brewery for Oktoberfest. RTR members will go to auctions, swap meets, car shows and Concours and maybe a mu-

seum or two.

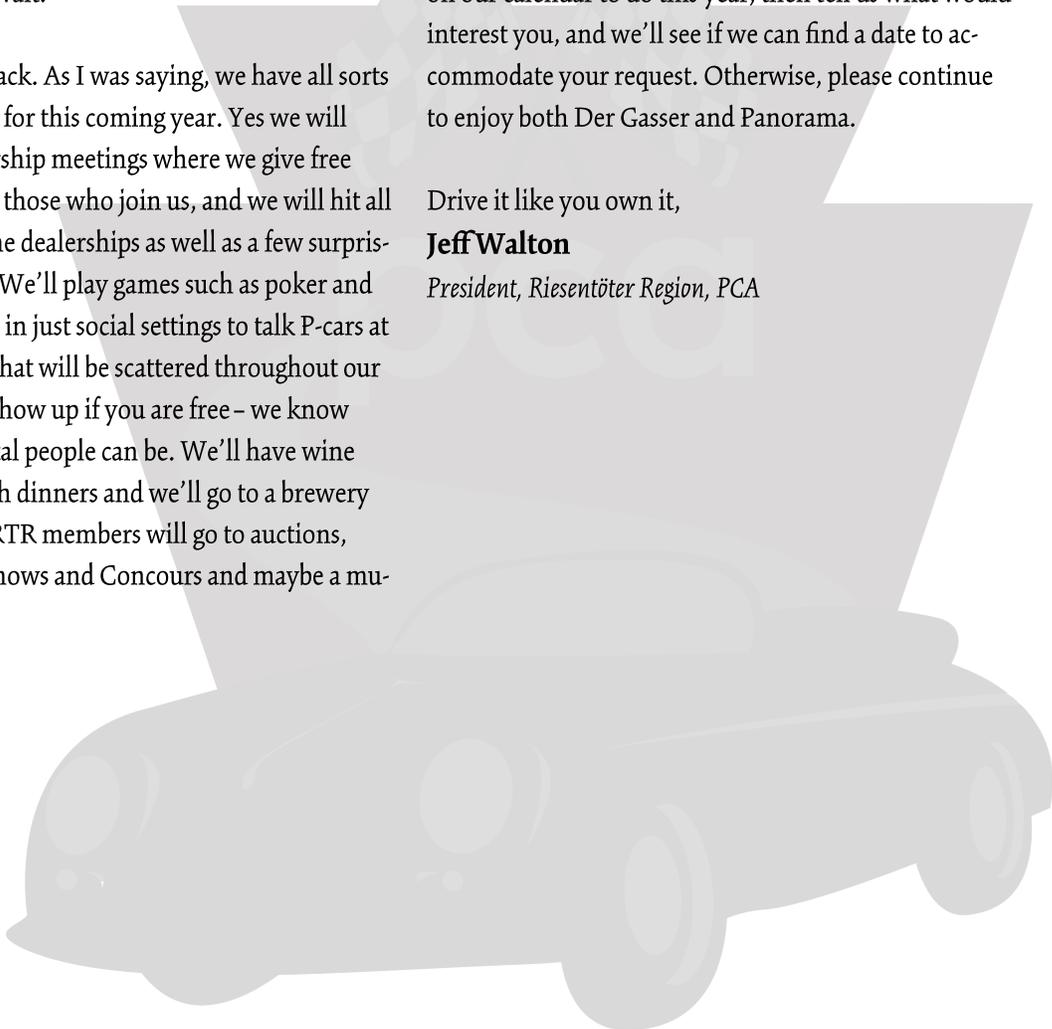
We'll feature a nice drive or two or three or four, and we'll even throw in a few rallies to stir up the competitive juices. And speaking of drive... hold on to your hats and pack your bags, because this year's annual road trip has been meticulously crafted by our social chair Wendy Walton. This year's trip will surely be a driving experience as we are heading to Vermont on July 31st to August 2nd. Stay tuned for more details, and to those of you who have been on Wendy's previous trips, you know they are not to be missed, as she plans for everything, even downtime. We'll end the year on December 5th for our holiday party but right before that, Riesentöters will gather again for Phil-a-Frunk (the date will depend on the schedule at the Wells Fargo Center).

Like I said, no excuses. And if you can't find something on our calendar to do this year, then tell us what would interest you, and we'll see if we can find a date to accommodate your request. Otherwise, please continue to enjoy both Der Gasser and Panorama.

Drive it like you own it,

Jeff Walton

President, Riesentöter Region, PCA



From the Editor's Desk

Recently I read an article featured in E-Brake, which many of you get via e-mail each month from Porsche. The article was written by a woman named Noelle Talmon and she is the proud owner of a 1976 911S. Her article was "About Defying the Porsche Ownership Stereotype." The stereotype is that only the affluent own and drive Porsches and that we are somewhat a snobby and exclusive group.

I'll first address the part of the stereotype that only the affluent own and drive Porsches. Up until the arrival of the Boxster and Cayman, the Porsche model lineup definitely had a much higher average price point than many (if not most) of the other automotive manufacturers. The arrival of these two new models enabled a much wider audience of automotive enthusiasts to own and enjoy driving a Porsche. I am one of those who joined the ranks of Porsche ownership back in 2011 with the purchase of my first Cayman and again in 2014 when I bought my second Cayman. Until 2011 I have never owned a car so beautiful or sophisticated, and yes, expensive. For me (having driven Porsches now for four years), I will never own another make of car. I am totally hooked and immersed in the Porsche culture. This all came about because I took the time to test drive a Cayman when I was actually looking at a Corvette and a Nissan 370Z; there was no comparison. Hands down, the Porsche won me over right away.

Now to address the second part of the stereotype that we are a snobby and exclusive group. So far, every Porsche owner that I have met (both as members of our club and not), have been very nice and approachable. My wife and I have made many new friends and have always felt warmly welcomed. Never once has anyone ever treated us negatively. Granted, there are probably some jerks that own a Porsche and for that matter any vehicle. There are always a few individuals who give a much larger group a bad name or image. I go out of my way to let friends drive my car to get a feel what it is like to drive a Porsche and share my experience with them. One of these friends is now a proud owner of a Boxster. I let kids sit in it as parents take photos to Facebook for family and friends to see.

We are however somewhat of an exclusive bunch. This is not a bad thing. We are just very proud to own and drive a Porsche. We are proud to be able to own some of the most exhilarating driving experiences that anyone can ever have. We love getting together and talking about our cars and about the experiences that bring us together. I guess one way to fight these stereotypes is to continue to find ways to share our Porsches with the rest of the world.

Drive safely,
Dave Hathaway
Der Gasser Editor



**DER
GASSER**

Editor's Notes

Event Coverage

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.

Photos, Photos, Photos!

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





60th PORSCHE PARADE

JUNE 21-27, 2015

FRENCH LICK, INDIANA

Registration opens March 17, 2015 at 12:00 pm EDT

parade2015.pca.org

Membership Report



Submitted by Corey McFadden, Membership Chair

Please join us in welcoming our new members. If you know another Porsche owner that hasn't joined PCA yet, encourage them to do so. See you at an event soon!!!

Michael Bartell Doyelstown, PA
1956 Black 356 Speedster

Thomas Bechtold Landenberg, PA
1992 White 911 Carrera 4

Jeffrey Bellisario Ardmore, PA
2015 Black Metallic 911 GT3

Matthew Buckley Lincoln University, PA
2002 Silver 911 Turbo

Vincent Ciuryla West Chester, PA
2013 Agate Grey Metallic Boxster S

Louis Costa Ivyland, PA
2007 Burgundy 911 Carrera

Jeff Ebling Kutztown, PA
2014 Agate Grey Boxster

Frank and Donna Falk Pennsburg, PA
2008 Blue Boxster

Andrew Gibbs Villanova, PA
2011 Black Cayenne S

Nick Hackett Media, PA
2013 Grey Boxster S

Jake Hollinger Philadelphia, PA
2011 Black 911 Turbo S

Tim Horrell Trevoze, PA
2015 Dark Metallic Blue 911 GT3

Marc Kikuchi Chester Springs, PA
2015 Macan S

Peter Klein Yardley, PA
2003 Silver Boxster

Francis J Lammer Narberth, PA
1954 white 356

Steve Lautenbacher Langhorne, PA
2015 white Macan S

Jonathan Lee Furlong, PA
1969 Red 912

Brett Levine Huntingdon Valley, PA
1996 Red 911 Carrera

Mark Lowenberger Franklinville, NJ
2015 Rhodium Silver Macan Turbo

James Marques North Wales, PA
2007 WHITE 911 Carrera S

Christopher Marr Newtown Square, PA
2012 White 911 Carrera 4 GTS

Gary Moyer Fleetwood, PA
2010 Boxster

Michael O'Brien New Tripoli, PA
1993 Black 968

Frank E Olivieri Philadelphia, PA
2015 White 911 Targa 4S

Sanjay Patel Lansdale, PA
2008 Silver Cayenne Turbo

Bill Pilgermayer Pennsburg, PA
2001 Black 911 Carrera 4 Cabriolet

Scott Rhodes Collegeville, PA
1995 Black 911 Carrera

Jeff and Tami Sherman West Chester, PA
2015 Macan S

Alan Troutman Bethlehem, PA
2006 Black 911 Carrera

Daniel and Nick Uslar Kintnersville, PA
1958 356 Speedster

Sajan Varughese Royersford, PA
2015 Black Panamera GTS

Evan Wawrzyniak West Chester, PA
2014 Sapphire Blue Cayman

Thomas Wilczynski Richboro, PA
2015 GT SILVER Panamera GTS

Thomas Wolf Macungie, PA
1999 Black 911 Carrera Cabriolet

Louis Zsido Bethlehem, PA
2004 Silver 911 Carrera

TRANSFERS—Welcome to RTR!

Edward & Elaine Arrington Philadelphia, PA
2013 Black 911 Carrera (From Central PA)

Steven Davis Williamstown, NJ
2006 Black 911 Carrera S (From Schattenbaum)

William & Patricia Monk Lincoln University, PA
Car Unknown (From Northern NJ)

Thomas & Wendy Voloshin Chester Springs, PA
1983 928S (From Schattenbaum)



RTR Membership Milestones



35 Years

Bruce Baker
Martha Baker

30 Years

Peter Davenport

25 Years

Tom McClaskie
Sandra McClaskie

20 Years

Carl Asplundh
Jeffrey Hunt
Renee Hunt
Del Knauer
Christina Knauer
Jason Mahoney
Ashley Mahoney



15 Years

Corinne Cacas
William Hanafee
Gerard McEilly
Kathryn McEilly
Tom Moskowicz
Sheryl Moskowicz
Kenneth Nielsen
Daniel Machado

10 Years

Michael Broderick
Donna Broderick
Edward Callahan
Sandy Callahan
Chris DiLeo
Susanne DiLeo
Eric Exley
Heather Exley

10 Years (cont.)

Frank Ferrara
Graham Knight
Pamela Knight
David Noel
Jane Noel
John Piho
Glenna Piho

5 Years

Wally Allen
Ilene Allen
Frances Levinson
John Lippman
Robert Lippman
Kurt Stoltz
Ron Sullivan
Harriet Wiseman
Jon Wiseman



Riesentöter Region

Porsche Club of America - Executive Board Members 2014

President*
Jeff Walton
president@rtr-pca.org

Editor*
Dave Hathaway
editor@rtr-pca.org

Track Chair*
Marty Kocse
track@rtr-pca.org

Past President*
Graham Knight
pastpres@rtr-pca.org

Safety Chair
Dan Rufer
Steve Hoagland
safety@rtr-pca.org

Vice President*
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vicepresident@rtr-pca.org

Membership Chair*
Corey McFadden
membership@rtr-pca.org

Webmaster
Jeff Walton
webmaster@rtr-pca.org

Chief Instructors
Steve Meenan
Brian Minkin
chiefinstructor@rtr-pca.org

Rally master
Open
rally@rtr-pca.org

Treasurer*
Chris Barone
treasurer@rtr-pca.org

Social Chair*
Wendy Walton
social@rtr-pca.org

Technical Chair
Larry Herman
tech@rtr-pca.org

Awards Chair
Kris Haver
awards@rtr-pca.org

Registrars
Kevin Douglas
Adam Kocse
registrar@rtr-pca.org

Secretary*
Christopher Karras
secretary@rtr-pca.org

Goodie Store
Kris Haver
marktplatz@rtr-pca.org

Autocross Chair*
David Nettleton
autocross@rtr-pca.org

Historians
William & Debbie
Cooper
historian@rtr-pca.org

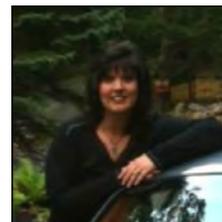
Zone 2 Rep
Cheryl Taylor
Zone2rep@comcast.net

* Voting Privileges

Upcoming Events

Submitted by Wendy Walton, Social Chair

New events and activities are added frequently! Please check the RTR website for the latest information.



FEBRUARY 2015

February 12

Happy Hour

Join us for another Happy Hour at Teca in Newtown Square on 252 just south of Route 3. Come hang out and talk Porsches and the 2015 Calendar. 5:30pm until whenever. Dutch Treat as always.

February 18

Membership Meeting at Fabspeed

Come join your fellow Riesentöter members and kick off our jam-packed season with the first member meeting of 2015 at FABSPEED! Meeting is on Wednesday, February 18th at 6:45 with the usual social (food courtesy of our hosts); a short meeting and then a tour of their fabulous facility. FABSPEED has promised a surprise or two, so don't miss kicking off the New Year with good friends and great times!



February 22

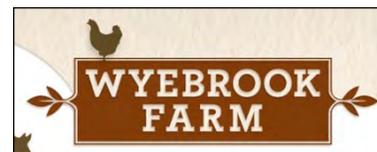
Sunday Brunch

Come join us for an RTR Sunday brunch at the Black Powder Tavern in Wayne located at the corner of Route 202 and 252, at 11 AM. Visit their website for information regarding the menu. The cost is \$19.95 per person for ages 12 and up.

February 28

Farm Freeze Run

Let's do a our crazy winter drive again... we lucked out last year as we were sandwiched between two winter storms, and those who joined us lucked out by having close to 50 degree weather... which really isn't a freeze run... but just in case, order your scarfs, mittens, ear muffs, hats, wool socks, long-johns, and coats for our Lands End Store. Destination - Wyebrook farm for lunch. Meet at the Great Valley Penn State Campus at 9:30 am. Wheels up at 10 am.



Please Register Here.

MARCH 2015

March 1

Tech Tactics East

Tech Tactics East. Tech Tactics East 2015 will be hosted at the PCNA Training facility in Easton, PA. This facility is perfect for a "hands on" type of event. This facility is used to train Porsche technicians on the intricacies of the new Porsches. It is equipped with the state of the art classrooms with lifts and drive train assemblies that will be available for our event. Tech Tactics East is limited to 125 entrants. If the event is over-subscribed, we plan to hold an identical event on March 1st. The day will consist of lectures by PCNA Field Specialists and members of the PCA Technical Committee. Register for the event on MotorsportReg.com.



March 7

RTR Trivia Night

Join us for the inaugural RTR trivia contest hosted by Wendy Walton and Dennis Murphy. Test your knowledge of literature, popular music, culture, history, math, science, and of course Porsches. We'll meet at 6 pm at the Montgomery School in Chester Springs located at 1141 Kimberton Road. Dinner will be served at 6:30 pm and BYOB is allowed. Teams of six will be randomly assigned and the contest will start at 7:30 pm. Sign up to attend on MotorsportReg. The cost is \$25 per person, which will cover the cost of the event and dinner.



Upcoming Events, Continued

MARCH 2015 (Continued)

March 18

Membership Meeting

We are pleased to announce that RDS Automotive Group (Porsche of The Main Line's Parent Company) will host our March meeting on Wednesday the 18th at 6:45 pm at their newly renovated warehouse location conveniently located in West Chester, 112 Willowbrook Lane. Join your fellow members for a bite, a short meeting and a tour of RDS Auto Group's new Photo Studio, Detail, Prep and Paint Protection Facility. You have to see this place to believe it. A very cool facility with an ever-changing array of unique cars!

APRIL 2015

April 12

Drive & Dine Event

Blow Out the Cobwebs Drive in Chester County

April 17

Scotch & Steaks

Capitol Grille in King of Prussia, PA

April 18

Hershey Swap Meet

We will be caravanning from the United Artist Theater parking lot in the King of Prussia Mall, to Hershey. Meet for coffee and doughnuts at 8:30 am and then wheels up at 9 am.

MAY 2015

May 2

Street Survival

Street Survival Clinic at the Montgomery County Community College.

May 8-9

Stuttgart Challenge PCA Club Race

RTR sponsored Club Race at Monticello Motor Club.



2015 DE Schedule

Submitted by Marty Kocse, Track Chair

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.



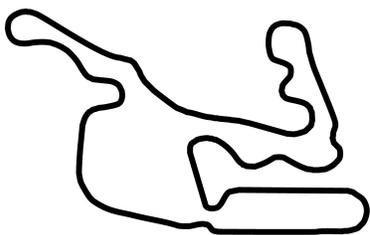
The PCA High Performance Driver's Education program is designed to allow participants to safely explore the limits of their vehicle and skills on track.

April 10-12, 2015

Summit Point, Shenandoah Circuit

Registration Open Date: February 9, 2015

Safety Tech Date: March 28
Vintage Motorsports
153 Pennsylvania Ave
Malvern, PA
(610) 970-7800



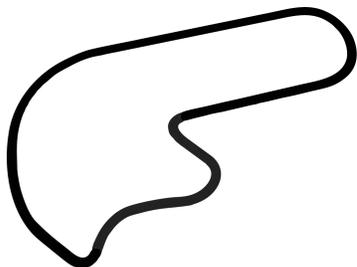
May 15-17, 2015

Pocono Raceway, North Course

NOTE: Friday (15th) - Advanced only.

Registration Open Date: March 16, 2015

Safety Tech Date: May 2
Dougherty Automotive
17 Hagerty Blvd.
West Chester, PA 19382
(610) 692-6039

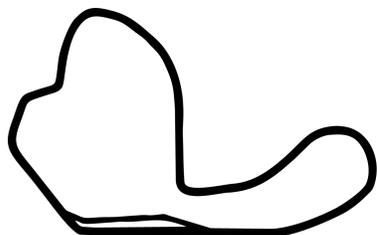


June 26- 28, 2015

NJMP, Lightning Raceway

Registration Open Date: April 27, 2015

Safety Tech Date: June 13
Mike Tilson's Automotive
2097 North 63rd Street
Philadelphia, PA 19151
(215) 473-6400

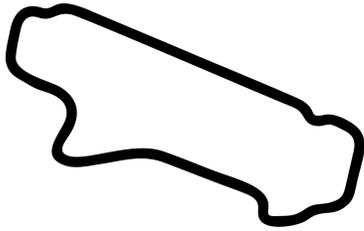


Have you considered Drivers Education (DE) but are not sure if you want to take your car on a race-track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter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

- Full One-Day Event
- One-on-one In-Car Instruction
- Classroom Instruction
- Safety, Flags and Track Etiquette
- Four Sessions (Approx. 60-80 minutes track time)

\$100 First-Time Rate

2015 DE Schedule (Continued)



September 11-13, 2015

Pocono Raceway, Southeast Course

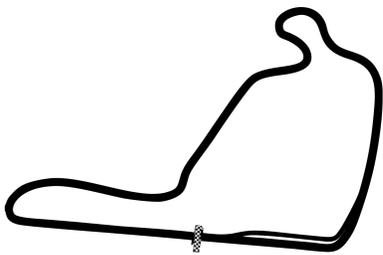
Registration Open Date: July 13, 2015

Safety Tech Date: August 29
Knopf Automotive
3401 Lehigh Street
Allentown, PA 18103
(610) 439-1555



Questions?

Contact RTR Track Chair Marty Kocse by e-mail: track@rtr-pca.org.



October 16-18, 2015

Summit Point, Main Circuit

Registration Open Date: August 17, 2015

Safety Tech Date: October 3

Meenan Transmissions
1938 North Broad Street
Lansdale, PA 19446
(215) 855-5123





By Way of Introduction...

Corey joined the RTR Executive Board as Membership Chair in January 2015.

by Corey McFadden
for Der Gasser

I first became aware of the PCA well before I actually bought a Porsche. One night several years ago, I was driving karts at the Lehigh Valley Grand Prix when I overheard one of the workers remark that a bunch of guys from the Porsche club were coming in. “Interesting... there’s a Porsche Club,” I thought. (I was driving a BMW 3 Series at the time—great car, by the way).

Fast forward to late 2012. An unfortunate situation involving my wife, her car, and a state police cruiser instantaneously reduced our combined vehicle count to one. After a bit of searching for a replacement for her vehicle together, we completed a number of test-drives and sampled all the Kia, Hyundai, Toyota, and many other models that fit her needs. Unfortunately, I just wasn’t feeling it.



Then one day at work it occurred to me that I had been driving that same 3-Series for almost eight years and the time had come. I was going to get the new car. After all, I hadn’t destroyed mine, right? Decision made, I took the short drive from King of Prussia to Porsche of The Main Line that evening and test-drove a new 981 Boxster. Shortly before the salesperson and I returned that car to the dealership, I was sold. Black with tan exterior. Sold. Manual. Sold. BOSE sound. Sold. Did I mention I was sold? The very next morning I returned with a certified check and left with the car; (it was actually later that evening when I broke the news at home...)

It only took a few days to join the PCA... I didn’t know what Riesentöter was or really anything about the club,

but I had my VIN and was ready for the experience.

During our first year, my wife Beth and I sampled a little bit of everything—Intro to DE, rally, picnic, and even the trip to Niagara Falls... Needless to say, it’s been great.

It never ceases to impress me just what a great bunch of people own Porsches and belong to the PCA. From everyone at the early social events my wife and I attended, to all the guys at the track doing DE - without exception, everyone has been friendly, open, and easy to get along with. This is also a very smart and talented bunch of people who clearly excel personally and professionally. How could you not be excited to be a member of such a group?

When Paula Gavin told me she was planning to step down as Membership Chair at the end of 2014, I was very happy to be given the opportunity to take on the role. I’m really looking forward to

meeting everyone this year and will be communicating regularly.

Thanks for all the support so far and for making PCA so special!

-Corey McFadden

PS: Please take a moment to thank Paula for a fantastic tenure as Membership Chair when you next see her at an event. Don’t worry... she’s still involved and will be running several of her famous “drive and dine” events this year! 🏁

READY TO RACE?

Riesentöter

Stuttgart Challenge

at Monticello Motor Club

MAY 8-9 2015



- **3 Sprint Races and Fun Race**
- **110 Minutes of Practice**
- **More than 5 hours of track time per race group**

Friday.....Practice and Fun Race
 SaturdayWarm-Up, Qualifying and 3 Sprint Races

Gourmet breakfast and lunch, Awards Dinner
 and cocktail hour included



- **3.6 Mile Full Course**
- **18 Turns**
- **450 Feet of Elevation Change**



RIESENTÖTER



Registration opens March 23 at 10:00 PM ET:
<http://register.pca.org>

"Test Day" available May 7 (or another date by
 coordination with MMC)

Event, Hotel, and MMC Test Day Information:
<http://tinyurl.com/rtrclubrace>

RIESENTÖTER PORSCHE TRIVIA

See how many of these Porsche trivia questions you can answer without searching the Internet or referencing your Porsche library.

The answers to these trivia questions can be found on page 25 of this issue.

1. For two years all models of the Porsche 356 was built in what and where?
2. Porsche has had a history for making tractors. One such gasoline-powered tractor was made specifically for what type of farming, and for what reason?
3. Since the early 1980s, Porsche has won awards for its design of what kind of machinery?
4. Porsche designed the cockpit of what modern aircraft?
5. What model and year of the first Porsche sold in the United States first? came with a standard passenger airbag?
6. What was the name of the first U.S. importer of Porsche automobiles?
7. Porsche made its first appearance at the New York Auto Show in what year?
8. The "D" in the 1959 "Speedster D" takes its name from what?
9. How many Porsche 928s were used in the movie Risky Business?
10. The Porsche 911 RS entered the United States in 1993. What does the "RS" stand for?
11. What year did Porsche start promoting "vacation delivery"?
12. The Interscope Porsche was developed for what?
13. The first few Porsche 924 Turbos delivered to the United States had what unique interior feature?
14. The first ever Porsche "drivers' school" (a precursor to the current Porsche Sport Driving School), was held when and where?
15. Why was the 1970 Porsche 914 initially ruled as unsafe for driving in the United States?
16. The first Porsche Parade was held where and when?
17. In 1952 what U.S. automaker contracted Porsche to develop a new car and a new engine?
18. What does the "E" stand for in the 1976 912E?
19. Porsche's 914/4 model was sold as what in Europe, and only had the Porsche crest in the United States?
20. The Porsche 968 engine holds the distinction of what?



2014 Riesentöter Awards

by Kristyne Haver
for Der Gasser

The annual Riesentöter holiday party and awards banquet was held December 6, 2014.

For those Riesentöters who attended the holiday party on December 6, you can just skip this article on the annual award winners as I'm sure you remember all the winners AND the reasons why each person was selected. You don't? Excuse me, did you say you already had a fair number of drinks by that time and can't even remember who the award winners were, let alone why they won? Frankly, I didn't remember any of the reasons either, which is why the following information had to come from those nominating the winners. Okay, then, here is a recap of 2014, and don't forget, because there may be a pop quiz later!

The Autocross awards were presented by Dave Nettleton, AX Chair, to the best dancers in Riesentöter! Many thanks to them for getting the dancing started at the party.

William C. Schmidt Broken Crankshaft Award

This award, the heaviest of all the awards (I know, I've carted it to and fro for the last three years), was originated by Bill Schmidt, an avid AXer, who donated the crankshaft from his 1971 912. This award is given to the driver demonstrating the most improvement during the year. The clear winner in 2014 is a brand spanking-new AXer, Anthony Verratti. Verratti started the year with a 12th place finish at Warminster. The next three races earned him 9th, 8th, and 7th place finishes, and he finished the year only two points away from third place in the Autocross Cup Series. The veterans better watch out in 2015! On a side note, Maggie Nettleton beat some of the boys for the first time this year... Go

Maggie!

Autocross Cup Series

This is the main event for all AXers, where the drivers compete for year-end honors. The 2014 Cup was drama-filled right up to the last race. Dan Ruble and Nick Betegh fought a furious battle for the championship, and in the last race, Dan edged Nick by two points, winning it 62 to 60. First place goes to Dan Ruble for the second year in a row, with Nick Betegh finishing second. However, third place also provided some drama this year. There were four drivers within five points of each other, but Craig Nichols (best dancer in the Riesentöter club) held on to win third place again for the second consecutive year. Each winner received an engraved brandy snifter commensurate with the size of their win.

Autocross Chairman's Award

This award was created in 2013 by Dave Nettleton who relied on the help of his team after breaking his back in the middle of the 2013 season. It is presented to a person(s) who, through their effort and commitment, furthers the impact of Autocross for the Riesentöter club. For 2014, the award went to both Craig and Cynthia Nichols, who generously donated their home and hospitality to host the Autocross kickoff event the last two years. This is a major event for up to 30 interested Autocross drivers. Craig also does much of the photography for Autocross, as well as other RTR events during the year. Scroll through the RTR web site and forum to see many of Craig's photographs and video. The award this year was an engraved serving plate to commemorate the win.



Instructor of the Year

The 2014 Instructor of the Year award was presented to Joe Santa by the Chief Instructors, Steve Meenan and Brian Minkin. Joe attended his first RTR Drivers Education event in September 2010 at Pocono. He continued on with DE, and in June 2012 was promoted to a solo driver. At the last event of 2013, Joe was promoted to the black run group, which is composed of many RTR instructors and proficient drivers. After observation by other instructors sharing the track with Joe, he was recommended by Speed Council for instructor training in 2014, which he successfully completed. At the 2014 DE events, Joe registered as “instruct only”, meaning he didn’t get to drive his own car in any of the events. Instead, he gave his time and attention to new DE drivers, helping them develop the skills needed for high-speed driving and developing their interest in the DE program. His dedication to the DE program earned his recognition as Instructor of the Year for 2014.

High-Speed Driver of the Year

Frank von Esse was chosen as High-Speed Driver of the Year in 2014. Frank began his DE career in 2008, and received instruction from the best RTR instructors and attending almost all DE events offered by Riesentöter. In 2010, he was promoted to a solo driver, and in 2011 to the black run group, driving with some of the fastest drivers and cars in our program. Speed Council observed Frank’s steady improvement, and in 2013 he was invited to attend Instructor Training, which he successfully completed and began instructing in 2014.

In addition, his driving had developed to a level that both Chief Instructors felt warranted a promotion to the red run group, the highest DE level. Frank’s steady progress in the DE program, starting as a beginner and earning promotion to the highest level with RTR’s fastest and most-skilled drivers, earned him the honor of being RTR’s High-Speed Driver of the Year.

Mighty-Nitto Award

Stuart Field received this year’s Mighty-Nitto award. The award was started by the Lyles, after they won their first Autocross in a just-purchased car equipped with Mighty spark plugs and Nitto tires, neither one a recognized go-fast goodie. This award is presented to the person who “Makes the Best of a Bad Situation.”

Gang’s all here. Waivers signed. You all have directions. Start your engines and the annual RTR road trip, this year’s to Annapolis, was under way. 33 Cars left in unison. Or shall we say 31. One flat 6 didn’t roar to life. This one belonged to Stuart Field. He just bought his red 1977 911 from another member, and this was his first road trip in the Porsche. But if failed to start... Click. Click. Click. No go. Ugh. As the taillights of the caravan faded, Stuart was left behind. Another member (Wayne) stayed to see what he could do but it was decided nothing could be done but to wait for AAA. The caravan continued on, we stopped for lunch then went to the hotel. But before we all went to dinner, lo and behold, a red 1977 911 rolled into the parking lot. Stuart Field had his new car fixed, and didn’t miss a beat enjoying the rest of the weekend with the RTR crew.

Above: Chris Karras accepts the Riesentöter Award (left). Jeff Walton awards Vidal de la Cruz the “press on regardless” award (top center). Marty Kocse awards the Tattered Helmet award to Jeff Smith (bottom center). Paula Gavin awards Bill Malone the Door Prize (top right). Dave Nettleton hands out several Autocross awards (bottom right).

Now to an honor which has only been awarded sporadically, the Press on Regardless Rally award, presented by Jeff Walton, President.

Press on Regardless Rally Award

The rally to the annual RTR family picnic was held on July 19, 2014. Vidal de la Cruz and his daughter decided to participate in the rally, with Vidal's wife promising to meet him at the picnic. Well, he didn't show and didn't show. When Vidal's wife called him, they were still following the rally clues. He was told to give up; he had lost. Vidal definitely earned the Press on Regardless award for 2014, pressing on even though it was getting dark, pressing on even though they were hungry, and pressing on even though there was no chance in hell of winning!

The Door Prize

The Door Prize is an actual door from a 356 and was donated for the award by John Heckman. I can tell you from much experience this is the most awkward award we present. However, it will fit in the front seat of my Boxster, along with the huge DE awards if you don't mind getting a crease in your arm. Kudos to Porsche for giving the Boxster a lot of leg (and award) room! The winner for 2014 is Bill Malone! Bill transferred to RTR from First Settlers region. His first non-RTR event was the West Chester Cars and Coffee where he became a regular. His first RTR event was the Farm Freeze Run in February where he distinguished himself when the pack was separated. He took the lead to get the rest of the drivers to Wyebrook Farms by programming the GPS, driving on unfamiliar roads, and completing the Great Pothole Slalom, a testament to the agility of our Porsches. He continued to attend many, many RTR events including the spring rally with his daughter as navigator, and volunteered to help out with a scenic drive or two. Then, he discovered there was such a thing as DE, tried the Intro to DE course, and is now traveling down the slippery slope to becoming a DE regular. It seems the only thing he hasn't tried is Auto-cross. Dave, maybe you can convert him.

The Tattered Helmet

The Tattered Helmet, an actual helmet littered with the names of some of the most distinguished club members is awarded to the RTR member who somehow distinguishes themselves in a less than glorious

manner. This year, the award was presented to Jeff Smith by Track Chair, Marty Kocse. Jeff blew up his first motor of the season at his very first event of the year, on the morning of the very first day. (Note to Jeff: Not a good sign). To his credit, he was back at the very next event with another motor, a motor that would not see the end of the season. Jeff's second motor blew up in a cloud of smoke going down the east course straightaway at Pocono. In both cases, the same instructor was in the car with him, Patrick Wayman. Patrick is no longer allowed anywhere near Jeff's car. No kidding.

The Riesentöter Award

The Riesentöter Award is bestowed to the person(s) who, in the opinion of their peers, has made the greatest contribution to, or on behalf of, the club over a number of years. This year's winner is Chris Karras. Chris has been an active member of the Porsche Club of America for over ten years, and has served on the RTR executive board for the last year as Secretary, and additionally in 2015, he is the RTR Club Race Chair. As a lawyer, Chris has also been responsible for the updates to the club by-laws, and has played a key role in the quest to establish a charitable foundation for the club that will enable RTR to provide much needed philanthropic work to those less fortunate than ourselves. He is an avid track enthusiast, and has attended over 60 DE events, in addition to being an active club racer. Chris has been a PCA nationally trained DE instructor since 2008 and enjoys guiding his students to reach their fullest potential. Another one of Chris' passions is to keep teen drivers safe. He has been a champion for RTR's role in the Tire Rack Street Survival program co-hosted with the BMW Car Club of America.

Many thanks to those who contributed information on the winners, so that I would have something to say in this article other than just listing the winners. To Marty Kocse, Brian Minkin, Paula Gavin, Dave Nettleton and Jeff and Wendy Walton. Thank you!

Oh, the pop quiz! Who is the best dancer in the Riesentöter club? 🏁

The Spark of Life

Pedro Bonilla of the PCA Goldcoast region in South Florida explores the humble spark plug.

by Pedro Bonilla
Goldcoast PCA Region

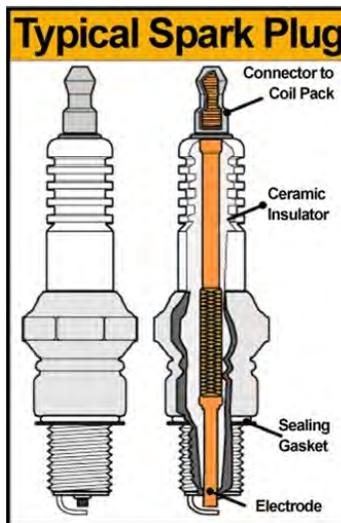
The spark of life in any internal combustion gasoline engine comes from its Spark Plugs. Spark plugs are foremost in your car's ability to run and make power, yet they are one of the most overlooked and misunderstood components of the car. So, let's delve a little deeper into the subject.

The spark plug has two primary functions:

1. To ignite the air/fuel mixture in the engine's cylinders.
2. To remove heat from the combustion chamber.

Spark plugs convert the energy contained in the fuel into dynamic energy in the engine. They do this by lighting a spark which sets off an explosion in each cylinder, making the pistons push into the crank, thus making it rotate.

The spark plug is quite a simple part, in theory. It is a hollow piece of metal, threaded on one end, containing an isolated conductor running down its center. It forces a high-voltage current initiated by the car's ignition system (coils) to arc (jump) across a gap, just like a bolt of lightning does between the clouds and the earth. This current must be at very high voltage in order to create the "lightning bolt" by jumping the gap. Voltage at the spark plug ranges between 12,000 and 25,000 volts although 45,000 volts is not uncommon.



In order for it to work, the spark plug needs an insulator that allows the current to travel down the electrode where it then can jump the gap and then run into the grounded engine block. The plugs use an insulator, generally made of ceramic (porcelain) to isolate the high voltage running down the electrode, making sure that the spark happens at the tip of the electrode (inside the engine's combustion chamber) and not anywhere else on the spark plug. Ceramic is not a good heat conductor so the insulator gets quite hot during operation. This heat also helps burn off deposits on the electrode.

Depending on the type of engine, the manufacturer will select and recommend the correct temperature plug for each car. High performance engines, naturally generate more heat, so they need "colder" plugs. If the spark plug gets too hot, it could cause pre-ignition which is the lighting up of the fuel mixture before the spark happens, so it's very important to follow the manufacturer's recommendations for the correct plug to use.

Cars that require a "hot" plug must use the corresponding spark plug that is designed with a ceramic insert having a larger contact area with the metal part of the plug. This reduces the heat transfer from the ceramic insulator, making it run hotter and thus burn away more deposits. "Cold" plugs are designed with less contact area so they dissipate more heat onto the engine block and run cooler.

The spark plug heat range has no relationship to the

electrical energy transferred through the sparkplug. The heat range of the sparkplug is the range in which the plug works well thermally. The heat range of a sparkplug is generally designated by a number. Lower numbers indicate a hotter type, higher numbers indicate a colder type.

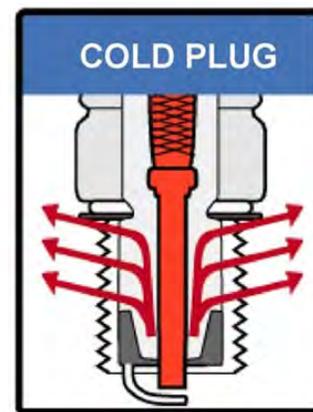
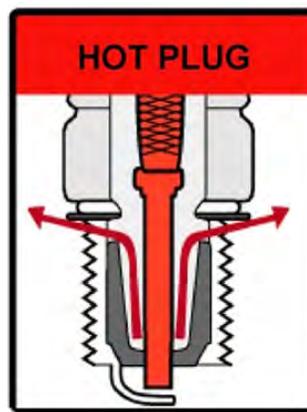
The heat range must be carefully selected for proper spark plug thermal performance. If the heat range is not optimal, then serious trouble can result. The optimal firing and temperature is approximately between 500°C (932°F) and 800°C (1472°F). The two most common causes of spark plug problems are carbon fouling (< 450°C) and overheating (> 800°C).

Low heat range plugs have center electrode temps that rise easily and even at low speed, so they easily reach the self-cleaning temperature and carbon is not deposited easily on the insulator section.

High heat range plugs have center electrode temps that do not rise easily, so they are unlikely to reach pre-ignition temps even at high speed. That's why it's important to follow the manufacturer's recommendations with the appropriate heat range for the engine characteristics, running conditions, etc.

Every time a spark plug fires, the hot spark blasts a few molecules of metal off the electrode. As the miles add up, the electrode gap widens and the center electrode becomes rounded and dull. This increases the firing voltage needed to jump the gap. Eventually the point is reached where the ignition system can't generate enough juice to jump the gap, causing plugs to misfire. Because of this, spark plugs are wear items, and they must be replaced during regularly scheduled maintenance. Check your particular Porsche Owner's Manual for the optimal replacement mileage (in a modern Porsche, generally between 60,000 - 100,000 miles). The best advice for spark plugs is to inspect them every 30,000 miles. This serves several purposes:

- 1.- It tells you a lot about how the engine is performing
 - 2.- It prevents plugs from seizing in the engine block, causing expensive repairs.
- Always note which cylinder a plug came from. This tells you if a particular cylinder has a problem.



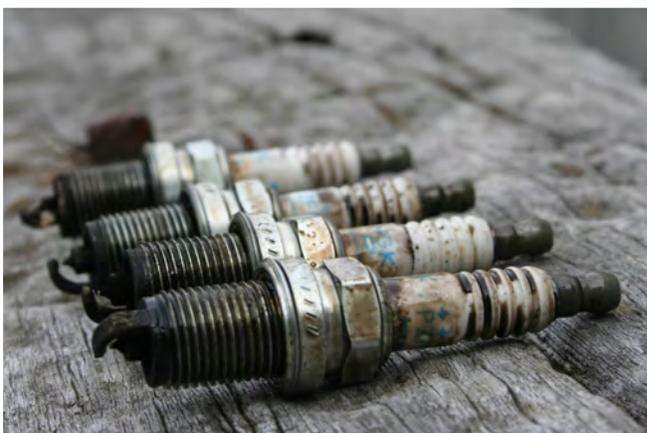
The electrodes of modern spark plugs are now covered with exotic metals such as gold, palladium, platinum, iridium, etc. So, which one is best? Here's the skinny:

Platinum and iridium-coated plugs with a copper core won't boost horsepower or fuel economy; they'll just last longer and perform more consistently. Both platinum and iridium fine-wire plugs will outperform copper-tipped plugs, but the iridium's ability to withstand high temperatures allows for a thinner plug tip. In the real world, though, you're unlikely to see any measurable change in fuel economy using iridium instead of platinum plugs. Platinum will do everything iridium does outside of the most severe racing applications. Iridium can give engine builders a slight edge in very high-compression, turbocharged or supercharged engines, but this edge isn't likely to translate into increased fuel economy in a street engine.

Remember: Getting the heat range right is way more important than the type of metal used to coat the electrode. New spark plugs can make a difference in your Porsche's performance, but only if replaced with the appropriate OEM replacement plug. 🏁

Above: Cold & Hot Plug performance.

Below: Some used plugs, an Iridium type plug, and a closer perspective.





Sidetrack — All Rise



RTR's Vice-President David Newton explores at-home lifting options.

by David Newton
for Der Gasser

I need a garage lift. My wife says that I WANT a garage lift, so I stand corrected. I NEED a garage lift in the same way that she NEEDS another outfit. And before all of you ooh and ah, my wife proofs the articles I write for this newsletter and is familiar with my razor wit. That said, I apologies in advance for errors in spelling and grammar this month...

QUESTION: How often would I use a garage lift? ANSWER: Every weekend. Think of all the work I've avoided simply because it's a pain to get under my car? Figure four brake jobs a year; two sets for two cars. How about oil changes? My Cayman twice a year, but my wife's Acura RDX has a turbo, so Mobil 1 every 5,000 miles or about four times annually. Then there's assorted maintenance and modifications; I meshed out the grill and rear diffuser of my car last year, and I'm thinking very seriously of painting my wheels as well. If I go back to the summer/winter tire exchange, there's a savings there too. All of you know how hard it is to crawl under a Porsche, even if you only dropped your keys under it.

How about weekend detailing? I do both sides of my wheels; I don't mean right and left. I mean inside and out. Using the lift, I would just pop off the wheels to clean them up, scrub the wells and slap them back on. Infinitely easier (with less elbow grease and toxic

chemicals), and the result would look a hell of a lot better too.

There are basically two types of hydraulic lift options. The first and most common is the dual-post lift. It consists of two columns on either side, with supports that raise the car in unison; not as affordable to the weekend grease monkey, they also mount more or less permanently into the garage floor. It eliminates the use of retracting doors in most cases, and you may also have some trouble getting out of your car when you pull in; not terribly convenient.



The other lift alternative for home use is the scissor jack. This essentially sits under your car; you operate the

hydraulics and the car levitates on command. Cost varies from reasonable for a low or mid-rise model, to downright sinful (up to several thousand dollars) for ones that will push your Yukon into the rafters. Since you have to drive over it, clearance is a concern.

I began to think that I was getting a little close to the edge of sanity, so I cruised the Internet looking for more affordable alternatives. The usual Porsche sites (including the Riesentöter forum), revealed some controversy in the appropriate method of safely lifting and securing my Cayman, specifically with regard to the factory jacking points for lifting as well as the use of jack stands. Because the objective was to get all four wheels off the ground at the same time, there weren't

many solutions since the same spot you use to lift the car is also where the stand would reside.

I found only one company (POWERBUILT) that has products that lift AND lock, effectively combining a floor lift and a stand. The bottle jack is the least expensive of their options, but is taller than the jack point clearance on my car, while the other two are essentially locking floor jacks. My requirements were safety, cost and ease of use. So I'd need four at \$125 each.

I then checked out www.jackpointjackstands.com which combines the floor jack and stands in a unique way; the stand remains positioned when the jack is pulled away. Interesting, but I'd need four so that's still a \$600 solution. I was really hoping not to spend more than half of my budget on only a partial solution.

Another alternative I stumbled on is a lift bar. www.liftbars.com custom-builds Porsche models; you lift the side of the car and position your stands. But by the time you buy the product and a set of jack stands, you're two thirds of the way towards what I think might be the ultimate solution for me and my garage...

Ranger Products (a Bendpak company) offers an affordable, portable lift. It sets up in minutes, and is available in 110 volt and battery-operated models. It's just over 100 pounds total, and will stow almost anywhere. At more than a grand, it's at the top of my budget. And as I stated earlier, I NEED a garage lift. 🚩



Above: Lift bars on a Cayman (top). Two-post hydraulic lift (middle).

Below: Ranger Products portable lift (left). Standard scissor type lift (right).





And Goodwill For All

Title photo: A 987 Boxster technical dissolve.

by Vidal de la Cruz
for *Der Gasser*

"Do you believe in karma... punk? Well... do ya?" Ok, so maybe Clint Eastwood is better known for associations with Austin Healey, Jaguar and Ferrari or his movie "Gran Torino" than with Porsche, but he's a car-guy and the phrase is appropriate for this story. The holidays may be behind us, but I'm still thinking of good cheer and goodwill. I'm also starting to believe in karma.

As we all know, on December 3rd, our club pulled off quite an impressive feat. One hundred thirty one Porsches, plus a couple of distant relatives and Eurofriends (i.e., a classic VW bug and an Alfa Romeo among others), gathered in King of Prussia to make our contribution to a very worthy effort: the annual Camp Out For Hunger Philabundance food drive for the homeless and needy. And, we certainly brought our share of abundance.

Our gathering was impressive, forming a two mile-long caravan of Porsches with hazard lights flashing, all the way down Route 476. I was in the middle of the pack, and it was quite the sight looking ahead and seeing all the flashing lights rolling down the highway. In the dark, unlighted highway, the string of blinking lights to bring good cheer to others was appropriate for the upcoming holiday season. We wanted to show our goodwill, so all our front trunks, or "Frunks", were

filled with food. In truth, some of us went overboard. My Boxster not only had a full Frunk but my rear trunk was full too. Yes, my wife, Marla, was very much in the spirit of the season and went overboard. Well, not really overboard. While 2014 wasn't the best of years for us in many respects, but thinking of others was in our hearts. That's what mattered.

For almost an hour, Porsches went rolling up to the drop off point and unloaded their payloads. It took that long, even unloading four cars at a time with a team of volunteers helping to rush stuff out of our vehicles. After our Boxster was unloaded, we parked and went in for a drink and to listen to some music. Afterwards we learned that the club had delivered about 7500 pounds



of food. What a showing!

On the way back home merging back onto 95 South, we followed a classic 911 and our VW cousin. I was changing lanes when from behind the 911 I saw some small debris on the road. As I drove right over it (no larger than a half sheet of paper), I heard a light clunk sound. "What was that?" Marla asked. "I just drove over something on the road, but I can't believe it actually hit the car," I responded. Heck, I purposely drove over it so it passed down the middle of the car and wouldn't get kicked up by the tires. It was just lying there on the road, flat as a pancake. I couldn't believe it had somehow bounced up and hit the car. The car felt fine, there were no unusual symptoms, so I just contin-



ued to drive home.

Getting close to home, I decided to drop my wife off and run back down to the gas station to fill up the Boxster. I figured it was perhaps time to put her into hibernation for the winter. When we arrived home and Marla got out of the car, she said "What's that noise?" I got out and I also heard what sounded like a very light, random ticking sound. Listening more closely, the faint sound was almost like the light flicking of a piece of paper and seemed to be coming from the engine compartment. I looked under that car but everything appeared normal. Nothing obvious was out of place (so far as I could tell). Maybe that little bit of road debris found its way into the engine compartment and was bouncing around in there? The car otherwise sounded and ran fine, so I drove down to the gas station but still heard the light flicking sound when I arrived.

After filling the tank, I started back for home and just a couple of blocks up started to hear a horrendous screeching sound from behind my seat, almost like a piece of plastic scraping on the asphalt. I immediately stopped the car on the side of the road and looked underneath. There was nothing touching the ground except the tires! This doesn't seem right! Luckily, I was only a couple blocks from Possum Hollow Motorsports in Phoenixville, so I essentially coasted to the parking lot and called my wife to pick me up. The following morning I went back and told the proprietor, Bill Boys what happened, and that I thought there was something caught in the engine compartment. Bill said he'd check it out and let me know what was up. He called me back a couple hours later. "Vidal, there is nothing loose in that engine compartment. And, that noise is definitely coming from the engine block. In my opinion, this is an IMS bearing failure." After a long pause, my mind exploded. A WHAT? An IMS failure!?! Holy crap!

Bill advised me on next steps. He insisted that a new engine was needed. However, this 2005 Boxster was bought at (and always diligently maintained at) Porsche of The Main Line. Bill's sage advice was that I have the car towed there and have them check it out. Bill said he could put a new engine in the car, but he felt that if ever there was a case for showing goodwill and having something kicked in to lessen the blow, this was it. Maybe I could get a discount on the engine job. I figured there was nothing to lose except perhaps a towing fee. So, off the car went.

Jesse Facer was the Service Advisor that had handled my recent service (just the week before), so I informed him as to what was going on. I had heard about the IMS bearing failure issues and knew that my Boxster was a candidate. Many times I thought about doing a preventive upgrade to a better bearing. However, the couple times I brought the subject up I was advised that the problem was rare and that if it hadn't happened by now I probably shouldn't worry. It seems that Porsche has never disclosed the numbers or percentage of affected cars. From my research, it appears that IMS bearing failure rates prior to the 2000 model year was well below one percent. However, the bearing design was changed in late 1999 and is used in Boxsters as well as some 911s from the 2000-2005 model years. The failure rate on these cars (as established by some Porschenistas), have been claimed to be as high as the high single digit percentage range, or about ten times higher than with the previous design. Now, I was worrying big-time. I was looking at a hefty bill, very likely more than the car was even worth!

Two days later Jesse from POTML called me and said that their mechanics had checked the car out and that it was indeed an IMS bearing failure. He was going to contact Porsche North America to see what they would do for me. At best, I may be able to get parts kicked in for free, but I would still have to pay for la-

Above left: Porsche owners happily line up to drop off food items at RTR's Phil-a-frunk charity event.

Above right: IMS bearing failure.

bor. The labor charge would be hefty but, at that point, I would take whatever I could get to lessen the impact on my wallet. As I said earlier, 2014 had not been gentle to us, and the last thing I needed was a big bill for a new engine on the car. I hung up the phone and prayed that Jesse and POTML would go to bat for me.

Jesse called back just a day later. I held my breath as he explained that POTML had been putting quite an effort into my situation and was supporting my cause with Porsche North America. "So what's going on?" I asked. Jesse reported that PNA wanted confirmation of the IMS failure. "Wait a minute... I thought that you already confirmed that." His reply was that while POTML mechanics were virtually sure it was an IMS failure, PNA wanted absolute proof before any decisions were made. This proof required that the engine be dropped, the transmission separated and the IMS bearing exposed for inspection. Apparently, this hadn't been done yet. Jesse informed me that this was about a four hour project and relayed the expected charges. Ah! Now the light bulb went on. I was being issued a warning. If this wasn't an IMS failure, I'd be on the hook for the cost of dropping the engine, and all bets would be off with PNA, and any hope of getting anything kicked in to help. What if it wasn't an IMS failure? That was a real possibility because (from what I'd read about other IMS failures), what I experienced seemed to be a bit different. If it wasn't an IMS failure and the repair not covered somehow, I didn't think I would have the resources to fix the car. I'd be stuck with a perfectly good roller in need of an engine. Was it an IMS failure or not? Clint Eastwood started ringing in my head. "Do you feel lucky... punk? Well... do ya?!"

Below: A fine 987 Boxster example.



Heck, at this point, no matter what was going to happen I had to go down this path to figure out the next steps, even if I didn't fix the car myself. Not fixing it was a real possibility, but if I would have to sell the carcass, I would have to know what it needed to get the right price for it. I really had nothing to lose. So, I told Jesse to go ahead and drop the engine. Contemplating the situation, it's funny to think that anyone would pray for an IMS failure, but that's exactly what I was doing.

I wanted to read up more on the IMS bearing issue. Where the heck was my file folder on the Boxster?! I've kept everything on it, including all the records of maintenance and the air bag control unit replacement. In that file had to be some documents about the IMS bearing situation. I remember there was a lawsuit and some documents related to it. After some digging, I found the folder and located the settlement papers. I also found the details online. Based on the details, if one had an IMS bearing failure and repaired/replaced the engine, PNA was covering it. However, you had until October of 2013 to file. OK, so that boat had sailed... it's now December of 2014. Luckily, the settlement terms also allowed for claims for up to 10 years from the date the car was put into service. I bought the car in July, 2005, so I was within that 10 year window! And, up to 50,000 miles, PNA would cover 100%. My Boxster had less than 17k miles. Things were looking good, at least on paper. There was some hope.

What happened next then surprised me. A couple days earlier I was having hissy fits about the possibility of having to put a new engine in my Boxster. I didn't have the money, but I sure wanted to keep her, even if it took a long time to save up the money for the repair. Maybe I would keep the shell and figure out a way to finance an engine replacement. Then, from my online research, something piqued my interest: an engine upgrade to a 3.6L! Whoa! How cool would that be?! I started getting excited about the idea of beefing up my ride and making it something special. Now that would be awesome!

Then the phone rang. It was Jesse. He again gave me assurances that POTML was working very hard on my behalf and that they had spent a lot of time with PNA and, ok, now I was starting to get worried. I listened to what he said, and what I heard next sounded good. They obtained the proof that PNA wanted; they confirmed beyond any doubt that it was indeed an IMS bearing failure, and that the repair was now authorized. Great news! But wait, what exactly did they authorize? Are they throwing in the new engine? What

am I looking at? Jesse said that between the new engine block and labor, the bill was about a \$26-27k job. "So how much am I in for? What's it going to cost me?" I asked. Jesse left me speechless. "Nothing," he said, "Porsche is picking up 100% of the tab." Damn! I had done my homework and was ready to fight for it, but I got it without having to argue? This punk just got lucky!

I was elated at the thought that my Boxster was going to be repaired, and the cost was to be completely covered by PNA. Some have said that based on the IMS settlement, that's exactly what should have happened. Fair enough, but what I was impressed with was that all too often one hears about companies attempting to weasel out of a commitment and that simply didn't happen. I was anticipating having to fight and claw my way to recover as much as I could. Instead, PNA just blew the wind out of my sail, and I was very happy just floating there with this bit of news! I didn't have to argue a bit. Porsche stepped up to the plate, and did the right thing. They demonstrated goodwill. I picked up my Boxster the afternoon of December 24th. What a Christmas present!

Did I build up some cosmic credits with the donation to Philabundance? What about picking up that purchase for the single mother with her 3 year daughter at Kmart just before Christmas? Heck, I was starting to think that just maybe karma does exist, and that my goodwill toward others was being rewarded by Porsche standing behind their product. I obviously don't know that this is true, but it frankly doesn't hurt to think this way and continue to think about others, and spread that same goodwill. Maybe that will help make this world a better place.

Many, many thanks to PNA, Porsche of The Main Line, as well as the others in our Porsche community that helped me weave through this series of events. This includes friends in RTR that commiserated with me and offered their assistance, Jeff Walton for arranging the Phil-a-Frunk that allowed us all to demonstrate our goodwill, Bill Boys and Gary Visher of Possum Hollow for their tremendous help and insight, and Paul McDonald of Performance Auto for additional thoughts and advice. Finally, thank you to the cosmos for recognizing the goodwill amongst us all. May it continue! 🍀

Riesentöter Porsche Trivia Answers

(Questions on p.14)

1. In an old sawmill in Gmund Austria.
2. Coffee farmers, and it was powered by gasoline to avoid diesel fumes from impacting the flavor of the harvested coffee.
3. Linde Material Handling; forklifts.
4. The Airbus A300.
5. 1986 944
6. Max Hoffman
7. 1954
8. The Drauz Factory of Heibronn
9. A total of four 928s ranging in years from 1979-1981. Each car had different options such as interior colors, wheel designs and even different paint colors. The production crew had to be very careful about which part of the cars they filmed to make it look like only one vehicle was used in the movie.
10. The "RS" stands for "Rennsport," German for "race sport" or "racing". It had no sunroof, A/C, backseat or power steering.
11. In 1982 Porsche promoted customers to order the car in the United States, take delivery in Europe, drive around the continent and return the car to the factory to have it shipped home.
12. The Interscope Porsche was developed for racing in the Indianapolis 500 race in 1980.
13. These 924 Turbos were delivered with black and white-checkered flag fabric on the seat inserts.
14. May 29, 1971 at Mitchell Field, Long Island, NY.
15. The 914 lacked proper side marker lights on its front end.
16. Washington DC on August 29, 1956.
17. Studebaker
18. The "E" stands for Einspritzung, meaning "fuel injection," because the car had Bosch L-Jetronic fuel injection.
19. VW-Porsche
20. The Porsche 968 holds the distinction of having the largest piston bore (104mm) of any production Porsche made. These monster pistons were accompanied by 16 valves and Porsche's VarioCam timing system cranking out 236 horsepower and propelling the 968 to a top speed of 156 miles per hour.

WRAP IT UP

by David Newton
for Der Gasser

Personalizing my Porsche was not deliberately planned. It evolved over time; slowly at first due at least in part to my fear of changing anything factory-new. But after the fade of that new-car smell, it became easier to consider modifications. The only mechanical upgrade I'd done to my Cayman was a Fabspeed Maxflo performance muffler system, and aside from the black-chrome exhaust tips, you wouldn't notice the difference (until I fired her up). But I wanted my car to draw some extra attention...

I'm a carbon fiber freak. Though subtle, I dig the aggressive appearance. And (like black shoes), it goes with everything. Since genuine carbon fiber (CF) is ridiculously expensive, I've used it selectively on smaller components to provide the most visual impact. But for the purpose of this article, I'd like to focus on the cheapest and easiest CF customizations, and how you can achieve the appearance of carbon fiber without taking out a loan.

I'm speaking now of Carbon Fiber Vinyl Film, and the process used to apply it to almost anything. This is referred to in the trade as "wrapping" or "skinning". The film is tissue-thin, cheap, has great pliability and is reasonably durable. The most popular brand is 3M Scotchprint, but there are other makes that deserve consideration, as I indicate later in this article.

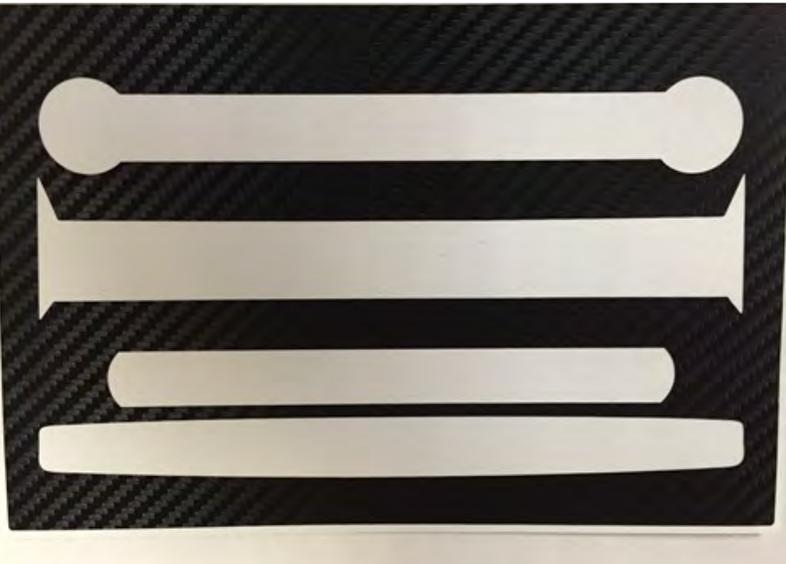
With selective application, you can fool most of the people at least some of the time using CF vinyl. And to the purists who think it blasphemous to in any way alter something born at the Porsche factory, you'll probably want to move on to the Shifts and Giggles column. CF wrap is not for everyone, but it's virtually risk-free. It doesn't damage paint or plastic and is easily removed if you change your mind later.

My first carbon fiber application was the hood. I would not normally recommend doing something this large at first, but I'd seen it before on a Carrera and it looked awesome. With meticulous research (and a little dumb luck), I found a place within thirty minutes of my

Below (left): Dave's stock Cayman on delivery day.

Below (right): A look that can deceive the discerning.

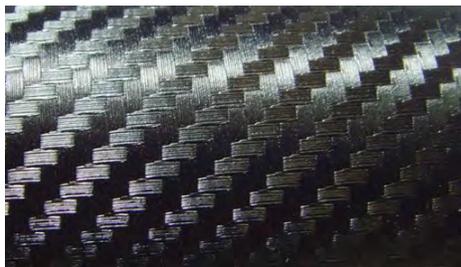




house that does 3M vinyl application, primarily advertising (the kind you see on a city bus) and paint protection film. Sun and Shade of Creamery, Pennsylvania, wrapped my hood for two hundred bucks. I got the look I wanted for ten percent of the cost of a real CF hood.

I left the car with Sun and Shade for a few days so they could also paint my wheels black and the brake calipers red. Collectively, this completely changed the look of my car literally overnight, and it looked so cool I almost cried when I picked it up.

If I had a complaint at all, it's the surface durability of 3M Scotchprint carbon fiber. Unlike their other vinyl products, the CF affect is achieved using a textured vinyl; a grain you can feel. It's responsible for the reflective properties and illusion of depth. However, hairline scratches began to appear from errant turnpike rash, or flecks of abrasive material stuck in a microfiber cleaning cloth. So after accumulating several of these, I decided to rewrap the hood. Sun and Shade peeled off the two-year old material and replaced it in about an hour. The paint looked like new; proving my point regarding risk.



I was pleased with the result, so I turned my focus to the inside. I never cared for the dull silver plastic trim Porsche uses liberally on the interior, so I began selectively skinning them myself. The vinyl material is cheap enough that you won't worry about making mistakes, and your skills improve with practice. It's flexible and can be warmed with a heat-gun (or a hair dryer in a pinch) to increase its elasticity.

Generally, the more you need to shape, the more heat is required. And as a rule of thumb, you don't want to stretch more than 25-30 percent of its original form, especially with carbon fiber vinyl as it will distort the look of the grain. On larger sections (like the hood) avoid stretching at all, as distortion is more noticeable.

By its nature, CF vinyl retracts to its original shape unless held firmly into position, and can wrinkle around edges due to the stress. It's therefore best to spread the load; rounding a corner for instance will require evenly applied distribution and pressure from the angle junction out to the edge. Heat definitely helps in application, but too much will cause the wrap to take on the properties of a slice of hot provolone. Warming the CF vinyl, and then adding heat as necessary will help avoid this affect. I've been using clear nail polish on the back side of parts which dries quickly and acts like glue to permanently hold the wrap into position, a key to wrinkle prevention.

Access to the part itself is often critical in the end result, so removing it completely whenever possible is better than trimming or tucking the excess material between neighboring components. I conquered the fear of interior trim removal by relying on Porsche forums such as Planet 9 and the Cayman Register which provided detailed instructions. YouTube helped a lot too, as vendors have some great DIY videos. Get yourself a set of plastic trim removal tools (Amazon), and never force the extraction of trim com-

Above: Almost anything can be wrapped in CF vinyl (left). Radio precision-cut console trim by 9 Design Products (right).

Below (middle): Close-up of Carbon Fiber vinyl.



ponents as clips and tabs can (and will) break.

Another area with an abundance of the silver plastic trim is the steering wheel. I considered genuine CF replacement parts for this application due to its proximity to the driver; these pieces are the most apparent to the sense of touch and sight.

But replacing them would mean removing the air-bag, something I would not be comfortable doing myself. I took my time, over-cutting the wrap ever so slightly, allowing me to tuck and press the excess into the gap between the trim and neighboring components using one of the tools shown. This took a few attempts, but I soon got the hang of it. Repositioning the steering wheel for better access helped. I also used Scotch Blue painters tape (another 3M product) on the parts that I then peeled off and positioned over the vinyl wrap to create a template that minimized cutting and trimming on the steering wheel. I wish I had done that first, because it was a real time saver.

People thought I was nuts taking on the largest and most oddly shaped pieces of interior trim, the door

handles. I would never have attempted wrapping them without the template I received from a fellow member of the Cayman Register (which included his application instructions). The handles remove easily, and using his two-part template (inner and outer surface) I was able to carefully join the pieces like the shell of a clam. I sprayed them with clear-coat because they would see a lot of wear, and it doubles as an adhesive that holds the two layers together at the seams. Applying clear-coat over CF film can alter its reflective properties, so use high gloss and the fewest coats that you can get away with. I don't recommend using clear-coat for flat sections (like the hood) as the look suffers from the reduced reflection.

The door sill entry guards are the most noticeable trim when entering the car and were begging to be covered. The outside guards are glued to the sill and cannot be easily removed, so your best option is to skin them in place, trimming the excess with a small razor knife. Caution should be used here; a slip can cause the blade to travel across paint or plastic leaving a thin (but conspicuous) slice.

Above: Take care in removing trim using these handy tools (left). Silver trim takes on a new appearance (right).

Below: Before (left) and after (right) Carbon Fiber wrap installation.



Removing the inner door sills was easy enough, but forming the CF film around severe contours (such as the umbrella bin on the passenger side), proved challenging and took several attempts and different techniques. An extra pair of hands is helpful in these circumstances. The sill covers are susceptible to heel scuffs; a permanent blemish with 3M vinyl. As cautious as I am, my mechanic was not, and ruined the driver's side with one swipe of a work boot heel.

Because of the location, I debated using genuine CF replacement door guard covers for durability, but the best price I could find for all four inner and outer sills was almost a grand. I fortunately came across a company that provides Porsche owners a unique alternative: 9 Design Products, <http://niinedesign.com/> offers precision-cut carbon fiber vinyl (as well as other colors/textures) for many components of Porsche models. They produce Cayman door sill covers; a full set cut to exact specifications, delivered for forty bucks. Had I known this, I could have avoided my previous effort. I've discovered the material 9 Design uses is more durable than the 3M Scotchprint (and therefore less susceptible to shoe scuffs).

It turns out these guys will also consider some design development at request, such as a radio dash insert I'm working on with them. They've created a fuse box cover (which gets the most abuse from my clutch-foot), and I'm hoping to see some console and other interior trim pieces as well. The benefit of precision-cut vinyl over wrapping edges manually is the final look on oddly shaped parts. Sometimes it's impossible to create a perfect fit, and trimming by hand requires more artistry than I have the patience for.

I learned most of my techniques through trial and

error, but also knew that no matter what I did, it could be easily undone. There aren't too many other customizations where this is possible. I've also become fairly creative when called upon, such as fashioning custom visor mirror covers using the airbag warning labels as a template. Note that extreme heat and cold can cause material warping even on flat surfaces, and components must be absolutely clean prior to adhesion or the product will lift and develop bubbles that cannot be removed. It's best to apply CF wrap at close to room temperature. I used medical alcohol wipes for cleaning, being sure to press evenly over the surface to squeeze out any air trapped under the wrap.

Now I'm circling back to parts I'm not satisfied with, and reskinning them. And once in a while I'll damage a section accidentally (like the door sills), and have to replace them. But that's the beauty of this product. With a little time and patience (and very little money), you can let your creative juices flow and personalize your own car; one piece at a time. 🏁

Below: Door sill guard provide an immediate impression (left). Door handles completed with a two-part template (right).





“Shifts & Giggles”

Monthly Porsche-themed humor and commentary from Jeff Walton, RTR President.

Commentary by Jeff Walton
for Der Gasser

Whoa... did I hit 88 miles per hour and my flux capacitor kicked on in my Cayman? Because I just blew by a gas station and I must have travelled back to 2010. 93 octane for under \$2.75... what the hell is going on? Yes, 2010 was a great year, I remember it well; Super Saver won the Kentucky Derby, Joey Chestnut won his fourth in a row Nathan's hot dog eating contest by downing an average of 5.4 wieners a minute for 1/6 of an hour, and auto shops didn't charge us for keeping their hands clean. And another thing people didn't charge us for was gas or shall I say that added fuel surcharge that has crept its way into our wallets.

So now that gas is back down to under \$3 a gallon (thanks to the Middle East trying to take away good old American fracking jobs), do you think the companies would remove this added surcharge for fuel? I'm talking to you airlines and you disposal companies and you cab companies and you delivery companies and you... any of you, that think you can get away with a surcharge in this day and age.

As stated before in this column, I hate it when companies can't hide the cost of doing business in their hourly rate or flat fees because a flat fee of \$60 plus \$3.95 for fuel surcharge is really a flat fee of \$63.95. Yepper, certainly pulling the wool over our eyes for sure. So when companies add these so called added expenses because they couldn't foresee three days into the future, why don't they give back to the American wallet just as easily as they took from it? I know, I know, the simple answer is greed. Which begs the question as to what's next? How are companies going to ding us in the future

for even more surcharges? I can see it now, accounting surcharges, light bulb changing surcharges, un-occupancy surcharge for when shops are closed at night, or for holidays or during lunch hour, surcharges for pens, pencils, and feather dusters for keyboards, and the dreaded surcharge for the surcharge.

Yes, it feels good on the wallet to save at the pump and our Kentucky Derby winner Super Saver would be proud, but I want to save even more. Dammit I want more. I want my money back. I want my money back from helping companies get over the hump of over \$4 for a gallon of gas. I did my part now, you do yours. I don't want to pay a fuel surcharge, I just don't. And I think I deserve it because you were too stupid to hide the cost of doing business within that hourly rate or flat fee of yours. I can now see exactly what you are charging me in this surcharge and like it or not I'm not paying. So if you want my business, you are going to have to pay me... how about them apples? I'm the American consumer I can go to any shop that I like. I can go to shop A or Shop B or down the road a ways to Shop C. I will pay for my tune-up, my oil change, even my turn-signal fluid or muffler bearings but I'm charging you a \$10 privilege surcharge because I chose you over your competitors. And I give you the privilege of taking money from me. How about them apples? 🍏

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