

DER GASSER

SEPTEMBER/OCTOBER 2015



Riesentöter Region
www.rtr-pca.org

Sep/Oct 2015 Contents

A monthly publication of the
Riesentöter Region
Porsche Club of America
September / October 2015

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On the Cover

Photo from Summit Point ceremony honoring John Heckman.
Photo courtesy Yuri Marasanov.



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DER GASSER is the official publication of the Porsche Club of America, Riesentöter Region, and is published ten times per year.

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

The editor reserves the right to edit all materials submitted for publication.

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Vom Präsidenten (From the President)

It was a difficult decision but it was time. It was time to move on and say goodbye. Say goodbye to part of the family, and that's always a tough thing to do. My beloved 2008 Cayman, which I ordered new and waited 4 months for its arrival (meteor gray with terracotta interior), had 77,000 some odd miles on its odometer. There was plenty of juice left in its soul, but it was also getting a bit tired around the edges. My Cayman wore

its age well, very well indeed. Its sheet metal still gleamed in the sun without showing any road wear. Its interior still looked fresh with just a few blemishes here and there, but the writing was on the wall for a better part of the year - I just didn't want to

read it. The cup holder door was broken, fixed with magnets. The rear sunscreen was broken, fixed with some screws. These were cheap and easy fixes but my very first Porsche was starting to nickel and dime me in the Porsche sense of nickels and dimes... measured in hundreds and thousands. New shocks, new belts, new water pump, new AOS, new wheel bearing, new tie rods, new tires... new just about everything that could wear out. But still there was a sense it was in need of more attention, attention that I wasn't willing to spend.

Sure it was my fault. I drove my Cayman every day. I drove it in rain, sleet, and snow... hell the post office doesn't even do that anymore, and I drove it like a Porsche. I didn't baby it. I redlined it daily. I auto-crossed it. Tracked it a few times. I even had to pay my speed tax in the form of a ticket or two. I drove it like Ferry

intended. To reiterate, I drove it like a Porsche. But when you do that, you have to pay the piper, which I did time and time again. I just didn't want to pay anymore. There comes a time where you reach a threshold and cry uncle. So I cried uncle and said my goodbye.

I said goodbye to a car that brought me joy every time that flat six roared to life. It brought me joy taking the curves like a champ.

It brought me joy to talk to complete strangers during fill-ups or grocery store parking lots. It brought me joy by leading me to a club that has become part of my extended family. I hope it brings the next person of ownership this much joy... one can only hope.

Although my very first Porsche will not be in my garage any longer, its memories will be garaged in my soul. It is true... "Porsche, there is no substitute." That's why I immediately replaced my 2008 with a 2015 Cayman. And I intend to drive this one the same way... like a Porsche.

Pedal down people,

Jeff Walton

President, Riesentöter Region, PCA



RIESENTÖTER



From the Editor's Desk

I know I've said in the past that when I bought my first Porsche I would not be one of those Porsche owners that got one after the other, and routinely turned in a low mileage car in pristine condition for another one. Well those comments were well intentioned and I meant what I said at the time, but I had no idea how addicted I would get to Porsche cars, and how Porsche would continually dangle new more exiting offerings in front of me.

First I bought a 2011 Base Cayman and then Porsche brought out this beautiful much improved Cayman 981 just two short years after my first purchase. I saw one in person for the first time at the 2013 Philadelphia Auto Show and absolutely fell in love with it. I had to have one, and ordered my current car in June of 2013, and then took delivery on it in October of 2013.

We flash forward to our August member meeting at Porsche of Conshohocken. There (parked right next to the door to enter the dealership), was a brand new white 2016 Cayman GT4. I had watched countless videos, and read all the GT4 reviews and knew I liked it, but to see one first hand, wow! I was blown away about how beautifully purposeful this car looked. While it looks beautiful, you could easily see that this car means business on the track. This is what I think we all knew the Cayman was supposed be from the beginning. The Cayman GT4 is a combination of everything that is great in both the Cayman and the 911 GT3, and boy does it show.

I left the dealership that night after the meeting saying that I wanted one, and would trade in my 2014 Cayman S for it. What the heck is wrong with me? I had said I would not be one of these people. I only have 20,000 miles on this car; I don't need a new one, there's nothing wrong with it. I use it on the street and on the track and it drives wonderfully.

My only conclusion is that the surface of the interior of every Porsche is coated in some new drug that makes all Porsche owners like me lose our common senses, and throw reason out the window. I think the drug gets stronger with every Porsche we own and increases our desire to own the next one. This is the only explanation I can think of. I'm a reasonable person and I weigh out each decision to make a large purchase like this carefully.

I was driving around a couple of weeks ago running errands in my Cayman S and suddenly found myself in the parking lot of Porsche of Bucks County. I literally floated into the dealership and sat down in a chair across from my salesman Charlie Vail. Before I knew it Charlie said that my name was now on the waitlist for a GT4 when the next allocation was announced. It was all a blur, but it seems the drug had taken hold again.

Drive safe everyone,

Dave Hathaway

Der Gasser Editor



**DER
GASSER**

Editor's Notes

Event Coverage

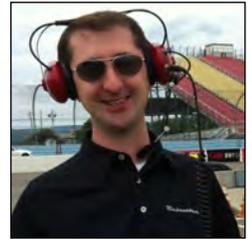
If you attend an event and want to write up a short piece describing it, we'd appreciate it. We can't attend everything so your help, helps fill in the blanks. We'll edit and let you proof before we publish so rough input is fine.

Photos, Photos, Photos!

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



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!!!

Flore AndresiPhiladelphia, PA
2008 gray Cayenne S

Dennis AngelisantiWyomissing, PA
2008 black Cayman

Griff AsplundhBaltimore, MD
2010 Black Cayman S

Bill Berner..... East Lansdowne, PA
2016 blue Cayman GT4

Steve BlakeReading, PA
2014 Blake Cayman

Kim CunninghamPhiladelphia, PA
2003 Speed Yellow Boxster

Jim Dornak Chadds Ford, PA
2012 Silver Panamera 4S

Mark GilbertEaston, PA
2011 Black 911 GT3

Benjamin Horton..... Narberth, PA
2002 Black 911 Carrera 4S

Rob Koenig.....Cochranville, PA
1984 Guards Red 944

Anthony Lepore Chalfont, PA
1965 Ivory 356

Kyle Martin Fleetwood, PA
2015 Mahogany Macan S

Joe Messina Wayne, PA
2014 White 911 Carrera

Tom Neuhaus..... Nazareth, PA
1987 Venetian Blue 911 Turbo

C David and Judith Scourfield Yardley, PA
2015 911 Carrera

Fran Taloricco Doylestown, PA
2002 Black 911 Carrera

Steven Wagner.....Perkasie, PA
2014 Grey Cayenne

Mark Wall Lansdale, PA
2006 Silver 911 Carrera

Alan WeisbergKintnersville, PA
1997 Basalt Metallic Black 911 Turbo

Michael WildsteinPhiladelphia, PA
2014 Red Cayman S

TRANSFERS—Welcome to RTR!

Eric Banta.....Easton, PA
2016 Black Cayman GTS (From Pocono)

Joseph Rambaldi Doylestown, PA
2006 911 Carrera S (From Schattenbaum)

Richard RomerRiegelsville, PA
2005 Yellow 911 GT3 (From Metro NY)





RTR Membership Milestones



45 Years

Donald Schaub
Katherine Schaub

35 Years

Thomas Baker
Nancy Baker

30 Years

George Sprenkle
Rita Sprenkle

20 Years

Louis Dizikes
Ted Dizikes
Peter Horgan
Mary Horgan
Rudolph Petercsak



15 Years

Richard Astheimer	Steven Lilley
Sallie Astheimer	Susan Shaw
Tony Calvaresi	Frank Parke
Katharine Campbell	Barbara Parke
Wilson Borden	Robert Vogel
Ed Dawe	Jean Vogel

10 Years

William Angus	Peter Majka
Ginny Angus	Pauline Majka
Vytenis Bichnevicus	Richard Riegler
Fred Gorstein	Connie Riegler
Aviva Gorstein	James Stewart
Ted Kokas	

5 Years

Jim Bassler
Joan Bassler
Steve Berner
Ken Buckwalter
Carol Buckwalter
Bob Chase
Beth Chase
Aleksy Gerasyuto
Art Branstrom
Kris Haver
Bill Johnston
Dan Jones
Jim Kovalcik
Tom Kovalcik
Pat Sabatino
James Wright



Riesentöter Region

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* 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.



NOVEMBER 2015

Nov 5

Happy Hour

Happy Hour at Barra Rossa in Downingtown. 5:30 onward. Dutch Treat as always.

Nov 6

Scotch and Steaks

Scotch and sirloin pairing dinner with a guided tasting at Capital Grille in King of Prussia. More details online. (SOLD OUT!)

Nov 14

Final Autocross of 2015

This is our final event, so there is no excuse for you procrastinators who want to try Autocross racing. Then join us at Tröegs to celebrate the end of the season. The race is November 14. Registration is open on Motorsport-reg. Sign up at Hershey Autocross Registration.

Nov 18

Membership Meeting

Join your fellow members on Wednesday, November 18th at Cavallo Auto Body in Newtown Square, PA to socialize, get a bite to eat and tour their amazing shop – 6:45 pm social; 7:30 Meeting. The season is winding down, and there are only a few opportunities left to visit with your RTR friends, so come on out and have a great time... The guys at Cavallo are promising a unique experience!

DECEMBER 2015

Dec 2

Phil-a-Frunk

Join your fellow Riesentoter members in conjunction with WMMR's Camp Out For Hunger to help Philabundance stock up on shelf-stable items. Last year over 200 Riesentoters with 131 Porsches in tow raised 7,460.5 pounds of food plus \$770.

All you need to do is Phil-a-Frunk" with HEAVY nonperishable items and join us in King of Prussia for a Porsche Caravan down to Philadelphia. Meet at 7:00pm, ignitions at 7:30pm.

More details online.

Dec 5

Holiday Party

Come join us in celebrating the end of another wonderful year of Porsche Fun with all your friends in RTR! The Holiday Party will be held at The Chester Valley Golf Club in Malvern PA. Just a short hop off of rte 202 and 10 min. from King of Prussia! The evening will kick off with an hour and a half cocktail period followed by dinner, awards, door prizes, and dancing!



A literal food drive.



John Heckman

A Fond Farewell



Riesentöter celebrates the life and contributions of John Heckman.

The Riesentöter family has lost one of their own. John Heckman passed away on October 1st, and it's left a gaping hole in the hearts of our members. Although we mourn his loss, we must also celebrate his life, because he gave so much to so many.

John was an avid car, boat and motorcycle enthusiast. His love of Porsches went back to his teenage years. Saying that he played an active role as a member of the Riesentöter region of the Porsche Club of America is certainly an understatement. He served admirably in several board positions and capacities. Most notably, he received the club's highest award—the Riesentöter Award—not once, but twice.

John was also a Track Instructor; he loved track events and the friendships he so easily built. He was an integral part of Riesentöter for decades, conceiving of the "Door Prize", an actual Porsche 356 door (that he donated himself), awarded annually to the most active member who embodied the RTR spirit.

Board Member Myles Diamond combed through years of Der Gasser issues to help construct the basis of this commemorative, and found that much of the history of the Riesentöter club has his fingerprints all over it.

Longtime Riesentöter and past RTR Executive Board member Paul Walsack had this to say about his friend:

I was greatly saddened when I received the phone call that John had passed. My mind flashed back to when we first met in the late 70's just after John joined the club. My first impression was "this is a guy that's the real deal". You were attracted to John by his zest for life and unassuming demeanor. We immediately bonded over our "need for speed" and appreciation for fine machinery.

Once John became your friend, he was your "friend". I was always comfortable in his company, whether business (insurance) or socially. He supported you no matter what, without a personal agenda.

He was a true "toter" in every sense of the word, whose goal

Year	Position
1979	Social Chair
1980	Secretary/ Treasurer
1984	Membership Chair
<i>Note: Heckman's Membership Mutterings Column</i>	
1985	Editor
1986	President
1994	Social Chair
1995	President
1996	President
1997	President
1998	Chief Instructor / Past President
2007	50th Anniversary Chair
2008	Awards Chair
2009	Awards Chair

was to make the club better and enjoyable. He succeeded. He will be missed.

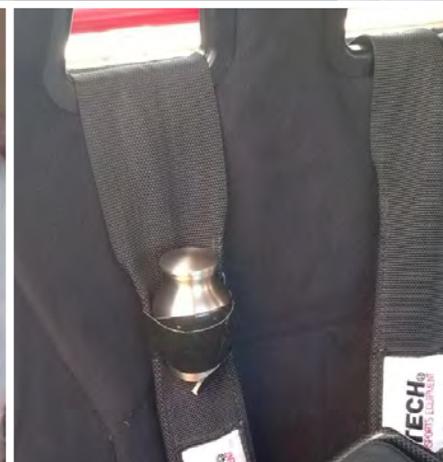
Maybe the most touching tribute occurred Friday, October 16th, as conveyed by Steve Schueren in an email to John's family. Upwards of 100 Riesentöter drivers gathered at turn ten at Summit Point (the very spot he rolled his 914 years ago), to honor John by unofficially rechristening it "Heckman's Corner" in sprinkling some of his ashes there for all eternity.

Moments before the informal ceremony, Dave Ehm asked if he could honor John's life and take him one last time around the track. Here is an excerpt from Steve in the same email to John's family:

...We strapped his little urn into Dave's passenger seat and he went out for the last session of the day. Dave turned his fastest lap EVER at that track that session. That was pretty cool. Thank you for sharing him with us...

There are so many memories, and not enough words to sum up his life. For some, it is difficult to imagine the Riesentöter region will ever be the same. But to honor his legacy, we somehow carry on. Maybe it's a little easier knowing that by doing so we continue on the same road that he was instrumental in paving. 🏁

The John Heckman "Door Prize" (top left) and John awarding it to members in 2013 (bottom left). John and other Riesentöter award recipients pose for a group photo (bottom center). Steve Schueren speaks at the ceremony honoring John at Summit Point (top right), where Dave Ehm had taken John's ashes for a final lap (bottom right).



2015 DE Schedule

Submitted by Marty Kocse, Track Chair

Thanks for a great season!

A big “thank you” to all our DE participants, volunteers, and instructors who supported our program in 2015! We’re already looking forward to 2016...



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.



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



Win a trip to Germany?

A TOUR OF THE PORSCHE FACTORY?

ALL INCLUSIVE?

YES, PLEASE.

Riesentöter Membership Raffle

December 5th 2015

BUY YOUR TICKETS NOW!

FIRST PRIZE

Spring Treffen for Two!

This seven day, all-inclusive TREFFEN experience FOR TWO includes roundtrip economy airfare from Philadelphia. Hosted by Fast Lane Travel, Inc., this is the perfect tour for anyone who has always wanted to see the home of PORSCHE in Stuttgart and drive on the Autobahn. On this 5-star tour in southern Germany, you'll enjoy an exclusive, behind-the-scenes visit to the PORSCHE Factory & Museum with a former PORSCHE executive as your guide, drive a new model PORSCHE of your choice for two (2) days on Autobahns and country roads, and spend one night in Alpine splendor adjacent to the magnificent Neuschwanstein Castle in Bavaria. (Need NOT be present at drawing to win. Subject to standard terms and conditions of Fast Lane Travel, Inc. See www.fastlanetravel.com for more details.)

Raffle drawing will be conducted at Riesentöter's annual holiday party on December 5th. (See website for details and registration).

The raffle is sponsored by Riesentöter Foundation, a Pennsylvania non-profit corporation exempt from federal income tax under section 501(c)(3). The entire net proceeds of the raffle will be devoted exclusively to supporting the Foundation's educational mission.

SECOND PRIZE

1 Year RTR "Free Ride"

The perfect package for an active RTR member. Track enthusiast? How about free entry to all of Riesentöter's driving events!? Autocrosser? We'll reimburse your entry fees for any races in our series. Social? You'll get a guaranteed spot on the annual road trip and room credit. Also, two tickets to next year's holiday party, family picnic, and free participation in any rally events. We'll also throw in a \$250 gas card to help get you there! (Or you may select an alternative cash prize of \$2,000. Must be present at drawing to win. See Official Rules for restrictions.)

To enter, visit:
www.rtr-pca.org

THIRD PRIZE

Performance Tire Package

Hit the road with a brand-new set of performance summer or winter tires for your Porsche! (Or you may select an alternative cash prize of \$1,500. Must be present at drawing to win.)



About Fast Lane Travel

Fast Lane Travel has been taking PORSCHE enthusiasts to Europe for over 40 years and is proud to be the official PORSCHE Club of America PORSCHE TREFFEN® tour company. We take pride in designing TREFFEN tours that provide an all-inclusive mix of PORSCHE Factory & Museum visits with driving a new model PORSCHE on no-speed-limit Autobahns, country roads and breathtaking Alpine passes – all while staying in luxury hotels and enjoying exquisite cuisine. It's Our Business to Do Pleasure.™ Fast Lane Travel, Inc. is a bonded, insured, registered and licensed Seller-of-Travel Corporation in the State of Florida.

RIESENTÖTER



\$50 per ticket – Only 600 will be sold!





Save the date for RTR's holiday party and be present to win!



Saturday December 5, 2015

Come join us in celebrating the end of another wonderful year of Porsche Fun with all your friends in RTR! The Holiday Party will be held at the Chester Valley Golf Club in Malvern, PA. Just a short hop off of Route 202 and 10 minutes from King of Prussia! The evening will kick off with an hour and a half cocktail period followed by dinner, awards, door prizes, and dancing!

Please buy your holiday party tickets as soon as possible via www.rtr-pca.org.



Please cut out and mail this portion with your payment.

2015 Riesentöter Raffle Entry

To pay by credit card, enter online at www.rtr-pca.org.

Make checks payable to
"Riesentöter Foundation"

Mail to:

Riesentöter Foundation
1735 Market Street, Suite A - Box 247
Philadelphia, PA 19103

Entries **MUST** be received by
November 30, 2015.

FULL NAME

PCA MEMBER # (Log into pca.org or e-mail membership@rtr-pca.org if you can't find yours).

MAILING ADDRESS

CITY, STATE, ZIP

E-MAIL ADDRESS

PHONE NUMBER

OFFICIAL RULES: Entries will only be accepted from Riesentöter Region (RTR) PCA members on or before November 30, 2015, and will be validated against RTR membership database. Entries are subject to RTR membership verification and acceptance. Only 600 entries will be sold and will be accepted in the order received. No person under the age of 18 may purchase an entry or receive any prize. Members of the RTR Executive Board and their immediate family members may not purchase an entry or receive any prize. Entries may not be assigned, transferred, or sold either before or after the drawing. No tickets for entries will be sent to purchasers, however entries will be confirmed by e-mail and will be available for review at the drawing. Entries must be submitted on an official form which is available on the RTR web site: www.rtr-pca.org. Entrants need not be present to win First Prize but must be present to win Second or Third prizes. First Prize includes a cash component of \$3,582 which will be withheld in accordance with Federal tax law. Airfare for two will be purchased by RTR at the lowest-cost economy rate at its sole discretion or the winner may receive \$3,000 reimbursement towards their own airfare choice. The Second Prize "RTR Free Ride" excludes meals, entertainment, alcohol, parking, incidental costs, and anything not explicitly listed in the prize description. Third Prize shall be an N-Spec (or equivalent) Michelin product chosen by RTR at its sole discretion. All winners must supply a taxpayer identification number prior to being awarded prize. If fewer than 500 tickets are sold, RTR reserves the right in its absolute discretion to substitute one-half (50%) of the gross revenue of the entries sold in lieu of all listed prizes to one winner who need not be present to win. The winner is responsible for all applicable local, state, and federal taxes including sales, use, luxury and income taxes. The odds of winning depends on the number of entries sold. There is no limit on the number of entries a member may purchase. The winner of the First Prize will be notified by e-mail and certified letter. Winners of the Second and Third prizes will be notified in person. All winners will be announced on the RTR web site: www.rtr-pca.org. By participating in the raffle, participants agree to be bound by the Official Rules. Offer void where prohibited by law.

I wish to purchase _____ entries @ \$50.00 each.

Total Amount Enclosed: \$ _____

The raffle is sponsored by Riesentöter Foundation, a Pennsylvania non-profit corporation exempt from federal income tax under section 501(c)(3). The entire net proceeds of the raffle will be devoted exclusively to supporting the Foundation's educational mission.



Monterey Car Week / Werks Reunion



RTR member Jon Wright had an amazing trip to some of this summer's premier car events.

by Jon Wright
for Der Gasser

To football fans, the Super Bowl is the climax of the sport when each year the two best teams gather as the entire world watches the big game. To tennis fans it might be Wimbledon. To golfers it's the Masters. Well, to car guys there is one event that stands above the rest - Monterey Car Week.

This year (between the dates of August 11th and August 16th), I had the pleasure of attending five awesome days of automotive events all over the Monterey Peninsula. From exotics on Cannery Row to the Pebble Beach Concours d'Elegance, to historic in Carmel. We saw it all. To attempt to summarize this week into a few paragraphs is purely impossible. To even summarize it into a few pages would be tough. So I won't even try. However, I will focus on one event that stood out to me as a Porsche nut. The Porsche Werks Reunion.

The Porsche Werks Reunion was Friday August 14th in the Carmel Valley just a hop skip and a burnout away from Quail Lodge (one of the epicenters of Monterey

Car Week). On a picture-perfect California morning the display field of the Werks Reunion was home to more than 1000 Porsches of all kinds. The colorful vehicles scattered about the landscape looked like someone emptied out a bag of skittles into the lawn; old and new, rare and historic. They were all there. Simply put - Porsche overload! The cars were grouped loosely into sections to make ogling a little easier. The section of GT3's seemed to go on for days; one of each generation in each color. Then you turn around and spy the section of Caymans and Boxsters, literally acres of them to enjoy.



Every variant of 911 was on hand. A brand new 991 GT3 RS, and all the way back to some of the earliest of early cars. Racecars were there. A new GT4 sat next to a 996 GT2. A gaggle of Speedsters of all years hid behind a few tents housing Porsche themed artwork and clothing. It was simply too much to take in at once. So I did what any good Porsche fan would do in that moment. I got myself a Bloody Mary from the hospitality areas and began at the far right corner of the show, and worked my way down every

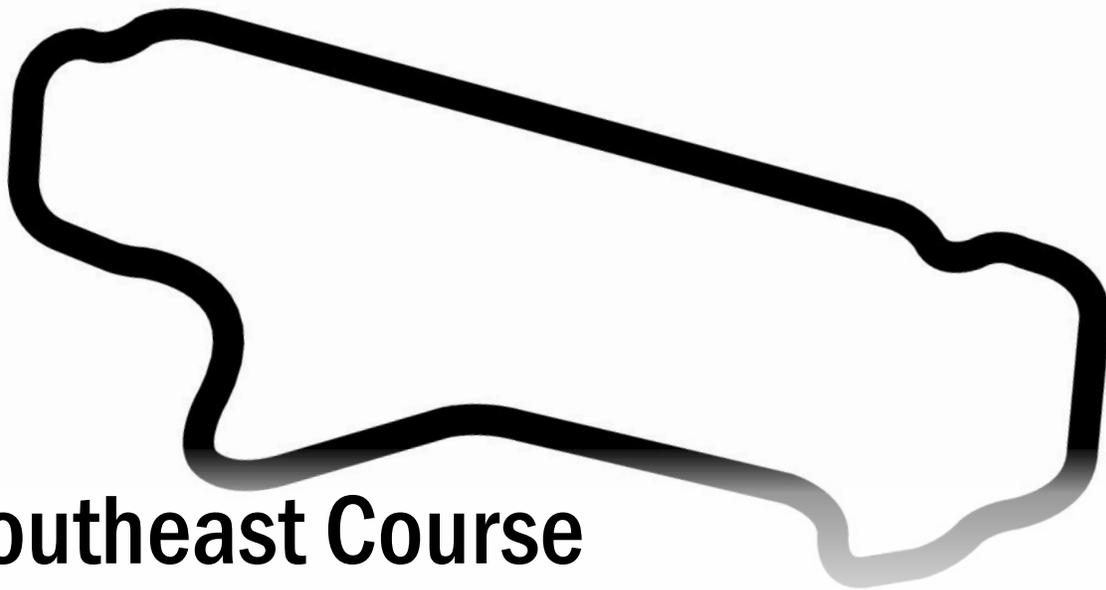
single row. Gazing at each machine like I was in an art museum. I was only limited by the daylight and the pain in my feet from standing/crouching next to cars for hours on end. Otherwise I might still be there!

So I think you get the gist. The event lived up to the hype. The cars that showed were top notch. And the who's who in the world of Porsche were all there. To top it all off, the event was FREE. Yes FREE. Leave it to Porsche to thumb its nose at the high priced events of the week by hosting a fantastic event in a super loca-

tion and making it free to all who love Porsche. It was one of the best events of the whole trip - if not of my life.

Until Next year... 🏁





Pocono Southeast Course

RTR Editor Dave Hathaway shares some experiences from the club's fall Pocono Raceway event.

by Dave Hathaway
for Der Gasser

My fourth DE event of the year was held on the Southeast course at the Pocono Raceway on September 11-13. I was only able to attend on Saturday and Sunday due to a schedule conflict that prevented me from driving on Friday as well. Earlier in the year I drove on the Pocono North course which is partly run on turn three of the NASCAR track, along the wall moving counter clockwise.

Both courses are similar in length, and the Southeast course has three more turns than the North course. I have more fun driving the Southeast course because of the layout, and because I'm still uncomfortable driving on the NASCAR track, even if it is only for a short distance. Being able to almost reach out and touch the wall is a little disconcerting for me. I'm far more comfortable knowing that most of the mistakes I could make would not result in hitting a large solid immovable object like the wall.

The Southeast course has a great straightaway that you can really take advantage of, and also has a challenging

end to it. This is a great course for beginners to start on, and for more experienced drivers to hone their skills. It's a fun course that has plenty of areas for you to run off the track if you make a mistake that don't involve hitting anything stationary. So far (knock on wood), this has not happened to me in the two years I've been participating in our DE program. I've made a couple of mistakes that were easy to recover from, and that did not result in me going off-road.

When I started participating in the DE program last year, I was afraid to drive on the track in the rain (especially heavy rain). Last year, I drove the North course in the pouring rain and learned that both my car and me could handle the adverse conditions, and at the same time build my confidence in a huge way. That was great because it rains every time I run this track. In fact, I think out of nine events, only two have been rain free. This time, I actually looked forward to driving in the rain because of the challenge it presents. My instructor (Bob Stevenson) taught me how to follow a new driveline in the rain that allowed me to run faster laps. In the dry, I went



Marty Kocse performing the pre-event track inspection on Dave's car (center.)



Cars in the garage owned by Ara Chalian (top left), David Ehm (lower left), and Dave Hathaway (right.)

back to the original driveline.

For this event, I was using an iPhone app (Harry's Lap Timer) that allows you to take video footage of each lap. It serves to time each lap and give you valuable feedback about your performance enabling you to improve your driving and lap times. Bob would note each lap time and challenge me to beat the last one by making suggestions of how to increase my speed by adjusting how I attacked the driveline. In other words, we were able to see the result of each change I made in my driving.

I'm not saying you should look at the display yourself, focus on your driving and let your instructor help you to improve by watching the times and data. Both he and I noted that we thought this app was a great tool to help you become a better driver. The app also gives you data such as telling me I drove 81 laps over the two days for a total of 107.7 miles of track driving. My best lap speed was 1:22. It shows you in a graph of how consistent your lap times are and another chart shows you the layout of the track and the g-forces you experience in each turn.

As you get faster and you experience more of the effects of gravity, the colors change from green to yellow and from yellow to red. Basically it shows you how hard you are driving. I'll give you a review of Harry's Lap Timer and another application (Track Addict) in a future article.

For Saturday, I asked my wife Kim to come up so we could spend most of the day together. I am under no illusions that she will become addicted to the track as I

have, but I wanted her to experience an event. She even got to go out in parade laps at a much-reduced speed. Even then, she was not entirely comfortable riding in the passenger seat. I asked her to imagine doing this 40+ miles an hour faster. She just looked at me.

At the end of the day she admitted to enjoying herself enough to say she would like to come with me to another event that she could actually watch everyone driving on the track and enjoy some sunshine, which was in short supply due to the rain. She also has a better understanding of what is involved in participating in the DE events and why I enjoy the DE program so much. 🏁



Journey Through Vermont

RTR President Jeff Walton recounts another epic club road trip.

Wendy Walton and Beth Ann McFadden share a “half baked” photo opportunity (center).

by Jeff Walton
for Der Gasser

This year's overnight road trip designed by our social chair, Wendy Walton, was actually a mini preview for next year's parade. For her third annual trip Wendy pulled out all the stops in our trek to the home of maple syrup, the land of ski slopes and country roads, the 14th state to enter the union, aka... Vermont. As a side note, her trips have become such huge successes that this one sold out in the first two weeks. But everyone who was on the waiting list managed to get in due to last minute changes and forgot-about commitments.

We started out at our usual gathering spot, the United Artist Theater in KOP at 9:00 am on Friday, July 31st. We signed waivers and Wendy handed out travel bags filled with snacks and drinks plus a folder containing the itinerary, things to do and see, and a CD with 21 of the greatest driving songs to help keep up your pace. At 9:30, am our 30-plus engines roared to life and we started our drive via the turnpike. We eventually made our way to 202, then 87 in New York, and exactly 3 hours later and exactly half-way, we settled in New Paltz, New York at the Gilded Otter for lunch. Though people got sort of separated

from the main pack, everyone arrived on time. Well, all except our autocross guru, Craig Nicholas, who I think was busy finding traffic cones to practice his craft.

An hour and a half later, we were back on the road heading to Grafton Vermont. With such a big group of cars it was difficult to stay together. But one way or another we all managed to find The Grafton Inn. As some of us found out, not all the roads that lead to Grafton are paved, and one would think that "Route 121" would have been paved but it was not... anyway it seemed the unpaved roads in Vermont were better than many of the paved Pennsylvania's roads. Back to the Inn of Grafton - such a lovely inn nestled in the foothills of the mountains among conifers and quaint country watering holes. The inn itself consists of 12

rooms but the surrounding houses of the town make up an additional 30 or so rooms which are all part of the inn as well. Each room had that country flair. There is a nice dining room in the inn as well as a bank barn that had been converted into a pub. Some of us made our way to the pub, while others

rocked their way on the chairs of the big wrap around porch waiting for us to gather for dinner. After the needed downtime, it was time to drive to the Saxton Inn for dinner, just 7 miles





down the road in Saxton.

Our cars took over this little village, and we took over the inn. They had little signs posted throughout their restaurant warning their regular patrons that things might be a tad slow for the Porsche Club was coming to town. We took over their main dining room as well as their entire outside courtyard area. We had a three-course meal for \$35 per person, and if you were lucky enough to sit outside you saw the moonlight in Vermont, which just happened to be a blue moon on this particular evening. After dinner, it was back to the Grafton Inn to rest up. But some of us elected to gas up at one of the most confusing 24-hour gas pumps this side of MIT.

The next morning the included breakfast was served - a scrumptious start to the day. At 9:30 (or closer to 9:45) we shook the town awake as 36 Porsches and 73 Riesentöters claimed the roads of Vermont as their own. An hour into our ride we stopped in Plymouth for a bit of cheese along with a story of its history. We paid their till a visit and it was onto the next destination. The next destination was really just a stretch-your-legs-a-bit location because the destination was really all around you. Route 100, the road that the majority of travels were held, has to be one of the most scenic roads in the states. We whipped through winding roads along lakes and streams, between state parks, and through blink-and-you-miss-them villages and towns. An hour after Plymouth, we took over the parking lot of Green Mountain Glass where the proprietor, Michael Egan, gave us a demonstration on blowing glass and how to use a credit card for the per-

fect souvenir. Another hour into our trip and it was time for lunch just west of Waterbury. We staked out another claim at the Cider House and had the entire restaurant to ourselves. Lunch consisted of a BBQ buffet that was finger licking good. Now when you are this far north in Vermont and you just had lunch, there is only one thing you need to do and we did it. Ben and Jerry's for dessert. We had private parking and an almost private tour with a free sample of the creamy goodness.

From the famed icy creamery, people were pretty much left to their own accord (or Porsche) to sample the rest of the state's offerings. Some stopped at a brewery or two, while others stopped at Quechee Gorge Village. Still others left to simply enjoy the amenities of the inn. All in all, there wasn't much left uncovered in our 5 hour drive around this beautiful state and there was only one thing left to do... share our experience over dinner. Wendy had planned another 3-course meal for \$55; this time there was no driving involved. We took over the main dining room of the inn and enjoy an impeccable meal from start to finish, and afterwards all we had to do was walk to our rooms and call it a night.

Sunday morning was a breakfast buffet followed by our goodbyes to both old and newly found friends. Some of our members went directly home, some went further into Vermont, some hit New York while a few crossed the border into Canada to extend their vacations. But I assure you that everyone took the paved roads out of Grafton. 🏁

Grafton Inn (top left), cars at one of the many stops (center), Plymouth Cheese (top right), and a wildlife warning (bottom right.)



Sidetrack: My Next Car

by David Newton
for Der Gasser



RTR Vice-President David Newton makes an unexpected vehicle purchase...

For a long time after I bought my Cayman, I stopped looking for my next car (which was very unusual for me). I was captivated with the design, engineering and drivability I'd never experienced before.

As my Cayman evolved, it became more and more reflective of my personality (or at least what I perceived that to be). I'll admit to making some modifications that other Porsche owners would consider blasphemous. But now well past the warranty, every alteration and personalization was done without anyone's opinion but my own... which made me love this car even more.

It's only been the last year or so, but with over 70,000 miles now on the odometer, it's crested the hill of middle age. I've been wondering how much time I'd have before I needed to contribute some serious dollars to maintenance and upkeep going forward. A set of brakes doesn't scare me too much, but new rotors? Will it need shocks? Clutch perhaps? Much like its driver, my Cayman's age comes with an inherent incremental cost as the miles accumulate.

I've also learned that when it comes to transportation,



I'm a warrantee guy. I usually ignore extended warranties, but in the case of my Cayman purchase I wonder if it would have been more prudent for my sense of serenity, if nothing else. I'd be much happier leaving major capital expenditures in the hands of my dealer rather than taking on the costs directly.

In my fifth year of ownership, warranty coverage disappeared in the rear view mirror. I began to obsess every bump and rattle that resonated into the cockpit. I knew that someday I would have a decision to make. Either fully accept the expense of ownership, or consider an alternative where Porsche would share in my risk (such as a new or certified used Porsche).

Don't get me wrong, I've been exceptionally happy with my Cayman. Strangers still stop and talk to me while I'm pumping gas. People approach me at Cars and Coffee. Kids ask me how fast it is. And I can't help but entertain their inquiries. As much as I like the attention my Cayman receives, and although I enjoy these interactions, I wonder whether I want to hang on to this car or maybe move on to the next...

Last summer I got the chance to drive the latest generation very nicely equipped Cayman GTS. It has many of the popular options built into the base price, and it's certainly a step up from my Naugahyde seats and

aftermarket floor mats. I wasn't really looking, but the Cayman GTS bit me, and I was certain it would somehow find its way home with me.

There's a reality that's hard to ignore, however. I narrowly purchased my Cayman seven years ago. Had it not been for the aggressive lease rates, I might still have my 2008 Sonata. The GTS is a relative bargain in the elite sports car arena. But in base trim, it's still over twenty grand more than I paid for my original Cayman. I could consider a certified pre-owned GTS as a way to acquire one sooner, but if this is to be my last frivolous plaything, I'd want to select my own options.

And then Porsche announced the Cayman GT4 at a base price only ten thousand over the GTS. The ultimate Cayman with Carrera S power carefully sculpted into the engine bay. How tempting. But the GTS may be a more drivable car for my everyday use. Or the GT4 could be the best money I'd ever spend...

I posed this dilemma to a friend and fellow RTR member over dinner. I asked him which he thought I should consider given the criteria I presented. He paused and scowled thoughtfully. After a moment, he

put down his glass of wine, looked me dead in the eye and said, "Get the GTS. But don't drive the GT4."

But then on a recent trip to my dealer, a white Macan pending delivery to a customer suddenly caught my eye. I've always liked that car, and it just might be the perfect replacement for our aging Acura RDX. Mmm... a test drive was all it took to determine where sensible money should be spent, at least at this time.

My Cayman is gone, and the GTS is on hold until I find a way to acquire a second Porsche. And I know that it might not be available when I'm ready, so I may be taking a risk (you never know what's coming from Porsche). But so far, the Macan S has proved to be an impressive alternative. I don't even feel that I'm compromising too much. Anyway, now I have some time to contemplate my next car. 🚩

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WHEELS

Four 18" rims (third party) and four winter M&S Pirelli tires for a Cayenne. Three tires almost full tread, one tires around 1/4 life. Selling due to having bought a GTS model Cayenne with larger brakes. Original cost approx. > \$2000. Contact Peter Hunt by e-mail at: peterchunt@comcast.net.

WHEELS & TIRES

4 wheels and tires mounted; Victor Equipment Turismo wheels, 18 x 8J, Black gloss with chrome lip; Michelin Pilot Sport A/S Plus 235/40/ZR18 91Y M/S tires manufactured in 39th week of 2009; No cracks with only 2000 miles max on tires. TPMS units installed. I put these on my '09 Cayman S on December 1 and removed on April 1 of each year but drove the car less than 300 miles each winter. PRICE \$600. For photos or more info call Rich Devaney (Gilbertsville, PA) at (cell) (484) 390-1945. Reason for sale: bought new winter wheel/tire combo for my 981.

GARAGE SPACE / STORAGE

Clean, secure, heated storage space available for up to 10 cars. The facility is located on my home property about 5 miles from the Quakertown interchange on the NE Extension of the Turnpike and close to Routes 100 & 29.

One car or more. The space would be shared space, storage only. Access would be by appointment at mutually agreeable day/time. Electric service is available (and included) for battery tenders.

In addition to being on my property, with someone home days, nights & weekends, a portion of the upper floor is occupied by a local newspaper publisher, so someone is actually on-site during the day as well. I use a portion of the space to work on my own cars and I would also be checking up on things daily.

If a club member or a referral is interested in storage, I am looking to rent at a an annual prepaid rate of \$480 (\$40/mo). I'm really just looking to offset some of my costs.

This has been occupied exclusively by other Riesentöters over the last six years and I would like to keep it in the family so to speak. References available. I'm happy to answer any questions; please contact me and I'll get right back to you.

Contact: chris.barone@gmail.com or (215) 205-2526.

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



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Suggestions?

Thank you for reading this issue! As always, please let us know how we can further enhance Der Gasser for your reading pleasure.

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