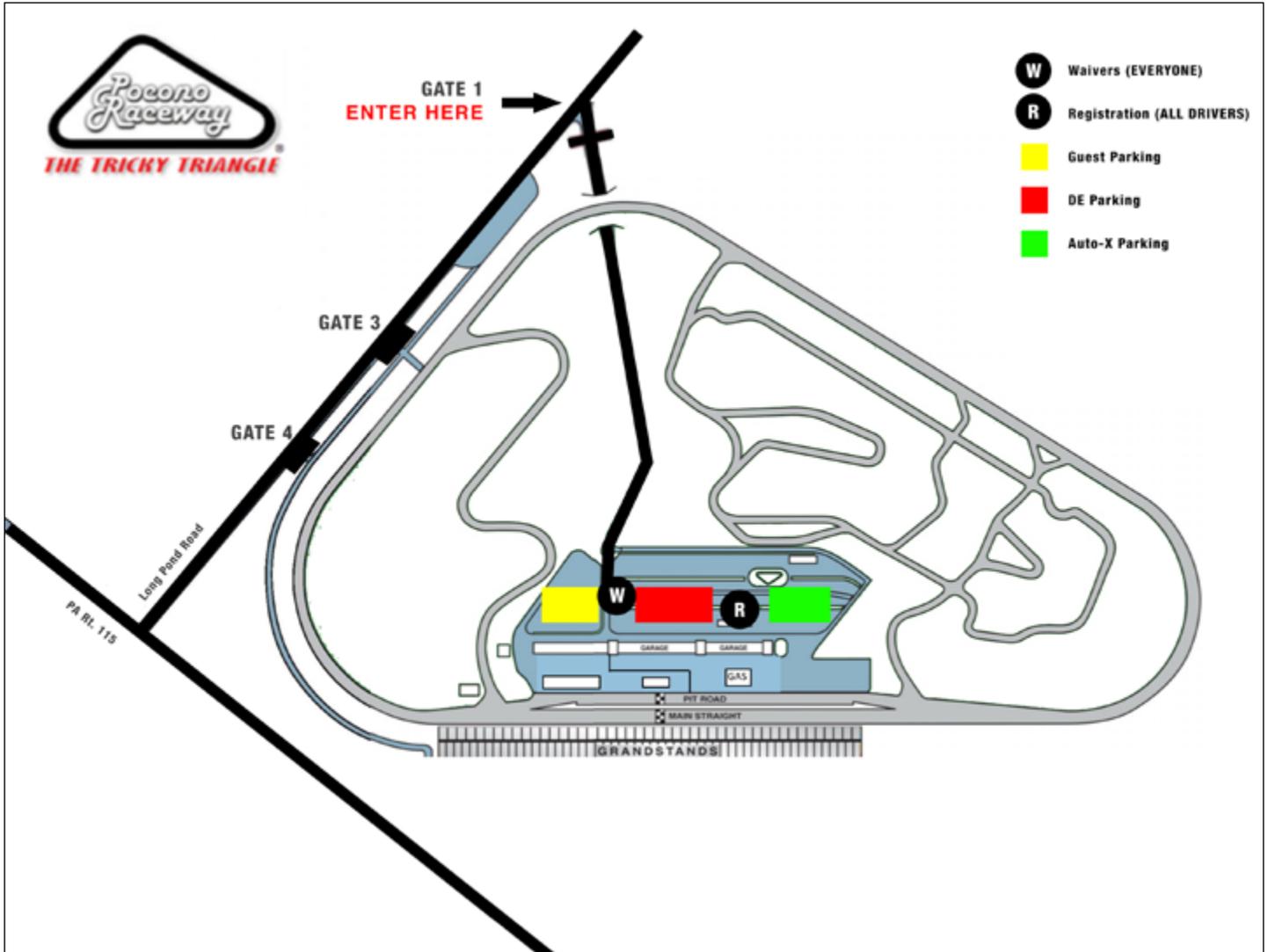


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COVER

Stuttgart Challenge Pace Car, Courtesy of [Porsche Conshohocken](#).
Photographed at [Monticello Motor Club](#)
Photo/Illustration by Michael Todas

2017 RTR Event Calendar

SEPTEMBER	8-10	Pocono 60th Anniversary (DE, AX, Rally, Gala)
	15	Harley Tour
	20	Member Meeting
	23	Coatsville Grand Prix
	29	Happy Hour at Harvest Grille
OCTOBER	1	People's Choice Car Show
	8	Rally to Oktoberfest
	15	Dilworthtown Wine Festival
NOVEMBER	30	Phil-a-Frunk
DECEMBER	9	RTR Holiday Party





THE RTR EXECUTIVE BOARD

*Voting Privileges



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Club Race	Christopher Karras	clubrace@rtr-pca.org

MEMBERSHIP MILESTONES

YEARS	JULY	AUGUST
40		Paul Mudrick
35		Alan Kirsch
30	Rich Glazewski Paul Johnston	Jeffrey Hayes
25	David Clemente Barry Schwartz	Jeffrey Corson Frank Rauscher
20	Malcolm Brown Gregory Dean Dave Toppin	Jeffrey Benner Frederick Ciabatton Craig Conover Larry Suglia
15	Kris Bartosiak Nicholas Hance Walter Kaminski Michael Koss	Jeffrey Bornholdt Barry Feiertag Joseph Hankins Brian Vail
10	George Busch Linda Erwin Alfred Krisch David Morrison Jay Ranalli Dahlia Sataloff Jerry Zeigler	Michael Kling Michael Todas Morris West David Woltemate
5	Brad Armstrong Ray Dezarate Yoyi Fernandez Jim Grant Randy Harper Darren Hussey Matt Kuhnle Andy Matthy Scott Powers Steve Puccio Ed Sands	Kevin Hickey Ofer Tal Jamie Wilson



NEW RTR MEMBERS



Craig Alleyne	Philadelphia, PA	2013 Black 911 Carrera 4S Cabriolet
Brad Berman	Philadelphia, PA	2013 White Cayenne GTS
Lisa Blonder	Feasterville, PA	2014 Silver Boxster S
Kevin Byrnes	Glen Mills, PA	1988 Guards Red 924S
John Costello	Doylestown, PA	2004 White 911 Carrera Cabriolet
Ron Fierro	Wyomissing, PA	2018 Graphite Blue 911 Carrera
Michael Golz	Berwyn, PA	2006 Silver 911 Carrera 4 Cabriolet
Ryan Gotro	West Chester, PA	2002 Orient Red 911 Turbo
Raminder Grewal	Allentown, PA	2009 Black 911 Carrera 4S
Paul Hannon	Horsham, PA	2005 Grey 911 Carrera
Jeffery Ingber	Philadelphia, PA	2018 Black 911 Carrera 4S Cabriolet
Randall Konsko	Chalfont, PA	2014 Basalt Black Cayman S
John Kontorousis	Nazareth, PA	2001 Arctic Silver 911 Carrera Cabriolet
Kerry Kulp	Bethlehem, PA	2017 Rhodium Silver Macan S
Timothy Lacek	New Triploi, PA	1982 Grand Prix White 928
Rodney Mac Intyre	Blooming Glen, PA	1996 Turquoise 911 Carrera 4 Cabriolet
Jackie Mazmanian	Media, PA	2015 White Boxster S
Luigi Mazzitelli	Ambler, PA	2010 White 911 Carrera 4S Cabriolet
Joseph Mullen	Chester Springs, PA	2017 Panamera S
John Poole	Philadelphia, PA	2016 Red Cayman GTS
Joseph Pursley	Media, PA	2008 Silver Cayman S
Matthew Roesser	Glenside, PA	2016 Black Cayman GTS
Josue Rolon	Philadelphia, PA	1983 Guards Red 944
Noel Ruiz-Castaneda	Easton, PA	2002 Grey 911 Carrera Cabriolet
Gary Sender	Blue Bell, PA	2017 Volcanic Grey Macan S
David Vallin	Berwyn, PA	2012 911 Carrera 4 GTS
Jeffry Werley	Langhorne, PA	2014 White 911 Carrera 4
Lynda Wilson	Middletown, DE	2007 Black Boxster S



Vom Präsidenten



RIESENTÖTER STARTED 60 YEARS AGO....Think about that. Last century. Before the color TV, the cell phone, even the push-button phone, before the wall came down, before the Cuban Missile Crisis, before we landed on the moon or even heard of Red Bull or Justin Bieber or The Rolling Stones or The Beatles for that matter. Before there was ABS, PDK, PASM, xenon lights, HD radio, built in navigation, heated seats or ventilated seats. Before dual overhead cams and fuel injection and 350 hp engines getting 35 mpg. Before all that was a piece of steel, a four cylinder engine mounted in

356 that became a “Giant Slayer”

the rear because everyone knows it's easier to push the cart instead of pulling it. Before all that there was a crest on the hood, 2 seats, a steering wheel, a clutch pedal and all

the fun you could ever have on the open road. Before all that there was the little 356 that became a “Giant Slayer” among the elites of racing and has since stood the test of time.

Just like the Porsche itself stood the test of time as you can still see its ancestry in any new model, Riesentöter has stood the test of time as well. Sure there was a name change along the way, changes to the bylaws, changes to the leadership, changes to the logo, actually many changes in our path but they didn't change us. There are still many events to celebrate the Porsche both on a social and competitive level. We still gather in parking lots admiring each other's rides before a rally or before a stint on the track or before a lap between cones. We still help out our communities by donating food to Philabundance and blood to needing hospitals and our time to helping teens drive or with their fight against diabetes. At its core, Riesentöter is still about the love of an automobile and the camaraderie of its people. So please join in celebration as together we pass our jubilee and preserve the essence of our club's ancestry - “it's not just the car but the people.”

And speaking of preserving our past as well as our future, August marks the time the nominating committee (made up of past presidents and the current president) puts forth its strong recommendations for this coming year's slate for the executive committee. So without further ado we nominate for President....yours truly once again, Jeffrey Walton. The vice presidency will see a switch as David Newton steps down, we thank you David for all you did during your reign, taking over is Corey McFadden. Maggie Nettleton will move in to the secretary position for Chris Karras as he will be moving across the pond, we wish him luck in his new adventures and thank him as well for his many services throughout the years both on and off the board. Maggie has stepped in for Chris on several occasions so she was a natural fit. The only other change to the executive committee will be the introduction of Roy Blumberg as the new membership chair. The rest of the EC has done such a spectacular job they will continue to do so. Marty Kosce will stay on as track chair, Dave Nettleton as autocross chair, Michael Todas as editor of Der Gasser and rounding out the EC is Wendy Walton for social chair. Please support your nominating committee by accepting our delegates, though if you wish to nominate anyone you may do so at the September meeting. **Happy 60th Riesentöter.**

Jeff Walton,
President Riesentöter

2017 AUTOCROSS SCHEDULE

2017 AUTOCROSS CALENDAR

JUNE	4	Warminster Community Park SCCA Philly Registration
	25	Wells Fargo Center SCCA Philly Registration
JULY	22	Dover International Speedway BMC Dover Registration
AUGUST	20	Warminster Community Park SCCA Philly Registration
SEPTEMBER	9	Pocono 60th Autocross Pocono Autocross Registration
	10	Pocono 60th Autocross Pocono Autocross Registration





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Editor's Note



I KNOW THAT THIS ISSUE CLOSSES OUT THE SUMMER, but as you can see I chose a cover photo that was taken in the rain, at Monticello Motor Club, during the RTR Stuttgart Challenge Club Race. Originally, I was going to use this photo in the Spring of 2018, when every other magazine has themes of rebirth and renewal symbolized with rain, dew, mulch, flower buds, etc.

Well, summer this year was a little off and we had TWENTY-NINE days of rain plaguing the Riesentöter Region in the months of July and August... NINE of those rainy days fell on a weekend day (primetime Porsche driving days) ... TWO of those rainy days occurred during RTR's Watkins Glen DE weekend... ONE of those rainy days happened during the Stuttgart Challenge, and ONE of those rainy days canceled the movie portion of RTR's Annual Summer Picnic.

Back in May I completed the PCA DE Instructor's Training and I have been enjoying the opportunity to helping my students drive their vehicle closer to the limit. It has truly made me a better driver and have a finer appreciation of what my past instructors endured in my passenger seat.

Back to the theme of rain... the first day I was an instructor I spent the day at Pocono in a Volkswagen Golf R (All-wheel Drive car that was tuned to over 400HP), with a student with very little DE experience. His experience level was not the part that worried me. What worried me was the that it was raining cats and dogs. I soon found out that the little VW was a very capable car in the rain and my student and I found a bit of speed, but more importantly "grip" on the rain soaked track. We slipped, and slid our way around the track and in the end we both learned a lot.

Naturally with all of this rain on the brain, deciding to use a cover photo of a water logged frunk of the Cayman pace car used for RTR's Club Race began to make more and more sense.

Let's hope that Autumn has better weather in store for us.

Michael Todas
Der Gasser Editor-in-chief
Be smooth and keep your eyes up

P.S. I hope that you enjoying Der Gasser and that you contribute your photos and stories, since this is your magazine and your club.



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THE GREAT CHEESE RALLY:

PORSCHE-HEADS MEET CHEESE-HEADS:

Green Bay Packer fans are known for the Cheese Hats they wear to home games. Packer fans are also known for their loyalty to the team. Like Packer fans, Porsche fans are very loyal to their cars. On Saturday June 22, 2017 almost fifty loyal carloads of Porsche fans joined the ranks of the Cheese heads by participating in the first (but probably not the last) great cheese rally. The idea for a cheese rally came from an illustrious club President. The plan as always, to take a nice drive in the country (hopefully not get lost), answer a few ridiculous questions along the way and finally end up in a nice place for lunch with friends. In this case, the cheese part of the rally was to follow direction and stop at a half a dozen local cheese farms in Chester County. Starting at the Montgomery school on a rainy Saturday morning, the troops were off with Porsche logo bags filled with ice. Luckily the weather got better as the day went on. Over hill and through valleys the Porsches went for about 1.5 hours. All but one of the teams made it to the final destination. We lost Dave and Maggie Nettleton, due to an electrical problem. However, thanks to a tow truck and the newly formed Roy Blumberg loan a Porsche program, they were able to get home.

The winning team was Corey and Beth McFadden.

Our next rally has already been created by Dennis and Mora Murphy. Stay tune for the timing of the next adventures with Porsche-Heads.

Roy Blumberg

Cheese Farms Visited:

[Birchrun Hill Farms](#)

[Shellbark Hollow Farm](#)

[Conebella](#)

[September Farm](#)

[Valley Milkhouse](#)



Sidetrack: Lifting Off the Gas

I AVOID RISK WHEREVER POSSIBLE – the truth is I don't especially like change. I have always been more comfortable with stuff that I know, preferring routine and convention over the impending perils and doom of taking a chance. If that sounds tedious, I'll own the label. Not everyone is cut out for skydiving.

So when I traded my Hyundai Sonata for a new Porsche Cayman in the summer of 2009, I shocked my friends and family – maybe even myself. They might have presumed I was going through some sort of midlife crisis, and I'm not sure I could have effectively argued the point. I'd just entered my fifties and the shoe seemed to fit pretty well.

Buying the Cayman literally changed my life. I joined the PCA Riesentöter region, and I went from zero to holy-shift in the blink of a PDK gear change. I attended my first track event at Summit Point and got a chance to ride shotgun with DE extraordinaire Brian Minkin – a thrill ride that was at once terrifying and a total blast.

But the most appealing benefit of joining RTR was that my wife Christine and I could attend many of the club activities together. We lean toward the drive-and-dines, Riesentöter road trips and other social oriented activities. Our closest friends are also members, and we would never have met them if we hadn't become active in the club.

Buying the Cayman literally changed my life. I joined the PCA Riesentöter region, and I went from zero to holy-shift in the blink of a PDK gear change.

I wrote about the Summit Point event in Der Gasser, spending hours in the editing room until I effectively described the experience. I soon discovered that I could channel my automotive thoughts and interpretations into digital commentary that could (theoretically at least) reach a limitless audience through the Internet ether.

Now completely inspired, I submitted more articles to the RTR newsletter and joined the team that helped in its production. But ideas began spewing from my head faster than Riesentöter published Der Gasser – so I began looking for other outlets. I determined quickly that digital media was a lot more tolerant of my perspectives than print.

So I began a sordid affair writing features and a weekly column for the now defunct MOTORCAR Digest e-zine. After that dried up, I began contributing to other digital publications like PCA's E-BRAKE, MultiBriefs, and FLATSIXES.com. To further complicate my life, I enlisted with the Riesentöter executive board as your Vice President.

Early on, almost every weekend on our calendar was consumed with something car related, and I attended as much as I could. But more recently my work and family responsibilities have forced me to back off the pace – quite a bit. So with the best intentions, I began cherry-picking events to attend, missing out on some to make room for others.

I'm normally pretty good at compromise when I have to be – I can generally accept a la carte dining and be satisfied with the meal. But because my efforts and decisions are for the benefit of our membership, my conscience has caught up with me. RTR deserves the most that someone in my position can provide, and I've been falling short.

So it is with considerable regret that I resign my role as your Vice President effective year end – a decision I struggled with for months. By stepping aside I'll be clearing the track for a renewed energy from someone with the means to do so. I'll fulfill my commitments and transition to a replacement, so you'll remain in good hands.

On the brighter side, my resignation allows the two of us to continue our involvement in the club while staying in touch with our Riesentöter friends, and attend events whenever we can. And with Der Gasser grounded in renewed leadership, I hope to continue contributing as time and capacity allow.

It took more than a year to come to this conclusion, and I'm already lamenting the decision. But I also know that sometimes in life you have to lift off the gas – even when you'd prefer a few more laps. Continuing the racing analogy the time has come to pit-out. Whether or not I want to accept or admit it, it's better to leave too early than too late.

There has never been a better time to be a club member – the current Riesentöter leadership is made up of dedicated, passionate and intelligent individuals who work tirelessly on our behalf. I know from my own experience how much effort that takes. Stepping down will allow someone with renewed energy to join the executive team.

I would like to thank RTR President Jeff Walton and the other board members for their continued passion –for providing me the opportunity to contribute and be involved. This experience was truly a rewarding one, and I've learned more from the executive group in these past several years than any of them probably ever knew.

Riesentöter has developed into more than just a car club for me. Much more than the social aspects of people and activities, the dinners and excursions, the road trips and the drives – in a real and meaningful sense, Riesentöter has become an extended family.

Goodbyes are always awkward for me, and in this case not really even appropriate. Because the start and finish lines of a racetrack are often at the same point – and we sometimes end up where we began. Who knows what the future holds? So I'll simply refrain from sentimental prose and see you all at an upcoming event... WEELZUP.

David Newton





VIR DEBRIEF PIRELLI WORLD CHALLENGE

I'M NOT SURE THAT I COULD THINK OF ANY OTHER SPORT THAT HAS HIGHER HIGHS FOLLOWED ALMOST INSTANTANEOUSLY BY THE LOWEST LOWS THAN RACING DOES.

This past weekend marked the beginning of the SprintX GT rounds for Pirelli World Challenge. I teamed up with Preston Calvert in the black and yellow No. 77 Calvert Dynamics Porsche 911 GT3 R for this portion of the PWC series.

A competitor of mine in the GT Cup category in previous seasons, Preston and I have developed a wonderful friendship through our shared love of motorsports, one that has lead us to sharing a car in PWC. I'm extremely grateful and excited to do so with him this year!

VIR is arguably one of the most beautiful tracks in North America. Situated right in the rolling hills of Virginia the track has every element a driver could want: slow technical sections, Turns 1-3 and Turn 12 famously known as "Oak Tree Turn" as well as the renowned high speed esses, Turns 6-8.

While I've played VIR on Forza and iRacing, I've not had the opportunity to drive the track until this weekend. Was I in for a treat!



My first few laps on the track were a little intimidating. I've heard in a GT3 car the Esses are flat. This may sound like a simple thing to do, but when you're entering the bottom of the hill at 155 mph and making a turn your brain initially says otherwise! It took me about five laps to get a good feel for the track.

Since it is a two-driver format for the SprintX platform you've got to share the time you get in the car, something I'm not entirely used to, but had no issues with. Apart from several red flag issues that took track time away from all competitors, I was able to work with our engineer, Stefan Pfeiffer, and car chief, Nev Agass from GMG to get a setup we felt confident in.

The way that the race is formatted, there is a Pro-Pro class where, as you guessed it, both drivers are professional drivers. Then there's Pro-Am, a professional and an "amateur," the class Preston and I competed in, and then Am-Am, two amateurs.

The qualifying and race lineup is only pre-determined for the Pro-Am class. The Am driver is required to qualify the car and start Race 1, and from 25-35 minutes a pit window opens where the required 60-second pit stop/driver change happens where the Pro gets in and finishes the race.

The grid for Race 2 is set from fastest race times from Race 1. In Race 2 the lineup is then switched around and the Pro driver starts the race, then during the pit window the Am driver jumps in and finishes out.

Race 1 began fairly well with Preston quickly jumping into the top-10 in the Pro-Am class. A green run saw him bring the car into the pit for our driver change at the 25 minute mark where I took over. I came out on the lead lap in Pro-Am however; due to the nature of the rules we automatically lose 30-seconds in pit lane to the Pro-Pro class, as their required pit stop is 30-second while ours is 60-seconds.

We had made it up to fourth-place in Pro-Am, about 8 seconds back from the next car, when a caution flag came out. Because of where I ended up, sixth in line from the front of the grid, effectively a lap down, the car in front of me basically gained a lap up on us and our race for position became a stalemate.

At this point a bunch of the overall leaders got slapped with a drive-through penalty for short-stopping and I found myself running nose-to-tail with the overall leaders.

The battle for the lead raged on between Andrew Davis and Andrea Montermini ahead of me, I trailed the two to the finish, taking fourth in class and 14th overall, a successful debut for us in the SprintX category.

I wish I could say Race 2 went as smoothly as Race 1, but for those of you watching this weekend you know that wouldn't be truthful.

It started out great. I gained four positions on the opening lap, up to 12th from 16th, where I started. I had a really great car and it kept getting faster, I was lapping quicker than the cars in front of me, and catching them every lap while gapping the cars behind me.

Contact in front of me saw a stack up in Oak Tree and I took a run down the back straight three wide with Jorg Bergmeister, Ricky Taylor and myself. Going into T14 I ended up on the short end of the three-wide ordeal and checked up a bit to fall back into line.

At this point the No. 44 Audi took an overly optimistic look to the inside of T16, the outside of T17, and made contact with my rear wheel which sent me for a ride down the hill into a tire wall causing major damage to our Calvert Dynamics Porsche. I'm frustrated to say our day ended there.

I can't express my appreciation enough to Preston, everyone at Calvert Dynamics, as well as GMG for the hard work this weekend.

We showed greatly in Saturday's race and it is only the tip of what is to come. The car is en route to Phoenix Performance for repairs to make it to Canadian Tire Motorsport Park, thank you so much to the guys there for willing to take on the task. We'll be ready and stronger in Canada.

DEBRIEF BY: ALEC UDELL



About Alec Udell:

Alec Udell (@AlecUdell) is the 2016 Pirelli World Challenge GT Cup champion, driving for GMG Racing and Calvert Dynamics in the 2017 PWC GTA and SprintX Series. Udell is a Clemson University student, majoring in engineering.

Article printed with permission from sportscar365.com via Richard Bitner RTR member.

SHIFTS AND GIGGLES

OKAY, WE'VE ALL HEARD IT...what's with the millennials these days? I mean I have to look no further than my nephew, my 16 year-old nephew, my 16 year old non-driving nephew, and just shake my head. The day I turned 16 is the day I went for my driver's permit and as soon as I had that it was days, not months, that I had my license in hand. Then I started driving my sisters and brother all over carnation in a pea-green 74 Gran Torino station wagon....oh yeah I was the bomb. Now the day I turned 16 I had already racked up years of driving experience....not driving a car per se but driving none the less. I spent years in the seat of a Club Cadet mowing 5 1/2 acres of land almost every week of every summer starting when I was nine. You may not think it but you do learn certain skills on the back of a riding mower. You learn braking, acceleration, turning radius, apexes, slopes, inclines, and a slew of other inputs that come naturally over time not to mention how to put gas in the tank.

But kids today (had to use that line, sorry)...they don't mow the lawn because the parents have their kids bubble-wrapped and stored in the closet so they can't get hurt. Oh no, it's too dangerous to have them cut the grass, those things have blades that spin and all sorts of other moving parts. So right away they are behind the eight ball. Plus they are chauffeured all over carnation by their parents as the kids are plugged into to some video game or movie not knowing how they got from point A to point B. Why would you want to drive if you had uber parents at your beck and call? And exactly where do the kids need to go? It's not like they need to go hang at the mall or hang with their friends at the arcade or work....ha work. yeah right a job, be real uncle. So like my nephew, they are lazy when it comes to wanting to drive. It's a chore to them. I've heard many many times..."I'm too tired", "I don't wanna"...and to top off the madness, his father bought him a nice car....sure it's old but it's got everything...stereo with multiple CD Player, power everything, AC, oh and get this, heated seats....heated seats....I'm lucky if my heater worked, once a week in my first car or my second car for that matter. If I wanted to hear music I had to sing to myself and if I wanted to look cool I'd just turn on the defroster and watch how the snow from outside magically appeared coming through the vents on the inside.

But the parents today (had to go there as well)....well they are at fault for not kicking them out of the nest and have them sprout their wings....its - my kid is too precious, too special, better than everyone else because he or she has a room full participation trophies. They coddle too much...and you know why? I know exactly who to blame for this. And believe it or not it is car related. It all started in 1984, September of 1984 to be exact when a Michael Lerner first produced his idea. Actually he bought the idea from the people who created it and Michael came up with the marketing strategy; since then, over 10 million have been sold. What am I talking about - the "Baby on Board" signs. Think about it. This started the revolution of cuddling and the over protective parents. Before this sign, it was fine to keep you child in the back of a pickup truck while driving, it was fine to leave them in the car with their smoking grandparents. It was fine to drive around not announcing the results of your last copulation. "Baby on Board" stated it all. Now it was, hey, look where I'm going because I'm too busy to focus on the road ahead because I'm making goggling noises to occupy my baby that won't fall asleep. Oh and don't blow your horn because I veered into your lane for I have a "Baby on Board" sign and my precious child just fell asleep. And don't give me that finger because I cut you off, I have a "Baby on Board" sign and I don't want my child to pick up any bad habits. See where this is going. It's a slippery slope and I've pinpointed the exact moment in time the world changed. So thank you very much Mr. Lerner.

In any case, I'll be buying one of those signs from Amazon and giving it to my brother...so he can put it proudly in the window every time he has to take my 16 year old non-driving nephew some place.

Side note - the sign idea came from an over-protective parent and not some horrific crash involving a child as some people may have you believe..

Jeff Walton,
President Riesentöter



LIME ROCK DEBRIEF PIRELLI WORLD CHALLENGE

BACK-TO-BACK RACE WEEKENDS ARE ALWAYS DRAINING. On Sunday night I flew out from Toronto to Los Angeles for a day with Jeff Zwart and his 1971 Factory Porsche 911 Rally car - the very car that ran the East Africa Safari!

That was a treat but made for a tight turn-around: Toronto to LA to Connecticut for the Lime Rock rounds of the Pirelli World Challenge SprintX Championship.

If that wasn't tight enough, due to noise restrictions at Lime Rock that prevent Thursday running, our test day was on Tuesday! I flew overnight from LAX to Newark Airport, landed at 5 a.m., rented a car and drove 2 hours up to Lime Rock Park for our test day.

The Tuesday test day went well for me and Preston [Calvert]. We took time getting used to the race track and trying to optimize the setup as much as possible.

Since Lime Rock is all right hand turns, save two - although the chicane uphill left doesn't really count - the setup here is a little different than the at other tracks we run.

You have to think about maximizing the car in the right hand corners and staggering the setup to accommodate that. The problem with a Tuesday test day is since we wouldn't be on track again till Friday, the conditions could change drastically.

So, while keeping in mind what we did Tuesday, we had to be prepared to make additional changes once race day came.



For our two-day hiatus I went back to New York City and spent some time there. I caught a show (Hamilton) and had some great food. Thursday midday we headed back down to Lime Rock, rested and readied for race day on Friday.

Friday we had practice, qualifying and Race 1. Early in the week the weather report suggested it would be raining all of Friday, so I was excited to drive in it, considering our previous rain race had been canceled.

However, Friday morning for practice the rain held out! The track was damp in a few places still from the previous night's showers, but we were able to run slicks and get close to practice times from Tuesday.

Initially I posted the third quickest time; happy with the car I jumped out in order to give Preston time before qualifying. At the close of the session we had fallen back to eighth overall, with a light drizzle coming back just in time for qualifying.

The in between conditions are tough, you've got to decide between rain tires and slicks. If it's too dry, rain tires will get burnt up and turn greasy.

On the other hand, if it's too wet for slicks you won't get enough temperature in the tire for it to work properly.

Friday's race went pretty uneventful for the No. 77 Calvert Dynamics Porsche, Preston put in a great drive bringing us in eighth in Pro-Am class where I held us till the finish.

For Saturday, we qualified fourth in Pro-Am based off Friday's fastest race lap time. I had a great start, but some others were not so fortunate.

As the group checked up in front of me for the No. 58 Porsche coming across the track, I made contact with the No. 93 Acura, taking away a bit of our front aero for the race. I then narrowly missed the No. 58 as it ended up outside of Turn 1 due to contact sustained right after the green flag dropped.

After checking up to avoid contact a second time I lost three spots that I had gained from a great launch, still fourth in Pro-Am. After clearing the incident, the rest of my race went pretty smoothly.

Due to the upset balance from my contact, I had to work on driving the car differently.

With decreased front aero grip on a very aero-dependent track, I had to focus on getting quickly into the corner, rotating the car while still on the brake, then immediately back to power to maximize drive off the corner.

In spite of the damage and running third in line of a group of cars, we still ran competitive lap times and I was able to run in fourth-place until passing the car off to Preston.

Preston once again put a very consistent stint to bring us to another top ten finish, seventh.

The back-to-back weekends are tough, it takes a lot of dedication for the crew to spend two weeks away from home, waking up early and going to bed late. I'm very grateful to the guys at GMG for sticking through the tough weather and conditions we had the past two weeks.

Preston and I had a very successful weekend of racing and are looking forward to the next PWC SprintX rounds.

Thanks again to Preston Calvert, Stefan Pfeiffer, Nev Agass, James Sofronas, and the GMG crew for the huge dedication over the past two weeks.

Up next is the PWC Sprint series at Road America at the end of June where I will return to the Blue and Orange Euroworld Motorsports Porsche 911 GT3 R. See you then!

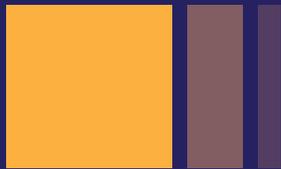
DEBRIEF BY: ALEC UDELL



About Alec Udell:

Alec Udell (@AlecUdell) is the 2016 Pirelli World Challenge GT Cup champion, driving for GMG Racing and Calvert Dynamics in the 2017 PWC GTA and SprintX Series. Udell is a Clemson University student, majoring in engineering.

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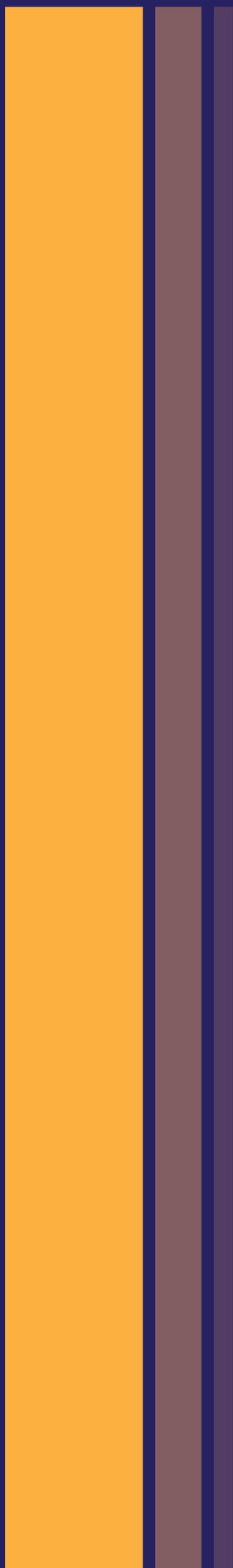


2017

DRIVERS EDUCATION SEASON

RIESENTÖTER REGION

PORSCHE CLUB OF AMERICA



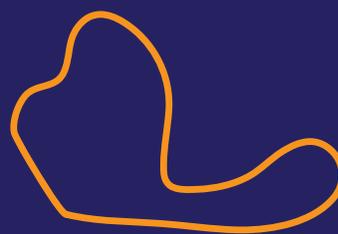
APRIL 7 - 9

JEFFERSON / SHENANDOAH



MAY 12 - 14

POCONO NORTH



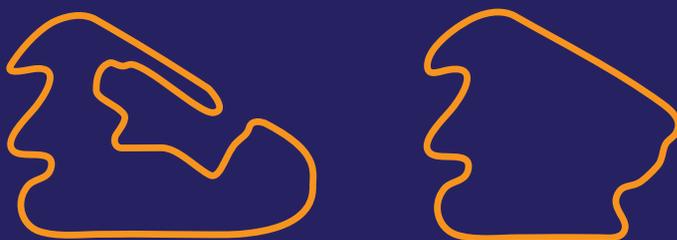
JUNE 23 - 25

NJMP LIGHTNING



JULY 21 - 23

WATKINS GLEN



SEPTEMBER 8 - 10

POCONO - 60TH ANNIVERSARY



Road trip: Historical Williamsburg

VIRGINIA IS FOR LOVERS THEY SAY, well this past July it was certainly for car lovers as us Riesentöter descended upon one of the original 13 colonies to partake in our annual road trip. Every year since Wendy Walton has been the social chair she has managed to put together a weekend trip for the club, be it Niagara Falls, Vermont, Annapolis, or Bedford Springs, this year's hike to historical Williamsburg was no different. We assembled on Friday morning in front of the United Artist theater in King of Prussia about 8:30 in the morning. By the time the Walton's arrived (precisely at 8:30 mind you), the gathering had already started with much eager anticipation. Wavers were signed, packets were given out, as were little goody bags filled with bottled water, Gatorade, gum, and snacks for the ride down. The packets were stocked full of exciting places to visit and excellent places to eat while staying in Williamsburg; also in the packets was the annual road trip CD which provide an eclectic mix of tunes from Prince, John Lee Hooker, to the B52's and Nina Simone.

At 9:00 sharp it was "wheels up" as they say and our trip commenced as we snaked through King of Prussia onto route 76, to 476 south, to 95 north were eventually we hit Delaware route 1 south. We continued through the first state and into Berlin Maryland as this was just about the halfway stop for a nice lunch...three hours in. The town of Berlin is a lovely "small" town, so lovely it appears on the Smithsonian's list of top 20 small towns in America. Among the mostly brick buildings filled with antiques and baked goods sits The Globe, a now converted restaurant which was once a theater. As our Porsches arrived in this small town it looked like a swarm of bees being dispersed in search of honey, but instead of the sweet nectar, it was in search of parking spots... small towns don't necessarily have the biggest parking lots. We all managed to find a comfortable spot for our rides then enjoyed a delicious lunch including dessert.

From lunch we managed staying together as a group fairly well with a slight hangup with a jacked-knifed tractor trailer along the way. We continued along this fashion until the Chesapeake Bay Bridge Tunnel. The CBBT is 23 miles of fixed link crossing built in 1964 consisting of 12 miles of trestle, two 1-mile-long tunnels, four artificial islands, four high-level bridges, approximately 2 miles of causeway, and 5.5 miles of approach roads. On one of the artificial islands is a rest stop, so we stopped and took a rest. It was here that the group fell apart due to heavy traffic and construction for the last hour of our journey. Though that last hour of congestion was rough, we all managed to pull into the The Lodge at Williamsburg unscathed.

The Lodge would be or residence for the weekend and provided a central spot for gathering and within walking distance to historical Williamsburg. That night everyone was on their own for dinner then most of us met in the lobby of the Lodge for a ghost walking tour through the old part of town. The misty rainy night added depth to the story-telling. Once the fright left, some went to the bar for an evening with friends, others went straight to bed after a long day of travels. In the past it would have taken about 2 weeks to travel from Philly to Williamsburg; it took us about 6 but it felt like weeks while sitting in traffic.

Saturday morning, bright-eyed and bushy-tailed we gathered in the lobby with umbrella's in hand and were divided into two groups. Each group was assigned a tour guided and it was off on a three hour tour (and the weather never got rough, just some very slight misting and over-cast clouds kept the hot sun away). We strolled through Williamsburg as we were time travelers looking into the past. We went to the governor's mansion and the jail and learned they hung about 5 or 6 people a year.. We walked into the apothecary and learned that the only pain relief from amputation was a stick in the mouth. We walked into the wig shop and learned your can have your wig made from horse or yak. Basically we all learned a little something about the simpler life of the past and how lucky we are not to smell horse manure on own daily travels (unless you live in Lancaster). At noon the group broke up and once again everyone was on their own for lunch, shopping, napping, or whatever.

Saturday evening we gathered once again in the lobby and it was back to historical Williamsburg, and more specific to George's Washington's favorite place for seafood, Christina Campbells' Tavern. It took two trams to get all the Riesentöters to the restaurant but only one back porch to hold us all. On the back porch we were seated at tables of 2, 4 and 8 and got to sit with both old and new friends we made along the way. The menu consisted of a choice between steak or crab cakes and there was almost an even split for both. What was most peculiar was the size of the napkin at each place setting, it was almost the length of a football field, okay maybe just a tad shorter, and we were told the longer the napkin the more wealth you had since linens were very expensive in the day. You were supposed to tie it around your neck and use it as a full length bib... some did just that. The authentic meal was a perfect way to end our time together.

Sunday came way to early for some, some took their time and pushed check-out to the very limit, a few couples stayed an extra day; one of those couples was forced to stay due to car troubles but they weren't disappointed one iota. Sunday you were at your leisure to leave and go whenever, wherever. Some went shopping for last minute souvenirs other had lunch before their ride home, some like us, did both. And just like that it was another RTR Road Trip in the history books. Stayed tuned to find out where Wendy has us going next year....as always you won't be disappointed.



Fall Drive/Dilworthtown Wine Festival/Car Show

Sunday Oct 15th

Meet: Behind Dilworthtown Starbucks, 1353 Wilmington Pike, West Chester by 10am (earlier if you want time for coffee!), drive departs at 10:30 after brief drivers meeting.

Festival/Car Show: 12-4, Dilworthtown Inn, 1390 Old Wilmington Pike, West Chester

(Yes, you've google mapped correctly, the festival is pretty much across the street from where our drive starts. We're just going to take a 50 mile or so detour to get there.)

Come out for a fun fall drive through Chester County's scenic Hunt Country where there'll be plenty of twisty roads and historic farms. Our destination will be the Dilworthtown Inn for their fall wine festival and car show which benefits Chester County Hospital's cancer programs.

While general patrons will be parking far away and riding a shuttle bus, we'll have prime parking in the car show area! In thanks for putting your car into the show, the festival will give you either 1 free general admission or 1 discounted VIP admission per car. Additional tickets are available for \$45 (general admission) or \$100 (VIP).

To secure your tickets and parking spot, go here:

[26th Annual Dilworthtown Inn Wine Festival](#)

Select Purchase Ticket and scroll down to Performance/Antique Car, either general or VIP. They will then ask for some info about your car.

Please also RSVP to Paula at croc08@hotmail.com so that I'll know how many cars to expect for the drive part. If you're just interested in the drive part, that's fine too, just let me know.

Note - This tour runs rain or shine, but be advised that the car show portion may cancel in the event of bad weather.

Hope to see you there!



Fun Links

GT2... check out this fun animated GIF, click on below image...



VIDEO: From 1 to 1,000,000 units. Seven generations of the Porsche 911.





Michael Todas
Editor

Shawn Black
Associate

Garrett Hughes
Assistant Editor

Donald Eichelberger
Associate

Not pictured: Larry Bard - Associate

Dear Riesentöter Members,

The newly formed volunteer editorial staff have brought this issue of Der Gasser magazine for everyone's enjoyment. This is your magazine and we want you to be part of it.

- Do you have a story about your car you would like to share?
- Have you taken your Porsche on a trip or met up with other Porsche owners at an event? We love to see some photos and maybe a brief write up.
- Do you have a business you would like to advertise? The next issue we will be accepting advertising from members only. There are 1500+ primary members within our region in southeastern Pennsylvania.
Please contact us at editorteam@rtr-pca.org for more information.
- Do you have a Porsche related item to sell? We can list the item in our classified section. Please contact us at editorteam@rtr-pca.org for more information.

Thank you,

Der Gasser Team

