





Porsche of Conshohocken

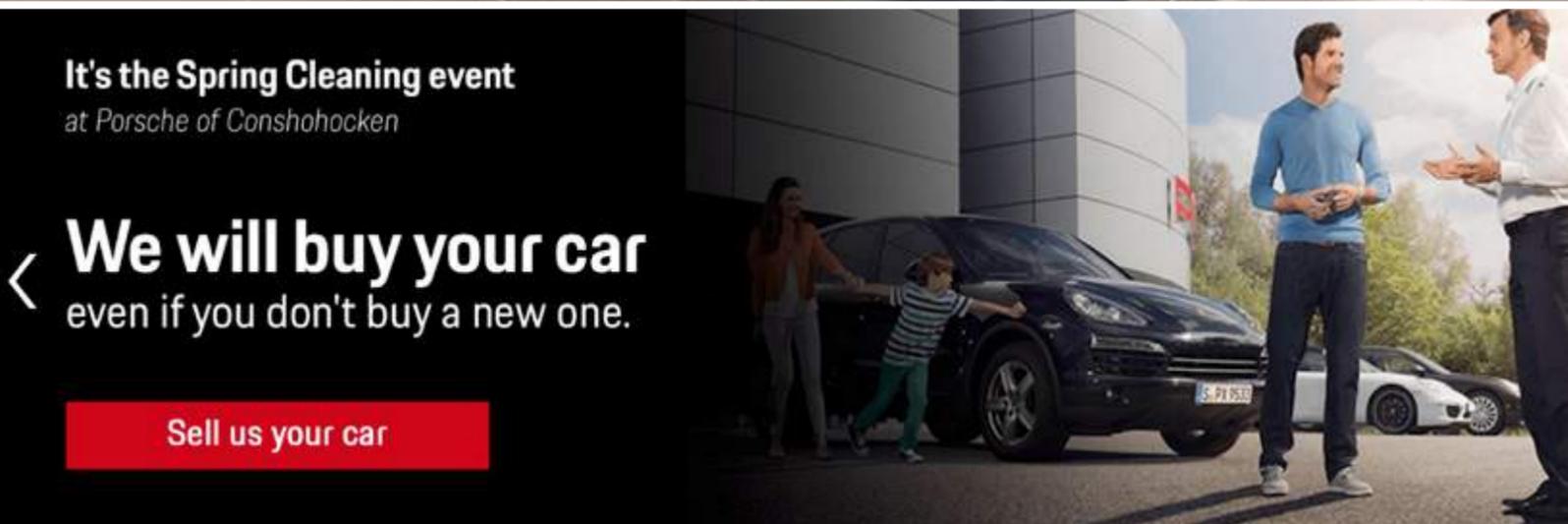
1312 W. Ridge Pike
Conshohocken, PA 19428
610-279-4100
www.conshohockenporsche.com



It's the **Spring Cleaning event**
at Porsche of Conshohocken

We will buy your car
even if you don't buy a new one.

Sell us your car



2018 Porsche
Macan

\$513 Lease
per mo.
for 39 months | STK #PJ372

Get ready for summer,
at Porsche of Conshohocken



Porsche
718 Boxster Models

Starting at
\$59,000

Celebrate Summer
at Porsche of Conshohocken



Porsche
Panamera Models

Starting at
\$85,000

Celebrate Summer
at Porsche of Conshohocken



Porsche
Macan Models

Starting at
\$47,800

Celebrate Summer
at Porsche of Conshohocken





THE RTR EXECUTIVE BOARD



*Voting Privileges

President*	Jeffrey Walton	president@rtr-pca.org 484-302-0146
Vice President*	Corey McFadden	vicepresident@rtr-pca.org
Treasurer* text here	Chris Barone	treasurer@rtr-pca.org
Secretary*	Maggie Nettleton	secretary@rtr-pca.org
Track Chair*	Marty Kocse	track@rtr-pca.org
Membership Chair*	Roy Blumberg	membership@rtr-pca.org
Der Gasser Editor*	Garrett Hughes	editor@rtr-pca.org
Social Chair*	Wendy Walton	social@rtr-pca.org
Autocross Chair*	Dave Nettleton	autocross@rtr-pca.org
Past President*	Graham Knight	pastprez@rtr-pca.org
Website Admin	Jeffrey Walton	admin@rtr-pca.org
Awards Chair	Kris Haver	awards@rtr-pca.org
Forum Moderator	Brian Minkin	moderator@rtr-pca.org
Rally Master	(open)	rally@rtr-pca.org
Historians	William G. Cooper Debbie Cooper	historian@rtr-pca.org
Technical Chair	Myles Diamond	tech@rtr-pca.org
PCA Zone 2 Rep	Cheryl Taylor	zone2rep@rtr-pca.org
Assistant Track Chairs	Myles Diamond Rick Owens	trackassist@rtr-pca.org
Chief Instructors	Ian Goddard Jeff Smith	chiefinstructor@rtr-pca.org
Registrars	Catherine Wetendorf Kevin Douglas	registrar@rtr-pca.org
Safety Chairs	Dan Rufer Kris Murphy	safety@rtr-pca.org
Club Race	Christopher Karras	clubrace@rtr-pca.org

DEPARTMENTS

- 5 Event Calendar
- 6 Membership Milestones
- 7 New Members
- 8 Vom Präsidenten
- 9 Editor's Note
- 25 Plate of the Issue
- 26 Porsche of the Moment
- 27 Classifieds

FEATURES

- 10 **Street Survival** **Garrett Hughes**
- 11 **Monticello Cup Race** **Garrett Hughes**
- 13 **Father's Day** **Joe Kucinski**
- 14 **Annual Picnic** **Jeff Walton**
- 15 **Happy Birthday 718 Cayman** **David Newton**
- 16 **Grid Life at Monticello Motor Club 2018** **Shawn Black**
- 19 **SHIFTS AND GIGGLES** **Jeff Walton**
- 23 **The Sound and the Fury of Porsches in Anger** **Luis A. Martinez**
- 24 **Cheese Rally V 2.0** **Jeff Walton**
- 31 **Magnus Walker Sighting** **Michael Todas**



COVER

Photo by MMC

2018 RTR Social Event Calendar

August	8	Happy Hour Spinnerstown Hotel
	11	Member Meeting
	17	Wine Dinner Capital Grill - SOLD OUT
	23	Ice Cream Happy Hour
September	7-9	Radnor Concours d'Elegance
November	3	Ride on the Colebrookdale Railroad
	28	Phil-a-Frunk




PORSCHE

Jim E Sangiorgio
 Certified Porsche Brand Ambassador
 Porsche Lehigh Valley
 3401 Lehigh St
 Allentown, Pennsylvania 18103
 Direct: (610) 967-0787 • Cell: (610) 392-2149
 Fax: (866) 369-7536
jsangiorgio@knopfauto.com • www.knopfauto.porschedealer.com

MEMBERSHIP MILESTONES

YEARS	July	August
35	Bill O'Connell Wyatt Vorters	
30		James Reading
25	Robert May Steve Schueren	Alan Kozak Jascha Kresh Richard Owens
20	Guy Ayers Patrick Bergstedt Les Brun Gary Gallo Mark Hunsberger Bill Kiesel Steven Kowalke George Petito	David McCoy Ron Reiss Brian Sullivan
15	Josh Dodd Martin Zawarski	Karl Werner Gregory Zulli
10	Mario Messina Belin Robertson Fred Slack	Ralph Kaye Chung Lee Mark McCarty Michael Raber Raymond Smith
5	Alex Brozyna Adam Davis Harry Jarrett Milan Kralik Barry Lerman Mike Olenick	Jason Beck Bill Georges Austin Hawthorne Kurt Koch Lee Patrick William Rossi Rick Silver Jeff Weiss



NEW RTR MEMBERS



Rafi Raban	Pottstown	2012	911 Carrera	Gray
Pasquale Santangeli	Philadelphia	2018	911 Carrera	Guards Red
David Pioch	Malvern	2006	Cayman S	Blue
Robert Kline	Reading	2001	Boxster S	Black
Richard Southerland	Sharon Hill	2016	Boxter GTS	Sapphire Blu
David Kiefer	West Chester	2007	911 Turbo	Silver
Matthew Robinson	Philadelphia	2006	911 Carrera	
Andy Horbowy	Malvern	2014	911 Carrera 4	Silver
Michael Horbowy	Malvern			
Michael Bibbo	West Chester	2014	Boxster S	White
Dmitry Kipervas	Huntingdon Valley	1995	911 Carrera	
Dustyn Arney	Newtown Square	2011	Panamera 4S	Blue
John Rheinstadter	Garnet Valley	2003	911 Carrera	Black
Zak Blazic	Ambler	2005	911 Carrera	Arctic Silver
James OHara	Gilberstville	2014	Cayman S	Agate
Robert Hickok	Mullica Hill	2017	911 Carrera S	Silver
Janice Kerr	Center Valley	2018	718 Boxster S	Red
Bronwyn Martin	Kennett Sq	2011	Panamera 4	Eggplant
James Lucania	Bryn Mawr	1988	911 Carrera	Carmine Red
Robert Lourea	Washington Crossing	2016	911 Carrera S	Black
Grant Kessler	Malvern	2009	911 Turbo Cabriolet	Black
Karen Lourea	Washington Crossing			
Peter Miller	Coopersburg	2009	Cayman S	Grey
Colin Thompson	Doylestown	1986	911 Carrera	Red
Bob Wilkoff	Elkins Park	2008	911 Carrera S	Meteor Gray

AT SIX MY CAREER PATH WAS SET.



*My father's 356 Porsche.
That's me next to my sister.*

*See the rest of the story
on our website.*

In 2009, I opened The Porsche Specialist. I started by renting one bay at Jones Automotive and through the years the company has grown to the point that we now have a full staff and occupy the entire facility. We can attend to all of your automotive needs. In addition to Porsche, we have extensive experience on most other European manufacturers. Call me anytime. **610.544.9967**



theporschespecialist@yahoo.com theporschespecialist.com

Over 85 yrs.combined experience

Exceptional service on BMW, Mercedes & Audi too.



Vom Präsidenten

IT HAPPENS. IT JUST DOES. Sure, it's rare but it's for the benefit of the club. I'm talking about when events coexist on the same date. Oh, the horrors! But I'll tell you what, you are lucky because Riesentöter has plenty to offer, while some clubs within PCA have empty calendars, even in the summer months. One notable example of same-date events happened this July, when the annual club Drive-in Movie and picnic coincided with our club race at Monticello. Now there are not that many club racers within RTR, less than 4 percent, so it's safe to say the majority of our members could make the picnic, with the exception of our Monticello volunteers.

Our volunteers were a huge chunk of the usual picnic goers but they decided to trek up to New York for a 4 day excursion. Some took off from work and used vacations, some planned on this being their vacation, and some have that luxury of being retired. Even though their absence was missed at the picnic, they represented Riesentöter's hardworking ethics by toiling away in the grid, the pit lanes, or in registration. We had about 30 of these volunteers and we could not have provided the best club race within PCA without them.

Volunteers do not get paid. They do it for the love of their club. Sure some volunteers get perks, like with the club race they get 1/2 a hotel room (they have to share) and they get fed; that all comes from the club race expenses. Our DE instructors get the perk of 1/2 off their DE as they give up their valuable track time to teach one or two students what high performance driving is all about. That's about the extent of the perks. That goes for myself as well. Wendy and I plan the annual trip every year, we pay for our rooms, food, and excursions just like the rest of the members. Being autocross chair doesn't mean free autocross either; Dave pays like everyone else....btw, Riesentöter will pay for your very first autocross, so if you want to run around a parking lot through cones, contact autocross@rtr-pca.org and your first tarmac experience will be on us.

What I'm trying to say is that the reason we have a bunch of events on our calendars is due to our volunteers' sweat and tears. So I want to stand up, give a round of applause and yell "THANK YOU" for those who help out where needed. Sure, we may step on each others' toes from time to time, but the calendar is chock-full, and that's a good thing....and now I'll leave you with a message from one of our members and volunteers:

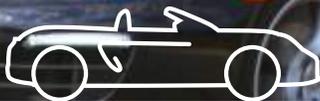
"As a relative newcomer to the club (joined 1.5 years ago) and a rookie to this event, I wanted to express my thanks to all club members. I have been involved with several other car clubs and I have to say that RTR is far and away my favorite club I have EVER been associated with. Offering the widest variety of things to do, the most innovative events, and the greatest quantity, I am constantly wishing my schedule allowed participation in more offerings. Most importantly, you all are very warm, sincere, and welcoming - but, you most likely already know this! Thanks again for a wonderful weekend." Rick Lam

This is exactly why we do it

Pedal down

Jeffrey Walton
President RIESENTÖTER

Editor's Note



IT IS WITH GREAT PLEASURE that we have two articles from our members to share with you in this issue. One a great story sent to me right around Father's Day that is to me a heart-warming story of father and son by Joe Kucinski . The other about a search for the perfect Porsche which wins Rick Lam the first prize of \$100 for Porsche of the issue. The other is a great story about a car hunt. I hope you enjoy them both as much as I did.

Speaking of which, these two articles are JUST what were looking for from our members. Other "normal" (not Abby) contributors and I attempt to keep you members informed about our events, meetings, and the fun we have. But, the great stories such as these come from our membership. PLEASE consider typing up one of your tales. We accept everything, and though we run it by our proof-reader not much gets changed except for some punctuation. We look forward to reading your stories!!!

Keep that TOP DOWN!

Garrett Hughes
Der Gasser Editor-in-chief
Top Down!





STREET SURVIVAL

THIS WAS MY FIRST EXPERIENCE WITH STREET SURVIVAL. I am certain you have all heard about the Tire Rack event sponsored by SCCA, Riesentöter Foundation and BMW Club, but it's really an event you should witness. Hopefully as a volunteer.

Eight AM. on a perfect weather Saturday, thirty-five teenagers began to emerge from their parent's vehicles (everything from BMW 3 series and Minis to a Jeep Wrangler and even a Toyota FJ) as they arrived at the scene (Montgomery County Community College, Blue Bell, Pa.), and headed for the registration tent. Where everyone on site must sign a waiver and receive a wrist band to wear. No real excitement here just a bunch of bleary eyed teenagers trying to figure out how all the cones in the parking lot are to be used.

The teens are broken into two groups, and as one group heads back to their parent's car, the other heads for the classroom. The classroom kids are thinking, "CLASS, we don't need no class!"; however, they have yet to be introduced to the self-proclaimed Crazy Brit, aka Ian Goddard.

The first driving group was split in half. The first doing the panic stop exercise and the second headed to an improvised skid pad (a circle of cones on the parking lot covered with cracked corn). Of course, everyone was a bit tentative at first, disregarding the instructions "Stomp on the gas until you hit the green cones and then STOMP on the brakes" or "Go as fast as you can around this circle." But that changed quickly as the repetitions increased.

By the third or fourth turn through the exercises, we started to see tire smoke off the tires in the braking exercise and inside rear wheels barely touching the tarmac on the skid pad. Of course, the drivers of these vehicles were beaming smiles on the return trip to the end of the line. A couple of drivers stood out immediately, but repetition was followed by increasing confidence in all drivers.

One parent on the sidelines asked a group of us volunteers, "What should I be thinking about after this class?" To which the answer came, "New brakes and tires!"

Then the groups changed from classroom to parking lot and visa versa.

After lunch, two new exercises were laid out. A lane change (first one lane, then two lanes) and a slalom. By now the teens were chirping their tires off the line. Yes, they hit a few cones, but you could see them exuding confidence as they hit the lane change and the slalom double turns and confidently controlled their vehicles through the exercise.

Before we knew it the afternoon was winding down, then the drivers received their certificates for completing the course.

Personally, I left the event thinking that there are now thirty-five more safe drivers on the road.

Garrett Hughes

MONTICELLO CUP RACE

I HAD HEARD A LOT ABOUT THE PCA CLUB RACE at Monticello from many folks in our club. They really made it sound like it's something special, and you know, IT IS!

Maybe you haven't heard of PCA Club Racing, but it's a series of races held around the country put on and sponsored by Porsche Club of America. They hold thirty-two races per year and have over two thousand participants. The cars are full blown racers from their roll-cages to their slick tires. There are MANY classes in which to race (one for every type of Porsche), and seventeen classes were represented over the race weekend.

You also may not have heard of Monticello Motor Club, <https://www.monticellomotorclub.com>. They advertise it as only ninety minutes from New York City. It's a 4.1-mile, seventeen turn track at the corner of New York, New Jersey and Pennsylvania. It's a country club for motorheads. It's not just that track either. There's a go-karting track and an off-road course for your 4x4. It's not like anything I've ever seen before.

Pulling through the sculpted 10-foot metal gates, you're immediately stopped at the security station, questioned, and given directions where to park. At registration I was given a vinyl bracelet to give me access for the next three days and asked if I had had lunch. After responding that I had not I was directed to the buffet lunch. Turns out all of our meals for the next three days would be from the club's chef and would be served at this facility.

OOPS! I jumped ahead of myself. After parking, I was looking for the registration building, and first found their museum and car collection. Then as I walked through the paddock I found our vice president and PCA club racer, Corey McFadden. It was great to see a familiar face, but his car was up on jack stands and he and his mechanic were trying to figure out why the ABS had locked up (Corey had come a day early and rented track time) and thus sent him into a barrier. Fortunately, he was mostly stopped and just lightly tapped the barrier, gaining a fair-sized dent and losing a passenger side tire to a mega-flat spot.

As the rest of the Riesentöters arrived, we began the task of setting things up. I found that I was to be the steward's assistant; at the time I had no clue what that entailed. It turned out that I would be stationed in race control with the two stewards, the timing officials, and the track communication team, which included our Paula Gavin. I was tasked with mainly getting session/race results, tracking "incidents" (a broad array of things that can happen on and off the track), and compiling data for various awards.

Now, I've been following racing for many years and thought I knew a thing or two. Turns out that about all I know was not much in comparison to the volunteers from PCA. (The one steward had covered such races as Sebring 12 hours, and raced on the same track as Paul Newman. She really knows her stuff!)

Checking in with Corey, they had found a couple of things. First, there was a problem with the steering that required some tightening and replacing a control arm. Then they had found the driver side, rear ABS sensor had somewhat melted. What was found at the time was a replacement part for that. We wrapped up the day with a pleasant dinner put on by our race registrar, Maggie Nettleton. We were served hor d'oeuvres (the waitresses were strong arming us to eat more), cocktails and a pleasant dinner where we got to meet and mingle with the PCA staff (they are also volunteers and most were from Colorado).

As dinner wrapped up, I checked in again with Corey. They had found the part they needed but they also found another problem. The wheel bearing on that rear tire had partially failed and his mechanic was still at the track attempting to get things back together after having to pull apart almost the entire rear wheel assembly. However, they were confident that they would be resolving all the problems now. Relieved for Corey, we all headed off to get some well-earned rest. Breakfast was served at the track at seven AM, and an track "party" commenced at 8:30. (Corey's car was all back together! Though his weekend travails were still lurking.)

The first task of the day for each racing group (there were four: Vintage, White, Red, and Black) was to establish that each car's transponder was present and working. As you probably know or realize (I didn't) this is how the timing and scoring is done. Each time the racers pass over the start/finish line the transponder registers their lap time and number of laps completed. Plus, not only tracking the best lap time for the heat but also the best lap time for each driver and which lap they had gotten that time. Plus, other data such as total time in the stint.

I was happy to follow Corey's progress by tracking the results data. Things were looking pretty good. He was easily maintaining second or third in his class. Little did I know at the time but second gear had ground to oblivion during his first practice. I am told that not having second gear is not normally a problem on a race track but in the case of Monticello there are two second gear corners. Still, Corey raced on.

It was a very hot weekend and the racers were just about melting in their cars during racing. Even those with water cooled suits were soaked in sweat of their labors. I hear that some relief was given by the club as they had two "fair damsels" around the paddock with cold water, ice and ice cream! Saturday were the two spirit races for each class, and Sunday there was a ninety minute enduro for each as well.

Persevering through all the problems and heat, our VP earned a second place trophy for his class and managed 30 laps in the enduro before retiring (the leaders completed 33 laps). It was an action packed weekend with Porsches everywhere. (PCA had asked any Carrera GT owners to come to the track and eight came to show off their cars.) This article is a small microcosm of the weekend as every one of the thirty other volunteers there could tell us some other facets of the weekend. (As the editor of Der Gasser, I certainly hope many of them do share their stories with us!)

Garrett Hughes



PASSION. PERFORMANCE. PORSCHE.



PORSCHE

Porsche Warrington

A Sloane Automotive Dealership

We Buy Porsches

50+ Years of Service Experience

Air Cooled Porsche Service Specialists

Follow Us On Social Media @porschewarrington

Porsche Warrington 1607 Easton Rd., Warrington, PA 18976 • 215.343.1600 • porschewarrington.com

FATHER'S DAY

IT IS DIFFICULT TO PINPOINT EXACTLY WHEN IN MY EARLY CHILDHOOD I BECAME SO FASCINATED WITH THE PORSCHE BRAND. Not sure how it happened, as neither of my parents care much about cars in general. But I do remember a special trip in 1990 that solidified my lifelong love of the brand.

Growing up in Richboro, PA I was not very far from Holbert's Porsche. When I got my driving license I would make frequent trips there to drool over the cars. I still remember the 959 they had parked in the showroom behind velvet ropes back in the 80's. I reached through the ropes to touch it, just to be able to tell my friends that I touched one. I still have the original car brochures from 1987 and 1988 for the 911 and 924/944 model lines that a kind salesman gave to an obviously not in the market for a new Porsche teenager.

In January of 1990 my Dad and I decided to go on a ski trip to Austria. Well, Austria is a heck of a lot closer to Stuttgart than Pennsylvania is, so I pleaded with him to take a side trip one day and see if we could visit the Porsche museum and factory. Now, my father is a fantastic guy, but a car guy he is not. He is your stereotypical accountant that sees cars as nothing but a depreciating asset to get you from A to B. But I was somehow able to convince him to spend a day taking that trip while we were there. I was far less successful a couple of years prior when I was trying to convince him that leasing a brand new 924 for a 17 year old who just graduated High School and was working at Domino's Pizza was a perfectly reasonable idea, but that is another story.

A couple months prior to leaving, I wrote a letter to Porsche. An actual letter with a stamp and everything! I wrote that we would be visiting and asked if my Father and I could get a factory tour while we were there. It has been 28 years since I mailed that letter, and I still check my mailbox everyday waiting for a response. Oh well, we decided to take the day trip anyway while we were over there. At the very least I figured I could check out the buildings and museum.

We left our hotel in Austria early in the morning and began the couple hundred mile drive to Stuttgart. I got to drive our rented Mercedes 300E for part of the journey on the unlimited section of Autobahn. That was the first time I ever experienced triple digit speeds. Needless to say by the time we arrived I was already having a pretty good day. We pulled up to the gates of the factory and the museum and realized we calculated our driving time based on U.S. speed limits not the Autobahn speeds (these were pre-GPS days), so we were a bit early and Porsche was not open yet. We found a nearby eatery that was open, and we popped in to grab a bite and wait. We were promptly thrown out after we asked for menus written in English, so we got a bag of pretzels from a convenience store and ate them in the car until the place opened up.

After what seemed like forever, there were finally signs of life at Porsche and we made our way into the museum. Up to that point in my life, this was the greatest thing I had ever seen. I wish I had better pictures to share but what was laid out in front of me was a collection of vehicles I never thought I would see in person. CART series car Project 2708, The Pink Pig and other 917 series cars, early Speedsters, 959 Rally car, 550 Spyder, all the legends were there. No ropes, no lines, I could crawl all over these machines that I had previously only admired from afar. The museum was overwhelming, but the best was yet to come.

We asked the woman behind the counter at the museum if we could get a factory tour. The reply was that the factory tour was invite only and we were asked to show our invitation. So my Dad did the only reasonable thing he could do. He told her that we had the letter, but we forgot it back in our hotel in Austria, and obviously it was too far to drive all the way back, so he asked if she could please let us join the tour. She agreed! A short while later the tour began. It was us, another father and son from California that just bought a new 964 Carrera 4 Cab and about 15 Japanese businessmen. As we were leaving for the tour another American couple entered and asked if they could join us. They were stopped and told this was invite only. I remember thinking, how dare they try to get in on MY private tour!

To this day I remain impressed by the tour guide. He spoke fluent English, German, and Japanese, as he guided us through the factory floor. No photos were allowed inside, but the cars were still being largely knocked together by human beings instead of robots. The one thing that sticks in my mind the most is walking by the area where they were bench testing the engines. I remember seeing the engine on a large wooden bench and there were large handles, almost like the old one armed bandits in the casinos. They would pull that handle to increase or decrease the speed of the engine. Right next to that large handle were two large cup holders, each cup holder held a bottle of beer! I was amazed. That whole tour was amazing. Walking next to the people that were building my dream cars, and seeing Porsches born, was just an unbelievable experience to my then 20-yearold self. After we left the factory we were led out back to where the newly minted cars awaited final inspection and transport. A good percentage of the cars I saw that day in 1990 are probably still on the road somewhere today.

That trip is now almost 30 years ago. But the memory of that day remains fresh in my brain. It was an amazing father and son adventure that I will hold onto forever. It solidified my love for this brand. While I get tempted by other hot new cars that come out each year, the Porsche bond is by far the strongest. So while I still don't know how this obsession started I am pretty sure I know what etched it in stone. Over the years, despite my best efforts, I have not yet been able to convince my Dad that he needs to get himself a Porsche, but maybe I can talk him into a 30 year reunion trip? I better start my letter to Porsche now, they tend to take a while to get back to me.

Joe Kucinski





ANNUAL PICNIC

IT'S SUMMERTIME SUMMERTIME SUM SUM SUMMERTIME SUMMERTIME SUMMETIME SUM SUM... "SOMBITCH". And that's exactly how the annual Riesentöter Picnic went. What started off as a very hot day that fast approached 90 degrees by the time the picnic rolled around the heat dipped to very tolerable levels. Our family picnic was held at our usual spot, the Valley Forge Volunteer Firehouse's picnic grove on Saturday July 14th where there is plenty of room to fan out our rides for our Drive-in Movie. Our members started arriving right on time (6:00pm) and before long the food lines were opened. As with last year, Crocodile Catering supplied the picnic fare - well arranged morsels such as hamburgers, veggie burgers, pulled pork, mango chicken skewers, pasta salad, green leafy salad, and probably some of the best mac & cheese I had all year. This was followed by chocolate and white cakes filled with mousse and plenty of icing. Our social chair, Wendy, made her famous Lynchburg Lemonade which helped quench the thirst as well as the chilled HopDevil IPA on tap.

There was a very brief RTR meeting where we introduced some very new members and gave away a few gift baskets. We mingled, told jokes, and talked about our p-cars right up until 8 o'clock. That's when we made our way up to the big field and parked ourselves on blankets, chairs, or even in our cars right in front of the huge 21 foot screen. Here we watched 45 minutes of Pixar shorts before the feature presentation. During the cartoons, popcorn and glow-in-the-dark bracelets were given out. As we approached 8:45 the sky darkened and a slight breeze kicked on. It was the perfect night to watch "Smokey and the Bandit" - the original one, you know Burt Reynolds, Sally Fields, Jerry Reed and Sheriff Buford T. Justice of Portague County Texas played by none other than Jackie Gleason.

If you don't know, Reynolds and Reed are given the task of getting 400 cases of Coors back to the state of Georgia in 28 hours. If they make it they are \$80,000 richer. Reed is the trucker and the bandit aka Reynolds leads the way in his 1977 black and gold Trans-Am, the one with the big gold chicken on the hood....btw it's an automatic. Along the route the bandit picks up a wedding dress clad Sally Fields who has left the alter in high speed fashion. The high speeds continue as the father of the groom, none other than Sheriff Buford T. Justice of Portague County Texas pursue the bandit across many of southern state lines. Hilarity ensues with lines such as

"There's no way, *no* way that you came from *my* loins. Soon as I get home, first thing I'm gonna do is punch yo mamma in da mouth!"

But my oh my, looking back at this 1977 classic, how the rating PG has changed. The script is littered with "sombitch" and "goddams" with an occasional shit here and there, but all-in-all I heard many of our members saying the lines out loud. Fast cars, smokies galore, quick witted script, and Jackie Gleason and Burt Reynolds....this movie still holds up well today. Well until next time, see you at the movies.

Jeff Walton



HAPPY BIRTHDAY 718 CAYMAN

ONE YEAR AGO TODAY, I BROUGHT HOME MY BLACK 718 CAYMAN FROM THE HOSPITAL... I MEAN DEALER.

As is often with new family members, this occasion was a little less auspicious the second time around from when I announced my 2009 Midnight Blue Cayman almost ten years ago. That was my first Porsche and there is something to be said for that initial experience.

I certainly don't want to diminish the experience of bringing home my second Cayman, but none of the relevant events that occurred with that purchase are mysterious to me now. To stretch the previous analogy further, coming home with a second child from the hospital isn't any less exciting, because at least now you know what to expect.

My 2017 Cayman in comparison is significantly different – more sophisticated and mature. Sure, it has two fewer cylinders than my oh-nine, yet it's faster and handles with even more finesse. As much as I liked the original Cayman, the 718 is fresh and minus the subtle hints of its older sibling the Porsche Carrera. Some say it's because the new 718 Cayman and Boxster were designed with a sharper pen.

Now with a year and 10,000 miles under my belt, I feel I can more completely describe my experience. I didn't go into the purchase blind – I did a lot of research and even more soul searching. Where the relationship with my first Cayman was visceral and impulsive, more preparation and self-negotiation led to trading in my 2016 Macan on the 718.

My earlier generation Cayman was dark blue, and conversely the Macan I traded it for was white as ceiling primer – I swore I'd never buy a dark color again. Lighter pigments are far more forgiving of scratches, nicks and road film. But the dealer had two black 718's on his lot, it was the last day of the month, and he was motivated. I was not, so it wasn't until he tossed in ceramic coating that I penned the deal.

I also avoid black interiors because they can get very hot in the sun. But the Sand Beige seats in my 2009 did not hold up well – they got dirty quickly and were hard to effectively clean. Black hides stains, oils and imperfections far better than lighter colors. I pondered that dilemma as I lowered myself into the cabin for the test run and then promptly forgot all about it, distracted by the best interior I've ever been in.

The test drive was brief but targeted. I'm intimately familiar with the roads near the Porsche dealership and took advantage of being at one with the car. The 718 takes to corners with scalpel precision – slicing the ribbons of asphalt like prosciutto. It felt lighter, nimble and almost violent when pressed hard.

The ride is as refined and as civilized as you care to drive a mid-engine two-seater. An evening out does not have to include a focus on the drive, but it's sure to be more fun. Once in position, the interior is quite accommodating. Controls are within reach and as intuitive as you might expect coming from Porsche.

And as much as I liked the look of the previous generation Cayman, the profile of the 718 simply melts my resistance. This is a gorgeous car. Not many will agree with me, but the new Cayman and Boxster design is the finest of Porsche models in the past twenty years. Subtly separate and unique but remaining unmistakably Porsche.

I said that the 718 is faster than its predecessor, and I wasn't kidding. I realize that the comparison between the two is relative – my 2009 had a manual gearbox and the 718 has PDK – not because that's all the dealer had in stock, but because I long ago confessed dual clutch technology is superior to manual gear selection, and there is no one on the planet who can out-shift one.

The previous generation Cayman and Boxster were powered by the legendary Porsche flat six. The new 718 takes a different and rather controversial approach. The rear wheels are driven by a flat four turbocharged motor. The Stuttgart manufacturer is no stranger to forced induction, but it's admittedly been a long time since they bolted one onto a four-cylinder motor.

So how then does it perform? Astonishingly. I have the 300 hp base 718, and when the turbo kicks you in the pants at around 2400 RPM, hang onto that nearly faultless steering wheel, because you will get where you are going in a great hurry. That fact however is unfortunately the first of three annoyances – waiting for the turbo to wake up.

Turbo lag is not uncommon, but in a car like this the delay is interminable. Sure, you can squeeze on the throttle more judiciously to avoid an abrupt lurch most of the time but try doing that when you want to merge into traffic. I once drove the four-cylinder Macan complete with turbocharger and did not notice a similar lag. This is also addressed in the 718 S and GTS variants, but not in the base 718. Disappointing.

That aside, taking charge of a country road is no harder than pressing down on the sport selection on the console. This option holds onto the gears significantly longer and helps considerably with deceleration. It also reduces the aforementioned turbo lag in that RPM rises to close the gap in the spooling turbo. When I'm ready for a quick launch into traffic, I've learned to slide my hand to that button for the added security.

Sound is the second item on my shortlist of displeasures. I thought that I could live with the now infamous exhaust note of the 718, but after six months I realized that I didn't have to. With all the options out there for performance exhaust systems, two of the most popular vendors are in our own back yard – AWE and FABSPEED. I ultimately chose the AWE Touring Edition for the throaty tenor.

The exhaust transformation was instantaneous – the personality is now more aggressive without excessive drone. It sounds like it should have come that way from the factory. But honestly, I thought the same thing with the flat six in my 2009, so I outfitted that with the FABSPEED Maxflo cat-back. AWE uses resonators that completely alter the tinny character of the 2.0-liter motor.

I guess as long as I'm nitpicking disappointments, I'll disclose the last one on my hit list – which is actually almost shocking to me. The cabin can creak like a stagecoach at times – mostly when the temperature approaches freezing. There are several areas within the interior whose parts are rubbing together and causing quite a racket. I'm just not used to this coming from Porsche – I expect better. These complaints do not outweigh my satisfaction with the 718 Cayman however. Driving it is entertaining to say the least. I get the thumbs up from other enthusiasts, and am stopped every day by folks who want to ask the questions owners are used to. I tell them that I love it (because I do). I am only critical of Porsche because of expectations they have set. Still the best manufacturer overall on the planet.

So, I've reconciled my criticisms as nothing more than that. Every car has its eccentricities, but the plusses on the 718 Cayman far outweigh the minuses. And I expect it will provide a trade-in value like that of my previous two Porsches – when that time eventually comes. For now, I will enjoy the back roads in a car that was built for it.

David Newton





GRID LIFE AT MONTICELLO MOTOR CLUB 2018

AT THE ANNUAL STUTTGART CHALLENGE AT MONTICELLO MOTOR CLUB, I was one of many RTR and PCA volunteers participating to make the race weekend run smoothly under the auspices of PCA. This was one of the best weekends of my life. Marriage, children's birth, and working the grid at Monticello Motor Club. Top three events. Drop the mike. Leslie, please don't read this.

I was placed on the "grid", along with a dozen others, helping to ensure the correct cars and drivers were entering the grid, positioning the cars, performing a visual safety check of each car and driver, and then safely getting the cars off the track as they exited passing through the grid. If you review the grid photos, multiply by nine hundred and eleven and power by 3.2, this will approximately quantify the thrill of working the grid. For a Porsche nut, it was a blast. A big part of that was the camaraderie of working alongside fellow RTR and PCA folks.

Grid workers have a check-list of things to look for when the cars line up – correct position in line, anything loose in the cockpit, tie downs tied down, helmet chin strap secured, HANS device correctly and securely attached; safety is always paramount. Sometimes we provided last second help – I plugged in a couple radios, turned on a few GoPRO cameras, and helped pick up an out-of-reach glove. This is happening while at the same time a clock is running down, overseen by the Grid Chief (Dave Nettleton) who provides the signal for the 5, 3, and 1-minute warnings and finally GO. We wave the cars out of the grid, and another RTR volunteer, positioned at the juncture of the track and grid, ensures the cars head in the right direction onto the track – a lot of coordination takes place in the space of a few minutes, followed by a brief lull as the race ensues. Then the next group of cars start to grid. And the cars are fast and loud. From a 356 through the dozen 914s and 911s in the Vintage class – and if you enjoy the sound of an air-cooled Porsche engine – and who doesn't – it was delightful. Then there were the 944s and water-cooled Porsche engine race cars - Cayman GT4s, Boxster and 997s – among other specs – more faster and louder. Repeat the grid action several times and call it a great day of RTR volunteering, Porsche car talk and the sights, sounds and smells of racing Porsches. Pretty, pretty, pretty cool!

Shawn Black





POLISH • PROTECT • PHOTOGRAPH



PORSCHE
Porsche of The Main Line

RDS Automotive Group & Porsche of The Main Line are proud to offer our exceptional automotive aftercare services to assist in extending the life and look of your vehicle. Please contact or visit us today for your consultation.

484-424-0290 • 112 Willowbrook Ln. West Chester, PA 19382

CERAMIC PRO

Glossy, slick and self-cleaning This nano technology allows the Ceramic nanoparticles to fill the smallest pores in the paint which makes the Ceramic Pro glass shield shiny, smooth and extremely slick or hydrophobic. Ceramic Pro dramatically lowers the surface tension preventing environmental contaminants such as: bird droppings, bugs, dirt, tar and graffiti paint from bonding to the surface. Water easily removes dirt from the surface by encapsulating it while rolling off the surface. This is called the self-cleaning effect.



SunTek

PPF Ultra offers the latest breakthrough technology for paint protection applications. Features and benefits include:

- Innovative, low surface energy top coat that increases stain resistance and product longevity by limiting water and dirt accumulation on the film's surface
- A proprietary, self-healing, hydrophobic top-coat that resists scratching and scuffing during installation
- Efficient installation with easy to handle 3" core
- 60" wide rolls for full hood coverage
- Invisible protection from damage caused by rocks, salt, insects, and other road debris
- Unrivalled durability and optical clarity
- Available in high gloss and matte finish
- Ten-year Manufacturer's Warranty*



The Studio

RDS AUTO GROUP

The Studio at RDS is a full service photography studio based out of West Chester, PA specializing in capturing the beauty of automobiles with a custom-built studio, state-of-the-art equipment and trained photographers/videographers. Our team will work with you to highlight the unique aesthetics of your vehicle to create one of a kind, timeless art that can be displayed digitally or in print. Our other services include product photography, real estate photography, videography, and studio rental for personal projects. Give us a call at 484.424.0290 to schedule a tour of our studio.

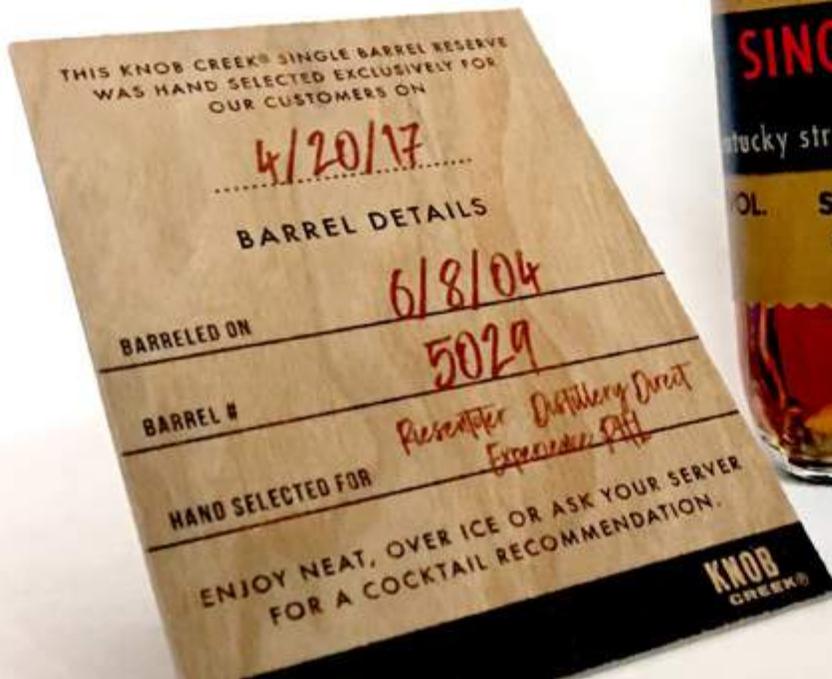


60th Anniversary Bourbon Still Available

A \$60 donation will buy you a bottle of Knob Creek bourbon, which was hand selected by members of the RTR Executive team, for our region's 60th Anniversary celebration. RTR bought the entire barrel and it is delicious! Only a few left!!

CONTACT [Wendy Walton](#) at social@rtr-pca.org for more information.

LIMITED STOCK
Get one before they're gone!





SHIFTS AND GIGGLES

I SEE IT ALMOST EVERY DAY BUT WEEKENDS SEEM TO BE THE MOST PROMINENT. Most of the time I just shake my head and wonder, wonder why people do this. They spend hundreds of dollars on all sorts of gizmos, straps, and racks and for what, just to take their bikes or kayaks for a ride. People, the idea is to take these recreational vehicles and put them to good use not drive them around the countryside like a dog.

At least dogs enjoy the ride. Dogs love sticking their heads out the windows and feeling the wind in their face, maybe they do this because they really don't like the smell of their owners and this is the only chance they get to air out their noses, whatever the reason just remember bikes are not dogs.

Now I understand bikes and kayaks and even skis need to get out and enjoy life but treat them right. They are treated like Hannibal Lecter strapped and tied to where they are barely breathing and dangling in the wind holding on for dear life. They are left out in the rain or even worse, in the blistering heat as their owners duck into a fully air-condition restaurant or store. They clench at every pothole, and in Pennsylvania there's a ton, at every hard-brake, and every on or off ramp. As a PSA, I'm telling you bikes and kayaks and skis do not like this, and especially the people behind you don't like this.

I'm always wondering how good is that rack or is it even a rack. Did the owners even read the Amazon reviews? Do they know how that thing really works? I think it has too many bikes. I think that was only made for two and they have six, and half have training wheels. Oh my god, is that strap loose? My street survival skills need to be sharp, just in case. Oh why oh why are these people even transporting their equipment like this. Are they off to a sale, to a new home...to the dump? People please don't put the bikes and kayaks and skis and the people behind them in danger by driving them all over creation. Please just get on them and enjoy them, they are meant to be used, not scare the life out of them. Besides I like nothing more than sharing the road with them, although those people in kayaks tend to hog the lanes.

Jeff Walton,
President RIESENTÖTER



Invitation to Join an Autocross Event in 2018

THIS JUST IN! A GREAT OPPORTUNITY TO DRIVE YOUR CAR WITH RTR CLUB MEMBERS.

RTR autocross is offering complimentary registration to all RTR members attending their first autocross in 2018 (any event of your choice – first time is on the club!). This is a great opportunity to participate in a driving competition with fellow members - driving your Porsche around a twisty course marked by orange cones, as fast as you can, while maintaining control.

All members will have an opportunity to learn from seasoned drivers – instructors who will sit next to you and train you on the sport - while you participate and compete with all of us. If you have not participated – join us in 2018 – your first event is FREE!

Drive your Porsche as it was engineered to be driven –safely – and for first time autocrossers it's on the club. What a great Porsche club we have – member driven and here to enhance your ownership experience!

When to start? NOW! Come and join us on June 24, 2018 at the Bader Field in Atlantic City.

Please check the RTR website for details. When you are ready to start your free race, reach out to Dave Nettleton, RTR Autocross Chair at autocross@rtr-pca.org. Watch the forums for updates and info!



2018 AUTOCROSS SCHEDULE

2018 AUTOCROSS CALENDAR

JULY	1	Philly SCCA Wells Fargo Philly SCCA Registration
	29	Manheim Auto Auction Lancaster Corvette Club Information
AUGUST	25	Pocono Raceway Registration Coming Soon
	26	Pocono Raceway Registration Coming Soon



2018 DRIVER'S EDUCATION SCHEDULE

2018 DE CALENDAR

Summit Point : Jefferson	Apr 13-15	*Registration: February 1st **Safety Tech Date: March 31 (9am to 11am) Safety Tech Location: Vintage Motorsports
Pocono: North	May 11-13	*Registration: February 1st **Safety Tech Date: April 28 (9am to 11am) Safety Tech Location: Dougherty Automotive
NJMP: Lightning	Jun 22-24	*Registration: February 1st **Safety Tech Date: June 9 (9am to 11am) Safety Tech Location: Mike Tilson's Automotive
Watkins Glen	Jul 20-22	*Registration: February 1st **Safety Tech Date: July 7 (9am to 11am) Safety Tech Location: Dougherty Automotive
Pocono: Southeast	Sept 7-9	*Registration: February 1st **Safety Tech Date: August 25 (9am to 11am) Safety Tech Location: Porsche of the Lehigh Valley
Summit Point: Main	Oct 12-14	*Registration: February 1st **Safety Tech Date: September 29 (9am to 11am) Safety Tech Location: Meenan Transmissions





THE SOUND AND THE FURY OF PORSCHE IN ANGER

WATKINS GLEN INTERNATIONAL, NY – JUNE 2, 2018 – As we quickly approach the 70th anniversary of this larger-than-life racetrack, we should recognize what this venue means to sports car racers, as well as to NASCAR and Formula 1 enthusiasts. Try this - ask an experienced racer, “Have you done The Glen?” and then watch their eyes light up, their eyebrows rise and with a broad smile they will tell you all about their first date with The Glen. This is mecca - this is The Glen! Experienced drivers and race fans will also share about schlepping through the muddy bog to the outhouses at Watkins Glen International. Well, I do admit some things have not improved. But, hey - character - right?

In August, 2000, a visionary leadership team of the Riesentöter PCA (Philadelphia) decided to invite the Porsche Clash to The Glen. RTR President Bill O’Connell with Track Chair Mike Andrews, Social Chair Craig Rosenfeld and Event Chair John Chatley “managed to pull off the coup of the Century” by staging a 3-day HPDE and the very first Porsche Clash at the Glen – all on the same weekend! I remember distinctly participating in the DE, and I still have a copy of that schedule observed by hundreds of DE drivers and Clash racers while we shared the track for 3 days. Congratulations to Riesentöter for starting history!

Fast forward 19 seasons, the PCA Clash at The Glen is organized under the leadership of PCA Zone 1. We are still witness to hundreds of racers towing in from many parts of the country. This weekend we had 265 drivers representing 52 PCA regions, and as far away as Canada (East and West), Florida, Alabama, New Orleans, Dallas, Chicago, Pacific Northwest, Connecticut, Michigan, Oklahoma and South Carolina. The 265 racers are divided into four groups: Green, Blue, Yellow and Red, with Red being the most sophisticated and powerful cars among the entrants. Regardless of class, the individuals represented in each group range from nervous neophytes to calloused, wizened hands. From 2010 to 2014, I was the Pace Car Driver at the Clash. The number of racers was so large that, on the Formation Lap, as I drove into the Bus Stop at the end of the back straight there were still cars leaving the false grid and entering the track, a mile behind me, and all of them starting on the same lap.



There are at least 265 reasons to show up at the Clash. Each racer has their own agenda so I paused to interview a couple of them – testimony to completely different purposes. For example, the story goes that John Uglum had a Porsche 911 (997.1) Turbo and was fond of driving fast. The White Plains, NY denizen found his way to Spencer Cox’s shop, SpeedSport Tuning in Danbury, CT. Uglum chatted with Cox and learned that he could purchase a Cayman S race car for use at the track, where he could really stretch its legs. Well, after trying it out Uglum was hooked - on speed. Uglum also learned about Monticello Motor Club in upstate NY. He became a regular there and managed his way around the very technical, 18-turn, European style track. Fast forward 7 seasons (we can only drive on track 6 months a year in the Northeast) and I found Uglum exploring the edge of his talent envelope at The Glen piloting a blue GTC6, the 711 car, putting down some fast laps. Uglum turned his best lap on Saturday afternoon’s Sprint Race 2, Red Run Group, with a fantastic 1:54.382. If you’ve had a date with The Glen, you’re drooling now. That put Uglum on a podium step – P3. Sunday’s White Group enduro was another challenge, starting under light drizzle which progressed to a full rainstorm, but also brought another podium – P1. Uglum’s next event will be in Germany, racing a Porsche Cayman in the fourth race of the 2018 VLN series, run at the legendary Nürburgring using the full Nordschleife + Grand Prix configuration.

From a totally different perspective, I’ve known Riesentöter’s Maureen McVail for many years. Back in the 1990’s she was hustling a beautiful black 911 (964) around the fast banking at Pocono. I caught up with McVail in the paddock at The Glen where she was excitedly advocating a different concept – increasing the number of women in racing. McVail’s MoRacing (Mauh-racing) is focused on advancing women’s involvement in motorsport and automotive industries. McVail explains: “The MO Racing team works to advance motorsport opportunities on and off track for women, opening the door to automotive industries and motorsports.” McVail has three cars for her aspiring women drivers (Porsche Spec Cayman, Porsche GTB1 and BMW M3). Her team of workshop speakers, novice & advanced drivers and advocates is gaining momentum. Savannah Ivanitski, Amy Dilks and Yoyi Fernandez are accomplished drivers who are involved with the initiative. McVail adds, “My agenda is to create that spark in the eye of a woman or girl that has discovered this incredible pastime. A recent green student ‘just wanted to try this for her bucket list’. After the first session - she was shopping for used Porsches.” You can monitor McVail’s venture through her website, <http://moracing.net/>

Watkins Glen International, nestled in the bucolic countryside of the Finger Lakes region of upstate New York, is small town America with villages, hamlets and dozens of wineries situated on the shores of numerous panoramic lakes. On race weekends, the area is redolent of smoke from wood fires as campers gather with friends and family around burgers and steaks on BBQ. Family friendly, dog friendly, bike/scooter friendly, Watkins Glen International is right at the heart of my home region PCA Finger Lakes. As Hurley Haywood said: “I always love going back to the Glen, it’s one of my most favorite race tracks in the world.”

Come see us, soon!

Luis A. Martinez

*“At Maximum Speed” is an occasional column by Luis A. Martínez, sometime Track Anthropologist for Victory Lane Magazine, Motorsports Marketing Resources, The Frontrunner (Finger Lakes Region - Porsche Club of America) and Genesee Valley Chapter BMW Car Club of America.



CHEESE RALLY V2.0

PART 2. SINCE IT WAS SUCH A HUGE SUCCESS LAST YEAR, WE DECIDED TO DO ANOTHER RALLY

regarding dairy products for the summer of 2018. Your president and social chair, aka “The Waltons,” jumped at the chance to plan the event, which takes a ton of effort but we have a ton fun in the process. On Saturday, June 23rd, everyone who signed up, showed up, a rarity in its own right, even more so with imminent all day thunderstorms in the forecast. Our members came from Philadelphia, Macungie,, West Chester, and other surrounding areas, even Chester Springs, where we started the rally. They drove, 911’s, 944’s, a Panamera, Cayenne, a 928, a few Boxsters . . . in other words, a nice array of drivable toys from Ferdinand. Even before 9:30 – the designated be-at-the-parking-lot-time – the group of eager participants started showing up. We had 25 cars in all. After a brief social, bathroom break, and short drivers’ meeting, we lined up the cars for their starts. Each car was handed a very nice cooler tote bag, bigger than last year’s, red and black, with Riesentöter printed in white, equipped with an ice block so you could store your purchases along the way. Waivers were signed and, most importantly, the directions were given, and away they went ... every two minutes, so as to not get bunched up at any one location.

Right off the bat you could tell some drivers and navigators were not in sync, as the very first direction on the four pages of directions was left on Route113 and rights they made [envision a face plant meme here]. After a few turnarounds, people started to get the hang of it. The directions were turn-by-turn, so they were fairly easy, and the teams had to answer questions along the way ... some answers being easy to find, some you had to really look, some involved logic, some had math ... in the end we had a 5-way tie so it couldn’t have been that hard – but more on that later.

During their search for answers to the questions – like how many azure shutters were on the house, or what year was the bridge made – our teams stopped at 5 different cheese farms, where they could sample, buy, and find an answer to yet another question. The route took them all through Chester and Berks counties. 85 miles in all, all while being eagle-eyed looking for clues. Again, the teams were given turn-by-turn directions and could use anything else at their beck and call, a smartphone, compass, a square basketball, whatever, in order to get an edge.

Now turn-by-turn directions only work if you follow them and pay attention. Some teams griped at the clear mistake – or was it? – in the directions. So, take a look at the inset map. The teams were coming south on Morgantown Road. The directions stated, “left on Isabella Rd” and given the question clue “If flamingos migrated they would come to this mailbox #”. The teams were told that the answers to the clues were on the directions above them, so in this case the answer was on Isabella Road. Now in your own mind what type of mailbox are you picturing? Hold that thought. The next set of directions were “Right on Chestnut Tree Rd”, then enjoy some cheese at Conebella Farm. Now take a look at that map again. If you took the left on Isabella, then an immediate right on Chestnut Tree Road, two things happen: first, you never find the mailbox, second, you never get to Conebella Farm. If you look at that map closely, you continue straight on Isabella Road, then you will find the “Pink” mailbox, (get it now?), then you will proceed on Isabella Road, where you simply make a right on Chestnut Tree Road, as the directions stated. Directions like this really separate the dishwashers from the chefs.

There was even a section in the rally where you could sit back and relax a bit as you drove on Route 345 for 12 miles straight (following the natural curve of the road). After a bunch of lefts, rights, and bears, teams started arriving at Union Jack’s Inn in Oley. This was our last stop, and a place to turn in your answer sheets and have some lunch. Lunch was picked up by the club as a sort of participation award – you know everyone gets one, it’s the millennial thing to do. As everyone settled into waiting for their meals to arrive we tallied the answers to yet another fun rally. As said earlier, there was a 5-way tie for first place, which was broken by a simple tie-breaker: “how many stop signs did you encounter?”

Without further ado, drum roll please, 3rd place goes to team “Force Gerhart,” keep the drum roll going . . . second place goes to team “S and L,” and the winner of this year’s Great American Cheese Rally is team “Jumpin’ Germans.” Each team walked away with a very nice cheeseboard and a very nice bottle of wine. The Jumpin’ Germans took the biggest bottle of wine home with them. The team that came in last place and the winner of a box of crackers and two cans of cheese – yes, you read that correctly, cans of cheese – was aptly named “Going too Fast” [to see any of the clues].

Jeff Walton

[Birchrhun Hills Farm](#)

2573 Horseshoe Trail
Chester Springs, PA

[Shellbark Hollow Farm](#)

240 Lippitt Rd,
Honey Brook, PA 19344

[September Farm](#)

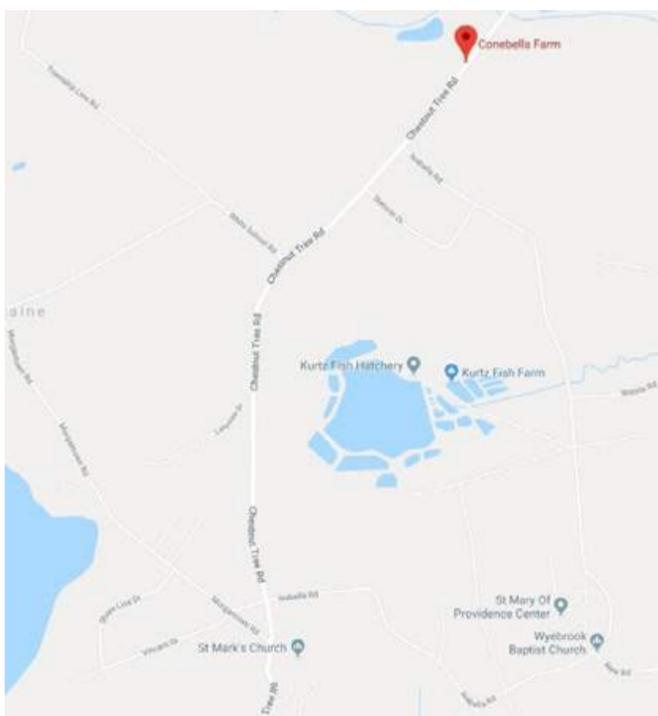
5287 Horseshoe Pike,
Honey Brook, PA 19344

[Conebella Farm](#)

337 Chestnut Tree Rd,
Elverson, PA 19520

[Valley Milkhouse](#)

92 Covered Bridge Rd,
Oley, PA 19547



Plates of the Issue



Tom Ross



Lou Zotti



James Stewart

Submit your personalized plate photos to editorteam@rtr-pca.org.

Porsche of the Moment

In December 2016 I took the plunge and purchased my first Porsche - a 1993 928 GTS with a 5 speed manual. This is an extremely rare car (1 of 47 made for the US). I had searched for the car on-line for over a year and when I located a black/black one, I jumped at the opportunity. Since it was such a rare car, of course, it came with an adventure - which started with me boarding a plane for Charlotte North Carolina. After the older gentleman whom I was buying the car from picked me up at the airport, we took a ride to where the car was located. He owned several collector cars and was liquidating them all because he had several children from differing wives and he felt it best to simplify his estate rather than having all beneficiaries fight over the cars. Before he would finalize the deal, I had to promise him that I would preserve and cherish the Porsche - he obviously didn't know me! Based on his records, the 928 had only covered 200 miles over the past 12 years of his ownership. After a test drive we did the deal.

With a good weather forecast, I embarked on my drive back to PA. I had allocated 2 days for the trip home however, the car was running so well and the car was so comfortable, I ended-up making the trip in one day. The only issue I had was I could barely see the highway at night as the lights are just not up to modern standards. Once I had the chance to thoroughly go through the vehicle, I found a mouse nest located in the air filter housing - it was there on the entire trip north! I then had a local shop replace the timing belt and water pump. Good thing as they told me the belt tensioners fell apart upon disassembly and that it was a miracle that I did not have a serious failure on the drive north. Thanks to the wonders of eBay I have since sourced the correct CR1 radio cassette player, the correct CDC-1, 6 disc remote CD player, and original speakers & grilles. I was still able to get the correct offset, factory "Cup 1" wheels from the Porsche factory that are shown in the photos. I spent the past winter wet sanding, polishing, and ceramic coating the car to its current brilliant black luster. The car is a pleasure to drive and has gobs of low-end torque which makes it a blast on the street.

Submitted by Rick Lam



WANT US TO FEATURE YOUR PORSCHE NEXT ISSUE? WANT TO WIN SOME MONEY?

All you need to do is submit a picture or pictures of your car with a short write up including features, customizations (if any), any possible planned upgrades, etc.

The issue winner will be chosen by the Der Gasser staff and will receive a check for \$100 from the club. If we get enough submissions we will expand that to include \$50 for second and \$25 for third choice. All entries not chosen will be eligible for the next issue's prizes.

CLASSIFIEDS

2003 PORSCHE BOXSTER for Sale - \$12,900

Silver with blue leather interior and top.

5 speed, higher mileage but dry as a bone!

Needs nothing.

Contact Peter Klein at 215-370-1891



The classified section is free to our members.
Submit your classified sale items to editorteam@rtr-pca.org,

CLASSIFIEDS

1987 Porsche Carrera Coupe for Sale - asking \$41,000

131,000 original miles

Never tracked

Very original

Not concours but close

G-50 transmission

Strong 3.2 engine

Nicely tuned, very quick and nimble

Everything works

Contact tjorourk@verizon.net for more pictures or details



The classified section is free to our members.

Submit your classified sale items to editorteam@rtr-pca.org,

CLASSIFIEDS

Trailer for Sale - Asking price \$3,500

Open TRAILEX aluminum car trailer (model CT7031)

Excellent condition

Set up for an early 911 /912

Purchased the trailer new and it has always been stored indoors

Optioned with:

- Front wind deflector
- Manual winch
- Spare tire and carrier
- Surge brakes
- Extra-long loading ramps for lower cars

Contact Old911t@gmail.com



Magnus Walker Sighting in New Jersey

SATURDAY MORNING WITH THE KIDS shopping at [Stable Energies](#) for some new driving shoes we ran into Porsche modifier, Magnus Walker and Bloomberg cars editor Hannah Elliott. They happened to be across the street at a Hot Wheels event and another Porscheophile spotted him and asked him to check out Stable Energies shop across the street. So while trying on a pair of Alpine Star shoes, Magnus and Hannah walked in. Everybody in the shop stood in disbelief, including owner Bob Kakascik. Magnus was very cool and happy to take photos with everybody. After explaining to my kids who Magnus is, I had to buy a few of his Hot Wheels cars to make them happy.

Michael Todas

If you haven't seen the documentary, Urban Outlaw, on Magnus, you can see it here: [Urban Outlaw](#)





Michael Todas
Creative Director

Shawn Black
Associate

Garrett Hughes
Editor-In-Chief

Not pictured: Larry Bardfeld - Associate

Dear RIESENTÖTER Members,

The 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? We are accepting advertising from members and their businesses. RTR has 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

CLASSIFIEDS

911 Rocker Panel

New in the original wrap, but are slightly dinged.

Contact johnschaaf@me.com

