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COVER

Photo by pixabay.com

2019 RTR Social Event Calendar

January	16	Happy Hour in KOP
February	7	Happy Hour in DOWNTOWN
	23	February Freeze Run
March	22	Bourbon Dinner
March	29	Summit DE Registration

AT SIX MY CAREER PATH WAS SET.



*My father's 356 Porsche.
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MEMBERSHIP MILESTONES

YEARS	January	February
40		Bill Cooper
35		
30		Don Jacobs Donald Perkins Craig Shecter
25		Bruce Holenstein
20		Philip Gow Loren Hulber Robert Wilderman
15		Dwight Anderson George Doolittle Pat Nolan Jon Scharf
10		Michael Clinger Rita Hancock Rodney Sandmeyer
5		Michael Buongiorno Corey Mcfadden



NEW RTR MEMBERS



Julian Castaneda	Phoenixville	2017 Macan GTS Volcano Grey
Kathy Ciamaichelo	Philadelphia	2018 Macan
David Kelly	Yardley	2018 911 GT3
Chris Ondik	Havertown	2013 Cayenne S Green
Peter Keller	Center Valley	2006 Cayman S Black
Michael Modes	Horsham	2016 Boxster Spyder GT Silver Metallic
Timothy Brooks	Downingtown	2008 Boxter Silver
Carl Voellm	Huntingdon Valley	2017 911 Turbo S
Jeff Mckahan	West Chester	2015 911 Carrera GTS Black
Bradley Hahn	Orefield	2019 911 Carrera GTS Agate Gray
MJ McCloskey III	Schwenksville	2011 911 Carrera
Christopher Dome	Unionville	2009 911 Carrera Cabriolet Silver
David Hurwitz	Reading	2006 Cayenne Turbo Green
Joshua Fiedler	Newtown Square	1998 911 Carrera S Guards Red
Raj Kumaran	Newtown	2014 Cayman S Blue
Patrick Clark	Levittown	1999 Boxster Red
Steve Oliver	Malvern	2014 911 Turbo Silver
Greg Mascioli	Garnet Valley	1999 911 Carrera



Important Stuttgart Challenge 2019 News

THANKS TO ALL WHO PARTICIPATED AS A RACER, VOLUNTEER, OR IN ANY other capacity in 2018! It was a great event and exceeded all expectations for turnout and participant satisfaction. Now, the bad news. There will be no [PCA Club Race](#) at MMC in 2019. MMC has a number of large-scale construction projects happening this year during our racing season and unfortunately there was no scheduling solution to make our event work.

Now, the good news:

- We have secured a firm date for next year, so mark your calendar for **10-12 July 2020** and for a MMC test day on 9 July 2020. (Of course, these dates are subject to PCA approvals.)
- MMC's improvements will provide us with **vastly more paddock space** in 2020.
- We remain committed to hosting a **Vintage Racing** group, and we are eager to host the 2020 version of Trophy East.

We hope to see you in 2020--add this race to your calendar now! July 10-12, 2020.



Vom Präsidenten

LOOKING BACK AT 2018, WHAT A YEAR WE HAD! 10 autocrosses, 6 DE's, tons of social events, wine dinners, scotch tastings, membership meetings, rallies...hell, we had something almost every weekend. Not to mention you guys really hitting it out of the park this year with Phil-a-Frunk. I'm still in awe of the numbers...63.5 tons of food to help fill our area's food banks, coming in 2nd place and beating the likes of Acme, Comcast and Campbell's, just to name a few.

So where does Riesentöter go from here? We'll be doing much the same and adding a few twists here and there, such as maybe a night rally, let's throw in another DE event, and we'll host our WMMR Pierre Robert Broadcast at a future RTR event (this was our prize for coming in 2nd overall for Camp out for Hunger). We'll try to spice up our membership meetings by introducing some new places as well as bringing some world renowned speakers...okay, maybe not world renowned, but you get the picture.

We will have many of our annual events reappearing, like the drive-in movie and picnic, the holiday party and the RTR road trip. On the road trip, Wendy does apologize, as she promised to have all the details in by now, but some of the places we are working with are being difficult in nailing down specifics. What we do know is this will be a Chesapeake Weekend, filled with plenty to do (if you want), and will be on July 19-21.

We'll have scattered happy hours throughout our region and, like before, if you have a favorite watering hole with plenty of parking, just pick an unoccupied date on our calendar and we will meet you there. That's all you need to do. We will have wine dinners and breakfasts, drives, and keep an eye out for our February Freeze Run, our annual top down, windows down, sunroofs open, drive through the country, then have lunch - dates will be posted soon.

If you have any ideas of something unique and fun that the club would probably enjoy, pass them along to our social chair, Wendy Walton, at social@rtr-pca.org

We'll be seeing you at a bunch of events for sure,

Jeffrey Walton
President RIESENTÖTER

Editor's Note



THIS IS THE FIRST DER GASSER OF MY SECOND YEAR as the editor. I hope that you have enjoyed the fruits of our labor. As you already know, all of our contributors are volunteers and are giving valuable time in their lives to write for you. Please, if you run into them, tell them how much you enjoy their work. I can attest personally how much it means to hear from you.

Unfortunately, life commitments have cost another contributor. Shawn Black has stepped away, being unable to squeeze time to contribute, between family and work needs. We wish Shawn the best.

That puts us a “man down” on the staff. Actually, we welcome any and all contributors, part-time or full-time. It just helps to spread out the work. I mean someone has to attend the rallies, drives, happy hours, wine dinners, road trips, and other imaginative events the Waltons, especially Wendy, come up with. And then, maybe snap a few pictures and write a small piece to share with the rest of the membership. Tough work. Okay, not really!

I personally want to thank Shawn, new contributor Joe Kucinski, proofreader Larry Bardfeld, and our fantastic Creative Director Mike Todas for their contributions and for always being there for any assistance I may need.

Garrett Hughes
Der Gasser Editor-in-chief



Top Down!



SADLY, IT IS NO LONGER TOP DOWN OPEN SEASON, but the good news is there have been a few scattered days to drop the top. However, I have now uncovered a couple of new tenets to apply to my short list of above 40 degrees and consideration for my wife's wishes. (Having been married for some time, I can tell by the way she asks, "You putting the top down?" whether I should engage the open button.)

These two new items fall under the medical/health category and they contradict one of the sayings my grandmother espoused. That was "get some fresh air to help get over that". Well, that might be good advice for getting out of a stuffy house that you have saturated with your germs and walking around in the "fresh air". However, that advice does NOT apply to getting said fresh air in a vehicle blasting around the roads of Chester County. (I am pretty sure that added some recovery time to my upper respiratory infection/bronchiectasis.)

So, I have pretty much been traveling around and running errands with the "lid" up. This has made the anticipation of the spring weather grow. Right now, though, I would happily settle for a few days of sunny weather.

Remember though, the first sign of spring is the [February Freeze Run](#) designed and hosted by our Wendy and Jeff Walton. It's not on the calendar as of yet, but do not miss the announcement. It does tend to fill up rather quickly.

NOTE: In my brief history with Riesentöter club, the "Freeze Run" has not been run on a day below fifty degrees. (Some would say global warming/climate change but others would argue that point.)

Garrett Hughes
Top Down!





Porsche Pundit

IT'S NOT SO MUCH THAT I AM AN AUTOMOTIVE JOURNALIST. I've checked, and the pay ain't so great. Or an auto- industry pundit – ditto about the pay part. No, I think of myself as an observer of things automotive. More of an automotive chronicler of all things Porsche. A monthly column kinda guy who writes from the heart. Most of the time. But there are times when I would love to be that guy that gets the call from an automotive manufacturer—BIG hint here, Porsche—and a voice says something pithy like “How do you feel about The Steffel Pass in Zandfortin or the lovely Isle of Marjorie in the Delfinium Islands? Think you might fancy a trip there? Oh, and we will throw in some cars for you to drive.” At this point, the writer is supposed to pause for a few seconds to leave the automotive marketing types hanging—like you'll really turn them down—before saying very causally, “Let me check my calendar and see if those dates work.”

Inside you are shouting, YES! I would cancel my wedding or try to delay the birth of my child to go there. And YES! I may even possibly be persuaded—definitely maybe—that I could squeeze in driving some fast cars too. (Oh, and I hear that they ply you with good food and very good drink. Lots of it.) So, you deliberately slow down your brain and try to be uber cool and nonchalant and work your mouth very carefully to say each word S L O W L Y, so you don't end up sounding like an idiot.

But that never works. You'll blurt out “YesIwouldlovetogotoZandfortinyespleasethankyouverymuch.” Or something that is probably very close to unintelligible. The suave auto-marketing type knows what your response will be, so he tells you to check your inbox, 'cause the itinerary will be forthcoming. You hang up and start packing right away, even though the trip is five weeks out. You do want to be prepared, after all.

What does this have to do with a car company's configurator? Well, I will get around to it – eventually. See, the auto companies want the journos to write glowingly about their new offerings. They pick beautiful places, take over high-star hotels, and make those hardworking journos sit through a mind numbing half hour to forty-five minutes of marketing speak before turning them loose in the car of the moment. But wait, there's more. They usually put every bell and whistle on the car to make sure that all the good stuff gets tested and written about.

Problem is, when the writer is talking about this button here, that switch there or this subset of commands in the dark innards of the car's performance capabilities, we are left lusting and wanting for things that we may not need or are too expensive to buy. I mean I would love to listen to a gold-plated Bergfarb Grand Marquis sound system, but probably won't pony for the seven large to buy it. And the micromium plated multi-faceted sport design exhaust at a mind numbing four big ones will probably not be one of the boxes I tick off. But the journos? Man, they love it.

It's pretty easy to turn a \$60K car into an \$80K (or at least \$70K) car nowadays. And in Porsche's case, a \$100K car into a \$150K car in a snap. Some day, when I configure my 911, I may remember some writer with his hair on fire, going 120 MPH into a screaming long sweeper and talking about how the PDCC with Sport Chrono really sets the handling tone. But me, I will just opt for the PASM Sports Suspension at \$890 and be done with it. I don't mind if my eyeballs giggle on the road, I just want to take that corner at 125. Oh Baby!

And on that exhaust note, see you all next time.

RL Turner

*Robert Turner (aka RL Turner), is a Texas based author, columnist, and retired track rat who has owned twelve Porsches and is currently plotting how to purchase number thirteen. His current Porsche-based obsession is preparing his one-of-one 2002 Speed Yellow Boxster S (with factory speed humps, painted console and M030 suspension), for concourse events. Robert wrote for Planet-9, Flussig Magazine and 9 Magazine among others and concocted a new series of musings about all things automotive (with a Porsche bent) for your reading enjoyment. His action-adventure novels, **spoiler alert:** are based on a Porsche GT3 racer. You'll find them all listed at www.thedriver-series.com.*



Happy Hour - December 19, 2018

'T WAS THE NIGHT BEFORE...WHOA, WAIT! WE HAD SIX DAYS before Christmas, and all through [Stable 12](#) many were stirring – hopefully not their beers!

It was Riesentöter Zwei (for those of you not German speakers, that is two) Happy Hour. Our genius president – no, NOT the one in D.C. – managed to pull another trick out of our Knob Creek bourbon barrel.

A brief history for those not following the playbook. Jeff managed to purchase a barrel of bourbon before the club's sixtieth anniversary, had it bottled, gave some as door prizes at the anniversary dinner, and then sold bottles to club members. When the barrel was empty Jeff took it down to Staple 12 Brewery in Phoenixville, and had them brew a barrel of bourbon stout. The cask was tapped last year for year-ending Happy Hour, and subsequently parlayed Stable 12 to do the same for this year-end Happy Hour. Thus, Riesentöter Zwei.

This reporter was not paying enough attention to give an exact count of attendees, Zwei's ABV was north of 8%, but at least fifteen members (including a couple of new members) took part in the event. The club bought your first drink, and if you are a light-weight, like me, that's all you needed.

Talk, as usual, center around P-cars but fun was had by all. Sorry we missed you!

Garrett Hughes

Holiday Party

IF YOU MISSED THIS FANTASTIC EVENT, YOU SHOULD WATCH the Social announcement closely as 2019 comes to a close because Wendy and her staff of minions, actually just Beth McFadden, go all out.

As you walk up the stairs to the party space you are confronted with the first choice of the evening: which of the two “custom” designed cocktails to partake. (A third option is to pass, of course.) Then, as you register, you are handed drink tickets for your party (first drink at the bar is on the club), door prize tickets, and an opportunity to purchase raffle tickets to support [Reisentöter Foundation](#).

As you walk away from the registration table you then walk straight into the hors d'oeuvres table and the hot hors d'oeuvres being passed by the friendly staff of the [Chester Valley Golf Club](#). Too many choices to remember, but all bite size and tasty. If you are not met by some friends for conversation, you continue on to choose the item on the door prize tables for your opportunity to win by placing your door prize ticket in the appropriate basket. The range of choices here is remarkable! From bottles of wine to seat belt hand bags to garage and car items. Wendy is quite the thoughtful shopper!

Oh, I forgot to mention that all this time there is live music being performed by a small group, The Holts, at a very friendly conversational level.

As you walk and converse your way around the room, you become aware that every seat has a welcome present from the club. It is a wool scarf with Reisentöter stitched in a black, red, and white.

After cocktails and conversation, we are asked to take our seats. The wait staff then helped stage the buffet line so as not to have everyone standing in line at once. The buffet included items like crab cakes, hand sliced pork or roast beef, green beans, salad, and rolls, just to name some. Then, after dinner, we were “forced” to go to the dessert buffet. If it is sweet and tasty, it was probably on the table.

At the conclusion of dinner, door prize tickets were drawn, Wendy's version of “The Biggest Loser” (which was fun to watch), and the annual awards were handed out. (See the accompanying photos for the awards and their winners.)

Finally, a DJ took over the sound system, playing an eclectic array of songs from the '70s through current titles, and many stepped out to the dance floor.

Fun was had by all!

Garrett Hughes



All Reisentöter Award winners, (left to right) Myles Diamond, Dave Nettleton, Dan Rufer, Beth McFadden, Corey McFadden, Marty Kosce, Wendy Walton, Maggie Nettleton, and Jeff Walton.



Corey McFadden, Brent Rosen, Greg Rabil, Jack Cooney, Jeff Smith



Nick Betegh, Otoniel Figueroa, Anthony Verratti, Trevor Naidoo, Dan Ruble (kneeling), Maggie Nettleton, Chris Askin, Dave Nettleton – Autocross party attendees, with awards



Instructor of the Year Award. Left to right: Jack Cooney (winner), Jeff Smith (Chief Instructor)



Otoniel (OT) Figueroa (winner) Roy Blumberg



Otoniel (OT) Figueroa (winner of Door Prize and Broken Crankshaft)



Dan Ruble, Trevor Naidoo, Chris Askin



Tattered Helmet Award Greg Rabil (winner) Marty Kosce. Greg won for inviting a fraternity brother for a day at the track (driving Greg's car), took him out for a ride, went off into a gravel trap and brushed the tire wall, dropped stones all over the track, cleaned stones off outside of his car but forgot to clear stones from underside, went back out and cracked 5 windshields of cars following behind him, one of which being mine.



2019 Reisentöter Award winners, Beth McFadden and Corey McFadden

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DUE TO A MISHAP WITH MY 2009 CAYENNE GTS, I HAD the opportunity to bring it, with a damaged rear bumper, to [Convenience Collision Inc](#) in Bangor, PA.

I had heard rumors that they were close to being in the Porsche Approved Collision Center Program. Lucky for me, being in the northern-most point of Northampton County, they are only 5 miles from my home.

Matthew, the owner, is very knowledgeable and helped me better understand the entire process of the insurance/body shop relationship, which frankly, is quite daunting. Their website is a fountain of information.

To become a Porsche Approved Collision Center is extremely costly and takes time and dedication to go through the process. In fact, currently there are only about 140 locations in the USA. Matthew was happy to go through the process and, as he should be, is very proud of being accepted by Porsche - a testament to his passion for his work.

Having Convenience Collision in our region is an asset and their professionalism is top-notch. Many of the late model Porsches must go to an Approved Collision Center for repairs due to the mixture of metals and plastics of which the cars are built with.

I hope that no one reading this ever has to bring their vehicle to Convenience Collision Inc, but if you do, you'll be in awesome hands!

FYI - Matthew has a trailer and will pick up your vehicle if need be.

Michael Todas

Porsche Purchase Adventure 2.0

IN A PREVIOUS ISSUE OF DER GASSER I shared my December 2016 purchase of my first – and, until the time of writing, my only – Porsche automobile: a 1993 928 GTS. I have been so enamored with the 928 that I recently decided I would sell one of my other cars – my 2006 BMW Z4 “M” – and replace it with a Porsche model. I really have enjoyed the Z4, as it is a blast to drive, and I will miss the convertible, but it seems I have been bitten by the Porsche bug. So much so, that I just returned from [The Porsche Experience Center](#) while spending Thanksgiving in Atlanta, where my brother lives. My brother owns a Macan, and knows the President of Porsche Cars North America socially, so I asked him if he would be able to arrange a special day while I was in town. He and his family gladly obliged and we all had a great time; I highly recommend a visit to the Experience Center.

After doing some research, the car that piqued my interest and was within budget was a '93-'95 968 CS (Club Sport). Since this car was never imported into this country, I knew I was limited to a 1993, since it had to comply with the “25 year” rule: cars may be imported into this country without compliance with EPA or DOT regulations, so long as you can prove that it was manufactured more than 25 years prior to the current date. For some strange reason, importing a car was an adventure that appealed to me. So my search began, and I quickly decided I wanted left hand drive – so cars in England (where it appears a lot are located), Japan, and Australia were out. This greatly limits the available selection, as only 856 were manufactured for the entire production run in 1993 – and probably half of them are either gone or have been converted to “all-out” track cars. Next was the color. My first choice was this very bold blue (Riviera) – unfortunately, I never was able to locate a satisfactory blue 968 CS. The color I knew that I didn't want – which appears to be the most common – is this mustardy yellow. It just doesn't work for me. So, excluding the yellow, I would just have to be willing to settle on the color if I could just find the “right” car. After several months of searching the internet, on eBay, I was able to successfully bid on a black/red 968 CS located in France. From this point forward I knew there would be many opportunities for something to go astray.

I only bid on this car because the seller was fluent in English and he had sold many items on eBay with a perfect approval rating. In addition, he was able to answer all of my questions comprehensively and with proof. Although I have traveled to the west coast to inspect a car in a prior long-distance vehicle purchase, I didn't plan to go to Paris to view this Porsche. I couldn't swing it timewise, and I felt comfortable with the seller, the car, and the price paid. Beyond eBay, I thought I had further protected myself by using PayPal but, after reading the fine print, it appears PayPal doesn't refund international transactions – oops!

Initially, the whole process was delayed by 2 weeks as the seller informed me that he was currently on vacation in Spain and it would be 2 weeks before he could get the car to the dock in Le Havre, France. Except for this delay, the seller was excellent to deal with and helped me immensely along the way. Once the car was at the seaport I was informed by the shipping company that the port manager was on vacation and it would be 2 weeks more before anything could proceed. They also informed me that I needed to be able to prove a manufacture date for the car. The model year for the car is not satisfactory if it is close to 25 years. I had the seller working diligently on appropriate paperwork directly from Porsche in Europe.

I was offered 3 means of car passage – (Option 1). RORO (Roll-On, Roll-Off – car driven on and off boat and parked exposed, on the deck). The least expensive offering, but I didn't feel comfortable with this – what if a window were left open and it rained, or ... too risky. (Option 2). Dedicated/Single enclosed car container – the most desirable but also the most expensive. (Option 3). 2 cars sharing an enclosed container – a reasonably priced compromise. This is the method I originally chose.

Then it happened: Trump was initiating informal negotiations with the Europeans regarding trade. I kept hearing threats of 25% tariffs on all European cars – which would even apply to used cars. I started to panic when the shipper informed me that a shared container may take 1 month or several because they had no other cars scheduled to embark from Le Havre to NYC. I decided I couldn't risk the imposition of the 25% tariff and I really wanted to see this car in person! So, I splurged on the dedicated enclosed container.

After approximately a week at sea, I was notified that my Porsche was now at the NYC port. Clearing U.S. customs could take anywhere from a day to weeks, and a few hundred dollars to several thousand dollars, depending on what the authorities perceive as appropriate (let the car roll through or do a comprehensive dismantle). This part is totally out of your control and somewhat nerve-racking. Fortunately, my customs experience was uneventful and relatively inexpensive. The next step was having a “Port Security Cleared Driver” with flat bed retrieve my car and deliver it to my home in Plymouth Meeting. That process went quickly, and I am happy to write that the car exceeded my expectations when it arrived.

After retrofitting the rear bumper to accommodate a U.S license plate, I went to a local tag place to apply for a PA title and plate – the saga continues. The tag business let me know PA (as other states) requires the title to be comprehensively translated into English. As I have now learned; French titles have a lot of verbiage and some of it does not easily translate into English. As of today (2 ½ months after paying for the car) I am still waiting for my PA title and antique license plate. I hope I will have it soon, and have the car on the road before the snow arrives. Since all of the accompanying service receipts are in French (most are from Porsche of Lemans!), I am still struggling to determine if all maintenance needs are up to date.

I am really glad that I pursued and purchased this unique car. Not only do I love the way it drives, looks, and handles, it also holds a special connection. I have this memorable purchase adventure to think-of every time I view my club sport.

Rick Lam



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RTR 2018 Autocross Season in Review

DID YOU REALLY DRIVE YOUR PORSCHE IN 2018? Did you drive your Porsche with your right foot on the floor, in second gear at redline, letting off only because there was a series of orange cones around which you had to turn your car? If you answered yes to the second question, you may have been one of the 28 Riesentöter club members who participated in the Riesentöter Autocross Challenge Cup. The Autocross Cup Series raced at the Meadowlands, Bader Field, Oxford Valley Mall, Wells Fargo and Warminster with Philly SCCA and the rennstrecke of the year – two days at Pocono Raceway.

The highlight of the season for the second year in a row was races 6 and 7 at Pocono. Racing on a track, with cones was thrilling, as drivers hit 3rd and 4th gear, an uncommon event at parking lots and air strips. We will make this an annual event and maybe even 2 sessions next year. Talk to any of the 97 racers in 2018 and you will not miss this event in the future.

A total of 11 drivers competed in 3 or more Autocross events, each driver scoring from 10 points (first) to 1 point (somewhere lower on the scale). All drivers also got a point for competing with the club – participation points. These can make a difference! So, who were the 2018 champions? At the end of the season, **First Place went to Dan Ruble** (Yes, the 3-time champion) and **Second Place to Matt Walsh**. This year we achieved an historic event. We had our first ever tie. **Third Place went to both Chris Askin and Trevor Naidoo**. We actually had 3 drivers within 1 point going to our last race in Hershey. One of our new drivers, **Otoniel Figueroa**, finished the year only 1 point out of third place.

The other recognition, awarded at the discretion of the Chair, is the Autocross Chairman's Award. There has been such recognition in 4 of the past 5 years. It recognizes effort above and beyond in supporting the Autocross program. Past winners include Maggie Nettleton, Nick Betegh, Craig and Cynthia Nichols and Dan Ruble. This year's winner took a different road. He was one of our new drivers and learning the ropes. He was one of our most frequent participants. Then, in the middle of the year, he disappeared. Some excuse about heart bypass surgery. That did not stop him. He was back and racing in our last race at Hershey. **Congratulations to this year's Autocross Chairman's Award, Don Eichelberger.**

The **William C. Schmidt Broken Crankshaft Award** originated through an avid racer. Bill "donated" the remains of the crankshaft from his 1971 912 for this award. This award recognizes the most improved autocross driver, or the best new driver in the Autocross Cup Series.

The 2018 Crankshaft winner is Otoniel Figueroa. We recognize him for skills as one of our newest participants. "OT" was a rookie who raced in 8 of the 10 events. He started slowly, with 7th and 8th place finishes in his first races. He demonstrated what was to come in 3rd and 4th place finishes at Oxford Valley and Pocono. He then closed the season with a 1st place finish in the next to last race at Warminster. His finish: one point out of third place in his rookie year; well done, OT!

The beauty of RTR Autocross is more than the adrenaline rush of driving your Porsche to its extreme in a parking lot (or Pocono if you are lucky!). It is also the people.

2019 is here so bookmark the Autocross Forums ([RTR AX Forum](#)) of the Riesentöter website. You may also view the schedule at ([RTR Cup Schedule](#)) and race results at ([RTR Cup Standings](#)). If you have any questions contact the Autocross Chair at autocross@rtr-pca.org, or post a question/comment on the RTR forums. Come join fellow club members and experience your Porsche as it was engineered to be driven – assertively (to say the least!).

David Nettleton

Chapter 3

MY LOVE FOR PORSCHE BEGAN IN THE LATE 70'S. Watching Derek Bell and Al Holbert in those 935's and prototypes running down the competition – I knew I had to own a Porsche.

My parents always said I had champagne taste and had better get a good job. So I went to work on that goal. Way back then hourly rates were meager, mowing the lawn and washing dishes netted me \$0.25/week. Remarkably it only took a few paydays to able to buy my first Porsche – which I still own today.

In the late 80's, I gladly took a rusty hand-me-down 1972, small block Chevelle. Again, I went to work for my car and ultimately cleaned it up pretty nicely, such that it ran 14.1s quarter miles at 101mph – in a very straight line. Fun but not quite the way I remembered those races from my childhood. Back to my quest I settled for a Celica GT, 300Zx, Ford Probe (ughhh) then Miata! Finally my Porsche fund hit the mark and at the age of 30 — 911.

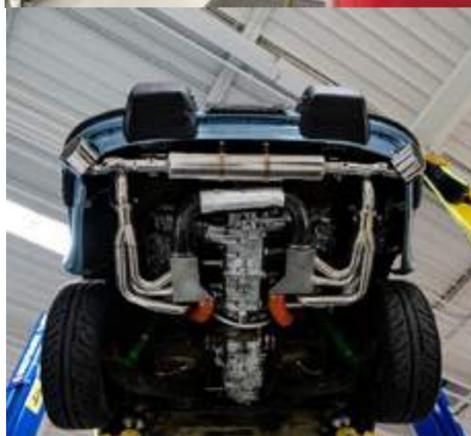
After searching ads and looking at some cars in serious need of love I came across an iris blue 1986 Carrera. It was freshly repainted, ran smoothly and was in generally good condition. When I took it for a drive I found that the 915 gearbox needed some coaxing but other than that it was (and remains) a keeper.

Fast forward to September 2018.

Swiping through Facebook I see an open house at [Fabspeed](#) and it's only 45 minutes away in Fort Washington, PA. When I arrive they have a yellow McLaren on the dyno and a shop that is spotless and organized like a factory. Being a chemical engineer that has spent a lot of his career designing and constructing chemical plants, I have an affinity for the glint of stainless steel tube and a keen eye for quality welding. As I toured the shop I see workmanship and pride everywhere. I decide this is the place and time to take that smooth running 33 year old Carrera to its next chapter.

A couple of quote revisions and we have a project. I am going to go with their RSR Stainless Steel Header/Muffler Kit and new heat exchangers. To take advantage of that uncorked boxer engine we are going to swap out the computer chip for one with a better power curve. We are going to dyno before and after. While in there they will give it a once over since after all it is middle aged now (Lol!).

The once over yields some suspension and brake needs. Since it's a street car we blend some stock and performance parts to make it a little better than factory – heresy, I know. Stock rear brake calipers and front strut replacements with some quality high performance brake pads and cool slotted and drilled rotors.



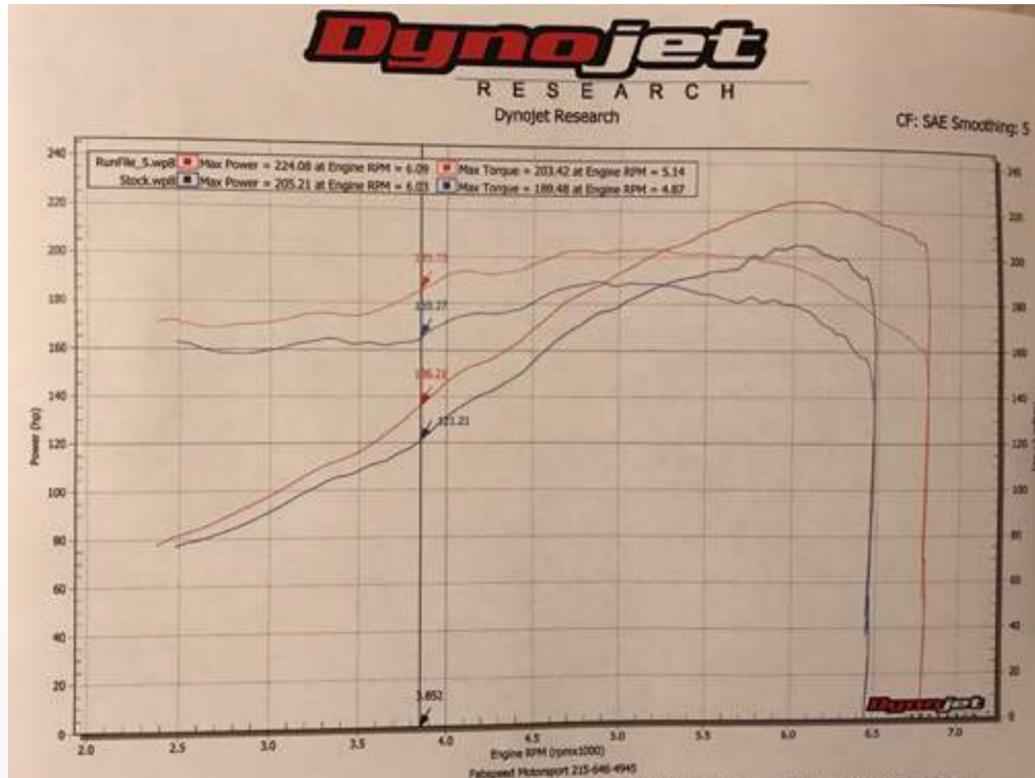
I loved how customer centric Fabspeed is. We stayed in constant communication along the way, I chatted with the technician when I came in to look at progress. The first exhaust tips we put on looked a bit modern so we worked together to pick new dual tips and get them oriented just right as shown in the picture from the rear. The owner even stopped by to compliment me on my car and how well kept it is. According to the “before” dyno, after 33 years and 124,000 miles the engine was still making a factory spec 205HP and 190ft-lbs of torque.

Now for the exhaust upgrade results.

Remember, I am an engineer and continuous improvement expert at heart and by trade- I measure everything! Looking GREAT only checks the first box- and it gets a DOUBLE CHECK MARK! The calibrated dynamometer measured the addition of 20WHP and 15ftlbs of torque; my calibrated backside confirms that is right on! The torque curve is flatter and peak torque and horsepower now more closely align. Under the car looks awesome and from above it has a great throaty roar from 3000 rpm all the way to redline. Bonus was the loss of about 40lbs; who amongst us shouldn't shed a few, right?

So, the third chapter for this car has begun and with winter just days away I hope to get out in between precipitation and salted roads. During the no drive times it will be getting some undercarriage care, as some of the nooks and crannies have begun to accumulate grease again; after all, it is an air cooled 911.

Joe Rimbaldi



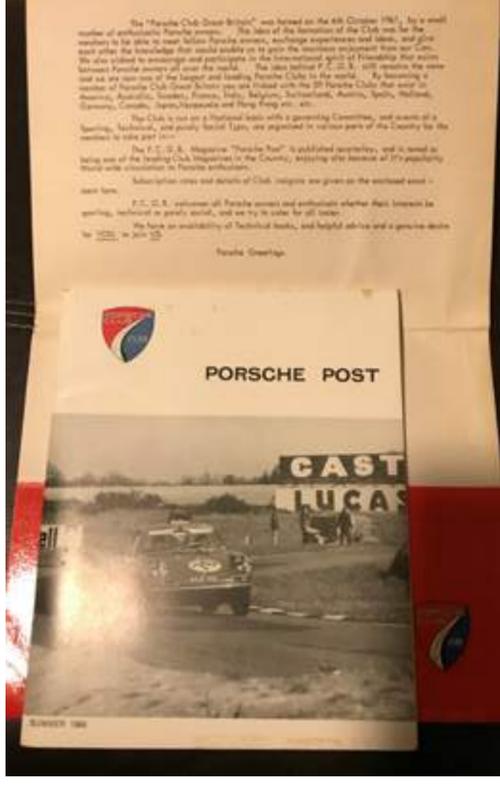


Dr. Parsons Porsche

I ONLY WANTED A BOOK. FOR MANY, MANY YEARS BEFORE I purchased my first Porsche automobile back in 2003, I had read and collected Porsche books. I have all of the usual suspects, from a first edition of Excellence (as one might expect) to one of the 500 limited edition copies of Ferdinand Porsche - Genesis of Genius, and most of the mass market books in between. So, back in the early 2000's I was on the hunt again for a unique Porsche book. In perusing the Barnes and Noble used book website I came across a book titled We at Porsche. It is an autobiography of Ferry Porsche, published in 1976. Aside from it being a unique book that I had never heard of before, much less read, something else caught my eye about the listing on the website. In the sales description of the book was the line "comes with literature." OK, I'll bite, order placed.

The package arrived in a box that would be large enough to ship several volumes of encyclopedias (remember those?) and certainly larger than what would be needed for just a 290 page hardcover book. And why was the box so darn heavy? When I opened the box, I immediately saw why it was so large and heavy. Yes, the book I ordered was in there, but along with it was a cornucopia of Porsche literature. I saw an owner's manual for a 1968 911, a ton of Porsche sales brochures and price lists from the UK market from the late 60's through the 70's, Porsche color charts from the same era, Porsche newspaper clippings, a Porsche Club of Great Britain magazine, service records for a particular Porsche 911, and so on. It was overwhelming. It took me days to take everything in and inspect my new treasure chest to fully understand what I had. This book was clearly owned by a Brit before it made its way to me. The previous book owner also was a Porsche fanatic based on all the clippings, and had purchased a new, Polo Red, 1968 911 L. The Porsche documentation that I got with the book was fantastic, but who was the guy in the Polaroid?

Meet Dr. Parsons. Mixed in my box of goodies, was a Polaroid picture (remember those?) of a gentleman sitting alone. Why in the world did I get a picture of some random guy included with my Porsche book? There was also a slew of letters back and forth between a man named Dr. Parsons and various Porsche dealerships and even the factory itself. Was he the owner of the car that I now had the service records for? Was he the guy in the picture? Where is the car now?



As intriguing as this all was, real life was getting hectic and I put this all on the back burner for a while and I didn't revisit it again for several years. In February of 2012 my curiosity was getting the best of me again, and I decided to pick up the cold case of Dr. Parsons and his Porsche. I was determined to learn more. Could I contact this man? Could I reunite this paperwork with the car?

I started out by posting some of the information I had on various popular Porsche web forums I was familiar with and asking if anyone had information regarding this car, or Dr. Parsons. That search didn't yield any results, so I decided to compose an email to the Porsche Club of Great Britain. I gave them the backstory that I had as well as the chassis and engine number for the car. They responded to me later that same day. They could not trace the car using the chassis number, but they were going to search via the UK registration number for the car, although it was likely not still on its original plate so there was not much hope. They also suggested that I ask the questions on their Porsche Club of GB forum.

I wasn't having much luck thus far. But I did have some information on Dr. Parsons. Besides just his car, I had his home address from the letters he sent and received from the factory and local dealers, that were now in my possession. Armed with that, I took to Google to see if I could find any leads. I found a few bits of information. The first was, sadly, it appeared that Dr. Parsons passed away in 2008 and, second, it appeared Dr. Parsons may have been part of the faculty at Merton College in Oxford.

I fired off an email to the general information address I found on the Merton College website. They responded promptly. I think they were hesitant to give up much personal information to someone out of the blue with a crazy story about this red 911 back in the 60's. But, they did do me a huge favor in one respect. They forwarded my email to Dr. Parsons' family and asked if they would correspond directly with me.

Two days later I got an email from Hannah Bichard, Dr. Parsons' daughter! She provided a fascinating insight into her family and, in particular, her father and his love of Porsches. Dr. Parsons did work at Merton College. He was a biochemist, and as a scientist was fascinated by how things worked, and appreciated the fine engineering and quality of the Porsche.

Finding out that he was a scientist made perfect sense to me after reviewing some of the analytical notes he had made on some of the documents I now had. One of my favorite examples of this was a little spreadsheet he wrote out by hand listing all the cars along with the 911 that he was considering buying, and he assigned scores to each of them on a 1-10 scale in areas such as Price, Reliability, Convenience of Service, Uniqueness, Safety, etc. He was looking at a Mercedes Benz 250, Jaguar E-Type, Aston Martin DB6, among others, but the Porsche won out. He also sent a letter to the Porsche factory in April of 1970 offering suggested improvements for the fresh air ventilation system. Porsche acknowledged this in a letter back to him in June of 1970 stating: "Your explanations regarding improvements on the fresh air ventilation system have been noted with interest and forwarded to the research department of Messrs. Porsche." Do we have Dr. Parsons to partially thank for the better ventilation systems that were ultimately developed?

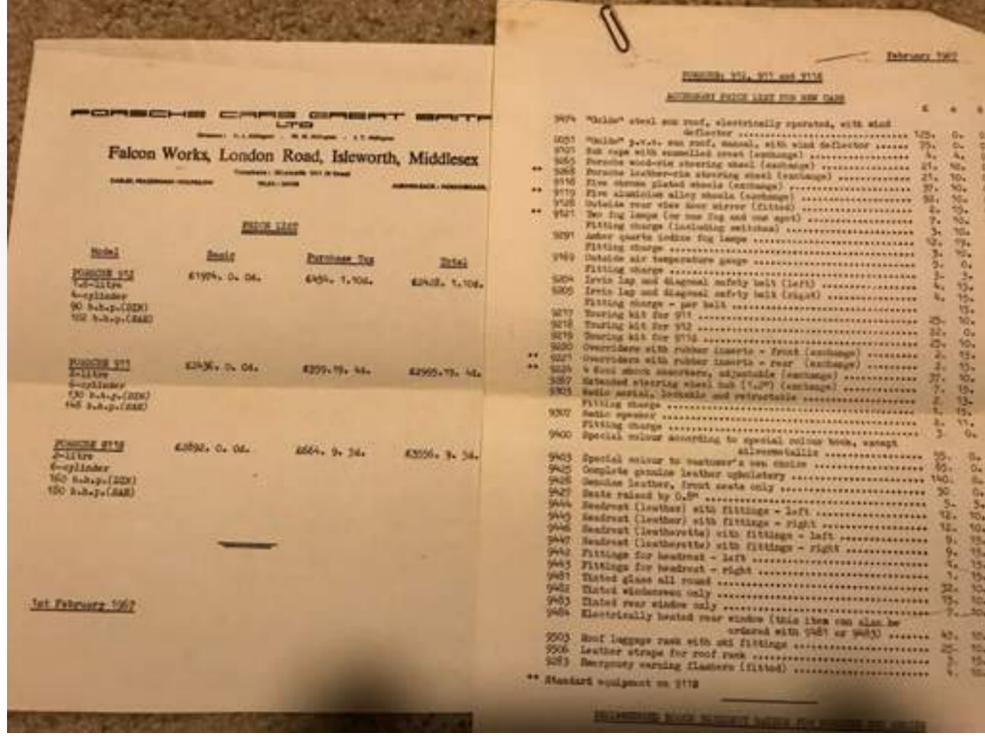
Mrs. Bichard went on to explain that while she had left home by the time, he bought his Porsche, going out for a drive as a family was a favorite pastime of theirs back in the 50's. She doesn't remember him getting under the bonnet much but when he used to wash and wax his cars, his kids were in charge of polishing the chrome bits. She said that both she and her father loved changing their own gears and feeling like they were really driving, and that even though the Sportomatic automatic transmission was an option at that time, he would have never contemplated buying a car equipped with an automatic. Hmmmm, Automatic vs. Manual that still rages today.

Well he certainly enjoyed pushing his 911 a bit with that manual transmission. He had to take his Porsche in for service in the Spring of 1969 and it was discovered that the distributor had a burned rotor arm that needed replacing. The part was sent to Bosch for analysis, as it should not have failed so soon. In April of 1969 Bosch Limited returned the rotor arm along with a letter. The Bosch workshop report is as follows: "Rotor badly burnt due to customer running engine at peak revs for too long." Sounds like Dr. Parsons was my kind of guy.

Turns out the red 911 was his first, but not his last. I think we can all relate to that; it is difficult to stop at just one. His last was a blue 911. However, that car he totaled one winter night when he slid on a patch of black ice. He was also injured in the accident, and although not severely hurt, it shook him up enough to switch to more sedate cars from VW and Honda from that point on.

The daughter's final note to me included a picture she shared of her father outside his lab in Oxford in 1970. It was clearly the same man that was in the Polaroid. The man unfortunately had passed and from corresponding with his family it seems as though the car was no longer around either. So my quest of finding the man or reuniting the car with all of its wonderful history was at its end. Although unsuccessful from that perspective, my search exceeded my expectations in other ways. I got to know a man and his family who lived an ocean away, and a generation before me but shared the same passion we all do. I only wanted a book. I ended up with a story.

Joe Kucinski





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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.





Shifts and Giggles

CARS ARE GETTING SMARTER, WE ALL KNOW THAT. It used to be just a ding or a yellow light would appear on your dash if your tank was low. Now these cars know your driving habits and will say things like “You will need to stop for fuel, prior to heading home from work,” thus basically saying, “Hey, you’ll never make it home if you don’t stop now.” Cars are learning the way you drive, and they’ll adjust engine output accordingly, but here’s the thing: if cars are really learning how you drive then maybe I can foresee a bright future. A future where a car won’t let you drive if, say, you had a few too many. That would save lives, prevent accidents, even save on insurance. That would be cool.

Now how would it know not to start that car if you had one too many at your local tavern? Well, one way would be to sense the alcohol on your breath as you enter the vehicle, then automatically call you an Uber for your ride home. Another would be a bit more data diving. Since your car is hooked into the internet, we’ll just search for some records. First, the car knows your weight from the sensors in the seats, then it searches your last transactions for any credit card charges you may have for a bar within a certain radius of your car. It will then pull up your medical records and all prescriptions you may have. Next, a simple algorithm ascertains your alcohol limit based on your weight and the amount of alcohol you were served, derived from your bar tab; add in any food you maybe have consumed, also from that bar tab, plus any prescriptions you are on because that can play a role as well, and the car will either send a signal to the starter or call for your ride home, all in a matter of seconds.

Cars can even plan your entire day based on your calendar. You start your morning off with a text from your car: “You have 20 minutes before your day begins.” Then 15, 10, 5, then “get in car now.” Once you’re seated it knows you need to drop your child off at school. It plans the route accordingly. Then to work, so it plans our route accordingly. Another text, “meeting with clients,” and it plans your route accordingly, then the doctor, and back to work, then home, gas first, pick up child from school – all while receiving texts and planning your route accordingly.

How about a car that won’t start if, say, your registration has expired. “Ding - please pay registration before you can proceed,” or “Ding - please pay your auto insurance before you can proceed.” Even scarier: “Ding - your eye glass prescription has 4 days left, you have 4 days left of driving.” Though my favorite would be, since a car learns your habits: , “Sorry I’m not starting the car for you today due to the weather,” you know for people who can’t drive in the snow. Nope, not even going to let you out, then it automatically calls your boss to tell them you are working from home today. Now that would be cool.

The future is coming, and it just isn’t with electric cars; hold on to your hats, because technology is coming with it.

Jeff Walton



Sidetrack: Lights-Out Driving

ORDINARILY WHEN I THINK OF LIGHTS-OUT DRIVING, I ENVISION the skillful carving of a formula one on a challenging racetrack, or the deft footwork of heel and toe downshifting – perhaps even the faultless negotiation of a spirited country road. Skills that translate to the most focused and fluid of driving activities.

But today I'm not referring to exemplary driving competence, and I only wish I were. Exactly the opposite, I'm afraid – something much more frightening, yet now so common it has reached epidemic proportions. I can't believe these words have to be transcribed, but I am talking about the alarming increase of drivers cruising around in the dark *with their lights off*.

I must mean fringe conditions such as dawn or dusk – when it's hard to tell if your lights are even on, right? No, that might even be understandable. I'm in fact talking about a dark evening when it is impossible to believe the said offender can see the controls on their console or even their hand in front of their face. I'm speaking of a vehicle operated in utter darkness.

When I received my driver's license in the mid-seventies, I was taught that a polite flip of the high beams was an appropriate gesture to an oncoming driver who forgot to turn their lights on. They would quickly fumble around for the knob and correct their gaffe. There was an immediate sense of satisfaction of alerting your fellow road warrior.

It's hard to believe with today's technology this is even an issue. So many cars now have an auto-on feature that sense low light conditions and will turn your lights on for you – or, better yet, transfer them from day-running lights to full-time luminescence. You barely need to think. And that could actually be contributing to the problem...

The biggest concern with day-runner systems is that they generally control the dash and a set of front beams, but nothing for the rear of your vehicle, as they are meant for other drivers to see you coming. Combined with automatic light control (if you are a set-it-and-forget-it driver), you can be ignoring conditions where your lights should be on. Like in the rain or some overcast conditions.

It's easy to excuse the day-runner or automated lighting violators. After all, humans are susceptible to forgetfulness. But you still need to be aware of your vehicle and controls. None of these circumstances are a justification for poor attention when operating a 3000+ pound vehicle – while simultaneously on the road with many other like drivers – a real concern.

Day-runners (in particular) are often cruising on illuminated roadways and interstates where even oncoming traffic might not be able to tell that the vehicle is compromised (without rear lighting). But consider a hazardous scenario such as someone poking along in the left lane with someone coming up quickly behind them to pass another car in the right lane. Suddenly you are on top of this vehicle in stealth mode.

But even more frustrating (or infuriating), is the enormously growing population of drivers whose lights are off on the outside of the vehicle *and in the cabin* – completely oblivious (or negligent) to their condition. It's these drivers I'd like to focus my attention on because the rationale for driving this way can only be described as puzzling.

I've spent the last few months actively observing this growing syndrome, and I believe that violators can be generally characterized into three categories. The first we just defined. The next group can often be a subset of the first. But because of the alarming increase in violators of this category, it deserves to be dealt with separately.

Observing this phenomenon in some depth, I've found more often than not the interior of the vehicle in darkness is otherwise bathed in the glow of a cell phone illuminating the downward facing driver who glances up on occasion to be sure not to miss their turn. I call this second classification of idiots "phonies".

Phonies tend to fall into the under-thirty group, but no one is exempt at any age. They are more often technologically oriented with their smartphone or other similar device – not so much with the driving process. These operators tend not to own "drivers" cars, but more functional and technology-connected transportation. Their vehicle is therefore a means to an ending [sic].

Whether the driver is distracted by his or her Facebook page, or simply oblivious to surroundings, the result is someone whose mind is on the subject at hand. Unfortunately, the focus has nothing to do with operating a car. A phony will sit at a stoplight and wait for you to toot the horn when the light turns green – interpreting that as a nudge for them to proceed rather than a gesture of annoyance from the messenger.

The third and last category is difficult for me to title because I have to consider the more easily offendable audience. Let's just call them nincompoops and you can fill in a term that more appropriately describes this Neanderthal. Nincompoops are drivers who have no inkling of the purpose of lights. The first being of course to see. The second (and in the art of driving, the most important) to *be seen*

The nincompoop drives without lights on purpose. They make a conscious decision not to turn them on until they themselves have to in order to avoid collision. Don't bother signaling them – often the operator will flip their headlights back in defiance, as if to say, "I can see just fine, dip-shits." For some reason this category includes a lot of pickups and service vehicles. Don't ask me why, and I'm drawing no conclusions.

Last night I left my office at 6 pm, walked to my car in the darkness, and began my journey home. I passed by a line of traffic stacked up at a light coming the other way – maybe a strip of 25-30 cars. In the darkness I passed (and signaled) three cars with their lights off. There were no street lights – just the ambient luminosity of surrounding vehicles.

The first had day-runners on – looked like two flashlights mounted on the front grill. Their dash was lit up, but their back side was as dark as a grave. The second had no lights on at all – inside or out. The glow of the phone was enough to see the face of a man (or woman) with long hair and a beard. Rear also dark. No response from the first two, but the third was a pickup truck whose driver flashed back their lights rebelliously.

1-2-3. For the life of me, I can't understand this phenomenon. The last example bothers me less than the first two. At least (to some degree), you have to appreciate someone just defiant – as wrong as the forecast but will have a stroke declaring their righteousness. At least they were fully aware of their condition.

I don't think this category is rising. These are the same drivers who can't find their seatbelts. But how did we get to a completely oblivious lack of driving consciousness in the other two categories? Back in the seventies and into the next two decades I might have passed a handful of violators in the course of a year.

I'm not sure what to attribute this to. Clearly, we don't take driving seriously these days. And maybe it's the ME generation – to hell with everyone else. Unfortunately, I used to see lights-out drivers watching two or three hours of the Brazilian Grand Prix. But today I can count as many at a single busy intersection coming home from work.

David Newton

CLASSIFIEDS

2005 911 Carrera S Cabriolet for Sale - \$41,900 (MSRP: over \$103,000)

Silver/black

38,300 miles

Excellent condition

Sport chrono, Nav, PASM, 6 speed manual

More photos available upon request

Contact Neil at nfddd@yahoo.com



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As new in perfect condition only about 600 miles of use

2 off 20 x 8 with 235/35 ZR20 (95Y)

2 off 20 x 9.5 with 265/35 ZR20 (95Y)

Bolt pattern: 5 x 130

For photos:

https://drive.google.com/drive/folders/1p5zwd5_FUG_Retwvx32dQ0-Kk_sIJwxr?usp=sharing

To buy these wheels new from Porsche, without tyres:

Fronts - \$1500 ea + tax

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If interested, \$2500.00 or best offer: Duncan Findlay cell: 973 216 2967



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Perfect for air cooled Porsches

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For more information check the website at <https://www.quickjack.com/car-lift-systems.html>

Contact Garrett at hughes.garrett@gmail.com



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Free to a good home

A complete set of "Porsche" Magazines (later retitled "Excellence") from the beginning in January 1987 to the last issue in December 1991.

They are in decent condition and two of them are still in their plastic mailing wrap.

They are free for the taking and pickup.

Contact Art Rothe at awrothe@yahoo.com



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Porsche Winter Wheel Set (4 wheels, 2 Front, 2 Back) \$2300

18 inch Porsche Boxster wheel and tire set

Alloy wheels in purist 5-spoke design.

Front axle: 8 J x 18 R0 57 with 235/45 R 18 94V M+S tire

rear axle: 9.5 J x 18 R0 49 with 265/45 R 18 101V M+S tire

The wheel hub covers are not included. I used the ones from the summer tires.

Used in winter for light driving. Maintained, changed and stored at Porsche Dealer. Around ~\$3200 new. In excellent condition. Dealer has said they will fit a 911 as well as a Cayman (up to you to check). If you have never had winter wheels in this area it is a huge difference in traction.

Please email Matt@9seadoo@gmail.com with any questions.



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Set of 4, 2015 Cayman S wheels (4 wheels, 2 Front, 2 Back) \$1200

Includes TPM sensors.
Perfect condition.

Contact Sam at sdali@psre.com.



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1996 Porsche 911 Carrera 4s 993 (Wide Body) AEROS / 3.6 L / H6 / (220 CI)

VIN WPO AA2995TS323452 / Odometer 77,200 Miles

Title 5024390802 SE WID 18102 3906 120691-001

Black / Silver / 5 Speed, A/C Dual Zone, Power Windows, Illuminated Entry, AM/FM Radio, C/D Player, Vanity Mirror, Door Storage Pockets (2), Keyless Entry, Floor Mats Front (2) and Rear(3), Manuals, Tools, Jack, Spare Tire and EXTRA TIRE.

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Not pictured: Larry Bardfeld - Associate

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- 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