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#### COVER

Photo by Yoyi Fernandez

# 2019 RTR Social Event Calendar

<b>March</b>	<b>22</b>	<a href="#">Bourbon Dinner</a>
<b>March</b>	<b>29</b>	<a href="#">Summit DE Registration</a>
<b>April</b>	<b>5-7</b>	<a href="#">Summit DE @ Jefferson</a>
<b>April</b>	<b>13</b>	<a href="#">Street Survival</a>
<b>April</b>	<b>20</b>	<a href="#">Hershey Swap Meet</a>
<b>April</b>	<b>28</b>	<a href="#">Cobwebs Drive</a>

## 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.*



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# MEMBERSHIP MILESTONES

YEARS	January	February
<b>40</b>	Mark Miller	
<b>35</b>		Sandy Sadtler
<b>30</b>		
<b>25</b>	Gino Campagnolo Harvey Hoover Brian Mulligan Ruth Pfeiffer James Zelinskie	David Fischer Dodge Whipple
<b>20</b>	Brian Fugok Jack Peters John Winterton	Nick Benz Glenn Hunsicker Allen Krause Chad Shields
<b>15</b>		David Brickel Mike Grissinger Michael Newell Dave Watt
<b>10</b>	Jeffrey Briglia Ed Johnson Craig Nichols	Jeffrey Bretz David Kentner David Marmer Chip Myer Michael Ochs Thomas Petz
<b>5</b>	GB Baadsvik Craig Carlton Don Eichelberger Ben Ivarsson Greg Julian Bill Monk Bill Schwagerl	Ken Graham Brent Lister Elliot Menschik Jim Miller Chuck Pagesy Jerry Weiner

# MEMBERSHIP MILESTONES

YEARS	March	April
<b>40</b>		
<b>35</b>		Fred Brubaker Stuart Cerato Arthur Rothe
<b>30</b>		
<b>25</b>	Michael Fries Fred Seebeck	Richard Saeger
<b>20</b>	John Connolly Tom Dymant	John Bowers Michael Calluori Kenneth Doroski Irvin Schorsch Rob Willis
<b>15</b>	Sandor Ferenczy James Kitteredge Drew Nurenberg Graham Place Dee Sickler	Bill Henwood Eric Rabe Brian Rosenstein
<b>10</b>	Mark Bowie David Brandt David Donohue Kevin McConnell	Matthew Buhay Vic Burriss Neil Dispirito Christian Heinzmann Bill Kemp Brian Lichy David Schamerhorn
<b>5</b>	Ron Bixler Brad Levie	Tony Baran Willy Ephraim Orim Graves Thom Mollen Jeff Robins Paolo Sulit Wayne Wilson



# NEW RTR MEMBERS



Tyler Morgan	Blandon	2013 Boxster Black
Akpo Omene	Paoli	2016 Cayenne GTS Black
Ryan Adam	Shoemakersville	2008 911 Turbo Gray
Matthew Gates	Glenside	2003 Boxster S Red
Darryl Halterman	New Hope	2008 911 Carrera S
Jesse Ferrara	Exton	2003 Boxster White
Robert Nigra Jr	Newtown Square	2015 911 Carrera
Ken Tankel	Malvern	1985 944 Slate Gray
Frank Moyer	Coplay	1986 911 Carrera Guards Red
Joseph Roth	Coplay	
Joshua Ueberroth	Sinking Spring	2012 911 Carrera S Silver
Janice Titano	Radnor	2013 Cayenne Diesel Blue
Paul Heine	Furlong	2001 911 Turbo
Christopher Compher	Allentown	2014 Boxster S Rhodium Silver
Brad Nesland	Allentown	2019 718 Cayman GTS Agate Gray
Tim McNair	Blue Bell	1974 914 1.8 Blue
Bill McDonnell	Eagleville	2013 Panamera GTS Alpine White



Vom Präsidenten



**AS I WRITE THIS MESSAGE THERE IS STILL SNOW ON THE GROUND,** and I smile at all the brave souls that still drive their Porsches no matter what the weather - myself included. Actually, I look back to the [February Freeze Run](#) and just look at the people who have a few nuts and bolts missing - myself included - as we rode around in the chill that winter has to offer, never minding the diminishing return on our investments by riding in such weather. If you have a Porsche you need to drive it – or why else did you buy it in the first place? Oh, and if you say “investment”... well there are better investments than a car from Germany, just ask any one of our financial investors in the club.

And speaking of driving, you'll have plenty of opportunity in the coming months to drive your car, be it at the track or in a parking lot or [Paula's Blow Out the Cobwebs Tour](#) through Chester County. We'll have another gimmick rally shortly, maybe with a new rally master at the helm, and of course we'll caravan up the turnpike for the [Hershey Swap Meet](#).

In the coming weeks I will be driving a ton. First Wendy and I will be off to scout out next year's annual road trip. It takes her almost a full year to plan such an event...it's almost like planning a destination wedding every year. Then Corey and I are off to the Zone 2 President's meeting at the beginning of April. If you are unaware, our region, Riesentöter is part of a zone – Zone 2, to be exact – and we are among 9 other regions that make up that zone. The zone puts on a driver's education event and a club race, and if there is any money to be made it gets divvied up among the regions. This helps benefit the smaller regions around our area that only have about 140 to 200 members – the ones that couldn't pull off a DE (Driver's Education) event on their own. Anyway, back to the meeting, one of the benefits of these meetings is to come back with new ideas for club participation, and another is to find out what is happening at the national level. I'll fill you more upon our return.

Pedal down

Jeffrey Walton  
President RIESENTÖTER





# Editor's Note



**THE DER GASSER CREW IS REALLY HAVING A TREMENDOUS TIME** putting these issues together for you, and we appreciate hearing from you about our work. Hopefully, it's how much you enjoy it or maybe you have an idea or two for an article or EVEN you submit an article yourself.

I hope you have noticed that we have had several articles in the last couple of issues that have come from outside of our regular contributors (myself, Jeff, Joe, and David). These have been GREAT. The articles I enjoy the most...okay, Shifts & Giggles is always one of my favorites too. But it means so much to me that you are willing to share a story with the rest of the club.

Just this last week I received an idea from Luis Martinez (one of our contributors from outside of the club) based on the PCA National video of the 356 "garage find." (Not that the car was lost. The owner knew it was there.) That car was rolled out into the daylight for the first time in 28 years!

Well, Luis's idea is for us to document some of our club's "senior" cars. I think it is a great idea, and would welcome submissions and photos with respect to any 356 or air-cooled 911 you have been loving over the years.

In case you are shy about making a submission, we will even send someone to take a couple of pictures of you and your car, get a little information about its and your history, and write a short piece for Der Gasser.

If you are so inclined, PLEASE email me at [editor@rtr-pca.org](mailto:editor@rtr-pca.org).

Cheers! Keeping on driving!!!

Garrett Hughes  
Der Gasser Editor-in-chief



# Top Down!



**WINTER IS APPROACHING THE END...HOPEFULLY SOONER RATHER THAN LATER.** It's not like we have had a really hard winter – even though that can be debated, as everything is relative. However, it has not been that mild a winter either, because there have not been very many opportunities for those of us crazies who put our tops down during the winter months.

Now most people think of riding in a convertible (with the top down) like they are riding in a convertible from the '60s or '70s, where the wind comes at you from every direction, especially if you were in the back seat. The convertibles of today, at least the ones I'm familiar with, do a fantastic job of directing the air around the car, not into it.

That said, I consider myself not so crazy after all, but then last night at the Happy Hour Roy Blumberg said, "If you own a convertible and it's not a day you can put your top down, you should drive another car." Hmm, I'm sitting on the other side of the table thinking, "Roy owns one of those cars where the air is not directed around the driver/passengers".

Again, it's all relative AND I'm guessing that I'm in the (crazy) minority.

Garrett Hughes  
*Top Down!*





# February 2019 Membership Meeting

**THE LOVE OF RIESENTÖTER REGION WAS IN THE AIR** as our first member meeting of 2019 was held on Valentine's Day Eve at [Otto's Brauhaus](#) in Horsham. A selection of appetizers was on hand prior to the meeting, and afterwards those interested could stay and dine on a selection of entrees from Otto's menu.

The meeting followed the traditional format, with the various club officers speaking to the areas that they lead. Jeff kicked us off and provided a rundown of some events that are just around the corner, such as our Feb Freeze Run, and bourbon tasting dinner. Those tasting dinners sell out FAST, but people's plans change, so if you are interested it never hurts to get on the waitlist. The 2019 road trip was also discussed, and the trip this year will be fantastic, with us being headquartered in the Four Seasons in Baltimore, with a trip out to St. Michaels, and several other excursions. If you are on the fence about it, give it a try; I did my first club road trip last year and it was a blast. Jeff also recapped our amazing 2018 Phil-a-Frunk performance. 2nd place behind only Subaru of America earned us a live broadcast with Pierre Robert from WMMR. More info to come on that, maybe at our DE event at NJMP the weekend of June 22nd.

Dave was up next to explain the joys of autocross. The 2019 season will be here before you know it. The schedule should be available around the end of February to early March time frame. The schedule may include two events at Pocono this year. For those who enjoy the higher speeds that the larger course allows, you won't want to miss these. Never did an autocross before but want to give it a shot? Sign up for your first event and the club will pick up the tab. Contact Dave ([autocross@rtr-pca.org](mailto:autocross@rtr-pca.org)) for more details.

Marty, our Track Chair, was up next, to speak to our drivers' education program. This included some good-natured ribbing between him and Dave about whether Autocross or DE offers a lower cost per time behind the wheel. Like autocross, DE offers a lower cost option for those wanting to try it for the first time. Sign up for an Intro to DE program and for only \$100 you get a day on the track with an in-car instructor to guide you through the event. Registration for all events opened up on February 1st and event # 1 kicks off on April 5th at Summit Point.

Club VP and Club Racer Corey spoke to us next about the 2019 PCA club racing season. If you have worked your way up through DE and want to take the next step, this is where it is at. Fair warning though, Corey was very clear that racing is NOT the financial bargain that Autocross and DE are. But if wheel to wheel is your thing, this is the place. Sadly, due to renovations at Monticello this year we will not be having the club race there in 2019, however we will be back there in 2020, and there are still plenty of other races this year to get involved in.

I stepped up next and said a few words about this fabulous publication. A publication made possible by all of you. It is for the club and by the club, so please send in your stories, items for sale, suggestions, anything Porsche-related and we would love to include it in a future issue.

Roy was the last to address the crowd, and again spoke for both Rally and new membership. There were no new members present at this meeting. Hey, new members, where are you? Come on out and join us, you will have a great time. The Rally Chair position remains open, so reach out to Jeff or Roy if you are interested in taking that on or even in just helping to plan a rally for us.

Hope to see everyone at the next member meeting in March. It is almost spring and better driving weather will be here soon.

Joe Kuczinski



# Porsche Pundit

**ONE OF MY FAVORITE THINGS TO DO ON THE WEB** is to go into a car company's web site, head straight to their configurator, and build something. Sometimes it will be a stripper, just the basic car to see how cheap I can build it. And more times than not I go all in, adding every option to see how far I can take it to the other extreme. I try different colors, different interiors, different wheels, and I spare no expense on the performance options. If you are going to build something, you may as well go big. Right?

I love me some Porsches! Owned twelve of 'em (and counting). But you know what? I've never bought a new one. The Turner master plan says I get to do that at some point in my short life on this revolving globe. Thinking back to the Brand Loyalty series I wrote a couple of months back, you know I've got to get my boys out of college, propped up and on their own. Could take years. It's funny, I even remind them from time to time (like weekly), that they're holding me back. I am joking here, but just barely.

Point is, I love the [Porsche configurator](#). I build cars on it all the time, like maybe 2-3 times per month. OK, maybe 3-4 times per month. But that's all I'm admitting here. I build Carreras (mostly Turbos and GT3s), Boxsters, Caymans (especially Caymans; love 'em), Cayennes (just in case we end up needing a new one), Macans (because they are awesome), Panameras (have you read my action-adventure novels? They factor somewhat in the story line), and 918's (cause they are stupid crazy and it's fun to see if you can configure one to \$1,000,000—yes with reversed pinky held to mouth, Dr. Evil style).

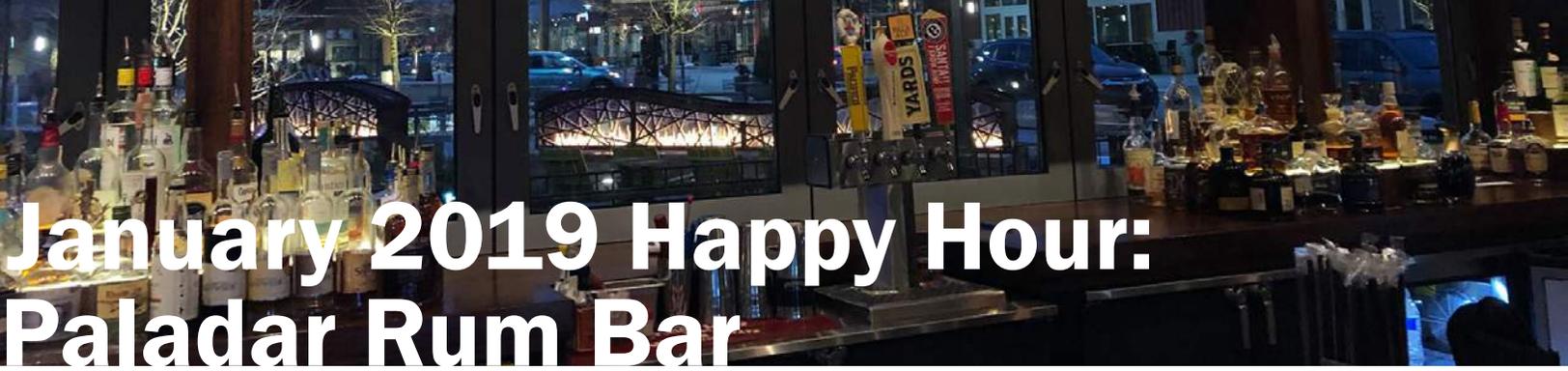
I will build one, giggle, and say to my wife, "Hey I built a new Porsche, wanna see it?" She'll glance over at me, with a sideways look, glasses lowered on her nose, and ask if I went all in this time or not. No, I will proudly exclaim that I built an inexpensive Cayenne - for her. Does she want to see it? Then she'll ask if it is like the other dozen I have "built" for her lately, and not getting her sarcasm I'll say this one is different. (Yeah, it's red.) Sometimes she looks, sometimes she doesn't, and she reminds me (for like the thousandth time) that we're not doing anything before the aforementioned boys are out of school, cars paid off, bills paid off, ETC. Oh yeah—heard that one before. So then, what the heck, I'll reconfigure the car as a Cayenne Turbo S with every option under the sun. \$180K! Yeah, that'll show her!

The mouse hovers over the "get a quote from your dealer" button and, as usual, I do not press it. But man, I wish I could. I know that day will come, that perfect moment when I will be able to press that button and talk to the dealer, to build my dream Porsche. I can feel it coming in a three-to-four-year-off kind of way. See I have infinite patience when it comes to waiting for my ultimate car. I've got to, I only get one shot.

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

RL Turner

*RL Turner is the author of [The Driver](#), a series of action adventure novels, available in both print and ebook on Amazon (more info at [www.thedriver-series.com](http://www.thedriver-series.com)). Having owned a dozen Porsches and driven hundreds of laps on racetracks throughout the southwest, author Turner knows a few things about going fast in a Porsche and then fixing them when he breaks something.*



# January 2019 Happy Hour: Paladar Rum Bar

**THE CLUB KICKED OFF 2019 ON JANUARY 16TH WITH A HAPPY HOUR** hosted by yours truly at the [Paladar Latin Kitchen & Rum Bar](#), located in the King of Prussia Town Center. I was so busy having a great time with my fellow members that I completely forgot to take any pictures of the evening. So with the lack of any photographic evidence you will just have to take my word for it, that this event actually took place.

Braving winter temperatures and some challenging parking, we had the equivalent of about three Cayennes full of members meet up for some food and beverages. In attendance was a mix of club officers, long time members, as well as some newer folks. In addition to happy hour priced margaritas, and mojitos, there were ample Latin-themed apps and entrees to enjoy while we discussed everything from current events to club activities. And if the food, drink and company were not enough reason to come on out, Jeff had Riesentöter scarfs on hand to purchase, that were given out at the 2018 Holiday Party. If you haven't seen these yet, they are a beautiful accessory and well worth picking up.

We had a nice evening and it was a great way to ease into the new year and enjoy the "off-season" a bit before we get roaring again with the first organized drive of the year, the Feb Freeze Run, and then track and auto-x season won't be too far behind. So until we can again enjoy the sounds of screeching tires and popping exhausts, we can listen to good conversation, and clinking glasses. Thanks to everyone that came out and to those that couldn't make it, I hope to see you next time.

Joe Kucinski



# February 2019 Happy Hour: Victory Brewing

**ABOUT 20 OR SO MEMBERS DESCENDED UPON [VICTORY BREWING COMPANY](#)** in Downingtown for our second happy hour of 2019, on February 7th. The event was hosted by Porsche of The Main Line, whose representatives arrived in a new 718 and 911. They also came bearing gifts, and one lucky winner walked away with a gift certificate for a free car detail – the perfect gift for those non-garage queen Porsches that tend to get a bit crusty this time of year.

As usual, it was a good opportunity to catch up with some friends and engage in a little Porsche banter. One hot Porsche topic was the new Taycan. If you hope to be one of the first to get your hands on this exciting new model, you may want to act fast, as according to the good folks at Porsche of The Main Line the deposits are piling up fast. For those of you on the other end of the adoption curve, the Riesentöter scarfs were again available for purchase, but are going fast, so grab yours before they are gone.

Overall another enjoyable, casual night out with the club to help shake the winter blues. First member meeting and rally of the year is just around the corner. 2019 is about to get real. See you at the next happy hour, rally, dinner, track day, auto-x, road trip . . . well, you get the idea.

Joe Kucinski



# March 2019 Happy Hour

**MARCH IS STILL COMING IN LIKE AN ANGRY LION WITH A NAIL IN ITS PAW**, but we escaped down to Paoli for the March Happy Hour at [TJ's Restaurant and Drinkery](#) to forget about the winter blast.

For Lisa and me, coming from Elverson, it was a nice ride going down some windy (albeit potholed) country roads. Especially fortunate for us, we were traveling against the rush hour flow, back into the Phoenixville area.

As soon as we walked in the door and mentioned that we were with the Porsche Club we were guided to an area that was held just for us. We happily joined the dozen or so other members already present, and began perusing the rather extensive beer list.

After a bit of car conversation everyone was starting to feel a little “peckish”, and our generous club responded (as is normal for happy hours). Shortly, all kinds of tasty treats appeared on our tables. There were Korean boneless wings, braised short rib poutine, wild mushroom quesadillas, banging shrimp, Bavarian soft pretzels, and Guajillo pork nachos. All DELICIOUS! (Editor’s Note: I “took one of the team and sampled all but the shrimp, however, they must have been good too because they were gone before I got to them.)

All in all, GREAT FUN!! Try to join the club for the next one in your area.

*(Editor’s Note II: TJ’s is owned and operated by Riesentöter and general car enthusiast Jeff Miller and his wife Teri. Thus, the name T and J (Jeff bowing to his wife for top billing...smart guy!)*

Garrett Hughes





# Freeze Run

**THE ANNUAL BRRRRRRR WAS UPON US ON FEBRUARY 23RD** and unlike years past, February lived up to its name despite global warning. Cars starting rolling into the Great Valley Penn State campus before the 10am assembly time for the great February Freeze Run, an annual tradition started by yours truly. Like I said, it lived up to its name because the morning temperature did not escalate beyond 40 degrees. We had all sorts of lovely vehicles, close to 40 in all, including top downs in the likes of 911's, Boxsters, 944's and even a T-Bird. There was the assorted Caymans, Macans, hardtop 911s and even a '69 VW Karmann Ghia (Yes, with it's upgrade engine it was very capable of keeping up). We mingled in the parking lot, talked about our cars, introductions to new and old members were made, and we even mentioned the weather once or twice. Most were decked out in their winterwear, hats, gloves, hot coffee and hot chocolate in tow, along with scarves and if you didn't have a scarf, the new Riesentoter scarf was available from the back of the Bat Mobile for \$20. After waivers were signed, directions handed out, and a brief drivers' meeting it was windows down, tops down, sunroofs open and ready to start a drive through the country.

Dashboard temperature read 37. Perfect

We made the right out the parking lot, hopped on 202 South and banged a right onto 401 west. The looks from oncoming cars had already started. These guys are nuts. Yeah well at least I have my heated seats on. So we passed through Chester Springs and after crossing route 100 we took a left onto Fairview Road. From there we basically headed south making a few lefts and rights along the way. We pretty much stayed together with only a few cars making a u-ey from time to time. We passed through Unionville and zipped by one of our older lunch spots of a past Freeze Run, Hood's BBQ. We continued onto 82 North for a few yards before bearing left onto 842. A mile or so up the road was our destination. On the left is the Stone Bar.

I took exactly an hour to arrive at our destination. We waited in the parking lot for everyone to arrive and in about 5 minutes the parking lot was packed with Porsches. It was the same number we left with so everyone made it safe and sound.

Upon entering the barn, the warmth of the fireplace took the shivers from our bodies as well as the hot toddies or as I dubbed them via my recipe - Hot Hooch provided by the club and prepared by yours truly once again. See recipe below. Tables were set, our members sat and talked among themselves until lunch was served. It was a very nice lunch and a perfect ending to our ride. Two types of salad, chicken, pasta, green beans and carrots, and potatoes. By the end of the meal, we gathered outside to say good bye to our old and new friends and some of those friends remained in the spirit of the day and rode out the driveway with their windows down, tops down, sunroofs open... proving you just have to be a little nuts to have fun.

Hot Hooch

4oz Warm Apple Cider  
tablespoon of honey  
2oz of homemade brown butter bourbon.

To make the bourbon.

Place 1 stick of butter in a pan over med hear.

Stir occasionally until butter is a nice nutmeg color (15 min)

Then get a quart size mason container or similar jar

pour brown butter into jar, fill with bourbon.

close lid, stick in fridge for at least a week

Remove and strain bourbon using a coffee filter

You will have to chunk up the butter before hand

Save butter and stick in seal-able container

Use butter in cookies on pancakes or wherever you use butter.

Jeff Walton



# Giant Killers at Daytona

## ¡A TODA VELOCIDAD!\*

**DAYTONA INTERNATIONAL SPEEDWAY, FL, NOVEMBER 10-11, 2018** – It seems I was just here, in this Media Center, where once again I'm getting acquainted with drivers, collecting my notes and reviewing lap times for this year's Historic Sports car Racing's Classic 24-Hour race at Daytona. Outside, drivers of vintage and historic sports cars roar through the cool (72F), overcast but humid air at this colossal venue just five miles inland from the Atlantic shore.

HSR registered 135 entries for this extended weekend of racing. Activities began with Test and Tune on Wednesday, November 7. Scheduled for Thursday November 8 was daylight and nighttime practice and qualifying for all groups. Friday's activities featured qualifying races for the big event – the 24-Hour Classic running from Saturday into Sunday.

Group D kicked off the Classic 24 with their first of four stints at 1:00pm on Saturday, followed in order by Groups A, B, C, E and F, then again including D after C. From the driver's point of view, they drive 42-minute stints, four times, every six hours until the end at 1:00pm on Sunday.

"What's the difference between vintage and historic racers?" I asked Adam Saal, Media Relations, HSR: "Vintage racers are older cars, but they are all Post War cars; the oldest one we have this year is a white '56 Corvette convertible. Historics are as recent as 5 years old. We do have a couple of cars that are more recent, but they run as exhibits, 'invisible' in the points. We do that to satisfy enthusiasts and fans who want to see them. Those cars will soon be historic, and eventually become vintage". Noting that there are groups 2, 3, 5, 6, 7, 8, 9, 10 and 11, I asked, "What about group 4?" Saal said, "They're open wheeled formula cars, and we don't run them here."

Surveying the list of entrants published online by HSR, I noted that Kenny Nielsen, my friend from Riesentöter, PCA (Philadelphia), was on the roster with his 2012 987 Cayman (GTB1) registered in HSR's Group F, so I thought - "Here's my story!" I found Nielsen's car in yellow garage #5, and he had some of his family with him – his son, Andy, daughter-in-law Juanita and grandson, Vicente. Ladies and gentlemen of PCA - it's not just the cars, it's the folks and family!

In 1968 the nickname Riesentöter, which loosely translated means "Giant Killer", was adopted by the membership of the Porsche enthusiasts in the Philadelphia area. I joined Riesentöter in 1992. Cutting my track teeth at Pocono Raceway, I regarded Nielsen as a highly experienced racer and Mentor Instructor. Nielsen's enviable racing pedigree officially includes 171 PCA Club Racing starts, with 83 class wins and 132 class podiums. But I specially remember two instances when he made extraordinary gestures on my behalf. One was when we had a very obnoxious Chief Instructor who ruined my Instructor Certification weekend at Pocono. It was Nielsen who took the initiative and spoke to him on my behalf. That was totally unexpected. A few years later, again at Pocono, Nielsen threw me the keys to his highly tuned 2004 GT3 J-Class Club Racer and said, "Take it out! Have a good time!" I asked him to get in the right seat with me, but he said, "No, no! You take it." I did a couple of laps to get acquainted with Nielsen's J-car and then I passed everyone in Red run group – because of his car! But what a gracious offer! That's Kenny Nielsen.

Back in garage 5, setting up my gear to do some writing amid all the rip 'n roar at Daytona, I asked Nielsen, "What made you come here to HSR in Daytona? Have you done this before?" He said, "No! Those guys made me do it!" pointing to Scott Asplundh (Riesentöter) and Franklin Pray (CVR). This trio of race cars are all serviced by the tech crew from Bodymotion of Ocean, NJ. Nielsen feels confident about his chances at this event, "I got a leg up on some of these guys. I've been here since last week, keeping up my points for the PCA championship, so I've done a lot of practice laps. The problem is we are running in Group F, and it has some very powerful cars. We are running Caymans with about 320hp. Some cars in our group bring 550hp. But, hey! That's racing!"

On Saturday at 5:45pm, Nielsen motored his #121 (PDK), Asplundh with his #333 (PDK) and Pray in the #777 (six speed) to their slots on the false grid getting set for the first of four stints with green flags at 6pm Saturday, 12am and 6am Sunday and finally 12pm for the final race. Nielsen gridded at P4 and entered the fray among 25 racers in Group F. At one point during the first race, when everyone else was in the process of a mandatory 3-minute pit stop, the scoring tower showed Nielsen, Pray and Asplundh running 1-2-3. Sweet! To get a sense of the action, I went to the Bodymotion pit box to listen to what the crew was communicating to the three drivers. They all came in for their mandatory 3-minute pit stop, and it was an uneventful stint until the track went Full Course Yellow with 3 minutes remaining in the first stint. This was good luck for Nielsen who was seriously low on fuel, he had only taken on 14 gallons, so his car went into limp mode in 7th gear! Nielsen circled the track slowly - with a train behind him. Those chaps were NOT happy that they were losing time to the frontrunners, but they did not pass Nielsen because they feared being disqualified (technically they could have passed, since Nielsen could not keep up with the Pace Car). Nielsen took the checker around 6:42am on the same lap as the leaders, but way back, finishing 5th in Group F2, with Pray in 8th and Asplundh in 9th. Now they could rest and get set for the graveyard stint – at 12am Sunday.

At 8pm, as I was wandering around the infield near the International Horseshoe (basically, two consecutive hairpins to the right) the fireworks show went off as scheduled. This is a favorite time for photographers and spectators - they can watch the cars come into the braking zone for Turn 3 with their front brake rotors glowing red hot, lap after lap, while the fireworks brighten the warm night air (the drivers are warned to expect the show). During night driving, some of the best lap times are made because the engines like the cooler night air and some drivers can focus better at night. The second stint took place right on time, at midnight. Nielsen, Asplundh and Pray went out for this second race and at the end of the midnight run, Nielsen had improved to 4th overall and in F2 class, with Pray in 5th and Asplundh in 10th out of 26 racers (standings are cumulative over four stints). I showed up to see the start of the 6:00am morning stint; it was still fully dark. I think it's fabulous to watch the racers on track under the lights, with drivers roaring at top speed while the cloudless sky transitions from night to daylight - a holy moment to be on track for both driver and spectator. The morning dawned gloriously, with clear skies and a pleasant 64F. At the checker for this race, scoring cumulatively after 3 stints, the roster saw Nielsen in 4th, Pray in 5th and Asplundh in 10th.

Back at garage 5, I chatted with some of the crew (Geoff, BJ and Jeff) who had been prepping the cars and sleeping between stints; they shared with me that they were happy the work was mostly behind them but then they faced a 20-hour drive hauling race cars and equipment from Daytona to New Jersey.

On Sunday morning, the time came to grid for the fourth and last stint, at 12pm. Again, Nielsen held P4, with Pray in P5 and Asplundh in P10 on grid. This series ran like clockwork, so they started their out-lap right on time for about 19 laps of the 3.57-mile tri-oval with infield. In the pit box we observed their progress on our cell phones using Race Monitor. After obligatory and uneventful pit stops, it looked like there was a change in the front three so Nielsen showed as being in 3rd place.

With only 3 minutes remaining in this final stint, we all know this can be an eternity in racing. Westerly winds brought massive grey clouds over the stadium, resembling a scene from a horror sci-fi movie. A cloudburst poured down - and all the racers were out on slicks. Watching the front straight from the pit box, the Bodymotion crew kept drivers informed about observable track conditions - rooster tails forming on the rain-soaked track. Just then, approaching the Start Finish line for the White Flag, the #32 Porsche Cayman of Stuart Briscoe started spinning clockwise, went up the 18-degree banking and hit the wall about 100 yards from the Finish Line, spun down and up the banking again and banged the wall a second time (I hate that sound!). He then slithered down to the grassy apron and joined an elite club of racers who crossed the Start / Finish line backwards at Daytona. Briscoe came to a stop facing the oncoming racers. Meantime, the frantic Bodymotion crew was yelling at Nielsen: "Go high! Go high!" to avoid the broken parts and carbon fiber strewn on the wet track as Nielsen was rounding Turn 12 coming into the front straight. Nielsen carefully drifted towards the wall picking a straight line through the debris while maintaining control. Next was the bright yellow 1973 Porsche 911 #05 of Michel Scemama / Bertrand Chapuis, which began spinning clockwise like Briscoe for several rotations. The 05 car's windshield blew out into the rain as he kept spinning down to the apron and managed to do a 'Danny Sullivan' avoiding the wall. Briscoe could only watch and wait to be hit one more time. Miraculously, the 05 car came to rest just a few feet from Briscoe. While all this was going on, other racers including Pray and Asplundh were picking their way through the garage sale of car parts covering the track. A Full Course Yellow was waving, and the race continued for one more final lap. The checker flag was waved with the Double Yellow to bring the Group F race, the 24 Classic and the HSR at Daytona to a conclusion for 2018, in the rain. What a finish.

At Timing and Scoring there was a difference of opinion about P3 for this group. Race Monitor showed Nielsen in P3 but after a half hour of back and forth, P3 was awarded to #01 '77/'95 Porsche 911 RSR of Martin Brauns / Johannes van Overbeek. Nielsen finished 4th in class /overall, Pray finished in 5th on the same lap, Asplundh in 10th.

I am very grateful for the warm welcome I received from Kenny and his family and friends. He was very candid and transparent in his observations and explanations, sharing with me his strategy and tactics to run in front of the field. I think this was a superbly well managed event; everything I saw ran right on time (even early, at times) and I was delighted to meet some amazing people. I am very grateful for the great assistance provided me by Adam Saal, by Sara Councilor (Media Credentials) and for the cordial hospitality of David Hinton, President, HSR, and his wife, Denise.

Danke schön!

Luis A. Martinez

\*"At Maximum Speed" is a column by Luis A. Martínez, sometime Track Anthropologist for Victory Lane Magazine, Motorsports Marketing Resources, The Frontrunner (Finger Lakes Region - Porsche Club of America), International Motor Racing Research Center and Porsche Club of America Club Racing News.

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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!

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# Rain in Daytona

As a 24 Hours of Daytona fan, we couldn't have picked a better year to attend. A last-minute decision turned into a fantastic historic journey. We didn't take it seriously when my friend Maureen McVail suggested we travel to the race, but we jumped at the idea. We got tickets and got going. The thought of watching paint dry for two days worried her. And I reminded her that it would be a similar experience to going to track days, with the exception that we didn't get to drive ourselves. Off we went to catch our flight when we ran into Riesenötter track addicts Bob and John at the airport. We knew we would have fun: talk about cars, watch many of the best drivers in the world race, talk about turns, more about cars again, until the final lap.

Motivated by the beginning of the race, we looked forward to experiencing an exciting ending in the warm Daytona sun. We enjoyed a pleasant arrival as we settled around the historic Daytona Speedway surroundings and prepared for the first day of the race. The majestic racetrack stood tall, and as we drove by the excitement manifested on the speedometer of the rental car. We realized there's more to the 24 Hours of Daytona than the race itself. The Triple Crown of endurance races holds so much history, world-renowned drivers, incredible cars and classes and of course the passion that brought us here: Porsche driving. Porsche holds the most wins as manufacturer, with 22 overall.

I had just for the first-time seen Hurley Haywood's longest glory.

On the first day of the race the open-air tram took us across to the 180 acres infield where the action was. Along the way we experienced campers' life, enjoyed the vintage cars, all things sports car racing and of course, the PCA tent and corral. The PCA brand reminded us that the camaraderie and courtesies transfer to these events. We walked around to greet 24 Hours of Daytona drivers, watched their cars being pushed into the grid, and shared camaraderie with the RTR guys, Finger Lakes Region's Luis Martinez, and Bodymotion Racing's Mike Bavaro.



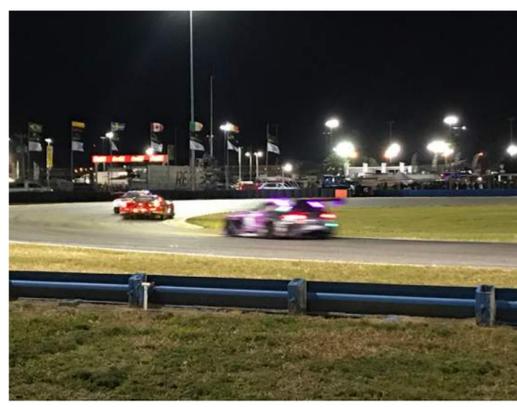
We walked through the garages and enjoyed meeting drivers and their team members. Our highlight was meeting Katherine Legg and the women's team. My highlight was meeting Roger Penske. We continued our journey and peeked at the tents, touched and smelled tires and drooled over high performance cars. Then we stood on the track, on the famous 18 degree bank start/finish line just before the race.

We climbed up to our seats in the front stretch near the start/finish line. The ceremony passed and the engines roared. We watched paint dry for a while, only this time it seemed as if in slow motion. Fernando Alonso called in for a safety car, claiming no visibility. It never occurred to us that we wouldn't see the cars come back out when we took a video at the 38 degree bank of the safety car bringing them in to pit lane.



their way into a promising race as everyone cheered them on. This fantastic and entertaining car racing went on for hours as we watched some of the world's finest drivers play for the win. We took a break to dine with race car drivers Lisa Noble and Savana Ivanitski and came back after, to watch the race at night.

Night racing seemed calmer and there's something fascinating about watching the brake lights blend among the neon, and variety of colors flying by. We left the long day, to rest as the clouds and cold air settled into the night.

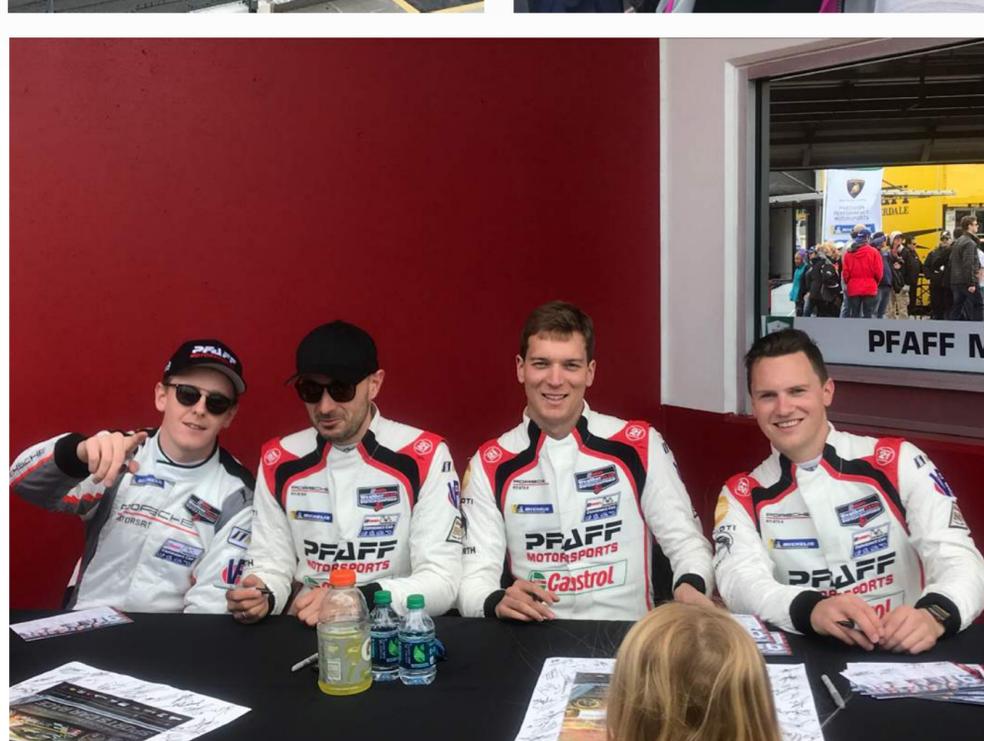
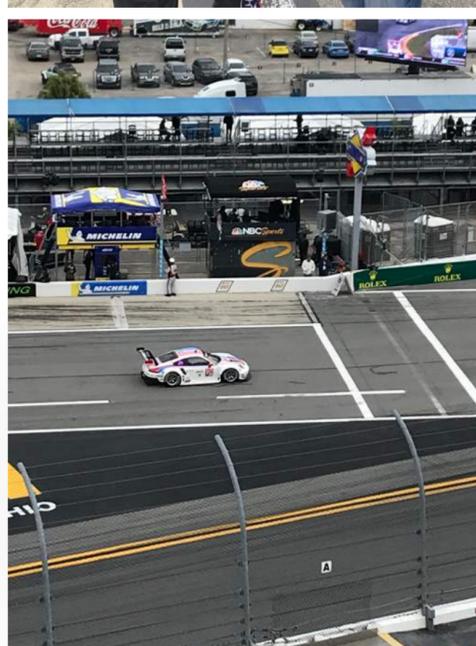


The rain hit so hard against our windows that we couldn't make up our minds about going back to the race; but that's what we were there to do, and so we did. We managed to drive to the infield to have shelter while we watched the race; the rain continued. The 2019 24 Hours of Daytona is the first race to experience two red flags.



Although a disappointing ending to the race, my friend Maureen and I would not have wanted to be anywhere else but this incredible historic race. Some of the best driving we will ever see took place under hardcore rain, with two red flags, a Triple Crown Spaniard winner, PCA camaraderie, and a long-lasting friendship.

Yoyi Fernandez





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# Sidetrack: Technically Challenged

**TECH TACTICS IS A PORSCHE-SPONSORED ANNUAL EVENT HELD IN TWO LOCATIONS** at opposite ends of the country. Tech Tactics East is fortunately in my back yard just an hour north of Philadelphia and is held in February – convenient, as there is nearly nothing car-related going on otherwise this time of year.

I attended with fellow RTR member and Porsche enthusiast Bryan Papillon, also accompanied by many other Riesentöter members (as evidenced by co-writer and RTR veteran Yoyi Fernandez later in this editorial). This is the fourth Tech Tactics I've attended, and I've yet to be disappointed.

This location is a training facility for Porsche mechanics and technicians, and it is also the regional distribution center for Porsche quality parts. I took the warehouse tour in previous years, and it's quite impressive. But the agenda this time was so full of interesting topics that it was hard to justify repeating a tour, for fear of missing out on something else.

The event itself is always well organized – from registration to check in, the process is smooth, professional and simple. It books up fast, so you need to register soon after they open it. I'm honestly not sure exactly how many years this has been going on (conflicting data), but I had lunch with a couple who are celebrating their 29th year attending (and they missed a couple along the way). Let's just say it's a very long time.

They divide the program into color groups, and since no one was checking badge ID's, I bounced between events all day and got a flavor for almost everything. After the welcome and introduction (which focused on the new 992), there were sessions on restoration and oil analysis, followed by a presentation on Porsche design, and another on exhaust technology – all before lunch.

The mid-day break combines a box lunch with the warehouse tours, which allowed me sufficient time to poke around and check out the lovely machines displayed throughout the venue. Everything from late model 911's to the Macan and Panamera – some on lifts so that you could visit the undercarriage.

The afternoon started off with sessions on tire technology and getting cheap horses from your Porsche, followed by my favorite session on the state of the market – an analysis of Porsche resale and overall value. I had to leave before the last session, but you will see the well-documented coverage on that below.

Rather than provide details of each presentation (where you can get lost in minutiae), I thought I would tell you about three things I learned that escaped me before – things that I feel I should have known but maybe never thought much about. I'm not your typical technology enthusiast, but I'm fascinated with engineering and design simplicity. With that perspective, here goes...



The first is on the 911 silhouette of all models since inception. If you follow with your eyes the rise from the hood and the ensuing fall over the roofline to the very edge of the back window, you will note that very point aligns vertically with the center of the rear wheel. This design element provides a conclusion for the pleasing shape.

The second, and probably the least stimulating of, this scholastic trifecta, is that a designer – and specifically a German Porsche designer – would be insulted if you called them a stylist. The term stylist refers to artistic rendering alone. It does not include other essential elements of a product such as function, balance, scale, emotional appeal and even economics.



Designers create from the basic principles of engineering. They are concerned about what will work in the grand scheme of a product. They factor in fundamentals that a stylist is free from. They must consider the reality of regulations and the certainty of physics. Concept drawings are a stylist's work. But the designer makes that creation happen.

The third and final element of interest extracted from this event is that market value is not simply perceived by the beholder. Worth is what someone pays for a product – not what we think they should pay for it. Which is why we should invest in a car that we love, and not for its return on investment. Until a sales contract is executed, value is only alleged.

Something that was considered desirable today might just be a wart on the nose to future buyers. Take for instance color. What was popular in 1986 may not be at all in 2020. Then again, what we thought was hideous then, may therefore be rare and appreciated today. The point is that there's risk inherent in any purchase.

I can't be everywhere at once, and since I missed this presentation, the following is credited to long-time RTR member Yoyi Fernandez, who reports on a fascinating development from Porsche:

A most interesting workshop was the introduction to Tech Live Look, the recently launched Porsche augmented reality Smart Glasses. As illustrated at Tech Tactics by a Porsche tech support electronics project manager, the technician working on a car at a participating dealership wears glasses that enable her to transmit what she sees to other locations while performing work on the car.



In turn, the expert at another location can share documents and drawings so the technician can use hands free while working on the car. The drawings are displayed inside the technician's glasses, and the audio permits the Porsche mechanics to discuss the technical problem while being guided by Porsche experts.

The demonstration witnessed at Tech Tactics connected Gregory to Atlanta through a laptop, and PCA members in the workshop watched the video communication in awe as we all enjoyed the experience and became highly curious about the capabilities of the system.

Customers, dealers and Porsche all benefit from the use of Tech Live, because it will no longer require a dealer technician to repeatedly communicate back and forth with Porsche experts to figure out a problem, shortening the length of service.

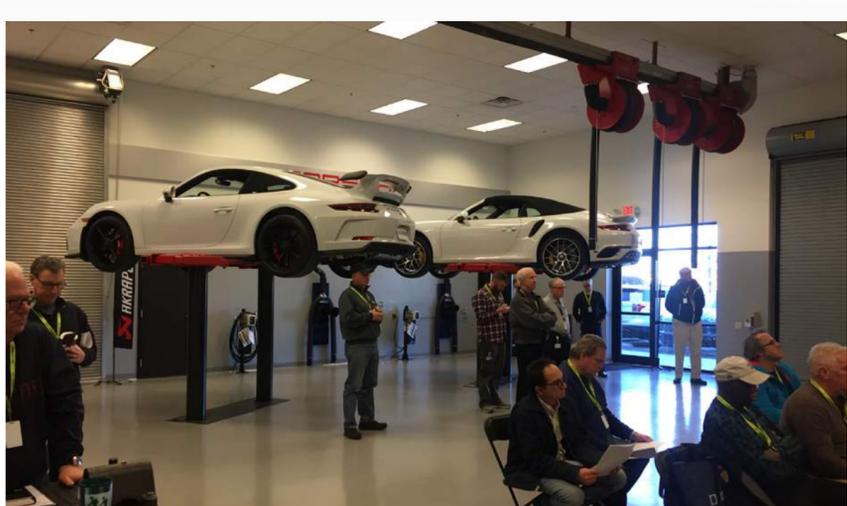
The technology will allow Porsche owners to get their cars serviced faster, to increase the quality of the work being done, and hopefully this means cost savings when facing a technical problem.

Hi there, I'm back!

So, you can see that Tech Tactics is on the forefront of new technologies, and the spectators are not only benefactors of these advances, but we do get to see some of these technologies in action, sometimes well before they are in the production and the ultimate creation of Porsche products.

If you have not done so, I encourage you to attend the next Tech Tactics East. You don't have to be an engineer or technician to learn something new. And you certainly won't be disappointed – even if you just bounce as I did. I think you will enjoy yourself thoroughly.

David Newton





# Shifts and Giggles

**AS I SIT BEHIND THE WHEEL, IN THE RAIN, ON A HIGHWAY** I look around and cannot help but feel I'm in a cockpit of a plane. Instruments a buzz with data, knobs, and switches galore, all make the Bat Mobile of the 60's look comical with its one or two rows of toggle switches. At my command I have speed, tach, oil pressure, tire pressure, outside air temperature, inside temperature, engine temperature, date, time, miles traveled, miles traveled since last behind the wheel, average mph, average fuel consumption, g-force, miles left in the tank, gear selection, voltage, and of course my radio station. Not to mention all the whiz-bang things you get with navigation and a HD radio. I have switches for lights for inside and out, for windows, and trunk releases, plus brakes, heated seats, sport mode, traction control, mirrors, and a menagerie of seat controls to find that perfect sweet spot....that is until a mechanic sits behind the wheels and total destroys that oh-so perfect seat spot.

You just have to look at the past to see how far we have come. Take a look at a dashboard from a Model T and you might find 3 gauges at best - tachometer, fuel, oil. But look around and there's something else that is familiar and I think of it now as I'm in the rain on the highway. For centuries the human population has been announcing themselves to the presence of others through the use of horns. Yes horns; from the horns of battle to the horns of homecoming to the horns of warning, horns have been around for quite sometime. They been around on cars since the beginning and they haven't changed that much since then. Everyone remembers seeing those brass horns with the big rubber ball on the back, squeeze one and a beep you shall receive, but it's the "arrogah" horns that we all remember from the past and that credit goes to the Klaxon or its inventor Miller Rees Hutchinson (he worked for a one Mr. Edison at one time). The Klaxon had either a small hand crank or it could be powered by batteries, either way it provided enough umph to say - "get the hell out of my way I'm coming through." Mainly because people weren't particular good at driving or stopping.

And horns have pretty much stayed the same since. They did make their big move from the dash to the steering wheel but pretty much they are the same....except in their sound. You get beeps and toots, and everything from loud ass air horns to the Call of Dixie but pretty much they are still the same. They can be tapped to say hi, excuse me, yo buddy, or be an extension of the middle finger and right now as I drive in the rain on a highway I certainly could use the latter version. I could but you see, the horn I want hasn't yet been invented.

See I don't want to blow my horn in a fit of rage at the driver in front of me...oh no....for they are in the same situation as I. For the last 20 minutes, as I drive in the rain on a highway, I've been in the passing lane for the past 20 minutes. There are 4 cars in front of me and a slew behind me. See I want a horn that I want to configure. I want to configure it to only be heard 4 car lengths in front of me....that's the car I want to extend my rage at....oh and I want to lay on the horn until the cows come home, blow, blow blow....for you see, it's that lead car that has been going 57 miles per hour trying to pass a truck going 56.5 miles per hour in the right lane in the rain on a 2 lane highway for the past 20 minutes. OMG give me that horn. Give me a few more switches and knobs to configure my horn. Settings - 4 car lengths. Perfect. Let it rip. And I'm not laying off this horn until they are back over in the right hand lane. Then as I pass I'll just look over and wave knowing full well it wasn't me who blew their horn - oh no, that most definitely came from the guy behind you, for you see I was 4 car lengths back, just minding my own damn business. Yep that's the horn I want.... maybe I'll see if any of Mr. Miller Rees Hutchinson great-grandchildren have caught the invenrtor's bug as well.

Jeff Walton

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This is a 120-volt unit with a lifting point spread of 50.5 inches

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

Contact Garrett at [hughes.garrett@gmail.com](mailto:hughes.garrett@gmail.com)



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# CLASSIFIEDS

## 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](mailto:awrothe@yahoo.com)



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# CLASSIFIEDS

## **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](mailto:Matt@9seadoo@gmail.com) with any questions.



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# CLASSIFIEDS

## **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](mailto:sdali@psre.com).



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# CLASSIFIEDS

## HOOSIER TIRES



R7'S FOR  
SALE!!  
\$1500 O.B.O.

BRAND NEW - NEVER USED,  
MOUNTED THEN REMOVED.  
(Heat cycled by TIRE RACK/W/STAMP)  
245/40-18'S (2)  
275/35-18'S (2)  
CALL LEN @ (570)-856-9507

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# CLASSIFIEDS

**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.

ALL MAINTENANCE RECORDS.

Asking \$101,000.00

Contact Harry via email [hselverian@hotmail.com](mailto:hselverian@hotmail.com) for further information



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**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](mailto: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](mailto:editorteam@rtr-pca.org) for more information.

Thank you,

Der Gasser Team