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Photo credit: Joseph Bierschbach,
Red Case Photography

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2020 RTR Calendar

Social Events

February	29	Feb Freeze Run

AX/DE Events

February	1	DE Registration
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MEMBERSHIP MILESTONES

YEARS	January	February
40	Mark Miller	
35		Sandy Sadtler
30		
25	Gino Campagnolo Harvey Hoover Brian Mulligan Ruth Pfeiffer James Zelinskie	David Fischer Dodge Whipple
20	Brian Fugok Jack Peters John Winterton	Nick Benz Glenn Hunsicker Allen Krause Chad Shields
15		David Brickel Mike Grissinger Michael Newell Dave Watt
10	Jeffrey Briglia Ed Johnson Craig Nichols	Jeffrey Bretz David Kentner David Marmer Chip Myer Michael Ochs Thomas Petz
5	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



Vom Präsidenten

THIS IS 2020, THE YEAR EVERY OPTOMETRIST HAS BEEN WAITING FOR, the year of the tiger or rat, or tigrat, the year of the 5 year impeachment, the year of the down under bbq, the year of the Taycan....actually, this is Jeffrey Walton and this is the year after 2019.

And what a year that was for Riesentöter. We had way over 100 events, with something to do almost every week, and there was something for everyone. A lot of those events were subsidized by the club in some shape or form, whether it was free appetizers at a happy hour or only paying \$50 for the holiday party (actual cost would have been over \$100pp). Let's just say you get a hell of a lot for your \$47 a year membership, besides a national magazine, when you are with RTR - that is if you participate.

All you usually have to do is sign up for an event and come and meet the gang, except for happy hours or membership meetings – those you just show up. Hell, we don't even care if you drive your Porsche, just come and hang with fellow members - we always love to see new faces in the crowd.

Right now the calendar is a bit sparse, but don't you worry, the executive board is filling up dates fast. We already have eight DE (Driver's Education) events planned, including a new track for us - Palmer, not to mention our club race is back. The annual February Freeze Run is on leap day, more details to follow, and our holiday party and Phil-a-Trunk "the sequel" are already inked, Dec 5th and Nov 28th, respectively.

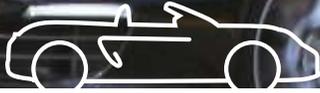
I'm sure there will be a scotch dinner at The Capital Grille shortly, and a wine dinner at some new place. Expect a few rallies this year, along with 10 or so autocrosses, with one of those on the track again. And don't forget about our annual road trip (this year we're off to Virginia)!

They say hindsight is 2020, but I can tell you now: 2020 will be another stellar year for our club. Just show up - there are no excuses.

Pedal down!

Jeffrey Walton
President RIESENTÖTER

Editor's Note



FIRST, I WOULD LIKE TO APOLOGIZE FOR THE TARDINESS OF THIS ISSUE. I am not a person who likes to be late or miss deadlines. Yes, of course we had interference from the holidays, but I guess I should have had an earlier cutoff and given you a much shorter issue.

Next, I would like to introduce a new feature: Letters to the Editor. I will be posting any emails from you, the members, that thank us, correct us, or have just sent us some thoughts. I will not be editing or have your emails proofread so as to not bruise any of your feelings.

I will remove your email address so that you are not “exposed” to the entire membership, but I may interject information if it needs to be added. Those remarks will appear in []s. You will see this in the ensuing emails.

I would like to thank all of our regular volunteer contributors and the part-time contributors. I hope that our contributions have helped inform, entertain, and keep you abreast of things happening and about to happen.

Please do not hesitate to submit something! Whether it be an article, some photos with captions, or just a classified advertisement. Nothing submitted will be omitted from the next issue.

Lastly, I would like to formally apologize to Dave Cincera. You will enjoy his article in this issue. However, his article was almost all the way through our process for the July/August issue, but somehow was lost between staging and actually getting into that issue. I am embarrassed that it happened and will attempt to do a better job of quality assurance in the future.

Happy New Year to all, and I hope you come up and introduce yourself sometime.

Garrett Hughes
Der Gasser Editor-in-chief





Letters to the Editor

Bryan Papillon Thu, Nov 21, 2019,
10:58 PM

to Editor

Garrett, the RS Werks staff photographer, Bob Craig, is a little bent at me for not including a credit to him for the pictures he took and provided in the HCR article for Der Gasser you helped me with.

Is there any chance you could put a "shout out" to him in the next issue. I would appreciate it very much. It will go a long way to mending the fence between he and I.

You might also want to mention the 2020 Hill Country is scheduled for February 27th thru March 1st We can do a follow up article if you like rolling the 2020 event if you like.

Thank you so very much. Great job with Der Gasser by the way.

PS. I would be interested in the high resolution you mentioned last evening for any of the prior issues.

Bryan

Editor's response: *The Der Gasser staff wants to apologize to Bob for not properly giving him credit for the photos! As many of you know, Bob also takes pictures at many RTR DE events and offers them for sale.*

BTW, the picture of my car in the Editor's note section was taken by Bob at Summit raceway

Thanks, Bryan, for setting the record straight!

Jim Reilly Mon, Nov 11, 2019,
5:59 AM

to Editor

Hi Garrett,

Just read your article [Start/Stop Function]. My wife has a new Subaru Forester and when the start/stop activates it calculates the gasoline saved. Best, it shows the savings as a cumulative number, so it shows all of the gas you saved since day 1. So far the Subi has about 1200 miles on the odometer. The Start/stop has saved .067 gallon of fuel - so not much at all.

Editor's response: *WOW! Not much of savings. It's surprising that so many manufacturers offer an option that obviously adds to the cost without a worthwhile return.*

Rose Ann Novotnak

to admin, editor

Hi Jeff:

After reading the latest edition of Der Gasser, I noticed that Cheryl Taylor is still listed as Zone 2 Rep in the RTR Executive Board section of that publication. Would you kindly make this correction?

Thank you,
Rose Ann Novotnak
Zone 2 Representative
Porsche Club of America

Editor's response: *Change made*

Top Down!



I GUESS IT'S NO NEWS TO YOU THAT IT HAS REALLY NOT BEEN GOOD WEATHER for having your top down. What with the cold, gloomy, misty days that seem to fill our weeks as of late. We did get to enjoy the perfect weather for Phila-a-Trunk this year. (The first ever daytime food drive for the club and the first non-rain event for me, personally.)

I must admit that Lisa and I did not have our top down until we got off 95 at Pattison Avenue, and I was thrilled to see five other Porsches with their tops down as they pulled into the parking lot at Citizen's Bank. Two thumbs up from me! (More information on the Camp Out for Hunger Drive later in the issue!)

I do know of one dude who drives around all winter with his top down...with no windshield to boot! Funny fella! Wears a red suit and has eight tiny reindeer running in front of him. Rumor has it that they are actually flying and pulling him. (I wonder how reindeer power equates to horsepower?) Man, those sled runners have to handle poorly in the tight bits.

All kidding aside, we here at crazy Top Down Central want to wish you the happiest of holidays (they haven't come yet as I write this) no matter how you celebrate them!

And, to all a great New Year! (Just remember the days only get longer from here until the end of June!)

Garrett Hughes
Top Down!





A Look Back at 2019

WHEW, WELL THAT WAS FUN. 2019 WAS QUITE A YEAR. Often when friends learn that I am in the Porsche Club they will ask what does that mean? What do you do? Do you have to pay for it? Is it worth it? Is it a bunch of people just standing around looking at cars all day? Not that there is anything wrong with that. Clearly my friends ask a lot of questions, and I think the best way to answer is to simply look back at my last year with the club and show them what I was able to do. The events below I was lucky enough to take part in:

January happy hour at [Paladar Latin Kitchen & Rum Bar](#); February happy hour at [Victory brewery](#); February member meeting at [Otto's Brauhaus](#); February Freeze Run Rally; March member meeting at [Porsche Conshohocken](#); March Bourbon Dinner at [The Capital Grille](#); in car coach for the April and June Street Survival programs; April drive to [The Whip](#) for breakfast; April member meeting at [Red Horse Motoring Club](#); rally to the Hershey Swap Meet; Blow out the Cobwebs rally to [Four Dogs Tavern](#); French dinner at [La Maison](#) in May; May member meeting at [Porsche Lehigh Valley](#) for the Macan reveal; RTR Track day for the WMMR live broadcast with Pierre Robert; RTR family picnic; Summer road trip to [Baltimore Inner Harbor](#) area; July member meeting at [Fabspeed](#); August member meeting at [Porsche Warrington](#); Ice Cream Social at [Milky Way Farm](#); Radnor Hunt Concours; Phillies game and tailgate; September member meeting at [Porsche of the Mainline](#); September wine dinner at The Capital Grille; Dilworthtown rally and wine festival; Rally to the Boardwalk Reunion in Ocean City; first ever night rally; November drive to The Whip for breakfast; Ford v. Ferrari movie night; November member meeting at Porsche Lehigh Valley; No Man's Land movie night; Phil-a-Trunk; and I wrapped up the RTR year by attending our wonderful Holiday Party.

Pretty busy for sure, but the amazing thing is that list is not everything that was offered, not even close. There were a lot of events I could not make. I missed all the autocross events and only made it to one track day with the club, so clearly I have room for improvement there. I also missed several happy hours and a few rallies and other club sponsored programs. The point is, there is so much going on it is almost impossible to do it all. Just look back at November: we had a drive to The Whip for breakfast, a member meeting with a Thanksgiving feast, TWO movie nights, and our signature Phil-a-Trunk event. That is an entire year's worth of stuff for some other car clubs, and we did that in a month where the days are short, the temps are low, and many folks are already tucking their cars away.

It is not just the sheer volume of events that are available to us as members, it is the quality and the unique opportunities we have. On our summer road trip we typically get drastic discounts on the hotels we stay in as well as discounts on some of the services the hotels offer. We get behind the scenes tours at museums. We get special treatment at places, such as The Whip that opens early just for us. We often have access to private dining rooms or theaters, or parking areas for us to enjoy. We even get to spend time at a racetrack with a local radio icon. We have raffles, where members can win some great prizes. The social events are always well organized. The rallies are fun and well thought out. Even that damn corn maze I got stuck in for an hour at the night rally was a fun twist on what we typically do. Best of all, we get the opportunity to give back and help those of us less fortunate with Phil-a-Trunk. All of these things we are able to do together with likeminded people. You can make actual real-life friends, not Instagram followers or YouTube subscribers, but people you genuinely want to spend time with even outside of club sponsored events. At the end of the day, that is what being part of this club is about, the people.

An active club like this takes a lot of work and we are fortunate to have club officers that put in a lot of time building out our calendar and filling it with a wide variety of events. They also create a welcoming atmosphere so anyone who joins us, no matter the length of time they have been members or the number of Porsches they have, or the value of their collection, feel like they belong. I want to thank everyone who helped make 2019 a memorable one with RTR.

Looking ahead, 2020 I am sure will be another action-packed year. If you just joined the club or have been a member for a while but haven't been very active, I encourage you to join us. Sure, you could just kick back, read this fascinating magazine and be happy, but you would be missing out on some great fun. We have 23 track days scheduled; add to that the 10 autocross days we typically have, and that alone is over a full calendar month worth of activity. If you are not interested in pushing your Porsche to the limits that is no problem, sign up for a rally or pop into a happy hour, or a dinner, or a club meeting. We have another great road trip to look forward to, along with our annual holiday party, and of course Phil-a-Trunk, which is already booked for 11/28/20. There is so much going on, they had to make 2020 a day longer for us to fit it all in! Still, if nothing catches your eye then suggest an event you would like to do. I hosted my first happy hour this year at Paladar, as well as the No Man's Land movie night. Both were easy to do and a lot of fun, so don't be shy. We are always looking for article ideas for *Der Gasser*, so if you have one, please send it in to editor@rtr-pca.org. It may be winter now, but club events will be heating things up before you know it, so get ready. I will see you out there. Happy New Year!

Joe Kucinski



Holiday Party

I HOPE YOU HAVE BEEN FOLLOWING ALL THE SOCIAL EVENTS THIS YEAR, but if you missed the Holiday Party you missed a LOT of fun!

Our Social Chair, Wendy Walton, and her staff of merry elves (Beth McFadden and Maggie Nettleton) threw all Christmas spirit, tinsel included, at the fête and it all “stuck”.

As you ascended the stairs to the party space you were greeted with a choice of “signature cocktails” concocted by Wendy, and the smiling, welcoming faces of Wendy and her elves. At the greeting table you were each given a free drink ticket for the bar and also a raffle ticket. Then you walked into the banquet room where hors d’oeuvres were being hand passed by the [Chester County Golf Club](#) staff and there was a table of charcuterie and fruit. All the while the music was being supplied by The Holts.

At this point you had your choice of “tasks:” pick your seat, chose a raffle item to compete for with your ticket (raffle items included a Roomba, a pack of Christmas movies, a cart of items good for tailgating or the beach, gift packs from The Capital Grille, and many others), or get another drink.

At the appointed time – okay, maybe close to the appointed time – all attendees (we numbered 130 in all) were asked to take their seats for dinner; and, in an orderly fashion we took our turn to pass through the buffet line. Some of the items laid out before us were two salads, rolls, vegetables, potatoes, crab cakes, salmon, a beautiful roast of beef that was hand carved to your order, and all the necessary accoutrements.

After dinner, a table of desserts were laid out for our pleasure.

The Riesentöter awards were presented next, for the Tattered Helmet, Broken Crankshaft, High Speed Driver, Nighty Nitto, The Door Prize, Instructor of the Year, Press on Regardless Rally and, finally, the Riesentöter Cup award.

The winner of the Cup was Paula Gaven for her years as member of the Board, the rallies she organizes, and her faithful membership.

(Editor’s Note: This reporter took pictures of each recipient and their award with a “real” camera (read not my...er.. their cellphone). Honestly, the pictures were a TOTAL fail. The lights from the background DJ setup messed with the focus and flash. If the pictures came out (only two) “Vanna White” would have me executed for posting them! Any volunteers for next year?)

Next, the raffle tickets were drawn, and after all the winners received their prizes Wendy drew a group of “lucky losers” to participate in her version of “The Biggest Loser.” Let me just say that fun was had by all!

Finally, the evening was handed over to the DJ, and the dance floor was open to all takers. Of course the group of dancers was rather sparse, but conversation and merriment went on for some time.

Everyone left with a smile on their face and a jingle in their step!

Garrett Hughes



November 2019 Membership Meeting

ON WEDNESDAY, NOVEMBER 20TH PORSCHE LEHIGH VALLEY HOSTED US for our final member meeting of 2019. Where did the year go? For me, heading to Porsche Lehigh Valley is typically the furthest drive I have to make for a meeting, however, they reward my effort by always going above and beyond with the setup they have out for us. This time was no different, and we had a full-on Thanksgiving feast. Turkey and gravy, ham, pork, potatoes, salad, along with a dessert table with little pumpkin mousse pies, kept us fed. Beer, wine and water kept us hydrated. Tables, decorated with a Thanksgiving theme, were set up in the service area, along with the food and beverages and a lovely Porsche 992.

After a while of eating and drinking and socializing we all eventually made our way to the Porsche showroom for the start of the well-attended meeting. Porsche Lehigh Valley VP Andrew Wright kicked things off by welcoming us to his dealership. He then began to tell us that he is very much looking forward to the release of the new Porsche Taycan. He recently was fortunate enough to have the opportunity to drive a new Taycan Turbo S in Barcelona at a little place called Circuit de Barcelona-Catalunya which, if you are not familiar, is one of the stops on the Formula One calendar. Andrew seems like a nice guy, but I hate him a little. Putting my jealousy aside, he did offer us a glimpse into this revolutionary Porsche product, and he said that we will be amazed at just how good it is. By the time you read this there should be a couple of Taycans on the ground and available for a test drive. I am not an electric car guy, but I can't wait to see these.

Next up was a raffle drawing. As if we need more reasons to come to club meetings, there was a raffle prize, and a Thanksgiving/Autumn themed Williams-Sonoma gift basket was given away. The tickets were shuffled, the name was drawn, and as luck would have it, I lost. Seeing as how I already won the raffle for the free ride in 2020 I really have no room to complain here, so I was happy for the gentleman that won the basket, and the formal meeting began.

Jeff kicked us off by mentioning the ever-growing Phil-a-Trunk event, as well as the upcoming holiday party. Not much left to say about these. They are both fantastic, and everyone should go to both.

Next up was Dave, for Autocross. Being the end of November, the AX, DE and racing areas are in off season mode. AX season will probably pick up again in late March/early April and if you never did it before and want to give a try, just reach out to Dave and he will pay for your first race. Out of his own pocket, you are literally taking food out of his mouth. OK not really, but the club really will cover your first race, so let Dave know you want to try it and get out there, you have no reason not to.

Marty then took center stage to speak to the Drivers Education program. While the 2019 season is done, there will be plenty to look forward to in 2020. He listed the tracks that RTR typically visits each year, and revealed that next year Palmer Motorsports Park in MA, a new track for RTR, will be on the calendar in August. So, for folks that have not been there before, this is your first chance to tame Whiskey Hill with your RTR friends.

Club VP Corey was up next to talk about club racing. The 2020 season will be kicking off at Sebring on January 31st. RTR hosts a club race each year at Monticello Motor Club, and after a sabbatical for 2019 we will be back in 2020, July 10-12th. Anyone interested in volunteering for that event can reach out to Corey for more info. The full 2020 schedule can be found here:

<https://pcaclubracing.org/schedule/>

We have added a new Board Member, everyone welcome John Gaydos! John is going to help with the coordinating of the Street Survival program, and he was up next to introduce himself and speak about his new role. In addition to the Street Survival program, John mentioned that next year we will be holding a couple of car control clinics for adults! I am sure that will be a huge success. I have been an in-car coach for Street Survival for the last several years and almost without fail every time I speak to the parents of my students they all say something like "I wish you offered something like this for adults." I am looking forward to seeing this become a reality.

Next up was Garrett, the Editor of this fine publication. For those of you that wish to have a nice printed copy of Der Gasser, I mean you really should be framing these things, Garrett does have a high-res version that he can send to you, via a link, to access. Simply reach out to him and ask for the link. As always, we are looking for member submissions so please send in your ideas and stories. Our latest issue was our largest ever, so let's keep that momentum going.

Corey was up again, this time to speak to some of the PCA National events coming up, specifically the Rolex 24 in Daytona and Tech Tactics East. The Daytona race will be January 25/26, and although the Porsche car corral is sold out, all PCA members are welcomed to the Porsche Hospitality tent if you show a Porsche key or member card. Tech Tactics East will be held on February 22 and 23 in Easton at the PCNA Training facility. These always sell out fast so keep an eye out for registration when it opens in mid-January 2020.

Roy followed with his new members' speech. It was not wasted, as we had about five new members in the crowd introduce themselves. One couple was only a member for 2 days, and another gentleman was only a member for about 4 hours! Good for you, all getting involved right away. Welcome to all the new members, and we hope to see you out and about in 2020.

Last, and certainly not least, we had a representative from Porsche Cars North America speak to us in detail about the newest generation 911. To the non-car person, the 991.2 and 992 may look very similar, but apart from the roof and a handful of engine bits, almost nothing carries over. For nearly 30 minutes we were taken through all the highlights that make the new 992 stand apart from not just the previous generation but from most other sports cars. It was a fascinating insight into this very special car.

That concluded not just the November meeting but the 2019-member meeting season as a whole. Next time we meet will be in February 2020 and we will all be sick of the cold winter and looking forward to all the great events coming up in the new year. I will see you out there.

Joe Kucinski





Porsche Pundit: New Car Times 3

ONE YELLOW PORSCHE MOVES IN AND THE OTHER YELLOW PORSCHE needs to move out. Such is life. My wife is amazing. I have said many times over the years that I married way out of my league. For twenty-nine years she's put up with me! Think of it, she's been with me on this crazy car journey for almost thirty years. Between her first car and the car she drove when we got married (BTW, it was a terrible Nissan Pulsar), she's had three cars. Since we've been married, it's been more like fifty cars for the Turner Family, both as a unit and our sons' cars. And thirteen of them were Porsches.

I have the buying and selling of cars down cold, to a science. Whoever buys one of my cars is lucky indeed. The buyer always gets a car that's in way better shape than when I bought it. I hate to let a detail slide, even small ones. For example: the Boxster S (aka LMNHED) I recently sold was missing the leather binder for all its manuals. So I did my research and bought one from Suncoast. Yep, no detail left to chance. Is it a bit obsessive? Yes, guilty as charged.

As I mentioned in my previous article, if you've never heard of or looked at Bring-a-Trailer, or BaT as we aficionados call it, think of it as your daily dose of automotive crack, via email. I know what time the daily email listing of car auctions hits my inbox: 7:15AM. I know when they go live and when they end. I love to guess the amount of the winning bid (I'm frequently wrong). In the Comments Section (aka the Peanut Gallery), I comment on cars I like and sometimes try to offer sage advice. Operative word is "try." It's a great platform to sell a car. But for the uninitiated or naïve, BaT has drawbacks. If, as a Seller, you underrepresent, post limited photos, and in general do not document your car, you can be in for a rough ride. If, as a Seller, you're not engaged, well the "peanut gallery" can be brutal. So, the best idea is to overrepresent, post way too many photos, and be proactive. For the most part, cars sold by engaged Sellers do well.

I prepped LMNHED for the auction. Cleaned, detailed and paint-corrected to an unbelievable level. Add a long cold Sunday sitting in my freezing garage with a Dr. ColorChip kit, fixing tiny rock chips on the front bumper and hood. Then I had the Intermediate Shaft Bearing (IMS), Rear Main Seal (RMS), clutch and pressure plate replaced. I took over one hundred and thirty photos. Yes, LMNHED was ready for prime time. The auction went live, and the comments and bids came rolling in. I was an engaged seller and LMNHED reached its reserve and sold.

It sold to a couple from nearby Argyle, TX. They reached out through the Contact Seller button and we agreed to meet so they could inspect the car. They saw the level of detail and condition the car was in. They hinted that they'd win the bid. They did. It was so easy. No coordinating the payment, waiting for transport or the new buyer flying in to pick the car up and drive off. The winners drove twenty miles to my house, brought a cashier's check and drove off. As they pulled away, I didn't turn around and watch the 2002 Speed Yellow Boxster S drive off. I did like LMNHED.

Now my new 2014 Racing Yellow 981 Cayman S (with PDK) wears the LMNHED license plate. We call it LMNHED 2. And I love it. But, surprise, the car buying mojo in the Turner household wasn't done. What!? Remember I still had the pick-up truck and my wife still drove the snore car, her Mini Cooper Countryman. Base model, or as I called it, Just-a-Mini. No go-fast goodies, no S or JCW. It was slow, bumpy, ill handling and my wife never got comfortable driving it. Point was, we didn't need three cars. We liked the comfort of the truck and its relative safety (compared to the Mini), but we used the truck to haul stuff exactly three times in two years.

We talked about it and decided to go from three cars to two. The casualties? The truck and the Mini. We decided to look at SUVs. Bigger than the Mini, smaller than the truck; the perfect compromise. We'd still haul stuff in it, it would be safer than the Mini and more comfortable. We looked at the Mercedes GLA 250 (too small), GLC 300 (meh), Range Rover Evoque (small and too pricey for what you get) and a Discovery Sport (big meh). We talked about BMW and Audi, but my wife never got past the photos. We thought about a Certified Pre-Owned (CPO) Macan, but she didn't like it (don't know why). Then she looked at the local Porsche dealership website and found a CPO Cayenne Diesel. One owner, low miles, heavily optioned – it now sits in our garage.

So, the Turner garage has two Porsches: one white and one yellow. We have the go-fast Porsche, and the hauling and long road-trip Porsche. You know, I'm OK with that, because two Porsches are always better than one. I think that the car shopping is over for now, at least until I start shopping for a stock/un-modded 944 Turbo (aka 951). Shhhh, just don't tell my wife.

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). 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.



'Tis The End of the Season The Driver's Education Season That Is

THEY SAY A PICTURE IS WORTH A THOUSAND WORDS. I BELIEVE IT. Look at this one of your Riesentöter Driver's Education Team at the holiday party. It shows everyone happy and excited to share in friendship and solidarity.

This team worked hard all year to ensure that all Driver's Education participants received the best service and education possible, while nurturing a track culture of safety, fun, and friendships. The faces on this photo show a great sense of accomplishment as we wrapped the 2019 Driver's Education (DE) season successfully.

Let's recap what the DE team did in brief to deliver three-day events at the following tracks: Shenandoah and Jefferson Circuits, Pocono North, Lightning, Watkins Glen, Pocono Southeast, Summit Point and Thunderbolt (two days). These events start at 7 a.m. and end at 5 p.m.; it takes a bit of preparation to get as many as 200+ drivers and cars ready for each event.

It begins with a schedule that requires coordination with the tracks, publication to club members and other track addicts, together with registration management in Motorsportreg.com. While registrars have all this registration stuff going on online, our tech chairs are preparing for car tech inspection. Tech inspection also requires a concerted effort to coordinate a site for inspection, an announcement to all registered registrants, verifying their paperwork is in order, and actually getting their car inspected by noon.

I will take this opportunity to thank the shops that supported 2019 Riesentöter DE tech inspections: Vintage Motorsports, Specialty Tuning, Specialty Cars, Dougherty Automotive, Performance Automotive, and Porsche of Lehigh Valley.

On the day of the event, Chief instructors also work their magic to ensure instructor and student pairings, classrooms are set up, promotions, etc. happening at each event. Also known as the Safety Council, the DE team meets once a month to ensure that each event is planned, and everyone is on the same page.

Then comes track day, when we all are up and running by 6 a.m. to serve our members and guests by 7 a.m. The fun begins: registrars check in participants and inspect helmets; on track car inspections take place, and Marty starts the drivers' meeting at 8 a.m. sharp. Instructors go to their meeting at the same time, and after students are paired, or not. Pit workers stage cars and do a last safety check before each group goes on to drive on the track, rain or shine.

In a blur of fast cars and smiling faces the day rushes to the 5 p.m. after-party.

We wait a few days, and this process starts all over for the next event. You see? It takes a special group of people to orchestrate a safe environment for learning how to enjoy your Porsche, or whatever car you drive, on track, and that's why we are all happily smiling in the photo.

I would be remiss if I didn't say, we do this, because our DE participants are usually smiling too. They are grateful for our work and volunteer themselves during track days. To all we say: THANK YOU for a good 2019 driving season.

Learn about RTR DE program at: <https://rtr-pca.org/index.php/menu-activities/menu-drivers-education>

Yoyi Fernandez



Phil-a-Trunk

RIESENTÖTER REGION OF PCA HOSTED, FOR THE FIRST TIME, PHIL-A-TRUNK, a literal food drive involving over 20 car clubs. On Saturday, November 30th, in typically RTR fashion the parking lot at The Capital Grille started to fill up even before the designated start time, and by 8am it was standing room only. Thanks to the help of Bob and Marty, the parking lot was packed for a perfect exit. With full bellies from breakfast and milling about, the horn sounded and at 8:30 sharp it was wheels up.

Like years past, the proud men in blue of Upper Merion Township Police cleared the way for our caravan. Valley Forge Volunteer Fire Department turned on their lights and led the 203 Porsches down to Citizens Bank Park. Yes, a record for such an event - 177 being the prior record holder from 2 years ago.

Before we get too far....let's give thanks. First, again, to RDS Automotive Group. They were the Premier Sponsors of Phil-a-Trunk. Thanks to them the parking lot, porta-potties, and tent were paid for. Then we had Fabspeed, showing off their extra power add-ons, Quadratec rolled in with a few rock climbers and a load of parts and gave a ton towards raffle prizes, as did Tier One Motoring out of Oaks, a place for all your car electronics. New Jersey Motorsport Park raffled a free track day and The United Brotherhood of Carpenters and Joiners helped put up our tent. Advance Scales brought in scales for our weigh stations while CarSmarts Radio caught some of the event on video. Then I would like to personally thank Joe Giles and Pat Nolan from the Phillies with parking lot support.

We pulled into a well-organized parking lot as RTR's Autocross council manned the parking stations. They were real pros in telling the masses where to park, and we thank all the guys, Matt, Chris, OT, Jose, Trevor, Anthony, Dave and Maggie for waking up extra early to place cones and prepare for our arrival. We had just about 800 cars from all of the clubs.

Instead of emptying our cars right away and leaving, we parked our rides and watched as the other car clubs entered the huge parking lot. Members were free to walk around, chat with other clubs, buy raffle tickets, grab a bite to eat at Roasted Liberties, 2 street Sammies, or 151 Saloon, or grab a free cup of Joe at Dunkin Donuts, or listen to the great live music powered by The Holts. Wendy did the job of emceeing, while helping Maggie, Beth, and Nikki drumming up sales for t-shirts and raffles.

10:30 an announcement was made for the Porsche club to get in line and ready to unload their food. It took only 30 minutes to unload the entire caravan of Porsches. I like to personally thank Curt Parnes, who not only donated monetarily, and brought food, he helped unload every car club that came down the pike - that's the RTR spirit.

After the Porsches unloaded, the other car clubs started to roll through....and we saw everything.... The Black Top Villains, who were one of the first ones to arrive at the lot, unloaded with a total of 1,474 pounds. We had the Grave Diggers bring 20 pounds for their first time out, and every little bit helps; that will help feed a family of 3 for a week. The Valley Forge Mustang Club rumbled in with 2,985 pounds. Audi arrived with 293 pounds; 3 Ferraris unloaded an impressive 220 per car, for a total of 661. All the Corvette clubs gathered together and managed 1,674 pounds. Los Atrevidos 215 car club unpacked 249 from their rides. Tesla - I didn't hear them arrive - unloaded 688 of nonperishables. SCCA passed through the line and dropped 439 pounds into the Preston and Steve Camp Out for Hunger boxes, while 10th Generation Society had 738 pounds in some very cool looking Hondas. Mopar, for their first combined efforts, came in third place, proving Mopar Muscle has not only huge amount of power under their hoods, but a huge amount of generosity in their trunks - 5,346 pounds of food...or enough food to feed 15 people for an entire year. In between car drop-offs we gave away a large number of raffle prizes, some donated by our sponsors, like two baskets from The Capital Grille containing a \$100 gift card, bottle of wine, and a set of some their awesome cutlery. Other prizes included a Jeep goodie pack, Apple Air Pods, and many other tempting prizes.

Last to the line was Jaxon's Jeep Club, which included the Jeep Enthusiasts who drove down from Allentown, among other Jeep Clubs. Some were tall as hell, others all decked out in lights and wreaths, but they were ALL packed with food. I must mention Ryan from the Jeeps and John from the Porsches....these two guys really showed how to bring food. Both had cans coming from under their seats, their glove boxes, door jams, and probably above the sun visors. John had like 1,300 loose cans and Ryan gained like a foot in height to his ride when he left. To close out the event, Samantha came through with a holiday trailer filled with over 750 pounds of food. The Jeeps unloaded their rides and the totals were weighed....they came in with a whopping 14,127, while the Porsche club rolled away with another record total for them with 20,663 pounds of non-perishables and 113,200 from our monetary donations. for a total of 133,863 pounds of food.

But what counts is the total amount of food Phil-a-Trunk raised for the Kickoff event for Preston and Steve's Camp Out for Hunger....with monetary donations, money from raffle prizes, and food brought....the total for this one event...drum roll please....still drum rolling....still drum rolling....162,556 pounds of food. Cymbal Crash. Confetti Cannons. Air horns. Sirens. That's a load of food, people.... actually over 81 tons! Thanks to all of you who donated, volunteered, and sponsored. You will have changed the lives of so many people in the Philadelphia Area. We thank you, Philabundance thanks you, WMMR thanks you, and your neighbors really thank you. Just an overwhelming success. Prouder I could not be.

Well until next year...I'll remind you in July.

Jeff Walton



And All Our Porsche Horses Drove Us To The Whip

IT WAS A BEAUTIFUL WINTER MORNING WHEN WE GATHERED for Riesentöter's annual brunch at [The Whip Tavern](#). The bright and weak winter sun bathed our multi-layered style as we wandered around cars, talked about them, and although the highlight was the top down convertible, we all admired the new 992.

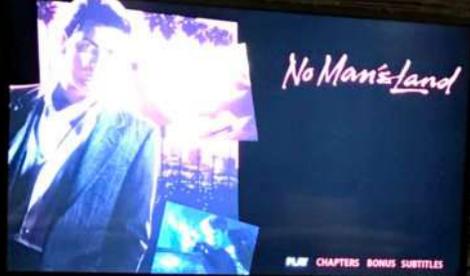
Some members gazed at each other as if communicating how the cold would not deter us from enjoying our cars on the beautiful drive through horse country Chester County. Trust me, we all enjoyed driving our hundreds of horses along the way to the unique delicious brunch awaiting us.

The Whip Tavern is known for its English Pub authenticity. The pub serves sustainable fare in a relaxed atmosphere of comfort that stimulates conversation and the palate. Famous for serving ale, banger and mash, Welsh Rarebit, and Fish and Chips. The Whip made RTR members feel welcomed and special by opening early in the morning just for us. The exclusive event offered something for everyone – English style with a touch of America.

With a welcoming large fireplace, high barn beams and formal wood panels, The Whip creates an après-steeplechase comfort feeling that demands a beer and Shepherd's Pie. The camaraderie embedded in PCA's culture continued from the parking lot to the cozy pub. As for the banger, no, it wasn't an old car, but a delicious sausage and potato mash.

Garrett Hughes





No Man's Land

THE YEAR WAS 1987. PORSCHE ONLY MADE SPORTS CARS, and the thought of an SUV was laughable. 959 hyper car notwithstanding, the car to dream about was the 911 Turbo. And despite the fact that a modern day, base 718 Cayman makes more power, that 1987 911 Turbo is still a car I dream about. That same year a forgotten film called No Man's Land was released.

Most fans of the Porsche brand are well aware of the movies that feature Porsches. Le Mans, Risky Business, Bad Boys, even Jake's classic 944 in Sixteen Candles all immediately come to mind. But when I ask people if they ever saw No Man's Land, I usually only get blank stares. Granted the movie is not exactly Citizen Kane, but with Charlie Sheen and Randy Quaid it does have at least some star power, but it is all about the Porsches, the sheer amount of gratuitous Porsche scenes in this movie is practically unmatched. I decided I needed to make more folks aware of this movie. My apartment complex offers the use of a decent sized screening room, so I thought that would be the perfect place to have some folks over, and on the Thursday before Thanksgiving that is what I did.

The plan was to meet at [City Works](#) in the KOP Town Center and have a drink or two and then head over to my place to watch the movie. Well apparently City Works was having a free beer and puppies night that night because the place was mobbed and the only way to get to the bar would be if you crowd surfed your way over. With my crowd surfing days firmly in the past, we decided to call an audible and head next door to the Davio's bar for our round of drinks. There were about a dozen of us there chatting it up for maybe an hour before we settled up and began the short walk over to the theater. As we left, Jeff ordered up several pizzas to be delivered, which would pair well with the wine the club also supplied.

Once at the theater, which was reserved just for us, we settled into our seats and socialized a bit more as we waited for the pizza to arrive. However, we were all so excited to start the movie we decided to kick it off and take a brief intermission about 15 minutes into it when the food was delivered.

The movie centers on Charlie Sheen's character, who is part of a car theft ring that steals nothing but Porsches. An undercover cop is sent to work at his shop to gather intel to try to take him down. But, again, the cars are the stars. There are more vintage Porsches than you can shake a stick shift at, and some good chase scenes to boot. Many of the scenes feature that dream 911 Turbo, and seeing that car race around on the big screen is as wonderful today as it was back then, if not even more so. Without giving too much away, there is a scene in which a 911 Cabriolet has its roof slashed, resulting in groans emanating from all of us in attendance.

As the credits rolled and the lights came up a brief round of applause erupted which I take as a sign that everyone enjoyed themselves. I know I had a great time, and I want to thank everyone who made the trip out and dealt with the challenging parking conditions in the KOP Town Center. If anyone is interested, send me some movie suggestions and maybe we can do this again.

Joe Kucinski

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Coatesville Grand Prix

"This is something I've dreamed of having happen locally since I was 14 years old. Please do this every year! I'm still tripping over seeing a Carrera 6 and 904 in person. Whoever is responsible for making this event happen - THANK YOU!"

— Timothy Mark Hewczuk

DID YOU KNOW THAT ROUTE 30 THAT BISECTS COATESVILLE, PA was one of the first trans-continental roadways in the USA...and there are still portions that are shared with Interstate 80 along the way to Astoria, WA?

With that kind of history it was just natural that Route 30 at 3rd Avenue in Coatesville would become the start/ finish-line and main straightway of the Coatesville Invitational Vintage Grand Prix. Coatesville, a local steel town and home to Lukens Steel (1818-1997). Lukens was responsible for much of the steel that was used to build this nation's locomotives. As railroads stabilized, Lukens became critical to the production of US Navy vessels, all the way through the nuclear-powered age. Lukens was acquired in 1997 and is still in operation today under Mittal Steel.

Like so many manufacturing towns across the USA. Coatesville is looking to reinvent itself through various economic development opportunities, and thus the Coatesville Invitational Vintage Grand Prix was born in 2016 as a brainchild of local business and borough officials. The Grand Prix has become a catalyst to the economic development effort and experiencing growing popularity through the 2019 event held on September 21st.



The track consists of a 2.2. mile closed-course loop through the middle of town. The main straight that runs down Route 30 has well placed chicanes that provide technical challenge for drivers and photo opportunities for spectators. A hard-right hand on 8th Avenue takes racers downhill to a suspension compacting depression before an uphill climb to the next ninety-degree right-hander onto Oak street. On this day, Oak Street lived up to its name. This was the best place to take in the sights and speed since the summer heat had not let up in late September. Another right turn leads to a series of lefts and rights, then back up the hill to the "pace" section, before reaching start/ finish. It really is a great street course circuit that takes advantage of natural features, allows impressive speed, and all the noise that goes along with grand prix racing.

Our favorite marque did not disappoint, with a 1956 356SC Outlaw, 1957 Speedster, 1970 914-6, 1969 911, and yes, a 1967 908. This year included roadsters, open-wheel modified, Lotus, BMW, MG, Fiat, Zinck, Ginetta, Austin Healey, Sunbeam, Datsun, Jaguar, and a number of high-dollar Shelby's – a real treat for all of you Ford vs. Ferrari fans out there.



The motorcycles were just as impressive, including Triumph, Indian, Harley Davidson, Scott, Norton, Ducati, and Honda for all the thrill seekers out there.

The organizers also offer drivers/riders of pre-1970 equipment the opportunity to enjoy a lunchtime parade lap around the course for a nominal donation that benefits the Coatesville Parks and Recreation Commission.

As a free event to the public it is easy to spend the entire day at this event; however, this writer recommends making the donation for the VIP bracelet that provides for an all-day buffet, with

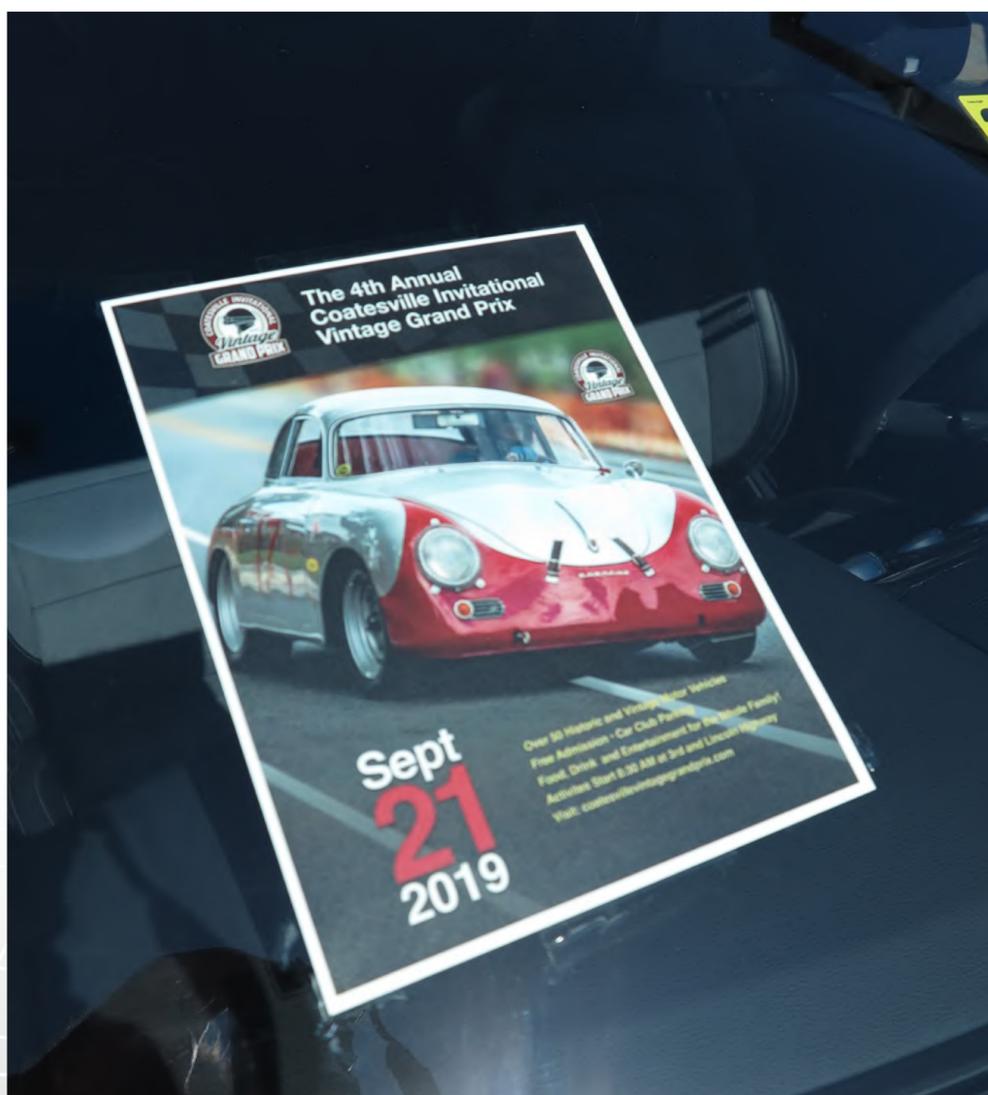
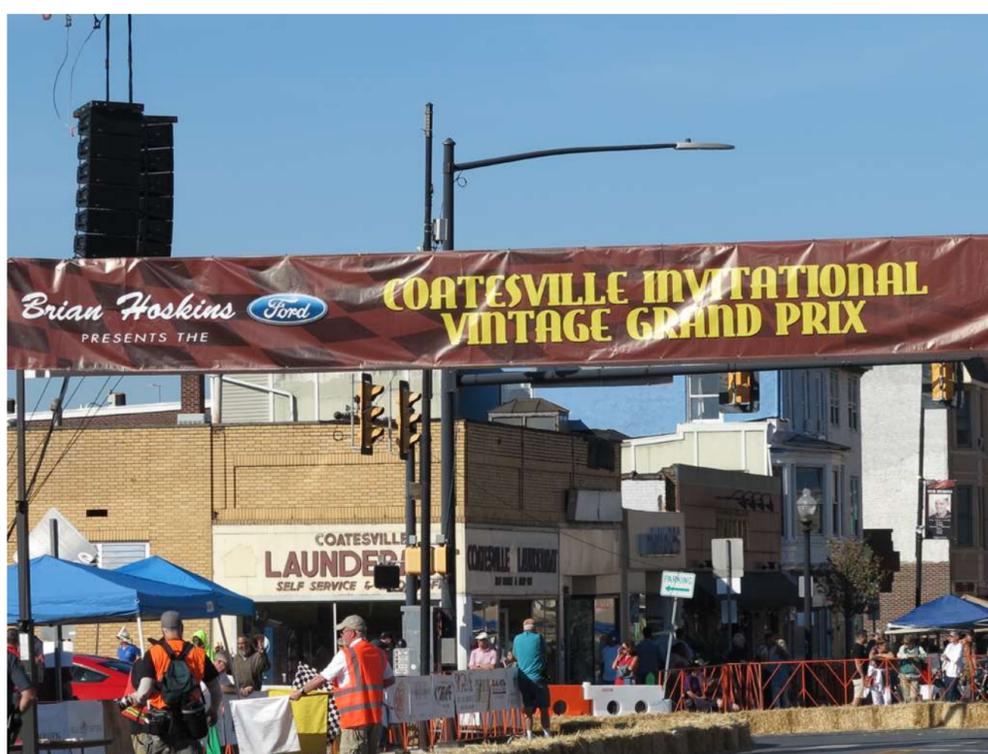
multiple food trucks and a nice selection of microbrews. The atmosphere and vibe are contagious, and there are lots of opportunities to meet a ton of people with similar interests. I also renewed contact with a few old friends I had not seen for years. Also, a few new friends that were separated by "three degrees" from friends of the past. Just when you think you've seen it all, cross over to the outside portion of the track and you are in another world of food, vendors, and beer garden including the likes of Deer Creek and Victory Brewing.

The Coatesville Grand Prix made a lasting impression and is already on the calendar for September 19, 2020. Wouldn't it be great to fill Gateway Park with a stable of friends & family? We could bring the RTR pride to a town and an event that was made for car folks and enough entertainment for non-car buffs too! Grand Prix + Stuttgart + RTR = Memorable Times!!!

Here is the link to the 2019 Gallery: <https://coatesvillegrandprix.com/2019-gallery>

We look forward to seeing all of you for the 5th Anniversary, and please check back to this site often to keep up to date on new content and all breaking news at: <https://coatesvillegrandprix.com/>

Geheimer Schriftsteller





Go Configure That!

THE LEASE ON MY NX 200T HAD 14 MONTHS LEFT. However, the more I drove the car I began to feel it transform from a Lexus to a well-appointed Toyota with ordinary handling. I decided I wanted to replace it with something at least as luxurious, but which was more fun to drive.

This thought was on my mind when I convinced a friend that 'he' needed to visit a Porsche dealer to replace his much-loved Boxster, destroyed in an accident. But the wily salesman caught me looking at the Macan and cajoled me to sit in the driver's seat. The ergonomics felt as if the car had been custom made for me. After we left, I realized that instead of only getting car-dealer bottled water, I'd also drunk some Macan Kool-Aid.

I knew I wanted an SUV, not a sports car. I wanted a car suitably comfortable for longer driving trips, so my wife and I could take driving vacations lasting a few days. I wanted a car with great handling and the capacity to haul shopping bags, gardening materials, firewood, luggage and, on occasion, some passengers. I wanted a car I could park on the street and drive every day.

After a few days of thinking about the car I confessed my fascination to my wife. But instead of the short presentation I prepared, I talked non-stop about the Macan for almost an hour. She told me that she had reservations about owning such a prestigious brand and that she might be socially uncomfortable being seen in the car. But always gracious and loving, she told me to proceed with the car-scouting process.

I decided that I needed to step back from the Macan and research all of the SUVs in the "luxury compact" category. I looked at car reviews on-line, as well as at information about reliability and maintenance cost. (I was surprised that Consumer Reports not only liked the Macan but recommended it. I was also surprised that the Porsche maintenance costs were about the same as my Lexus.) With my head full of numbers, I went to see and drive the following cars: Alpha Romeo Stelvio; Audi Q5; BMW X3 and X4; Jaguar E-Pace and I-Pace; Land Rover Discovery; Lexus RX; and, the numerous varieties of Mercedes mid-size SUVs. In the end, I drove and liked the Macan the best.

I suspect my wife was hoping that once she gave me her preliminary approval that I would not talk about the car research project again, but she was wrong. Every day for the next eight months, as we took our daily walks along the Wissahickon Creek, in good weather and bad, in sickness and in health, I managed to test our marriage by sharing my car research with her. She did threaten to push me into the Creek a few times, but overall was patient.

Finally, the BIG DAY came. Having pre-briefed the Brand Representative about my wife's driving preferences and reservations, we went to the Porsche dealer for her test drive. Within half a mile she was smiling, laughing and beginning to explore the handling characteristics of the car. For once I was smart: I sat in the back and shut up. The drive was a great success, as it convinced her the car was fun to drive as well as comfortable to ride in.

Having received the all-important wifely badge of approval, I thought that buying the car would be easy. I lurked on user-group web sites gathering information about possible discounts. I visited the area Porsche dealers and got a feel for them and their service departments. I was narrowing down things nicely – all that was left to do was to go to one of the dealers, pick a car out of inventory and buy it like I had done with every other car I purchased in the last 50 years. And I could have done that BUT - then I discovered the Porsche Configurator and the decision process opened anew.

I had no idea that Porsche builds all of its cars to customer specification, even its SUVs. The configurator allowed me to specify both the type of car and the attributes of the car. For the 2019 model year I could select a Macan as a base, GTS, S or turbo model. I then could choose colors, tires and rims of various sizes and types, three types of seats, three types of suspensions, etc. In all there were some 180 options to consider, although some selections excluded other options. For example, choosing black as the color eliminated the remaining 14 other color choices, or selecting the standard wheel size and rim design eliminated the other 13 choices, and so on.

Many of these options were easy to understand – a 19-inch rim is self-explanatory - but others were mysterious, such as Adaptive Cruise Control or Porsche Active Suspension Management (PASM). Some options seemed to offer performance or convenience, while others were designed to make the car even more distinctive – for example, leather wrapped air vents. I spent hours looking up the definitions of these options on the configurator. I spent days researching owner opinions of options on various internet forums. And when needed, I asked Porsche sales folks, who also must have been ready to push me into the Creek.

The configurator made it super easy to deck out the car. Fortunately, it also includes pricing so that as I added trinkets, I see the impact on my wallet. Someone on a forum calculated that if one chose the highest price set of unique options, the price of the base model would increase by close to \$150,000. Can you imagine, a \$200,000 Macan? But there were things I really wanted, such as leather heated and ventilated seats, blind side monitoring and a smoother ride than found on the base model.

Using the configurator had a two-fold effect. It forced me to identify exactly what options I wanted, and it forced me to increase my car buying budget a bit to get these options. Further complicating my cost/benefit analysis were the Porsche option packages. The total price of each package was a lot less than the sum of the prices of the packaged components, so in theory you could save money buying an option package. However, all of the packages included features I could live without. Fortunately, one of the packages included several items I wanted, and its total price was less than the cost of the desired options purchased separately. So I saved money and got some non-essential features for free.

With the configurator I was able to assemble my dream car and save it as a "build." Or was it? Since it was only digital, I could quickly assemble a slightly different dream car. OK, I admit it, I got carried away and built something like 20 slightly different cars. Finally, one morning I woke to the self-realization that building dream cars had become addictive. Was I on my way to attending RTR/PAC meetings where I would announce "My name is Jim and I am a configurator junkie"? After one (maybe two) final builds I went to my dealer, gave him my build, made a deal and ordered the car.

As a postscript, I will admit that I did have configurator withdrawal symptoms for a period of time. I suddenly had hours each day with nothing exciting to do. I missed the challenge of chopping a few bucks off the purchase price. And I began to wonder if my perfect build was complete. Would it really matter if I increased the price by adding the walnut interior trim for only \$550? Could I really be happy without some of the leather being red? But I stuck it out until these symptoms were gone. It reminded me of quitting smoking.

In the end, I got the car I wanted, I love the features I selected, and my loving wife still speaks to me on our daily walks along Wissahickon Creek - having driven there in my beautiful Macan.



Just a Puff of Smoke

IT WAS JUST A PUFF OF WHITE SMOKE.

On a cold February morning in 2017 I trudged out to the garage to wake up my "baby." I loved my 996 Cab at first sight when I spotted it on a used car lot in late 2014. The odometer showed 44,000 miles, low for a 1999 model. The test drive was awesome, and my very first impulse car purchase was guaranteed. My wife would say my first impulse purchase of ANYTHING, but that's another story. And now 7,000 happy miles later, I could get out for a quick ride without snow or salt on the road.

The puff of smoke didn't really bother me, but I immediately noted a rough idle. I dismissed it and decided that things would smooth out once the engine got warm. Sitting at a stop sign about a quarter mile later, I watched the car behind me disappear into a white exhaust cloud, and immediately cut the engine. Little did I know it would be over a year before I would drive my baby again.

I flat-bedded my car to an experienced Porsche mechanic, still hoping that the problem would be small. Note: I was a new enough owner to still believe that small problems actually exist with P-cars. The tech carefully disassembled the engine until the almost worst case scenario became reality. Ever hear of "D-chunk" failure? Neither did I.



Google D-chunk to get the details...but it's really pretty simple, and apparently happens often enough to get its own name! Well, at least I had an engine warranty (my non-impulse purchase), and called the insurance carrier to make a claim. This is when the actual worst case scenario happened: D-Chunk and IMS bearing failures were excluded in the fine print. After a good cry, it was time for a double Irish whiskey.

5 stages of grief in a week

My wife, who was ever so supportive of my impulse purchase, needed to be told. She asked the obvious: "How much will it cost to fix?" I replied: "How much do you love me?" Then I started the painstaking task of looking at alternatives:

- 1) Buy a new engine.....ha ha; they're not made anymore!
- 2) Repair the engine.....every shop I contacted wouldn't even talk about it.
- 3) Buy a used engine.....maybe, if I could get a good one
- 4) Sell the body for parts, and start over with post-996/997 versions.

So 1 and 2 were out, quickly followed by 4 (I'm from the Midwest, where you don't throw things away when they break). This launched a 2 month search for the right used M96 engine. What an experience, dealing with people all across the U.S. who are willing to say and do anything to separate a desperate potential customer from his or her money. After considering about 25 engines, and actually testing 3 of them without paying up-front to do so, I can tell you why this is a BAD option (beyond the obvious one that you are betting that lightning can't strike you twice):

- No engine number ever match the chassis it supposedly came from.
- Multiple salvage yards/dismantlers offered the same engine with varying mileage claims.
- Most mileage claims did not match the chassis mileage reported from insurance records on totaled cars.
- Most sellers want you to pay for the engine up front, plus a \$8-10k core fee, that will be refunded if they deem your engine to be of adequate value. Ha ha. Really??
- The 3 engines my mechanic actually tested all failed (metal fragments in oil, failed compression test, etc.). Junk.

The Breakthrough

In April, I finally stumbled on Raby Engine Development. Jake Raby has appeared on PCA sponsored programs about M96 and M97 engine IMS solutions. When I spoke with Jake, he asked many good questions about MY 996 and was totally straightforward about an internal engine repair. How refreshing, after 2 months of BS. I learned a lot (e.g., my car was hand-built in Stuttgart in early 1998, and has some original 993 components). We contracted to have Jake BUILD an engine from my core "the way Porsche should have built it" (his words, which I later found to be spot on). One small issue....Jake's shop has a 12 month backlog on engine builds, which put my project completion out to mid-2018!! But I had no reservations about this being the only way to go.

8 Months Later: some light at the end of the tunnel

In January 2018, my car was finally transported to Raby Engine Development in Cleveland, GA. Several hundred tear-down photos showed some collateral damage from cylinder debris (exhaust cam sprockets and oil pump), plus cracked coils and a couple of other smaller items. But overall Jake saw "very minimal damages to the necessary core components as a result of your D-Chunk failure."

The 2 halves of the engine case now went off to LN Engineering for Nickies Big Bore Cylinders, raising the displacement to 3.6 liters.

April Flowers

Reassembly began in mid-April 2018, and my "new" M96 engine came to life. Included in the build was ELIMINATION of the IMS bearing, by returning to the old sleeved bearing design on the 993 and earlier models. Remember my earlier comment about building a new engine vs. rebuilding it? My car now has a brand new M96.1 (my label) installed.

Break-in testing of the engine detected an overheating issue when lugging up a hill. Turns out the temperature warning light didn't work (they're not called idiot lights for nothing), and my radiators were marginal at best. *Jake suspected that overheating was a big part of the D-chunk failure.* Rather than adding a 3rd radiator, I went for all aluminum ones that did the trick. Once I got the hang of P-car repair costs, this was almost chump change.

Welcome Back-June 2018

When all the engine testing was completed my 996 had about 20 more HP, but LOADS more torque. It can accelerate nicely from 3000 rpm, comparable to what 4000 rpm did previously. So silky smooth and quiet, I'm sometimes tempted to "invest" in a Fabspeed exhaust system to liven things up. At this point my wife's standard line with friends is that "you can only be young once, but Dave will be immature forever around his P-car."

So, when all the dust settled, I couldn't be happier with the decision to stick with the car I love (like my Wisconsin Badgers). Sure, the car is 20 years old. Sure, I still have "fried egg" headlights that purists disdain. Sure, the 996 isn't likely to appreciate much in value despite the new engine. But, is it for sale? Hell no!

Dave Cincera



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RTR 2019 Autocross Season in Review

DID YOU REALLY DRIVE YOUR PORSCHE IN 2019? 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 18 Riesentöter club members who participated in the Riesentöter Autocross Challenge Cup. The Autocross Cup Series raced at the Meadowlands, Bader Field, Ripken Field, Wells Fargo and Warminster with Philly SCCA and the rennstrecke of the year – two separate events at Pocono Raceway.

The highlights of the season were the races in June and September 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. This has become an annual event, and look for a possible event with DE next year. Talk to any of the 115 racers in 2019 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! This year the number of events for a driver was a major factor this year. The top two racers competed in all 10 events, while the third place racer competed in 9 events. No one else had more than 7, so maybe there is a theme.

The first major shakeup in the Autocross Cup Series was the disappearance of Dan Ruble and Nick Betegh from the podium. They won the previous 5 Cups. So, who were the 2019 champions?

Third Place went to Chris Askin for the second year. The top two racers were historically close. They both ran all 10 events and each won 4 races. They also tied in total points. Using the Cup tie-breaking rules, **First Place went to Otoniel (OT) Figueroa**, and **Second Place to Matt Walsh**.

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 Jose Rivas. We recognized him for skills as one of our newest participants. Jose was a rookie who raced in 7 of the 10 events. He started slowly, with an 8th place finish in his first race. He demonstrated what was to come with 6th place finishes in other races.

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. Come meet one of the supportive groups in racing.

2020 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 engineered to be driven – assertively (to say the least!).

Dave Nettleton

Ford v Ferrari

RTR GOES TO THE MOVIES! AND AS PER OUR USUAL, WE DON'T TAKE HALF MEASURES, we go all the way. We rented an entire theater at the [Exton Movie Tavern](#), complete with our very own taco bar, to see the opening night screening of Ford v Ferrari.

Roughly 80 members, accompanied by some of their friends and family, began to file into theater #4 starting around 7 PM for an hour of food and beverages prior to the start of the film. We made our way to our leather, reclining seats and placed our beverage order, as we were waiting for the food to be set up just outside of the theater. In a famous court opinion Justice Oliver Wendell Holmes, Jr. once stated "The most stringent protection of free speech would not protect a man in falsely shouting fire in a theatre and causing a panic." In addition to shouting "fire" I think we should be equally cautious about shouting "The taco bar is now open!" in a crowded theater as that seems to have a similar effect. Once the announcement was made, the crowd quickly filed out of the theater to line up for the food.



The long line gave us all a chance to catch up and chat with our fellow members. With plates filled, folks made their way back to the comfy chairs to eat and continue to socialize before the start of the film. Jeff and Wendy stood up and welcomed everyone to the event. Wendy made it clear to all the guests who are not yet members that they should immediately buy a Porsche and join the club. Jeff gave a brief update on the Phil a Trunk event quickly approaching.

Eventually the lights dimmed, and the movie trailers began to play. Then it was finally time for our feature presentation. The next thing we knew the hype video for the 2019 Phil-a-Trunk was being shown up on the big screen! It was a fun little surprise that elicited a round of applause from the crowd. After that, it really was time for Ford v Ferrari.

The film centers on the key figures involved in the battle between Ford and Ferrari to win Le Mans in the mid to late 60's, with Ford eventually taking the win in 1966. Ford would go on to win in '67, '68 and '69 as well, until Porsche came along in 1970 to put an end to Ford's winning streak. Porsche would go on to become the most dominant marque to ever race at Le Mans, taking the outright win 19 times, but I digress.



I am not a film critic and there are plenty of places you can go to read all you want about the movie, so I will spare you any of my detailed analysis. That being said, I would give it a 4 out of 4 glowing brake disc rating on the Joe Kucinski scale of movies. Driving sequences were great, the acting was first rate, and I think it is a film that would appeal to even non automobile enthusiasts. Watching it with a large group of members from our own club certainly added to the experience and excitement of the film. The toughest part was jumping into my Porsche and trying to drive home at a sane speed after seeing a movie like that. Fortunately, I was able to make it home safe and sound so I can look forward to the next exciting club event. See you out there.

Joe Kucinski



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Riesentöter Club Race Highlights

RIESENTÖTER'S DRIVER'S EDUCATION PROGRAM HAS A LONG AND PROUD HISTORY of cranking out good drivers – lots of them. 2019 was a great year for many of our RTR club racers. Here are some highlights.

The season begins at Sebring in early February, where Corey McFadden put on a stellar performance against tough competition, earning him a Workers Choice Award. For those not familiar, the Workers Choice Award is separate from any podium finish, is granted by vote of a majority of the course workers, and is arguably more valuable to those who race than the podium trophies. Corey had a tough year mechanically but came back to score 2 wins at Summit Point and set a lap record in his Spec Cayman class. Also, in Spec Cayman, Jack Genovese scored 2 wins, several podium finishes, a track record at Watkins Glen, along with a Workers Choice at New Jersey Motorsports Park.

James Rothenberger finished 3rd overall in SP2 this year, against a large field of highly experienced drivers, scoring points virtually everywhere he went.

Marc Dencker and Doug Troutman dominated the majority of GTC3 (996 Cup) this year, with Marc taking 1st in class, and Doug taking 3rd. Marc had 2 wins at New Jersey, and 2 on the high banks of Daytona! Doug won the Enduro at Watkins Glen, and two sprint races at New Jersey.

Ken Nielsen, against arguably the deepest and toughest class, earned first place in GTB1, an accomplishment that took him all the way to the Daytona Finale to wrap up. All of Ken's experience, skill, and resilience were necessary to secure this title. Also, in GTB1, AJ Giannone scored a win at Watkins Glen, along with a Workers Choice Award, while setting the fastest lap in class, of 2:00.166. Later in August AJ scored a 1st in class, and a 1st OVERALL in Race 1 at New Jersey Motorsports Park, followed by a 1st in class and 1st overall in the Enduro, sharing the car with his father John. Griff Asplundh did a remarkable job pioneering the use of a 996 GT3 in GTB1, with very little help in development from fellow racers. Griff will challenge the field next year in a fully developed Cayman.



Bob Hargesheimer pulled the clean sweep, scoring 7 wins in 7 races in GTC4 (997 Cup)! A dominant performance against experienced and stiff competition.

Brent Asplundh finished 3rd this year in his 991 Cup, running in GTC6. Against large fields of stiff competition, Brent did a great job piling up wins and podiums, including a win in the Enduro at Sebring, and a clean sweep of all three races at Summit Point. And Scott Asplundh, running a Cayman Clubsport running in GTD2, captured the title by outrunning most competitors wherever he went. Scott scored three race wins at VIR, three wins at New Jersey, a win in the Road America Enduro, and a win at Summit Point.

Jeff Smith dove in headfirst this year, in the very tough class of Spec Boxster. Against a deep field at Summit, Jeff drove through the pack and were it not for someone hitting him, may well have scored a podium finish. Great start Jeff! And after a hiatus, Chris Karras came

back to Club Racing. Against fellow RTR members Marc Dencker and Doug Troutman in GTC3, Chris put in some admirable performances, including winning all three races at Mid-Ohio! Chris drove in tandem with his son-in-law, Pete Chiappa, who earned his license with competitions at Mid-Ohio, Watkins Glen, NJ, and Summit.

Don Jacobs, in Vintage VGTO, finished second overall, either winning or finishing second in every race he ran, with the exception of a few mechanical DNF's.

Last, but surely not least, Carl Tallardy finished in First Place in GTP2, scoring wins in all his races. Carl's determination and dedication to our sport is never in question, and his choice to campaign such a rare and exotic Porsche is commendable.

The Club Race experience is challenging, rewarding, and sometimes depressing. To all who chose to participate, congratulations. To all that would contemplate the step up, everyone mentioned above would be happy to help!

John Giannone



How a Local Porsche Club Event Accelerated Our Business

LIKE MANY MEN OF MY GENERATION, I HAD A BOYHOOD FASCINATION WITH CARS, especially race cars. From an early age I loved the idea of going fast and being the first to cross the finish line. I dreamed of getting to new destinations quickly. And I was captivated by the idea of whizzing through time and space, feeling both in control and slightly carried away. It all seemed so exhilarating and it jumpstarted my lifelong interest in sports cars, racing, and the machines that make rapid acceleration possible.

Flash forward to adulthood and my 25th wedding anniversary. After growing up in Germany, and spending many years working in Switzerland, my wife and I were enjoying our silver wedding anniversary in our new home in Pennsylvania. I'd always dreamed of living in the United States, and I was delighted to be working for a temperature control company in the Lehigh Valley. While a lot had changed in my life, some things hadn't. I was still in love with sports cars.

It turns out that my wife, Petra, was okay with my "other" love and even encouraged it. To celebrate our 25th anniversary, she bought me my first Porsche — a black Cayman S. 2006. Thank you, Petra!

I was so excited to have my beloved Porsche from my beloved wife, and I couldn't wait to make the most of it. I quickly joined the local chapter of the Porsche Club of America, the Riesentöter Region. I figured the club would give me a chance to meet like-minded people who were excited by design, innovation, performance, and speed. I had no idea that the local Porsche club would fuel another deep passion, one that changed the way my company does business.

On February 16, 2019, I attended the Tech Tactics event in Easton, PA, along with other PCA members. The Tech Tactics event gave us an exclusive behind-the-scenes look at Porsche's service offerings and how they train technicians.

Porsche technicians, as you can imagine, encounter a lot of exotic problems and scenarios with cars that have been on and off the road for years. They have to troubleshoot older models and work around out-of-stock parts. In order to meet their customers' needs they must be creative and collaborate with other Porsche service experts.

As I listened to the presentation from Doug House, Manager of Technical Support for Porsche Cars North America, I felt a rush of adrenaline. It was the same feeling I had as a child, playing with race cars. I was riveted as he showed us a form of augmented reality designed to help service technicians communicate and collaborate with each other in real time, regardless of physical location.

Using smart glasses, and powered by augmented reality software, lead technicians in one location can see what field technicians in another location are working on and help them find a solution. Together, they can access technical information, drawings, and other resources to help resolve the customer's issue.

It was like an ignition switch was turned on inside me, and I was off and racing. I wondered if I could use this technology for JULABO USA, the temperature control company where I serve as Vice President of Sales, Marketing and Service.

I quickly started asking questions and researching opportunities. I wanted to see if our company could reduce service times by 40% as Porsche had done. Like Porsche, JULABO temperature control equipment is engineered in Germany. We make products that are built to last but may need occasional service to keep performing like-new. Our customers don't like to be without their JULABO temperature control equipment any more than a Porsche owner likes to be without their car. Laboratories and industries, including the automotive industry, rely on JULABO equipment to conduct temperature simulations during their research, development, and testing phases.

As part of the leadership team for JULABO's US division, I'm always looking for a competitive advantage, and this augmented reality seemed promising. Oh, and remember the part where I mentioned my interest in speed? Well, that's a trait that I've adopted in business as well. I like to be the first to adopt something. I don't like to hesitate or lose momentum waiting for others to catch up, so I went into this augmented reality idea full-speed ahead and haven't looked back.

In May of 2019, three months after the Tech Tactics event, our company launched LucaVision, partnering with Atheer and its award-winning AR management platform. Atheer is the same company used by Porsche for its augmented reality service offering. We chose the name LucaVision because our company mascot is a frog named Luca, and frogs can see in all directions, nearly 360 degrees — they have a larger field of vision than is humanly possible. The AR platform promised a similar expansion in our vision.

JULABO is now the first temperature control company worldwide to offer augmented-reality-enhanced service, and it's making a huge difference for our customers. In addition to using it in our service department, we've also used it to provide equipment training and installation support for customers. Some of our biggest customers and distributors have enthusiastically joined us and incorporated LucaVision as an offering to their customers.

LucaVision is distancing us from the competition, by several miles. It's accelerated our business and sparked a desire in me to find other high-tech, next-generation solutions that will help our customers. We're now investing in predictive maintenance for our equipment and recently incorporated state-of-the-art holographic technology in our tradeshow booths, allowing us to virtually display our equipment and limit our carbon footprint.

Thanks to an invitation from the Porsche Club of America, Riesentöter Region, our business has changed for the better. We've gone somewhere we'd never thought of going before. And, as a result, we're outpacing our competitors. It's going to take some major effort for them to catch up with us at this point. I'm so glad I attended that event and was able to act with speed.

It reminds me that Porsche is much more than a car, it's a symbol of leadership and possibility. And, Riesentöter is more than a car club, it's a place that fuels ideas, opportunities, and connections. From now on I will be sure to follow my passion, hobbies, and curiosity wherever they lead me, and I hope you will do the same. We never know when an idea will spark and ignite something else in our life. We don't always know what's around the next corner, but if we lean in, enjoy the ride, and keep our passions alive, surely we can go someplace fascinating.

Dirk Frese, PhD



Sidetrack: The Virtues of Donuts

AS WE APPROACH THE WINTER AND ANTICIPATE THE COLD AND DREARY WEATHER, it feels like a good time to discuss winter activities. For some of us that means getting bundled into warmer gear and venturing out, while for others it's staying indoors with an inventory of movies and a kitchen stocked with comforting food – ranging from healthier options to the higher caloric variety.

Now occasionally I like being shut in from the cold and experiencing things that are not so good for me. Things like donuts – spelled purposely in this casual style, because *doughnut* indicates lard, carbs and deep-frying, whereas donut is at least a more socially tolerable alternative – even if it doesn't pass the FDA seal of approval.

But for the purposes of this chapter of Sidetrack I'm referring to another kind of donut that we might consider as the season chills. The sort of donut we might carve in parking lots when no one is looking – on dry or wet pavement, but especially in snow. Though also unacceptable to civilization in general, you'll soon agree that donuts of this variety can carry their own virtues.

How so? Several years ago, we were hit by a mysterious snowstorm. So described because it was not predicted – by anyone. Our area took four inches by the end of it. And I guess the weather forecasters figured if they didn't mention accumulation tallies specifically, we wouldn't notice their blunder.

Undaunted by the precipitation nonetheless, I cleaned off the driveway and backed my Cayman into the road, anxious to test the handling characteristics of my new snow tires. The mid-engine design of the Cayman is perfectly balanced for rear-wheel traction – even considering the clearance, it's not a bad snow car for the first few inches.

I needed provisions for the Eagles game (a convenient excuse), and the supermarket was just up the road. By the time I cleared the driveway, we were pushing two inches and it was still coming. I noticed some slippage on uphill grades, and when braking on a crown. But compared to the OEM Michelin PS2 summer shoes, these Continentals were tank treads.

Loaded with provisions for the trip home, the ride became more treacherous as temperatures dropped. There was a descending grade that ended at the bottom of the hill where I would have to turn into my development, and I was picturing an F150 filling my rear-view mirror as it fishtailed in behind me. I cut my wheel into the high school just before the corner to play it safe.

What I probably should have considered (other than the fact that the school is situated on a small mountain), is that it was also Sunday. No rush to plow since they had a good 18 hours before opening bell Monday morning. That, and the township plowing team may have also been listening to the same weather broadcast I was.

Content with the traction climbing to the top, I crested the peak and the entrance opened into a vast parking lot – a thin white blanket as far as my eyes could see. This area was used for overflow, so it contained a decided lack of light posts and parking dividers. It was perhaps fifty by thirty yards, with virtually no obstructions.

As anyone knows, a blank canvas such as this provides the artist an unrestricted opportunity for creativity – however you intend to draw your angels. I carefully considered the value of testing the limits of traction in these measured conditions. Using only first and second gears, I'm delighted to say that I didn't rooster-tail (until I meant to).

At this point you might remind me that Riesentöter offers opportunities to improve control and handling techniques with several different programs for that purpose. But none of them come equipped with these most interesting conditions, and all of them are attended by, um, other people.

I began with the default settings for Porsche Stability Management (PSM or "Please Save Me") and engaged the clutch with a liberal dose of the right pedal. The amber idiot light flashed annoyingly on the dash cluster but kept me tuned with the amount of slip. Turning PSM off was a real education – I promptly scribed a tight circle I could have completed in my driveway.

While I'll go on record denouncing this activity on public roads, it did give me a sense of what to expect at the limits of adhesion. Practicing these techniques in your own car (in similarly unique conditions) could improve accident avoidance maneuvers. You might note the obstructions such as light posts and hidden parking barriers before beginning.

You may also consider that the local police will not be as open to your experiment as you are, especially in a school parking lot (deserted or otherwise). But doesn't law enforcement encourage courses for this type of activity? That's what I told myself as I surveyed the entrances on both sides of the hill just in case.

I spent 20 minutes or so frolicking around until I felt sufficiently embarrassed at my boyish outburst, and then remembered that risk rises as the life of an activity lengthens. So, I reset the defaults (the Cayman and my own) and made my way down the other side of the hill into my neighborhood. The garage door lowered and sealed out the now worsening weather.

Listening to the ticking of my Cayman flat-six adjusting to the warmer temperatures of the garage, I reflected on the virtues of donuts. Contrary to everything I'd learned to this point in my life, I discovered that some things perceived as bad for you could actually be a healthy and productive activity – in moderation, of course.

David Newton

Shifts and Giggles

BEHIND THE SCENES

Usually this article is about some pun-filled, tongue-in-cheek, laugh-out-loud narrative on the world pertaining towards automotive....well, today let us go on a tangent, down the rabbit hole so to speak and go behind the scenes to see what it takes to pull off a charity like our Phil-a-Trunk. First, we will go back in history, picture me with hand on chin, you know like that Rodin statue, then some wavy lines appear and wah-la...here we are at the start of my dictatorship, I mean presidency.

“Hey Mr. President, you know what we need to do as a club...more charity work.”

“Right you are, we can get behind that, what do you want to do?” And without an answer the person fades back into the crowd never to be seen again.

But this person was correct, the charity part of our club had been slacking, mainly because first and foremost we are a car club, not a March of Dimes sort of organization, and second the last charity event left a bad taste in our mouths....we raised \$10,000 for the blood bank of the Lehigh Valley area, and when we gave the president the check, not once did she say thank you, not once, she just took the check and out the door she went, like a line in a George Thorogood song.

So, I pondered a bit more...think again of that Rodin statue. Then it hit me while listening to the radio when Preston and Steve's morning show mentioned their Camp Out for Hunger briefly during an April broadcast. Sure, their event was months away but they do all the heavy lifting so to speak. They (Preston and Steve), actually camp out in a parking lot in South Philly for entire week collecting food for Philabundance. They have all the volunteers, the space, the equipment, so I thought again, strike the Rodin pose again. Why not have a literal food drive, where we pack our frunks and make a trek to unload food for Philabundance and that my friends was how Phil-a-Frunk (name created by Wendy Walton and trademark pending) was started. First time out of the gate was a bitter cold night but 58 Porsches showed up with just over 7,400 pounds of food. Five years later this little old car club that was started in 1957 came in second place beating the likes of national sponsors and Philadelphia staples like Comcast, Acme, and Campbell's with over 126,000 pounds of food.

Now set that time machine dial to March of 2019, wavy lines appear and wah-la...I'm thinking again, it really is a rare occurrence, but for the sake of this story it's relative. How can we beat last year's total? I think the 5th anniversary has hit the plateau mark so to speak. because our club nailed it and we won the broadcast with Pierre Robert. the 30 year plus DJ legend from WMMR. So I hatched a plan and called WMMR's PR guru on the phone. He liked my idea....he like it so much that he called a meeting. At the end of March here was I sitting in a conference room with the entire Morning Show staff, Bill Weston program director, and the CEO of the Beasley Media Group. It was a mouth drop moment. Well I pitched my idea, and they asked, “When do you want to do this?” I stated the Saturday after Camp Out...they said, “No”....my heart sunk.

“We like the idea so much; we want you to kick off Camp Out. Let's do this the Saturday before.”....and that my friends was how Phil-a-Trunk was born.

I realized the only way to get more food was to open our event to all who would come. What I didn't realize what exactly was involved and so that proverbial ball started to roll...downhill and fast.

The first order of business was to secure a location. I began with a phone call to my contacts at the Wells Fargo Center (having season tickets in the family since 1967 helps to get the right people on the phone). Eventually this led me to a contact with Joe Giles from the Phillies organization. After a few emails and calls a contract was created. The price to rent out the lot, four grand, and it was for charity. Gulp. We needed a plan, so I called on my top-notch VP, Corey, and we hatched a sponsorship plan. We sent it to all the dealers and David Newton hand delivered it to RDS Automotive Group. Before we knew it, they, RDS, became our premier sponsor and we could not have done it without them for they handed us a check for 10 large and just like that the ball started gaining even more speed.

Next order of business was to contact Philabundance and tell them our idea. I had several meetings at their South Philly location to set up logistics on their end, mainly trucks, forklifts, and volunteers to help with unloading our food. Then the check for \$10,000 started evaporating and fast. \$4,000 already went for the parking lot. Next, we needed a tent as a central congregation area and some sort of PA system. One phone call later I had the tent, chairs, and stage, which took another big chunk of the RDS premier sponsorship to the tune of \$3,500. The PA system was next. The first quote I got was astonishing to say the least...I quickly called them and told them, this is a charity event, the Rolling Stones are not coming to town. Which led me to two more phone conversations and finally found a system we could work with for about \$1,200. If you can count, we were still within the RDS check budget....not for long..because there was a caveat. For you see, well, we didn't see at first but as our parking lot contract stated we must use union workers to put up and tear down the tent since we are working in South Philly. Now the tent we rented already included the tent, the tent sides, the chairs, tables, and stage...as well as the cost for put up and tear down, and delivery to boot all for \$3,500. The initial cost from the union to put up and tear down, just labor mind you, was \$6,900. That's right almost double of the tent with included labor already built into the price. Gulp. Gulp. And gulp again. After several phone calls to the Brotherhood of Carpenters and Joiners head honcho we got the bill down to a manageable \$3,200.

We then needed to feed the masses that came to the event. So, we needed food trucks and calls to food trucks and back and forth calls to food trucks. We needed music to entertain the masses that came to the event, because I knew there would be down time during loading and unloading of car clubs. The Holts took care of that for us very nicely. We also needed raffle prizes and printed material explaining the prizes and people selling the tickets for said such raffle prizes.

But we still needed stuff....stuff like porta-potties, a website, set up registration, manage both website and registration, a guard to watch the tent at night, banners, business cards, t-shirts (all of which needed design to boot), shirts for our volunteers, oh and we needed our volunteers, and our Autocross Council filled those shoes pretty quickly and we sincerely thank them for that.. We also needed more sponsors. I was in the mindset as that any money donated by our members went towards our goals for Philabundance and not for expenses....and I can clearly state we did just that because more sponsors did roll in. Fabspeed showed up in style, Quadratic was a big one and so was Tier-One Motoring over in Oaks, as well as New Jersey Motorsport Park, and Sloan aka Porsche of Warrington, not to mention our King of Prussia Capital Grille. We had Advance Scale help out...you could probably guess where they came in, and CarSmarts Radio on 610ESPN helped in promotion. Oh, and WMMR helped with promotion as well. Two weeks prior to the event WMMR was promoting Phil-a-Trunk with every DJ on the air. During my course on driving down to a Saturday Flyers game I heard them mention Phil-a-Trunk on the air 3 times in the matter of an hour commute.

Oh, and on top of all this we needed people to come to the event. I personally called, emailed, and met, most of the area's car club presidents and I even managed to go to a few of their monthly meetings as well in order to present our Phil-a-Trunk. I too promoted the event on WMMR with a morning show appearance, a showdown with afternoon DJ Jaxon, and an entire hour on CarSmarts Radio.

Now you might have noticed that in the above paragraphs there was a lot of “I's” and yes I did a lot of this but I did it because I love this club and it's people but I could not have done this without this club and its people. You, all of you, helped with your donations, your enthusiasm, your commitment. When we rolled in with 203 Porsches in tow and dropped 162,556 pounds of food with 27 car clubs, that's what makes it all worthwhile. And you know what I'd do it all again.....in fact mark your calendars now for Saturday November 28th, 2020 Phil-a-Trunk the sequel “Feed Even More.” The hard part is already done, coming up with the blueprint, now we have that we just need to tweak it to make it better and bigger. And knowing our club WE will do just that.

Jeff Walton

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CLASSIFIEDS

Indoor Covercraft Car Cover \$100 (over \$427 new on Covercraft)

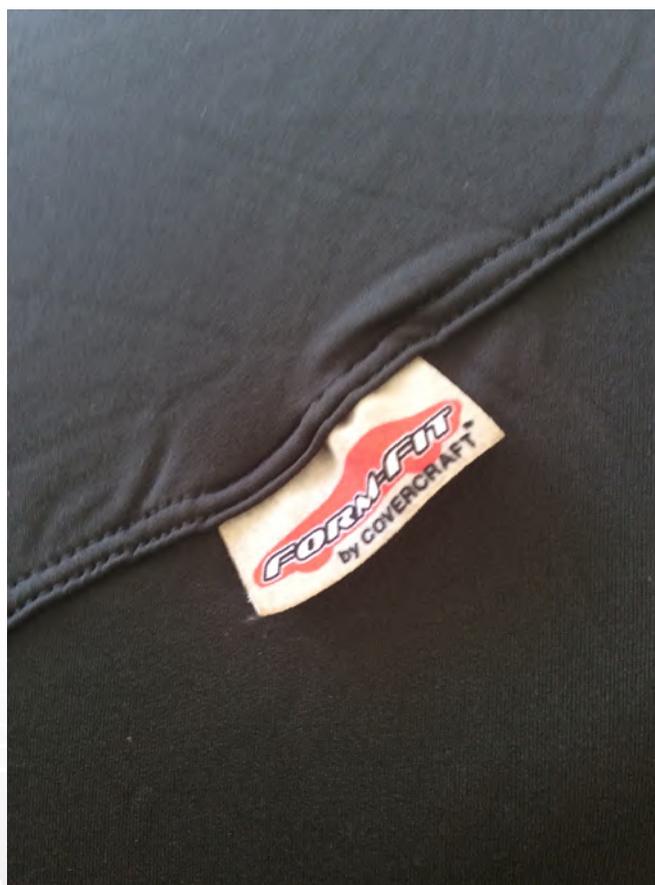
Custom fit for 991 Carrera but would probably fit other models

Black

Soft (maximum ding protection)

Barely used

Contact Gerry Thorpe at gerry.thorpe@comcast.net



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CLASSIFIEDS

1993 Porsche 911 Carrera 2 Cabriolet w/ Tiptronic and rear seat delete option

Approx. 88,300 mls

New suspension: Koni Sport damper set and Eibach springs

New brakes: Zimmermann ventilated cross-drilled discs

New tail lights and rear center reflector

New tires: Michelin Pilot Sport A/S

Maintained by Zeigler Exotic Cars, Phoenixville, PA

(previously named Possum Hollow Motors)

Original paint, original top, original engine

Runs and drives great asking \$38,000

Please contact Maarten I. Pesch

Email: maartenp@verizon.net

Cell: (267) 738-3923



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CLASSIFIEDS

1966 1300 VW Beetle \$10,000

Restored in 1996 and only 405+ miles have been put on the motor since restoration. Interior is very clean, engine is strong. Upgrades: Engine increased to 1667cc, dual carburetors, front and rear disc brakes, billet interior accents, tinted windows, and 1996 Kenwood stereo. Clean PA title.

Side view mirrors need to be replaced. Heat exchanger were removed during restoration and not added back, so no heat to the interior.

Check out video: <https://youtu.be/ATQebTBN9I8>

Contact: mf.todas@gmail.com



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CLASSIFIEDS

OEM Carrera sport Wheels and Tires Came off a 2006 Carrera S

Asking \$2,800

Specs:

- Fronts are 19 x 8.5
- Rears are 19 x 11.5

Freshly powder coated (Have not been used since)
The tires are slightly used Hankook Ventus V12s.
No TPMS sensors in the wheels

Contact OT Figueroa via email: patches12121@gmail.com



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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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CLASSIFIEDS

1989 911 Turbo Cabriolet for Sale - \$159,900

Red/black

27,000 miles

Runs and drives perfectly

Flawless body and interior

Original manual, books, tools, spare and compressor

Certificate Of Authenticity

More photos available upon request

Contact Neil at nfddd@yahoo.com



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CLASSIFIEDS

20" Porsche Brilliant Silver Wheel Set (2 Fronts & 2 Rear), \$2,500

Front: 20 x 8.5 with Pirelli P Zero 235/35 ZR 20 (88Y) tires (2500 miles of street wear)

Back: 20 x 9.5 with Pirelli P Zero 265/35ZR 20 (95Y) tires (very little tread)

Wheels are in Very Good to Excellent Condition, Porsche Brilliant Silver Center Caps & Valve Caps in Excellent Condition and TPMS in all 4 wheels.

These are takeoffs from my 2014 981 Cayman S with 20K miles.

Stored in garage in Porsche Tire Bags; price includes Porsche Tire Bags.

Please Email; Dave@DaveBoerner.com or call 267.614.1661 with any questions or for additional pics.



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CLASSIFIEDS

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

Odometer 77,200 Miles

Title 5024390802 SE WID 18102 3906 120691-001

Black / Silver / 5 Speed, Retraceable Sunroof, 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.

Contact Harry via email hselverian@hotmail.com for further information



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Dear RIESENTÖTER Members,

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

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

Thank you,

Der Gasser Team

