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COVER

Photo credit: Taken at 2019 Texas Hill Climb by Bob Craig

2020 RTR Calendar

Social Events

March	21	Martin's Kitchen POSTPONED
March	21	Membership Meeting at Fab Speed CANCELED
April	18	Hershey Swap Meet

AX/DE Events

March	28	AX @ Ripken Stadium
April	3-5	DE @ Jefferson
April	19	AX @ Hershey
April	25	Tech - Pocono North
April	26	Cobwebs Drive

MEMBERSHIP MILESTONES

YEARS	March	April
40		
35	Yoroshko, Jeffrey (1985)	Mitroka, Jack (1985)
30	Hahn, Jesse (1990) Horstmann, John (1990)	
25		Casey, Phillip (1995) Diamond, Myles (1995) Tansimore, Anne (1995)
20	Borak, Joseph (2000) Donnelly, Mike (2000) Gaul, Craig (2000) Naughton, Eileen (2000) Ott, Horace (2000)	Ehm, David (2000) Richfield, Morrie (2000)
15	Kot, David (2005) Vickers, Richard (2005)	Carouge, Kevin (2005) DiGiuseppe, Christopher (2005) Reif, Richard (2005)
10	Cady, Rich (2010) Mielziner, Norm (2010) Nettleton, Dave (2010) OBrien, Aurora (2010)	Brandis, Brian (2010) Emerson, Dave (2010) Santa, Joe (2010) Schwartz, Pete (2010) Stevenson, Scott (2010)
5	Barbey, Peter (2015) Coffey, William (2015) Dennis, Jay (2015) JOHNSTON, JAMES (2015) Lee, C. Gary (2015) Nichol, scott (2015) Powell, William (2015) Tucker, Drew (2015)	Abramowicz, Robert (2015) Armour, Andrew (2015) Burkit, Erica (2015) Coughlin, Dan (2015) Eby, Chris (2015) Horton, Heather (2015) Huynh, Steven (2015) Jensen, wayne (2015) Ly, May (2015) Palomba, George (2015) Ramos, Chaz (2015) Rusden, (2015) Schwartz, Randy (2015) Schweitzer, Pete (2015)



NEW RTR MEMBERS



Kevin Kelly	2003 911 Turbo Black Coupe
Kevin Kelly II	
Paul Lumney	2003 911 Carrera Metallic Gray Coupe
Donald Solomon	1997 911 Carrera S Red C2 Coupe
David Shapowal	2010 Cayman S
Darren Cox	2013 911 Carrera
Carol Shapowal	
Alvin Fu	2018 Panamera 4 E-Hybrid White Sedan
Josh Mundy	2011 911 Carrera GTS Black Coupe
David Heiser	2003 Boxster S Grey
Rick Surprise	2007 911 Turbo Silver
Ricky Sandhu	2016 Cayman GTS White Coupe
Matthew Johnston	1983 944
Brian Casal	2002 Boxster
Ric Pinola	2019 911 Carrera Cabriolet GT Silver
Jonathan Moran	2019 718 Boxster Blue Convertible
Brian Smith	1974 914 1.8 White
Robert Hunter	2015 Cayman S Black
Christos Panidis	1992 911 Carrera 2 Midnight Blue
Walter Rentschler	2019 718 Cayman Guard Red
Dean Wampole	2019 911 Carrera 4S White Coupe
Jeff Sumner	2018 Macan S Silver SUV
Michael Bailey	2015 Cayman S Silver
Matt Smigo	2005 911 Carrera S
Grant Hornberger	2015 Macan Turbo Agate Grey Metallic SUV
Burke Miller	2006 911 Carrera S
Curt Hoy	2018 718 Cayman GTS Black Coupe
Alex Gonzales	2006 911 Carrera S Black
Robert Bansept	2007 Cayman
Louis Donofrio	2012 911 Carrera S Dark Blue Metallic Coupe
Jennifer Bansept	
Anthony Lagana	2002 911 Carrera
Joseph Boccella	1990 944 S2 Cabriolet Baltic Blue Metallic CP
Marc Weinstein	2015 Cayman S Rhodium Silver Metallic
Richard De Mott	2002 911 GT2 Red 996 420
Mark Powell	
Joe Falsetti	2020 911 Carrera 4S Culk
Jim Gillin	2013 Cayenne S Black
Alexander Krasnitsky	2018 718 Cayman GTS Graphite Blue Metal Coupe



Vom Präsidenten

ABOUT 15 YEARS AGO I BOUGHT A WIRELESS SPEAKER SYSTEM for my home called Sonos. Pretty cool at the time. It was a piece of hardware that extended my stereo system into other rooms of the house without running wires through the walls and into ceilings. Over time I added more and more speakers, so now they are throughout my house and I can play Led Zeppelin's "Custard Pie" in the kitchen, David Bowie's "Changes" in the closet, Lynyrd Skynyrd's "That Smell" in the bathroom, or I can simply put the whole house on party mode and party like it's 1999. Fast-forward to this January, and I got a letter from the CEO of Sonos basically stating that my current hardware is now obsolete due to software issues, and if I would like I can trade my old, what they are calling legacy, system, in for 30% off their new line of equipment (which they raised prices on by 10% as of Jan. 1st). The Sonos community went ape over this announcement. Here we thought we were buying speakers that would last a lifetime only to be told...nope, because the new stuff is no longer compatible with the old stuff. I get that, I do, things change over time, for the better most of the time, but I have a set of speakers attached to my current entertainment system that I bought over 20 years ago and they still work fantastically...and they should, they were a pretty penny. No matter what technologies I have bought over the years, DVD, Blu-ray, HDTV, 4K, the speakers work just fine. It's hardware that still works today. Yet companies are moving towards software for their solutions and to make even more money from their consumers.

It's not just happening with speakers either. Did you see the news about someone buying a Tesla at auction? The car had driver's assist on it. You know, that hands-free drive on the highway long distance thing on it. This was an \$8,000 option. The guy bought this car at auction for a premium because it had this option. Soon after he received it Tesla sent an update to his car and shut that option off. Just like that, an \$8,000 option was gone. Their reasoning was that the original car was a demo with all the options turned on and it shouldn't have been sold in that configuration. So just think of all the problems this is going to cause in the future. You buy a car with option a, option b, option c not knowing if those options will go away or not.

Your car is no longer a piece of hardware you can sell at a whim. It's just a piece of software. What happens when you buy your Tesla from a third party and say there is a security flaw where people can dial into the ECU and take control of the car (this has happened before)? Since you bought this from a third-party, Tesla says you need to pay \$3,000 for the update or your car will no longer work – or, worse, you can't even get the update no matter the cost. What then? It's a scary world we live in when a company can send a signal to your car and either remove options or shut down your car entirely. What if you completely forgot Monday was a bank holiday when you submitted your electronic transfer from your bank to pay Tesla for your car payment? You are just cruising on your way to work Tuesday morning and in the middle of 76 your dash flashes in big red letters...."PAYMENT OVERDUE," then automatically pulls over to the side of the road and shuts off. A few seconds later you hear a phone dial, then a voice that says, "We are sorry, we haven't received your payment, in order to continue please enter a credit card number now to proceed to your destination."

Is this the car of the future?

Ah, but don't worry, when you finally get home you can talk to your toaster to straighten everything out.

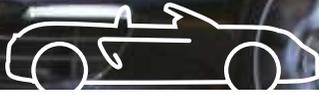
Edito'rs Note: Our ace proofreader, Larry Bardfeld, found this article: <https://onezero.medium.com/why-dead-sonos-speakers-mean-youll-never-own-a-driverless-car-9ec2d8fa3763>
So, if you interested in Jeff's topic, check it out.

Pedal down!

Jeffrey Walton
President RIESENTÖTER



Editor's Note



I DO NOT HAVE TO TELL YOU THAT YOU HAVE A GREAT COMMUNITY. The driving folks and social event planner, Wendy Walton, do a fantastic job filling the calendar. (As a matter of fact, one of the ongoing discussions in the Executive Board meetings is just how to fit everything into the calendar. Plus, you as a member can schedule a Happy Hour just to fill the calendar further.)

The Der Gasser volunteers are attempting to cover those events so that the members unable to attend can read and see pictures of those events. The attempt there is to keep you all informed, and hopefully tempt you to join the next such event.

The “fulltime” volunteers include myself, Jeff Walton, Larry Bardfeld, Mike Todas, Niki DiGaetano, David Newton, and Joe Kucinski. Many others have submitted articles, like Yoyi Fernandez, Tim Kelly, Brian Papillion, and our illustrious Geheimer Schriftsteller. To name a few.

Happily, we also enjoy – at least I hope you do – regular submissions from our “Porsche Pundit,” Rob Turner, and the occasional article from Luis Martinez.

When taking the editor position I was lucky enough to “inherit” many of those contributors. And, to my amazement, I received offers from several people to help in the background. Like Mike, Larry, and Niki. But finding Joe is, to date, my favorite. Actually, Joe found me at a membership meeting at Porsche of Conshohocken. He came up to me to ask if I would be interested in an article about a visit he and his father had to the Porsche factory in Stuttgart. The article was great! And he has seamlessly become an important “cog in the wheel.”

Joe is just about a ten-year member of RTR. He drives and instructs, in his 2016 Cayman, with another group, and actually has found a hobby in writing about Porsches. Now he has reached out to Internet Brands Automotive Group, that is an umbrella organization that runs over 130 websites dedicated to the car, truck and motorcycle enthusiast. This includes well known Porsche sites, such as Rennlist and 6 Speed Online. So be looking for his by-line all over the place. (I hope we do not lose him!)

Please feel free to make a submission. We will accept anything RTR member-related. We have accepted notes from events, and done write-ups based on those notes. We have posted pictures (most of them taken on cell phones), and car reviews from car owners. Think of us as your local Panorama. But, please, DO NOT be intimidated!!

Garrett Hughes
Der Gasser Editor-in-chief



Letters to the Editor

Dave Cincera Mon, Jan 20
11:34AM

to Editor

No apology needed re my article for Der Gasser, but thanks anyway. Another superb issue. I'm thrilled with my new ride (2000 Carrera) with the "heart transplant" from the prior car. There may be another article from me in the future.

Regards,
Dave Cincera
Bryan

Editor's response: *I hope you all read Dave's article about his engine rebuild in our last issue. At the last meeting of 2019 Dave related that he had an accident with that car. Front end damage only, thus the reference to the "heart transplant". I will be pestering Dave for the followup. I know you'll enjoy it!*

Thomas Barnes Fri, Feb 21
9:17AM

to Editor, jeffery.walton

Garrett:

Awesome job, incredible amount of work.

Thanks,
Tom Barnes

Editor's response: *Thanks Tom, from the whole team!*

Top Down!



OUR WINTER GETAWAY THIS YEAR WAS TO HAWAII. We made it to four of the five major islands (we missed Maui). Our idea is to take an annual mid-winter break from the cold...er...okay, dreary weather. Lisa is our travel planner and agent rolled into one. Not only does she painstakingly search the web for places, but she also scours the reviews. Her efforts always come out perfectly and this year was no exception.

We made one “painful” mistake. The guidebook for the Big Island said you **MUST** rent a four-wheel drive vehicle. Not one to question authority, I did rent a four-wheel drive. It turned out to be a Ford Escape. My one-word review: YUCK! Turns out you only need a four-wheel drive if you plan on going off the highways, which we did not. Seems like most people rented either a Mustang or a Camaro convertible. Okay, that was silly of me. I was disappointed even though we did have some showers throughout our stay.

What drove me **CRAZY**, you know me, was all of those convertibles tooling around with their windows and **TOPS UP!** **WHAT** are you doing on a gorgeous day on vacation...in Hawaii...75 degrees...clear skies...**HAWAII VACATION!!?! Didnt they ever watch Magnum P.I.? COME ON, MAN!!!**

Of course I wanted to pull them out of their rental and slap some sense into them, but Lisa said it would make more sense not to bother them. **ARRRGH!** So, I “stewed” in my shorts and sandals and lived to tell you my woes.

Next time I am renting a convertible!

Garrett Hughes
Top Down!





Blow Out the Cobwebs Drive and Dine Sunday April 26th, 11:00AM

HAS YOUR CAR BEEN SLUMBERING IN THE GARAGE, PINING FOR BETTER WEATHER? Anyone ready for a spring drive? If so, now's your chance. We'll meet at the Dilworthtown Crossing Shopping Center near Duck Donuts, 1353 Wilmington Pike, West Chester. From there we'll take a drive through the beautiful southern Chester County hunt country to our lunch destination, Firebirds, in Chadds Ford. We'll have a group of tables reserved for us, and each table will be responsible for its own check. Link to the restaurant,

www.firebirdsrestaurants.com

Paula Gavin





January Happy Hour

THE DOWNSIDE OF SUCH AN ACTIVE CLUB IS THAT YOU TEND TO GET A BIT SPOILED by everything that is offered to the members. For most of 2019 Jeff was sending out email blast after email blast announcing another rally, or dinner, meeting or something fun that would get us all together. After the holiday party Jeff and team took a well-deserved break, but that meant for several weeks my email inbox was full of useless marketing emails and requests to rate my latest Amazon purchase, but bereft of announcements for upcoming RTR events. It was a sad time. But finally, on January 17th, the drought was over, as the email came out announcing the first couple of official 2020 events. First up was a happy hour in Phoenixville, on January 22nd.

A dozen or so members enjoyed a mid-week, mid-winter night at the Sly Fox Brewhouse and Eatery. Talking Porsches again was like hearing that favorite song of yours on the radio that you haven't heard in years, or perhaps hearing that flat six roar to life again after some time in winter storage. Of course it wasn't all car talk, as we caught up with old friends, met some new ones, and complained about the cold weather while we downed some appetizers generously provided by the club.

Those of us that attended the happy hour are, for the moment, a highly select group that can boast that we have attended every single event offered in 2020. However, that distinction will most certainly not last very long. As I write this the February Freeze Run, the first member meeting of 2020, as well as the next happy hour, have all been posted already, and I am sure many more will be posted, and even in the rearview mirror, by the time you are read this. My email inbox is about to get a lot more interesting again.

See you out there.

Joe Kucinski



Observations of a Driver's Ed First Timer

I WAS NOT SURE WHAT TO EXPECT WHEN I ARRIVED IN MY 2017 PORSCHE 991.2 at the New Jersey Motorsports Park Lightning Course last June. I have owned a number of Porsches over the past 15 years, starting with a 1997 air-cooled 993, and first joined RTR in 2000, but this was my first Driver's Education experience.

As I turned into the staging area I was greeted by the sights and sounds of men, women and machines, all with one goal in mind: getting around the 1.9 mile, 10-turn course as fast as their car and their abilities will safely take them. The crowd was diverse: young and not-so-young, with a wide range of driving experience and capabilities, from long-time track racers to newbies like me running in the green group. The cars were just as varied. GT3s and Porsche track cars were there, with dedicated trailers and racing slicks, joined by a significant contingency of Corvettes with the unmistakable sound of unmuffled V-8s. These dedicated speed machines shared the paddock with all manner of stock street Porsches. The sights and sounds were intoxicating.

My nerves subsided a bit after attending a well-organized classroom training session on the basics of driving at high speeds, cornering, passing rules and signals, flag identification and safety precautions. As we gathered for the first drivers' meeting of the day, the Track Chair, Marty Kocse, urged all of us to be safe and have fun (with an extra emphasis on safe). After passing my site tech inspection and meeting my instructor, we strapped ourselves in and tested the in-helmet communication radio. I was ready to go.

Or at least I thought so. Nothing could prepare me for that first rush of speed out on the track. My instructor expertly guided me through the track, pointing out the correct set up and line for each of the turns. My first few runs were shaky, at best. Anticipating the blind right hand Turn 1, I would instinctively ease off the throttle before braking at the end of the straight. I would do the same at Turn 5, a mostly blind right-hander cresting a hill. Sometimes in traffic I would unconsciously follow the car in front rather than stick to my line. And I had a tendency to stab the accelerator and brake. My instructor patiently pointed out all of the bad habits, reminding me that smooth acceleration and braking would get me around quicker.

As I became familiar with the driving principles—and listened to my instructor—my confidence grew with each lap. If I didn't set up correctly, he would put a hand on the wheel briefly to show me where to go. At the end of the straight and before turns, I would hear "Brake ... harder ... harder ... HARDER! ...Unwind. NOW GO!" Before long, I began to get the hang of it.

The breakthrough moment occurred when I was able to get on the left edge of the track at the beginning of Turn 10, (named the "lightbulb" for its sweeping arc) and smoothly press the accelerator to the floor, "slingshotting" us through the apex and onto the main straight at full throttle, where I kept it until the braking zone at the end. With the correct line the car performed its magic, sticking to the surface like it was on rails. Under heavy braking I could feel the car bleeding off speed without losing control, engine downshifting furiously, and suspension constantly correcting for the conflicting forces put on it. We let out a loud whoop after that lap.

At the hotel that evening, after the adrenaline dissipated, I reflected on the invaluable instruction I received from the entire RTR Driver's Education staff. Because of them, I was a better, smarter driver. Then I turned out the light and slept like a log.

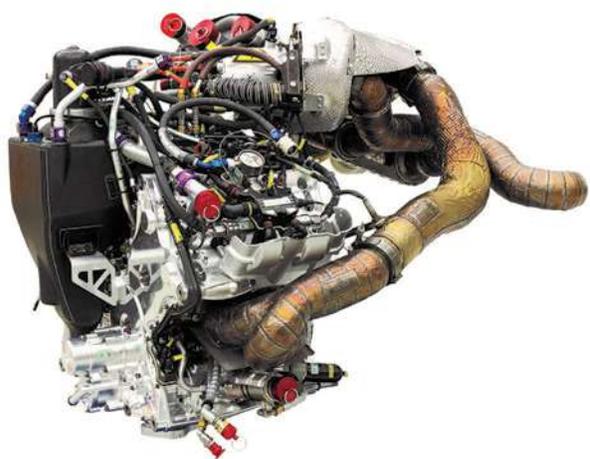
John R. Gailey III



New Release: Special Investigation: The multiple Le Mans-winning PORSCHE v4 HYBRID

IN THE CURRENT ISSUE (#124) OF RACE ENGINE TECHNOLOGY MAGAZINE, Editor Ian Bamsey reports in astonishing detail on a state-of-the-art, fuel flow-limited hybrid racing powertrain – that of the three times Le Mans-winning Porsche 919.

In 2014, Formula One and Le Mans introduced new (similar) fuel flow-restricted formulae, which changed the direction of race engine development at the highest level. This Porsche article is the first time anyone has been given full access to a state-of-the-art power plant specifically developed for the current generation of lean-burn race engines.



For Grand Prix racing, the power plant has to be a 1.6 litre V6 with a certain type of energy recovery system and many other prescriptions as to its design. There is much more freedom for the designer and developer in Le Mans LM P1 Prototype racing. For four heady years of competition between up to four manufacturers, the World Endurance Championship (WEC) represented the true spirit of technical innovation in the quest for fuel efficiency, more so even than contemporary Formula One.

For the last three of those four years – 2015 through 2017 – Porsche, after a learning year when it returned to Prototype racing in 2014, won Le Mans and the Manufacturers’ title in the WEC each season. Porsche’s 900 bhp power unit for its 2014-2017 919 LM P1 car demonstrated what is possible when the quest is to maximise performance from a given amount of fuel in the context of a hybridised power unit and without the shackles current rules impose on the Formula One power plant.

The Porsche 919 had a world title-winning hybrid powertrain that was not a refinement within a template imposed by rule makers but one optimally designed as fit for purpose. Remarkably, Porsche has given RET full access to the innermost secrets of this, the contemporary power unit with the most success at the 24 Hours of Le Mans.

So much information has been supplied to RET that the V4 engine is profiled in depth in issue 124, with a follow-up on the electrical hybridisation system in issue 125. Thus RET 124 presents the full story of a remarkable engine that went on to allow a ‘formula libre’ version of the Porsche 919 to set new lap time benchmarks at Spa Francorchamps and the Nurburgring Nordschleife in 2018.

Race Engine Technology’s full report of the Porsche V4 in issue 124 spans no less than 22 pages and is a must-read for anyone involved in racing technology. It is an unrivalled investigation into the state of the art in fuel flow-limited racing. Don’t miss what will be one of the most exclusive and talked about issues of RET of recent times!

Race Engine Technology issues 124 & 125 can be bought from www.highpowermedia.com or by calling Frankie Robins on +44 1934 713957.

Frankie Robbins

February Freeze Run

TODAY WAS ALL ABOUT GETTING THINGS BACK IN ALIGNMENT. Our last organized drive was Phil-a-Trunk back on November 30th. That was 91 days ago. 91 long, cold, gray winter days ago. Heck, it had been so long, I almost forgot how to sign a waiver form! I was starting to feel a bit out of whack without the steady stream of club events. Speaking of out of whack, because it doesn't take exactly 365 days for the Earth to orbit the Sun, we add an extra leap day to our calendar every four years. Adding this day keeps our calendar and seasons aligned. So, February 29th was the perfect day to get the RTR driving season back on track with the annual February Freeze run.

After the last couple years of warmer than expected freeze runs, the weather this year was, actually, the winter-like day that you would expect for late February. We gathered at the Montgomery School in Chester Springs shortly before 10 AM and mingled in the cold morning air. As usual, we had a nice mix of vehicles joining us. New and vintage vehicles were on hand. Macans, Caymans, Boxsters, 944s, 968s, and even those funny little cars with the engine in the back took part in the festivities.

We had a brief drivers' meeting, which included the announcement of a few upcoming events. We were given turn by turn directions, and then it was time to drop the tops, lower the windows, and fire up those engines. It was great to hear a group of Porsches driving together again.

The route was a lovely 45 minute jaunt through some nice twisty back roads in Chester County. Traffic was light on our way, so the caravan of 30 or so Porsches was able to remain mostly intact along the way. As usual, Jeff led us on a brisk but comfortable pace. The directions we were provided were simple to follow, but the final destination was not revealed until will pulled into the parking lot of Stampede Barbecue in Mohnton, PA. As we pulled in a few snow flurries began to fly to remind us this was still a winter event.

There is nothing like some good BBQ comfort food on a cold winter day, and Stampede certainly provided that. The brisket sandwich was fantastic, and only bettered by some of the best mac 'n' cheese ever. I was completely stuffed, or at least I thought I was until Wendy offered me a bite of her bourbon peach cobbler heated up with vanilla ice cream on top. Yum.

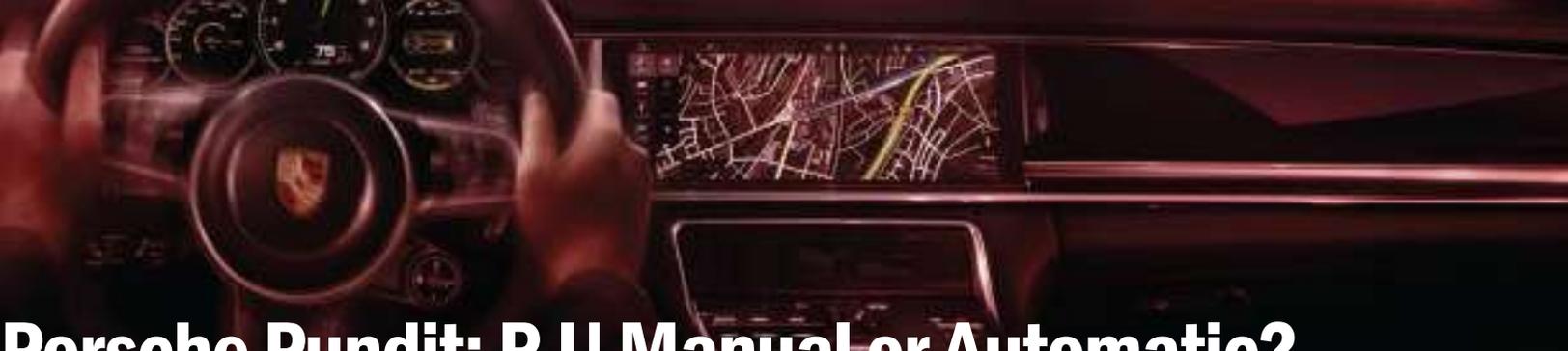


While we enjoyed our food we had a chance to catch up with each other and share stories about winter car projects or just life in general. This is always the best part of these events, just chatting with fellow members. It is especially nice when it has been several months since you have been together in this type of setting.

Now that the freeze run is over we are getting closer and closer to spring. The RTR calendar is filling back up again with all sorts of events. The days will be getting longer and warmer soon. So, everything is back in alignment once again.

Joe Kucinski





Porsche Pundit: R U Manual or Automatic?

SO, LET ME ASK YOU CAR ENTHUSIASTS A QUESTION THAT'S BEEN WEIGHING ON MY MIND:

Manual or Automatic? Why do I want to know? If you've spent as much time perusing the web as I have, you already know the lay of the land on the usual suspects like "Bring-a-Trailer," "Rennlist" or "6-Speed":

Manual transmission – Yes.

Automatic transmission – HELL NO.

It seems the argument is very particular and personal when it comes to Porsches. How many times has a Porsche with Tiptronic or PDK come up for sale and the purists claim that if there's no third pedal, the Porsche in question falls into the "unworthy" category? Based on my casual calculations, it comes up within the first four or five postings.

You've read them, right? For instance, there's a great looking, low mileage 996 Turbo with choice options. But wait – one glaring thing gets some of the posters' tongues (or keyboards) a wagging. The Thing? The car has a Tip! Suddenly poster XYZ claims that he'd never buy a Tip. How could anyone ever consider buying a Porsche with anything but a manual transmission? Of course, poster XYZ has never bought, let alone bid on, an actual car, manual or automatic transmission.

Are there top defenders? Sure. For example, poster ABC mentions how he appreciates not having to row gears in city traffic or how he wants a 996 Turbo just for cruising. Of course, poster XYZ then responds with "hey @ABC, why don't you consider a Mercedes SL instead, Mr. Wimp." Then their posts are instantly kicked off as being inappropriate. It just wears me out.

At a recent Porsche event I ran into a guy with a note pad who was going from car to car making notations on the pad. He glanced inside a 993 Cab and proclaimed "Yep, a real Porsche!" Then he made a mark on the pad. I strolled over to him. Glancing at the pad, I saw he'd added a hash in a 'Real Porsche' column. I just couldn't help myself.

"What'cha doing?"

"Counting Porsches to see which ones are real and which ones aren't."

"Ya don't say...where are you at?"

"About 50/50."

"Hmmm" Glancing around the parking lot I said, "I don't see anything but real Porsches. Am I missing something?"

He looked at his pad again and recounted. He looked up.

Pointing at a nearby GT3, I mentioned that it only came with PDK. "It's the best way to get around the track as fast as possible," I said.

He nodded. "Uh huh, that's what I hear."

I pointed to my own nearby car; it has a PDK.

"I searched the whole country for a car in that color with PDK. After 40+ years of doing clutch work, I deserved a break," I added.

"Yeah, I hear those PDK's are pretty nice."

"So I have to ask, if you're a manual-'til-you-die sort, does that mean you only like wind-up windows, no AC, AM-FM radio – because a cassette player is pushing it a bit, don't you think? And no cruise control? Man, that's what your right foot is for." I added only half kidding.

"Point taken." He turned and strolled towards the next car, peered into the interior and made another hash.

I get it. A manual gives you that direct connection to the drivetrain. Then there's that visceral feeling of moving the gearshift through the gates. And heel-and-toeing as you rapidly downshift is amazing. From what I read, Porsche sells the most manual transmissions in the U.S. market. But count me among the converts; the PDK is pretty awesome. And as a bonus, my left calf muscle no longer looks like a nice-sized salad plate.

Will I buy another manual transmission car? What?! Of course I will, in a second. But it will be a classic like a 951 or 968. And it sure as hell will have the original cassette player, because when you're going manual, you may as well be completely Old School.

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

RL Turner

RL Turner is the author of [The Driver](#), a series of action adventure novels, available in both print and ebook on Amazon (more info at www.thedriver-series.com). 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.



Porsche Enthusiast vs. Others

10 REASONS WHY PORSCHE ENTHUSIASTS ARE DIFFERENT FROM “NORMAL” PEOPLE

Chances are that if you are reading this article you are a Porsche enthusiast like me, and as a group we are a bit of a different breed. Any car enthusiast stands out from the general population that sees the automobile as simply a way to move from one location to another. Some of my list below can pertain to the general car enthusiast, however, the Porsche enthusiast has some unique qualities of its own. Having been a Porsche fanatic since my early Matchbox car playing days back in the 1970's this is my list of what makes us so special.

1. The 911

Few vehicles have had the longevity and consistent excellence of Porsche's most recognizable model. The icon by which all others are judged. This is the vehicle most people think of when you say the word Porsche. And you can always spot the Porsche enthusiast because they constantly argue over the 911. The only "real" 911 is air cooled! No! The only "real" 911 is a longhood! The GT2 RS is great and all, but PDK only? Pass! The Turbo S is fast but lacks soul. The new 992 is too big and bloated and more of a grand touring car now. And on and on. Truth is, every iteration of the 911 is a fantastic car, and I would happily own any of them, but it takes the passion of the Porsche enthusiast to debate every nuance and complain about every change.

2. We speak internal model numbers

Ask a normal person what my car is and they will probably tell you it is a 2016 Cayman S. A Porsche enthusiast will answer the question with 981 CS. Don't tell me you drive a 2002 911 Turbo, that is a 996 Turbo, my friend. Oh, you have a Boxster? A 986? 987.1? 987.2? Sometimes even the car model number isn't specific enough for us, we need to break it down to the transmission model. A G Series 911 is nice, is it a G50 car? This code speak can be maddening for outsiders not familiar with the lingo. While I know some other enthusiasts speak of their cars in a similar manner, we take the cake just on the sheer volume of codes it takes to memorize to be a Porsche enthusiast. And certainly, outside of the enthusiast world this whole concept is foreign. No one has ever told me they drive a XV40 series Toyota Camry, usually just saying 2010 Camry would be the response – and even that is more than I care to know.

3. We join a club

Sure, there are plenty of automotive car clubs out there, but the Porsche Club of America boasts over 135,000 members in the U.S. and Canada, spread across 145 regions. There are countless events from racing, to HPDE, to social events and even a weeklong parade for all things Porsche. Porsche enthusiasts join the club and become part of an extended family. A family that will travel and eat together. A family that will share both good and bad times. We will even argue over things such as what is the best model 911. It may be a car club, but it really is like a family, and what family doesn't argue from time to time?

4. Where we put our luggage

Porsche rear and mid-engine sports cars have been around for quite a while now, so you would think that the general public would be used to seeing me popping the hood and dropping in a week's worth of groceries in the local Whole Foods parking lot. However, that very maneuver has gotten me quite a few comments from confused bystanders. And be prepared for all out shock should you be loading both the front and rear trunk at the same time. I will never forget that lady in Virginia screaming "Where the engine at?!?" from across a parking lot as I loaded the car outside a hotel. It is not just the location of the luggage either, it is the creative packing that allows us to travel far and wide in our sports cars. Last year I was determined to make the 2,000-mile round trip drive to Amelia Island with my girlfriend. We stuffed that car full in every nook and cranny, but we made it all work and had a wonderful trip. No SUV required.

5. We take it to the track

A normal person would never understand why anyone would spend a few hundred dollars to drive several hours to a racetrack, just to drive some more and then drive several hours home. But go to any HPDE event and you will see more than your fair share of Porsche enthusiasts driving their cars to the limit (usually the driver's limit, not the car's) to become a better driver and have a blast doing it. And it is not just drivers' education events; we race too. Porsche Club Racing is the largest single-marque racing series in the world, featuring more than 2,000 licensed racers and 32 sanctioned races per year. Sure, we have our fair share of owners with the garage queen cars that are kept more secluded than a coronavirus patient, but a lot of us drive the cars the way they were designed to be driven.

6. How we view spending money on the Porsche

OK, so this one may just be me, and not indicative of all Porsche enthusiasts, but I don't think I am alone here. Like many Porsche owners, the Porsche is not my only car; I have a Mk 7 VW GTI as a daily driver. The GTI, incidentally, is the perfect daily driver if you happen to be in the market for a single vehicle that does everything well for a modest price, but that is beside the point. The point is that as much as I like my GTI, I just won't lavish money on it like I will on the Porsche. \$3,000 for a set of high-performance headers, \$2,500 on a set of slotted rotors? Of course I would spend that on the Porsche, without a thought; I mean how could I not? But twenty bucks on wiper blades for the GTI? That is highway robbery! You must be kidding me! I refuse to pay that much! I don't think the windshield streaks are that bad, I can get a few more months out of them and after all, how important is clear vision really?

7. We get a bad rap

We all heard the stereotypes about Porsche owners being a bit pompous. However, this simply doesn't hold any water when you talk about a Porsche enthusiast. I think it is important here to distinguish between a Porsche owner and an enthusiast. A Porsche owner, like the owner of any luxury car brand, or any luxury item for that matter, can attract some folks maybe a bit on the snobby side. To be an owner simply requires writing a check. Please understand that simply being a Porsche owner is by no means a bad thing. But a Porsche enthusiast, the type of person who does the things I mention in this list, the type of person that would even spend time reading this list, is a lot more than just an owner. The enthusiast has a dedication to the brand and the desire to spend time with like-minded people and share experiences with them. These folks are the ones that I have spent the most time with, and are some of the warmest and most welcoming I have ever met. The enthusiast isn't buying into a brand to impress anyone, they are doing it because they love the vehicles. People in the outside world may think of us in a certain way, but if they got to know us I think they would be pleasantly surprised.

8. We throw our own parade

Naturally other car clubs have gatherings and events throughout the year for their enthusiast following. However, the Porsche Club of America's annual Porsche Parade that has been held for the last 65 years takes things to a whole new level. When you hear the word parade, do not mistake it for the "get out your lawn chair and watch the floats go by" type of parade. This parade attracts 2,000 enthusiasts and 800+ Porsches every year. There is an autocross, trivia contests, a concours event, dinners, shows, presentations, awards, rallies; pretty much anything you can have related to the Porsche brand you will see during parade week as we take over a city. An event like this could not exist without a large, dedicated following of Porsche enthusiasts who not only show up to enjoy the festivities, but also often volunteer their time to help make sure everything runs smoothly. I don't know any other single group of car enthusiasts that has an event anything like parade week.

9. Porsche enthusiasts are simply the coolest people

Quick, off the top of your head think of some of the coolest, most iconic people in modern history. James Dean? Steve McQueen? Both massive Porsche enthusiasts. Rocker Janis Joplin had her psychedelic 356. Jerry Seinfeld, one of the greatest comedians of all time, is well known for his massive Porsche collection. Bill Gates, a bit nerdy but no doubt a historic figure, was a force behind the "Show and Display" law that allowed him to bring his 959 into the country. Actor Patrick Dempsey not only has a significant Porsche collection but also races them. Fashion designer Magnus Walker collects and customizes vintage Porsches. Talk show icon Ellen DeGeneres owns several Porsches, and if that isn't enough, even her wife is named Portia. And of course, me! Hey, don't laugh I still have time to become famous. The fact is though that we have some serious players on our side.

10. We care

We are Porsche enthusiasts and owners, and as such we have generally been fairly fortunate in life. And while we may complain about things such as the size of the PDK shift knob in the 992, those are less than trivial when compared to some of the real problems in the world. Problems such as not knowing where your next meal will come from. We don't turn our heads; we dig in and help out. We volunteer time, money, and effort to donate to those less fortunate. A leading cause of death among teens is automobile accidents. We spend time educating our young drivers to make them safer. We do not just cruise around in our fancy cars as the rest of the world goes by. We enjoy being a Porsche enthusiast, but we also understand that our fellow men, women and children need a little helping hand once in a while and we are happy to offer it. I think that really makes us stand out in the best way possible.

Joe Kucinski



Testing the Future

I TOOK MY CAR DOWN TO PORSCHE OF CONSHOHOCKEN FOR AN INTERIOR FAN ISSUE,

Brandon took care of my car immediately upon entering the dealership. He said, “have a seat or walk around and take in the sights while I take a look.” Well it didn’t take long to spot Ed Kress, the legacy manger and fellow RTR member, and we settled down at a desk to talk about things Porsche and 302 Cobras (Ed shared a few pictures he had on his phone). While talking I noticed a car pull into the lot and I mentioned, “I bet there is no moss under those tires.” Then the words flowed from his mouth like John Hurt’s character in the movie Contact - “Wanna take a ride?”

So, before I knew it, I had keys in hand to a black turbo Porsche Taycan. That’s “tie,” as in tie one on, or as in Ty Cobb the baseballer, and “Con” as in ex-convict or James Caan. Just picture Ty Cobb and James Caan getting married, and for obvious reasons Ty takes James’ last name, so you would address the envelope to any hall of fame induction notice to Ty Caan and there you have it, “Taycan.”

Now this isn’t going to be one of those reviews where I mention g-forces, induction curves, power to weight ratios and all that jazz... nope, just a good old-hearted take in the moment type of review. First thing I notice is interior’s fit and finish. Very classy. Very new Porsche feeling. Polished. Sporty. Clean. Everything says Porsche. Everything says screw you, Tesla. The seats hug you like any newer 911. Adjust the 18-way seats...if I wanted to feel just right, then I’d probably still be at the dealership. Up, down, back, forth, lumber, bolster, adjustments out the ass, and for the ass. Forget it, I’m comfortable enough. Adjust the mirrors now. Damn that’s a small window to look at in the rear view. Okay I assume since this is still a Porsche the key is to the left of the steering wheel. No? How strange is that... not a key at all, a push button...but to the left of the steering wheel. Push it. Is it on? I can’t tell. Maybe...the dash is lit... hmmm, wasn’t the dash lit when I came in? Maybe. “Ed is this on?” “Maybe,” he fires back.

Let’s check. Let’s put it in drive. To the right of the steering wheel is this little shaving like razor knob. Next to it, a big button that has a “P” on it. I assume that’s Park. Next to this shaving-like razor knob are little LEDs RND. Reverse, neutral, and drive, in case any of you have never been in a car before...and only one D. No D1 or D2. Just one gear. Let’s pick D here, and ease it out of the parking lot, and ease it out onto Ridge Road. We make a right out of the dealership. Actually, most dealerships want you to make right turns, it’s safer that way, and you know that two rights make an airplane, but three rights actually make a left...think about that. And if your salesperson planned the route according to safety standards you will make a right back into the dealership, around the block, so to speak, test ride.

We make another right at the traffic light and I get behind a bus. I take time to notice the dash. 217 miles is the range I have...wait a minute, the EPA says this thing only has a range of 200 miles...I want to test this theory but I had a sneaking suspicion Ed would have turned it down, plus I didn’t have much money in my pocket to play a few hands of poker in AC anyway, so I skip the suggestion and take in the surroundings. This is the first I really notice everything is digital, no analog readouts, all touch screens, and no interior fan switches either. Hey, look the bus is gone. Hey, look an empty road. Should I. Should I...hell, yes! Let’s see...floor it....OMG, OMG, OMG. Damn, this thing is fast. Wait...wait...do I need to change my pants... nope, I’m good to go again. Floor it...OMG, OMG, OMG. Damn, this thing is unbelievably fast, we actually take a left...and then head out on the highway...looking for adventure...or whatever comes our way.

As we are cruising I mention my theory to Ed. That Porsche releases these high end cars first, not the base models, to shake out any problems they might have. Think about it. Right now these cars are going for \$150k plus, most people who can afford this in their stable have another car or two, and Porsche knows this. If unforeseen problems should arise it will not affect the vast majority of owners, just a minority that bought the high end cars. Then once the kinks are worked out the base models will start to roll off the line. He agreed.

We also both agreed that maybe electric is not the wave of the future... though this certainly feels like the future. But with a range of only 200 miles, “range anxiety” are going to be the buzz words of the future. Americans like to fill and go...not go and wait 20 minutes and go some more. Experts say, well, we can have swap-in-and-out batteries, ha, just like battery operated devices now...is it a C, or 4 AA, 2 AAA, or 8 D’s, no service station will have that many different batteries in stock. What makes you think car companies will be willing to have some outside force create a standard battery they all can use... that’s like saying only one engine manufacturer will supply to Ford, Audi, Chevy and the likes. I still think hydrogen has a shot...but only the future will tell.

Right now, the future is electric...and the Taycan is a diamond among the electrics today. I don’t want my ride to end. As we are nearing the off ramp, Ed finds the screen and touches a button... all of a sudden the cabin comes to life with this electrical sounding whoosh noise... much like the impulse engines on the Starship Enterprise. It may be a little tacky to add interior noise...but it did make a great sound to an otherwise quiet ride. We then make a right into the dealership, and I back the car into the slot it came from.

As we get out of the car I say to myself...so that’s what the back of my head looks like...as it has been indented in the headrest.

Yes, I have driven the future. Do I like it? Yes. Will I get one? Eventually. It will be a second car but, in the meantime, there are still many dead dinosaurs that will keep my car moving...and the sound of my exhaust... music to my ears...just something an electric car can’t replace.

Jeff Walton



Tech Tactics 2020

IN CASE YOU MISSED IT OR DID NOT READ IT, ABOUT A YEAR AGO there was a great article in *Panorama*, “Bore Score and Seven Years Ago - Bore Scoring.” It told the scary happenings of when a Porsche engine fails due to bore scoring. For a long time it was a mystery as to why cylinders were being damaged by internal scratching that allows oil to be burnt, in sometime massive quantities.

Charles Navarro, from L&N Engineering, delivered a great presentation on this subject at Tech Tactics East 2020. Really bad scoring creates misfires that would result in the engine burning one quart of oil every 200 miles. It’s a failure of the piston skirt coating. Somehow the coating is worn away and then the skirt scratches the cylinder wall, allowing oil to bypass the rings and end up in the combustion chamber. This always happens on bank 2 first (the passenger side). It has never been seen on bank one without bank two failure.

Cast pistons built by Kolbenschmidt don’t have this issue. Mahle manufactured pistons are forged. Cast aluminum pistons are better than forged because they expand less.

Some car manufacturers use an aluminum/silicon coating on the cylinders to reduce friction and wear. It turns out that any engine with Alusil is prone to bore scoring. Not just Porsche engines.

A tailpipe heavy with carbon and oil is the first real sign that there might be a problem. It can happen to only one side of the engine. If the left side tip is fouled that means the problem is on the right bank of the engine because of a crossover in the exhaust.

Some other factors that may contribute to bore scoring are bad injectors and ethanol. Cars that sit can be much more susceptible to bore scoring because of ethanol damage to the injectors. Vacuum leaks can also cause this. Smoke testing is an excellent way to see vacuum leaks. Those leaks make the engine run rich and then result in more “washing” of the oil, thus more wear on the cylinder bore. (This can be noticed if your oil level is rising up your oil indicator or maybe your oil pressure going down as the oil thins from mixing with gasoline.)

Well, if you’re a DIY’er and have LOTS of tools there are methods to check for scoring damage. Mind you, you might be able to diagnose the problem, but nothing short of a rebuild solves the problem. (I like to get my “hands dirty,” but in this case I would take my car to a qualified Porsche mechanic.)

You would probably start with getting a manometer reading on the engine to determine vacuum leaks and how your rings are sealing. Start by measuring when the engine is cold, and then bring the engine up to temperature to see the change. The more the change, the more the wear.

Another method would be to get a borescope. I am not sure where you would find one, short of purchasing it, but RTR members are a resourceful group. Porsche recommends looking from the sump side first, since the scoring always appears on the roadside of the engine. However, before jumping into this, check out Rennvision on YouTube for the proper method.

This is a VERY REAL problem that has happened recently to at least two RTR members. One member chose the rebuild route, and the other member chose to trade in the car, as an engine rebuild cost was higher than the value of the car.

That is all the bad news. The good news is there are things you can do to help prevent bore scoring. You can use [Driven DT40](#) oil that has moly in it at a high enough level to protect your engine or [Liquid Moly “Cera Tec”](#) as an additive with Liquid Moly Oil. (Mobil One is best for fuel economy, but there are oils that are much better at wear protection.)

Check out [Bore Scoring](#), a great white paper on the bore scoring issue.

Brian Papillion & Garrett Hughes



Autocross is Back

I know it is cold and some places have snow on the ground, but SPRING is coming, and that means it is time to start exercising those magnificent machines. We have the perfect method to get those machines up to spring condition. The Autocross Council has scheduled the first four races, and the first is less than a month away.

For those who have not experienced the thrill of Autocross, here is a brief description.

What is the big deal?

Autocross is a form of motorsport competition that focuses on car control over outright speed and horsepower. Autocross is a sport of trying to navigate your car through a defined course of pylons on a large parking lot or airport runway. Autocross is a safe way to push your beautiful machine to the limit in a controlled environment.

Accelerating as quickly as possible between turns, braking at the last possible moment, and pushing through the corners at the very limit of traction generally will place a great big smile on most drivers' faces. It is a real thrill for the driver.

If you are a person that loves to drive your car, the real question should be "Why shouldn't I give it a try?" You might just have the most fun you have ever experienced behind the wheel.

Riesentöter will pay for your first Autocross race

If you have not previously experienced Autocross racing, the Autocross Council has a special offer for you to try Autocross.

Just contact Dave Nettleton at Autocross@RTR-PCA.org.

Where can you race? The Autocross Council supports 10 races each year as part of the Autocross Cup Series. Here are the first four races:

We head to Maryland for our first race at Ripken Stadium in Aberdeen, Maryland

The Brandywine Motorsport Club sponsors this race in the parking lot of Ripken Stadium. The best part is indoor facilities. The venue is off I-95 at exit 85, so it is only about an hour away. We raced here last year for the first time and it is a great wide open event. The race is Saturday, March 28. BMC has posted the event on MotorsportReg.com. Registration is open now. Sign up at <https://www.motorsportreg.com/events/bmc-autocross-i-ripken-stadium-brandywine-motorsport-club-263293>.

We head back to Hershey after a year's absence for Race 2

We missed this race for the first time last year, as it was on Easter weekend. This is a Porsche only race. It is a great way to see the top Porsche racers. Hershey is one of our favorite venues, not to mention Tröegs. Unfortunately this will be the only race scheduled at Hershey this year by Central PCA. This is the Swap Meet weekend, so come enjoy the Swap Meet on Saturday and race on Sunday. The race is Sunday, April 19. Central PCA will post the event on MotorsportReg.com. Watch for the listing.

Race 3 returns us to the Jersey Shore and Atlantic City's Bader Field

South Jersey SCCA sponsors this race. This is an exciting venue where the race moves between the old runways of the old Atlantic City airport. This is a chance to test your skills somewhere besides a parking lot. You can stay the night and get in some gambling if that is your cup of tea. The race is Sunday, May 3. South Jersey SCCA has posted the event on MotorsportReg.com. Registration opens on April 27. Sign up at <https://www.motorsportreg.com/events/sjr-scca-2020-solo-event-2-bader-field-south-jersey-228702>.

Race 4 is our closest race at Temple Ambler

This is a new venue for Philly SCCA. It is near the intersection of the PA turnpike and Route 309, so there is no excuse to avoid this race. The race is Sunday, May 31. Philly SCCA will post the event on MotorsportReg.com. Watch for the sign up posting.

Dave Nettleton

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Your Brain on Speed

(Some Neuropsychological Thoughts About High Speed Driving)

AT WATKINS GLEN THIS PAST SUMMER THE WHITE GROUP HAD A VERY INTERESTING CLASS.

We had a guest speaker who spent some time discussing focused exercises which can help prepare and train our brain for more refined and quick response, a necessity in successful high-speed driving. Her suggested exercises are also helpful in simply stimulating anticipatory activity. She also discussed the different brain hemispheres and their gross differential functions. This got me thinking. Rather than talking about the two brain hemispheres, it is more helpful to focus on the front of the brain, the prefrontal cortex, and the little almond shaped portion of the brain in the posterior, back, of the brain, the amygdala. In short, we have two competing functions responding to our perceptions, the sympathetic (fight or flight) and the parasympathetic (rest and digest) nervous system. I can't help but look at the world from my own professional perspective. And so, let me explain. Riffing off of her presentation here is the clinical psychology take on high speed driving.

All of our functions are evolutionary and purposeful. However, there is nothing in our evolution that prepares us for traveling in a car at 130 plus miles per hour. Our brains are not designed to process this disparate information with such speed. In short, our brain is receiving two competing sources of information at the same time. Our brain tells us we are moving very rapidly, and it tells us we are sitting still. These two opposite pieces of information conflict and potentially confuse us. Of course we see where we are, can feel how we are moving, and can hear sounds and smell smells that further inform us in real time. But we also have other evolutionary senses which play a major role in our functioning and survival. We have the ability to know where we are and where our body parts are without looking. This is proprioception. This is how we can walk without looking at our feet. And we also have balance and equilibrium. This is equilibrioception. This gives us the ability to know where we are in space.

Think about the confusing inputs driving at high speed produces for our brain. You know you are sitting still. There is no locomotion. You are not walking, running or sliding. You are sedentary. But you also have input that shows extraordinary rapid movement. You see it, hear it and feel it. These two sets off input are completely incompatible and contradictory. It is not something that is natural in our evolution over eons and, hence, it confuses our evolutionary brain. That rapid movement is continually challenging your sense of balance and equilibrium and yet your body tells your brain you are not moving but are sedentary. And we know how that can work out for the uninitiated. For example, a new student in the instructor's car can easily become nauseous. Without any ability to center him or herself such as holding a steering wheel her brain simply cannot process and understand this information. The fluid in her inner ear is telling her brain something different than what her proprioception and equilibrioception is telling her brain. The only neurological evolutionary explanation for this is that she has ingested a toxin which is confusing and attacking her senses. Hence, she vomits. She is trying to rid herself of the toxin, the poison.

If we can appreciate and accept that evolution has simply not prepared us for high speed driving, then we can also understand the challenge this creates and the need for repetition and relaxation. Repetition leads to familiarity and predictability. Lack of familiarity along with these competing inputs can lead to anxiety or even panic. Instead of considering the different brain hemispheres as the presenter had discussed at Watkins Glen, consider the importance of the use of the frontal cortex versus the amygdala and its reactive anxiety.

In successful high speed driving the most important distinction is the ability to be available to learn, versus react. If you are relaxed you can learn. If you are not threatened you can learn. As your experience becomes more familiar and understandable you in essence can override those more primitive reactions to your perceptions and you can process, understand and, most importantly, you can learn. Learning is creating new neural pathways that can eventually become solidified through that repetition. Converse to that is the increasing reliance on your sympathetic nervous system. Then you are not using your frontal cortex. Then you are responding to the amygdala, which has hijacked your more rational thought. The amygdala is part of the limbic system of the brain which is responsible for instinct and mood. Hence it controls fear, anger, anxiety and aggression, as well as pleasure, hunger, sex and dominance. The amygdala is responsible in part for survival instincts, along with emotions and memory. This is also where the formation of memories associated with these emotions is established. Hence, in the moments when you are not relaxed, not confident and not competent, the activation of the sympathetic nervous system occurs. This leads to alarm, resistance and then exhaustion. Evolution has taught us that anything we experience as a physical threat will lead to loss of concentration and problem solving. You cannot learn at that moment. The symbolic frontal cortex will not have time to overrule and you lose judgment. You are likely to present as if you were under anticipated attack. Generally, when one is physiologically sympathetically dominant one likely will present as angry, aggressive, reactive, impulsive and hostile. Others are more likely to experience you as irrational, self-centered, inattentive, irritable and anxious.

Obviously, there are many excellent drivers who have maintained their ability to stay within their prefrontal cortex rather than their sympathetic nervous system. The question is, how did they do that? The answer is simply prevention of these more natural primitive responses through planning and practice. Yup. The prefrontal cortex. The part of our brain that makes us, us. Through systematic repetition, which starts in a rather convergent manner and can slowly become more divergent, which leads to a driver who is more engaged, focused and attentive to one's own thoughts and emotions in real time. Over time and practice one becomes more conscious and more aware. How much practice? It is hard to say. The conventional wisdom is 10,000 hours. But that is based on one study of children who were violinist virtuosos, and may not necessarily generalize to this activity. What it does tell us is practice, practice, practice. Along with that practice goes perseverance with a continual optimism.

One more thing to consider, not only as a general rule but as a recognition of the evolutionary benefit. Breathing. Be very conscious of your breathing. Consider the prefrontal cortex your "Bruce Banner mode" and the sympathetic nervous system response your "Incredible Hulk mode." When you are on the track you want to be Bruce Banner, and you also want the other drivers to be Bruce Banner. This keeps you and them safe. If you start to lean toward your Incredible Hulk self, and if you are paying attention, you will recognize you are starting to breath more rapidly and shallow. Your eyes are dilated. You are perspiring and you are stiff. So slow down. Gain control over what you can control. Breath purposefully, slowly and deeply. In the long run you will be faster and smoother and, more importantly, you will have more fun. And when all else fails, time out. If we lean too far toward that Hulk mode perhaps due to unfamiliarity or mishap either experienced or witnessed, it will likely take us a good half hour to one hour to come back to our natural equilibrium. That is normal and adaptive.

So, my point: remember we are doing something our history and evolution have not prepared us for, and hence the challenge and the passion. To move toward some degree of mastery of such intensity of input is addictive. So, as we have all been warned: "welcome to your new addiction."

Ronald J. Esteve, Ph.D
Clinical and Forensic Psychological Services

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



SunTek®

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

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



The Studio RDS AUTO GROUP

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



SideTrack: Back in My Garage

WE LOST A VERY GOOD FRIEND A FEW YEARS AGO – OUR TWO-CAR GARAGE. Downsized from our single home, we lived in an apartment for three years to figure out what our living arrangements for the next decade would be. The idea was to trim down, simplify and not be tied to home ownership for flexibility.

But very quickly we discovered we could no longer be apartment dwellers. And not because of the leasing-versus-ownership issue as you might have initially thought (though it's certainly a component of the overall lifestyle change). No, we determined that living shoulder to shoulder with other earthlings can be a nuisance – neighbors in close proximity (like family) get stale.

It can be nice having people around, but not all the time. Like as soon as you open the door and on the other side of walls. Although a condo resolves the former concern, it does not address the latter. There's no buffer zone, no gap between your stuff and their stuff. It turns out we like the barrier equivalent of the grocery checkout divider when it comes to neighborhood living.

The experience exposed us to the things we determined we don't want in our future living arrangements. Another aspect of communal living (and even more important), is that you do not control your environment. Something that happens to your neighbors can likewise happen to you. For example: interconnected fire alarms, weekend parties and pets.

But one of the most difficult things for me in this failed experiment was the lack of an enclosed garage. We had two assigned and covered spots at our apartment, and that's unusual in such an arrangement. But protected parking is not the same thing as your own enclosed space. Sure, the rain and snow are not so much the issue, but communal parking comes with other risks.

If you've read my previous columns, you know that I am very particular when it comes to parking – mostly the staying in your own spot part. And a parking space cannot (or should not), contain the things that one generally uses a garage for. Like detail supplies, tires, laundry, plastic pools and truck cab tops. All of which I saw stored in the apartment communal garage.

So, for these and many other reasons, we decided that single home ownership has always been the better option for us. And we had a shortlist of essential requirements: one-level new construction, an efficient footprint, a quiet neighborhood, open-concept design, sufficient storage, and a two-car enclosed garage.

This will be our last home – we don't want to move again. So, it was important to check all the boxes, even if we had to postpone our goal. And wait we did... three long and tough years. But we finally found a place not two miles from the apartment we were desirous of vacating.

I'd forgotten how much we both missed our old garage. It's not just a place to park our cars – it's most often the entrance to our home. An oasis from our workday. There's simply nothing like gliding into my own space, depressing the HomeLink button on my 718 Cayman and feeling the garage door drop down behind me to seal out the weather like a bank vault.

What makes it so distinct? And how does it compare to [THE PERFECT GARAGE](#) in our previous home? Firstly, it's still a place meant for two cars and not a whole lot else. It's admittedly a bit smaller and the configuration isn't quite the same. But with very little effort and a few bucks, we've turned a very adequate space into a functional and efficient garage.

First and foremost, I learned my lesson when it comes to floor paint, coatings and coverings. Rather than experiment in a progressive attempt to save money, I decided right from the beginning that I wanted a premium floor. So, I went with the best in our region – [DELAWARE VALLEY CONCRETE COATINGS](#).



I wanted to cover the concrete with a bulletproof material that looked great, cleaned up easily and resisted almost everything. Steve Flowers is the owner and comes prepared with real samples and his own suggestions (which I was particularly grateful for). The material is a highly durable "Polyaspartic" coating, took less than a day to apply and I was walking on it that evening.

Thankfully, it resists stains and once cured is impervious to hot tires, oils, chemicals and even wet paint wipes up with a cloth. It contains imbedded colored chips that are lightly shaved after application, so that even after the clearcoat, they leave a raised and gritty surface. Much better than epoxy paint that can be very slippery, especially in the winter months.

I decided not to treat the perimeter footer – expense was not the issue here, as it was only a couple hundred more. I painted it instead a dark charcoal color that picks up on the black, grey and salmon flecks in the floor. The finished product is worth every dime, which (by the way) was 75% of the next best bid I received. My wife loves it too, but for me it brings tears.

Each bay has a single porcelain socket over it and houses high-wattage equivalent LED – plenty of

light for most any project without the harshness of fluorescents, which are unreliable below freezing temps. I can always raise the wattage if I determine I need more as LED comparable wattage is significantly less than standard.



When it comes to the entrance, we went with a pair of single doors as we did on our previous house for two reasons. The first is that I simply don't like the look of a massive single garage door. The second is that the split entry encourages accurate parking (see note above). This might seem unusual, but once inside, neither car will impose on the other.

Thankfully, the bay that now houses my 718 Cayman has an alcove at the front wall – reserved for my workbench. I procured a massive countertop made of 2-inch thick particleboard, suspended the nearly 200 pound 8-foot by 3-foot panel over three steel supports. There is just enough room to the side of it for our trashcan, and underneath is where I store my power tools.

I am organized to an admitted fault, and I'm also a minimalist when it comes to garage storage. So, from the street you will see very little on the walls. I have hidden most of my supplies and tools just inside the door openings, which include a 16-foot extension ladder (stored vertically), a canister vacuum, and a power washer with assorted other hardware.

Speaking of storage, there is a huge bonus attic above the garage with a set of pull-down access stairs. It is floored and runs the length of the garage and the width to the eve supports. Entry is simple if my wife is running errands – the attic stairs pull down into the bay that stores her car, so I'm opportunistic when it comes to access.

The last project was to give the walls some impact. On the left and right sidewalls, I mounted four vertically arranged sheets of 4x8 pegboard – they run 16 feet in total on each side and provide some

visual impact. I've painted them grey for an interesting contrast to the footers that support them. They are not functional – odd, maybe. But risky hanging tools that close to the cars.



It only took a year to finalize – mostly due to competing projects, but the garage is essentially done – which is the best news of all. It took me years of iteration in our former home, and I think I've learned the lessons from the makeover, though: Skimping ends up being more expensive. A thoughtful layout. Less is really more.

Though my wife, Christine, is happy with the results, she'll be the first to admit it has less impact to her daily life than it does mine. I didn't set out to build a mancave or spec out the next Taj Garage. So, you won't see YouTube videos or pictures on Facebook – as happy as I am with the results.

It's my favorite room in the house. And whenever I step out in the morning or return at the end of the day, I can pause and admire the simplicity of exactly what I always wanted. And really nothing more.

David Newton





Shifts and Giggles

THE FUTURE WOULD HAVE YOU TO BELIEVE THAT THE ELECTRIC CAR IS THE WAVE TO RIDE through the rest of history.....but is it really?

The electric car is getting a lot of play time in these past few years and more and more companies are producing them....even our beloved Porsche threw their hat into the arena. Then comes the laws as more and more countries are putting hard set dates out there to stop production on the combustion engine and promise to have only electric cars by 2035, 2040 and so on. But I ask again: Is electric truly the way to go?

Right now, electric cars need batteries and batteries need lithium., Though it's a rather abundant element it's found in very small quantities, and guess what, you have to mine it if you are outside of South America. All you need to do is watch an episode of Gold Rush on the Discovery Channel to realize what type of equipment is used for mining. It's big, diesel-gulping, hydraulic lifting, huge tire excavators, bulldozers, dump trucks, and such. All this equipment running on fossil fuels in order to obtain lithium for your batteries – not to mention the environmental footprint that is left behind. Then you need to refine that lithium. Ah, but South America – Chile, to be more specific – produces about 85% of the world's lithium, using brine mining, which is a lengthy process that takes anywhere from 8 months to 3 years but is done mostly from solar evaporation. This is a good thing, yet if you have watched the latest season of Jack Ryan on Amazon Prime it gets you to thinking what would ever happen if Chile's government would ever destabilize. 85% of the world's supply of lithium would no longer be available - then what?

Okay, so Chile is fine for the moment and you have your lithium, now we have to ship it to where it's needed, then it goes into manufacturing of batteries, then we ship the batteries to where they are needed. Right there the footprint of lithium is growing bigger. Then the battery gets placed in your car. You just plug it in and go and you think how clean is this....nothing is coming out the back, no noise, not even exhaust. But then you need to ask yourself: where does that electricity come from? Over 65% still comes from fossil fuels, natural gas being at the top of that list, followed by coal, nuclear, then your reusables such as hydro, wind and solar, so it's not as cheap on the environment as you thought. Plus, there is this thing called resistance, meaning we produce electricity through our huge turbines, but by the time the electricity reaches your home 6% of that is gone through transmission. Now all that aside, how much energy will it be to recycle those batteries once they have been used?

Then there is the practicality of the electric car...sure, on the average daily uses you are fine, the stops at the grocery store, taking your kids to soccer practice, or even your daily work commute you will be fine....however if one of your kids happens to play hockey, soccer, softball, etc....watch out. Usually if this is the case, every weekend you are taking your child to some far away exotic location, like Buffalo or Ontario for a tournament during the year. Yeah, let us see how the electric car handles then. Just watch this video of a Tesla road trip . Something that would take 14 hours on Google maps turns into an epic 36 hour adventure on the Tesla Maps...planning your stops accordingly. Hell, if you plan on joining the Riesentöter Road Trip this year in your brand new Taycan, plan on making 2 additional stops on your way and we'll see you just as we are finished eating dinner.

What is the true answer to what should power cars in the future....who knows...maybe hydrogen, since it is the most abundant element on earth with the only really waste being pure water. But then again, the Hindenburg was filled with hydrogen, so say no more. All I know is that if we continue on this path of electric cars in the future the kids of tomorrow will make no noises whatsoever when playing with their matchbox cars and how boring is that going to be?

Jeff Walton

CLASSIFIEDS

1999 Porsche 911 Carrera / 13,400 miles / \$35,000

Immaculate-unbelievable

Completely stock and original, brand-new condition-never in the rain

Garage kept. Mileage-13,400

No dings, no scratches, never hit, never painted

- Options:

- black, black interior w leather seats,
- 490 Traction Control,
- 18" Lt Alloy Wheel- Turbo Look
- aluminum dials, power seats,
- AB Wheel Caps with Colored Crest,
- AM/FM Radio with CD Player,

- Exclusive Options:

- Black Mats
- aluminum/Leather Shifter/Brake Handle Aluminum/Chrome

Paul Mudrick

Bala Cynwyd, PA

mudrickp@verizon.net

(610) 909-5799



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CLASSIFIEDS

Carbon Fiber Floor Mats

A \$950 dealer option for \$750

Brand new, never used

Leather trimmed, floor mats (2, front)

Fits all 991 and 992 models

Contact: wgeorges@mindspring.com



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CLASSIFIEDS

1999 911 Coupe

71K miles

\$18,000 OBO

Double row IMS bearing, so no issues.

Extensive mechanical service within last 15K miles:

new master brake cylinder, ABS pump, thermostat, front/back brake pads, left front tie rod, inner out, shift cables, ignition lock assembly, front and rear rotors and pads (PFC), all coolant hoses, drive belts, Michelin Pilot Sport A/S 3+, horn assembly, front sway bar bushings and links, air/oil separator, Fabspeed performance muffler. Also new clutch kit, coils and plugs.

Contact Dan Hillman (215) 518-3216 or email danhillman60@gmail.com



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CLASSIFIEDS

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

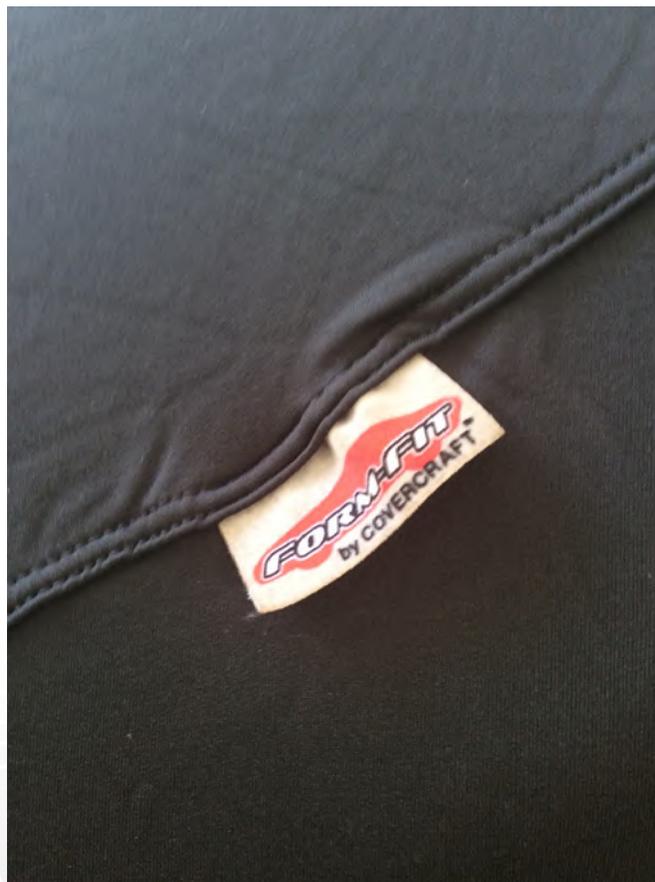
Custom fit for 991 Carrera but would probably fit other models

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

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

