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#### COVER

Photo credit: Bryan Papillion

# 2020 RTR Calendar

## Social Events

<b>November</b>	<b>15</b>	<a href="#">Phil-a-Trunk</a>
<b>December</b>	<b>19</b>	<a href="#">Longwood Gardens Tour</a>



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[www.foundation.rtr-pca.org](http://www.foundation.rtr-pca.org)

# MEMBERSHIP MILESTONES

YEARS	November	December
<b>50</b>		
<b>40</b>	Dries, Dale (1980)	
<b>35</b>	Liem, Gie (1985)	
<b>30</b>		Midgett, Steven (1990)
<b>25</b>	Moore, Robert (1995)	Coleman, William (1995)
<b>20</b>	Cheplick, Peter (2000) DeAngelo, David (2000) Nassau, Henry (2000)	O'Rourke, Tom (2000)
<b>15</b>	Capps, Robert (2005)	McNenly, Hugh (2005) Moore, Steve (2005)
<b>10</b>	Blumenfeld, Steve (2010) McKinstry, Reginald (2010) Piccone, Bob (2010)	Kramer, Bruce (2010) Smith, Rodney (2010)
<b>5</b>	Arena, Harry (2015) Hole, James (2015) Small, Michael (2015) Tuturice III, PT3 (2015) Yacina, John (2015)	Becker, Joshua (2015) Brown, Steven (2015) Goldstein, David (2015) Kosuth, Michael (2015) Steffen, Gary (2015) Whitlock, David (2015)





# NEW RTR MEMBERS



Timothy Thomas	2020 Macan Turbo Sapphire Blue Metallic
Timothy Birnley	2006 911 Carrera S Cabriolet
Michael Maciagiewicz	2004 Boxster S Basalt
Steven DelRosso	2009 911 Carrera 4S Red
Melissa DelRosso	
Robert Widin	1977 924 Signal Green
Mike Sullivan	2020 Taycan Turbo White
Robert Panzarella	2007 Cayman S
Dilun Wu	2017 718 Cayman S Miami Blue
William Andrew Grigsby	2000 Boxster S Silver
Cindy Grigsby	
Colin McKelvie	2004 911 Carrera 4S Black
James Chang	2018 718 Cayman S
Harvey Guindi	2009 Cayenne Turbo S Basalt Black Metallic
Michael Osier	2018 718 Cayman S Night Blue Metallic
Jon Waxman	2008 911 Carrera S Cabriolet Black
Glenn Long	1987 944
Andrew Klucsarits	2020 718 Cayman GT4
Tom Graf	2004 911 Carrera 4S Cabriolet Black
Ed Narewski	2006 Boxster Arctic Silver
Susan Narewski	
Joseph DiNardo	2015 911 GT3 Red
Andrew Sharp	2017 Cayenne Turbo
Emilio Di Zazzo	2014 911 Carrera S Black
Gary Endlein	2007 Cayman S White
Phil Anderson	1999 911 Carrera Arctic Silver Metallic



# Vom Präsidenten

**IT'S ONLY RIGHT THAT YOU SHOULD PLAY THE WAY YOU FEEL IT** [as I sip my cranberry juice]...and by the looks of things, people are slowly accepting the new norm - whatever the hell that may be – but the world is not quite healed just yet. People do still need help, and that opens the door for me to talk about our big charity event, [Phil-a-Trunk](#). Now more than ever our neighbors need our help. The hospitality industry needs our hospitality.

The hospitality industry is dear to me. I grew up in the restaurant industry, I lived paycheck to paycheck. It's not an easy business; I was fortunate to move on, but it will always be a part of me – hell, to this day I have dreams/nightmares where I'm the only one behind the bar with a full dining room, and I can't remember table 3's order or who ordered the double gin and tonic. I'm sure there are people out there who would be glad to relive those nightmares just to put food on the table again. Restaurants are falling by the wayside, and taking their employees with them. How can any of them survive running on just 25% capacity? This is where the fortunate need to step up to the plate, because your favorite restaurant has been serving you plates for years, and it's time to give a few plates of your own.

If you have never participated in Phil-a-Frunk, or Phil-a-Trunk in the past, now would be a good time to do so. Those of you that have supported us in the past, I'm sure you will continue to do so. It's an easy thing to do. Fill up your frunks and trunks and cargo holds with non-perishable food items and on Sunday, November 15th meet us at the Capital Grille in King of Prussia, starting at about 7:30 am or so. The club will provide breakfast sandwiches and coffee. Then at precisely 9:30 Upper Merion's finest in blue will wreak havoc on any commuters to the mall, when they shut down all traffic lights as our caravan of 200 plus cars, led by Valley Forge Volunteer Fire Company, snakes its way down to Xfinity Live in Philadelphia. Then at 10:30 sharp we will unload all we have to offer and head on home.

I want to see a ton of new faces this year, as well as everyone who participated in the past. I want this to be the biggest caravan yet. And if you cannot participate please donate to the cause by following this link <https://checkout.square.site/buy/EW7URUPD33U53T05GRKLFADI>

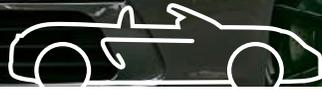
Last year, Riesentöter along with 26 other car clubs, delivered a whopping 162,000 pounds of food. Because of you, people were able to feed their families and have meals in their fridges. You made a difference in someone's life...it's time to do it again. I will see you on November 15th.

pedal down..

Jeffrey Walton  
President RIESENTÖTER



# Editor's Note



**I AM SURE THAT YOU ARE AS HAPPY AS I AM** that things are starting to open up a bit. We have had a rally, and our rendition of Oktoberfest. And you will see reports on them in this issue.

Having something to report on makes my job of coming up with content a little easier, however, your fellow members are still stepping up to the “plate” to give you interesting car-related articles. I wish you would join us.

Back to the rally coverage. This time we offer you two perspectives of participants – the experienced and the first timer. I am certain you will enjoy them both.

An unofficial report from one of our contributors of the rally is rather disturbing, however. During the rally, along a rather narrow road through some woods, the participant in front of our source stopped in the middle of the road and began dragging branches and such out of the woods and hurriedly placing them in the road behind their vehicle! (This was a participant in a non-Porsche SUV.)

Say WHAT?! I needed the report repeated a couple of times to understand...or, at least TRY to understand. As a participant myself, I did not hear that this was either a timed or competitive rally. What were these people thinking? They were going to block everyone behind them? To what end? COME ON, MAN!!! NOT COOL!

In the future, if something like this happens, PLEASE report it to a Board member. We are all out there to have fun IN our cars – not clearing a public road of debris placed there by another member to deter someone’s progress!

Stay safe out there! Wear your mask properly and maintain social distancing.

Garrett Hughes  
Der Gasser Editor-in-chief



# Top Down!

**THIS WILL NOT BE MY NORMAL GRIPE SESSION ABOUT HAVING THE TOP DOWN** on your convertible. Rather, this will be about my opening the top of my head. Not literally, mind you, just figuratively.

In this issue Bryan Papillion writes about his new Taycan. I am certain you have all heard the hubbub about Porsche's new all-electric car. But I had a brain-opening experience thanks to Bryan asking me to be his co-driver on the trip.

I'll let you get the details from Bryan, but let me tell you what an experience I had at Porsche Experience!

First of all, I did not purchase the car. But that did not faze the Experience staff. I was treated as though I were king for a day.

Not only did Bryan get to run the full course of the track there, but so did I! First off, we set off on the track following the instructor who was talking to us through the car's radio. We did a couple laps of the perimeter track at, seemingly, low speeds, which turned out to be in the 70 MPH range. Then we lined up for the "kick plate," The half football size area was soaked with water. You drove across a plate that randomly kicked your rear axle either to the left or the right creating the opportunity of a spin. You were instructed to correct the slide and then navigate through an S-turn with two fences (that moved out of the way if need be). Before my turn, I was watching the drivers before me. They could not handle the adjustment and would go spinning off. As I approached, I told my instructor I was nervous and he replied, "You're from cold country and know how to drive on ice and snow. Don't worry!" He was right. It was a piece of cake. Rear end pushed to the right and just a little adjustment to the right and the slalom was a piece of cake.

After a few quick runs through a dry slalom course of cones, the instructor asked if I had ever used launch control. I replied to the negative, and he said, "Let's do this!" All I had to do was press on the brake and the gas ped...accelerator pedal simultaneously and then release the brake. WELL... let me tell you, my eyeballs hit the back of my head, or so it seemed. I immediately released the accelerator. Whew! Eyeballs returned to their sockets with vision intact. The instructor came over the radio and said, "Good start, but next time hold it longer." Uh, no thanks!

After our track time Bryan and I were treated to a gourmet lunch, and shortly after we headed out on our return trip.

Let me tell what a pleasure a Taycan is to drive. Not only was it QUIET and FAST, but very comfortable. We drove in about two hour shifts, or about the time to run up against the range limit. Then we stopped to recharge, and we immediately became aware how quickly that happened. We would plug in the car, walk and take a "Bio Break" and/or grab a bit to eat, and return to find the car ready for the next sprint...er...shift.

A parting thought: you know how every car has its own "happy speed"? Bryan Taycan's is 83. Yes, that's exceeding all but the Autobahn's speed limit, but it felt like about 70. As you're driving along and want to speed up just a bit like you normally would to pass (a slight press on the accelerator), when you glance at the speedo a second later it reports...107! WOW! What a car!  
Thanks Bryan!

Garrett Hughes  
*Top Down!*

# Oktoberfest

**OCTOBER IS A FANTASTIC MONTH FOR MANY REASONS.** The beauty of the changing leaves. Cooler days and chilly nights perfect for sitting around a fire pit. My birthday. However, October is also known for the traditional Oktoberfest celebration. Unfortunately, the real Oktoberfest in Munich was cancelled this year. However, that does not mean that RTR can't have a smaller scale Oktoberfest of our own. That is exactly what we did.

The first Saturday of October was a picture-perfect autumn day. Around 4 PM club members started to gather at the [Valley Forge Volunteer Fire Company](#). In this topsy turvy year, this location has hosted nearly half of our social events. Not like that is a bad thing. The grounds are beautiful and the drink prices at the bar are tough to beat.

This event drew nearly 200 members. Most were dressed in casual garb, but some were wearing traditional German Oktoberfest outfits which contributed to the authentic feel. Porsches lined the field and members wandered about taking in the wonderful collection of cars. We had everything from longhood 911s to a new Taycan grace us with their presence.



As we signed in, we were given a surprise gift. Each person received a lovely RTR beer mug. Even better, we were given a ticket for a free beer to fill said mug. Beer mugs filled we had a chance to catch up with fellow members and discuss cars, events, and anything else that came to mind while we waited for the food truck to fire up. Our registration also covered a delicious German meal to enjoy. Who does not love a German food truck? Apparently, we all love it as the line quickly formed. It moved quickly enough, and we were in no hurry anyway. We got to talk to fellow members, have a beer and enjoy the weather while we waited for our turn to order.

In the pavilion was the Oktoberfest themed polka band [Doppelgänger](#). They were belting out some traditional German drinking songs mixed in with pop hits such as 99 Luftballons. It was the perfect atmosphere for enjoying the beer, food, and company.

We have had far too few of these events due to what is going on in the world. It was nice to get out and see everyone again. It makes you appreciate how lucky we are to be able to share evenings like this. If you could not make this one, we hope to see you at a future event soon.

Joe Kucinski



# There's a Pony in Here

**YOU KNOW THE JOKE: A CHILD WAKES UP ON CHRISTMAS MORNING** and is surprised to find a heap of horse manure under the tree instead of presents. Yet, he's not discouraged because of an extraordinarily optimistic outlook on life. When his parents discover him enthusiastically shoveling the manure he exclaims, "With all this manure, there must be a pony somewhere!"

I've met several Porsche owners who have that kind of passionate optimism when bad things happen to their favorite car. After spending lots of time together with our cars on winding country roads, smashing cones in AX, or feeling the thrill of a perfect high speed lap during a DE event, we're not the kind of people who get easily discouraged when things unravel in a big way.

To refresh your memories, I'm the guy who wrote an earlier piece for Der Gasser ("Just a Puff of Smoke") about my horrible, awful, painful, terrible D-chunk engine failure with my Guards Red 1999 Carrera Cab. The decision to stick with my first love rather than find new wheels made sense, despite spending more to have Jake Raby of Flat 6 Innovations rebuild the engine than I paid for the car originally (and well worth it!). 18 months later, I was back on the road with a bigger, stronger, smoother, higher torque engine that added lots of snap to my driving. You couldn't get the smile off my face.

A year later (mid-2019), that story ended when the car was totaled in a low speed crash that created amazingly little visible damage, but seriously bent the frame. I could find no one who considered the car salvageable. End of story.....or maybe not.

See, I got to thinking about an inverse heart transplant. After all, we rebuilt the engine when the first one suffered a heart attack. Now I had a strong heart, but no body to receive it.

So I placed a classified ad on the [PCA website](#) looking for a 1999-01 "roller", being aware that finding a good condition car in that tight model year range was a needle-in-the-haystack event. Only 4 days later, I received a text message from someone in Dallas who had just blown his engine on the Circuit of the Americas track. He had just bought the car on Bring a Trailer, and was doing a DE day at COTA. The white, 2000 996 Coupe had the same low 60,000 miles on it as my ride, but the new owner had formed no attachment to the car yet and simply wanted to start fresh. My good fortune there.

The next step of getting a PPI on the car was even more remarkable than finding it in less than a week. I turned to the dealer who sold me the red 996 to see what connections he might have in Dallas. He said "me." He had tickets for the Eagles/Cowboys game in Dallas that weekend, and arranged for a personal and professional inspection. Verdict: car in GREAT condition inside and out, and needed NO WORK except for a heart transplant.

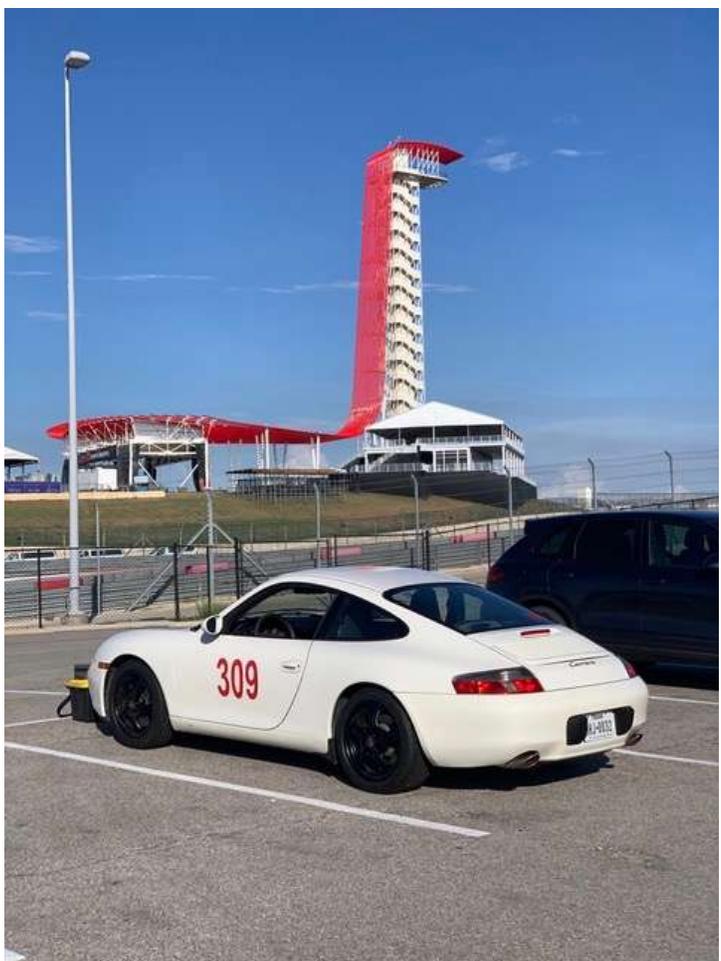
We quickly settled on a fair price, and within a week the car was in Allentown for the engine installation. 3 weeks later I was back on the road with the same big smile on my face that always appears when I'm having fun in my P-car. Do I miss ol' red? Yep. But the spirit lives on in the white flash.

There WAS a pony in there!

Dave Cincera

## POSTSCRIPT

So what happened to all the stuff from my original ride? Wheels, cabriolet top, transmission from "new" car, instrument panel and other big components quickly found new homes online. The chassis went to a parts wholesaler in Vermont, and may still be serving as an organ transplant source for P-car owners in many states and beyond. I think of it as a happy ending for many people overall.



# September Rally

**MANY MOONS AGO, SEVEN OF THEM FOR YOU MOON WATCHERS OUT THERE,** RTR used to have an event called a rally. Members would gather together with their Porsches and navigators of choice. We would be given a set of directions and all set off for a drive. The driver and navigator that makes it to the final destination with the fewest number of arguments was declared the winner. OK, the winner is not actually determined like that. Usually points are awarded for answering questions along the route. Our annual February Freeze Run was the last rally of any type we had as a group. This was way back in the day when going into a bank wearing a mask elicited an entirely different response than it does today.

On September 12 we broke the no rally streak and finally got back on the road together. Around 11 AM we began to gather in the [Limerick Diner](#) parking lot. Such a lovely site to again see rows of p-cars lined up and primed for a drive. Members milled about and checked out the various cars that pulled in. It was a beautiful day and a nice turnout, with over 30 Porsches and a few non-Porsches mixed in for good measure. Everyone was glad to be out with the club again and excited for a drive. Call me crazy, but even the cars seemed to be happy to be out with the club.

Jeff called us together for a brief driver meeting to explain the rules and how we would be departing. He then joked that those with 4-wheel drive would have an advantage. At least I thought it was a joke. After the meeting we jumped in our rides and lined up. A car was released about every minute and a half or so. For those of us towards the back of the pack it was a little bit of a wait until we got going. No worries though, because we were about to finally rally.

This rally provided us with turn by turn directions. No clues to have to figure out or trivia questions to answer, so we were feeling confident that we would at least make it to the end location for lunch. Along the route there were about 20 or so questions that we had to answer. The team with the most correct answers would be the winner. There are no losers however, as we all got to go for a nice drive in our cars on some scenic roads and enjoy a good lunch for our efforts.

The roads were curvy and gave us a chance to enjoy our cars a bit. However, we were careful to not enjoy them too much, for fear of whizzing past one of the rally answers. Also, part of the route included some surfaces that would be generous to call roads. Some loose gravel and rutted roadways made Jeff's comments about having 4-wheel drive make a bit more sense. However, slow and steady got us through without a problem. Finding all the answers was a challenge. Some were fairly obvious, but others took a bit of investigative work, it was a good mix to keep us on our toes.

After a couple hours of driving and hunting for clues we eventually ended up at the [Sly Fox Brewery Company](#) in Pottstown. We handed in our answer sheet and Jeff directed us inside to order lunch and grab a beer if we desired. We dined outside with other members as the answer sheets were tallied up. After about an hour Jeff announced the top 3 finishers. Each was given a generous gift certificate to the Capital Grille. My team finished fourth, just off the podium. I am starting to feel like Nico Hülkenberg. However, winning a prize is nice but a day out with the club is what it is all about.

Thanks to Spencer and Jeff for putting together this lovely event for us to enjoy. Hopefully, we can sneak in another rally before the driving season ends this year. At the very least, maybe 2021 will get us back on track and back to the packed calendar of RTR events we are used to.

Joe Kucinski



# Rally: An Unexpected Outcome

**WE SIGNED UP FOR THE SEPTEMBER 12TH CLUB RALLY.** My last rally was when I was 17 – I am 73 now, so I consider myself a novice. My wife, Fran, has never been on a rally but was game to try it.

We arrived at the Limerick Diner at 11 AM as instructed. It was a beautiful late summer day and it was fun to look at the other cars and talk to other participants. We quickly discovered we were not the only folks who had little to no clue about what one does on a rally. We were provided with a short briefing and supplied with a list of directions and informational questions. We were told to follow the directions and answer the questions about things we would see along the route.

Here is a sample, showing the first few directions and landmark questions:

Straight on at light

Q: At the company selling pergolas. What type of spa do they sell? (enter answer)

Continue on Swamp Pike North

Q: How many big lights does Just Cruisin have? (enter answer)

Right on to Neiffer

Q: Who plays baseball at St. Theresa of Calcutta? (enter answer)

Left on Laver then right on Gerioff

And so forth, for a total of 54 directions and 24 landmark questions (not all directions were followed with landmark questions). So, the rally was designed to be a pleasant drive with unambiguous directions coupled with questions about things one would see along the route. Or so we thought.

I asked Fran to read the directions to me as I drove. Her other job was to answer the landmark questions. We were the third car off the line.

Our troubles began quickly. We missed the very first landmark question asking about the spa brand, so left that landmark question blank. But we turned successfully onto Swamp Pike going north. We looked carefully for something named “Just Cruisin” and were thrilled to see a used car place on the left with that name. But the traffic on Swamp Pike was in a rush and we were at a green signaled intersection, so we could not really slow down. We were only able to guess that Cruisin had 6 overhead lights. Now for “Neiffer” where we were to turn right. It seemed to be a long way, perhaps we missed “Neiffer”. But then we saw the sign for St. Theresa of Calcutta - our next landmark. But again, we were in heavy traffic on Swamp Pike, and the sign was small, and my navigator had her reading glasses on, and we could not read what was on the sign about who might be playing baseball. My guess was Jesus, but we left that answer blank also. But what happened to Neiffer where we were to turn right? We concluded that Neiffer was a deliberate attempt to mislead us – how else would we find St. Theresa’s sign along Swamp Pike if we were not on the correct route? So, we ignored Neiffer and continued on Swamp Pike North. For quite a while. Looking but not finding our left turn on to Laver. After 15 minutes I told Fran I thought there could be long distances between turns.

After more driving we passed Gilbertsville. Finally, we turned into a shopping center near Boyertown (?). We parked. Fran mentioned that we appeared to have gotten lost finding direction #3 and only found one of the first three landmarks. We failed so completely we laughed until we had tears in our eyes. She wondered if our exceptional performance would get us banned from all further rallies – we laughed some more.

We decided to create our own rally. For directions I had the PCM google search the address of the nearest Lowes and enter it into the navigation system. We followed the navigation system directions successfully to the Oaks, Pa store and found the bathroom countertop Fran had been unable to find closer to our home. With the back seatbacks folded down, our Macan trunk easily accommodated the large heavy countertop package. Then we told the PCM navigation system to “Go home.”

Post Rally Considerations

Overall, Fran thought the rally to be a great success. The new bathroom countertop is installed, and she loves the new look it gave the room. As she has other decorating ideas, she is anxious for the club to hold more rallies.

I compulsively worked out the correct rally route using Google Maps. It turns out that while we were looking to the left counting “big lights” at Just Cruisin, the intersection we drove through was the missing Neiffer Road where we were to turn right. We had been led astray by a clever visual misdirection! Then the correct route would have taken us past St. Theresa’s on another road where we (presumably) would have seen another sign with the baseball team information. The fact that there was a second St. Theresa’s sign on Swamp Pike was a coincidence (or was it?). In any event, we contend that asking RTR members to read a sign from a moving car without proper warning for them to remove their reading glasses is a form of discrimination against sight challenged members, especially older members. We are organizing a protest as this article is being written. We demand that this injustice be corrected and that the RTR Rally force be defunded.

Finally, we noted that although we failed to show up at the post rally lunch, no one called us to see if we were lost. It’s been several weeks since the rally and still no phone call. We keep hoping.

Jim Kelly



# Car Safety Inspection: Can't Run Your Car Without It

**YEP. IT IS ME AGAIN, TALKING ABOUT DRIVER'S EDUCATION STUFF.** At least one person told me they enjoyed reading and learning about what goes on in RTR's track business. Driver's Education (DE) participants are often labeled as track addicts, which implies their frequency in keeping up with the sport. Some believe there are better ways to spend the weekend other than sitting around with a wonderful group of amazing people tinkering with cars, enjoying the smell of fuel and hot tires. And oh, right, there is the occasional girl comment that one guy makes about the track not being a place for women. I guess some do not get out enough, huh? A bit of data for you: RTR Speed Council is led by 30% women. Yep, even at tech inspection women make a difference. Tech? Right, that's what this article is about: car safety inspection, that is. Let me tell you more about it, because this is serious business drivers must comply with before driving their pretty or modified cars on track.

Let's start with the organizational structure. Car Safety Inspection and Final Safety Inspection (tech) are minimum standards imposed by the PCA Driver's Education Committee of the board. Right, we don't make this stuff up, it is professionally managed from the national office, trickling down to each chapter's board, which has a Track Chair – in our case, Marty Kocse (a pretty cool guy we all pick on). Track Chairs oversee a Speed Council – in our case, formed by 10 club members who work arduously to ensure each track event is planned, implemented, and enjoyed properly. To enjoy events, cars must undergo tech no more than two weeks before the event they registered for, normally at a PCA certified auto dealer or shop, but also sometimes by RTR members at specially arranged pre-inspection events. They are then teched again each day at the track – volunteer work overseen by Tech Co-Chairs Kris Murphy and Dave Weiss, and performed by trained volunteers.

You and your tech inspector must certify that the car is safe to drive on track and a Track Inspection Form must be completed and certified with your signatures. The long list of items to be inspected includes all sorts of things necessary for the car to be safe and, most importantly, for you to be safe, such as: brake pads and rotors (are they meeting the minimum requirement to get on track?), harness/restraint system functionality, condition of tires, door handles, mirrors, suspension joints, arms and boots, etc. One important tech requirement is a brake fluid change within 6 months of the event. Often forgotten, the process must be scheduled with your auto shop or Porsche dealer. Tech allows drivers to complete any requirements before the actual track day where your final tech inspection occurs.

Final inspection takes place at track the morning of each event, and you may not have loose items in the car. Restraint systems, helmets and gas caps all get checked, and inspectors are tough on you, because it is about your safety. You will not be teched unless you have registered first. You will not go on track unless inspectors grant you a most important visual for track safety – the window sticker. Ever notice some cars at club events have a dot sticker on the driver side of the windshield? They have been to track.

You hear club members talk about how much fun and exhilarating track days are. It's not just the driving and the cars, but our people – what keeps us coming back. Tech time is a special time for participants, we get up early on a Saturday when the tech is usually performed, meet at a Porsche dealer (and I take this opportunity to thank Lehigh Valley Porsche and Porsche of Conshohocken for working with us this year) or a certified shop as listed under [rtr-pca.org](http://rtr-pca.org), coffee in hand and off to work we go, but you see, the work is exciting.

You, inspectors, and everyone watching the inspection not only get to learn about your car, but about a particular part or issue just because we all love learning about cars and their mechanics, especially Porsches. Gathering in camaraderie to discuss why the car bottom cover is moist around the oil pan, or to talk about that new tire you need...we all have an opinion about what you should get. Off pandemic many of us enjoy lunch afterwards and catch up. Fun, fun and safe.

Tech co-chairs also handle incidents that happen on track. For example, your car leaked oil or anti-freeze on track. These volunteers take time to write reports, deal with track administration, taking the incident up the chain as high up as PCA National depending on the gravity. I must say that participants of DE are grateful for the work the tech team does, which is often shown by the number of volunteers that show up to help them do the work.

The Speed Council team is grateful for track participants' cooperation and for your volunteerism during the challenging pandemic induced modifications to wear masks, keep social distancing, student instruction modifications, taking temperatures each day, and for sanitizing hands often. The SC team invites you to join us next year again, or to try our DE introductory Taste of the Track day in May.

Yoyi Fernandez



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# Vanity Plates

**I'LL ADMIT I GET NERVOUS/ANXIOUS WHEN I GO TO THE AUTO TAG PLACE** to get my plates for the car I just purchased, even more so when it's a Porsche. Perhaps an overreaction, nervous/anxious? Really? Well, what if I get a plate that has letters that are an abbreviation for something dumb or numbers that are unlucky for me? What I usually do is close my eyes, bite my tongue and hope for the best. After all, if it's a "bad" plate I can always order a vanity plate and replace it. I've been lucky, no "bad" plates have been handed over to me, in over 50 years of driving, including the plates for the sports cars. Pretty sure I'm a lucky guy, or maybe I've forgotten or blocked out any memory of a "bad" plate.

If I were to order a vanity plate what would I get? That's a tall order, imagine the stress of that. Someone on Rennlist recently posted a request for help in choosing a vanity plate. Among many questions that would go through my mind: Is it already taken? Does it make sense to others (will they think it means something other than what I think it means)? Will it offend someone, everyone? Is it appropriate for the car? Will I get tired of it? Wait, am I even allowed to order one for a Classic or Antique car?

I've seen some interesting vanity plates in my day; quite a few were unintelligible to me. These plates included U's, R's, L's and 8's; and many other letters and numbers that when strung together meant nothing to me. So what? Their vanity plate isn't for me, it's for them! Wait, maybe they weren't vanity plates, and that's the plate they randomly received at the auto tag place. SO, I'll give them a break, maybe their vanity plate that will make sense to me is on order. Others I've seen appeared to be illegal or XXX rated (I mean is that allowed?). Who approved that plate? Do they need to be approved?

Here are some I've seen on Porsches over the years:

Mezger, Achtung, Whupd Do, Itsy Bitsy\*, Neun 30, IX XI, Wk-end, No H2O, Air Cooled, Flat Six and many others. Of course there are the straight up name your model plates: 87 911, 1972 RSR, 996 C4S, and a more creative: 6T8 9XI.

\*most here I've listed are quite straightforward, but this one was on an '11 Boxster Spyder.

Some other plates I've seen recently, not on Porsches: Bug mee, My Day, Whoosh and Maniac. Also, in a Netflix series: Lwyrup. Then we have the initials plates – you know, the initials of the wife and husband that drive the car. I guess they do this so they remember their license plate number when they're on road trips and checking in to the motor lodge (front desk registration asks you for your plate number). I suppose a vanity plate would also be easy to remember, like My Day or Whoosh.

I didn't go with vanity plates for my P-cars, a 1989 951 coupe, Guards Red over black, 5 speed manual and a 2011 Boxster Spyder, Artic Silver over black, 7 speed PDK. The 951 is a Classic plate, so no leeway. It says C 35941. I'm fine with this plate, if I use my imagination the 4 becomes a 5 for 951 or the 1 becomes a 4 for 944. I'd say that's pretty interesting for a randomly assigned plate. The 2011 Boxster Spyder is KVZ (I'm OK, I don't see anything lethal), and the numbers are 8927. Imagine that, a randomly assigned plate with the model number of my car 987.2!

Well, there you have it, my thoughts on VPs. Tell us your story or not!

Gary Gallo



# RTR Member Spotlight Nov/Dec 2020

**WELCOME TO THE NOVEMBER/DECEMBER 2020 EDITION** of the RTR Member Spotlight. This month, Kristyne introduces herself and her beautiful and well-loved Boxster S to the club. Thank you, Kristyne!

We hope everyone enjoys this feature as much I enjoy putting it together. Please feel welcome to contribute your own story. If you want to be the next person featured please reach out to [editorsteam@rtr-pca.org](mailto:editorsteam@rtr-pca.org) and we will make it happen. Thank you.

**Name:** Kristyne (Kris) Haver

**How long have you been a member of RTR?** I joined the day I bought my first Porsche, on September 24, 2010.

**Year and Model of current Porsche:** 2013 Boxster S

**Why did you choose this particular Porsche?** I wasn't even looking to buy a new car when I attended an RTR meeting on a Wednesday night in November 2013 at Porsche of the Mainline, but in talking with the salesman, he said I really needed to stop by and just drive a car with PDK to see if I liked it. So the following Saturday I did, and I fell in love with driving it. So I bought the car I test drove on the spot!

**How long have you owned it/how many miles have you put on it?** It just turned over 115,000 last Monday.

**Is this your first Porsche?** Nope. If no, what have been your previous Porsches? My first and only other Porsche was a 2003 Boxster, arctic silver with a black top and interior, with 23,779 miles on it.

**What car did your Porsche replace?** The 2003 Boxster replaced my mother's 2007 Buick Lucerne I had an intern drive up from her home in Florida. I replaced it two weeks later after my coworker said, "Gee, Kris, people will think you look young for your age." Meaning, of course, only old people drive Buicks. That was it, I traded it. And I had been thinking about a Porsche for some time. My current Porsche replaced my first one, and it was bittersweet. Hated saying goodbye, but loved saying hello!

**What modifications have you done?** Well, of course Jeff Walton told me I needed to replace the amber light covers on the sides right away. Amber covers just aren't done. Lol. But within four months of buying the 2013, I added the Porsche sport exhaust. I saved about \$1,000 on parts and labor by having a mechanic friend do it. He even wired it so it would be ready for the dealer to put in the button and program it, but I never did it. Marty Kocse asked me if I ever really wanted to turn it off, and I said, "Nope!" so he said, "Then don't do it." The only other thing I've done is replace the valve stem covers with the colored crest. Small thing, but my son gave them to me for Christmas one year.

**Are you happy with those mods, and what is your favorite?** I'm happy I added the sport exhaust right away, but wish it were louder. It's such a beautiful-sounding engine to listen to. With the top down I rarely listen to anything else.

**Any modifications planned for the future?** As I said above, I wish it were louder, so I have considered doing some sort of further exhaust modification with Fabspeed so I can sound as badass as Jeff Walton! Lol. When asked this question, my significant other, Mark, who you will all meet very soon, expressed interest in some engine performance modifications...bigger valves, bigger injectors, turbocharger? He'd be doing that work, so we'll see.

**What do you like most about the car?** The sheer enjoyment of driving it, especially around the winding back roads of PA, and with Mark down to Cape May a couple of weeks ago. But I also love taking it on long road trips, once with my daughter to Clearwater and twice by myself to Iowa to my class reunions. The responsiveness gets tested repeatedly driving on I-80 on the south side of Chicago. I enjoy the road buddies I make along the way, traveling about the same speed and watching out for each other's ass when a state trooper is spotted.

**What do you like least about the car?** It might be a little thing, but it's as annoying AF! The defrost only works with high heat and high fan, and my service advisor tells me they can't change it. Every single time Porsche sends me a survey I complain about it. That, and the fact that lighted mirrors are considered an option. My 2003 Boxster had defrost you could set on any level of heat and fan, as there are times you need to keep it running on low to maintain the fog-free windows. Plus, it's hard to talk to a passenger when it's all on high. It worked perfectly, why did they change it? They never respond.

**What has been your favorite moment with the car?** Besides every road trip in general, on my last one to Iowa, summer of 2019, some dickwad in an older Nissan Altima tried to separate me from my road buddy in the left lane by driving just the speed limit. Finally we passed the semi-tractor trailer on the right and he slowly made his way back into the right lane. So points for that at least. But as I sped up, he tried to race me and I thought he was going to try to get in front of me in the left lane again. At that point, I'd had enough and blew him off at 110 almost instantly it seemed, and since I had the top down, stuck my hand up and gave him the finger as I did so. It was rather self-satisfying. My car never lets me down.

**Given an unlimited budget, what Porsche would you buy? Can be current or any past model but you can only choose one.** I wouldn't mind having Janis Joplin's 1964 356C 1600 SC cabriolet, but someone already bought it for \$1.76M. Still, wouldn't mind having one like it, although with modern day engine refinements so it drives like a Porsche and not a VW. I just like the looks of them.

Joe Kucinski





# Porsche Pundit: The Garage Project, Part 3

**THE GARAGE REDO WAS GAINING STEAM. WE HAD REMOVED A MASSIVE AMOUNT** of junk, gave it a nice new coat (or two) of paint and learned that Wagner Power Sprayers are a bit tricky. Painting done, it was time to turn to the floor. And after considering the options, epoxy was the only real choice.

I'd put some garage epoxy paint in my race trailer a while back. It wasn't hard. I mean the chips were a bit iffy depending on how you dispersed them by randomly throwing them across the trailer floor. There were sections with a massive amount of clumped together chips and other sections with almost none. This didn't seem to be much of an issue until I pulled into the trailer with very hot race tires and the thicker chip clumps worked themselves loose and up into the suspension components. Hmmm, need to find a better way to epoxy a whole garage floor, not just a sixteen-foot race trailer.

I hit YouTube and other home project sites to learn about DIY epoxy projects. I learned you must prep the garage floor. Which means just sweeping it and maybe giving it a power wash is not enough. Turns out that doesn't really prep the floor. It might look clean, but in an older garage like ours there were stains from decades of use that needed to be removed.

There are two options. (1) Acid-etching. Muriatic acid goes on the floor and is scrubbed off. I add muriatic acid to my pool all the time; it's not fun to work with. I imagined the risk of working with that acid over a large area like a garage. Remember the part about me not being the best painter in the world? I shuddered at the thought of me wearing a lot of that acid. (2) Diamond etching. The best bet. Except you need access to a diamond etcher, which I didn't. Each of these processes opens the pores in the concrete so it will accept the epoxy paint. When it came right down to it, I had to call in the pros.

I called six companies and received bids. They went from a low of \$1,600, from a guy that worked out of the back of his truck, to over \$3,400, from a company that brought glossy marketing materials and samples of the finished surface. I didn't see much of a difference in the overall results except for the warranty coverage. So, I called one of the more expensive companies and asked if they would price match. Turns out they'd match the price of the guy working out the back of his truck, at \$1,600. I added a bit more bling and got an upgrade on the chip coverage. Total out the door: \$1,700.

They told me the process could take up to two days. Turns out the crew showed up at noon and was finished by four. It's not possible to walk on the floor for twenty-four hours or park a car on it for forty-eight hours. We cranked up the fans to help accelerate the drying process, but the one thing that we had not anticipated. The smell!

Okay, I may be dating myself a bit, but remember huffing? Stupid teenage boys (yes, it was mostly boys) took model airplane glue, squeezed it in a bag, and then breathed it in and out of the sack. They'd get high as kites on this stuff. Until the glue companies changed the formula. Anyway, that was what we felt like for several days after the epoxy paint was put down, as it takes up to thirty days for the paint to cure, and during that time we got the epoxy smell. We were all getting a buzz. Without the paper bag. It's better now, but our fans got a workout for almost a month.

Remember my three car-wrenching ingredients? As I mentioned, I had the tools. Torque is variable, depending on who is hanging around my house and how much weight they possess. Yes, I'm talking about you, Hobby Boy. Which bring us to light. Or rather the lack thereof. I jettisoned the old terrible fluorescent lighting in place of new LED fixtures. As bad as I am around paint, I'm a genius with things like lighting fixtures. I put in a new LED fixture at the top of the stairs in less than fifteen minutes. In the garage itself I traded in old nasty for new badness – a six tube LED array. That took about an hour, since it was physically large, and I had to do some fancy engineering with the wires. But when I hit the switch it was as if a star had exploded right inside my garage. Yes, there was light! Which probably now means I need more tools and torque to compensate.

The last component of my garage redo had to be cabinets. Once again, the lovely Mrs. Turner and I spent hours researching online. We discovered that you can spend almost as much on custom cabinets as you can on a really nice Porsche. Maybe more. Remember my \$3K budget? Custom cabinets just didn't figure into that range at all. I called a couple of custom cabinet companies and they were nice but my budget eliminated them immediately. Nope, we needed nice, but cheap. I know, you shouldn't say cheap, it "devalues" the product. Then again, who cares about that if you find a product that's not only cheap, but well made!

Searching online we found a brand called [NewAge](#). These are imported from China, but the price, reviews and free shipping was all the impetus we needed to order a set. Oh, and a sizable discount from Costco. They arrived about a week after we ordered them, and they came packaged on a tall pallet. The weight was 779 pounds, so based on weight, height and the fact that our driveway is very steep I felt confident that nobody would steal them. They come "nested," meaning that smaller cabinets are packed inside the bigger ones. The packaging was amazing. NewAge does a great job at protecting the contents. Stout cardboard edges encase the cardboard sleeves so there is little chance that even if the pallet is dinged the cabinets are unsafe. It took almost a day to unpackage them and stage them in the garage. Once again, I was impressed at the quality of the materials. Even the bolts used for mounting are Grade 8 bolts (meaning they are high quality). We decided to hang the cabinets the next day. It was easy. It took me and the lovely Mrs. Turner about four hours to get everything hung and staged. It was pretty straightforward.

We stood back and admired our new garage. The budget when all was said and done was closer to \$4,700. Not bad, considering I started off with a basket case and ended up with a REALLY nice garage/man cave. We decided to add a flat screen TV and fridge so it's been transformed into a place I can hang out in, admire my Porsches, watch YouTube videos on how to fix my Porsches, and drink cold malted beverages. All in all, not a bad adventure – inhaled paint mist, a few scrapes and really nasty air respirators later I think we have a place our Porsches can call home.

And on that exhaust note, see you next time.

RL Turner

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

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# Sidetrack: Personal Contact

**IN A COVID SOCIETY, PERSONAL CONTACT HAS A MEANING TO ITS OWN** – with not so much a positive outlook, I’m afraid. For today I’d like to consider a “pre” and “post” pandemic perspective, rather than focus on the current difficulties. Think back or forward a year or so, as otherwise this notion might not make much sense to you.

I probably don’t have to tell you that connections are important in a professional life. Funny, everyone seems to have an endless Rolodex at the office (more likely of the electronic variety), but our private acquaintances tend to fit rather neatly in our cell phone Favorite-Fives. You know... spouse, mom, sis, buddy and Pizza Palace.

From my own personal and rather recent experience, I would suggest thoughtfully closing the gap between your personal and professional contacts. This concept is rather new to me as well, so don’t feel bad if number five on your speed-dial is the National Poison Control Center or Moviefone – not that mine was.

In recent years I started making a concerted effort to “expand my network” by considering every interaction as a potential acquaintance. I know. It sounds just as dorky when I say it out loud too. But those of you participants in social media may have hundreds or even thousands of “ether” friends – those you have or will never meet.

I’m just suggesting that you extend this concept a little; think of it as “face-to-face Facebook.” Why should you do that? Because building a personal network provides a greater benefit than a business network alone. There’s very little downside of having a personal relationship with select business partners.

There’s also no harm in improving your interactive skills. And every person you meet can be a potential resource and vice-versa – a recipe for chili-cheese pan dip or a suggestion on where to have your car serviced. Finally, it broadens your perspective on people in general and extends the edges of your universe.

If this concept is a little too weird to wrap your head around (as it continues to be for me), consider tangible advantages – maybe that’s easier. Memberships, clubs and other organizations are always a good start. Especially with car clubs, and joining several is just another way to expand. Not every car in your garage is likely a Porsche.

But I can’t tell you how many suggestions, referrals and vendor contacts I’ve received from Riesentöter alone – it’s become the hub of my social life. More than one Cars and Coffee, and online organizations can be great resources too (minus the direct interaction).

Interestingly, my current group of friends – the people I enjoy spending the most time with (and those I would trust with my house key) – I didn’t even know just a few years ago. And I expect I’ll be adventuring years from now with people with whom I’m not currently acquainted.

That’s basically the point. By slowly breaking down the illusory wall that separates your business and personal relationships, you open the door to a world of benefits. Not just discounts on tires or coupons for car wax. And it works in both directions too.

Maybe socially connecting is not something you want to do right now directly – and I get that. But now could be the time to reach out to those in your email contacts. A short message to those you haven’t spoken to for a while but wouldn’t mind meeting up with again. You had connected with them before, why not again?

Extending yourself to others entices them to do the same. There’s no limit to how far you cast the web once you actually do it. By actively pursuing and expanding your current circle of friends, there is simply nothing to lose and everything to gain.

David Newton



# Taycan - Soul of a Spirited Young Horse!

## PROLOGUE

Bet you are wondering where this story is leading, so let me ease the suspense. My love for the automobile and motorsport began as a young boy. Actually, before I can honestly remember. Matchbox Cars was founded about the time I was born and remember them being part of my fascination in cars as well as plastic car models made by the likes of Revell and Testor, names you may recall. My dreams were fueled by these miniature versions of cars that I would assemble and paint with distant hopes of someday riding in, driving them, or even owning one. The reason is a still a mystery to me today, but something created an extraordinarily strong lifelong attraction to anything with wheels.

Jump ahead to 2015, the year Porsche announced and unveiled the "Mission-E" all electric concept car at the Frankfurt Motor Show (IAA 2015). When I saw the pictures of this "concept car" it brought back memories of my childhood when I would dream about owning such a futuristic machine. The possibility of owning the "Mission-E", now branded as the Taycan seemed to be a stretch, I felt I must try and secure a place in line with Porsche to own one. In the fall of 2016 Porsche Dealers were beginning to accept deposits with no firm date of production indicated or price. You guessed it; I placed a deposit at Porsche Conshohocken.

As the months followed, I was constantly searching and collecting information about this all electric Porsche. My interest would ebb and flow over the next three years, wondering about if this concept car would ever come to be a reality and if so, how close to the concept car style and performance would it be when appeared as a production car. Then September 2019 arrived and the "Taycan" production model, Turbo and Turbo S were revealed to the public at the Frankfurt Motor Show (IAA 2019), four years after the "Mission-E" reveal.

Having attended the Frankfurt Motor Show in the past I knew it would be the star of the show. Porsche knows about marketing, don't they? So, I jumped on a plane Friday night in Newark and flew to Frankfurt, the day before the show opened its doors. Got off the plane, checked into the hotel near to the show, dropped my bag and headed directly to the Messe Frankfurt to finally see the Porsche Taycan full scale 3D.

What I saw first was a long line of people like me anxious to get close to the two cars on an elevated platform. There was also a stadium seating area overlooking the cars and a huge video running continuously a show about the Taycan. I sat in this area for two hours just staring and dreaming about what it would be to own and drive the car. Excitement reached another crescendo for me. The second day I arrived before the doors to the hall opened and made my way to the Taycan and asked a smiling Porsche employee if I could possibly get inside the gated area so I could see the car and sit in it as I saw others doing on day one. He was a GT car product manager and was fully trained to explain the technical details of the Taycan. I was definitely very impressed with the Taycan and felt like Porsche got this car perfectly proportioned and appointed with every detail, but I must say that time was spent on every detail you can imagine. Remember all this has been said and I never even rode or drove the Taycan.



## THE JOURNEY BEGINS: BUILDING THE TAYCAN

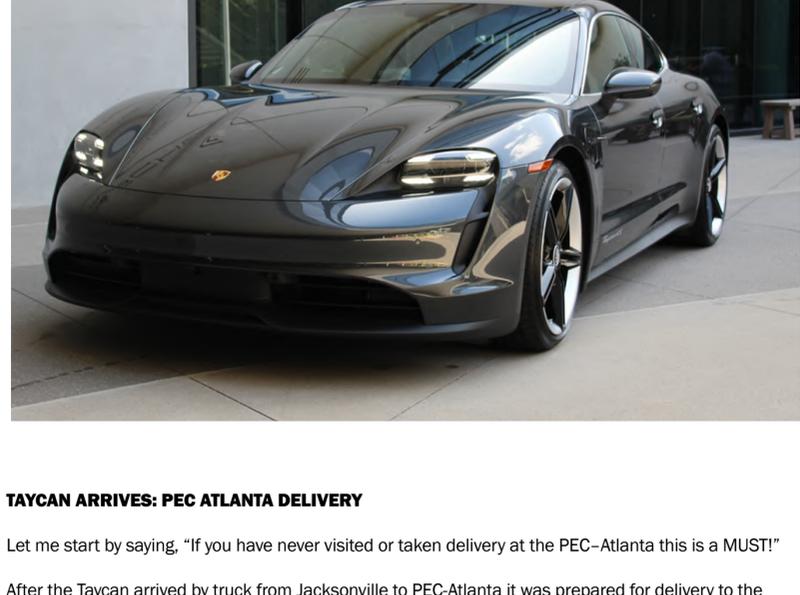
As any of you know who have purchased a new Porsche automobile, the process of picking colors, exterior and interior, the styling and personalization options as well as performance options can be quite an exciting but daunting process. Especially when you look at the built in calculator adding all those choices every time you tick a checkbox. To do this with a Porsche model that has been on the road and on dealers lots it is a bit easier than when you have only seen a couple of the cars on the floor at the show and nowhere else do you have a real to life reference. The Porsche online design tool is fantastic but there is always something lacking with a computer generated image.

This process lets you create a "design", save it, change it without limits. They even make it easy to send your design to the dealer of your choosing and begin the ordering process. This for me did not happen until April of 2020 when the dealerships could begin placing orders for the Taycan 4S.

I did not want to write anything negative when I was explaining the 2019 Frankfurt Auto show sighting, but what I did learn there was only the Taycan Turbo and Turbo S were going to be produced for the first 12 -18 months once production started. This was a negative for me because those two model's price points were higher than I could justify. I completely understand the Porsche marketing strategy, but the "Mission-E" originally was described as having an \$70,000 base price.

The Taycan 4S was my starting point to get serious about placing an order and since I had built at least ten of them on the Porsche website, it did not take me long to finalize the specifications. Some minor adjustments with the help of Porsche Conshohocken and the order was sent to Germany. A few days later a production start and end date were provided.

Then the grueling "wait". Not only to the start of production but then the transport to the port of Emden, Germany by truck and the ocean transit to Davisville, RI, or in my case Jacksonville, FL. Jacksonville is the port where Porsche drops the vehicles for the southeastern US which includes the Porsche Experience Center, That is where I choose to take delivery of the Taycan 4S.



## TAYCAN ARRIVES: PEC ATLANTA DELIVERY

Let me start by saying, "If you have never visited or taken delivery at the PEC-Atlanta this is a MUST!"

After the Taycan arrived by truck from Jacksonville to PEC-Atlanta it was prepared for delivery to the customer just like the local dealership would do if you were taking delivery at the dealership. That is where the similarities end. At the PEC you and your car are treated like you are a king or queen for a day. Of course there is some necessary paperwork to be finalized and then a very personalized introduction to the features of your new Porsche. You are also taken on a tour of the facility which includes a small museum with historically significant P-Cars, a look at the Porsche restoration facility, a tour of the meeting facilities that can be rented for private events, and last but not least a three course gourmet meal prepared by the Porsche chef!

The most valuable part of the PEC delivery process is the time you are given to drive a Porsche car of the same model type you have purchased. This driving experience includes many different skill development components where you can experience how your car handles on low and varying friction surfaces which helps you to gain confidence and experience how the vehicle handles in conditions that you might encounter in everyday driving. Go online and search for details of this part of the deliver experience. It is well worth the fee added to your vehicle delivery and will leave you with a memory and experience that will last a lifetime.

Now remember two things, the Taycan is a completely electric vehicle, no internal combustion engine to make electricity for you should your battery not deliver you to the next charging station! Secondly, the Tayc is 850 miles from my home in Downingtown, PA. Next is the story of ferrying the Taycan from the south side of Atlanta to home, with an intermediate stop at my gracious co-pilots house.

### A Better Routeplanner

Waypoint	Arrival SoC	Depart SoC	Cost	Charge Duration	Distance	Drive Duration	Arrival	Departure
PORSCHE Experience Center Atlanta	23%	90%	\$10.00	10 min	128 mi	2 h 4 min	9:03 pm	6:58 pm
Walmart 3835 Ooltewah [Electrify America]	10%	81%	\$19.00	21 min	126 mi	2 h 2 min	10:34 pm	10:55 pm
Sam's Club 6518 (Bristol, VA) [Electrify America]	10%	90%	\$26.00	28 min	150 mi	2 h 23 min	12:57 am	1:25 am
Bruhgs Mill Country Store [Electrify America]	10%	96%	\$32.00	34 min	151 mi	2 h 20 min	3:49 am	4:23 am
Sheetz 197 - Stephens City, VA [Electrify America]	15%	64%	\$12.00	54 min	105 mi	1 h 47 min	6:43 am	7:37 am
Sheetz 191 (Carlisle, PA) [Electrify America]	10%	59%	\$14.00	13 min	90 mi	1 h 27 min	9:24 am	9:37 am
Downingtown, PA 19335	11%						11:05 am	
<b>Total Duration: 16 h 6 min</b>			<b>\$113.00</b>	<b>2 h 39 min</b>	<b>835 mi</b>	<b>13 h 27 min</b>		

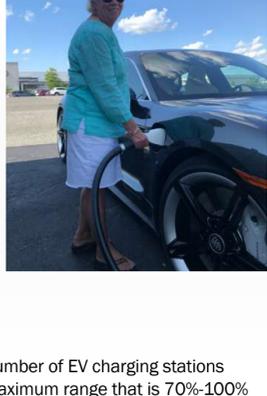


## TAYCAN FIRST DRIVE AND CHARGING: TIMELINE PEC TO HOME

The delivery process started at 9:00am and our departure from the PEC was approximately 4:00 pm. Having an 850 mile trip in front of us it was our plan to drive approximately 300 miles day one, and the 550 mile balance on day two. This is about a 14-hour drive and total for gasoline fueled vehicle not counting for any long drives, short stops, bathroom, and some food. We drove a rental car to the PEC on the same route we would use for our return trip in the electric powered vehicle. The purpose of driving to the PEC on the same route as our return was to stop at every Electrify America charging station and familiarize ourselves with the charger's physical location. Another purpose was to validate the Electrify America phone application display of the number and power level of the chargers. This was a worthwhile exercise instilling confidence that when we arrived at the stations on the return trip we knew we would be able to charge the Taycan.



I choose to familiarize myself with a third party phone application called "A Better Route Planner" (ABRP). The route I chose was I-85 to I-75 to I-40 to I-81 to I-76. Below is a table indicating our stops along that route as well as the time to charge. The cost to charge is not accurately represented because VW owns Electrify America and Porsche provides 30 minutes free charging at each station. As you see there are two stops that require more than 30 minutes for a total of 24 minutes that were paid for by me. That total cost was less than \$24.00. Charge times vary based on the maximum power the charger can deliver and the SOC (state of charge) of the battery.



Driving a route of this length requires some pre-planning since the number of EV charging stations are less than the number of gasoline stations. This coupled with a maximum charge that is 70%-100% (350-500 miles vs 250 miles for the Taycan) less than most modern gasoline powered vehicles on the road today. The navigation system in the Taycan is tailored to route you to these charging stations to ease the "range anxiety" of those people who are new to EV travel. Installing a charger in your garage is not overly complicated or expensive but must be installed by a licensed electrician. At home charging is the least expensive place to charge your Taycan, approximately \$0.05 / mile which is about one third the cost of fuel for a gasoline powered car. The major drawback with home charging is it is much slower than charging at any of the Electrify America charging stations.

For myself who loves technology (old and new) and have always been an "early adopter", this process of route planning was a welcome challenge adding a dimension to the Porsche driving experience. I know not everyone is as comfortable as I in this regard to EV navigation, but I can tell you it is not as hard as you might think. My advice to you is to take advantage of any opportunity presented to drive a Taycan so you may experience this for yourself first hand.

Along our route we encountered some curious people while we were charging and had some nice conversations. I took the opportunity to speak about the technology and the car itself. One person said that she had the hybrid Toyota and loved it but relying solely on a battery was something she was not ready for. To put things in perspective, I made an analogy that made her walk away shaking her head! I reminded her that when people were trading horses for the gasoline powered automobiles there were doubters and skeptics saying those noisy smoking cars would never make it. But more importantly there were not gas stations on every corner either. We are in the age where the same is true for EV cars and travel. Hope you will have a chance to try this mode of transportation. Especially in a Porsche Taycan, because it is not simply a 4-door sedan, it is a sports car extraordinaire. The Taycan can give any of the GT cars in the Porsche stable a real run for their money, not only in straight line acceleration but on the racetrack as well.

Thank you for reading this story about a great driving experience in a fantastic brand-new automobile. Go test drive one today!! Remember "driving is a sport, not a way to get to work"!

Bryan Papillion





# Shifts and Giggles

## **IF YOU GREW UP AROUND WORKING ON CARS THEN YOU PROBABLY GREW UP IN THE**

mastery of profanity. Somehow those two things go hand in hand. Growing up, we had a huge barn on our property...huge I tell ya...and in this barn were several areas: there was my dad's woodworking shop, with every imaginable cutting tool, and sanders; there was his old leather shop, with sewing machines and presses; and then areas which contained everything else, even a makeshift paint booth, complete with air compressors and fans. Now when you have a huge area to put things in, naturally you put things in it, including cars. In his travels he would stumble upon a vehicle he liked, hash out a deal, and bring it to the barn - they never ran. Every car he ever bought needed some work, every car. Some would sit in the barn for years, maybe needing parts he just couldn't afford yet, others were quick turn-arounds to make a few bucks. He worked on them all the time.

He would come home from work, eat dinner and go tinkering on his cars. If I didn't have anything to do, I would go to the barn and help. He had friends coming over constantly, needing an oil change or just to help out as well. This, my friends, is where you learned the art of profanity. To this day, every year when I watch the Christmas story and hear the line "In the heat of battle my father wove a tapestry of obscenity that, as far as we know, is still hanging in space over Lake Michigan" I can't help to think back and remember my dad's battle with an engine mount, rusted brake drum, or some exhaust bolt. There was always swearing involved.

You know how it is - you get the socket on just right after you contort yourself into an unbelievable position, only to have it slip off on the first turn - oh how the expletives fly. Then there were the little imps that moved your tools on you when not looking - oh how the expletives fly. "It was right here, I just had it in my hand," followed by that tapestry of obscenities. And the stream of profanities was sometimes not directed at an object but a person - sometimes, me, for not holding the light just right or giving him the wrong tool, but this was just part of the deal, you get what you paid for (nothing) and move on.

To this day I remember a stream of profanities that contained probably all of George Carlin's 7 words you cannot say on television, and then some, in the most eloquent and poetic scream of rage, and it was directed towards my mom. Thank god she wasn't around to hear it, as lawyers would have been drawing up some paperwork. Anyway, it was a Saturday afternoon and he decided that the 74 Ford Gran Torino needed an oil change. An easy job, so it seemed, until he went to remove the drain plug. The oil pan was crushed and the drain plug could no longer be removed easily. The culprit: a cement parking barrier in the grocery store lot, it was assumed. Oh how the expletives flew.

To this day I remember my first opus of obscenities within earshot of my dad. Like dad, I too had the bug to work on cars, occasionally. My cousin had come over, needing a project for his shop class. He wanted to work on an automatic transmission. I had the perfect one: mine needed fixing. The only problem- it was still attached to the 390 engine sitting in my 68 Mercury Cougar; strike that, there was a second problem, it was February and the barn didn't have much heat. So we are under the car, freezing, dad's in earshot range in the wood shop, and I have ratchet in hand, and I'm in a contorted position trying to loosen a tranny bolt, when of course, the ratchet slips off, my knuckles hit bare metal - never a good thing when you can't even feel your fingers - I scream in pain, but not just a scream, it was interlaced with profanities that I have never ever uttered in the presence of adults before. As I'm still in pain and cursing up a storm, skin missing, blood oozing from the grime and oiled soaked hands, I can hear in the distance my dad just laughing. I guess he figured I was alright, as I laced my scream with curse words, and probably thought to himself I had reached a certain stage of manhood that day, as he never said a word about the cursing.

Oh and I never said a word either...for you see, one day they had let school out early for snow and I was driving a friend home, it was a little slippery, the road went one way, the car and us went the other, and we landed in a field. I tried to get up this embankment, but the car wasn't having it. A good Samaritan stopped by and said "You know, instead of trying to get up this hill, just go straight through the field and there is a road right there." "Thanks, mister." We get back in the car, driving across the field, and sure enough there is the road. Well what he didn't tell us was there was a 3 foot drop to the road. Anyhow, the 74 Gran Torino took it well.....well, until someone tried to do an oil change on it later....oh how the expletives flew...but not at me.

Jeff Walton

# CLASSIFIEDS

## **Ferodo Racing Pads, new in the box / Asking \$280**

FRP3051W DS1.11.

I got these for my 987 Cayman S, but sold the car before I could use them. They also fit the 996 (front) and 997.1 (rear). If you track your Porsche, brake pads are the first upgrade you should make to your car. I can ship to you (you pay shipping), you can pick them up at my house (Yardley, PA), or I can bring them to a PCA event we're both attending.

Please contact Eric: 215-321-7815 (leave message)



# 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](mailto:mudrickp@verizon.net)  
(610) 909-5799



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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](mailto: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](mailto:mf.todas@gmail.com)



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# CLASSIFIEDS

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

**Asking \$2,300**

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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:editorteam@rtr-pca.org) for more information.
- Do you have a Porsche related item to sell? We can list the item in our classified section. Please contact us at [editorteam@rtr-pca.org](mailto:editorteam@rtr-pca.org) for more information.

Thank you,

Der Gasser Team

