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GASSER

SEPTEMBER/OCTOBER 2020





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COVER

Photo credit: Pat Onofrio

2020 RTR Calendar

Social Events

September	12	Sept Rally
October	3	Oktoberfest

AX/DE Events

September	13	AX @ Pocono
September	18-20	DE @ Pocono SE
September	25	Close Date - Summit Point
September	26	Tech for Summit Point
October	9-11	DE - Summit Main
October	10	AX @ Ripkin
October	16-18	RTR PCA Club Race
October	18	AX @ Pocono
October	23	Close Date - NJMP
October	24	Tech - NJMP



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RGM will produce a small quantity of these chronographs and will work with you to personalize your order. (For each watch purchased, RGM will donate \$100 to the Riesentöter Foundation.)



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Join us for the
RTR PCA Club Race
at Monticello Motor Club



OCTOBER 16 - 18, 2020

MEMBERSHIP MILESTONES

YEARS	September	October
50	Schaub, Donald (1970)	
40		Baker, Tom (1980)
35		
30		
25		Horgan, Peter (1995) Petercsak, Rudolph (1995)
20	Dawe, Ed (2000) Lilley, Steven (2000) Vogel, Robert (2000)	Calvaresi, Tony (2000)
15	Angus, Bill (2005) Holberg, Walter (2005) Kokas, Ted (2005) Riegler, Richard (2005)	Liaw, William (2005) Schiavone, Vito (2005)
10	Berner, Steve (2010) Gerasyuto, Aleksey (2010) Haver, Kris (2010) Laney, Art (2010)	Bassler, Jim (2010) Chase, Bob (2010) McIntyre, Craig (2010) Sabatino, Pat (2010)
5	Angelisanti, dennis (2015) Blake, Steve (2015) Gilbert, Mark (2015) Koenig, Rob (2015) Lepore, Anthony (2015) Wall, Mark (2015)	Asplundh, Griff (2015) Martin, Kyle (2015) Scourfield, (2015) Stamps, Eric (2015) Wildstein, michael (2015)



NEW RTR MEMBERS



Todd Myers	1990 911 Carrera 2
Nicole Lawton	2013 Boxster S
Michael Wessner	2000 Boxster White
Erik Rummel	2000 911 Carrera Blue Coupe
Jon Hirsch	1984 911 Carrera Grand Prix Coupe
David Luk	2008 911 Carrera 4 Black Coupe
Joseph Nocentino	1972 911E Targa
Brad Hartwell	2012 911 Carrera 4S Blue Coupe
Ray Donovan	1996 911 Carrera 4 Silver Coupe
Charles Smith	2016 Boxster Spyder Black Coupe
Phillip Frost	2020 911 Carrera 4S Dolomite Silver
Foster Mouton	2007 911 Carrera S Gray Coupe
Kaushik Datta	2018 Panamera 4 Black Hatchback
Alex Farragut	2008 Cayman S Black
Ed Pearlstein	2007 Cayman S
Rob Bell	2010 Boxster S White





Vom Präsidenten

YES, WE ARE ALMOST BACK IN FULL SWING. Our DE and AX had some minor adjustments here and there, but, all things considered, they are doing quite well. Our social aspect seems to be coming back. Our RTR road trip to the Omni Homestead was a blast, as well as our [Martin's Kitchen](#) private dinner.

Wait. What?

Normally you would be able to read about all of the fun activities you missed in this edition, but you'll have to wait until next year since they were postponed until everyone is inserted with a vaccination chip. But never fear - Social will have an [Oktoberfest](#) in October and we will move towards more features like happy hours - you know, once the elections are over or we revert back to 4G or we reach herd immunity - whichever comes first.

We also have a "lock you in your car" rally where you will ride around the countryside in your very own mobile Porsche Bubble. The rally will be held mid-September. Details will follow when they come available.

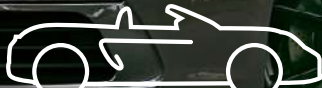
And just as our famed [Phil-a-Trunk](#) was going to be bigger than ever, we will be making changes to comply with the stipulations passed down by the city of Philadelphia. The new date will be Sunday, November 15, 2020. So please mark that date down in pen because so many of our neighbors need our help.

Masks Up.

Jeffrey Walton
President RIESENTÖTER



Editor's Note



ANYONE OUT THERE? CAN YOU HEAR ME? Sure, I know we have all been suffering from the COVID-19 shut-in blues, but at least hopefully you are not suffering from the actual disease!

Anyway, I have no “Letters to the Editor” to share with you this issue, so to me it’s awfully quiet. How about sending us your thoughts on this issue. Or, better yet, submit a story, photographs (that I know you are taking on your phone), submit yourself as a volunteer to Joe Kucinski’s RTR Membership Spotlight, or you could even set up an interview and we can write your story for you, It’s not like we’re professional or anything, but we are willing to step in front of the proverbial bus.

You may have noticed that Riesentöter has not been having many events. Thankfully, things are beginning to start to appear. (Hopefully, you plan on attending our Social Distancing Membership Meeting in Allentown on August 30th.)

Actually, we do have some items covering events already taking place. They are covered in this issue.

Let’s keep safe for you and everyone so that we can continue on the road to recovery!
WEAR your mask!

Stay well!!!

Garrett Hughes
Der Gasser Editor-in-chief



Top Down!



OKAY, I CONFESS...I DROVE THE OTHER DAY FOR ABOUT TWO HOURS WITH MY TOP UP. It was a GORGEOUS day. I was driving to our house in Lewes, Delaware with some feline company. Yes, Lisa was traveling with me, but in her car...with the dog.

Here's the setup: We were heading for our new house in Lewes, and were planning on being there for a few weeks. We couldn't possibly leave the cat on his own, even though he's an indoor/outdoor "man" about the woods. However, he's not a traveler.

We started preparations for the trip (packing, of course) talking to the vet. What could we possibly do to ease his passage. The vet prescribed some motion sickness meds and told us we needed to give it to him about two hours before embarking.

Come the day of our voyage, into parts well known, we medicated the cat (Obsidian, well he is black, or just Sid). He consumed his medication with his breakfast and within the hour was sleeping on our bed (a bit unusual for him) which made it easy to put him in his new "luxury" soft-sided traveling case.

With the cars loaded and the weather clear, albeit HOT, we set out. It takes about two and a half hours for us to traverse the distance to Lewes. The initial roads through Chester County are a couple of my favorite to drive. Windy, with various hills and valleys. I started with the top up because of the heat...and the cat nestled in the passenger seat.

He was asleep as we pulled out on route 23, about a quarter of a mile from the house, for about ten feet. Then he started YOWLING. That was just the beginning. Probably within the first mile he emptied his stomach for the first time, and shortly thereafter, soiled his travel accommodations. Thankfully, the Boxster's "air treatment facilities" were able to handle the odors. (Okay, I am a guy after all, and did not stop to do any clean up. (Can you imagine opening a cage alongside of a road foreign to the cat and attempting to clean up after him and not get clawed to death?))

So, I toughed it out. All through Chester County. Down the Delaware coast, and when pulling off the highway near our house I put the top down (we were going about 25 MPH). The cat, who had been mostly sleeping with the occasional yowling, launched towards the top of the carrier. His momentum caused the zippers on the carrier to open enough for him to get his head out. Now, I am driving, or trying to, with a feline dead set on obtaining freedom from his confines. I have one hand on the wheel and one hand on his head attempting to gracefully pull off the road. Car, cat, and I ended up unscratched.

Needless to say, I put the top back up. Whew!

Garrett Hughes
Top Down!



Cars & Coffee, Chester Springs

BECAUSE OF THE PANDEMIC, ONE OF THE THINGS I MISSED MOST OF ABOUT THIS SPRING was going to Cars & Coffee on Saturday mornings. Hanging out with my friends and sometimes seeing very rare cars.

Last year I had my choice of several different locations every week. As far as I knew, most of these events had closed down. Not true! One of my friends from our club told me about a new event that started only about a month ago in my home town of Chester Springs. So a couple of weeks ago I put on my mask, got in my car, and drove the three miles to Cars & Coffee at Joe's, a relatively new used car and repair shop on Rt. 113 in Chester Springs. My expectations were that maybe a few dozen cars would show up. To my surprise, by 9 AM the parking lot was filled. It was like the old days. I got to spend time renewing old friendships and looking at a lot of cars. My only disappointment was that the majority of people were not wearing masks!

These are some pictures of cars from the last two Cars & Coffee.

Roy Blumberg



Autocross



REPORTED BY JOSE RIVAS AND DAVE NETTLETON, PICTURES BY OT FIGUEROA.

Covid-19 continues to affect our autocross races. The Autocross Council has stayed current with the activities and restrictions of the other clubs. We were able to run three more races in the Riesentöter Autocross Challenge Cup. The compromises/concessions continue as the Autocross norm. Some of the adjustments include:

- Wearing face masks in congested areas such as the trailer, drivers' meeting, novice course walk and entry points.
- Maintain social distancing in areas such as the grid and paddock.
- There will be no loaner helmets, so bring your own.
- There will be no instructors or passengers in the cars when racing.
- There will be no water or food provided by the organizers.
- Only drivers will attend the event. Spectators must be household members.
- Many races will rely on paperless waivers.

Autocross Cup Series: Race 4 Pocono Raceway

Our events at Pocono continue to draw drivers. The experience of driving the East Course continues to excite even the most experienced drivers. The race's co-sponsors are Central PA PCA, NNJR PCA and Riesentöter PCA.

Our Autocross crew did more than just run their cars and run for cones. Riesentöter played a role in organizing the event, with two of our own helping with the timing system. They were learning, setting and running the timing. But at the end of the day we were all there to race, and the heat was not stopping us. With 7 runs throughout the day and Rocket Dan out in Watkins Glen, all eyes were on OT Figueroa and Matt Lightning. OT put some impressive times in the morning and was getting better in the afternoon. Matt Lightning came with the last run beating OT by 0.1 seconds, winning 1st. The other competition that day was of the heavyweights. Don challenged Jose for a friendly competition of the slower folks. The winner drinks free after the event. Don came out on top in that head to head.

That day ended with the most memorable thing that stole the show. Maggie Nettleton with the instructions of her husband, Dave, stepped out of her comfort zone and carried more speed through the corners than she usually executes. So much so that she spun out just at the finish. Like we say in autocross, if you do not spin out you are not pushing yourself. We all toasted Maggie after the race. Riesentöter had a successful day at the races. Trevor Naidoo, Chris Askin, OT Figueroa and Matt Walsh finished first in class. Anthony Verratti, Dave Nettleton and Nick Betegh finished second in class. Jose Rivas finished third in class.

OT Figueroa had the fastest time of all PCA Showroom Stock racers and Matt Walsh had the fastest time of all PCA Production racers.



Autocross Cup Series: Race 5 Pocono Raceway

Our events at Pocono continue to draw drivers. The potential for rain reduced the number of racers, but the day turned to a sunny success. The race's co-sponsors are Central PA PCA, NNJR PCA and Riesentöter PCA. Riesentöter played a role in organizing the event, with two of our own helping with the timing system.

That day ended with a special treat. Don Eichelberger finally received his 2018 Chairman's Award for his outstanding commitment to Autocross. All who attended the race celebrated with Don.

Riesentöter had a successful day at the races. Trevor Naidoo, Chris Askin, Don Eichelberger, OT Figueroa and Matt Walsh finished first in class. Anthony Verratti and Dan Ruble finished second in class.

Matt Walsh had the fastest time of all PCA Improved racers.



Autocross Cup Series: Race 5 Ripken Stadium

This was our first race of the year in Maryland. Brandywine Motorsport Club runs an exciting race in the large parking lots surrounding the Ripken Stadium.

All of the above pandemic procedures were in effect. The day started with the threat of rain, but fortunately remained dry all day. While conditions seemed to eliminate four of our racers from the day's activities, we had six racers at the event. The racers included two new participants.

The day ended with Matt edging OT for the best time. Chris was a close third.



Autocross Cup Series Schedule

The continuing effects of the Covid-19 crisis continue to test our agility in race scheduling. We intend to complete eight races this year, down from the normal ten. Always keep track of the current Autocross Schedule on the Riesentöter web site:

<https://rtr-pca.org/index.php/menu-activities/menu-autocross/menu-autocross-schedule>

The major announcement is the addition of another sponsored race at Pocono Raceway on September 13. We still plan to end the season in the shadow of the beaches of Atlantic City. Here are the four remaining races on our schedule:

Sunday, September 13 at Pocono Raceway: We sponsor this race in conjunction with Central PA PCA and NNJR. This is our race, so do not hesitate. This is your chance for autocross racing on the track. The thrill of the track turns with the autocross cones gives the opportunity to experience that Formula 1 feel at speeds far in excess of normal autocross courses.

Saturday, October 10 at Ripken Field: This race sponsor is the Brandywine Motorsport Club. The race is in the parking lots surrounding the Ripken stadium in Aberdeen, Maryland. This is a large lot and creates a perfect environment to test the handling of your Porsche and the ability of the driver.

Sunday, October 19 at Pocono Raceway: We sponsor this race in conjunction with Central PA PCA and NNJR. We will have four races at the raceway this year. This is the last chance to experience autocross on the east course of the raceway.

Sunday, November 1 at Bader Field: This race sponsor is the South New Jersey SCCA club. The race is at the old Atlantic City air field. This race weaves through the old runways and provides a Formula 1 feel to your racing experience. Join us for the year-end celebration after the race.

SPECIAL OFFER!!!!

Do not forget our special offer to first time racers. I will pay for your first race (OK, Riesentöter will pay). Contact me for details.

We have an incredible crew with several experienced drivers. They like nothing more than helping new racers, and racers trying to improve. Come race and experience the thrill.

Dave Nettleton, Autocross Chair

Autocross@RTR-PCA.org



Autocross Council

THERE IS AN ORGANIZATION IN THE CLUB THAT MANY MAY CONSIDER A SECRET SOCIETY.

It is time to uncover this group. They are the individuals who volunteer their time to operate the [Riesentöter Autocross Program](#). They are the Autocross Council.

The Autocross Council formed in 2013. We recruited four of our most avid racers to provide different views on the optimal ways to operate the Riesentöter Autocross program. The founding members created our annual Riesentöter Autocross Challenge Cup.

One of the founding members was Craig Nichols. He and his marvelous wife Cynthia provided their house for fabulous kickoff events for the 2013 and 2014 seasons. Craig was our free spirit and kept the rest of us on our toes when forming the program. He was also our photographer. Craig had a multitude of photos for every event. Craig also finished third in our first two Riesentöter Autocross Challenge Cups.

Another founding member was Nick Betegh. In the early years, he was our Yoda. He provided insight with his years of experience in the Driver's Education and Autocross programs. He also provided contacts with many of the other autocross organizations in the area. Nick was one of our top racers in the early years. He won the Riesentöter Autocross Challenge Cup in 2015. He also recorded two second-place finishes.

Now let me introduce the current members of the Autocross Council:



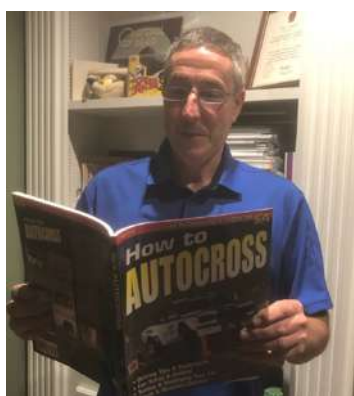
Dan "Rocket" Ruble

Dan is one of the founding members of the Autocross Council. He is our tech expert. Dan has installed and operated the grading system to provide handicaps for all cars, enabling our older machines to compete with the more powerful machines of today. Dan was also our top racer in the early years. Dan won five of the first six Riesentöter Autocross Challenge Cup awards.



Trevor Naidoo

Trevor is one of the founding members of the Autocross Council. Trevor has been our voice of reason for the eight years of the council. Trevor is also our teacher. You will find him conducting classroom sessions in the Street Survival events. Trevor is also our wet track expert. He relishes the rain events with his all-wheel drive 911. Trevor finished third in two of our Riesentöter Autocross Challenge Cups.



Anthony Verratti

Anthony joined the Autocross Council for the 2016 season. Anthony has a teacher look. He is our free thinker, constantly challenging the council. In many respects he has replaced Craig as the spirit of the council. Of course, every autocross driver knows Anthony's true value to the council is his lovely wife Jean, who supplies the most incredible cookies to some of the autocross races. He is also our expert on tornados. Anthony has been one of our consistent racers he constantly is fighting for a place on the podium for the Riesentöter Autocross Challenge Cup awards.



Chris Askin

Chris joined the Autocross Council during last year. Chris is the most recent addition to the council. He has proven to be very analytical in his approach to the council. Chris is one of our most avid racers, attending nine of the ten cup events in each of his three years with the autocross group. Chris finished third in two of our Riesentöter Autocross Challenge Cups.



Dave & Maggie Nettleton

Dave is the founding chairman of the Autocross Council. You will often find him talking at the club membership meetings. He is best known for his wonderful wife, Maggie. She is the leading recruiter for female autocross racers. Dave and Maggie drive one of the most recognizable cars in the club, a Wimbledon Green 968. Dave's racing accomplishments involve a fourth and fifth place finish in the early Riesentöter Autocross Challenge Cup series.

You will find these council members at all sorts of club functions. Seek them out and find out about the comradery of the autocross experience.

Dave Nettleton



The Bargain Porsche

WELL THERE ISN'T MUCH ELSE GOING ON, SO I MAY AS WELL BUY ANOTHER PORSCHE. OK, my thought process wasn't exactly like that, but I did end up buying another Porsche recently as a roommate for my Cayman. I had actually been searching for a while and, much to my surprise, I ended up with a car that I never had any desire to own. A 996 is now part of my budding collection, and these may just be the best sports car bargains going right now.

I have had my 2016 Cayman S since new and I thoroughly enjoy the car. However, it is slowly sliding down the slope towards dedicated track car, so I wanted to get something else that I could enjoy away from the track. In addition, I will hit a milestone birthday in about another month and I thought I deserved to get myself a nice gift to celebrate. With COVID, riots, murder hornets, presidential politics and everything else that 2020 has heaped upon all of us, I was looking for a bright spot. The search for a fun P-car began.

I was open to almost everything. I started out thinking that I might move into a 991 Turbo or GT3. Maybe even a new 992. I love all of them, but they are pricey. I could swing it, but it would mean getting rid of my Cayman, and I am just too attached to it to make that move. So those cars were out. Although the test drives were a blast.

I then focused on one of the dream cars of my youth. A 944 Turbo. Oh, I lusted after a 944 Turbo when I was a teen. I still think they look great, and performance is still more than respectable all these years later. They are also affordable, even for top condition cars. The problem was finding a top condition car. During my search I found a few decent cars for sure, but I wanted more than decent. I wanted something special and I was not finding it, so my search continued.

Recently a post on the [Porsche of the Mainline](#) Facebook page caught my eye. A 2004 40th Anniversary Edition 911 just came into their inventory and was for sale. The car had only 7,000 miles on it. No price was listed but this was an interesting development. I reached out later that same day and was told the car had already been sold. Oh well, I will keep searching. Two days later I got an email from the dealer and I was informed the deal fell through and the car was again available. A week later it was parked in my garage.

If you are like me, you might be asking yourself what the heck is a 40th Anniversary 911 anyway? Isn't a 2004 model one of the 996 era cars? Don't they have the IMS bearing that explodes if the driver sneezes? Wasn't the rear main seal made out of cheese in those cars? Let's take a closer look at exactly what a 40AE 911 is for starters.

To be honest, I had forgotten all about the 40AE cars myself, so I had to do a little homework before moving forward with the purchase. What my research revealed is that these cars might just be the best sports car bargain you can buy. Only 1,963 (see what Porsche did there?) were produced worldwide, with about 800 of those making their way to the United States. This car did not just have a special sticker on it to show it was a unique model, Porsche took this car seriously.

All 40AE cars were finished in GT Silver Metallic. That might not sound like a big deal, but at the time only the Carrera GT was painted this color. It looks fantastic on the 996. Porsche also fitted the car with the front bumper from the Turbo and the side skirts from the GT3. In a bit of flamboyance, Porsche also fitted the car with chrome wheels and polished exhaust tips. This car was not badged as a Carrera. Instead, on the rear decklid is a 911 script with "40 Jahre" written below it.

Moving inside, there is another 911 script on the door sills, and again in front of the shifter, along with a plaque showing the serial number of the car. The center console is painted in the exterior color, and the instrument dials have aluminum look trim rings. The car also has a full natural leather interior finished in a dark gray. An Alcantara-lined roof is overhead. The car also came equipped with a matching luggage set made from the same natural leather as the interior.

So, it is just a tarted-up 996 then? As the infomercials say, but wait, there's more! The 40AE came equipped with the highly desirable, and rare, X51 powerkit option. This option could be selected on any regular 911 in 2004, however, it was nearly a \$14,000 standalone option. That is almost 20 grand in today's money, so as you can imagine it was an option rarely selected. It boosted the horsepower from 320 in the base car to 345 with the X51, but it was far more than just a software tune. This engine has modified cams, heads, intake manifolds and lubrication upgrades. While 345 horsepower may not sound overly impressive, the 40AE only tips the scales around 2,950 pounds. It will hit 60 mph in the mid-4 second range, and top 180 mph. That is plenty fast enough to get into or out of trouble.

The 40AE also comes with the M030 sport suspension and a limited-slip differential. A 6-speed manual transmission was the only choice. This is a narrow body, pure Porsche sports car. Fast enough for any sane person on the street. Newer 911 models are wonderful, there is no question, but they began to move away from being a true sports car. The newer cars have things like PASM, PDCC, LKA, LCA, ACC, and on and on. That is not a bad thing, but each layer is another filter between you and the driving experience. The 996 has stability management, and that is about it.

Over 175,000 996 cars were sold, but they have long been the most unloved of the 911 generations. Water-cooled, funny looking lights, touchy IMS/RMS and so forth led to red-headed stepchild syndrome. However, if we step back we realize that these are fantastic sports cars. They are 911's for heaven's sake.

There are some preventative measures that can be taken to address the weak spots. I will have my IMS bearing updated during the winter. After that, enjoy the car. The prices are low enough on these now that they are bargains begging for people to buy them. I don't think they will stay that way forever. The GT3 and Turbo models have already been creeping up. The forgotten 40AE is still reasonable, however, and in some ways may be an even better choice. It is a better road car than the hard core GT3 and less complex and purer than the Turbo. On top of that it is not much slower than either.

I never thought I would own a 996, and sure a 16 year old Porsche comes with risks, but if you are one of those that dismissed these cars, I urge you to give them another chance. I did, and I am thrilled with the decision. I will keep everyone posted on the journey that 40AE # 1383 takes with me. As social activities open again, you may even get to see it for yourself at an RTR event near you.

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Track is Back

OF THE COUNTLESS DAILY LIFE CHANGES CORONAVIRUS HAS CAUSED IN OUR LIVES, Driver's Education may not be at the top of the list when compared to the devastating impact of the global economy, school closings, sports cancellations, and the emotional and trying time we currently face. A three-month delay in RTR's driving season, and starting at the challenging world renowned [Watkins Glen International](#), magnified the pandemic experience for driver's education (DE). DE is such an important activity to many PCA members and to the club that it merits writing about what it was like to go back to track.

Despite the changes and restrictions imposed by the pandemic, the Riesentöter Speed Council's (SC) stellar performance and commitment to the sport allowed for a positive, safe experience for the nearly 200 advanced drivers. The SC team successfully registered DE members and guests, performed car track inspections, held meetings, and managed staging and track activity while wearing personal protective gear, maintaining social distancing, and hosting camaraderie. A PCA core activity, members live by it, as it connects us and brings us together in the spirit of the marque and its legendary performance in auto racing.

Social distancing precluded instruction, and the event only hosted advanced drivers, restricting guests, and participation to drivers and crew members. PCA and Watkins Glen restrictions ranged from signing multiple waivers, to checking with Watkins Glen staff prior to track gate check-ins with temperature checks, to checking in at the gate everyday with temperature checks, to registering with RTR, with temperature checks again. Yes, friends, daily multi temperature checks (kudos to Registrars), and wearing masks everywhere except when driving (of course we wore our helmet) or eating, which required social distancing. Regardless of what some of us may have thought of as inconvenient, our passion for driving and friendships made every second we spent wearing masks outdoors in the extremely hot weather meaningful.



Great acts of friendship unfolded, such as the long-time friend who drove seven hours back and forth in one day to drive his good friend home because his car needed to be towed. They took the opportunity to reconnect and spend time together. Would you agree that in those three and a half hours all they probably did was car and driving talk? Others enjoyed dinner and strolled to the harbor to see the new Corvette. The powerful look made the walk worthwhile.



A touchstone of track events is tinkering with cars. Drivers always have something to change, fix, make better, or simply...tinker with; and it generally attracts several watchers with opinions or questions. They gather around the feet or back of the driver tinkering around to find out what is wrong with the car, or simply for fun and to talk about, you guessed it—cars. Kris Murphy apparently began tinkering, eventually “taking it all apart,” illustrating how much everyone needed to get out of the house and how much we all missed track life. Corey McFadden took out some cobwebs when tinkering and testing his race car while playing with his friends. Drivers enjoyed doing what they love while hanging with friends fueled by track life.

While we missed students and the family members who typically join us at The Glen, RTR's first event of the season was a success. The ride home reminded me why I joined the club: my front and rear views were a 911 Carrera or a Cayman pretty much all the time, except when passing off convoy. It felt safe driving along with trusted PCA instructors I call friends and who I have learned to care about through club activities and teamwork.

Everyone I spoke with expressed gratitude for driving at Watkins Glen because not everyone is so privileged. While the pandemic brings many things, and caused restrictions, we were able to enjoy three track days, having the opportunity to enjoy friends and driving. When asking Brent Rosen and Jeff Smith what they thought of the event their response was: “It feels good. Track is back.” Let us hope driving season continues in pursuit of our passion for driving with lasting friendships.

Yoyi Fernandez





August Member Meeting/BBQ

WITH ABOUT SIXTY PORSCHEs, OVER A HUNDRED PEOPLE, AND ABOUT A THOUSAND spotted lanternflies, the RTR August membership meeting and BBQ was a popular event. The penultimate August day blessed us with perfect weather, and members turned out in big numbers to celebrate the start of the season. Or is it the end of the season? Or mid-season? This darn virus has caused havoc with our event schedule, and as a result this was only our third in-person meeting of the year. Based on that it should be April, but here we are at Labor Day.

Nonetheless, dozens of Porsches carved up the back roads around Allentown on the way to our meeting location at South Mountain Grove. The event kicked off around 10 AM with coffee and doughnuts in the pavilion, and rows of Porsches to ogle in the parking lot. Social distancing prevented the usual hugs and handshakes; however, you could sense the joy from everyone in attendance. The warm sun, the great company, and the wonderful cars. All things that many of us have been denied for far too long.

Until about noon we were free to take in the various cars on display and talk to fellow members that we have not seen in forever. Oh, your oldest is in college now? Wasn't he in diapers at our last event? It sure seems like that much time has passed. Anyway, at about noon lunch was served buffet style. Pulled chicken and pork, mac-n-cheese, baked beans, ribs, and so on. It was a lovely meal that we all got to share together.

After we had our fill Wendy called us to order to begin the member meeting. Jeff got the ball rolling to update us on the Phil-a-Trunk event. Like everything else in 2020, the event this year will be a bit different. First, it will be a bit early this year, and is planned for Sunday, November 15. We will meet at the [Capital Grille](#) in King of Prussia and be fed breakfast. Then the roads around the mall will be shut down as we caravan downtown with a police escort. We will go to a staging area and drop off our donations. No formal car show this year. The car show was awesome, but way more important is the food. As everyone knows, this year was tough for a lot of our neighbors, and we should plan to donate accordingly.

Other upcoming events are an Octoberfest on October 3 at the Pavilion in Valley Forge, and a road rally on September 12. The rally will be a gimmick style rally that Jeff promises is not too difficult. Hopefully, that means I will not get myself lost in a corn maze for an hour like the last one!

Dave took the floor next and gave us the latest on autocross. Pocono is the next event, on September 13. Running at Pocono means some higher speeds as compared to the parking lot events. This will be a fun one to try. If you never did an autocross before, Dave will pay your fees for the first event. So far he has had no takers this year, so sign up and make him pay.

RTR HPDE was up next, and Dan took us through the program and upcoming events. There are two more planned before the 2020 season draws to a close, so there is still time to get your track fix. If HPDE is too tame for you, you can also look to club racing. Corey spoke to that and the upcoming RTR sponsored race at Monticello in October.

Next up was Garrett, to speak about this wonderful publication that we hope you all enjoy. As much as we all like to contribute to the newsletter, we love to get member contributions even more. If you have a story idea or even some cool pictures with some captions, send them in and we will get them published for you. You can help us make Der Gasser even better.

Roy then welcomed our newest members. Seven of them made it to this meeting. It was great to be able to see and meet the new members in person. They all introduced themselves and we formally welcomed them to the club. Hopefully, we will see these new faces at more events soon.

Up next was Joe ElChaar, the owner of South Mountain Grove and long time RTR member! He told us a little about the facility and welcomed us back for future events. Thank you, Joe, for a great location for our meeting.

Our next meeting is going to be held at our Oktoberfest event. Hopefully, we will see many of you there or at one of the other upcoming events. In the meantime, stay safe and enjoy your Porsche.

Joe Kucinski





Porsche Pundit: The Garage Project, Part 2

I WAS SMART FOR A CHANGE. FIGURING THE PROJECT WOULD TAKE AT LEAST A DAY to complete, I took a few extra days off around Memorial Day. After the garage was done, I'd spend the rest of the weekend admiring my handiwork and floating in the pool, enjoying tasty malted beverages.

(Sound of hysterical laughter) Yo, Rob! Like this is going to be easy? Have you seen the size of this garage? It's Large! Not to mention the ceiling needs to be painted too. Yeah. Maybe I took a damn big bite of something that had "Beast" written all over it. I spent one whole day doing prep work: taping and laying paper. Then I spent a whole ten to fifteen minutes figuring out how the Wagner Power Sprayer worked. In retrospect, I should have spent maybe thirty to forty minutes with it before trying to paint on an actual wall. The first results were – well, let's just say they kinda sucked.

Side note: I have a car friend who says I should not be allowed anywhere near paint. A few years ago I had a project to paint my tire trailer the same color, Slate Gray Metallic, as my 968. The results were lousy; lots of overspray, and paint runs along every surface. I thought it looked OK, but my friend, gasping for air in between fits of laughter, said, "Rob, you're the worst painter in the world!" Geez, man, you hurt my feelings. Hey, I'm painting a garage wall white, what could go wrong?

As it turns out, a lot. The Wagner Power Sprayer was hard to use. I discovered you had to hold it in a special way or it clogged easily. How do I know this? Copious amounts of white paint splattering me and every surface not covered with paper. I walked upstairs and my wife burst out laughing. This was going to be a long weekend. So, I compromised and started bringing the tasty malted beverages down to the garage to get me through this project. Lots of cold tasty malted beverages.

I'd do a whole section of wall and then take a break. I made pretty good progress and got most of the walls completed by Saturday evening. Sunday I'd do the stairs leading to the house (after having removed the ugly carpet) and the ceiling. A hitch developed. Since the Wagner put out a fine mist of paint in the air around it, everything not covered in the garage ended up with a light coating of paint on it. Me included. I'd worn breathing protection, but it wasn't enough as I felt like I had to hack up half a lung at the end of each day. The stairs were particularly challenging, as they are narrow with no ventilation. They were also the most faded area in the entire garage, and needed two coats. I think I breathed in one coat, and I do not want to talk about what happened when I blew my nose....

By Sunday night I was gassed. So, Mrs. Turner propped me up in a comfy chair, put a neat bourbon in my hand, and started the Monaco GP, which we'd taped earlier. I was exhausted, and did not move all day Monday. And, for the most part, I was mostly finished painting.

Tuesday dawned bright and early, as I had to head out of town for a business trip. Opening the garage door, I marveled at my paint work. It didn't look too bad. There was only one largish section I'd missed on the ceiling. Maybe nobody would notice it. Until a random stranger passing in his car stopped, got out of his car, walked all the way uphill to the top of my driveway, pointed to my ceiling and said, "Missed a spot." Oh well, Wagner Power Sprayer, fine paint mist and paint splatter be damned, I won't be painting any more. I shooed the guy away and closed the garage door. The Wagner has seen the last of me.

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.

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Connect Junction - What is the Function?

MY WIFE AND I LOADED THE CAR TO HEAD NORTH ON A DAY TRIP ESCAPE from our COVID-19 isolation unit. Before I left the driveway the first step was to enter our destination into the PCM's navigation system. But wait, after the system booted something looked funny in the navigation display; I was not seeing real time traffic. No matter, I'll ignore it and likely traffic will display after a bit. So, I pressed the APPS button to use Google to enter the address of our destination. But no Google, or Weather or any other apps – only the legal notices! Mystified, I activated the navigation keyboard and typed the destination address, but the return address shown in the navigation program was a similar name in another town nowhere near where we wanted to go. Ever confident, I thought OK, I will not get upset, I'll use Apple CarPlay. So brilliant of me to fork over an additional \$360 for this free backup navigation system. But no, it would not launch. Now I was mystified and getting annoyed – why does stuff only break when you go to use it? As a last resort I selected a previously saved address near our destination, stored in the navigation system. I figured I could ask directions once there. This stored address was accepted, a route calculated, and off we went. So far this day trip was not much fun.

I drove to the first turn along our route to discover there were no voice commands being supplied to me. No matter, I switched my right cockpit display to navigation and was pleased to see the directional arrows displayed and working. We'd be OK, I told my wife. The system was just acting up and would correct itself. After all, I'd heard that Porsche electronics are buggy. This was part of the car's charm. This comment failed to comfort both her and me.

We entered the Turnpike to discover loads of traffic, made worse by the Northeast Extension construction. I was glad to be underway, but as the miles flew by I began to have doubts. What if the roads ahead were closed by construction or an accident? Would the navigation system reroute us or would we be captured in a sea of stopped vehicles? Even if I could exit the blocked roadway would I remember the route well enough to wing it? Why did I not have a backup map – you know, one of those paper analogue things used with great success and accuracy in my youth? My distraction was showing in my driving and my mood. Finally, my lovely wife suggested I call 1-800-Porsche and ask for assistance.

Actually, my wife called so I could keep driving. The Porsche robot answered, she selected the proper numbered option, and we got a young lady on the phone. She asked what was wrong. So, I took charge of the conversation. I told her the whole tale and that we needed immediate assistance, and we were on a crowded highway, and the trip was becoming a mess, etc. When I finished , , , she hung up. And, she did not call back. And no, I was not rude, but I do think her head exploded. Perhaps it was her first day on the job.

My wife called again, and this time got Gus on the phone. Gus immediately suggested I drive and pay attention to the road. (In other words, he told me to shut up and let my wife continue with the call – excellent advice). Then, all the way from Allentown to the Mt. Pocono rest stop, Gus assisted my wife to solve the navigation problem. She talked to him using my phone connected through the PCM and used her phone to transact business. He asked her to log into my Porsche account, except that I forgot the password. He assisted her to create a new password. Then they bought some services. My wife did all of this using her reading glasses to see the website on the 4.7 inch screen on her new iPhone SE and to type using the screen keyboard. It was not easy, but she and Gus got the job done. It took them about half an hour, but finally all of my car's navigation features were restored. Gus even remotely entered our destination address into our PCM and we completed our trip. And had a great time.

What went wrong?

I bought my Macan a year ago and read about the premium navigation and security features which were provided free for the first year. So, I knew renewal was coming up in mid-July of this year.

In June, I got a reminder from Porsche with a convenient link to renew my subscriptions. It struck me as pretty much the same renewal process I used on my Lexus. You go online, select the service or bundle of services you want, pay for them, and you are done for another year. I used the link to go to MyPorsche.com. I scrolled down to Connect Service, clicked, and was redirected to another site where I spent \$299 (annual fee) to buy another year of services. I assumed I was good for another year. But after subscribing I thought it odd that I ended up paying money to Vodaphone, not Porsche – but hey, what did I know? As it turns out – not much.

I now know there is a service called Porsche Connect, and another service called Porsche Car Connect. And they do not share renewal services or combine billings. Connect provides navigation services, including voice commands, real time traffic, all the APPS in the PCM, and it somehow enables Apple CarPlay (I think). Car Connect provides theft protection, car tracking, and emergency automatic notification services in the event of an accident where the airbag deployed.

What I renewed with Vodaphone was Porsche Car Connect. What I did not find on the MyPorsche site was a link to Porsche Connect – in fact, as far as I can tell the site does not even list both features. Since I did not renew this service, the navigation services were terminated the day before our trip. And the only way to know they did not work was to use them. No email about the termination (like I got with my Lexus), no onscreen notice of the termination (like my old VW), etc. AND the week before our trip I took the car into the dealer for my state inspection, during which they also performed some sort of routine see-if-anything-is-broke inspection. They told me the car was fine.

Buying another year of Porsche Connect was another two hundred some bucks, which brought the annual total PCM service bill to something above \$500. BMW Connect charges \$225 a year for the same bundle, and includes Concierge services also. Mercedes me connect charges \$199. No wonder Porsche decided to include PCM navigation as a standard feature. But you would think they would make it easier to promptly pay for this expensive service?

Postscript

Since Porsche Connect was restored my Apple CarPlay has been acting up – failing to connect using the USB connection, only working as a battery draining Bluetooth enabled feature, and mysteriously turning on when I start the car. And the destination remotely entered by Gus – every time I start the car I get a message asking if I want to save it to Destinations and if I agree (to get rid of it) it deletes all my previously saved addresses. Stay tuned as I follow up on these issues.



RTR Member Spotlight

WELCOME TO THE SEPTEMBER/OCTOBER 2020 EDITION OF THE RTR MEMBER SPOTLIGHT. This month Pat introduces himself and his beautiful 911 Turbo S to the club. Thank you, Pat!

We hope everyone enjoys this feature and feels welcome to contribute your own story. If you want to be the next person featured please reach out to editorteam@rtr-pca.org and we will make it happen. Thank you.

Name: Pat Onofrio

How long have you been a member of RTR? Since 2016. We met the club at their tent at Radnor Hunt and signed up the next day. Our first event was the 2016 Phil-A-Frunk in a 964. Raining sideways by the bucket. When we started the car to pull out of The Capitol Grille, the heater fan wouldn't go. Mandy, Pat's significant other, spent the entire drive clearing the fog off the inside of the windshield with a really nice napkin we "borrowed" from the restaurant, while I concentrated on not causing the most expensive pileup in Philadelphia traffic history.



Year and Model of current Porsche: 2014 911 Turbo S (991.1)

Why did you choose this particular Porsche? When I started looking for a "modern" Porsche, I was looking at many different 911s. Mandy, the self-described enabler of my car addiction, knows how I get when I'm looking for a car, and I was doing a lot of justifying. Her advice to me was to get the car I really wanted, and not to buy two or three interim cars along the way. Mind clear, I knew I wanted a Turbo S. I ended up finding my very highly optioned CPO car at Porsche Pittsburgh.

How long have you owned it/how many miles have you put on it? A little over a year / about 4,000 miles

Is this your first Porsche? If no, what have been your previous Porsches? No. I bought my first one about 7 years ago. Mandy texted me a picture one day of a Midnight Blue Metallic 1991 Carrera 4 Cab for sale on the side of the road in Newtown, PA. There was a phone number and a \$9,500 price. I called lots of times that day, but no answer, so I figured it was sold. Surprisingly, the guy called me back the next day and said it was still available. He was moving to NYC, had two other P-cars, and parking spots in his new building were \$850 a month each. I went to see it and quickly figured out that I wasn't buying a car. I was being interviewed for an adoption. I must have passed the test, and to this day I still don't know why he sold me the car for \$8,500 when it was clearly worth 2 or 3 times that (I know - that's the one I get in my lifetime). Mandy and I drove that 964 everywhere, thinking nothing of doing a top down road trip to the grocery store or Quebec.

What car did your Porsche replace? The '91 911.

What modifications have you done? PPF [Paint Protection Film] on the front bumper, hood, and front quarters.

Are you happy with that mods and what is your favorite? Love the PPF. No waxing!

Any modifications planned for the future? Get the rest of the car done in PPF. I should have done it all at once.

What do you like most about the car? Of course it's stunning, but what I like best is the drivability in all modes. It's a monster on the track, but unbelievably comfortable, with all the "luxury car" features, for a drive to work or a long road trip. Mandy likes all the spontaneous "thumbs up" we get from other drivers on a regular basis. A few weeks ago a guy in a Mercedes Bi-Turbo pulled up next to us on the AC Expressway, smiled, thumbed up, and started taking pictures at highway speeds. Mandy gets even better reactions when she solos.



What do you like least about the car? Apparently, German cup holder technology has never caught up to the Starbucks-Yeti Act of 2004.



What has been your favorite moment with the car? After my son Nick graduated college, he bought his first "real" car, a 2015 Mustang GT (V8 with a six-speed, 'cause I raised him right!) For the last several years, on Father's Day, we had been doing long motorcycle rides together. But last spring I got the Turbo S. When I got one of the MotorsportReg emails with discounted specials and saw the date, I called Nick and told him I wanted to do something different this year. Pocono North Course Track Day. With my son. Best. Daddy. Day. EVER!

Given an unlimited budget, what Porsche would you buy? Can be current or any past model but you can only choose one. Definitely a RUF Yellow Bird. Combines all the heritage with modern performance. Oh yea, and it's yellow.

Joe Kucinski





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Sidetrack: Seal of Approval

THERE'S A TOPIC OF CONTROVERSIAL NATURE WHERE I STAND THE CHANCE of losing friends and gaining enemies. It has nothing to do with politics, is not religious in nature, but will ignite an argument nonetheless. This subject has plagued mankind for much of this century. I'm speaking of course about Driveway Sealcoating.

Sealcoating your driveway is one of those contentious subjects with a strong following, whether you're pro or con. There never seems to be a middle ground, and the supporters and opponents of the practice are traditionally resolute in their conviction. Much like being a Republican or Democrat – or a Saab enthusiast.

Driveway sealing has been around for a very long time, certainly for my lifetime. So let's not argue that there is or is not a purpose. A messy job, in years past it was really nasty because there was no such thing as a water-based coating. It was essentially the same slop roofers used for flat-topped row homes and industrial warehouses.

Today you have a choice – the oil-based goo referred to above, and a latex based wannabe that cleans up with water (I have to wonder how long before weather cleans it up as well). Either way, you can attempt this yourself or have someone do it for you, and there are many ways to apply either material.

I'll approach this debate from the perspective of the average homeowner – in contrast to a builder, contractor or sealcoat installer, because they have their own skin in the game (so to speak). A homeowner is largely concerned with maintenance, value and how a final product looks.

Since my tone may have already given away my views on the matter, let's start with the pros of sealcoating your driveway – first and foremost, the appearance. I admit that a freshly painted driveway looks nice (at least before the first car drives on it). A second entrance is a must, because that ticky-tack likes to come into the garage with you.

Longevity of sealcoating depends largely on overall condition of the driveway, the quality of the materials, the application and how much traffic it will see. But whatever the circumstances, even proponents of this stuff will have to admit that durability is measured in weeks and months – not years.

The second defense of sealcoating is protection. The claim is that sealing the driveway prevents water from draining through the blacktop. Sealing creates a rubbery coating that water will puddle on until the sun causes it to evaporate. This assertion is basically correct as long as you're ok with the previous paragraph.

But a good driveway is built the same way as any good road. Have you ever noticed that a good back road with light traffic can last for 20 years or more? The more activity of course, the less this applies. A good driveway sees a much smaller percentage of this wear, so if it's built well there's no reason it can't last that long.

As an example, my previous home had a 2-car wide 70-foot driveway with a slight grade, and was built with the appropriate layers (I saw it done). We moved out 12 years later, and aside from the normal hairline cracking along an edge (where the underlayment can tip), it looked the same as it did when we left as it did when we moved in.

How would I truthfully grade its appearance on the day I moved out? Good. Solid. Respectable. About 85% of new if I'm honest. But I drove by my former home the other day and I'd still say the same thing. It's pushing 20 years old now, and it's never had a drop of sealant.

An annoyance of sealcoating is once you start sealing you can't stop – because with every passing week it appears a little less attractive. It also looks much different where there is tire wear than where there is not – losing that consistency you want to see on any treated surface, which also subtracts from the overall look.

Now back to the protection argument. An asphalt driveway is made to drain water – by the graded slope (or crown in lengthier driveways). If it was built correctly there is no other need for protection. Water should run off shortly after it rains. If it's puddling, sealcoating will certainly not resolve this problem.

So why am I anti-sealcoating? Before we get too serious, I do not stage sit-ins when a neighbor drags those big black cans and a giant squeegee out of the garage. Actually, in my neighborhood, I'm more likely to see a contractor's sealcoating tank truck pull up. Either way, the process itself does not particularly bother me.

But as a nation we spend countless millions of dollars annually on driveway sealcoating. And nearly all of it is unnecessary. People will tell you your driveway must be protected. There's no evidence to support this claim – we would otherwise be sealcoating our roadways to protect them as well.

Beyond this needlessness is the stench – that pungent, unnatural odor than originates as soon as you open the drum, and it lasts for weeks until it fully cures. In the heat of the summer, this can be many weeks. I can find the offending driveway from blocks away just by following that “lovely” fragrance.

Now here's where I will lose most of you. I think sealcoating is a lot like waxing your car. You want it to look nice, but as soon as you apply the protectant, the process of degradation begins. Dust and pollen begin to settle on the surface, not to mention other horrible contaminants. And, I have been known to polish my cars...

So how is waxing my car different than sealing a driveway? I'm so glad you asked. Because wax and other like products do in fact shield your car's surface. Sealing a driveway is a lot like applying protectant to a rock. A rock does not need protection – and neither does blacktop.

By now some of you are seething with rage (or are just a little miffed). But, my friends, there are just as many collectively nodding their heads to my preceding words of wisdom. I believe we (me and the ones nodding their heads) are righteous in our claim. And you (the ones who are a little miffed) are equally resolute.

So here we are on opposite sides of the driveway sealant issue without a prayer of finality. I have not likely changed your mind, irrespective of the side of the fence you stand on. The only way this issue resolves years from now is if the Apple/Amazon/Google conglomerate finally develops the Heli-car. Consequently, no longer using our driveways.



Shifts and Giggles

OKAY, THE WORLD HAS GONE BAT SH%T CRAZY - YES, THE COVID THING and two hurricanes at the same time, murder hornets, you have to buy Clorox wipes on the black market (btw, if you need some, let me know, I have a guy), TP shortages, and now a pepperoni shortage. Which reminds me... Domino's has been pushing their curbside pick-up as an alternative in this new COVID world. Um, I think they forgot what they were built on - delivery. "Domino's Delivers," people. Hell, next thing you know the US mail will be saying "Hey, come get your stuff." [BTW, some people come them PO boxes as in the Post Office. Here in Delaware they have not installed the communal mailboxes, so we do have to go get our mail. Editor] The last thing I want at the moment is to get in my car and drive to someplace that supposedly delivers in the first place. That's like calling up SUNOCO and saying can you stop by and put gas in my car.

Also, in this crazy new world I've noticed people forgot how to drive. They are losing their skills. I took a trip to Philly the other day and I watched people forget how to use a turn signal, aside from all those BMW drivers who never bought that option. Merging was also a hellish treat as people were afraid to accelerate into the fast lane or just refused to let you merge gracefully in traffic. And, yes, there was traffic, mostly from people not going to national parks and deciding to camp in any of the three eastbound lanes instead. Oh, and stop pretending you are working from home while you're headed to Costco, and put down that Zoom call - zoom means to move very quickly so get the hell out of our way.

Now a few reminders - Hey, people - you are allowed to pass a tractor-trailer, you are allowed to make a right on red, you are allowed to do 35 in a 35 mile per hour zone, you are allowed to drive in the rain, you are allowed to buzz right through the turnpike tolls - so take off those masks while driving (unless you are not the owner and servicing a vehicle) and give your brain the much needed oxygen in order for you to make common sense decisions and remember it's foot on the gas to go faster, that's the one on the right, and the brake pedal to stop, that's on the left, and if you get confused look at your sneakers, the one with the big "L" is left. If you cannot remember those simple rules, then stay the hell off the roads or don your carbon fiber, copper infused, n95, comfortably fitting nylon mask that your grandmother knitted and hop on a bus, Gus, you don't need to discuss much. Just drop off the key and leave....and leave the driving to SEPTA so the ones who enjoy driving can get back to enjoying the drive and get back to breaking some records.

Jeff Walton

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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

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)

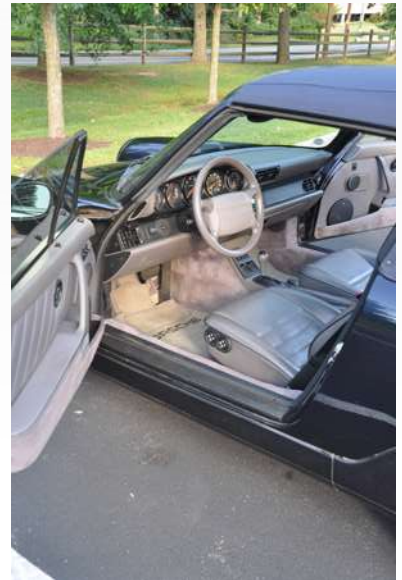
Original paint, original top, original engine

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 \$2,300

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



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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

