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COVER

Photo credit: Paula Gavin

2022 RTR Event Calendar

Driver's Education

September	9/9-11	DE @ Pocono SE
September	9/30	Close Date - Summit Point
October	10/01	Tech for Summit Point
October	10/14-16	DE @ Summit Main

Social Events

August	8/31	Ice Cream Happy Hour
September	9/1	Happy Hour Eagleville
September	9/9-11	Radnor Concours d'Elegance
September	9/24	Phillies Tailgating
September	9/25	Street Survival
October	10/9	2022 Porsches Exotics and Classics
October	10/15	Oktoberfest
November	11/6	Phil-a-Trunk

Autocross Events

September	9/24	AX @ Pocono
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TAILGATE and BASEBALL GAME
SEPT. 24, 2022



\$100 Per Person, Includes Your Ticket to the Game!

Join us for a tailgate and baseball game at Citizens bank park on **Sept 24th** for the **Braves** vs the **Phillies**. Oh and when we say tailgate we mean TAILGATE. Not some whimpy little hibachi that will fit in a trunk.....oh no, I'm talking **Porsche Tailgating**. I'm talking about rocking out with tents, chairs, tables, private bathroom, two 60 inch flat screens, a gaming system, music, drinks, and food. Food like BBQ ribs, brisket, sides, apps, dessert, and a chef. First class all the way. **Tailgate lasts from 12:05 to 4:05** then we watch our beloved Phillies take on the Braves. **Cost is \$100pp** includes your ticket to the game (the club is subsidizing some expenses)

[Register here](#)

MEMBERSHIP MILESTONES

YEARS	June	July	August	September	October
55	John Chatley Wayne Flegler				
50					
40				Michael Mendel	
35			David Fetters Dion Ronio James Zulick		
30		Cleon De Oliveira			Frank Taylor Richard Vassil
25	Michael Inforzato Kristofer Kartsotis	Michael O'Brien Rick Oddo Anthony Scalies			David Downey Mike Funk
20	Jeffrey Cornwell Todd Kriner Andy Kuzma Paul Olive Jack Zupan	Osagie Imasogie	Martin Kuper Michael Markushewski Glenn Price	Joel Noumoff	Frank Byrd Bruce Goldenberg
15	Carol Ashton-Hergenhan Matt Bieber Stephan Rist Joe Wright	Thomas Nagy Curt Parnes	Chris Barone Luke Marano Eric Mayer Bryan Papillon Nathan Shriver	Rick Cline Drew Coblitz Michael Cola Ron Esteve	Tony DeMarco Frederick Lesavoy Jason Livingood Donald Smith
10	Larry Barresi Larry Holbert David Newton John Pot Julio Quintero Scott Ticar Steve Tullman	Anthony Galantino Bob Kelly Brad Kerr Mikea Panigel Jack Seese	Harry Sacks	Steve Foxman John Hoey Sergio Polyakov	Jim Blume Martin Gorman John O'Brien Peter Temple
5	Mike Hart Michael Herd Garrett Hughes R. Kirk Lawlor Moceri Justin Palmer Len Schwartz William Siegenthaler Scott Wilkes	Michael Becotte Rick Beuttel mark Franciosa Bryan Humbarger Ron Knerr Erik Mackey Greg McGuinness Rob Sandler Cullen Wise	Alan Cohler Ryan Farragut Mark Frey Tyler Lyke Bruce McKissock Richard Miller Alfred J Pierce III Ed Raspanti Joseph Rossi Gene Sweeney	Zohrab Derkrikorian Michael Gordon Karl Kesselring Jeff Micheletti Pasquale Onofrio Harrison Platz Pohwat Joergen Spens Andrzej Wojcieszynski	Patrick Bolger Hillman Carrie OBrien Whitney Randall

RTR Member #'s August 2022:

Total Primary Members **1834**

Affiliate Members **968**

Total Region Membership **2802**

NEW RTR MEMBERS

Zoé Brady	1989 Race Car
Joanne Sant'Angelo	1999 911 Carrera
Joseph Pizzano	
Gina Atkins	
Grant Ammons	2005 Boxster S
Harry Dugan	2018 911 Carrera
Donald Hunt	2002 911 Carrera Cabriolet
Reybel Melendrez	2001 911 Carrera 4
Edward Fenimore	2017 Cayenne S
Jonathan Caceres	2021 911 Turbo S
Nelson Caceres	
Eugene Spitz	2022 911 Carrera
Laura Park Amato	
Joan Baseman	
Paul Holenstein	2022 Macan GTS
Karen Holenstein	
Robert Acri	2012 911 Turbo S
Tamara Acri	
William Federici	2004 911 Carrera Cabriolet
Bridget Edmonds	
Doug Anstadt	2008 Cayman
Gage Mondok	2016 Cayman GT4
Bryan Joslin	2001 Boxster
Kelly Joslin	
Andrew Miller	2020 718 Boxster S
Leighton Wilson	2003 Boxster S
Colin Broom	2018 911 GT3
Maggie Roberts	
Eric Zuo	2016 911 GT3 RS
Maceo Davis	2021 Taycan
Mike Troiano	
Thomas Banes	2014 Boxster
Patrick Dillon	2013 911 Carrera S
Duy Tran	2022 911 GT3
Neil Abrahams	1991 911 Carrera 2
Walter Cleary	2006 911 Carrera 4S Cabriolet
Sara Gelsinger	2018 718 Cayman
William Bellano	1997 911 Carrera S
Robert Meehan	2010 Boxster
Paul Codjoe	2021 Cayenne Coupe
Danae Kruczynski	
Scott Gurten	2005 911 Turbo S Cabriolet
Matt Kemp	2008 Cayman S
Craig Carter	2018 911 Carrera
Glenn Connery	2020 Panamera 4 E-Hybrid
Svetlana Connery	
Donna Vagnozzi	
Hamid Basbous	2001 911 Carrera
Alexandra Basbous	
Ryan Fitzgerald	1980 911 SC
Josh Blackmun	2021 911 Carrera
Francis Poiesz	2021 718 Cayman
Deborah Poiesz	
Guy Long	2017 718 Cayman
Andrew Randazzo	2016 911 GT3 RS
Mark Jaconski	2019 718 Cayman
Terry Jaconski	
Jennifer List	
James Shute	2013 Panamera 4
Kathy Kopen	2021 Macan S
Arpad Madarasz	
Chris Preli	2016 911 Carrera GTS Cabriolet
Vere Archibald	2014 911 Carrera S
Mariangela Stanley	
Matthew Natale	2009 911 Carrera



Vom Präsidenten

HOLY COW, WHERE DID THE SUMMER GO? Usually, we are looking forward to our annual road trip right about now. Not this year I'm afraid. Thanks to lingering effects of Covid. Still, we have many events left for hotter days of the year.

Annual events such as Oktoberfest and Philafrunk are penned in on the calendar and we are in the midst of changing up the holiday party to possibly a new venue. Road fun is scattered throughout the rest of the year with DE's at Pocono and Summit Point leading the way and an autocross here and there...oh, and another rally to boot. Every event is listed on our calendar so be sure to check out our website for more details.

Cars are what brings us together and the friendships keep us together. Unfortunately, not everyone participates in our club. Not everyone likes to drive their car or even talk cars. There are those would rather just read Pano or just complain and that is fine too. Some may put a toe in the water. It is those people we need to look for at our events and I need your help.

This club is pretty good at not having cliques and I would like to thank all of you who do participate and the executive board for making this happen. But, here's the thing. The person who only puts a toe in the water - if it's not welcoming - they are not going to take the plunge. This is where I need your help - if you see a new person at one of our events - please introduce yourself. I try my hardest to roam the room but there are times I just don't make the complete trip. So, I want you to think back when it was your first event and how someone must have reached out to you. It can be daunting for a newcomer to see all these people connecting at a meeting and not knowing anyone at all - so all I'm asking is - see a new face say hi- you never know it just may be the beginning of a beautiful friendship. I have many thanks to this club. And I thank you for it.

Pedal down,

Jeff

President RIESENTÖTER



The annual Porsche Parade is a weeklong gathering of people and Porsches from all over the world, held in a different location each year

Porsche Parade is PCA's crown jewel event. This weeklong gathering of 1,200+ Porsches and 2,000+ Porsche enthusiasts from all PCA Regions across the US and Canada is held in a different location each year. This ultimate Porsche vacation includes competition, camaraderie, and, most of all, FUN for all ages.

MORE INFORMATION: <https://www.porscheparade.org>



PORSCHE CLUB OF AMERICA

Editor's Note

GREETINGS RTR MEMBERS,

I hope you enjoy the Fall 2022 issue of Der Gasser. This will be my 2nd issue as Editor and while still learning the ropes, I truly appreciate your input (and patience) in making each issue possible.

The summer of 2022 is now in the rearview mirror and was one of the hottest summers on record in the Mid-Atlantic area. The heat and humidity did not deter RTR members from participating in numerous driving and social events as highlighted in this summer issue. The 2022 Porsche Parade was also included to summarize a week chock full of Porsche driving and social events held pretty much in our own backyard. Many of the photos in this issue were captured at the Parade Concours, Welcome Dinner, Art Show (including some pics of RTR Junior entries), Hospitality area, Nurnberger Bier Haus driving tour, Gimmick Rally, Parade of Porsches to name a few. My thanks to all who not only provided content, but also shared photos for this issue!

Looking ahead to our Winter 2022 issue, I'm hoping to highlight the year in review and include a few splash pages of photos and memories from 2022. If you have photos or an article to share, perhaps traveled to a special place or experienced a new adventure, encountered the unexpected or the not so unexpected along the way, please do not hesitate to reach out with feedback. The Winter 2022 issue will be released in early December with the deadline for copy on November 21, 2022.

A few clean-up items from our Spring/Summer issue of Der Gasser:

The RS Road Trip article by G. R Gallo contained an error in captioning the GT2 RS Photo. The photo is a 991.2 GT2 RS and not a 2011 GT2 RS as labeled. The correct photo is below.

Rita Hancock McKeown





The Porsche Parade Experience

FOR THOSE WHO HAVE NEVER ATTENDED A PORSCHE PARADE EVENT, YOU ARE REALLY MISSING OUT ON ONE TERRIFIC EXPERIENCE. The Porsche Parade is one of the most legendary Porsche events that is staged annually by PCA. For one week every year, a city in the USA becomes the Porsche capital. This gives participants the opportunity to visit a different part of the country each year and spend time with fellow Porsche enthusiasts. The 2022 Parade was held in the Pocono Mountains of Pennsylvania in June and was the largest Porsche Parade to date. If you own a Porsche, you should definitely add attendance at Parade to your bucket list.



From a personal experience, this was my fourth Porsche Parade. Similar to prior Parade events, this one did not disappoint. The Kalahari Resort & Conference Center was the primary hub for the event. The Parade activities were numerous and varied. Competitive events included the National awards; Concours d'Elegance, Autocross, Gimmick & TSD rallies, the Art Show, Technical & Historical Quiz, Golf Tournament, 5K Run & Walk and Radio – Control Cars. There were also several non-competitive events such as SIM Racing, Street Survival, Hospitality and exhibits, Tech Tactics, etc. The Parade of Porsches was held as the final driving event on closing day with the added benefit of having the turnaround point being a lap on the famous Pocono Raceway. There were over 300 cars registered and the staging area was definitely a sight to see!



We decided to attend Parade when registration opened in early February. With this Parade being held in Zone 2, it was pretty much a no brainer to make this happen. We also had good friends, Marie and Howard Dupee, who relocated from PA to South Carolina and just purchased their first Porsche. They are now members of PCA Coastal Empire Region. They were excited to travel due north to the Pocono Mountains and experience a PCA Parade. Some of the key activities we enjoyed were the Pirelli Welcome Banquet, Concours d'Elegance, Golf Tourney, Gimmick Rally and Parade of Porsches. The Goodie Store was not to be missed. This year, there was a varied and terrific selection of items. We made several visits to the store (and purchases) to bring home cool apparel, hats and PCA memorabilia to add to our every growing Porsche collection.

This year's Golf Tournament was held at the Mount Airy Lodge Golf Club. The Lodge was also one of the accommodation options for Parade attendees. This mountain course offered some picturesque views as well as numerous ponds, streams hazards and elevation changes to challenge every level golfer. Famous holes from courses such as Pebble Beach, Oakland Hills, Merion and Augusta National have been reinterpreted and redesigned for Mount Airy's course. This golf tournament was an early sell-out. The weather cooperated for a great round of Pocono Mountain golf. If you are a golfer and plan to attend a future Parade, you definitely want to register for this tournament.

The Gimmick Rally turned out to be one of the most memorable experiences of Parade. Because this was a quick sell out, our friends were not able to lock down a reservation. Knowing that the rally was one of their preferred activities and first PCA Parade, we entered the 2 Plus participants category. Since our Parade vehicle was a Macan, Parade Gimmick Rally Chair, Ellen Beck, suggested this as an opportunity for all to participate. It was the perfect solution and made for an awesome experience. We were able to divide and conquer so to speak, and had a blast doing so.



This year's Gimmick Rally theme was around the classic Poconos Resorts of the 50's 60's and 70's as family vacation spots and honeymoon destinations. The driving route surrounded the historic Delaware Water Gap National Recreation Area, one of the great geologic wonders of the Eastern US. The game/gimmick portion of the rally was a combination of interactive games and activities reminiscent of the Pocono Mountain vacations of yesteryear. A Porsche Bingo Card was provided with instructions to navigate to each checkpoint where the drivers received a sticker to confirmed arrival. Points were accrued and tallied on the bingo card for competing in each of the games. Games included badminton, croquet, bocce, ping pong, shuffleboard, cornhole and even a putting green challenge. Lastly, and the most challenging, was the 'Blind Man's Auto Cross'. Each car had a driver (blindfolded) and navigator to direct the driver thru the course. At arrival, a worker provided a blindfold and started the timed run to record your score card at the end of the run. We tackled this auto cross challenge as our last event, but it was one of the most successful from a scoring standpoint....a fast time with zero cones hit. There was also a tie breaker to guess the # of Crayola crayons in the jar. Our guess was 735 and the true count was 798. The icing on the cake, and an unexpected surprise, was winning the 1st place trophy in the 2 Plus Category. Our total recorded point score was 128. This was the highest point score achieved across all categories in the rally.



Last but not least from a closing note, was our very own RTR cocktail party. This was held at Pocono Memorytown only a few miles down the road from the Kalahari resort. Since Parade activities and logistics can be somewhat scattered, this gathering was the perfect opportunity to relax and reconnect with fellow RTR members who were attending Parade. Special thanks to Jeff and Wendy Walton for hosting yet another perfect social event!!! My thanks as well to Joe Kucinski for the photo coverage and RTR party writeup in this issue of Der Gasser.

Be sure to mark your calendars as the 2023 Porsche Parade which will be held at LaQuinta Resort and Club in Palm Springs, California from June 18th – 24th. The 2024 Porsche Parade is on deck to be held in Birmingham, Alabama from June 9th – 15th.

Rita Hancock McKeown

Parade Awards – Reisentoter Region

Gimmick Rally				
GROUP	PLACE	ENTRANT	NAVIGATOR	PASSENGERS
2 Plus	1st	Michael McKeown	Rita Hancock	Howard and Marie Dupee
Juniors	9th	Travis Skowronski	Luke Skowronski	n/a

TSD Rally			
CLASS	PLACE	DRIVER	NAVIGATOR
R05	5th	Bruce Menkowitz	Shelley Menkowitz

Autocross			
CLASS	PLACE	ENTRANT	CAR
S010	3rd	Michael Doyle	1978 928
S020	3rd	Evan Kartsotis	1983 911 SC
S070	1st	Steven Lilley	2022 718 Cayman GTS 4.0

Concours						
ENTRANT	CO-ENTRANT	CAR	GROUP	CLASS	CLASS RANK	"LEVEL OF ACHIEVEMENT (if applicable)"
Ronald Reiss	Marti Reiss	1993 911 RS America	Group 1 - Preparation	PP04T	5	Stuttgart
David Redmond	Joyce Redmond	1988 DP911 Slantnose	Group 1 - Preparation	PP10T	1	n/a
David Marra	n/a	1996 911 Carrera	Group 1 - Preparation	PP04S	10	n/a
Michael Trail	n/a	2010 911	Group 1 - Preparation	PP06S	7	n/a
Andrew Ross	Matthew Ross	2005 911 Carrera	Group 1 - Preparation	PP06S	8	n/a

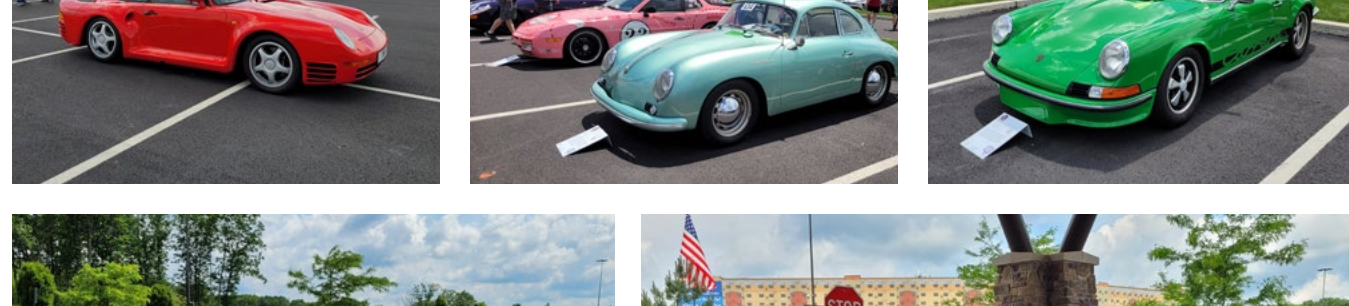
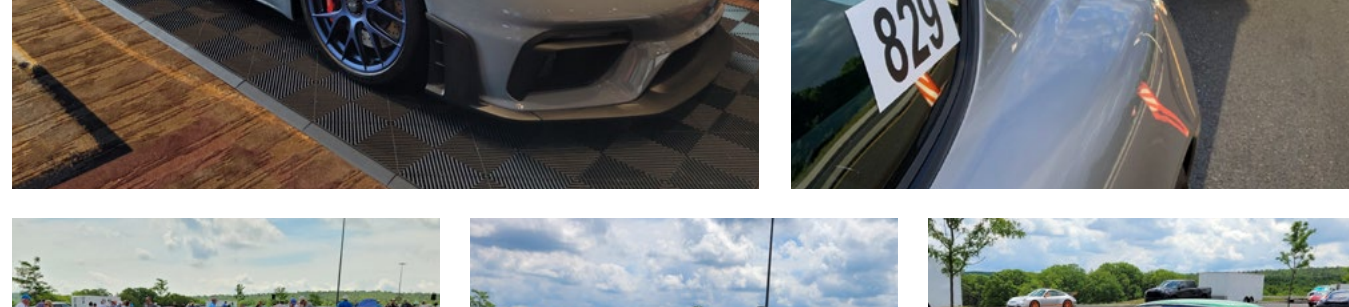


Photo Credits, Parade pics: Paula Gavin, Steve Lilley, Joe Kucinski, Rita Hancock McKeown

Additional Porsche Parade Photos...

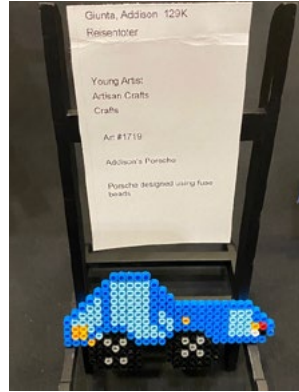
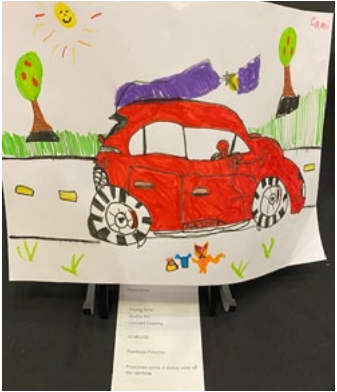


Photo Credits, Parade pics: Paula Gavin, Steve Lilley, Joe Kucinski, Rita Hancock McKeown

Porsche Parade Happy Hour

FOR 2022 THE ANNUAL PORSCHE PARADE WAS HELD PRACTICALLY IN THE BACKYARD OF THE RIESENTÖTER REGION. Kalahari Resort in the Poconos was the host hotel. For many members in our region, myself included, it was the perfect opportunity to participate in Porsche Parade for the first time. Parade itself was a terrific event, and it will be covered elsewhere in this issue. And while the parade is open to regions all over the country, we had our own little special event during the week. On Thursday June 16 we hosted a happy hour at The Water's Edge restaurant for just members of our region.

As one would expect from an RTR-hosted event everything was top notch. Food, beverages, cars, prizes and of course people. We had a couple dozen members join us in a rustic barn directly across from the main restaurant. As members entered, they were given a raffle ticket because what is an RTR event without raffle prizes? We had the whole place to ourselves and there were plenty of delicious appetizers set out for us to choose from. There was also an open bar so we could quench our thirst.

Parade is an amazing event with a ton of activities to keep you busy. But by Thursday night you can use a bit of a break. It was nice to slow things down a bit and just relax with some friends from our region. A couple drinks and some good food and good company always makes for a nice night.



Step right up because everyone's a winner. Unlike at most events where a small percentage of attendees get a prize, we had enough prizes here for almost everyone. T-Shirts, glasses, mugs, and license plate frames were all given away. If you see my car, you will notice it is rocking a Riesentöter region license plate frame. That frame was the one I won at this happy hour.

The fun lasted a couple of hours and then it was time to say our goodbyes. For some it was the end of their Porsche Parade experience. For others, they were headed back to base camp and were looking forward to the final couple days of the event. But for everyone that attended the RTR Porsche Parade happy hour a good time was had. The 2023 Porsche Parade will be in Palm Springs, California. That one might be a bit tougher for many of our region members to make. But RTR will have plenty more happy hours right here in our area. If you have not attended one in the past, I highly recommend it. It is a great laid-back way to meet fellow members and talk about our favorite subject.

Joe Kucinski

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RTR Wine Dinner

THIS WASN'T OUR FIRST TIME AND IT WON'T BE THE LAST. I've also written about this event before and it sure won't be the last, but I have to tell you - once again, it was a spectacular evening! I'm of course, writing about the Generous Pour Wine Tasting at the Capital Grille in King of Prussia. Twice a year we venture to one of the favorite venues for either a wine tasting or another type of spirit tasting. This event was all wine – lots of wine and lots of new faces.

Capital Grille pulls out all the stops, probably why this event always sells out and usually within an hour of posting. They placed a velvet rope through a section of the bar and we had our own private area for cocktail hour where we mixed and mingled over vespers, g&t's, and whiskey sours.

At 8:15, we were ushered into the front private room (new to us) that was set for 24 with 3 wine glasses per person. After playing a bit of musical chairs it was game time.

The first corks popped and the glug-glugs started. The first wines were light and refreshing that paired fantastically with the popular fried calamari and prosciutto wrapped mozzarella with a balsamic glaze.

Now this was a generous pour, so you got to taste each wine then drink as much or as little as you wanted. Glug-glug.



The whites and one Italian Rose stayed with us through salad. As the meal got heavier, so did the wines. Paired with filet, bone-in NY strip steak, or salmon - no one ever orders the chicken, the reds made their debut. We had a super Tuscan, a cab from the Washington State and an Italian red blend. Some stayed with red wine while others went back to white wine. All you had to do was ask. Glug-glug.

All-in-all by the time the chocolate flourless torte arrived we had tasted all 7 of their offerings - each good in their own way. We also each got to know our neighbors a little bit better. Although the dessert fork and plate had been cleared, conversations seemed to have just started followed by a glug or two more.

The evening ended with a fondness for new wines and new friendships and of course full stomachs.

Jeff Walton



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July 2022 Membership Meeting

I HAVE BEEN TALKING WITH JOHN GAYDOS FROM SOUL PERFORMANCE FOR OVER A YEAR ABOUT HOSTING AN RTR MEMBERSHIP MEETING. We both agreed that it would be a location that many of our members would really enjoy visiting. But John was a bit concerned about the size of the shop and the fact that it was not air conditioned. But we finally agreed earlier this year that on July 20, 2022, we would host our membership meeting at Soul Performance headquarters in Willow Grove for the first time. Naturally it was one of the hottest days of the year. And naturally we had a larger than expected turnout and it was standing room only for some folks. Oops. We can't control the weather of course but next time we visit Soul we might want to avoid the dead of summer.

As for the number of folks that turned up, that is a happy problem to have. We are thrilled that so many members came out to spend some time at one of the premier Porsche aftermarket shops in the country that happens to be right in the middle of our region. We promise to have enough chairs for you all next time! But to those that had to stand thank you for being such good sports.

I enjoy all of our membership meetings. Which is a good thing, since I am the one that sets them all up. But this July meeting at Soul was a little extra special for me personally. That is my white 911 you see in the pictures. I had decided that I wanted Soul to install a Sport X-Pipe Exhaust on my car as well as a Softronic tune. And I thought what better time to do it than at our membership meeting so I can share the moment with fellow members.

My car was up on the lift for the duration of the meeting so folks could get a closeup view of the outstanding craftsmanship that Soul puts into their products. At the end of the meeting, we put the car on the ground to rev it up a bit so everyone could enjoy the new sound. I am thrilled with the sound of the exhaust and the power that comes with it and the software tune. If folks are interested, I wrote a detailed article on Rennlist about my impressions of the upgrade. <https://rennlist.com/articles/everyday-supercar-soul-performance-helps-make-my-2018-911-turbo-s-a-little-more-super/>

Of course, this was a membership meeting after all, so we did have some business to take care of. The meeting followed our traditional format for the most part where club officers gave updates on various activities and then we turned things over to Soul to speak about their products and facility. Wendy, our Social Chair, kicked things off by announcing some upcoming events such as happy hours and so forth. And don't forget to register for our Phillies tailgate that is going to be on September 24. Ain't no tailgate like a Riesentöter tailgate. Jeff, our President spoke next primarily to make fun of Roy our New Member Chair for owning a TVR. But he also spoke about our keystone event which is Phil-a-Trunk. This year it will be held on Sunday, November 6 and should be our biggest and best ever. Don't miss it!



Up next, we ran through updates on our driving events. Autocross, High Performance Drivers Education and Street Survival. If you want to really learn to push your Porsche, then you need to try our Autocross and/or our HPDE program. And if you have or know of a young driver, you need to get them enrolled in Street Survival. The next Street Survival to be held in our area will be Sunday, September 25 at the Temple Ambler campus.

After covering our driving events I spoke for a few moments about this fine publication. And it is a fine publication because of the contributions we get from our members. I say it every meeting, but this is YOUR magazine. Please share your stories with us. Professional writing skills are not required. Send your ideas to Rita our Editor at: editor@rtr-pca.org and she will take it from there.

We had some brand-new members in the crowd with us at our July meeting. Welcome! Roy spoke to each of them and asked them to introduce themselves and their cars to the rest of us. It is always great to see new faces, and we hope to see you at many more events in the future. I also like to get fresh perspectives from new members so if you have any thoughts or suggestions for future membership meetings feel free to reach out to me at vicepresident@rtr-pca.org

We ended the meeting with John Gaydos talking about Soul Performance and showing us some of the products they make. It was a great opportunity to get to see a little bit behind the curtain on how these performance products get made. They were fantastic hosts and if you are looking to upgrade your Porsche or any sports car, give them a shout.

I have the rest of the membership meetings booked for 2022 and I think you are going to really enjoy them. We have some cool stuff coming up. Next up will be our August meeting on the 24th. That will be held at Porsche of the Main Line. Our first time visiting a dealership in 2022. Keep an eye out for our email blasts and on our website for more details on future meetings. Hope to see many of you there.

Joe Kucinski

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Immaculate Paint Protection - Blog 25

CLASSIC CAR CARE PRO TIPS

By: Bill Fetter, founder of Immaculate Paint Protection, in Allentown

Immaculate Paint Protection helps new car owners protect their future classic cars, so they look awesome and stay looking new for years to come.

Think of THE car—you know, the one your dad kept tucked safely away under a tarp in the garage, or the one your buddy shows off at barbeque's. Being the proud owner of THE car might seem like too much work or like a daunting task, and that's partially true; maintaining a classic car and getting it ready can be a real challenge, but often the best tips and biggest mistakes to avoid are actually the least expensive and easiest to implement. By following the proper steps, the whole process can be made easy and enjoyable. If you just want to drive and don't care how the car looks, that's fine. But if you're the kind of Car Guy or Gal who sees themselves as a custodian protecting a treasure for the next owner, these tips are for you.

- 1.** Learn what is required to “safely” wash a car. Almost all the paint damage we see is from improper car washing. If you're going to do it yourself, here are the tools I recommend for a good wash: A grit guard; two buckets; high quality microfiber towels in different colors to separate interior, paint and wheels; a high-quality wash mitt; a soft wheel brush; and a tire brush. Take a look at our website to see how to use these items. I go into depth and “give away” our car washing secrets. You'll want to learn the proper car wash methods for one of two reasons: First, you may be a DIY hands-guy who likes a good, clean hobby or second, if you're more into paying others for their labor, you'll at least know what to look for in a quality shop. Unfortunately, we have seen a lot of paint damage done on new cars by so-called professional detailers at dealerships and hand car washes. Investigate first before you drop your vehicle off. Don't let just anyone wash your car.
- 2.** When going to car shows, please please please stop with “dry dusters.” Yes, I know the packaging says “safe, swirl-free dust removal,” but that's so far from the truth. If you really need to wipe the car down, use a high-quality detail spray and make sure you use high quality CLEAN microfiber towels. You should have six to eight towels per vehicle. Use the towel once then wash it cold and dry it on low heat. You'll see guys wipe cars down with dirty towels. This breaks my heart—it's counterintuitive and not necessary.
- 3.** Buy professional grade products. We recommend Gyeon products because we are certified to install those products. Am I pushing a product I sell? Well, yes and no. I'll answer the hard question I get about other products. I don't know all the products, but I do know there's great products. I also know there's really terrible products out there, too. In my experience, the Gyeon products in my shop are exactly the type of quality car care products that make the experience fun and rewarding.
- 4.** Remember that a high-quality shop won't be cheap, and a cheap shop won't be high quality. If you're really ready to spend some money and want to find a professional, here are some questions you want to ask while looking for a high-level detailer: Will the shop evaluate your vehicle under no obligation? Will they answer your questions? Will they provide documentation on the work done? Do they have insurance? Are they recommended by a friend or trusted car guy? A professional should ask you what kind of car person you are and should ask you about your car and then come up with a plan.
A true professional should also balance the needs of clients along with what is best for the vehicle. Maybe you're blessed and have an unlimited budget. Maybe you can afford to have a multiple step paint correction and heavy compounding machine buffing with additional machine polishing to maximize gloss. But that doesn't mean you need it or that it will be safe for your vehicle. Sometimes you can't fix everything. You pay a pro because they know when to stop.
- 5.** Know yourself before you go shopping for professional services. The other scam we see a lot is that some unethical shops will take advantage of car guys, usually ones with high-end sports cars. The shop is either unqualified to work at that level and they want to have a high-end car to “flex” on Instagram, or they see deep pockets and push hard for a sale. Here's a dirty secret: Believe it or not, not everyone in the automotive industry is honest. Some of my competitors are real stand-up, honest, hard-working, and ethical gentlemen. But unfortunately, I've also seen some shops take on jobs that were way outside their level of talent, so be wary.

For paint protection film and ceramic coating packages, pricing, and more visit us at immaculatepaintprotection.com.

About the author: Bill Fetter's passion for cars started at an early age, as he loved anything with wheels. Through his childhood, Bill observed his dad's work as a mechanical engineer turned marketing manager and proud lifelong employee of General Motors. During high school, Bill honed his passion for cars by hand-washing and detailing his neighbors' vehicles. Knowing he wanted to be in the automotive industry, Bill earned a degree in Industrial Engineering from Kettering University in Flint, Michigan. He's worked as an engineer in the automotive manufacturing, medical device, steel industry, and pharmaceutical manufacturing fields.

New Car - New Member

AFTER A YEAR OF READING UP ON THE PORSCHE CAYMAN I WAS READY TO START LOOKING.

I spotted a gorgeous 2008 white one on a local used car lot and got it cheap. The next day my driveway was a river of transmission fluid and I limped it back for a refund. Heartbroken, I redoubled my search efforts with daily logins to autotrader, cars.com, etc, on a nationwide search. After a couple of almost what I wanted, I spotted a new ad for an Aqua blue 2011 PDK at a Ford dealership in Texas, already listed as sale pending. For some reason I called there anyways and they said a credit application was in but it was not completed. I told my wife I was flying to Houston, Texas the next day to look at a car and I think she thought I was kidding. When she came home from work and I was not there I had some explaining to do. Anyways, it was already being detailed and moved inside. I had told the guy on the phone I was coming and would buy it on the spot. I wasn't kidding about that either. He said it was a trade in with low miles and had pretty much been in a garage for 10 years. The paint and grey interior pretty much looked unblemished. So one quickly accepted credit application later, I had me an almost new 2011 Cayman. I had set up a potential auto delivery service to pick it up, and 4 days after I got back it was in my driveway. My 22 year old son loves it as do all the neighbors.



I had run an Audi S3 on the New Jersey Motorsports track for a few years. A number of times I was there a Porsche Club chapter was on the other track, and I was mesmerized, drawn to watching it and walking around the pits. I knew I had to join the club.

I have my first chapter meeting under my belt, took a bunch of photos of the cars there for the kid, and will happily be in the lot at the Radnor Concours.

Doug Anstadt
2011 Cayman

August 2022 Membership Meeting

NORMALLY I AM NOT A FAN OF CROWDS. In the supermarket, at the gas station, at the beach, in a restaurant, and most everywhere else, I usually prefer less people around. However, one big exception to my normal preference for smaller gatherings is when I am hanging out with my Porsche friends. The more the merrier. And the good news is that over the last few months our membership meeting attendance has steadily been growing. On August 24 we were hosted by Porsche of The Main Line and our members came in droves. We had 65 chairs setup, and we still had a dozen or so folks standing for the meeting. It is wonderful to see these types of crowds again as we seem to now be getting back to pre-pandemic levels of attendance.

It had been a few years since Porsche of The Main Line hosted an RTR membership meeting, but they have not forgotten how to put on a first-class event. The food was great and even included Porsche crest cookies for dessert. Parked right next to our chairs was a stunning Fayence Yellow Carrera GT. Also in the showroom was a 356 Speedster, a 992 Turbo S, a Panamera 4S and a 911 Edition 50 Years Porsche Design. And that was just on the inside. So, there was plenty of Porsche eye candy on hand. Once we had our fill of cars and cookies, we called the meeting to order.

We began the meeting with Mike Rosen from Porsche of The Main Line telling us a little bit about the dealership and the services they offer. Everything from upholstery repair to common oil changes and everything in between. And remember that RTR members get a 10 percent discount on all services. We also got an update on the brand-new building that is about a month away from completion at the time of our meeting. The new building sounds like it is going to be spectacular with state-of-the-art technology and even a café. We are eagerly awaiting completion. We also watched a short video showing the dry ice cleaning process that Porsche of The Main Line now offers. If you are not familiar with this service, you will be amazed at what it can do.

Next up was our Club President, Jeff Walton to provide some club updates. The big one of course being Phil-a-Trunk on November 6. I repeat, Phil-a-Trunk on November 6. This is our largest and highest profile event of the year. If you are not familiar with the event you can read all about it on philatrunk.com. At a high level a couple hundred Porsches meet at The Capital Grille in KOP with trunks and frunks stuffed with food donations. We get a police and fire escort down to the Wells Fargo Center where we kick off the Preston & Steve Camp Out for Hunger event by dropping off our food to Philabundance. On top of the 200+ Porsches we have over 30 other car clubs joining us to donate. We help feed the hungry, we have a huge car show, live music, and more. If you only do one event a year, this is the one to do.

Up next was Wendy our social chair to announce some upcoming events. We have an ice cream social on the way, a Phillies game tailgate party, Oktoberfest, a holiday party, happy hours, and on and on. Keep checking our website and your eyes peeled for email blasts because we have a lot going on!

I spoke next on behalf of Der Gasser. Obviously, you can see what a high-quality publication this is. But you can make it even better. We are always looking for content from our members. So, if you have a Porsche related story that you would like to share, please reach out to editor@rtr-pca.org with your idea and we will help you get it into our next issue. Don't be shy, give it a try.

Next up I called on DE Instructor John Gaydos to speak to our driving programs that include Street Survival, Autocross, and Driver's Education. I won't rehash it all here. Suffice to say that each of these programs are fantastic. Our next Street Survival is September 25. Our next autocross is September 24 at Pocono which is everyone's favorite autox location. And remember if you are new to the sport the club will pay for your first event. Our next DE event is also in Pocono the weekend of September 9 - 11. No shortage of driving fun to be had in September.

Next up we had a special guest speak Mark Bowie. Mark is a member of the board for the Radnor Hunt Concours d'Elegance. This year the Concours is on Sunday September 11, but the weekend kicks off with a welcome barbeque on Friday September 9. On Saturday there is a cars and coffee event, a road rally, and a black-tie gala. This is an incredible weekend of fun and is like having Pebble Beach in your backyard. I have been attending for about 15 years and I can tell you from experience that it is one of the finest automotive events you will ever attend. RTR will be there on Sunday giving away free lunches to every member that shows us your Porsche key. Stop by and see us.

Hello new members! We had about a half dozen new members join us at this meeting. They each stood up and introduced themselves and their cars and why they joined the club. It was nice to see new faces and hopefully they will be joining us soon for more of our events so they can see what a terrific club we have.

And that was a wrap. September we will be at United Tire in Downingtown for what is sure to be another fantastic meeting. I hope to see many of you there. Let's keep this attendance hot streak going.

Joe Kucinski





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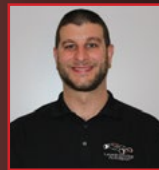


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DE - Smooth Driving in the Rain

FOR DEDICATED TRACK DRIVERS, NO MATTER WEATHER CONDITIONS - how rainy it gets or how hot it may feel during track days, there's always reason to enjoy the drive - and always something to learn. There are some drivers who, when it's raining, they prefer to stay in the garage and entertain longer conversations to deepen friendships. At the same time, driving students become more focused when sitting for in-classroom instruction to learn the adjustments drivers must make and the fine attention required to drive safely in the rain.

Riesentöter Region has amazing instructors who share their decades of knowledge and experiences. This allows students to think deeper about variable and unpredictable weather conditions while on track. "The rain environment is constantly changing; from shower to hard rain, wind...Someone takes off a reference point and you may face a big puddle," shared John Gianone, a skilled instructor and Porsche Club Racer. A visual clue or an object students may use as a reference point while driving during a dry sunny day, may not work when driving on rainy days because water sits on track and where that reference point takes you on track may very well be under water.

"When raining, take time to check your line and practice it. Are you doing everything you are supposed to do to maximize your performance in harmony with the car?" Jeff Smith asked. As instructors continued to share lessons: "Check your turning marks, whether it is signage or something on the pavement, is it permanent? Can you count on that reference points to take you through the turn or next step in the process? Brake, turn in, track out, check mirror, brake - over and over like great drivers do," continued to instruct Jack Cooney.

The fact is that Porsches are amazing cars. My car brakes and stops on wet; given that it's a C-4 it also slides and the rear loves to show off the hips when oversteering. With a Carrera-4 my car allows me to do what I need to do in adjusting the line and my driving style when driving in the rain, which I happen to enjoy. There's something relaxing about how quiet and smooth tires feel on the rain. I've learned that looking to where you want to go, makes handling the counter steering required to lessen the slip angle easier and keeps me from meeting a wall.

"Rain makes you slow down and helps you learn to work the issues you face when sunny, dry and fast," shared Bob Hargesheimer. Perhaps that's why I enjoy driving under rain - I am a careful driver and there is a lot to learn by driving on track in the rain. The RTR drivers' expectation for Shenandoah and Pocono North is that we are likely to face rain or drive on cold tires during those spring events.

Riesentöter Track Instructors emphasize the need for students to work on awareness. How did that slower car get behind you unexpectedly? They ask explaining that anticipation, giving a good passing signal and maintaining situational awareness gets you through a good pass, with an early point by expectation, especially on advanced driver sessions. RTR has very good instructors and instruction, it's up to students to practice what they are being taught to become a good High Performance Driver's Education participant. "Concern and consideration for your peers may be enhanced by checking mirrors," John shared, "Keeping a safety margin allows you to safely maintain your speed during the rain while granting room for error."

Best advice when driving in the rain? Soft hands and soft feet.

Verbatim advice from RTR Chief and In-classroom instructors for DE students:

- Aware students notice surface and vision details during poor weather conditions.
- Beware - Caution flags include everything that looks shiny, but it's water filling gaps.
- When riding and passing impatiently, mistakes happen. Keep awareness of where you should be.
- Take an instructor with you in dry weather and practice while receiving coaching.

Speaking of braking, instructors made it clear that trail-braking is not a technique drivers want to use in the rain. "Press on brakes hard, release slowly and gain grip in preparation to exit turn...gently begin to apply throttle," said John. "Faster turns, no trail brake...every car is different; for example: generally older 911s will expose the rear when you start braking if braking in the middle of a corner. Feel it first, practice at half or two thirds of speed before you threshold brake at full speed. Is your car set up to handle it?"

Jack Cooney, who loves to tinker with his car suggested to those who work with their cars: "Play around with your suspension; sway bar settings may help you enhance performance according to track. Okay to work with tire pressures and other technical tricks." I don't work on my car, which is a stock 991.2 GTS with a few nannies. While I drive it on track with street tires and may be careful on track, I am grateful to all RTR instructors who've shared their knowledge and HPDE wisdom with me. All in all, it's made me a better driver, especially in the rain.

Yoyi Fernandez



Event schedule including Registration and Safety Tech Information. Please check out the schedule below. Have a question, email us [here](#).

Driver's Education Schedule

Event	Course Map	Details
Pocono SouthEast		Event: September 9-11 *Registration: February 1st **Safety Tech Date: August 27 (9am to 11am) Safety Tech Location: Porsche of Lehigh Valley NOTE: Intro to DE is on Friday
Summit Point - Main		Event: October 14-16 *Registration: February 1st **Safety Tech Date: Oct 1 TBD (9am to 11am) Safety Tech Location: Porsche of Conshohocken



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DE - Adventure

ONE AMAZING STUDENT'S (AND A FEW OTHERS') DE ADVENTURE. In January 2022 we were contacted by Potomac PCA President Diane Sullenberger, thru RTR Track Chair Corey McFadden, about our experience in HPDE with instructing a deaf student. We have none that I know so I respond with "we don't have any but I'm sure we can do it." I ask about the student and I'm given his name, Chris Kearney, and some basic information about him; drives a 996, attended a few auto crosses, can't get to a Potomac event before RTR's. OK...

Diane: "When Chris first reached out to me in January about learning to drive on track, I said that we would love to welcome him to our HPDE program. Then came the hard work for all of us in figuring out to ensure he received the educational, positive, and safe experience that PCA offers to all its DE participants."

In February we exchange a little more information and I'm introduced to Chris via email. I sent him a link to our HPDE webpage and promised to set it all up.

In April we're in contact again and preparing for the May Pocono event. Over a couple of emails Chris is provided with everything relevant to our program; the HPDE Tech Inspection form, the Green Classroom slide presentation, Flags and Drivers' Meeting notes all in the attempt to get him as much information as possible so he's up to speed (pun intended!) during the live presentations at the track. I ask him about his car and experience and I'm impressed with his knowledge and enthusiasm. He is obviously studying. He is also introduced to his soon-to-be Instructor, Brent Rosen. Jeff Smith, our Co-Chief Instructor, and I discuss the situation and in the conversation both land on the same guy at the same time for the same reasons. He's a great driver, a great instructor and a great guy. Need more?? Oh, he's a doctor so he has a lot of patience (intended...again).

Now the hard part starts. Chris and Brent dive in.

They exchange some emails and convene a 1 1/2 hour zoom meeting with a sign language interpreter to cover the method of communication at the track and in the car (how can we fit somebody else in the back of a Porsche track car?!). Brent shows Chris the hand signals he will use in the car. Chris provides Brent with a suggestion for a dictation app to facilitate their non-driving discussions. It is decided Brent will go to meetings and class with Chris rather than the usual Instructor meetings and assignments. Brent's only job for the event is to instruct Chris. Chris' only job is to have fun and learn. Looking forward to good weather at Pocono.....

Brent: Now, whenever Jack texts me, he is always polite enough to ask "take a call?" Invariably, like a child, I feel like he has caught me doing something I shouldn't have, so I call him immediately. He assures me he knows of nothing, but does tell me he has a "particular student challenge" for Pocono. Jack fills me in on Chris and I absolutely agree. Excited I was to have the opportunity to work with Chris and get him hooked on track driving. We exchanged some texts and set up a zoom conference call, in which Chris was kind enough to arrange a sign interpreter. We spent some time breaking the ice and going over important "green student" concepts (flags, passing, car prep.) Chris and I agreed on hand gestures and the use of talk to text apps for session debriefing.

Chris: One of my main goals for each DE session is to ensure that the instructor assigned to me is comfortable working with me so we spend some time pre-meeting to familiarize each other with our communication logistics so we didn't meet on the day of the event feeling like a "deer in the headlights".

The May Pocono event is finally here. I get to the Paddock on Thursday evening to find Chris waiting near my assigned garage (How does he know?) He introduces himself with his dictation app and says he's ready for the event. And, boy, is he! By the end of his time at the event we can only describe him as the most well prepared student driver we've ever encountered. And as for his job to have fun and learn....he registers for two more events with us before leaving for home....after driving in the classic Pocono Nor'easter. His big smile and thumbs up say it all.



Chris: "Folks in the paddock are friendly and I got the opportunity to make new friends and chat about Pcars. Next time you see me at the track, don't hesitate to approach me... I won't bite but I might pass you on the track! I never imagined I would feel completely safe as I did while juggling in the cockpit with torrent wet weather driving, learning the line, shifting, braking at appropriate intensity, and above all going a hundred miles an hour! Communication between Brent and myself in the car was seamless with the use of hand signals. I beam up when Brent pulls out his iPad with a track map to draw on and write track notes to commit to memory for certain turns throughout the track."

Brent: "I spotted Chris near my garage and he approached me. I have to admit, despite all the preparation, I reached my hand out to shake his and spoke "Hi I'm Brent." Immediately I felt like an idiot. A small wave of panic came over me as I realized how we will need to alter even the little things to make this successful. I started using the talk to text app Chris had me download. Conversation flowed. We went out on track using our hand signals followed by debrief with text app in the paddock. A rhythm was created. The subsequent sessions became that familiar instructor-student exchange, an ebb and flow of observations and information with which we are all so familiar. The mantra Lather, Rinse, Repeat became obvious... add: beer at happy hour."

Soon after the event we are contacted by Dirk Dekker, past DE Chair and past Co-Chief Instructor with Potomac. He is to be Chris' next Instructor at the Potomac event at Shenandoah Circuit. Shenandoah??!! New to the Driver??!! Twenty two turns.....120+ top speed.....Zero fear.....priceless! What does that tell us about these two guys?

Brent and I upload everything to Dirk. We let Chris know. We let Dirk know Chris knows. We wish them luck. We wait for the reviews..... As written up in Driving Evals by the two critics attending, Chris and Dirk, it's deemed a huge success!

Dirk: "When I heard that a possible student (though deaf) was interested in doing HPDE with us, I first thought why not. When some of us mature instructors started we did not have reliable communicators and did everything in car with hand signals. Hearing from Brent and Jack that Chris had done well at their Pocono event made it a no-brainer to push to accept Chris and be his instructor. They were delighted by his preparation beforehand, enthusiasm and ability. As with RTR, I found his pre-event preparation the best I have seen in 20 plus years of instructing on track!"

June in South Jersey at NJMP is Chris' second event with RTR. Brent is selected again but for further reasons. This time part of the plan is to facilitate a transition to Chris' next RTR Instructor. We like Students to experience different Instructors and their perspectives. Chris is in agreement and Ryan Papera accepts the role. Ryan figuratively 'rides shotgun' during the event with Brent and Chris to get familiar with the track they're taking (intended...) so far and make for a smooth transition. Chris' next event with Ryan and RTR isn't until Summit Point in October...but we're working on him! We think he'll crack....

Chris: "Brent was probably doggone tired at the end of the day but he took the time to go out with me on the track walk. We discussed a lot of valuable concepts. Getting my feet on the track helped me to see all the camber and elevation changes. This helped me, as a visual person, to better visualize later turn-ins and apexes. One other happy moment for me was when Brent signed the word "patience" to me while we were stuck in track traffic. He had looked up how to sign the word and applied it well."

Brent: "As instructors we all can appreciate those moments when your student "gets it", the car hooks up, and you both grin and giggle. Needless to say, with Chris' unparalleled preparation and smooth lines of communication, NJMP Lightning was a blast. It was great to watch Chris progress. For obvious reasons, more than any other student I've worked with, Chris could really appreciate that "butt feel" when it all comes together. We had a blast in the car, and I really think he learned a lot on the track walk; enjoying the different perspective the track takes at a slow pace."

Dirk: "Shenandoah is a difficult track and Chris did well, we soon had a problem with his brakes that were shuddering, a new set of race pads were soon purchased with help from OG racing and quickly installed by Chris's shop who were there instructing as well. Chris picked up the difficult line very quickly, progressed in every area but challenged mostly in downshifting as not able to hear the revs."

Ryan: "I met Chris at the previous event and introduced myself. He seems like a very aware individual. I also spoke at length with his previous instructor, Brent, whom I trust implicitly. Brent and I came up through the DE program at the same time and we have traded laps nose to tail for years. I am a bit apprehensive, but Summit Main is one of my more well-known tracks. I will also treat it like a very loud car (ahem, SPB) where we would not be able to communicate verbally anyway. In the paddock is where I like to do most of my instructing with the help of a large map, and the lack of 'everything else' going on. I am looking forward to adding these alternative instructing techniques to my arsenal."

So, we learn a lot from this experience. In several ways, some things we are incorporating into the program based on our experience with Chris will help to improve the track experience for everybody else.

From a technical standpoint, first: it can be done! We might not be the first but it is for everyone involved.

Second: a few other on-track items that can be incorporated:

- Lead follow with another Instructor to assimilate the line more quickly. Brent and I do it a little and it works.
- More aggressive exhaust to 'feel' the revs that can't be heard. Chris explains he can feel them and is trying to use them. Plus, we all need louder exhaust....
- Added to the standard hand signals of brake, gas, move left and move right with ease off, patience/wait, pit in this lap and emergency stop in the event of a mechanical failure.
- Label above the door so anyone approaching the car is made aware of the driver's deafness. Chris notes this when the Pit Marshal is giving verbal directions about track conditions at staging. Brent recognizes its need in a possible emergency situation, particularly for the solo driver.

And, we're sure more will develop as Chris and we continue and learn.

Chris: There are many approaches to instruction and how the program can improve to accommodate drivers from all walks of life. Folks may think that being able to communicate verbally and relying on audio in the car is critical.... in fact, it can be done purely with hand signals. Why don't you put on some ear plugs and give it a try?! You can feel what the car is doing through the seat and navigate the track purely with hand signals!

Dirk: "We had a great time, we both learnt and became "track buddies" and very impressed with Chris's ability and progress as well as his not biting those that communicated with him!"

Brent: "I'd love to see Chris at all future RTR events. I'd be honored to get in the right seat at any time to watch his progression. Minor modifications to our "current" routines can continue to make this extraordinary club shine. Chris - I told you this rabbit hole is steep."

Diane: "I could not be more delighted that RTR and Potomac collaborated and shared notes and experiences to show that our programs are, like our dedicated members and volunteers, inclusive and adaptable."

Chris: "It is safe to say I have dug myself a rabbit hole and I am hooked! Can I bill Riesentoter and Potomac for getting me hooked?" ©

Lastly, I'd have to say all of us learn something. Even those who are simply there, who watch it happen, who applaud their efforts, who recognize their achievement and, with or without knowing, see it make us better drivers, better Instructors, better clubs and better people.

See, it's really not just the cars...

Jack Cooney & Jeff Smith



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



Autocross

LAST CHANCE IN 2022! That is right; there is one more chance to experience the best autocross venue on the calendar. It is your chance to race on the East Course at Pocono Raceway.

Push your Porsche through the racing turns of the East Course. Dodge the bright orange cones. Push your adrenalin to the limit. This is the only site to give you the best of autocross. It is your chance to test the limits of your precision machine.

This is an event for all skill levels. Come see some of the best racers in Porsche Club of America. You have never tried autocross before now. This is your chance. We have top instructors to guide you through the course. They will teach you the basics and the finer points of navigating the course.

If this is your first autocross with Riesentöter, there is a special incentive. We will pay for your first race, so come experience Pocono Raceway on us. Simply contact the Autocross Chair, Dave Nettleton at autocross@rtr-pca.org.

Ready to experience Pocono Raceway. Simply click on this link and get your adrenalin raised.

<https://www.motorsportreg.com/events/sept-24-pocono-pca-autocross-raceway-northern-new-jersey-events-150104>

The last Pocono Raceway event was June 19. Unlike the first Pocono Raceway event, we did not have to fight wind and rain. The conditions were outstanding. All racers completed 10 trials. Some of the top racers in PCA were able to impress the crowd. We also had twelve first time racers experience Pocono Raceway. Here are some of the photos:

David Nettleton



Sidetrack: Why Are Porsches So Unique?

AS A PORSCHE ENTHUSIAST, YOU MIGHT HAVE THOUGHT THIS WAS A STUPID QUESTION.

But when a layperson asks me why Porsche is so unique—and really wants the answer—I stammer and stutter as though I were on the witness stand explaining why I was dressed in polyethylene coveralls, dumpster-diving behind the Wawa on the night in question. Not to say that happened.

The response is easy when you are talking to other Porsche owners, isn't it? I mean, we all know the reasons, even if we can't fully describe them. It's as fundamental to us as eating, sleeping, and breathing. We may not even remember a time we didn't feel this way, so it can be hard to get the message across.

But I gave it some introspective thought and realized that this question truly deserves a reply. If nothing else, I won't look like an idiot—offering that dog-face questioning look with a tilt of my head. So here is why I think Porsches are unique, in order of importance:

DESIGN

The first thing you'll notice with any car—but especially sportscars—is the design. Porsche spends an enormous amount of time at the drafting table, and it shows with nearly every release. They are pleasing to the eye. From whichever angle you begin and follow the form around the car, there is rarely an interruption of visual flow.

The entirety of a Porsche begins with classic lines—even with some of their more contentious (non-sportscar) models. It's almost as if the engine and drivetrain were an afterthought, fit into the little spaces not occupied by the inhabitants and their possessions.

In nearly 100 years of producing cars, Porsche has almost never laid an egg.

HANDLING

Immediately following the design, is their competence in handling. Nothing takes a turn like a Porsche—even the SUVs. I've always said that if it weren't for the two Caymans that graced my garage over the years, my 2016 Macan S would have been the best handling car I'd ever owned.

I've driven a lot of insanely fun British, Italian, Asian and German sportscars and sedans. But none of them were more focused on negotiating a turn like a Porsche. In the moment—it's almost as if the engineers cared about nothing else. I've called up all the adjectives. Turns on a dime, rides on rails, glued to the pavement. Nothing I can say does it justice.

POWER (TO WEIGHT)

There are plenty of more potent vehicles on the road. But a huge engine comes at a cost in the form of mass. The power-to-weight ratio of any Porsche is repeatedly best in class. Even the heftier Panamera and Cayenne get every last bit of energy from their powertrains. Porsche is the gold standard in each vehicle category when it comes to a power-to-weight index.

I would state that this is particularly true for every 911 and Cayman/Boxster platforms—even (or especially) the earlier air-cooled Carrera's. The reason a smaller, and otherwise inadequate engine can push a vehicle with such authority is the fact that they are feather-light. Acceleration is immediate, strong, breathtaking.

INTANGIBLES

There is a catchall category for things that either can't be described, or justice simply cannot be served in doing so. German Engineering is one of those things. Doors that close like a bank vault. Seams that are perfectly aligned. Paint that flows like Irish Cream poured over ice.

Interiors feel like they are personally tailored. Quality of materials and workmanship is sublime. There is also a lack of blunders that are found in most other cars. Bulbous intrusions in the footwells. Handles and knobs that look like they were removed from a toaster oven. Conversely, Porsches feel more like a perfectly fitting deerskin glove.

PRESTIGE

Okay, I'll just say it. Owning a Porsche means you are immediately a participant in something special. I admit that I enjoy my membership in this club—not the PCA. I'm referring of an organization with no territory or borders. No defined list of members, no dues, and no monthly meetings.

I'm talking about an imaginary association of many thousands—tens or hundreds of thousands who acquired a Porsche at some point in their lives and were immediately accepted into the family. Once you are a Porsche owner, you will always be a Porsche owner. We either have one in our stable, or we are looking for our next.

CONCLUSION

There is a certain exclusivity of being a Porsche owner. The rankings are ambiguous as the category is simply owned by this marquee. They are certainly not the largest automotive manufacturer, but there is no doubt by any rational mind that Porsches are the most popular sportscar brand in the world.

If only I could convey these reflections the next time someone asks me that question...

David Newton





Shifts and Giggles

IT WAS GEORGE'S BIRTHDAY THE OTHER WEEK.... not Washington or Clooney...I'm talking about the one and only George Joseph Jetson, you know, husband to Jane, father to Judy and Elroy, and their dog Astro. Yeah, well someone did research and pinpointed his birthdate date to July, 31, 2022. And if you think about Mr. Jetson, you automatically think – flying cars. So that puts us about 30 to 40 years into the future where everyone has a bubble-like flying car sounding like an electrified Volkswagen.

Are we ready for that?

I mean, it really has started. Every month in Popular Mechanics or the Robb Report, someone has a new concept vehicle ready for both the road and air. Hell, Volkswagen just got into the picture with their VMO – it looks nothing like the bubble cars of the Jetsons' I'm afraid. If you want a Jetson version, you'll have to live with the concepts at the moment like the Terrafugia TF-X, which sounds like a tool used to put IKEA furniture together, or the AeroMobile 5.0.

We have the Switchblade making its debut in a few weeks, where you can drive on a normal road, pull into an airport, extend your wings and take to the skies or you can find yourself with a VTOL model – vertical takeoff and land, like a helicopter or drone. Then there are a dozen makers of flying taxis who say they'll be able to fly you and your 3 friends from Metropolitan Art Museum to the South Sea Port in 5 minutes without once hearing a horn honk. Just imagine a typical NY cabbie at the controls of a VTOL whisking your through the air giving the finger to buildings that don't move. No thanks.

Sure, it may sound like a dream to commute above bumper-to-bumper traffic on your way to work or to the shore in minutes rather than hours, but what is the price we'll pay for this convenience? Not to mention, heaven forbid, a mid-air collision, now you have to worry about the debris field and if you think there won't be mid-air collisions think about that NY cabbie again.

Then, I think about that line from Back to the Future, “where we're going there are no roads.” If no roads, what's it going to be, a free for all? Our FAA can't handle the volume of planes in the air today, now try that with 30 million. HA. No way.

Now if this is to catch on, imagine what our skies overhead are going to be like. You know the phrase “the skies the limit” – well could you just imagine not only cars and trucks driving by your house, how about over your home on a constant basis. You know what it sounds like when a low flying plane or helicopter is near...turn that volume up to eleven with Amazon delivery drones, VTOL taxis, and those who can afford flying cars passing within above 100 feet of your house. There will be no peace ever again. The price to pay for the convenience – yeah it will be our sanity.

Jeff Walton

CLASSIFIEDS

Car for Sale (GT3) - Asking \$144,900 OBO

White/Black interior. 26,7xx miles. Super Clean, well maintained, and loaded with tasteful options. CPO in effect until 1/5/23. Engine under factory warranty until 1/5/25. Two key fobs, original window sticker and manuals. Protective clear film on front bumper and fenders, mirrors, rockers, partial on doors and rear fenders. Top quality, aftermarket carbon fiber look striping. Clear title in-hand. Recent Carfax is clean. \$144,900 OBO. Visit mart@pca.org for photos and additional information. Ad number is 58088. **Contact Craig at 610-823-3051 or craig4@ptd.net.**



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CLASSIFIEDS

Car for Sale (1975, 911)

1975 S Anniversary Model 911 with a 3 liter engine. This California model has many upgrades: Pop off valve on air box, new front shocks, front oil cooler, new transmission shock, new engine shock. New tires, new muffler, engine with brain and O2 sensor, plastic rear donuts, permatune cd box, 10 blade fan , adjustable fuel regular, new fuel pump, H4 head lights, mono wheel, aluminum front calipers, no leaks, drivers car- no heat or a/c. Please contact **Tony Checkowski**. 40+ Year PCA member at **610 308 7112**.

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CLASSIFIEDS

For Sale: Schroth SHR Flex head and neck restraint.

\$300 or best offer. Please leave a message at **215-321-7815** or text at **267-473-0241**.

Eric Suber



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CLASSIFIEDS

OEM Sport Design Wheels for Boxster RS 60

Purchased new and never used. Includes SportContact2 tires.

Complete set front and rear.

Asking \$1600 or best offer

contact willikem@aol.com



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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

RIESENTÖTER

