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#### COVER

Design by Michael Todas  
Photo by Don Eichelberger



# 2018 RTR Social Event Calendar

<b>MARCH</b>	<b>8</b>	<a href="#">Pinballs and Porches</a>
	<b>25</b>	<a href="#">Breakfast at the Whip</a>
	<b>29</b>	<a href="#">Happy Hour at Glen Mills</a>
<b>APRIL</b>	<b>21</b>	<a href="#">Hershey Swap Meet</a>



# MEMBERSHIP MILESTONES

YEARS	Jan
<b>20</b>	Eric Jacobi Eugene Jacopetti Dennis Wasser
<b>15</b>	Edward Cunningham Declan Jones Tony Monaco Tom Voloshin
<b>10</b>	Kieran Barton William Lehman Richard Nicholas
<b>5</b>	Blake Doney Dennis Murphy

## AT SIX MY CAREER PATH WAS SET.



*My father's 356 Porsche.  
That's me next to my sister.*

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# NEW RTR MEMBERS



Steven Abrams	Morgantown, PA	1984 911 Carrera
Bill Bellinzoni	Penllyn, PA	2006 Seal Grey 911 Carrera
Won Choi	East Norriton, PA	2012 Silver 911 Carrera S
David Copas	Wynnewood, PA	2006 Black 911 Carrera 4S
Dennis Crago	Bethlehem, PA	2015 Rhodium Grey Boxster S
Karl Dagg	Royersford, PA	2001 Red 911 Carrera
Chris Debruyne	Swarthmore, PA	2006 Black Cayenne S
Glenn Ereso	Wayne, PA	1989 Silver 911 Carrera
Otoniel Figueroa	Philadelphia, PA	2006 Black 911 Carrera S
John Formento	Pottstown, PA	2003 911 Carrera 4S
Matthew Gourley	Kennett Square, PA	2007 Cobalt Blue 911 Gt3
Bernard Hamilton	Philadelphia, PA	2015 White 911 Carrera S
Ron Masone	Newtown, PA	2017 Blak 911 Carrera S
Herman Nieuwenhuizen	Malvern, PA	2003 Blue 911 Carrera 4S
Shaun Palcher	Media, PA	2017 Guards Red 911 Carrera S
Michael Ransier	Reading, PA	2001 911 Carrera 4
Jeff Schoff	Landenberg, PA	2007 Midnight Blue Metallic Cayman S
Mike Troiano	Broomall, PA	2012 Black 911 Carrera 4 Gts
Robert Weidner	Coatesville, PA	2002 Black 911 Turbo
Perry Weiner	Lafayette Hill, PA	2018 Cayenne
Chris Werner	Avondale, PA	1990 Black 911 Carrera 4
Ed Wolff	Holland, PA	1989 White 911 Carrera
Kenneth Yerger	Collegeville, PA	2005 Maroon Boxster S



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# Vom Präsidenten



**2017...GOODBYE.** Sayonara 60th Anniversary - it was a fun ride, especially at Pocono and the holiday party. Ciao to our past secretary Chris Karras as he heads across the pond to pursue other adventures. Farewell to our vice president, seeker of meeting halls, David Newton as he takes on new positions in the real world. A parting adieu to 83,749 pounds of food raised in this year's Phil-a-Frunk and hasta la vista to our competitors in the Jeep Club. TTFN to the Great American Cheese Rally, I'm sure you'll be back soon. A cheerio to Williamsburg for its endearing relaxation in the Virginian summer. Godspeed to the DE'ers and autocrossers as they ready their rides for another spin through the tarmacs. And let us bow our heads in remembrance of the good times of last year's Riesentöter picnic, drive-in movie Cannonball Run rain date, PJ's exotics, the cobweb tour, a top-down ride to Hoods in mid winter, the Stoudts rally (still looking for a few cars which never made it), scotch dinners and wine tastings. Yes good times were had playing pinball or chatting p-cars at a happy hour. Yes 2017 was a good year. So sad to see it go.

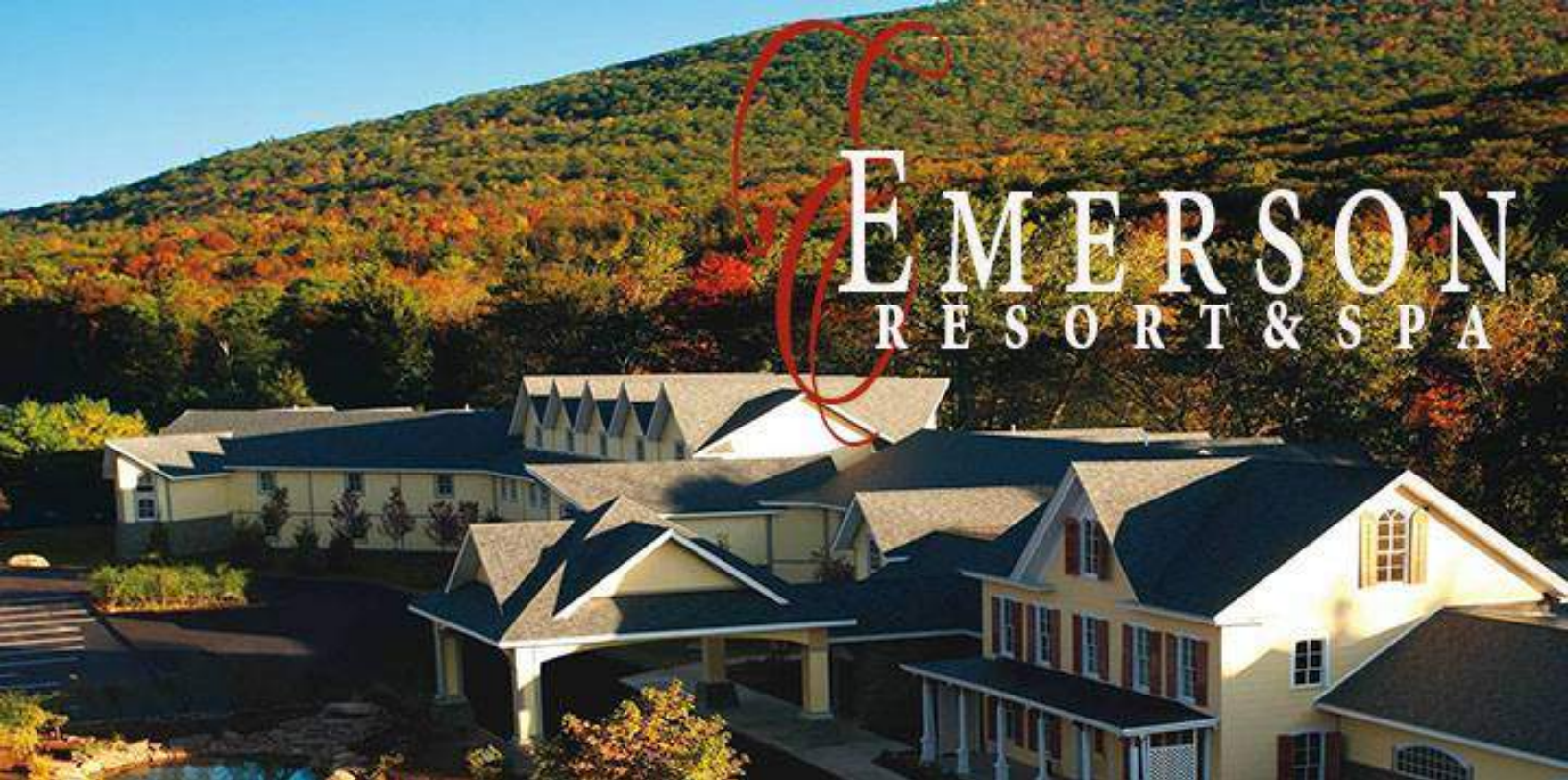
Now say aloha to 2018 where your 401k's are bulging at the seams, SNL is funnier than ever and yes, Riesentöter is ready to roll once again. Give salutations to our speed council where all our DE events are now open and we have one more than last year. Welcome the new year with another crazy February drive. Say howdy to the annual picnic and banquet dates already penned in ink. Hi-ya to the upcoming autocross schedule and street survival for our teens. Offer Maggie Nettleton a fine howdy as she takes the pen for the secretary position. Offer Corey McFadden a bonjour for becoming our VP. Say what's shakin' to Roy Blumberg as he puts on his new shoes as membership chair. Open your arms and welcome all the new members as we are growing by leaps and bounds. Say ciao again, this time meaning hello, to all the coming gatherings in the parking lots prior to most of our drives and rallies. Greeting to Emerson, New York, home of our 2018 RTR road trip, and while we are in New York, greetings to Monticello, home of our once again sponsored Porsche of Conshohocken Stuttgart Challenge club race.

2018 will be a busy one, I promise you that, but most of all please give a high-five to all our volunteers who give up their weekends and even weekday nights to plan all these events in order to make this club truly unique in its offerings. Without their time and effort our array of activities as well as the calendar would look rather sparse. So, let's ring in the new year with an even bigger roar - ladies and gentlemen, start your engines - ahhhh the sweet sound of those flat-sixes, and a few 8 cylinders I hear in the background.

Pedal down.

Jeff Walton,  
President Riesentöter





# RTR 2018 Road Trip to Emerson Resort in the NY Catskills July 27-29

## RTR 2018 ROAD TRIP TO: THE NY CATSKILLS TO THE BEAUTIFUL [EMERSON RESORT](#).

We will enjoy a great weekend filled with fun roads, great food & spirits, and a fabulous spa at this gorgeous resort! They even have the largest kaleidoscope in the USA! Room rates are based on room type per night and the [deadline for reservations is APRIL 27th](#).

Emerson Has a GREAT Spa! We have reserved time slots under the name **RTR Porsche Club** on Fri, Sat, and Sun. Please call the spa directly to book and mention **RTR Porsche Club** for a **10% Discount!**

Visit the Spa Link to see Spa menu & pricing. Book Now they fill up fast! Spa Link: [Emerson Spa](#)

- Lodge Deluxe \$224.10
- Lodge Jr Suite \$269.10
- Inn Regal Suite \$314.00
- Inn Royal Suite \$323.10
- Inn Imperial Suite \$359.00

Please register on the RTR Website! [Click Here](#).

Once you are registered you will receive information to book your rooms using the RTR discount codes.

### Schedule for the Weekend...

Friday, July 27th

9:00am Meet King Of Prussia in front of United Artists Theater to drive up to Emerson. Stop for lunch at Hudson Baby Bourbon & do tour and tasting & visit the store! Arrive at Emerson; enjoy the rest of the day and dinner on your own.

Saturday, July 28th

Breakfast on your own

Tour: Scenic Drive and lunch

Return and enjoy the afternoon on your own

RTR Cocktail Hour & Gourmet Dinner at Emerson with the RTR Gang!

Dinner is choice of:

- Herb Stuffed Trout with Lemon-Basil Risotto, Sautéed Haricot Verts and Herb Oil
- Beef Tenderloin Port Wine Sauce, Smashed Potatoes with Sautéed Onions
- Seared Chicken Breast with Barley-Baby Spinach Risotto and Fresh Arugula
- includes Spinach & Beet salad with dessert: Lemon Curd with Fresh Blueberries & Fresh Whipped Cream

Sunday July 29th

Breakfast on your own; check out by 11am & a safe drive back home!

We Hope you can join us for this fun summer weekend! Remember: booking Deadline is April 27!

Wendy Walton

Click on the below image to watch a short video:





# Editor's Note

**MY LIFE HAS REVOLVED AROUND CARS FROM AN EARLY AGE.** I don't have an explanation for that, because I was raised by a single mother, but my earliest memories of playing with friends involved cars (small ones). I was always looking at cars that neighbors had, that drove by, in showrooms, and just everywhere.

I was a happy recipient of my sister's 1969 VW bug. A brand I came to love for the ease of maintaining and upgrading. Yes, there was that detour into the Japanese realm – but it did have that sweet rotary engine. After that it was all VWs. I rebuilt engines, fixed the bodies, painted, repaired and upgraded them. I finally found my dream VW sitting in a field, a 1974 Karmann Ghia. I bought it, installed a new engine that I built, changed from an automatic to a stick, did a complete body restoration, painted it, and did almost everything except the interior. I drove it for many years until a divorce required me to have a backseat for my sons.

A used BMW found its way into my life and my garage, an E46. It was amazing; no news to you. Compared to the Ghia it was a rocket ship that could stop. I put MANY miles on that BMW as my sons found their colleges and careers. I still held onto the Ghia until a voice of reason, Lisa, spoke in my ear, and I embarked on selling it. That's story for another time.

To make a long story slightly longer, that voice of reason also convinced me that we could buy a Porsche (the car of my dreams since I first laid eyes on a 550 Spyder). That purchase brought me to Riesentöter Club. We have both enjoyed the club more that we expected. The people, activities, cars, all of it are GREAT!

I volunteered for Der Gasser to be a bigger part of the club, and to tell those who cannot make to all the events and gatherings just what fun they have missed, and to give you members of the club a voice that can be heard by your fellow club members.

PLEASE send us your stories of your car, a trip, a happy memory, a do-it-yourself project....ANYTHING!

Garrett Hughes  
Der Gasser Editor-in-chief  
*Top Down!*



# Creative Director's Note



## **I HAVE STEPPED DOWN AS THE EDITOR-IN-CHIEF FOR DER GASSER.**

It has been an absolute pleasure redesigning and relaunching our modest publication. I will continue on as creative director to keep Der Gasser moving forward on its modern path. Garrett Hughes will take the wheel as your new editor-in-chief. I hope that you continue to share your stories and photos.

I want to thank the entire RTR Executive Team for the opportunity to contribute to our club. Most importantly, I want to thank you, our members, for your support.

Lastly, I made a bet with Der Gasser Associate, Don Eichelberger, on the outcome of this years, Fiesta Bowl. I am a University of Washington (UW) alumni and Don is a Penn State (PSU) alumni, along with many of our members. Don's #9 ranked PSU prevailed over my #12 ranked UW, 35 to 28.

Well a bet is a bet and I must live with my shame....



Michael Todas  
Der Gasser Editor-in-chief  
*Be smooth and keep your eyes up*



## DID YOU DRIVE YOUR PORSCHE IN 2017?

Did you drive your Porsche with your right foot on the floor, in second gear at redline, letting off only because there was a series of orange cones around which you had to turn your car? If you answered yes to the second question, you may have been one of the 32 RTR club members (the most ever!) who participated in the 2017 Riesentöter Autocross Challenge Cup. The Autocross Cup Series raced at the Meadowlands, Dover Speedway, Wells Fargo and Warminster with Philly SCCA, and the *rennstrecke* of the year – two days at Pocono Raceway.

The highlights of the season were races 7 and 8 at Pocono. Racing on a track, with cones, was thrilling as drivers hit 3rd and 4th gear, an uncommon event at parking lots and air strips. Even with those speeds, we had fewer cones hit and fewer spins than in any other 2017 race. Watch for a return event in 2018. Talk to any of the 97 racers in 2017 and you will not miss the sequel.

A total of 15 drivers (also a record!) competed in 3 or more AX events, each driver scoring from 10 points (first) to 1 point (somewhere lower on the scale). All drivers also got a point for competing with the club – participation points. These can make a difference! So, who were the 2018 champions? At the end of the season, **First Place went to Dan Ruble** (Yes, the 2-time champion); **Second Place to Nick Betegh** and **Third Place to Robert Nyitrai**. Only 5 points separated 3rd place from 7th – so 2018 promises to be even more competitive for those drivers bumping up against 3rd. Proof: one of our new drivers, Matt Walsh, who ran only 4 races, came in 4th while becoming the fastest driver for the season.

The other recognition, awarded at the discretion of the Chair, is the Autocross Chairman's Award. There has been recognition in 3 of the past 4 years. It recognizes effort above and beyond to support the Autocross program. Past winners include Nick Betegh, Craig and Cynthia Nichols and Dan Ruble. This year's winner has operated in the background for the past five years, ensuring the administration of Autocross was complete. This year they took on registrar of the Pocono autocross race, a job dealing with everyone's issues and few compliments. **Congratulations to this year's Autocross Chairman's Award, Maggie Nettleton.**

The William C. Schmidt Broken Crankshaft Award originated through an avid racer. Bill "donated" the remains of the crankshaft from his 1971 912 for this award. This award recognizes the most improved autocross driver or the best new driver in the Autocross Cup Series.

**The 2017 Crankshaft winner is Chris Askin.** We recognize him for skills in his Boxster. Chris was a rookie who raced in 9 of the 10 events. He started slow with an 8th place finish in his first race at Hershey and a 10th place in race 3, Warminster. He demonstrated what was to come in race 4, with a 5th place finish at Wells Fargo. After some middle of the pack finishes, he closed the season with 2nd place finishes in the last two races. A 6th place cup finish in his rookie year, well done Chris!

The beauty of RTR Autocross is more than the adrenaline rush of driving your Porsche to its extreme in a parking lot (or Pocono if you are lucky!). It is also the people.

Another notable AX event in 2017 was the presentation of the Riesentöter Award to our very own Dave and Maggie Nettleton. This award recognizes the person or persons who, in the opinion of the past three years' winners, has made the greatest contribution to or on behalf of the club or those who have contributed to the club over a number of years. Dave is the Riesentöter Autocross Chair – responsible for organizing the year's events and succeeding in every way. Dave, grid team leader, and Maggie, on-site registrar, were key members of the team to execute the club race at Monticello. Maggie also took on the herculean task of registrar for the Pocono Autocross races.

2018 is here, so bookmark the Autocross Forums ([RTR AX Forum](#)) of the Riesentöter website. You may also view the schedule at [RTR Cup Schedule](#), and race results at [RTR Cup Standings](#). If you have any questions contact the Autocross Chair at [autocross@rtr-pca.org](mailto:autocross@rtr-pca.org), or post a question/comment on the RTR forums. Come join fellow club members and experience your Porsche as it was engineered to be driven – assertively (to say the least..!)

Co-authored by Shawn Black and Dave Nettleton





# Sidetrack: Parking Lot Etiquette

**I'M ABOUT TO PICK A FIGHT WITH SOME OF YOU** because you might not share my position on parking lot etiquette, or you may categorically disagree with the premise in the first place – but here goes. Proper parking is a skill that all drivers need to have mastered prior to getting their license. It's as fundamental as steering, and the principles are so intolerably simple that I find them impossible to refute with any plausible argument.

First let me make things easier for this dissertation by eliminating ambiguity as to the condition or state of the parking facility in question – although parking decorum applies to structures that may not measure up to design standards or respectable conditions. But let's just assume for the sake of a pending dispute that I am referring to a public or private lined facility such as a mall, your office or the local convenience store.

Moreover, I will only focus on a singular aspect of the parking task, but also the fundamental requirement for success. I am referring to the Rule of Centering. The parking target is typically an open-ended rectangle that should be treated as if it were an enclosed building. If you approach parking with this perspective, you will achieve reasonable vehicle positioning – the essential element of effective parking.

First and foremost you should always center your car within the box defined by these lines, and never by the cars that frame the parking space itself. The car next to you should therefore never have anything to do with the positioning of your vehicle. Why? If you impinge on or cross over the borders of the adjoining spaces because of a neighbor's ill placement, you are subject to being the actual cause of a centering violation.

Supposing that a parking space is analogous to an enclosed garage, the concept is much easier to conceptualize – it allows room for you to enter and exit either side of the vehicle and prevents your back end from obstructing travel lanes. If you come across a vacant space that does not allow for centering success, move on to one that does, rather than exacerbate an existing problem.

By the way, inconsiderate parking by others cannot be overcome with added thoughtlessness. There are many justifications and defenses offered for inadequate parking – I have heard them all and (sorry) none of them are defensible. What did your parents used to say, "Two wrongs don't make a right"? Unless you are instructed to do so by an appropriate authority, there is simply no support contrary to this point.

There are many reasons for parking failure that might be offered as justification for poor results. It's not my fault – look what the idiot next to me did. My truck is too big for these tiny spaces. I was only going in for a minute. I left my flashers on. Careless parking is an inconvenience to others, and each of these responses only points to a lack of consideration for your parking lot neighbors.

I propose there is a bulletproof way for a driver to correctly park 100% of the time. Never (ever) park your car and then leave without validating the precision of your performance. Be as critical of your skills as you know you are of others. And correct your position if you've failed – there is no shame in amending a poor attempt. Any excuse you provide for not checking every time you leave the car is just that, an excuse.

Unfortunately, civility cannot be dictated. Therefore it will be impossible to park and avoid poorly negotiated positioning by others after you have done a commendable job yourself. But if you always park as centered in the space as possible – if your vehicle is reasonably equidistant within the guidelines painted there for that very purpose – you can never be accurately accused of being wrong.

Successful parking is regrettably a rare, and even dying, proficiency – a learned behavior based on consideration of humanity. It seems that good manners are a forgotten virtue. But we can remove ourselves from that equation and eliminate our own bad habits by always observing the rule of centering, and then confirming our position before moving on from our vehicle, no matter how short our visit.

Before you challenge me on my righteousness, before you write me off as an inflexible rule monger, just remember all those times you approached a parking space (perfectly distanced from the entrance of the establishment you are visiting) – only to find that an inconsiderate and heartless SOB had parked as if they let their vehicle coast erratically into the space. Damn annoying, isn't it?

So I challenge you all to strive toward parking utopia – achieve the improbable. I implore you to assiduous self-criticism and personal realization... to approach parking precision with a sense of pride, to do your part and never leave your car without attentive inspection. If you observe the golden rule of centering, you will be virtuous in your diligence. Park unto others, as you would have them park unto you...

David Newton





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## The Studio

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# EARLY SPRING PORSCHE DRIVE SWAP MEET

**DO YOU WTB or WTS or WTT ANYTHING PORSCHE?** Do you enjoy hanging out and having fun with fellow RTR Porsche enthusiasts? On Saturday April 21st you can do both with RTR!

The 2018 Porsche-Only Swap Meet will once again be held in Hershey, PA in the parking lots of Hershey Park. The Porsche-only swap meet is an annual event hosted by our neighbor club to the west, Central Pennsylvania PCA. A Riesentoter caravan will meet at the United Artists Theater in King of Prussia at 8:00AM for coffee and donuts, and then it's wheels up at 8:30 for a drive to the swap meet. The drive alone is a blast!

This swap meet is FAMOUS in the Porsche enthusiast community and is a MUST ATTEND for anyone who owns a Porsche. The event typically attracts more than 250 vendors, ranging from enthusiasts with a 30-year collection of Porsche "stuff" cleaning out the garage, to commercial enterprises from as far as NY, VT, UT, FL, Canada and, yes, Poland, too. One can also find concours quality car care products to accommodate the latest 2018 Porsche paint or original paint on a 1957 356A. One cannot go wrong with a day spent with fellow RTR members and more than 6,000 Porsche people from all over the US.

On the next day – Sunday, April 22nd – also at Hershey Park, there is an Autocross event hosted by CPA-PCA. Come out and enjoy a day of serious fun and competitive driving with RTR members and a host of other Porsches that have come to the Swap Meet event. This autocross event is not yet on MotorSportReg.com, but check on the RTR Autocross website schedule for updates. Participation will count towards the 2018 Autocross Challenge Cup.

The event is held rain or shine, and more details can be found at the CPA-PCA site:  
<http://www.cpa-pca.org/swap/2018index.html>.

**JOIN YOUR FELLOW RTR MEMBERS FOR A DAY OF PORSCHE ON APRIL 21st!**

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# It's About Time

**TIME. IS IT LINEAR? IS IT CIRCULAR? WHAT IS IT REALLY?** Is it made by man just to count the days until the end, or is it the fabric that ties the entire universe together? Well for this article we are not going to get into the depths of the cosmos, we will concentrate mainly on a specific time - November 18, 2017. This Saturday started out like many Saturdays, in a parking lot with a bunch of p-cars gathered. It was the Penn State Campus in Malvern, where 30 of us Riesentöters readied our rides for a trip across Lancaster, into a small town known for horology.

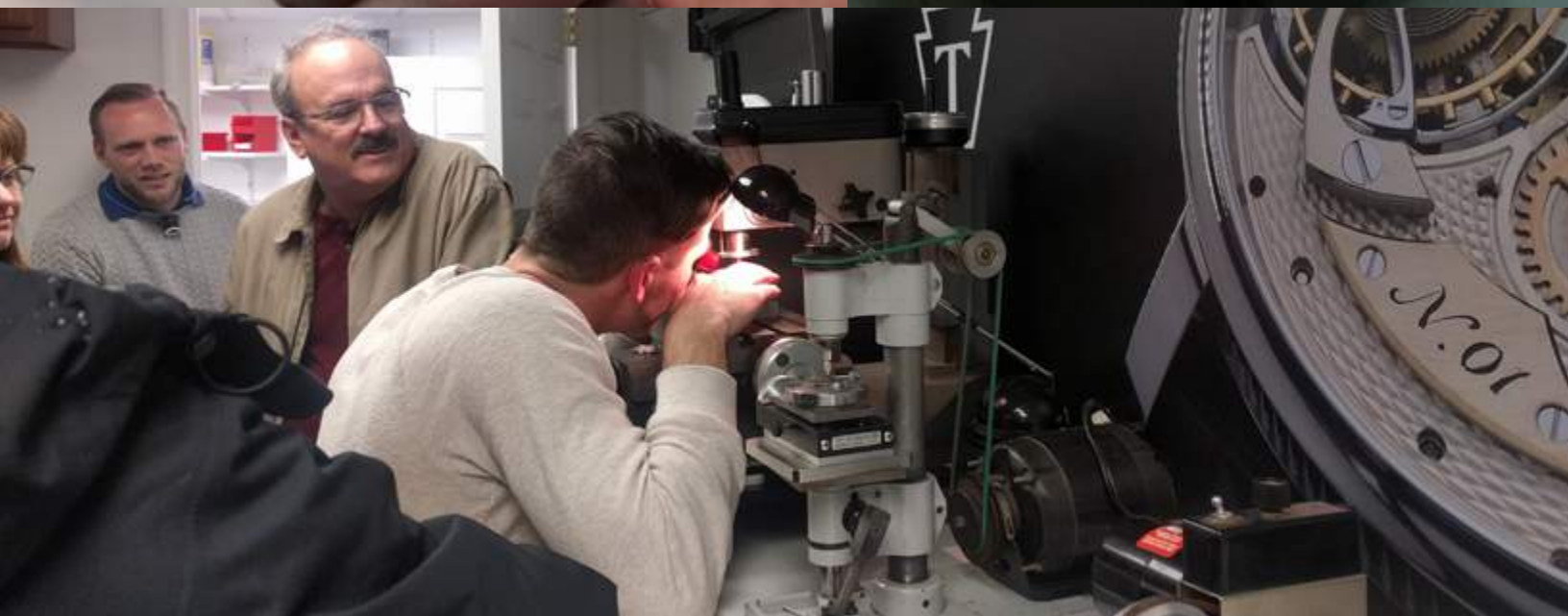
For, you see, Lancaster was once the hotbed of American made watch pieces. It was home to three world-class time making devices but, sadly, only one survived up until 1969, when the Hamilton Watch Company started producing watches solely at their Switzerland subsidiary, Buren. Later the Hamilton Watch Company was sold to the Swatch Group, and its watches are still made today.

But Lancaster is not dead in the world of watch making. In a little town right outside, Mount Joy, the American revolution of time tracking devices is still in existence, as our members found out. It is here that one of America's quintessential watch makers is still producing hand-crafted and custom masterpieces when it comes to horology. In an old corner bank on Main Street, Roland G. Murphy is producing watches along the lines of Patek, A. Lange & Söhne, and LeCoultre. [The RGM Watch Company](#) was founded in 1992, and has been gaining ground on the Swiss ever since. Roland was kind enough to open his doors on a rainy Saturday so our members could get a peek at what actually makes a watch tick.

After a brief lunch at the [Water Trough](#), we gathered up our umbrellas and walked the block in the rain. Upon entering the old bank, we were split up by Roland into two groups in order to accommodate our crowd. Roland also asked his employees to come in and give us demos on their day off. All of them were very eager to talk about their passion. The first half of our group went downstairs to get a glimpse of polishing and cutting, as well as design on the CAD equipment. There are tons of old-school techniques used in each watch, as well as state-of-the-art technologies. It was here we listened in fascination as we learned that just one tiny part of the watch could go through eight hours of polishing and truly never be seen by the owner. Oh, and each watch is comprised of somewhere between 105 and 200 pieces, some no bigger than a few grains of sand. I myself could have spent hours down there. Then we reversed groups and headed upstairs to watch Roland on the Rose machine. The Rose machine – he has several – is a pattern maker, to put it in easy-to-understand terms. It helps make the fancy patterns on the dials and parts called guilloché ... and, boy, are they stunning. It takes a highly skilled and trained eye to craft these patterns and no two are ever alike. After this demonstration we were free to talk to his employees about their jobs, but you sense it's more of an artisan feel, a job of love rather than labor. Then we walked to the third floor, where there is a mini time museum and the "piece de resistance" – or, shall I say, "pieces." On display were many of RGM's creations. Stunning is a very mild term. In fact, I saw a bucket and mop in the corner for wiping up the drool from the floor. Put your order in now for a custom piece; you will be waiting for 8 to 9 months, with starting prices of about \$2,700, and they can go as high as a GT3.

When I first got the idea to visit RGM I wasn't sure how our members would react. Well, just like with our high-precision automobiles, we like our fine high-precision watches as well. This event sold out within 2 hours and has proven so popular that this spring we will be making our way back up to Mount Joy to partake in another tour. There will be an announcement in the next few weeks and there are even fewer spots this time around, for everyone on the last waiting list will get first priority. If you can make it, it is not to be missed.

Jeff Walton

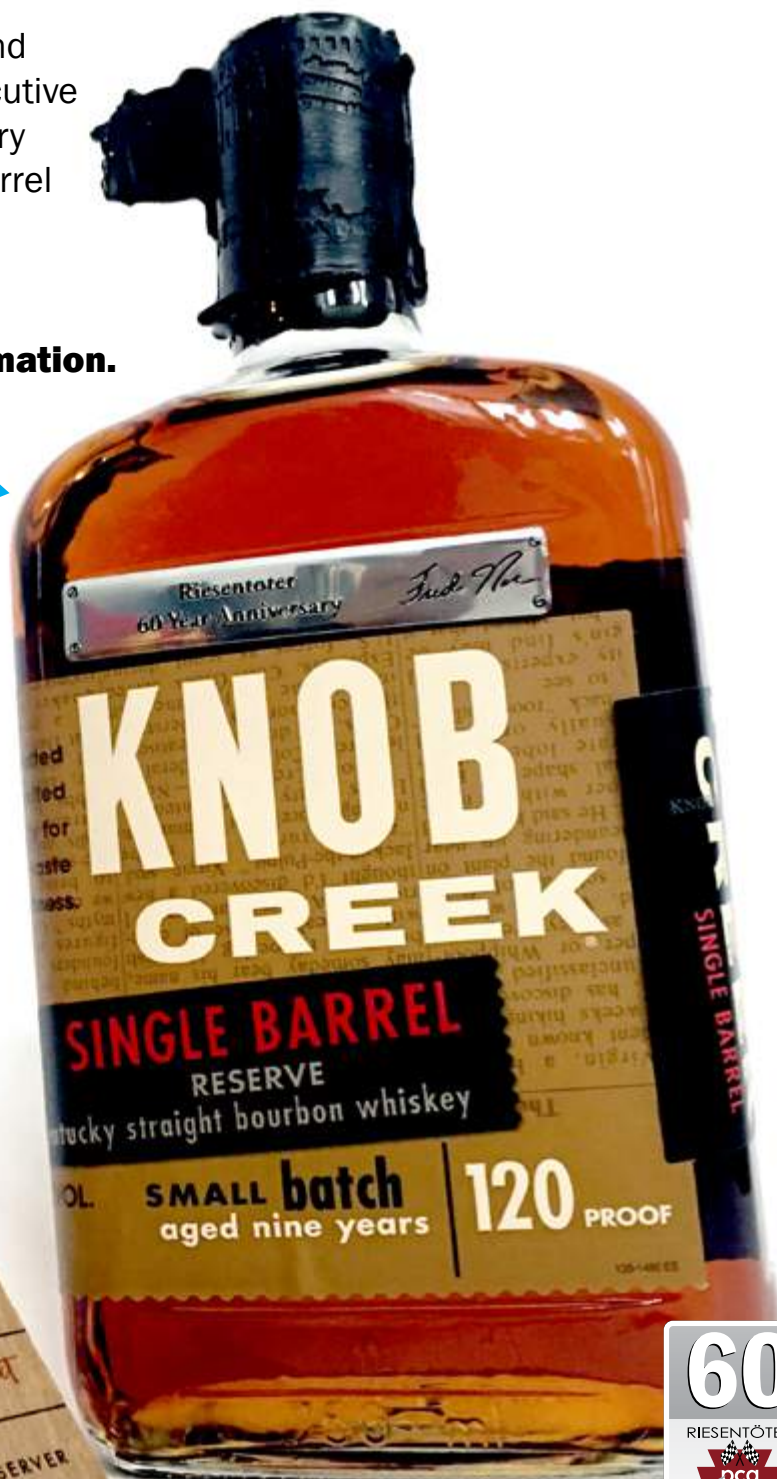


# 60th Anniversary Bourbon Still Available

A \$60 donation will buy you a bottle of Knob Creek bourbon, which was hand selected by members of the RTR Executive team, for our region's 60th Anniversary celebration. RTR bought the entire barrel and it is delicious! Only a few left!!

**CONTACT [Wendy Walton](mailto:Wendy.Walton@rtr-pca.org) at [social@rtr-pca.org](mailto:social@rtr-pca.org) for more information.**

**LIMITED STOCK**  
Get one before they're gone!



# SHIFTS AND GIGGLES

**IN THE WORLD OF TECHNOLOGIES NOTHING IS SACRED ANYMORE – NOT EVEN YOUR CAR.** It used to be a status symbol, a sense of pride and accomplishment. When you walked into the dealership and walked out with a brand new set of keys that feeling was the bomb as they say in this yolo (you only live once) world we now live in – that is, until you received the payment book a month later. Though that feeling did come back a little after you mailed in that last payment.

I look back to the very first car I bought new off a dealership's lot. Don't laugh too hard, but it was an 85 Pontiac Fiero. I bought it new in my senior year of high school and it was certainly the bomb back then. And I don't mean the fiery kind the 84 model had. I made good money working as a bartender/busboy in those days. I paid for my own college, clothes, and yeah, why not a car. It wasn't all that expensive compared to today's rides but it was new nonetheless and it had only two seats, so to me it was a true sports car. God I loved that thing. It went back and forth, multiple times, to Florida to visit grandparents (and I have all the tickets to prove it), it went to the Jersey Shore too many times to count, plus it was a commuter car to the various colleges I attended. All said and done I racked up over 130k miles on that 4 cylinder before I had to put in a new clutch. After that it was never quite the same and so it was replaced when it finally conked out on South Street in Philly.

So back to today's world, it seems that accomplishment is lost on the newer generations. As I said before, my nephew has a car but still as I write this, he's 17 and a 1/2, and still no license. It seems today cars are only meant to get you from point A to point B, and that's it. What's lost on this generation is not only the sense of accomplishment but the sense of adventure. If you go from point A to point B in the quickest way possible you are really never going to know where you are in this world. Before we had Waze and Google maps telling us turn by turn directions we had a sense of adventure. I remember driving to and from school in my senior year. In the mornings it was the fastest method but after school it was, hmmm, where does this road go, and that one, and then the aha moments, when you would go....oh cool I found a new way to Gary's or the bowling alley or the mall. Once I got a car I was left to explore the world on my own and along the way I got lost, I had flats that I fixed and tanks that ran out of gas and cars that needed jumping but I managed. I managed without the help of cell phones or the internet or even AAA for that matter, and when it was all said and done I had a sense of accomplishment. Lewis and Clark didn't come back from their adventure and say, "there's just a bunch of trees and a river or two," and neither did I. I had a sense of adventure with memories that will last the rest of my lifetime.

Unlike my nephew; when he gets out of the car his sense of accomplishment is getting to the next level of candy crush or angry birds or whatever the kids are playing these days and it's a shame. They just pick up their phone, dial Uber, get in, and get out, without ever taking their eyes off the phone. Never watching where they are going, where they have been, never watching the world pass them by...and it's a dog-darn shame. Hell, I'd bet a hundred dollars that most of them wouldn't know how to get to school on their own if they had to go.

It was the car that gave America its true sense of freedom. You could hop in the car and go from the Atlantic to the Pacific, and stop off to see the largest ball of string, the Grand Canyon, or visit a roadside diner that served the best meatloaf. Today all you have to do is visit Google to see a picture of the largest ball of twine in Kansas, visit Facebook to see your aunt and uncle at the rim of a big hole in the ground, and if you want, say, vegetarian meatloaf on a bed of hay smothered in a wild cucumber glaze, then you just bring up Grubhub and it will be at your door in a matter of minutes, all without ever getting into a car. I fear in the future the car will become just another appliance, one that you won't even own. You will just go from point A to point B because it will be the fastest and cheapest. The ball of string will diminish, the Grand Canyon never visited, and the mom and pop diners will forever be gone. There will be no drives to the country, no rallies to partake, and because of this your sense of adventure will be gone as well. But at least I'll remember my adventures as I wait for my nephew to visit me in the home – but only during non-peak hours for Uber.

Jeff Walton,  
President Riesentöter



# 2018 AUTOCROSS SCHEDULE

## 2018 AUTOCROSS CALENDAR

<b>APRIL</b>	<b>22</b>	Hershey Park Parking Lot <a href="#">Central PA-PCA Registration</a>
<b>MAY</b>	<b>6</b>	Philly SCCA Warminster <a href="#">Registration Coming Soon</a>
<b>JUNE</b>	<b>3</b>	NNJR/SCCA MetLife <a href="#">NJJR/SCCA Registration</a>
	<b>24</b>	Bader Field Atlantic City <a href="#">Registration Coming Soon</a>



# 2018 DRIVER'S EDUCATION SCHEDULE

## 2018 DE CALENDAR

<b>Summit Point : Jefferson</b>	<b>Apr 13-15</b>	*Registration: February 1st **Safety Tech Date: March 31 (9am to 11am) Safety Tech Location: Vintage Motorsports
<b>Pocono: North</b>	<b>May 11-13</b>	*Registration: February 1st **Safety Tech Date: April 28 (9am to 11am) Safety Tech Location: Dougherty Automotive
<b>NJMP: Lightning</b>	<b>Jun 22-24</b>	*Registration: February 1st **Safety Tech Date: June 9 (9am to 11am) Safety Tech Location: Mike Tilson's Automotive
<b>Watkins Glen</b>	<b>Jul 20-22</b>	*Registration: February 1st **Safety Tech Date: July 7 (9am to 11am) Safety Tech Location: Dougherty Automotive
<b>Pocono: Southeast</b>	<b>Sept 7-9</b>	*Registration: February 1st **Safety Tech Date: August 25 (9am to 11am) Safety Tech Location: Porsche of the Lehigh Valley
<b>Summit Point: Main</b>	<b>Oct 12-14</b>	*Registration: February 1st **Safety Tech Date: September 29 (9am to 11am) Safety Tech Location: Meenan Transmissions



# BOXSTER DIY

**REMEMBER THE TV SERIES "HOME IMPROVEMENT" FROM THE 1990S.** The main character, Tim "The Tool Man" Taylor, was always in search of MORE POWER (add required grunting noises)! The show may have embedded itself in my inner soul because ever since I purchased a Porsche, I've always been looking to create More Power from that 3.2L flat six engine.

One method to increase power is allowing more air through the throttle body into the combustion chamber, and that, along with the appropriate amount of fuel, will generate more power from your engine. For many years, a company by the name of IPD (Innovative Pro Design, [www.ipdplenums.com](http://www.ipdplenums.com)) has been offering air plenums which replace the stock units with an aluminum unit designed to accept a larger 74 mm throttle body. The original throttle body supplied on the 3.2 L engine is 68 mm. The 74 mm throttle body offers 18.4% more area for air flow into the engine.

The cost of this modification from IPD is \$795.00 for the plenum and \$325.00 for the 74 mm throttle body. Plus installation costs, unless you like to work on your own vehicle. [Figures 1 and 2](#)



The intent of this article is to demonstrate the ease with which the throttle body can be changed on the Porsche Boxster/Cayman (986/987) family of vehicles to obtain More Power hidden in that engine. IPD's website provides dyno curves that shows the addition of their equipment results in gains of 15 HP and 12 ft/lb of torque at the wheels. My project's goal was to hopefully approach the IPD power gains but at much less than half the cost.

I frequently visit online forums to search for info on problems Porsche owners have encountered and solutions that other owners have offered. One area of particular interest is the DIY Project Guides on [www.986forum.com](http://www.986forum.com). It was on that site that I saw a project from a student (Ben) attending classes in Florida to become an ASE certified Master Technician and who is now a Porsche technician located in France. Ben was familiar with IPD's product and was aware that people could retrofit a 996 air plenum on their vehicle, but he wanted something cleaner.

For a school project, Ben designed and manufactured a new plenum to 986 dimensions except that it is designed to accept a 74mm throttle body instead of the 68mm throttle body originally supplied with the 986. The new plenum is made of nylon and is manufactured by a Selective Sintering Process otherwise known as 3D printing. [Figures 3a and 3b](#) The plenum is as light as the original and can withstand temperatures of 250 °F over extended periods of time. The design incorporates external ribs to promote structural integrity.

#### Ben's Plenum Package cost \$300.00 and included the following:

- The new intake plenum
- Bolts and nuts for the TB
- A piece of hose for the crankcase ventilation (AOS connection)
- An EZ-coil to prevent the hose from collapsing.
- 2 hose clamps

I was responsible for providing a 74 mm throttle body and RTV sealant to seal the throttle body to the plenum. I was able to purchase a used throttle body from a friend, for \$60.00, who had replaced his air system with a unit from IPD for his 2009 Cayman S.



After receiving my new plenum, I painted the piece with a high temperature epoxy to help the piece blend in with the other equipment in the engine bay. [Figure 4](#) I started my project by removing the Porsche plenum and all associated clips, clamps, vents, vacuum lines and the air box, which runs from the air filter housing to the throttle body. There is not an excess of room in that engine compartment! As a word of advice, wear gloves (ask me how I know).



If you plan to undertake this modification, please do your research first. The book 101 Projects for Your Porsche Boxster by Wayne Dempsey provides instructions and photos for both routine maintenance and vehicle modifications. The technical articles are also online at [www.pelicanparts.com](http://www.pelicanparts.com).

For the sake of brevity, I will list only the major steps to follow. If any readers wish to undertake this modification and have any questions, please contact me and I will be glad to offer help and advice.

#### REMOVAL AND REPLACEMENT

1. Take a day before you are ready to start the removal and replacement of your air system, to get the new plenum and throttle body assembled. Ensure that the new plenum is clean and dry. With the RTV, apply a 1 mm bead of sealant in the groove on the flange with the bolt holes. Place the throttle body on the flange and secure with the supplied nuts and bolts. Tighten the fasteners, but do not over tighten. Set this assembly aside to let the RTV sealant cure for 24 hours, per the manufacturer's instructions.
2. Refer to \*[Air Box Schematic Figure](#) - Loosen the clamps (#11) attaching the Air Box (#8) to the Throttle Body (#1) and to the Air Cleaner assembly (not shown). Remove the Air Box from the vehicle and set aside until later.
3. Refer to \*[Intake Manifold Schematic Figure](#) - Loosen all four clamps (#11) on both sides of the Intermediate piece (#8).
4. Slide the Rubber Sleeves (#10) toward both the left and right Intake Distributors (#1) so that they are free of the intermediate piece (#8). If you remove the sleeves to better remove the intermediate piece, be aware that the left and right sleeves are different.
5. Examine the Throttle Body and remove and label any electrical connections. In addition remove and label any mechanical mounts and brackets attaching the Throttle Body to the engine.
6. Lift, rotate upward and remove the intermediate piece, along with the attached throttle body, and set off to the side.
7. Take a clean, lint free cloth and wipe down the interior of the Intake Distributors (#1), the Rubber Sleeves (#10) and the Air Box (#8), in order to remove any dirt or oil that may have accumulated in your air inlet system over the years.
8. Take your new plenum assembly and prepare to install. If you have removed the rubber sleeves, slip them onto the plenum, along with a pair of clamps, making sure sleeves are mounted on the correct sides. Work the plenum and sleeves into the intake distributors and center the plenum and lower the throttle body back into its original position.
9. Tighten all four clamps on the rubber sleeves and reconnect the vacuum lines to the bottom of the right side rubber sleeve. Reconnect to vent line from the AOS (air oil separator), using the hose and E-Z coil supplied with Ben's kit. [Figure 5](#) There was a small vent line which attached to the original AOS connector; this line should be relocated to the small nipple along side the AOS nipple on the new plenum.



10. Refer back to the \*[Air Box Schematic](#). Loosen clamp (#10) and remove the muffler (#9), because with the new, larger throttle body the muffler will not fit in the original space. I sealed this opening with Gorilla® tape and a small flexible piece of flat neoprene rubber gasket material. [Figures 6a and 6b](#) I reinstalled the clamp (#10) to make an air tight seal for the air box. An additional benefit to removing the muffler (#9) is that there is a more direct route for the air travel and a louder "roar" when accelerating rapidly.



11. To attach the air box to the throttle body, you will need to purchase a 3.25" x 3" straight silicone hose reducer. [Figure 7](#) The reducer will need to be trimmed on both ends with Ben's kit, in order to fit. Using the clamps from Ben's kit, secure the reducer.

12. Secure the air box to the air cleaner assembly. [Figure 8](#)

13. (OPTIONAL) Open the air cleaner assembly and install a new K&N High-Flow Air Filter (recommended).

14. Time to start the car. Cross your fingers and pray you didn't screw anything up.

#### PROJECT WRAP UP

Updating my 2004 Boxster S with Ben's 3-D printed Plenum and 74 mm throttle body has yielded fantastic gains for me - although subjective (no dyno), it is clear the car has increased power throughout the rev range and is much more responsive. My car always had great power above 5k rpm, however it was a little flat under 4k, almost as if it was waiting for a turbo to spool up. I wanted more air power delivery. With the new throttle body and plenum it feels like I have a new engine - really opens it up from lower RPMs, and loses much of the "choked down" feeling. Character of engine feels more like a 911. This is an easy, inexpensive modification that is highly impactful and one that I recommend. If you wish more information please contact me at [editorteam@rtr-pca.org](mailto:editorteam@rtr-pca.org)

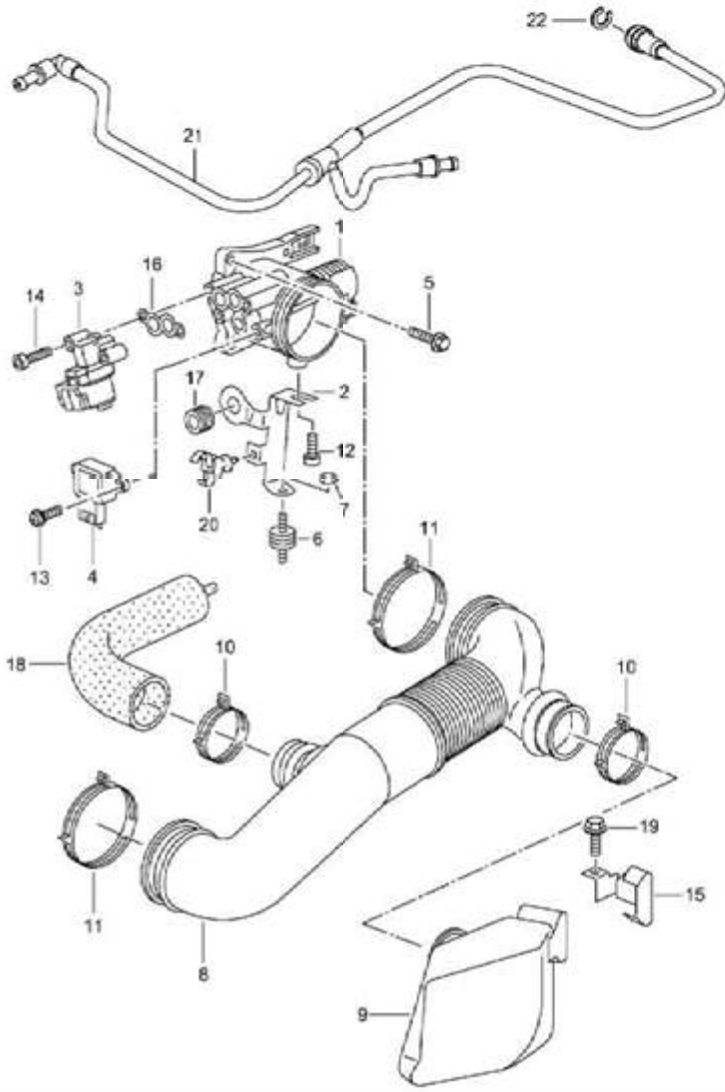
PS to all my fellow Auto-crossers: this modification is only worth 10 points on the car classification modification list. I still remain in AX11 with 465 total points.

\*[Air Box Schematic Figure](#) and the [Intake Manifold Schematic Figure](#) can be found on the following pages.



Air Box Schematic Figure

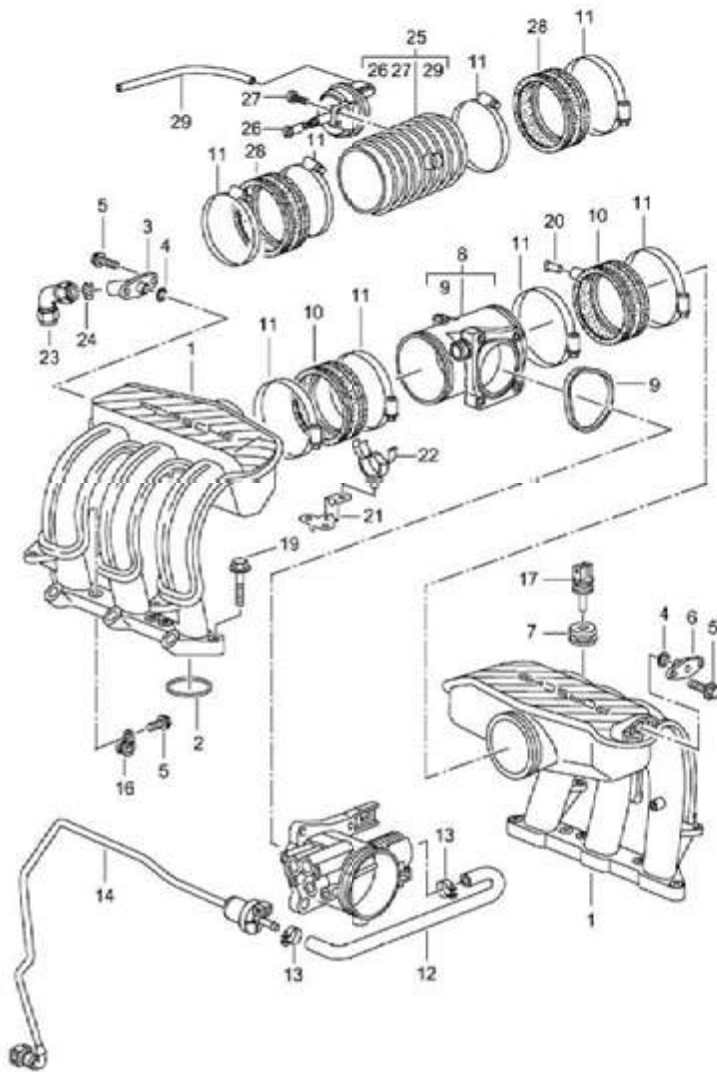
Model	Year	MG	SG	Illustration	Restrictions	UPD	14:07	04.02.2010	PORSCHE	PET	PORSCHE
986	2004	1	07	107-00		248	USA / CANADA				



Pos	Part Number	Description	Remark	Qty	Model
		throttle body			
1	996 110 025 08	throttle body		1	M96.20
1	986 605 115 01	throttle body		1	M96.21/22 M96.23/24
2	996 110 223 01	bracket	-97	1	
2	996 110 223 03	bracket	98-	1	
3	996 606 160 01	idle-speed adjuster		1	M96.20
-	999 650 089 40	plug socket		1	M96.20
-	999 652 771 12	connector		3	M96.20
-	999 704 161 40	gasket		3	M96.20
4	996 606 116 00	throttle-valve switch		1	
-	999 652 916 40	plug socket		1	
-	999 652 886 22	connector		3	
-	999 704 161 40	gasket		3	
5	900 378 013 09	hexagon-head bolt AM 6 X 25		4	
6	930 110 579 01	bonded rubber buffer 20 X 15/M 6		1	
6	999 703 265 00	bonded rubber mounting 20 X 15/M 6		1	
7	900 377 010 09	hexagon nut M 6		1	
8	996 110 221 07	air box	-99	1	M249 M073/481
8	996 110 221 08	air box	-99	1	M481
(8)	996 110 027 03	air box with muffler		00	1 M249
(8)	996 110 027 05	air box with muffler	01-	1	M249
(8)	996 110 027 04	air box with muffler	00-	1	M480/481
9	996 110 222 00	muffler	-99	1	

Intake Manifold Schematic Figure

Model	Year	MG	SG	Illustration	Restrictions	UPD	14:08	04.02.2010	PORSCHE	PET	PORSCHE
986	2004	1	07	107-10		248	USA / CANADA				



Pos	Part Number	Description	Remark	Qty	Model
		intake distributor			
1	996 110 015 03	intake distributor		2	M96.20
(1)	996 110 045 01	intake distributor		2	M96.21/22 M96.23/24
2	996 110 247 01	gasket		6	M96.20
2	996 110 247 03	gasket		6	M96.21/22 M96.23/24
3	996 110 151 00	adapter		1	
(3)	996 110 151 51	adapter	01-	1	M249
4	999 701 163 40	o-ring 11 X 2,5		2	
5	999 919 125 09	hexagon-head bolt 6,0 X 16		5	
6	996 110 251 51	lid		1	
7	993 110 530 00	grommet		1	
8	996 110 215 53	intermediate piece		1	M96.20
(8)	996 110 055 00	intermediate piece		1	M96.21/22 M96.23/24
9	996 110 317 50	sealing ring		1	
(9) A	996 110 318 01	sealing ring		1	M96.21/22 M96.23/24
(9)	996 110 318 02	sealing ring		1	M96.21/22 M96.23/24
10 A	996 110 685 51	rubber sleeve	-97	2	
10	996 110 685 52	rubber sleeve	98-	2	
(10)	996 110 685 01	rubber sleeve		2	M96.21/22 M96.23/24
11	999 512 539 00	hose clamp 90 - 110/9		4	M96.20
11	999 512 539 01	hose clamp 90 - 110/9		4	M96.20
(11)	999 512 350 02	hose clamp 80 - 100/9		8	M96.21/22 M96.23/24
12	996 110 127 01	vent line	-99	1	M96.20



# CLASSIFIEDS

## **2003 PORSCHE BOXSTER for Sale - \$13,800**

Silver with blue leather interior and top.

5 speed, higher mileage but dry as a bone!

Needs nothing.

Contact Peter Klein at 215-370-1891



**The classified section is free to our members.**  
**Submit your classified sale items to [editorteam@rtr-pca.org](mailto:editorteam@rtr-pca.org),**

# Help a fellow Porsche owner.

## **OWNERSHIP HUNT:**

Do you know this Porsche? We are posting this for a PCA member from Williamsburg, Virginia. The owner would like to contact the original owner of the car, which he acquired in the Philly area in late 2016. The Porsche, pictured below, is a 2002 Speed Yellow 996 Cabriolet with sport seats that have their seatbacks also painted in speed yellow, with yellow seat belts and console to complete the look. It also has aero rocker panels with a fixed wing on the back. Attached is a picture of the car in case it can jog a memory. If you are the owner, and want to meet the next owner, Jim, let us know and we will send contact info. (Send any information to [editor@rtr-pca.org](mailto:editor@rtr-pca.org).)



**VIDEO: Brake Squeal Is Actually Normal And Good, Porsche Explains In A 4-Minute Video**



**VIDEO: Porsche Top 5 - Most iconic motorsport models with Derek Bell**





**Michael Todas**  
Creative Director

**Shawn Black**  
Associate

**Garrett Hughes**  
Editor-In-Chief

**Donald Eichelberger**  
Associate

**Not pictured: Larry Bardfeld - Associate**

## Dear Riesentöter Members,

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

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

Thank you,

Der Gasser Team

