



ERLITE STABE MAHLE





Let's Celebrate the Holiday Season...

RTR Holiday Party

Chester Valley Golf Club

430 W Swedesford Rd, Malvern, PA 19355

Saturday, December 8th

6:30-11:30pm

Come join us in celebrating the end of another wonderful year of Porsche Fun with all your RTR friends! The Holiday Party will be held at The Chester Valley Golf Club in Malvern PA. Just a short hop off Route 202 and 10 minutes from King of Prussia! The evening will kick off with an hour and a half cash bar followed by dinner, awards, door prizes, and dancing! Festive attire-No jeans please (country club rule.)

Fabulous Raffle prizes, Live Band & DJ, Signature Cocktails, and a Special Holiday Gift from RTR for each one of you who attends! You don't want to miss this one!



Porsche of Conshohocken

1312 W. Ridge Pike
Conshohocken, PA 19428
610-279-4100
www.conshohockenporsche.com



Why service your vehicle with us?

- Local shuttle service
- Service loaner fleet using only 2018 Porsche vehicles
- Complimentary service washes

And so much more.

Why choose us?

- Brand new dual showroom facility.
- Friendly, passionate, and enthusiastic team with years of automotive experience
- Extensive inventory options

And so much more.





THE RTR EXECUTIVE BOARD



*Voting Privileges

President*	Jeffrey Walton	president@rtr-pca.org 484-302-0146
Vice President*	Corey McFadden	vicepresident@rtr-pca.org
Treasurer*	Chris Barone	treasurer@rtr-pca.org
Secretary*	Maggie Nettleton	secretary@rtr-pca.org
Track Chair*	Marty Kocse	track@rtr-pca.org
Membership Chair*	Roy Blumberg	membership@rtr-pca.org
Der Gasser Editor*	Garrett Hughes	editor@rtr-pca.org
Social Chair*	Wendy Walton	social@rtr-pca.org
Autocross Chair*	Dave Nettleton	autocross@rtr-pca.org
Past President*	Graham Knight	pastprez@rtr-pca.org
Website Admin	Jeffrey Walton	admin@rtr-pca.org
Awards Chair	Kris Haver	awards@rtr-pca.org
Forum Moderator	Brian Minkin	moderator@rtr-pca.org
Rally Master	(open)	rally@rtr-pca.org
Historians	William G. Cooper Debbie Cooper	historian@rtr-pca.org
Technical Chair	Myles Diamond	tech@rtr-pca.org
PCA Zone 2 Rep	Cheryl Taylor	zone2rep@rtr-pca.org
Assistant Track Chairs	Myles Diamond Rick Owens	trackassist@rtr-pca.org
Chief Instructors	Ian Goddard Jeff Smith	chiefinstructor@rtr-pca.org
Registrars	Catherine Wetendorf Kevin Douglas	registrar@rtr-pca.org
Safety Chairs	Dan Rufer Kris Murphy	safety@rtr-pca.org
Club Race	Christopher Karras	clubrace@rtr-pca.org

DEPARTMENTS

- 6 Event Calendar
- 7 Membership Milestones
- 9 Vom Präsidenten
- 10 Editor's Note
- 26 Classifieds

FEATURES

- 11 **Top Down** **Garrett Hughes**
- 12 **Porsche Pundit** **RL Turner**
- 13 **Rallies** **Joe Kucinski**
- 15 **12 Car Gifts of Christmas 2018** **Wendy Walton**
- 16 **The Whip 2018** **Joe Kucinski**
- 17 **October Membership Meeting** **Joe Kucinski**
- 18 **November Membership Meeting** **Garrett Hughes**
- 19 **911SC Engine Rebuild/Upgrade** **Michael Todas**
- 20 **Fabspeed Mod** **Joe Kucinski**
- 21 **Hack Mechanic Replaces Fuel Lines Part I:** **Shawn Black**
- 24 **SHIFTS AND GIGGLES** **Jeff Walton**
- 25 **Sidetrack: Do What You're Doing** **David Newton**



COVER

Photo by Michael Todas

2018 RTR Social Event Calendar

November	28	Phil-a-Frunk
December	8	Holiday Party

AT SIX MY CAREER PATH WAS SET.



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

*See the rest of the story
on our website.*



In 2009, I opened The Porsche Specialist. I started by renting one bay at Jones Automotive and through the years the company has grown to the point that we now have a full staff and occupy the entire facility. We can attend to all of your automotive needs. In addition to Porsche, we have extensive experience on most other European manufacturers. Call me anytime. **610.544.9967**

theporschespecialist@yahoo.com theporschespecialist.com

Over 85 yrs.combined experience

Exceptional service on BMW, Mercedes & Audi too.

MEMBERSHIP MILESTONES

YEARS	November	December
40		Tony Checkowski
35	Howard Greenberg	Richard Reber Jay Several
30		Adam Schaible Edwin Slade
25		Bud Hofer
20	Garth Borel Dale Centofante William Elliott Bradley Gast David Horoschak	Michael Cataldo Michael Delfiner Chuck Jones
15	Bill Hoffman Kevin Ilsen Christopher Radbill Morgan Rinker Michael Thomas Byron Zerphy	Howard Brand Ray Marcum
10	David Moyer	Bernie Ebersole Barry Edwards
5	Stephen Davis Bradley Jahn Adam Keech Bill Kley Andrew Lindvig Alex Mamourian David Marques Amrit Moola Denis O'Flynn O'Brien Tom Sarver	John Allen Al Kaufmann Jarad Leo David Spirt



NEW RTR MEMBERS



David Kramer	North Wales	2018 718 Cayman S
Mark Huber	Newtown	2018 911 Turbo S Chalk
Kevin Wall	Ambler	2018 Macan S Silver
Ralph Golia	Furlong	1974 914 2.0 Chrome Yellow
Mike Macenka	Coplay	2001 Boxster Seal Gray
Kevin Goldsworth	New Hope	2018 718 Cayman
Joe Held	Allentown	2006 Boxster Seal Gray
Kris Ogden	Upper Black Eddy	1966 912 Silver
Michael Moser	Wynnewood	1990 911 Carrera 4 White
Keith Bullivant	Chester Springs	2002 911 Carrera Gray
Stephanie McGowan	Palm Beach	1995 911 Carrera Blue
John McGowan	Palm Beach	
Dave Bahnick	Emmaus	2017 Macan GTS Silver
Brian Bryce	Glen Mills	2015 911 Carrera S Brown
Eric Schaper	Penn Valley	1980 911 SC Black
James Kim	Sinking Spring	2019 911 Carrera 4 GTS Carrara White
Evan Kondrad	Kennett Square	1983 944 Silver / Blue
Rob DeFazio	Langhorne	2018 911 GT3 Miami Blue



Vom Präsidenten



AFTER TRAVELING FOR 3 HOURS IN ALMOST SOLID RAIN, I arrived with our membership chair, Roy Bloomberg, to our Zone 2 presidents' meeting. If you don't know, PCA has 144 regions across our country, that are grouped together into about 12 zones. We are in Zone 2 with 9 other regions, such as Chesapeake, Potomac, Blue Ridge, Pocono, and Central PA, to name a few. Twice a year Zone 2 holds a meeting, and on November 4th our second of the year was held in Winchester, Virginia.

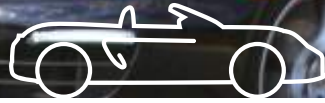
Zone 2 does two major events per year, a driver's education (DE) at VIR and a club race at the same location. We do this because usually these events make money and any profit is evenly distributed among the regions. This helps the smaller regions that could not normally pull off such a huge undertaking. It has come to our attention that the Zone 2 DE is starting to lose money. The coffer of Zone 2 has enough money to cover the loss...for now, but there may be a day on the horizon that the zone will no longer be in the DE business. The zone is taking the necessary steps to make this profitable again, such as cutting unnecessary expenses and raising prices. We will revisit this topic next year. The club race, on the other hand, is running a small profit, which is a good thing.

Other topics on the agenda concerned PCA Executive Committee. It has been brought to the attention of the presidents of Zone 2 that checks and balances are not being adhered to by PCA's EC. An example: on the national board members' meeting (all presidents are board members, so there are a lot), there is no way to introduce new business. The new business aspect is being controlled by the EC. Meaning, if we want to bring a motion to the board we first must submit our motion to the EC to deem it worthy of a general audience. The EC claims this is for efficiency reason, so the meetings via conference calls do not get out of hand. But we say it's more about control, so if for some reason we, as board members, wanted to remove a person from the EC, we would have to contact the EC first – and do you think the EC would ever bring that motion to light? Also, during these conference calls several presidents have been blocked from asking questions regarding topics on which we vote....myself included. So there are definitely some ruffled feathers in the zone based on the lack of transparency of the EC at the national level.

See you at the holiday party.

Jeffrey Walton
President RIESENTÖTER

Editor's Note



WELL, WE HAVE COME TO THE END OF ANOTHER YEAR. I would like to think that our staff has given pleasure through relating the news and the fun that the club has offered the membership through the year. We here are just the reporters. The real credit for most of the fun must go to Wendy and Jeff Walton. All of the members who have enjoyed the events also are the reason we all have so much fun. I hope that our reporting has related that fun even if you were not there.

A couple of business items:

1. I have accepted an offer from a fellow PCA member from the Maverick region, who is an author, racer, sports writer and genuine Porsche-phile. He has written action adventure novels that are racing/car/Porsche themed, been published in Mav Region Slipstream magazine, Planet-9.com, Flüssig Magazine and 9:11 Magazine. We are going to title his submissions as “Porsche Pundit.” I believe his articles and views will add to our publication.
2. It has been (and will be) an honor to have given the “Door Prize” for 2017. It is an award given to a “newish” member who has gone above and beyond for the good of the club. The award is presented at the Holiday Party and explains why many board members asked if we were attending last year’s party. (We could not because I had a key role in a surprise 30th birthday party for my youngest son.) I am excited to pass the award along at this year’s party.

We sincerely appreciate the time you read our work and relish hearing your thoughts of how to improve our publication.

I would like to thank our hard-working staff who volunteer their efforts just for the satisfaction you get. Please join me in thanking our editorial staff of Shawn Black and Joe Kucinski, our proofreader Larry Bardfeld, our contributors Jeff Walton and David Newton, and especially all of the efforts of our Creative Director, Mike Todas.

Garrett Hughes
Der Gasser Editor-in-chief



Top Down!



MOST THINK IT IS NOT TOP DOWN WEATHER ANYMORE. Well, for some of us it is just a matter of picking the right day, time, and appropriate outer wear.

In previous columns I have talked about my personal guidelines and how they change when Lisa, my wife, is in the car. She is a REALLY good soldier in supporting my top down craziness, but I know her boundaries. She has very good intuition about when I might want to put the top down, and wears something warm.

Plus, we have learned that although there is not a lot of air movement in the Boxster you are able to feel the cool air going down your neck. So appropriate outerwear must include the ability to completely cover your neck area by zipping up, or even wearing a warm scarf wrapped loosely about your neck.

I know there are many of you who consider “Top Downers” to be a little crazy, but I would like to think of us as adventurous people who enjoy a brisk clear day in an attempt to conquer some of the winter doldrums.

I just got a text from our Creative Director today, “I went topless today. It was glorious.” Notice his attire, and get out there and “drop ‘em if you have ‘em”.

Garrett Hughes

Top Down!



Top Down in a Ford Mustang rental car, because that's what the rental car company brought while his Cayenne was being repaired.



Porsche Pundit

BRAND LOYALTY. What every company spends untold dollars working to create. They build the essence of their brand around it. Really, they love this concept. Why? Big profits. It can be a status symbol like Louis Vuitton or Tory Burch or something simple like your basic “double no-whip-no-foam, skinny pumpkin latte” from Starbucks that you always order. We love what we love.

So how far does brand loyalty take us? Here’s one example: How about the never ending Ford versus Chevy, or Chevy versus Mopar, battle, and all the possible permutations therein? There are some folks that swear by Toyota or Honda and will buy nothing else (members of my own family fall into one of these two camps). Ever try having an automotive conversation with any of these people? Take a Ford guy, for instance: “Don’t even get me talking about Chevy, because you know, those cars suck.” Personally I find those people very open minded – as long as you stick to how great Ford products are, and how sucky Chevy products are, that is. This is just an example; I’m not picking on anyone here. Not me.

So do German cars fall into this brand loyalty trap? Heck yes! BMW guys? Check. Mercedes guys? Check. Audi guys? Ah, I think you get it—check, please! And Porsche guys? Well, we are probably the worst, at least when it comes to brand die-hardness. Come on, as a group we are so loyal to our brand we even get into subcategories of brand fanaticism – as in air-cooled versus water pumpers, or all fifty-three ‘924’ guys versus everyone else.

So does that apply to you? Hmm. You are reading this in a Porsche Club magazine, right? And me? What do you think? Hate to pigeonhole myself into any particular category, but I gotta be honest with myself here; yes, I am a Porsche-brand geek. Says so right on the shirt I am wearing right now, writing this piece: Drivers Education February 2003, Maverick Region PCA. OK, maybe the shirt is a bit threadbare, but I love it. Yeah, guilty as charged.

My own Porsche adventure started early – a really terrible (or terribly rusted) 914 I drove in college. It was an awful car, and taken as a singular ownership event, should have scared most people (namely me) away from the Porsche brand forever. But then something magic happened. It was 1990, I was recently married. So one Saturday morning, as my bride and I read the local newspapers—just to set the stage here, my wife loves to read the paper cover to cover, she still does—she looked up from her paper and asked: “Is \$14,000 for a 1987 Porsche 944S with low miles a good deal?” (Remember – this is 1990 money we are talking about here.) I put down my section of the paper. She had just totally captured my attention. Brand loyalty was about to strike again! And a rather large rabbit hole had just magically popped into existence, right in the very fabric of my living room. Brand loyalty had just made its presence felt in the Turner household big time.

I am willing to bet that for many of us there’s more than one Porsche lurking in our collective garages. We bought in to the concept of the entry-level car and maybe started with a Boxster. But from there we may have moved to the flagship, the 911 Carrera (or something more fun like a Turbo, GT3 or, dare I say it, a GT2). And as family needs changed maybe we added a Cayenne, Macan or Panamera for when two-up driving was out of the question and you were forced—yes forced—to put people or stuff in the back. Point is, once we bought into the Porsche family hook, line, and PDK, we most likely decided to stay around for quite some time.

But have you checked the prices of those suckers lately? I mean a Cayman can run way north of \$100K and that does not even include fun stuff like seats and wheels. Problem is, for me the price tag of new Porsches is beyond my reach. Not so much because of what I make, but because of one or two other things that occupy me financially (like kids in college, their cars, room and board and the myriad of other things that seem to be attached to young adults these days, like eSports subscriptions and music stream services...which I pay for!). So I have to be content with pre-owned Porsches. I may be dating myself a bit, but there was a time when we called them used cars; but pre-owned sounds so much more civilized.

Nowadays a 2002 Boxster S is what fills my garage. Yes, I procured it as a pre-owned vehicle. Although to most people a Porsche is not exactly entry-level, fact is at this time in my life, it’s what I can afford. To the uninitiated layman, however, a 2002 Boxster looks pretty much like a 2010 Boxster or a 2015 Boxster. Honestly, they cannot tell the difference.

But what about a real entry-level Porsche, say a sub-Boxster? At one point, it was rumored for years. It was an on again/off again affair that kept us guessing. One day it’s going to be an enhanced version of a new VW, the next it’s going to be smaller and lighter than the Boxster.

This is great! I remember thinking. Hey, I can afford an entry-level Porsche. Something around \$40K (well equipped). If I move a few things around financially, get top dollar for my Boxster S and use the proceeds from the sale as a down payment, it could work. But ultimately Detlev Von Platen, (at that time the CEO of Porsche North America) killed any hope of an El Cheapo Porsche, saying “You won’t see anything lower than the current Boxster model.” Further squashing any hopes for an entry-level Porsche, he continued: “Our entry model is our pre-owned program.” Thanks, Detlev. We get the picture. Been there, doing that...

And on that exhaust note, see you next time.

RL TURNER

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

Dilworthtown Wine Festival and Oktoberfest Rallies

WHETHER YOU PREFER THE GRAPE, HOPS, BOTH, or just like meeting up for a nice drive with your friends in the club, we had you covered with back to back Sunday rallies in October.

First up was the Dilworthtown Wine Festival rally led by Paula Gavin through some beautiful Chester County roads. This was a relaxing (or a little more spirited for those of us toward the back of the group) follow the leader type rally for about 30 miles through horse farm country.

After meeting up at the [P.J. Whelihan's](#) in West Chester, and a brief drivers' meeting, our little convoy of about 20 or so Porsches followed a route of twisty back roads that offered some thrills, along with great views, on a crisp, overcast Sunday morning.

We arrived at the [Dilworthtown Inn](#) about an hour or so before the official start of the festival so we could get in before the road closures. We made our way to the designated show car lot, where we met up with a couple of other Porsches, along with folks who dared to bring non-Porsche sports cars. Displaying our car got us not just a primo parking spot, but also a free ticket into the festival, and we got a jump on the general public in visiting the various vendors and sampling some of the wines on offer. Not a bad way to spend a day.

THE FOLLOWING SUNDAY we had our rally up to [Stoudt's Brewery](#) for their Oktoberfest celebration. We met up at the Shops in Lionville Station. Some of us were so excited for the rally we showed up an hour early. The rest of the crew met up at the designated start time and enjoyed some pre-rally coffee, doughnuts, and icy cold high speed winds. This rally brought out a wonderful mix of Porsche models, from a 356 and a 914 with a 3.2 flat six stuffed in it, to modern 911 GT3s, Turbos and of course Caymans and Boxsters, among others.

This was the traditional "test your relationship" style rally. A set of directions and questions were provided to the navigator, who then passed them along to the driver as we drove along after being released in 2 minute intervals. The team with the most correct answers would be the winner. The winning team that day ended up getting a perfect score! The top three teams were awarded prizes that included some pretty good looking beer steins. I was not among the winning teams, but at the same time I didn't have any arguments with my navigator and we made it to Stoudt's, so I consider that a win in my book.

The rally route itself was a beautiful drive past several farms in Amish country. I am sure many of those farms enjoyed hearing the fantastic sounds of our cars as the exhaust notes traveled far and wide thanks to the open spaces and strong winds. And if the roads themselves were not twisty enough, there was some added excitement in swerving around some downed branches and occasional horse droppings from the Amish buggies. It was quite an entertaining drive.

We ended up at [Stoudt's Brewery](#) for their Oktoberfest celebration. There was live music, delicious German food, and plenty of beer to keep us happy while we all chatted and compared answers from the rally.

The October rallies offered beautiful cars, great roads, plenty of food and drink, and of course a lot of friendly people to hang out with. In others words, business as usual for RTR. Hope to see everyone at a future event soon.

Joe Kuscinski



PASSION. PERFORMANCE. PORSCHE.



PORSCHE

Porsche Warrington

A Sloane Automotive Dealership

We Buy Porsches

50+ Years of Service Experience

Air Cooled Porsche Service Specialists

Follow Us On Social Media @porschewarrington

Porsche Warrington 1607 Easton Rd., Warrington, PA 18976 • 215.343.1600 • porschewarrington.com

12 Car Gifts of Christmas 2018

LOOKING FOR THE PERFECT GIFT OR GIFTS to give to an avid RTR member this holiday season, or something to spend your holiday cash on for yourself? Well here are 12 of my personal favorites! They are well made, work well, and are super handy! Something for everyone on any budget!



12) Lands End Riesentöter Shop has MANY great items but a favorite is the Plush Fleece Throw! I have it in the Dark Asphalt and it's been on my sofa for 3 years and dozens of washes. It's the perfect snuggle blanket while watching your favorite race or movie on the TV! \$24.95
<https://business.landsend.com/store/riesentoter/Promotional-Products/Leisure-%26-Wellness/Blankets-%26-Towels/Plush-Fleece-Solid-Throw/p/4404699>



11) Nothing worse than water spots on your Porsche! This In-line water softener and deionizer reduces nasty water spots. It comes with everything to connect to your car washing hose! \$159.00
<https://www.griotsgarage.com/product/in+line+water+softener+deionizer+with+fittings.do?sortBy=ourPicksAscend&from=fn>



10) A great read is 101 Porsche Stories You Need to Know! A beautiful and interesting book! Great for any coffee table or rainy day read! Hardcover \$ 22.43
https://www.amazon.com/111-Porsche-Stories-Should-Know/dp/3740800356/ref=sr_1_11?ie=UTF8&qid=1541966081&sr=8-11&keywords=porsche+books



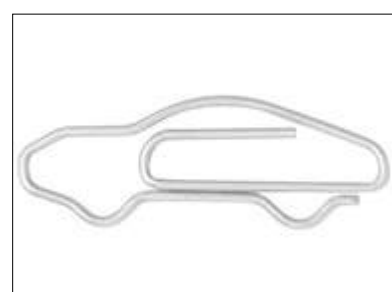
9) Need a little garage or den art? Then these Original Reprinted Patent Design Porsche prints are just the ticket! Set of 4 unframed \$17.99
https://www.amazon.com/Original-Porsche-Patent-Prints-Unframed/dp/B071K7D2KX/ref=sr_1_1_sspa?ie=UTF8&qid=1541966402&sr=8-1-spons&keywords=Original+Porsche+Patent+Prints+-&psc=1



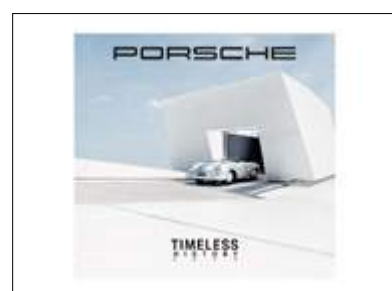
8) PCA Carbon Fiber \$ Clip is a perfect stocking stuffer! \$39.99
<https://www.pcawebstore.com/products/216206>



7) Something for your grandchild or a new addition to the family! A Porsche soft knitted steering wheel with rattle! \$45.00
<https://shop4.porsche.com/usa/new/wap0409010k/knitted-steering-wheel-with-rattle-motorsport.pdds>



6) Another great stocking stuffer are these super cute Porsche paper clips! I know a "little" over the top but, dang, so cute!!! \$20.00
<https://shop4.porsche.com/usa/lifestyle/office/wap0500030e/paper-clips.pdds>



5) The NEW 2019 Porsche Calendar! If you have ever had one in the past you know what a piece of artwork this really is! Looks great in your home or at work! \$60.00
<https://shop4.porsche.com/usa/books/calendar/wap0920010k/2019-calendar.pdds>



4) Because we never have enough...Microfiber Cleaning Cloths – Pack of 50 Towels! This bulk set will keep your Porsche shining bright! When you're done, wash them and use them around the house! You know you never want to use the same towel twice, you can't risk a scratch! \$18.99
https://www.amazon.com/Best-Microfiber-Cleaning-Cloths-Towels-x/dp/B01DV20JYG/ref=sr_1_19?ie=UTF8&qid=1541970816&sr=8-19&keywords=car+detailing+kit



3) Okay, this is too cute NOT to mention...Your child's first Porsche. For drivers between 1 ½ and 3 years, of age this child's riding toy comes in red! Your child or grandchild needs one of these! \$160.00
<https://shop4.porsche.com/usa/kids/toys/wap0400030e/baby-porsche-4s.pdds>



2) Okay, this company makes an extremely well-made product! It lasts and lasts! This men's wallet will stand the test of time and look great doing it! Harveys makes their wallets out of seatbelts, in three great colors – silver, black, and bi color treecycle! \$48.00
https://shopharveys.com/search.php?search_query=men%27s+billfold



1) Finally, #1. It goes without saying that if you drive a Porsche, your wife, girlfriend, daughter, mother, or sister needs to have one of these! If you carry a purse yourself and own your own Porsche, Ladies you NEED one of these for yourself! Harveys Seatbelt Bags are made from seatbelts and last years! I have been carrying one for the past 9 years and it looks brand new! (Hint, Hubby: I need another one to add to my collection!) They come in fun colors like scarlet, storm, mulberry, and treecycle (which is a mash-up of different colored seat belts). There is even a Disney collection! They also come in so many styles – from totes, crossbodies, feed bags, clutches, backpacks, and more! Even weekender car totes! Prices vary from about \$50.00-\$300.00.
<https://shopharveys.com/>

We wish you all a wonderful holiday season! Happy Shopping!

Wendy Walton

The Whip 2018



WE FINALLY HAD PERFECT WEATHER FOR OUR FEBRUARY FREEZE RUN. The sun was shining bright, with not a cloud in the sky, and the temps were in the 20's at 8 AM when we started to gather at our meeting place. The only problem was the Freeze Run was 9 months ago in the dead of winter and it was in the 50's that day. This was actually our caravan to The Whip Tavern on November 11th. Oh well, at least the cold temps give you an excuse to indulge in some comfort food and a cocktail or two.

A group of about 30 Porsches gathered in the parking lot at Siemens in Malvern. We originally were to meet at the Penn State Great Valley campus but parking lot work forced us across the street. No matter, everyone was able to find us thanks to Jeff standing in the middle of Swedesford Road waving us all to the proper spot. We were all gathered by about 8:30 AM and it was time to begin our caravan for the 25 mile jaunt to The Whip Tavern in Coatesville.

The drive was a relaxing one, through some meandering country roads through Chester County. I never get tired of being in a line of cars when all I can see ahead and behind are Porsches. We arrived at The Whip about an hour before it officially opens, but no matter, as they agreed to open an hour early just for us. As they said in the old American Express ads, membership has its privileges.

We filtered into the traditional English Tavern and quickly filled the place. After we all settled in Wendy gave us a quick update on the upcoming club events. We are heading into winter but we still have some big days planned to close out 2018, which will be capped by our holiday party. After Wendy gave us the rundown, we turned our attention to the menus. If you have never been to The Whip Tavern, make it a point to get there. They have an excellent selection of traditional English food offerings that all pair well with their extensive beer selection that features many English brews. They do not offer any wine or spirits but do allow you to bring your own, and the club generously provided Champagne and vodka so those that wanted it, could enjoy a mimosa or Bloody Mary with their meal.

After everyone had their fill of Porsche conversation and could not take another bite of their Sticky Toffee Pudding, we began to head out to the parking lot full of Porsches, mount up, and go our separate ways to begin working off that breakfast.

Joe Kucinski



October Membership Meeting

SO, LET ME GET THIS STRAIGHT. I get to spend an evening in a gorgeous Porsche dealership inspecting all of the latest dream cars, while talking to my friends in the club and meeting some of our newest members that share our passion. I hear from our club officers about all the latest club activities, and what is on the horizon, AND I do this while eating FREE delicious German food and drinking FREE beer? OK then, sign me up for that. Luckily as RTR members we are all already signed up for that, we just need to show up. And show up we did for the October RTR monthly meeting held at the stunning [Porsche Lehigh Valley](#) facility on October 24th. I don't know what the final headcount was, but we certainly had a great turnout for this special meeting.

The evening started with everyone gathering at the long tables' setup in the service area of the facility. Beer, wine, and food stations were around the perimeter for everyone to indulge in the German selections. My diet plans were put on hold as I piled my plate high with all of the wonderful offerings, from pretzels to pot roast to desserts. I believe that German chocolate cake is the second greatest thing to ever come out of Germany. For those keeping track, this was the second Oktoberfest themed event we had within a span of four days. Is this a great club or what?

After we had our fill of food and drink it was time to gather in the showroom for the meeting itself. The meeting followed the traditional format with the various board members giving us updates on past and future activities. Jeff spoke of Phil-a-Frunk, which is quickly approaching, and we need to once again shame the Jeep club with our generous donations for this worthy cause. He also touched on the upcoming November events at the Colebrookdale railroad as well as breakfast at the Whip Tavern. And of course the holiday party coming up on December 8th at the Chester Valley Golf Club. Register before November 20th to take advantage of the discounted price of \$50/per person.

Living in this great part of the country means our performance driving activities begin to wane this time of year. However, our club racing, DE, and auto-x leaders spoke about each. There is one more autocross scheduled at Hershey on November 4th and the 2019 DE schedule should be out fairly soon, once some dates are finalized. It is never too early to start thinking about next year.

I gave a brief update on this fine publication. Once again, I asked for anyone who has a story to share, an item to sell, or something Porsche related to say to submit it to the Editorial team so we can include it in a future issue. The more submissions we get, the better this magazine becomes.


Next up Roy once again wore the Rally and Membership hats. RTR is still looking to fill the Rally chair position. Please reach out to Roy or Jeff if you are interested in taking that on, or even if you just want to organize a rally. They will help you get started. New member introductions were next and the newest members told us about the car they drive and what they are looking for in the club.

And finally the big moment, the unveiling of the redesigned 2019 Porsche Cayenne. The Porsche Lehigh Valley team pulled back the cover on Porsches latest SUV and let everyone get up close and personal with it as they answered all of our questions. A few days prior, I was able to drive the new Cayenne, and I gotta say, I think Porsche really nailed it with this one. If you are in the market for a new mid-size SUV, you have to check the new Cayenne out.

Thank you to Porsche of Lehigh Valley for opening your doors to us, and making this meeting special. I hope to see everyone at the November meeting or another upcoming event soon.

Joe Kucinski




PORSCHE

Jim E Sangiorgio
Certified Porsche Brand Ambassador
Porsche Lehigh Valley
3401 Lehigh St
Allentown, Pennsylvania 18103
Direct: (610) 967-0787 • Cell: (610) 392-2149
Fax: (866) 369-7536
jsangiorgio@knopfauto.com • www.knopfauto.porschedealer.com



November Membership Meeting

NOVEMBER'S MEMBERSHIP MEETING was held at [Tier One Motoring](#) in Oaks. I must admit I had a terrible time finding their store. (In my defense, their outdoor lighting would cycle on and off, plus their sign is not illuminated.) I finally had to resort to using my "life line" call. That got me within walking distance.)

We're were welcomed into a nicely organized store with lots of displays plus several stacks of pizzas and a pile of sandwiches. After we were given a raffle ticket, the first order of business was partaking of the food. Then we settled into our seats.

During the president's report, Jeff introduced us to Phil from the Philabundance team, which as you probably already know are the agency responsible to collect food for the needy that our Phil-a-Funk fund raiser supports. Phil gave a review of how the food collected is gathered and warehoused plus a bit of a "pep talk" for the upcoming event. Jeff teased us with an envelope containing a check with the proceeds of our online donations, but he snuffed our curiosity of the amount by telling us it would be announced the day after the Phil-a-frunk event. (Mark your calendars for November 29th and fill up your frunks with non-perishable food supplies.)

The exciting part of the meeting, as usual, was the hosts giving us information about their products. Teir One specializes in radar detectors and High Definition audio systems. Things have changed many times over since I looked in to radar detectors. They now cover all spectrum of radar and some even assist in laser detection. The systems range from portable to permanently installed. Most detectors capable of laser detection are permanently install devices.

One of the short comings of radar systems are that some commercial buildings have radar security systems installed and will set off your detector. But, the good news is that the higher intelligent (read more expensive) you can program a block in for that building. Another issue is that some new vehicles radar systems will trip your detector, so if a Cadillac Escalade drives by and your detector goes off it's a false positive.

Laser detection is a bit trickier. Apparently, the police aim for a medal structure on your car to get their signal to bounce back. The new laser detectors will send a "confused" signal back to it's origin but you **MUST** slow down because it can't handle subsequent hits. And, unlike radar trips where all the vehicles in it's range can return a signal laser systems target **YOU!** No question if they get a response that you're speeding you get a ticket.

Check out Teir One Motoring online here: <https://www.tieronemotoring.com>

Our next membership meeting in the Holiday Party. Hope to see you there!

Garrett Hughes



911SC Engine Rebuild/Upgrade

2018 COMING TO A CLOSE and I am reflecting on my Driver's Education (DE) season, more specifically the engine rebuild that was done to my '78 911SC.

11 years ago I purchased my 1978 911SC. She only had 48,000± original miles on her. She wasn't concours quality, but still in excellent shape for a 28-year-old car.

I have put a total of 20,000 miles on her and 12,000 of those miles were driven on the following tracks: Watkins Glen, Virginia International Raceway, Jefferson Circuit, Shenandoah Circuit, New Jersey Motorsports Park and Pocono Raceway.

After the 2016 DE season I could feel her getting tired. Sometimes she'd refuse to turn over just before a run session and have to be pushed and 2nd gear clutch popped to get her running. She went from consuming little oil to adding 2 quarts a weekend. The key has been used so many times and got so soft that it broke in the ignition at Pocono Raceway and had to be shimmed out with dental tooth scraping equipment!

So I did what any Porsche owner would do ... I kept driving her and tracking her for the 2017 DE season, so I could fill the budget bucket.

Earlier this year I brought her to [Second Gear Performance](#) in Stroudsburg, PA, where the owner, Iniel Razak, and I made a game plan for the rebuild. Then we changed the game plan. Then we changed it again, and then a few more times. The changes were due to things that became available while my motor was in tear down mode. A tired Euro SC motor came into the shop because the car it was in had been crashed beyond repair, and it had 46mm PMO carburetors installed on it. The owner of that SC also had a fresh 915 transmission, rebuilt by 2nd Gear Performance, that had limited slip differential and a longer gearing than stock (perfect for the track). Iniel had a vague recollection that Peter Dawe had a set of 3.2 heads that were twin plugged sitting in his shop. Sure enough, he did and was gracious enough to sell them to me, even though he had them slated for himself.

The tear down happened and there were 4 broken head studs, but other than that the parts seemed to be okay.

The next words from Iniel are the ones I don't want repeated to me for a long time... "since it's open, you may want to consider upgrading that part." Upgrade we did and did again and again Pauter Connecting Rods, 964 Sport Cams, high quality head studs, racing valve springs, 3.2 Mahle pistons and cylinders, racing clutch, lightweight flywheel, custom 12-point distributor, timing chain, timing chain rails, short shifter and then add everything else you need to replace for a rebuild. All in all, a \$31,000 rebuild and transmission swap; good thing I had \$18,000 in the budget bucket, ugh. The word O-U-C-H doesn't even have enough letters in it describe how I was hit mentally and financially. "In for a penny, in for a pound," so they say.

At this time would like to recognize my wife Kimmy, for supporting my dreams and addictions.

I missed the first two DEs of the year due to parts being machined and fabricated. Well I did instruct at the second RTR DE at the Shenandoah Circuit, it was like having a broken arm and a cast on during pool season. I was really itching to get out to see what kind of monster we created. The new 12-point custom distributor was the last part we were waiting for to come in. It came on the Monday before the RTR Watkins Glen DE. I had a few vacation days in the NY Finger Lakes that I spent with my family before the DE, and the car was completed, dynoed and tuned the day before the DE started.

Okay, the original horsepower was listed at 180hp, and likely 154hp± to the wheels. The car went off to the dyno ... 217hp at the wheels was achieved at 6500 rpms! Woot!!

Iniel met me in Owego, NY at 11:30 p.m. in a CVS parking lot, with my car on my trailer. We switched the trailer to my car, shot the shit for a few, laughed at the police parked at the other end of the parking lot, who had been staring at us during the entire exchange, then went our separate ways.

Watkins Glen Day 1:

The car sounded great, felt great, but I drove like a horse's ass. Shift points were different, speed was different, breaking points different, gosh darn street tires, and I never got it to a good rhythm. Head down, confused, and overall disappointed sums up the day. The only good thing that day was the limited slip in the toe (turn 7) was unfreaking believable ... so much power ... never out of the power band ... thank the maker.

Watkins Glen Day 2:

Oh! The difference a day makes, and a good night sleep. I took the first session slow, turned off the lap timer, and began to dissect the track turn-by-turn. Finally, I started building speed and got into a good rhythm. In the afternoon I turned the lap timer back on and had 3 hot laps (laps 2-4) in a row, eclipsing my personal best by 4 seconds on street tires!!! For those of you who don't know, a 4 second gain is an eternity when you are normally out there looking for tenths of a second gains. This made the expense of the rebuild a bit more palatable.

I am more than happy with the rebuild and the car sounds absolutely fantastic. We are going in to the off-season and since I didn't use up all of my 2018 DE budget, I have to figure out how to spend on more upgrades this winter. Since I have the cash, I have to consider upgrading more parts, right?

Michael Todas

List of suppliers:

[Dawe Motorsports](#)

[EBS Racing](#)

[Patrick Motorsports](#)

[Pauter](#)





I BOUGHT MY 2016 CAYMAN S brand new, literally off the showroom floor back in May of 2016. I was not the one who spec'd the car but it had most of the options I wanted, including one of my favorites, the Porsche Sport Exhaust (PSE). However, like many of you, as good as a car is when it rolls out of the factory, the desire to make it a little better and a little more your own is often too strong to ignore. Also, again probably like many of you, I tend to get a bit bored of my cars fairly quickly. No matter how good my car might be, I have that wandering eye always looking for what could be next. Sadly, having missed out on Amazon's IPO, I don't have the unlimited resources required to continue to fund constant new car buying. So, in the spring of 2018 I decided to modify my Cayman a bit to keep things spicy and resist the temptation to jump to something else.

I love the 981 Cayman as it is, so I didn't want to change the essence of the car, but simply enhance the attributes I already enjoyed. So while it can be exciting, I was not interested in slapping on turbos or dropping in a larger engine at this point. I wanted maybe a bit more power and sound, but I also want it reliably. I didn't want to be chasing engine faults and warning lights, and so on, for the sake of a bit more power. I was looking to push my Cayman S to somewhere between a GTS and a GT4, at least in terms of engine output. After asking around and reading countless forum threads on the internet, I decided that headers and a tune was the path for me.

Fortunately for me, just a 20 minute drive down the PA turnpike gets me to one of the premier Porsche performance car shops, [Fabspeed](#). Fabspeed has been modifying Porsches and other high end sports cars for over 20 years, and seemed to offer the perfect match for what I was looking for. After speaking to their team and laying out my goals, they confirmed that I was on the right path in going for a set of headers and a tune. I decided to place an order for a set of their custom sport headers with 200-cell HJS catalytic converters, a [Cobb Tuning Accessport](#) (with a pro tune), a set of carbon fiber exhaust tips just because they look awesome, and some dyno time to see the results. Now the worst part, waiting. It took about 4 weeks to have the parts fabricated and ready for installation. When they were ready, I was called, the appointment was set up, and I took the car over, eagerly anticipating the changes.

I could have just dropped the car off but what is the fun in that? I wanted to spend the day there so I could hang out in the shop, peek in on some of the other projects and watch my car being worked on. I knew I was in my kind of place when in the lobby sat some of the owner's cars, a slant nose 930 and a 993 Carrera converted to RSR Clubsport specs. The staff at Fabspeed was extremely accommodating. I was given a full shop tour, shown some of the other project cars currently underway, such as the Lamborghini Huracán Performante in for a custom exhaust. This was all amazing to see, although my Cayman was starting to feel very ordinary in this crowd. I settled into the comfy leather couch in the waiting area and watched some TV until my car was ready to have its turn under the wrench. Once work began on my car, I was allowed in the shop to watch as some of the installation was taking place. The parts being installed are works of art; it is a shame that they are hidden under the car – I would hang them in my living room, to be honest.

Everything was going along great until my typical stroke of bad luck got me again. The dyno went down just before my car was to have its turn. So there would be no before/after dyno pulls for me that day. In fact, not for many days, as the dyno needed to basically be rebuilt before it would be operational again. It wasn't the shop's fault and as nothing ever goes as planned for me, not really that surprising. Nevertheless, just after lunchtime, everything else was done, and I was ready to roll.

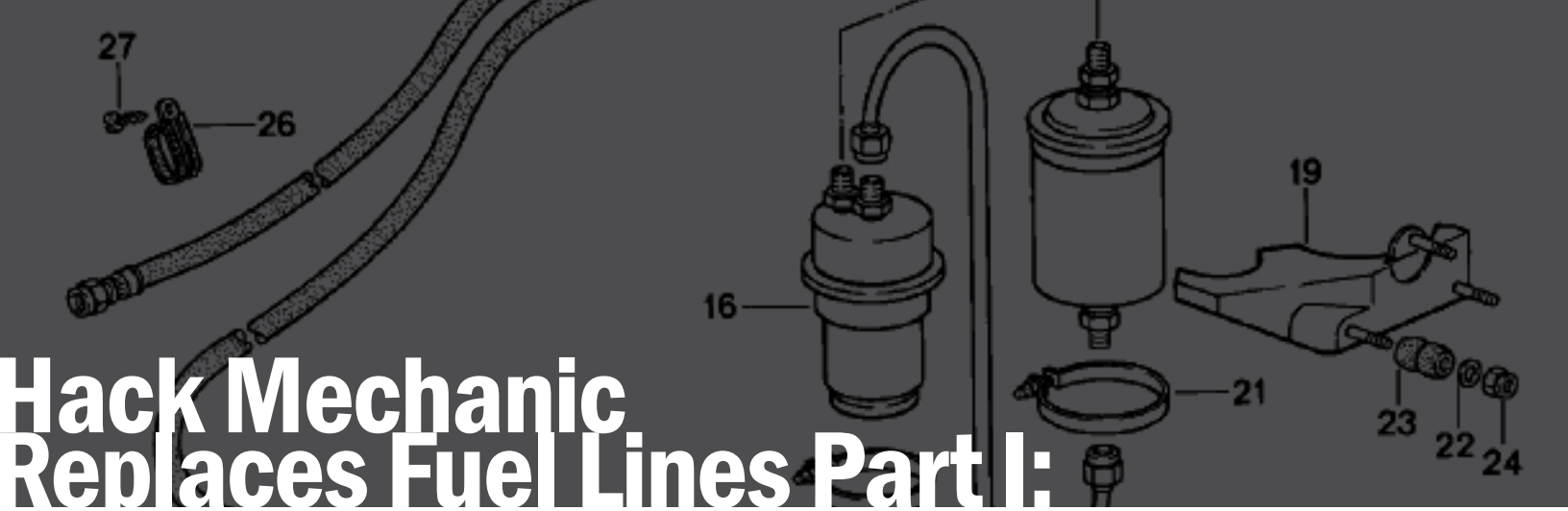
Anticipation was high as I climbed into my car for the drive home. Unfortunately, it was pouring rain by the time I left. If you have read any of my previous articles you will notice that rain seems to be a common theme whenever I take the Cayman out, so that along with the broken dyno is pretty typical for me. The first real opportunity to get a feel for the changes had to wait a few days. It was worth the wait.

First, the sound. The car always sounded good, now it sounds amazing. The PSE combined with the headers opens it up just that little bit more. It doesn't drone or sound completely obnoxious – well, maybe a little obnoxious – but that was the point. I am not an audiophile so the best way I can sum it up is to me it sounds more “exotic” than it did before. A little meaner, and little more serious. Number one compliment I get on the car now is how incredible it sounds. It is exactly what I was looking for. And if I am ever in the mood for a subtler drive, I can simply turn off PSE. At least in theory, as I have yet to be in the mood for a subtler drive. The new sound is too addicting. The new headers also shave six pounds of weight compared to the OEM parts. Sure six pounds doesn't sound like much, but when you consider what Porsche charges for some of their weight saving options/models, it is not a bad deal.

Power. Initially my butt dyno was telling me that the car was a bit snappier, but eventually the real dyno was repaired, and I was able to get in a few pulls. Like most performance measurements, dyno results can have many variables that impact the numbers, so not having a before/after run of my car on the same dyno is unfortunate but it did show that I am now making about 295 HP at the wheels, which is roughly a 30 HP improvement. This should put me around 355 engine HP, which sits nicely between the GTS and GT4, as I had hoped. This certainly does not allow me to dice it up with a GT2 RS now, but the additional pull is certainly noticeable and well worth the expense.

As a package, I could not be happier with what Fabspeed put together for me. The sound and the power are just what I was hoping for. The carbon fiber exhaust tips really finish off the look out back, and after putting a couple thousand miles on the car since the upgrades, the car has been flawless, no check engine lights, stalling, no issues at all. I highly recommend Fabspeed if you are looking for some upgrades to your Porsche. I am quite satisfied with my Cayman S “Plus” and it should keep me content until I can scrape together the funds I need for that GT3, in Miami Blue, with full bucket seats...not that I have been looking.

Joe Kucinski



Hack Mechanic Replaces Fuel Lines Part I:

TWO-MILE TEST DRIVE. Italian tune up on the last half mile. As Freddie once sang, I'm in love with my car. How can I not be when driving it makes me happy?

Ruh Roh. Getting out of the car immediately notice something on the driveway and looking towards the street there is a series of dots of what I know immediately can only be octane, leading to the driver's side of the engine.

Push car into garage, spouse cranks engine and I see the fuel gushing out of a connection somewhere ugly. Off! And quickly soak up fuel that dumped onto the engine. Disaster averted. Hopefully that explains my Hack Mechanic title. How did we get here in summer of 2018?

The seed around which this fuel line replacement project crystalized was a recommendation by one of the several respected independent Porsche shops in our club's region (we've got at least half a dozen). One that has worked on the car a few times. After learning that fuel lines could (or should) be replaced, I searched the net for more info and learned that fuel line replacement in an air cooled 911 was doable by an amateur, with patience.

Evidently, when Porsche redesigned the 911 for 1974 – a 2.7 L engine and impact bumpers – the fuel line material was also changed. Over the last 10–20 years there was a realization that the 1974 fuel line material was flawed, in that it was prone to failure such as cracking/drying out – something ascribed to the increased exposure to modern ethanol-containing octane. The fuel line material was changed by Porsche in 1975 – too quickly for any type of failure due to ethanol to be relevant, however it was changed. Since my car has a 3.2 L from 1987 I thought (hopefully) that whoever did the engine swap also installed new fuel lines? Not the case. Upon inspection, still had the original lines. So, this left my car in a precarious position and as it's my daily driver, I increasingly worried about the consequences of a failure.

If one reads enough about fuel lines in air cooled cars, a couple of things are realized. One, the lines in any year of these cars are getting older and could reasonably be replaced – or at least inspected to confirm function and safety. And two, it's doable by an enthusiast willing to take on the challenge (it's not that hard).

I decided to take on this project. First thing on the agenda – determine how the car will remain elevated and stable with enough room to work under it. Took a month of research to come to a decision. The image with this article shows I was successful in raising the car and removing the wheels and tires. Next month: the details on a relatively straightforward project.

By Hack Mechanic (Shawn Black)





POLISH • PROTECT • PHOTOGRAPH



PORSCHE
Porsche of The Main Line

RDS Automotive Group & Porsche of The Main Line are proud to offer our exceptional automotive aftercare services to assist in extending the life and look of your vehicle. Please contact or visit us today for your consultation.

484-424-0290 • 112 Willowbrook Ln. West Chester, PA 19382

CERAMIC PRO

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



SunTek®

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

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



The Studio

RDS AUTO GROUP

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



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 for more information.

LIMITED STOCK
Get one before they're gone!





Shifts and Giggles

IT'S JUST RAIN PEOPLE. Geez, you think with this much rain we have gotten this year people would know by now how to drive in this stuff. But no, no they don't. And with this much precipitation I can only expect a winter from hell will soon be leashed upon us or as they say in the Game of Thrones "Winter is coming".

Now just imagine all the rain this past year was snow, or to put it into perspective, the Delaware Valley had 57 inches of rain this year thus far. So let's do a little math shall we. On average you get around 13 inches of snow from an inch of rain. That's the national average, it could go as high as 50 for real dry powdery snow but we'll just stick to the average for our sake. Doing the multiplication, we would get 741 inches. Let that sink in. Seven hundred forty-one inches. Doing more math, divide by 12 and you get just over 61 feet. 6 stories of snow. Three times the height of the average house. OMG is right.

Now just imagine those who cannot drive in the rain, imagine those drivers in the snow. No way no way. There is only one piece of advice I can give unlike the weatherman from the south who said, and I quote "if you rarely drive on the snow just pretend you are taking your grandmother to church. There's a platter of biscuits and two gallon of sweet tea in glass jars in the backseat. She's in a new dress and holding a cock pot full of gravy." No! No! No! Take a look at the picture below. This is what you get in the south with one inch of snow if you heed that advice.

The one piece of advice I can give....stay the hell home. If you can't drive in the rain, please stay away from the snow-covered roads. Don't even try it. Do not stop at the bottom of a hill to ascertain if you will make it up or not...you have already failed. Do not drive 2 miles an hour with your flashers blinking on major highways - I need to get home before the 11 o'clock news. Do not drive in the middle of the road. Just don't drive period. Don't even back out of your driveway. In fact, don't even shovel your driveway. Just make a nice hot cup of coco and go watch the Price is Right.

Just say no to snow....this message brought to you by the people who use snow tires for a reason not all season.

Jeff Walton
President RIESENTÖTER





Sidetrack: Do What You're Doing

IT'S BEEN YEARS SINCE I WAS PULLED OVER AND PRESENTED WITH A TRAFFIC CITATION.

But in the last month, I'm ashamed to say that I received a ticket for coasting through a stop sign, followed by another violation of the same variety just three weeks later. The first one was warranted – I was talking with my wife and completely missed the sign. When the strobes lit up behind me, I knew exactly what it was for.

The second one I'm not really sure about, as I honestly have no recollection of the incident. I just glanced up in my rear-view mirror and saw the urgently flashing lights in the rear-view mirror of my 718 Cayman. I was puzzled as to why I was being pulled over. The officer referenced the location of the intersection in question, but I wasn't familiar with the neighborhood – arguing would have been useless. Somehow speeding tickets are a more tolerable cause for opening my wallet up and allowing a municipal hand to reach in and snag their capital. Speeding is a calculated risk, and like any form of gambling it comes with consequences. Traffic violations like these are frustrating because they serve little purpose – there's no benefit from the action. A Speeding Tax is little more annoying than a local wage assessment.

I'm not going to take issue with either incident however, since both were clearly the result of my negligence. It would have been different if it were a speed trap or other revenue producing farce. I detest snares of deception as cheap trickery for the sole purpose of producing income for a community. Safety, however, is something I can at least wrap my brain around and accept as a legitimate rationale.

I don't suppose it matters that the first incident was in our Honda HRV, but I do wonder why I was assigned points in my Cayman but not so in our Honda. One could argue that the officer decided I learned nothing from the first ticket, but I choose to believe I was persecuted for driving a nicer car than he was.

These gaffes were within a populated area where I should have been paying more attention. In each instance the officer pointed that out, and I wasn't going to try to negotiate my way out of it – when I'm wrong, I'm wrong. But the events pointed to an underlying problem that I could learn a lesson from. My attentions were on something detached from the process of driving, and it makes me wonder if I need to focus more.

I am continually annoyed when other operators draw their attention away from the driving process. Lack of signal use, ignorance of common intersection laws, not yielding the right of way, and so forth. So, I'm a bit embarrassed by my recent experience and am now determined to apply some corrective measures.

Not making excuses (quite the contrary), I know what the fundamental cause is. I have recently added a lot to my plate that keep my mind churning and planning. I find myself distracted at the office and at home – not in the moment, as my wife says. If I'm honest, I can't deny it happens regularly now. But how do I remediate my behavior when I do not expect to unload this mental cargo any time soon?

Several years ago, my mother left me a clipping from an unknown publication that addressed this very issue in some detail. Apparently, the author felt the matter of focus (or more accurately, the lack thereof), had reached epidemic proportions in all facets of life. If true, you can bet that directed attention has not improved given that more and more people find themselves overrun with daily tasks.

The article suggested that we all take measures to Do What We Are Doing. In other words, be in the moment with every undertaking from brushing our teeth to presenting a proposal to the executive board. Do That and nothing else. It sounds painfully simple, but in its purest form is spot on. It's what must happen in some professions, or serious consequences could develop.

From a driving perspective, this seems obvious. But the more we drive, the more the process becomes habitual. Even in our Porsches. And the more routine a task, the less we pay attention to its significance. Consider for a moment what would happen if I applied the same level of concentration I did when receiving my citation that I do using the miter saw in my wood-shop.

The results in both scenarios could be catastrophic, but I think most would conclude that a blade spinning thousands of revolutions per second is far more dangerous than a vehicle drifting through a neighborhood intersection. I would submit that's the very problem. They are equally as dangerous, but my subconscious has convinced me that I am skilled enough at the task of driving where the consequence is less likely.

This is admittedly a very dangerous position to be in. And a difficult one to get out of, as I have labored on this practice for years. The first step to recovery is acceptance, and I have so stated my guilt. Step two is much harder – active and remedial action. A resolved focus on purposeful improvement and proactive modification of my own behavior.

And how do I do that? How do I change the activities I have accumulated over time, and then change those behaviors in a constructive and positive way? How do I alter the path I have traveled now for much of my adult lifetime? Perhaps I begin the healing by applying the advice provided in that article presented to me by my mother – focus on the current and critical activity, or more specifically, Do What I'm Doing.

David Newton

CLASSIFIEDS

2005 911 Carrera S Cabriolet for Sale - \$41,900 (MSRP: over \$103,000)

Silver/black

38,300 miles

Excellent condition

Sport chrono, Nav, PASM, 6 speed manual

More photos available upon request

Contact Neil at nfddd@yahoo.com



**The classified section is free to our members.
Submit your classified sale items to editorteam@rtr-pca.org,**

CLASSIFIEDS

1990 944 Cabriolet for Sale

Maroon

5,300 miles

5 speed

Great condition

Contact Scott at sjvclark@gmail.com



The classified section is free to our members.

Submit your classified sale items to editorteam@rtr-pca.org,

CLASSIFIEDS

1989 911 Turbo Cabriolet for Sale - \$159,900

Red/black

27,000 miles

Runs and drives perfectly

Flawless body and interior

Original manual, books, tools, spare and compressor

Certificate Of Authenticity

More photos available upon request

Contact Neil at nfddd@yahoo.com



The classified section is free to our members.
Submit your classified sale items to editorteam@rtr-pca.org,

CLASSIFIEDS

Set of Porsche 20" Satin Black Wheels with Pirelli P-Zero Tyres

As new in perfect condition only about 600 miles of use

2 off 20 x 8 with 235/35 ZR20 (95Y)

2 off 20 x 9.5 with 265/35 ZR20 (95Y)

Bolt pattern: 5 x 130

For photos:

https://drive.google.com/drive/folders/1p5zwd5_FUG_Retwvx32dQ0-Kk_sIJwxr?usp=sharing

To buy these wheels new from Porsche, without tyres:

Fronts - \$1500 ea + tax

Rears - \$1800 ea + tax

If interested, \$2500.00 or best offer: Duncan Findlay cell: 973 216 2967



The classified section is free to our members.

Submit your classified sale items to editorteam@rtr-pca.org,

CLASSIFIEDS

Brand New QuickJack BL3500SLX asking \$900

Rated to lift to 3500 pounds

Raises the vehicle 16.5 inches

This unit has not lifted a car yet (I have purchased the next larger one)

List price is \$1,150.00 not including shipping

Fully assembled and functioning

Perfect for air cooled Porsches

Folds flat and has casters to roll across surface

This is a 120-volt unit with a lifting point spread of 50.5 inches

For more information check the website at <https://www.quickjack.com/car-lift-systems.html>

Contact Garrett at hughes.garrett@gmail.com



The classified section is free to our members.

Submit your classified sale items to editorteam@rtr-pca.org,

CLASSIFIEDS

Free to a good home

A complete set of "Porsche" Magazines (later retitled "Excellence") from the beginning in January 1987 to the last issue in December 1991.

They are in decent condition and two of them are still in their plastic mailing wrap.

They are free for the taking and pickup.

Contact Art Rothe at awrothe@yahoo.com



The classified section is free to our members.
Submit your classified sale items to editorteam@rtr-pca.org,

CLASSIFIEDS

Porsche Winter Wheel Set (4 wheels, 2 Front, 2 Back) \$2300

18 inch Porsche Boxster wheel and tire set

Alloy wheels in purist 5-spoke design.

Front axle: 8 J x 18 RO 57 with 235/45 R 18 94V M+S tire

rear axle: 9.5 J x 18 RO 49 with 265/45 R 18 101V M+S tire

The wheel hub covers are not included. I used the ones from the summer tires.

Used in winter for light driving. Maintained, changed and stored at Porsche Dealer. Around ~\$3200 new. In excellent condition. Dealer has said they will fit a 911 as well as a Cayman (up to you to check). If you have never had winter wheels in this area it is a huge difference in traction.

Please email Matt@9seadoo@gmail.com with any questions.



The classified section is free to our members.
Submit your classified sale items to editorteam@rtr-pca.org,



Michael Todas
Creative Director

Shawn Black
Associate

Garrett Hughes
Editor-In-Chief

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 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