

# DER GASSEER

SUMMER 2016



*Riesentöter Region*  
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# DER GASSER

Summer 2016

RIESENTÖTER



THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA, RIESENTÖTER REGION



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COVER @Nurburgring Track  
Photo by Heather Roller





# 2016 Event Calendar

## July

- 9 Tech Inspection @Dougherty, West Chester
- 8-10 RTR PCA Club Race, Monticello, NY
- 16 RTR Picnic & Membership Mtg, Valley Forge
- 17 AX @ New Jersey Expo, NJ
- 20 Happy Hour @ Kimberton Inn, Kimberton
- 23 AX @ Delaware
- 23 Mecum Auctions, King of Prussia
- 22-24 DE @Watkins Glen, Watkins Glen, NY
- 29-31 Road Trip, Bedford Springs, PA

## August

- 6 Street Survival, Blue Bell
- 13 AX @ Oxford Valley Mall, Langhorne
- 13 Meet Andy Pilgrim @ Simeone Museum, Philadelphia
- 17 Membership Meeting @ Warrington Porsche
- 18 Ice Cream Happy Hour @Milky Way Farm
- 26 Close Date Pocono South/East, Langhorne
- 27 Tech Inspection @Porsche of Lehigh Valley
- 27 Specialty Cars 25th, Allentown

## September

- 1 Happy Hour @Black Powder, Wayne
- 9-11 DE @Pocono Southeast, Long Pond
- 9-11 Radnor Concours d'Elegance, Malvern
- 14 Membership Meeting @Possum Hollow, Phoenixville
- 24 Coatesville Grand Prix, Coatesville
- 30 Close Date @Summit Point

## October

- 1 Tech Inspection @Meenan Transmission
- 8 Membership Meeting @Specialty Cars
- 9 Dilworthtown Wine Festival, West Chester
- 14-16 DE @Summit Main, Summit Point, WV

## November

- 4-5 Metro's DE @Summit Point\*
- 6 Metro's AX @Tobay Beach\*
- 6 Peachstate Region: AX #8 Championship\*
- 12-13 Southern AZ DE @INDE Motorsports Ranch\*
- 13 Metro's AX @Tobay Beach\*
- 19 PNWR Region Tech Ed—Vintage Racing Motors "Race Cars & Show Cars & The Stories About Them"\*

## December

- 1 Phil-a-Frunk, King of Prussia
- TBD Annual RTR Awards Banquet & Holiday Party

\*Denotes a national PCA event.



By Jeff Walton

# Vom Präsidenten (From the President)

**As part of the job description of president** one of the rituals I must attend is the zone 2 presidents' meeting twice a year. The end of April I got to pack an overnight bag and make my way to Woodstock with our secretary, Chris Karras ... and no, there were no renditions of the "Star-Spangled Banner" on electric guitar, mud or free love ... this was Woodstock, Virginia and as they tell me it's central to all the regions in the zone, I'll take their word for since it was about a 4 hour drive out the turnpike and down 81. Two things on the agenda piqued my interest. The first was the zone budget ... yeah how boring, and the second was proxy voting by the board members at the national level.

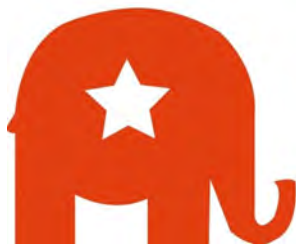
The zone 2 budget - it is written in the zone 2 bylaws that any money left at the end of the year is either voted upon on what exactly needs to be done with the excess or it is evenly distributed among the regions. I brought this very topic up 3 meetings ago as the zone had an excess of cash on hand. The cash comes from a DE and club race that the zone organizes. This was done primarily to help the regions who cannot partake in the sometimes lucrative advantage these races can give a region. It was to help the likes of a Pocono or Keystone who have fewer than 200 members. Well, three meetings ago my voice sort of got squashed by other outstanding issues but at the zone meeting last fall I got back up on my soapbox and it was decided that a budget needs to be in place first. Welcome to the last meeting. Their proposed budget, the zone's board, aside from the presidents, was to have \$90,000 in the bank and divide \$4,000 by 10 to give to the zones, that's \$400 to those following along at home. In other words, to have enough money on hand to run both events, pay for meetings, have a tent at VIR, and a cocktail party at the parade with the caveat that the DE and club race would only be 50 percent full. The last time monies were distributed (again, this should be done every year) the only money we left in the zone's bank account was enough money for deposits for the tracks and that's it. I was a little more generous and I proposed to leave \$50,000 in the bank, enough to cover some expenses, meetings, and still have a bit extra in case. It was motioned,

seconded, voted upon immediately, and with 9 out of 10 regions voting yes, each region is now getting an extra \$4,400 in the bank account. Yeah!

The proxy vote - I deemed early in one of my president's rants that proxy voting by board members is illegal in the District of Columbia, where PCA is chartered as a non-profit organization. With the help of Blue Ridge and Riesentöter, national has finally come to the same conclusion - and therefore PCA hasn't held a legitimate meeting with a quorum of the board members since the late sixties. Let that sink in a bit. See, in order to have a quorum they need a majority of the region presidents to be accountable in the meetings and since there are now 144 regions they need 96 presidents in order to vote on anything. [How does he figure 96? If they need a majority of 144, why wouldn't 73 be enough?] National had 4 solutions, although I can now only remember 3. The first was to move from D.C. to either Colorado or Louisiana, where they say proxy voting by board members is legal. Nixed that idea. The second was to limit the power of the presidents and giving that vote to the zone reps instead. Well during the expulsion of Burton Propp that I witnessed at the last national meeting I attended, they nixed that idea as well. The third was to establish a massive con-call with all voting members, though this sounds painful, as I'm sure it will be, this is probably the best immediate solution. Of course whatever decision is made, it must be voted on by a quorum of the board members no matter what. I'll keep you in the loop as to what happens.

I can honestly say I did not become president to get involved in politics but someone has to and it might as well be me since I enjoy stirring the pot from time to time.

**Jeff Walton**  
President, Riesentöter Region, PCA  
[president@rtr-pca.org](mailto:president@rtr-pca.org)







By Heather Roller

# Editor's Note

It's interesting to watch the evolution of things. Devices, apps, gadgets... advances in science and technology are changing entire industries - including the auto market.

Growing up, the family desktop was reserved for word processing, basic spreadsheets, and a single game that allowed you to search for hidden objects under the virtual sea. AOL chat rooms and web forums were the craze. Times have definitely changed - just this year, the introduction of the PCM 4.0 gave us a glimpse into the possible future of performance tuning (think remotely deployed performance upgrades at the click of a button). What will this mean for our track days and daily drivers?

With any technology, things sometimes aren't always what they appear to be, and as companies struggle to keep up with consumer demand and competition, we often see apps and technologies that appear to still be in beta. A half-baked technology is "sold" one way, but functions very differently - all allowable by placing a "user assumes all responsibility" statement in the fine print. So as we start to adopt technologies that may enhance, assist, or take over a driver's con-

trol, keep in mind that things are still in their infancy - and understand that *you cannot yet code for every scenario.*

Have you had experience with the new PCM 4.0 or Apple Car Play technologies? We'd love to hear about it. Write us at [editor@rtr-pca.org](mailto:editor@rtr-pca.org).

**Heather Roller**  
Der Gasser Editor  
[editor@rtr-pca.org](mailto:editor@rtr-pca.org)

Above: Apple CarPlay Interface

Below: Having too much fun at the track, yes this selfie was taken with a cell phone—at 0mph.



**Contributing Editors**  
Corey McFadden  
Jeff Walton  
David Newton  
Larry Bardfeld



**Porsche Club of America, Riesentöter Region**  
**Executive Board Members 2016**



The Porsche Club of America started in 1955 with only 15 members and now boasts over 113,000 members nationwide. The second region to be founded—Riesentöter (loosely translating to Giant Killer auf Deutsch) serves over is a whimsical reference to the race track might of the smaller Porsche over the larger Corvettes, Ferraris, and Jaguars of the day. Sixty years later, club activities continue to be managed by volunteers with a passion for Porsches and who understand that above all else—it's not just the cars, it's the people.

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\* Voting Privileges

If you'd like to contribute to the Porsche Club of America's mission of safety, education, comradely and fellowship or see an open position that you may be interested in, please send us an email us at [editor@rtr-pca.org](mailto:editor@rtr-pca.org).



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With the first issue of DER GASSER released in February of 1959 and consisting of a single folded sheet, we've since come a long way in highlighting the members, Porsches, and events that make our Riesentöter region so unique. In order to keep our content fresh and exciting we welcome your photos and editorial content on Porsche related events and topics of your choice. Additionally, please visit us online and follow us on Facebook to connect with your fellow Riesentöter members on social media and our online technical forums.

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## PRINT EDITION INFORMATION

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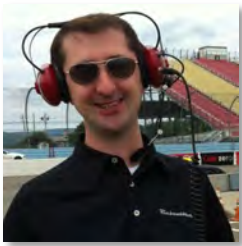
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# Membership Report

By Corey McFadden, Membership Chair

Please join us in welcoming our new members. If you know another Porsche owner that hasn't joined PCA yet, encourage them to do so. See you at an event soon!!!

- Cary Ahl ..... Bryn Mawr, PA  
2015 black 911 Carrera S Cabriolet
- Jon Armstrong..... Audubon, PA  
2006 Lapis Blue Cayman S
- Mark Armstrong ..... Ambler, PA  
1999 Boxster
- Richard Arnsberger.....Gilbertsville, PA  
1966 Red 912
- Mark Ashby ..... Furlong, PA  
2002 Black 911 Carrera
- Michael Becotte..... Ambler, PA  
2006 Silver Boxster S
- Rick Beuttel.....Macungie, PA  
2004 Seal Gray 911 Carrera
- David Bezar..... Ambler, PA  
2010 911 GT3
- Joseph Bowen.....Upper Black Eddy, PA  
1999 Artic Silver 911 Carrera Cabriolet
- Bob Bracalente ..... Honey Brook, PA  
2011 Yellow Boxster S
- Rich Campbell..... Philadelphia, PA  
2003 Seal Grey 911 Carrera 4S
- Henry Cheng ..... Philadelphia, PA  
2016 Agate Grey Cayman GT4
- J Choi..... Philadelphia, PA  
2012 Platinum Silver 911 Carrera S
- Michael Clancy.....Schwenksville, PA  
1987 RED 944 Turbo
- Patrick Cline..... Philadelphia, PA  
2016 Voodoo Blue Cayman GT4
- Alan Cohler.....Solebury, PA  
2017 blue 911 Carrera
- David Corey..... Wallingford, PA  
1986 Red 944 Turbo
- David Cunicelli ..... Rose Valley, PA  
2014 Matte Aluminum Cayman S
- John Disorbo ..... Ambler, PA  
1983 Black 911 SC Cabriolet
- Ryan Farragut ..... Philadelphia, PA  
1998 Silver Boxster
- John C. Fenningham..... Holland, PA  
2006 White 911 Carrera
- Andrew Fluck .....Gilbertsville, PA  
2017 Rhodium Silver Metallic Macan GTS
- Mark Franciosa ..... Limerick, PA  
2015 Black Boxster S

- Robin Garrett .....Wynnewood, PA  
2008 Boxster S
- John Gaydos.....Lansdale, PA  
2012 Black Cayman R
- Jack Genovese..... Devon, PA  
1993 white 911 RS America
- Joshua Gomes ..... Philadelphia, PA  
2013 Boxster
- Jim Gory.....Newtown, PA  
1987 911 Carrera
- Tom Gradowski ..... Norristown, PA  
2003 Seal Grey Boxster S
- Mike Hart ..... Reading, PA  
2015 Rhodium Silver Cayman
- Robert Hedden..... Center Valley, PA  
2016 Sapphire Blue Metallic Cayman S
- Bette Hensel .....Newtown Square, PA  
2012 Black Boxster S
- Michael Herd.....Doylestown, PA  
2012 911 Carrera S
- Garrett Hughes .....Elverson, PA  
2016 black Boxster S
- Bryan Humbarger ..... Wayne, PA  
2012 Guards Red 911 Carrera 4 GTS
- James Hyman .....New Hope, PA  
2014 White Boxster
- Ian Ivey ..... Wallingford, PA  
2008 Grey Boxster
- Raymond Johnson .....North Wales, PA  
2017 GT Silver 911 Carrera S
- Oliver Jones.....Newtown Square, PA  
2007 GT Silver 911 Turbo
- Kevin Judy ..... Bryn Mawr, PA  
2016 Cayenne GTS
- Paul Kaulius..... Easton, PA  
2006 BLUE Cayman S
- Ron Knerr.....Norristown, PA  
1999 Silver Boxster
- Prateek Lal.....Allentown, PA  
2013 911 Carrera 4S
- R. Kirk Lawlor..... Malvern, PA  
2008 Cayman S
- Robert LeBus .....Walnutport , PA  
2007 White Cayman S
- Tyler Lyke ..... Pottstown , PA  
2016 Black Boxster



# New Members (continued)

Erik Mackey ..... Kennett Square, PA  
2006 Blue 911 Carrera

R. Byron Mastriana..... Doylestown, PA  
2010 GT Silver Metallic 911 GT3

Robert McCormac .....Philadelphia, PA  
1977 Blue 911

Greg McGuinness ..... Newtown, PA  
2017 Black Macan S

Paul McHugh ..... Lower Gwynedd, PA  
2014 White Boxster

Anthony Milazzo..... Bethlehem, PA  
2007 GT Silver Metallic 911 Turbo

Richard Miller ..... West Chester, PA  
2017 Black 911 Targa 4S

Brian Mize..... Downingtown, PA  
2002 Boxster S

Adam Mogel..... Sellersville, PA  
2009 Black 911 Carrera S

Carolyn Mohr ..... Kennett Square, PA  
2017 Blue Macan S

Kerry Moleski..... Mohnton , PA  
2003 Silver 911 Carrera

Bob Mormile ..... Wallingford, PA  
2015 Metallic Black 911 Turbo

Jan Muller ..... West Chester, PA  
2014 Agate Grey Metallic Cayman

Joseph Nichols..... Summit Hill, PA  
2014 Black 911 Carrera S

David Onopa ..... Allentown, PA  
1970 Pastel Blue 911T

Justin Palmer ..... Philadelphia, PA  
1986 Black 944

Chetan Patel ..... Bensalem, PA  
2001 Black 911 Carrera Cabriolet

Alfred J Pierce III ..... Swarthmore, PA  
2015 Black Macan Turbo

Stephen Prichard..... Malvern, PA  
2017 Night Blue Metallic 911 Targa 4S

Ed Raspanti ..... Downingtown, PA  
2007 Guards Red 911 Carrera S Cabriolet

Andrew Robbins ..... Berwyn, PA  
2015 Black Macan Turbo

Scott Ronayne .....Glen Mills, PA  
2015 Cayman

Joseph Rossi..... Quakertown, PA  
2014 Black 911 Carrera 4S

Dennis Ryan..... Wayne, PA  
2003 911 Carrera

Rob Sandler ..... Lansdale, PA  
2013 White 911 Carrera

Len Schwartz .....Southampton, PA  
2014 Mahogany 911 Carrera

Alvin Sharma.....Mount Bethel, PA  
2014 silver 911 Carrera 4S

Jack Shilling ..... Ambler, PA  
2014 Rhodium Silver 911 Carrera 4S

William Siegenthaler ..... Fort Washington, PA  
2012 Black 911 Carrera

Charles Silio..... Springfield, PA  
2008 silver 911 Carrera

Robert Singh .....Philadelphia, PA  
2008 Black 911 Carrera 4S

Victor Sky ..... Malvern, PA  
2015 black Macan Turbo

Justin Smith ..... Downingtown, PA  
1977 Red 911S

John Soghomonian..... Huntingdon Valley, PA  
2002 Artic Silver 911 Turbo

David Sterner..... Bethlehem, PA  
1986 Black 944 Turbo

Todd Stresenreuter .....Perkasie, PA  
2006 Atlas Grey Boxster S

Josh Talley ..... Wayne, PA  
2000 Violet chroma flair 911 Carrera 4

Edward Topper..... Emmaus, PA  
2006 Black 911 Carrera 4S

Frank Venezia .....Perkiomenville, PA  
2009 Basalt black metallic 911 Carrera 4S Cabriolet

Matthew Walsh.....North Wales, PA  
2008 Gray Cayman S

Scott Wilkes ..... Bethlehem, PA  
2012 Platinum Silver Metallic 911 Carrera S

Kevin Wilson ..... West Chester, PA  
2017 GT Silver 911 Carrera 4S

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# RTR Membership Milestones



## 50 Years

John Chatley

## 45 Years

John Baran

## 40 Years

Peter Neall

## 35 Years

Fred Michels

## 30 years

Luigi Cianci

David Fetters

Howard Groverman

Dion Ronio

## 25 years

Cleon De Oliveira

Orville Walls



## 20 Years

Richard Barbuto

Charles Benjamin

Frank Bilotta

Wally Dyer

Michael Inforzato

Kristofer Kartsotis

Michael O'Brien

Anthony Scalies

Fred Scheel

## 15 Years

Sal Agati

Brent Alderfer

Jeffrey Cornwell

Osagie Imasogie

Steven Kartischko

Todd Kriner

Martin Kuper

Andy Kuzma

Michael Markushewski

Paul Olive

Amar Sharma

Emrich Stellar

Jack Zupan

## 10 Years

Donald Alexander

Joe Anisko

Carol Ashton-Hergenhan

Colleen Aussprung

Marty Bartelstone

Christopher Barone

Matt Bieber

Glen Crawford

Gary Friedman

Bill Hall

Mark Lemmo

Luke Marano

Eric Mayer

Trevor McNeill

Thomas Nagy

David O'Connell

Curt Parnes

Bryan Papillon

Richard Tems

Bill Tench

## 5 Years

Carlo D'Santus

Wayne Fitzgerald

Suzanne Land

Larry Barresi

Bill Brosnan

Ernie Feldgus

Anthony Galantino

Todd Gilbert

Phillip Gordon

Roger Harrison

Larry Holbert

Brad Kerr

David Newton

Mike Panigel

John Pot

Jack Seese

Brendan Sherman

Matt Stutzman

Julio Quintero

Scott Ticar

Steve Tullman

John Walther





Member Highlight

Jon Wright

Interview by Heather Roller

Photos & Content by Jon Wright



Above: Jon at the Porsche museum in Stuttgart

Right: A very unique birthday cake (sorry Jon, we stole this one from your Facebook)!

**Where are you from?**

Downingtown PA

**What do you do?**

Insurance Agency Owner (The Wright Agency in Downingtown)

**How were you first introduced to the Porsche marque?**

I first got interested in Porsche back in 2005 when I was VERY into the JDM (Japanese) car scene. I then saw / rode in my first Porsche at the very first Cars & Coffee West Chester and I was hooked.

**How long have you been a member of Riesentöter?**

Since 2008

**What prompted you to get involved and what's your favorite thing about the club?**

I got involved to meet other people in the area who were passionate about their Porsches. I have always been into car clubs ever since I could drive so it was a natural progression for me. My favorite thing about the club is the people. Social events are just so fun because of the interaction with other like-minded (crazy?!) car people!

**What are the Porsches you currently have or have previously owned?**

Currently I drive a 2010 Cayenne GTS Design Edition. It's an extremely rare Porsche that most people don't even know exist. 1000 were made worldwide and less than 100 came to the USA. I have 0006. I love it. My wife has a Macan S that

we ordered and that car is amazing too. Previously I have owned 3 Caymans (981 S, 987 S, and 987 R) and a Boxster Spyder, a 997 C2S, and a Cayenne S.

**Have you done any modifications/restorations (and what's the current state)?**

Every single Porsche I have ever owned has been modified in some way. From custom exhausts to minor cosmetic changes to a clear panel over the mid engine on a Cayman S that I was really proud of! I love personalizing any car I own.

**What's your favorite way to drive your Porsches (track, autocross, rally, etc.)?**

Of course the track is the best but not always easy to do. Someday when time & money are more available that will be a monthly event I hope ... but for now I simply love a good backroad blast with a few friends, windows down, music up, and nice destination where we can all gather and talk about the drive. Does it



get any better?

**What do you drive daily and why?**

My Cayenne GTS Design Edition. I have "tried" to sell it once and I just can't seem to bring myself to do it. It's just such a great daily beast.

**What are your car goals for 2016/ how do you see cars in your personal future?**

In 2016 I hope to just enjoy my 2 Porsche SUV's and put as many miles on them as I can. Hopefully 2017 will be my





in any other car than a Macan or Cayenne. I joke that she will only EVER ride in Porsches.

**Any specialty beer, wine, or scotch recommendations (you know us Riesentöter's love our Dine & Drive events)?**

As a lifelong Downingtown resident I support all my fellow small businesses here. Victory Beer is of course my favorite - if you haven't tried all three of their locations (Downingtown, Parkesburg, and Kennett) you have to. Also a huge fan of the Station Taproom/Bottle Room in Downingtown. To me a night there of good food and a few rare beers is the perfect night out.

**Above: Having fun at Cars & Coffee**

return to the sports car world. I hope to always have at least one Porsche in the garage but would love to have 3!

**If you could have any Porsche what would it be?**

I am a huge fan of the 997 line. I would have a 997 Sport Classic, a 997 GT3RS 4.0, a 997 Speedster, and a 997 GT2RS. Top those off with a mint condition 356 Speedster and I would be all set.

**What are your favorite (auto) blogs, (auto) apps, or people to follow on social media?**

My personal favorite was (is) Chris Harris. His "Chris Harris on Cars" was always so spot on to my car tastes and style. He has since become much more famous and is on the new Top Gear (another great show that I simply love!)

**What are some of your other hobbies?**

My wife and I love to travel. We spend as much free time as we can planning and plotting our next trips. Currently we are set for South America in the winter and Germany (maybe with a stop in Stuttgart) in the Spring.

**Do you have any kids or pets (same thing, right)?**

We have a 3 month old daughter Camila who we are absolutely in love with. She came home from the hospital in our Macan and actually hasn't been

If you'd like to be featured in a future issue of Der Gasser, please write us at [editor@rtr-pca.org](mailto:editor@rtr-pca.org).

**Below: Jon, Maria, and Camila**







# Of Art Works & Cynicism

By Mike Petrilla

**An auto magazine once featured** a cartoon depicting two signs outside a repair shop. As memory serves, one read “Porsche hourly rate: \$75;” the other, “Por-shuh hourly rate: \$115.”

That cartoon said a lot about what Porsche owners are willing to endure for their cars and the sweet savor of exclusivity.

It also hinted at something a good deal less sweet: cynicism.

A few years back, I read an ad whose praises put me in mind of a great work of art, Sandro Botticelli’s, *The Birth of Venus*, for example.

This particular ad was for one of Butzi Porsche’s lovely creations, and it read something like this:

*We’re thrilled and delighted to announce the sale of this timeless and fascinating work of art, with classic lines, luscious curves, a pedigree dating from a legendary era and pampered in a manner befitting her stunning beauty ....*

I decided to see the car, an SC, largely because the asking price was reasonable. I also had a hankering to meet the author of the aforementioned bombast.

The car wasn’t bad – on the outside. Its inside and engine bay were in poor condition.

When I asked about the disparity between the car’s overall condition and the inflated description in the ad, the “art dealer” grew indignant and snapped that the words used were those that Porsche lovers would appreciate.

Attention Porsche lovers: It’s understood that you’re susceptible to paying a lot more -- for less!

I recognize that cynicism is not unique to the sale of Porsches.

A supermarket hereabouts hiked its prices when gas prices shot up. When gas prices dropped the supermarket kept its higher prices in place and hung signs throughout the store that read: “We thank our loyal customers.”

Attention supermarket shoppers: Your loyalty will cost you!

I’m reminded of a line from *Hamlet*:

“For in the fatness of these pousy times virtue itself, of vice must pardon beg ....”

Once again I’m in the market for a used Porsche. As I read the Byzantine ads and recoil at the absurd prices, the image of another beauty comes to mind, one whose nimbleness and simplicity bespeak fun, sanity and forthrightness. It’s a Miata.

Recently I read that the Miata will soon appear in a targa version.

Hmm.





The PCA High Performance Driver's Education program is designed to allow participants to safely explore the limits of their vehicle and skills on track.



Have you considered Drivers Education (DE) but are not sure if you want to take your car on a race-track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter "Introduction to Drivers Education" one-day program is a way for interested drivers to explore Drivers Education without enrolling for a full event.

- Full One-Day Event
- One-on-one In-Car Instruction
- Classroom Instruction
- Safety, Flags and Track Etiquette
- Four Sessions (Approx. 60-80 minutes track time)

**\$100 First-Time Rate**

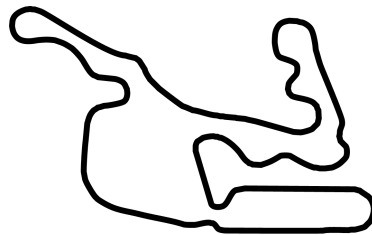
# 2016 DE Schedule

Submitted by Marty Kocse, Track Chair

For additional information, please visit our website, and Motorsportsreg.com. **All events are now open for registration. Early registration (4 weeks prior) guarantees a 10% discount.**

The RTR website contains information on registration, track profiles, forms and manuals, safety tech info and an updated schedule. Contact information for the track chair and members of the Speed Council can be found on page 6 of this newsletter.

*Note: Registration opening date is for PCA members. Registration for non-PCA members will open two weeks after PCA member registration opens.*



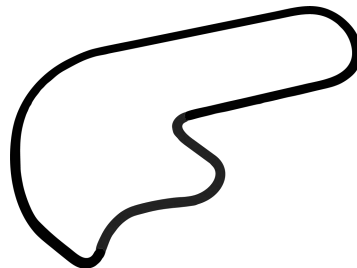
April 9-10, 2016

## Summit Point, Shenandoah Circuit

Registration Open Date: February 1st

Safety Tech Date: March 26th (9am-11am)

Safety Tech Location: Vintage Motorsports



May 13-15, 2016

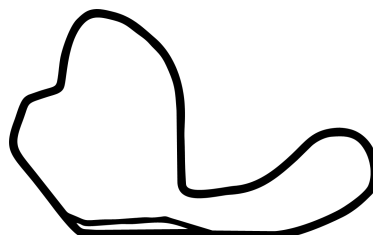
## Pocono Raceway, North Course

NOTE: Friday (13th) - Advanced only.

Registration Open Date: February 1st

Safety Tech Date: April 30th (9am-11am)

Safety Tech Location: Dougherty Automotive



June 24- 26, 2016

## NJMP, Lightning Raceway

Registration Open Date: February 1st

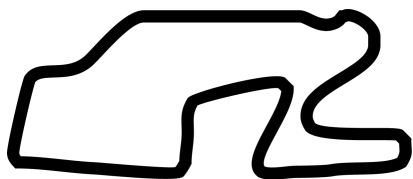
Safety Tech Date: June 11th

Safety Tech Location: Mike Tilson's Automotive





# 2016 DE Schedule (Continued)



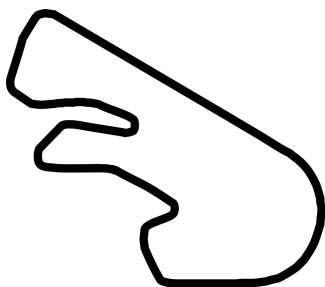
July 22-24, 2016

## Watkins Glen

Registration Open Date: February 1st

Safety Tech Date: July 9th (9am-11am)

Safety Tech Location: Dougherty Automotive



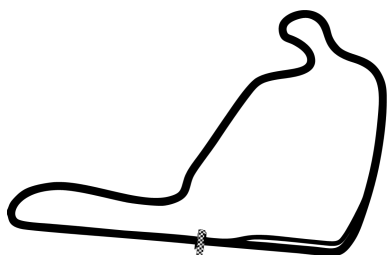
September 9-11, 2016

## Pocono Raceway, Southeast Course (new larger configuration)

Registration Open Date: February 1st

Safety Tech Date: August 27th (9am-11am)

Safety Tech Location: Porsche of the Lehigh Valley



October 14-16, 2016

## Summit Point, Main Circuit

Registration Open Date: February 1st

Safety Tech Date: October 1st (9am-11am)

Safety Tech Location: Meenan Transmissions -Lansdale

### Questions?

Contact RTR Track Chair Marty Kocse by e-mail: [track@rtr-pca.org](mailto:track@rtr-pca.org).



# RTR Driver's Education: A Very Welcome Diversion from The Current Dismal Republican and Democratic Primaries in The US of A

By Bruce Kramer

I'm fortunate enough to be hanging out in Key West this week after participating in this year's first RTR DE (driver's education) event at Summit Point, West Virginia. It wasn't bad, spending two days learning how to be a better driver both on the track and on the road up north and then traveling to Key West for 4 days in the sun to kick back and think about it.

What did I learn at Summit Point? Well, first I learned that there is a wealth of experience (waiting to be tapped into) in the club to help you achieve any level of proficiency you would like to achieve in terms of becoming a better driver. You begin to get an understanding of what your car can and cannot do and, more importantly, what "you" can do with your car. You start to realize how much fun you can have once you begin to know what you are doing.

To delve into the technical/track side of what was presented during the weekend, both in the classroom and on the track, would be to assume a level of proficiency that I cannot claim. Suffice to say that the classroom sessions as well as the On Track sessions are both thorough and exhausting. There is a lot of stuff going on when you're in the car, on the track, and there is a lot to assimilate throughout the day and the weekend. Think about learning any new pursuit and recognize that, on average, it takes at least twenty-six repetitions of the activity or memorizations for the average person to "learn" a new pursuit. You will get frustrated, and then suddenly it will all come together for you ... Viola! An excellent diver-



sion/passion indeed, not to mention meeting a new bunch of Porsche friends, with very very cool machines.

I am a rookie, I am not interested in the levels or color of the wrist band that is assigned to you, I am interested in learning how to drive better, and achieving the rhythm and technique of some of the upper level drivers that I have driven with and experienced their proficiency behind the wheel. It is quite exhilarating to feel what properly linked turns on a track, in a Porsche, should feel like.





In the classroom sessions we are taught that smooth is fast. SMOOTH, like the finish on the left front fender of my old 79 911 SC. Fast *is not* fast in its own right, simply because when you navigate the track there is a lot going on other than just going fast. There are multiple individual driving functions to assimilate: accelerating, braking, turning, linking those turns, all combined to achieve that rhythm and smoothness that, when it comes together for you after the twenty-sixth time, gives you that "Aaaah I got it" feeling. Then you are hooked.

So, to sum it up, this week I'm wasting away in Margaritaville, but I am already thinking about the next RTR DE event coming up at Pocono North, and incorporating the things I learned at Summit Point. Even though the left front fender on the old SC may be gloriously smooth and glossy, my objective is to get the driver and the rest of the car as "track smooth" as that left front fender when I am on the track. Like I said, it is a great diversion, especially since you already own one of the greatest automobiles ever built.

Special thanks to Brad and Corey of eTech Photo who came to the RTR events and took professional shots of our members on-track. They were kind enough to donate a number of shots to help with this publication.

Participants wishing to purchase high-quality images or prints from our events can visit [www.etchphoto.com](http://www.etchphoto.com).





# Basic Analytics for Track Events

By Corey McFadden

One of the best ways of observing your driving progress when going solo is by way of the many inexpensive lap timer apps available today. These programs use the built-in GPS, camera, and accelerometer in your phone to give you lots of information about your driving.

What line are you driving? Where are your braking and turn-in points? Checking out the video from your lap-timing app can give you quick answers as well as a frame of reference when experimenting with different options. Does an earlier or later turn-in deliver a smoother exit? Try and find out. With a wealth of track videos available online, you can also easily compare your line and driving style with others.

I started using one of these apps (TrackAddict), during my first DE season. The free version lets you do pretty much everything required aside from a high-quality video export, but I wasn't capturing videos I was ready to share with anyone, so this wasn't a concern. It was also simple to use and didn't require much thought—just choose your track, and then press the button to start and stop. Everything else is automatically handled by the GPS. As you drive across the start/finish line, timing begins. As you cross the line again for each lap, a time is recorded. When your session is over, drive back to the paddock and press the Stop button. You can then scroll

through your laps to see how you did.

When you're starting out, the main thing is to follow your instructor's advice and not get distracted by anything else. So, whenever I had someone riding in the car, my personal rule was to keep the phone off and focus on what they had to say. That said, if you want to use a lap timer just ask your instructor first to avoid any misunderstandings. I found it pretty interesting to see what improvements I could achieve after being signed off throughout the rest of the weekend. It was also fun to compare lap times with my friends.

The next step up for me after going solo was switching to Harry's Lap Timer. This seems to be pretty much the de facto lap timing app, with features ranging from ad hoc autocross timing to multi-camera integration, predictive "virtual best" lap times, and dozens of other capabilities. Like other apps, Harry's is available in different versions ranging from a free option to their "Grand Prix" edition enabling all features for \$28. If you buy one of the "in between" versions you can upgrade later by paying the difference.

Harry's is intimidating and it took me more than a few weekends to work on the setup. Initially, I used a sticky suction cup mount and attached my iPhone to the front windshield with the camera facing forward. In this configuration you get a nice view of the line you're driving and can see the timer displayed on the phone's



main screen while you're driving. The internal mic doesn't do a bad job, so the resulting video is decent and this is a pretty good setup to start with.

After a while, I decided to buy a GoPro to take things up a notch. By mounting the GoPro in the rear of the car somewhere you can get an angle which allows you to see steering and shifting—a much better view for coaching purposes. Harry's pairs with the GoPro via Wifi and automatically activates the video when your GPS indicates the session has started.

After a few weekends with this setup, I was ready to start incorporating more data from my car. Harry's web site has a list of accessories known to work with the app, and here I found a Bluetooth OBD (On Board Diagnostics) adapter from GoPoint. For about \$100, this allows me to get throttle position, RPMs, gear number, as well as the gas gauge on the overlay video. It also provides a handy flashing "SHIFT NOW" idiot light when I'm approaching redline while driving. Pairing this unit with the phone proved simple and Harry's automatically found the accessory.

To get correct shift points and vehicle information, it is necessary to configure your car under the Administration screen. There you input the power data, engine displacement, wheel sizes, and gear ratios (all of these figures are available on the Porsche website).

The other handy thing about having a Bluetooth OBD adapter is there are a number of free apps that allow you to see all the data flowing from your car—O2 sensor data, lots of temperature points, and tons of other information (you can also read and reset "check engine" codes).

Now that I had the throttle data, I started noticing it was a little off. It was hard to say exactly what the issue was, as it looked mostly fine, but occasionally it wasn't quite right, and after talking with friends who use the app I was set straight quickly. The phone's internal GPS operates at one input per second, which ends up being the master rate with which the app records data. For each GPS tick, all the other data is recorded. So, when the video is rendered you're looking at data that is much less than precise. To address that issue, I needed an external GPS unit.



Above: Screenshot progression from TrackAddict to Harry's Lap Timer.





**Above: GoPoint Bluetooth OBD Reader, Skypro Bluetooth GPS.**

**Below: Various screenshots from Harry's Lap Timer.**

Again, from the Harry's accessories page I found the SkyPro Bluetooth external GPS unit for \$129 with free shipping via Amazon Prime. Once paired with the phone, Harry's app automatically recognized the unit was present and used it in preference to the phone's internal GPS.

With the GPS now ticking along at ten times the rate of the internal unit, I found the data on the videos improved immediately. Throttle info was much faster and more precise, and the RPM data looked about right. A final upgrade involved some cables - with a multi-port 12V adapter, and some longer USB cables, I now have a setup which can run indefinitely without fear of battery drain (I do have a spare memory card though).

My current configuration seems to be working out pretty well. I'm not going to set any YouTube viewership records, but by sharing videos with friends I've been able to get great feedback and tips from more experienced eyes. Another one of the nice features of the Harry's app (and many others), is that you can export your lap data into a CSV file which can be loaded into desktop software like RaceRender or imported into websites like DoMotorsports.com for analysis. DoMotorsports also has a fun social element where you can compare lap times on different tracks with friends or members of the community driving similar cars.

For the more serious, the next level of analytics involves more purpose-built hardware. Tools like AiM Solo and its Smartcam system integrate additional sensors with much greater precision - allowing braking data as well as throttle position to be rendered in videos. Budget at least \$1000 for one of these, but there is a LOT of "behind the scenes" data that can be analyzed by those with experience. Many professional racing coaches make heavy use of these systems and some even offer their services on-demand online.

Anyway, for anyone from those aspiring to safely capture a memory from your first weekend on a racetrack to those serious about improving their driving performance, there are affordable options for every situation. Don't worry about getting your setup perfected on the first weekend though. Have fun and be safe!







# Capital Grille Scotch Tasting

By Jeff Walton

It was a typical Friday night, a kickoff of the weekend. Some people stop for the obligatory after work belt back in order to celebrate the end of the week and let out that TGIF sigh, while others look forward to a nice meal at their favorite restaurant with friends or family. On Friday, April 22<sup>nd</sup>, the Riesentöter club did both at the Capital Grille in King of Prussia for our annual Scotch Tasting, which has turned into a twice a year event now. We started to congregate in the bar area; most arrive before 7 even though the invite stated 7:15 ... but no worries, for it was more time to spend with old and new friends alike.

As some stomachs started to growl, we were escorted to our private dining room, The Riesentöter Room -- well, for this evening anyway. As usual, the room was set for a night to remember or not, depending on the way you look at it. The place settings perfectly aligned, napkins pressed, and the glasses arranged like jets on a runway ready for takeoff. Within five minutes of sitting down, appetizers in the form of calamari and crab/shrimp cakes arrived as our host for the evening introduced himself: Philip G. Pepperdine.

**Right: PCA members enjoy fine dining and drinks at the popular Capital Grille steakhouse in King of Prussia, PA**



One can tell by his accent and choice of words that Mr. Pepperdine isn't from these parts, in fact he comes to us by way of a little olde place from across the pond called London. A little background first. Philip graduated from the University of Kansas and hell [does he mean "how"?] you go from one of the best cities in the world to the middle of nowhere is a story for another day. After the romp through corn fields he graduated from the New York Restaurant School. He has been in the hospitality industry ever since. He became the trade education manager for St. Germain and the mixologist for Cooper Spirits. He was awarded "Mixologist of the Month" by Wine Enthusiast and is now the American Whiskey Ambassador for Beam Suntory.

Philip brought a fine array of spirits to taste. So let's begin. Our first offering was across the other pond ... this time the Pacific Ocean and Japan. It was a 12 year old Yamazaki. One may say whiskey from Japan is blasphemy when it fact it's anything but ... flora and zest on the nose, smooth on the tongue as the tropical notes are followed by hints of aged rum. The finish is average but continues the flow with fruits. It was a great beginning to an already begun night. With our salad a fresh pour from the Islays laid ahead in our senses. Bowmore 15 year. Take a whiff and sure the smoke is the first to reach the nostril, it's from Islay so we need not say more ... but let that linger and dark chocolate begins to appear. The taste buds tingle with toffee and wood. The finish is much longer than the one from Japan ... much more complex to boot, with a bit of sherry peeking through at the very end. Before dinners arrived it was like the seventh

inning stretch ... the crew from Suntory - it wasn't just Philip in the room - brought in chilled glasses and shakers. Knob Creek Bourbon Manhattans were shaken and strained into the chilled glasses as a masterful way of upping the ante to the fantastic meal that was about to arrive. A few people elected to have a Knob Creek Old Fashioned instead.

At the halfway point of our well balanced Manhattans, diners arrived. As usual, the room was filled with carnivores. Like the Old Fashioneds, only a few elected to have the filet, the rest went straight for the bone-in Kona-rubbed ribeye and forwent any heart medications they might have been on. The last scotch on the tasting menu was a rare treat from the Lowlands ... rare because there are only like three distilleries in the Lowlands ... Auchentoshan Triple Wood was the rarity in the room. The name says it all: triple wood, meaning it was aged in three different barrels. The first was bourbon; this is why Knob Creek made an appearance just before we tasted this whisky. The other two types of wood were from sherry casks. That sherry is there in the nose, palate, and finish with toffee and dark cherry. Even though this was the last scotch of the evening we were far from the end. Things get a little fuzzy from here on out but don't worry, designated driver was par for the course. When that last bit of meat was gnawed from the bone more glasses arrived with samples of port, Madeira, and sherry. These fortified wines are the most common used in the aging process of scotches. Just like most scotch is first aged in the American bourbon barrels, the second or third maturing can be done in the barrels of these fortified wines. Each of them has distinct flavors and characteristics which certainly shine through a scotch that was aged using this process. The Auchentoshan was a great example of the sherry aging. The rest of the glasses were tasted among dessert and my favorite

was the 10 year old tawny port with the chocolate torte. This was a room favorite as well, though some enjoyed the crème brulee ... to each his own.

And so the story ends each with a check for the evening's festivities - well worth it by the way - and until November when we meet again or those of us who are lucky enough to get a seat at this limited engagement. First up will be those on the waiting list from this one ... so it pays to be on our waitlist if you can. Cheers.



Top Left: Don Fino Sandeman Sherry



Bottom Right: (from left to right) Auchentoshan; Bowmore; Yamazaki 12 year





# Sidetrack: Shout Out



By David Newton

**We've all had unfortunate encounters** with Porsche service facilities, dealers and parts vendors. And when a survey comes our way for comment on the quality of work, we're far more apt to respond to a negative experience than we are for a positive one. Maybe it's our innate desire to right a wrong – so when everything ends well, there's nothing to criticize.

Once in a while though, we visit a facility that goes above and beyond our own expectations (even for something relatively inconsequential), but deserves notice. Sometimes the collective treatment and the end result of service trumps the significance of the actual reason for the visit. Such was the case last month at Porsche of The Main Line (a Riesentöter club sponsor, by the way).

In full disclosure, I purchased my 2016 Macan S from Porsche of The Main Line (often referred to by our club as POTML), and I am also the Riesentöter dealer liaison. But in my position at RTR, I'm also in contact with the other dealers in our region, so I know that I have options. I have had good experiences with them in the past, or I would not have otherwise bought my car there. The following details one of the many reasons I've been sticking with POTML.

I received a call from my wife as she left her office one evening – she was alarmed to see that the Tire Pressure Monitoring System had sent a warning to our Macan display alerting her of a rather sudden drop in pressure in the left rear tire. I'm in the habit of checking the TPMS in both of our vehicles (much as I would the fuel level), so I know the loss of six pounds has occurred in the last day or so.

I had her watch the display on the way home

to make sure it didn't get worse, and if the pressure dropped below 20 pounds I would have had her call 1-800-PORSCHE (since our car is under warranty). When I got home later that evening, I brought the pressure back to par with the other tires, and I made plans to bring it in the next morning.

The whole incident occurred after business hours, so I planned to be at their door like a stray dog the next morning bright and early. My expectations of even getting on the docket were questionable in the first place, but I pulled up under the covered service entry and connected to their Wi Fi to get some work done until they opened. Fifteen minutes prior to unlocking their doors, a young lady tapped on my window to check me in.

I had no appointment obviously (and they were booked up of course), so I began to contemplate my next move. But Tim asked me to hang tight and they'd see if a technician could at least assess the damage. I chatted with Terry (the receptionist in the showroom) for a few minutes and then sat down in the waiting area to go through my work email.

Thankfully, I bought the tire and wheel insurance when I purchased the car, so at least I wouldn't have to

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Service manager Tom Silkmitter has joined the company after being in the Porsche field for almost a decade.

Two of our mechanics have extensive air-cooled 911 experience and have race prepped numerous water cooled 911s, Boxsters and Caymans.



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worry about the cost. I was, however, concerned about getting back to the office for a rather full day. But in less than an hour, I was tapped on my shoulder and told that my car was done. A drywall screw had lodged in the tread, and they repaired it at no charge to me. I was offered a car wash (part of their normal service), but I was in a hurry and declined.

The story would end nicely enough here, but earlier this week (déjà vu) a bolt lodged into the shoulder of the opposing tire. How's that for rotten luck? I was losing 8-10 pounds overnight and then again during the day. Porsche of the Main Line squeezed me in quickly, and even got me a rental car (at no charge to me) when they discovered I needed to replace the tire. I picked it up that evening, completed.

Sometimes the little things present more impact than a more disastrous incident would. The entire event from beginning to end was a memory in less than one revolution on earth's axis. There was little drama; just a small inconvenience to me (twice). Yet these experiences will leave a lasting impression for that very reason.

We can all relay nightmarish tales with merchants that ended in arguments, flying objects or even lawsuits. And we all know the places we'll never go back to. So when someone asks me to recommend a Porsche dealer for sales or service, I'll remember that quiet morning last month (and then again this week), where nothing really happened - other than excellent service and a job well done.

So a special thanks to the collective efforts of Tim, Josh, Jesse and Allison (not to mention the technicians who did the actual service). THIS time I took advantage of the free car wash. And what do you guys use on the wheels for crying out loud - they look brand new!?! I seriously might bring my Macan in for a service every month just for that (I wish I were kidding).



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Much as we like to think there are evil forces at play when it comes to keeping our investments in good health, there are at least some companies that do their best to obtain and keep your business. If you've had such an experience with your dealer, service shop or parts vendor, reach out to me so we can share your visit with our club members in this new column I call "Shout Out" and make our fellow members aware when something insignificantly extraordinary happens.



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# “Shifts & Giggles”

By Jeff Walton

Picture if you will a future 30 years from now and the technological advances in car designs. By this time combustion engines, although they had a great run for their money, are almost as rare as the dodo bird. Museums are the only place to actually hear the thunderous growl of a V-8, and even then they make you wear special headphones to drown out the once awesome sound - many kids in the room just scream and cry when the tach is red-lined. But the big change in the automobile is the word auto ... no one drives anymore. It used to be that a computer only interfered when the driver did something really really wrong; now the driver is only awakened if the computer did something really really wrong. No one actually drives anymore, anywhere, and this can be seen even on the track.

The Driver's Education courses of yesteryear are long gone, though PCA and its regions still rent out tracks. There are still many cars in the paddock and many trailers to boot. On the outside it looks very similar to the bygone era. Tires are abundant, tools scattered everywhere, but there is no smell of gasoline or motor oil. There's no grease under the fingernails, there are no helmets and no safety equipment in the cars. These have been replaced by wires and computers. Though it's still about the fastest lap time, it's no longer about the fastest driver. In this day and age it's about the better programmer.

The work starts months before coming to track. You start by downloading the track schematics and all the GPS coordinates. You analyze years of track data in search of the perfect line in various conditions, such as rain, heat, fog, and whatever mother nature can throw your way. Then you start your programming all based on the CPUs and monitors that you have available in your vehicle. Everything is adjustable at the touch of a button, camber, tire pressure, laser guid-

ance systems, radar obstructions, torque vectoring, and of course velocity.

The new rules state that the program must be under one terabyte of data, which is a restriction that has been in place for the last 15 years, even though phones are now in the zettabyte range. The program must also go through reviews much like tech inspection of the past. Once your program is certified it is uploaded to the secure PCA website and can only be downloaded to your vehicle on race day. When race day is upon you, you prepare your car just like anything else but when you are ready to drive you move upstairs to the grandstands to get an overall view of the track ... well actually to get better connectivity to your GT9ET, where the "ET" stands for electric turbine. Your setup is as though you are sitting in the driver's seat -- of which there really are none. There are cameras in every direction and you can monitor them from your control station. When the checkered flag drops, you press the run key and your vehicle exits the pits and onto the track. The noise is deafening ... silence ... you can still hear the birds chirping in the trees.

So basically DE of the future comes down to slot car racing of the past. The real challenge of the future will be autocross. Much the same thing as DE but you only get one hour to program for the course. Let the fastest typist win.





Member classifieds are free to PCA members for occasional sales of personally owned items and run from date received for two issues unless cancelled. Porsche vehicles for sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail to [editor@rtr-pca.org](mailto:editor@rtr-pca.org) with the subject line "Der Gasser Classifieds". Other vehicles may be offered for sale by members at the cost of \$10 for two issues; check for payment made out to "RTR PCA" must accompany your copy. Commercial classifieds are available to businesses within the Riesentöter region for the sale of Porsche cars, parts, or accessories. Commercial classifieds are available at a cost of \$20 per issue, limit 25 words.

## SEATS FOR DE

Selling a few seats that I used in DE. Recaro Profi SPG 2008 \$300, Recaro Pole Position 2007 \$300, Sparco Halo Pro ADV 2011 \$250. Recaro's are in great condition, Sparco is in good condition. Recaro side mounts and sliders are also available. Contact [goldie83@ptd.net](mailto:goldie83@ptd.net) for photos and more information.

## BRAKE CALIPERS

Selling a pair of front 1984-88 brake calipers fully refurbished. Contact Tony at [tchecko@msn.com](mailto:tchecko@msn.com) or 610-308-7112 for more information.

## WANTED

Looking for an early 60's to 80's Porsche 911 or 930 Turbo. Also interested in a 356 coupe or convertible. Am familiar with restoration and will consider any condition. Please contact Paul at [pmb.klein@gmail.com](mailto:pmb.klein@gmail.com).

## CAYENNE WHEELS

Set of four Porsche Cayenne Wheels, fair condition, size 19x8.5, 10 spoke, five bolts, missing center caps. Asking \$150. Contact Heather at [heather.roller@gmail.com](mailto:heather.roller@gmail.com) for photos and more information.

## PORSCHE BOOKS

Selling Porsche and race related books for pickup at my house or will ship upon request. Please reference the classifieds section at the RTR forums at [rtr-pca.org/forum](http://rtr-pca.org/forum) for complete listing of available books or contact [dapplestein@msn.com](mailto:dapplestein@msn.com) for more information.

## SEEKING PREVIOUS OWNER

Attempting to locate the original owner for my 2002 Boxster sold by Knopf Automotive in Allentown. Vin # WPOCA298X2S620070, 2002 Boxster

Triple Black, Delivered by Knopf Automotive on 10-13-01. Please contact me at [dmpreston356@gmail.com](mailto:dmpreston356@gmail.com) or (248) 652-8270

## 2014 911 FOR SALE

Black/Black, <12,000 miles, one owner, always garaged. Paint and leather interior are in excellent condition. Carbon Fiber interior trim. May 2017 inspection just completed, VIN: WPOAA29944S621797; Contact Bryan @ 610-216-2291



## 1974 911 FOR SALE

92,000 miles, Scottsdale car, never in rain, no track use. In 1979 body converted to 930, all metal PORSCHE parts by Paul Johnston in West Chester. \$85,000. Call Dick @ 215-870-4589

## CAR COVER FOR 1983 911 SC TARGA

Heavy duty inside car cover that fits a 1983 911 SC Targa. Beige exterior and gray on car side. No mirror pockets by design, elastic front and rear. Used one season. \$60. Contact number is 215-688-6219. I am in Malvern, PA and the cover is too bulky to ship at a reasonable cost.

## "PORSCHE"/"EXCELLENCE" MAGAZINES

Starting with the first magazine dated Jan.Feb. 1987 Vol.1 No.1 of the "Porsche Magazine" to Nov./Dec.



Vol.1 No.6 when it changed to "Excellence" and then running to Dec. 1991 No. 30. In good condition with only slight sun damage. A complete set of 30 magazines are up for any reasonable offer. Contact Art Rothe (Downingtown) at awrothe@yahoo.com

### THANKS DAVID!

I read with great interest last month's interview about EuroCarsCertified and owner David Mizrachi, because I was in a jam. Somehow I had gotten into (un)eviable position of owning 6 Porsches. My wife Wendy said, "Really, you HAVE to stop." Problem was we had an aging 04 Cayenne S and my selfish decision to own a Panamera Turbo. What I really needed to do was exchange both Pcars for a preowned late model Cayenne and put some cash back in my pocket. These two Pcars are not so easy to sell private party. But that's where David Mizrachi came to the rescue. He handled EVERYTHING - - and gave me really fair pricing on my two trades - trust me on that. We all know how rare it is today when you have somebody who is a total pro. Email me at [stspatsday1963@gmail.com](mailto:stspatsday1963@gmail.com) if you want to talk. I'm out of the dog house now—thank you David you are a total class act.—John O'Brien



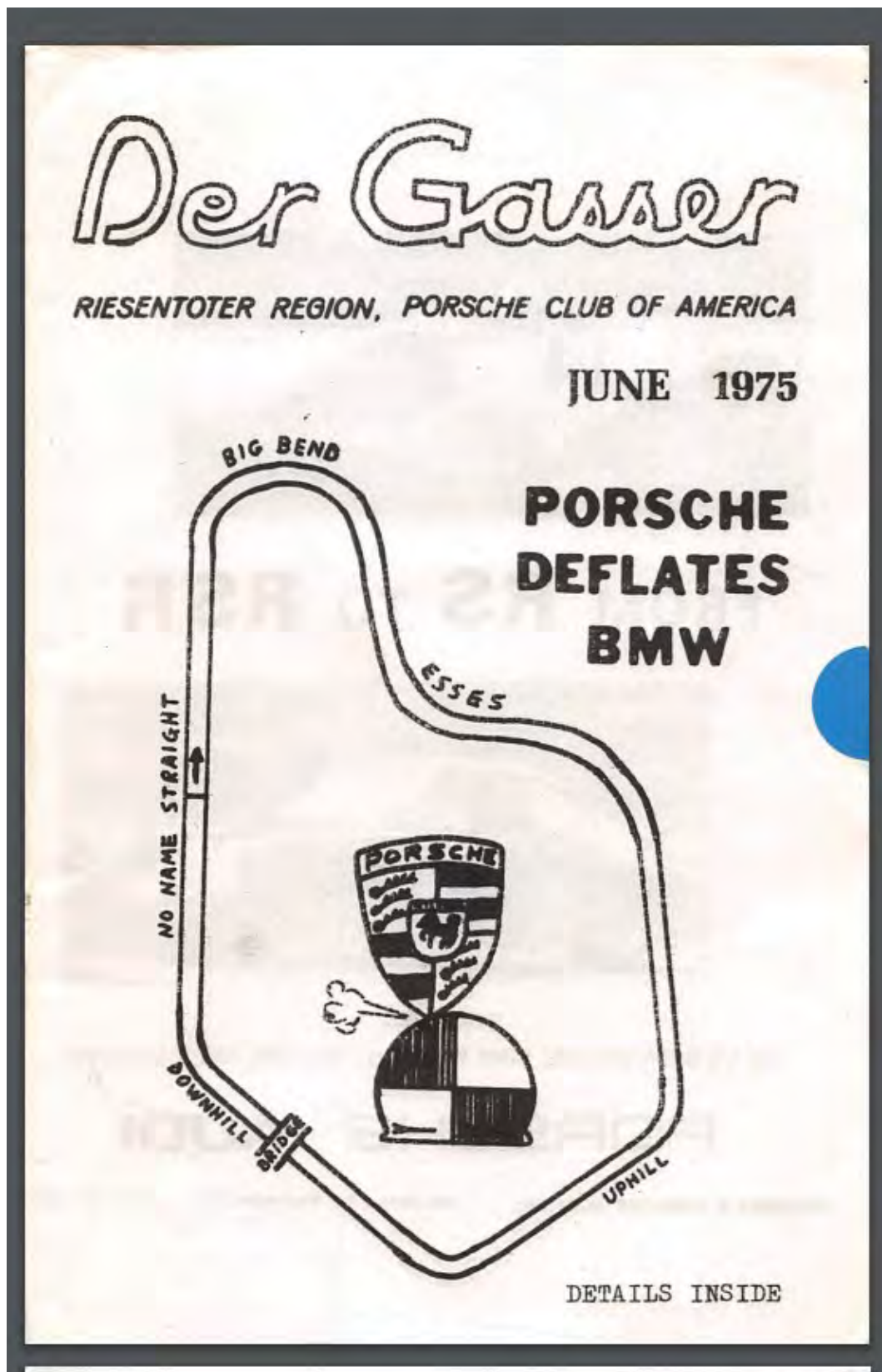
### 2003 BOXSTER S FOR SALE

Immaculate, Arctic Silver with Blue top/interior, 32,800 miles, manual trans, Bose sound system, IMS Bearing has been replaced along with clutch disk and battery. Garaged and never on track or in snow/salt. 2,000 miles on set of tires, also included—a set of OEM wheels with Hankook Venrus RS3 Extreme Performance Tires with under 400 miles. Contact Dave Redmond (Kennett

Don't forget to visit Specialty Cars in Allentown, PA on Saturday, August 27th, for an Open House/Picnic in celebration of their 25 years in business. *Congratulations!*



Where have all our artists gone? Send us your drawings! [editor@rtr-pca.org](mailto:editor@rtr-pca.org)







### Photo Credit

Special thanks to Brad and Corey of eTech Photo who came to the RTR events and took professional shots of our members on-track. They were kind enough to donate a number of shots to help with this publication.

Participants wishing to purchase high-quality images or prints from our events can visit [www.etechnphoto.com](http://www.etechnphoto.com).





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PHOTO COURTESY LAKE TAHOE SOUTH / POKA WYSONG

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September 7-11, 2016  
Resort at Squaw Creek  
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For program information and registration details, see the Treffen website: [treffen.pca.org](http://treffen.pca.org) or email the Treffen North America staff at: [treffen@pca.org](mailto:treffen@pca.org)