

IT'S A BIRD...IT'S A PLANE...IT'S A CAYMAN...
See Rescue 911 (Pg. 18)



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Photo credit: Josue Rolon

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2019 RTR Calendar

Social Events

November	3	Breakfast @ The Whip
November	14	Ford vs Ferrari
November	20	Membership Meeting
November	30	Phil-a-Trunk
December	7	Holiday Party

AX/DE Events

November	7-8	DE @ NJMP
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PLEASE JOIN US FOR OUR...

Holiday Party

DECEMBER 7TH, 6:30PM

CHESTER VALLEY COUNTRY CLUB
430 Swedesford Rd, Malvern, PA 19355

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

Purchases to Benefit:



www.foundation.rtr-pca.org

MEMBERSHIP MILESTONES

YEARS	November	December
40	Karen Zarinsky	
35		Paul Cohen
30	Kevin Melich Mark Winkle	Bruce Brodowski
25	Steven Durham	Peter Sleeman
20	Nicholas Albrecht William Farrell Steven Hunter Ben Johnson Mary Riker Jason Robbins Donald Sloteman Robert Voth	Doug Fero Christopher Mahalick Ed Tatios
15	Phil Burtner	Vidal de la Cruz Harlan Glebe William Heimpel Richard Romer Harry Tillmann
10	Bob Caruso Rich Christine Joseph Serletti Rob Wilensky	Paul J Prutzman Martin Von Dyck
5	Constantine Dalson Robert Gardner James Rodden Lawrence Roy Frank Rubino Jonathan Santomauro Philip Schrode James Skidmore	Jeffrey Bellisario Louis Costa Jeff Ebling Jake Hollinger Jay Lammer Steve Lautenbacher Jonathan Lee Sherman Uslar Louis Zsido



NEW RTR MEMBERS



Fawwaz Alhenn	2013 911 Carrera S Silver Coupe
Ben Archer	2006 911 Carrera S GT Silver Coupe
Thomas Balis	2000 911 Carrera 4 Cabriolet Black 996
Stephen Barnes	1987 911 Carrera Silver Coupe
Arthur Belber	2012 911 Targa 4S Black
David Caldwell	2006 911 Carrera 4S
Patrick Cappucci	2017 Macan S Blue SUV
Paul DeSanto	1977 911 Carrera 3.0 (Euro) Black Coupe
Tamer Elbaga	2017 911 Carrera S GT Silver Coupe
Paul Haun	2017 911 Carrera Black
Dennis Kern	2015 Cayman Sapphire Blue
Nigel Liverton	2019 Macan S
Robert Lorence	2018 718 Cayman GTS Chalf Coupe
John Moffit	2018 Macan Silver
Samuel Pond	1992 911 Carrera 2 Cabriolet
Brandon Stewart	1985 911 Carrera Cabriolet India Red
John Tareila	2008 Cayman
Ross Velardi	2017 Macan GTS White SUV
Michael Vogeley	2009 911 Carrera Arctic Silver Metallic Coupe
Mark Watermasysk	2018 911 Carrera S GT Silver Coupe
Michael Welsh	2018 911 Carrera S Sapphire Blue Metallic Coupe (2+2)
Joseph Winnay	2012 911 Carrera 4 GTS
Sean Wright	2012 Cayenne S
Darco Lalevic	2008 Cayman S Black
Erica Barnes	
Robert Burkholder	2015 911 Carrera 4 GTS Cabriolet White Metallic
Carmen Tessitore	2006 911 Carrera Cabriolet
Phillip Jodzio	1978 911 SC Minerva Blue Coupe
Binu Alexander	2003 911 Carrera Cabriolet Black Cab
John Ross	2019 718 Cayman Night Blue Metallic Coupe
John Obee	2007 911 Carrera S Cabriolet
Lucy Ohara	
Aurelio Santos	2017 718 Boxster S Black Convertible
Chris Farischon	2014 911 Carrera 4S Black Coupe
Hosie Tart	2002 Boxster Seal Gray
Chad Nash	2000 Boxster S Black
Ernie Heimbach	2001 911 Carrera 4 Black Coupe
David Farragut	2006 Cayman S Black
John Dearnaley	2014 Boxster S Black
Kimberly Busch	2018 Macan Black
Shaun Lebo	2004 Boxster S Black
Edwin Chaves	2007 Boxster S Atlas Gray Convertible
Michael DeWind	2016 Boxster Spyder White Convertible
Kevin Faust	2004 Cayenne Turbo Dark Sea Blue SUV
Jason Oganessian	
Brian Leone	2014 911 Carrera Agate Grey Coupe



Vom Präsidenten

THE SAME EXECUTIVE TEAM WHO HAS WORKED VERY HARD over the past two years will be taking you and their ideas into 2020 and beyond. Though no flying cars just yet as promised by the 50's I'm sure we will introduce our first electric Porsche into our club very soon. And the more things change the more that will stay the same. Autocross and DE's will still be important driving events, the social aspect of our club will continue to rise as well, and our Der Gasser team will very much stay on top it all. We will continue to have our huge charity event though the name has changed, the commitment will not. We will try new things to see if they stick to the wall and we will have our annuals events too.

We do have a new rally master, Spencer Wiley who comes to us from RDS Automotive Group, and we created a new position as a liaison to our street survival program and John Gaydos will be filling that roll

Our members are lucky to have such a fine crew of leadership. So please, please take a moment of your time next time you see one of our executive team members or volunteers and thank them for their time and energy or just come out to a few events. Nothing puts smiles on our faces more than you showing your support in our events, after all that's why we do it.

Pedal Down

Jeffrey Walton
President RIESENTÖTER





Saturday, November 30th

Join your fellow Riesentoter members in “Phil-a-Trunk for Philabundance.”

As we kick off WMMR Preston and Steve’s Camp Out for Hunger. We will unite this time with other car clubs throughout the region, to help fill the food banks of the Delaware Valley in order to feed the million or more people in our region who go hungry every day. Our club members are fortunate enough to own one of the finest production vehicles in the world -Porsche, yet there are many around us that are not so fortunate. There are many around us that couldn’t even fathom paying to fill up our tanks with gas because they can’t even fill up on food.

Last year’s Riesentoter members amassed a second place finish with 126,989 pounds of food for [Philabundance](#) in a 3 mile caravan featuring 177 Porsches and beating the Jeep club once again. With our Riesentöter Family and the help of all our area Porsche dealers (Bucks, Conshohocken, Lehigh and Porsche of the Main Line including out of the region Delaware) plus the Capital Grille in King of Prussia, Beam Suntory, and Fabspeed - and all the other car clubs, like Jeep, Audi, BMW, SSCA, Mustang, and Ferrari we can help exceed those amounts.

Join us by filling your frunk or trunk with nonperishable items (see below) and meet us in the Capital Grille’s parking lot in King of Prussia (236 Mall Blvd). We will be supplying breakfast sandwiches, hot coffee, coco, and tea.

Meet anytime after 7am. At 8:30am we will Caravan (this will literally be a food drive) down to Citizen Bank Park in Philadelphia to the Sports Complex via a FIRE ESCORT by Valley Forge Volunteer Fire Company as well as snaking our way past mall traffic with the help of the Upper Merion Township Police Department (76 east, to 476 south, to 95 North, exit at Broad Street). Then, in array of generosity pop our frunks to help those less fortunate this holiday season. Please ask your family and friends to join us. **We should have no problem beating last year’s goals** so please RSVP so we can break some more records.

You can also donate money to our cause by going to clicking [here](#) as we can turn cash into fresh meats and produce for those who need it most.

Choose products that are in boxes, cans, or plastic bottles and do not have to be refrigerated such as:

- Canned/ Shelf-stable tuna and or Chicken/meat
- Macaroni and Cheese
- Canned/Boxed Pasta
- Canned Beef Stew
- Canned Chili
- Creamy Peanut Butter
- Jelly
- Canned Green Beans
- Canned Corn
- Canned Fruit
- Breakfast Cereal and Hot Cereal
- Non-refrigerated boxed or powered milk/rice milk



RSVP

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Editor's Note

FIRST, I WOULD LIKE TO THANK THE MEMBERS THAT TOOK THE TIME TO WRITE me an email with “props” for our last issue. Second, I want to let those members know that I immediately forwarded your emails to our volunteer staff members. I can tell you that the staff enjoyed your compliments and were pleased to receive encouraging words.

In case you haven't noticed, Riesentöter is an AMAZING component of Porsche Club of America, sporting almost twenty-six hundred members. Just take a look at our calendar: there are happy hours, wine tasting, autocross, DE, and a rally. Our board members have it packed.

My wife, Lisa, and I have attended many events in our short tenure as RTR members and have met just a fraction of that 2,600. However, we always enjoy the company at those events. This just confirms the Riesentöter motto, “It's not just the cars, it's the people.”

Remember that motto, because we don't care if you show up to an event driving your Porsche, your Yugo, or the Broad Street line (like we did for the Phils v. Sox). After all, the car is parked outside. Sure, someone might be interested to hear about your Porsche, but you certainly don't have to prove you own one by pointing it out in the parking lot.

I was talking to another member at the August Happy Hour, during one of the area's many “localized thunderstorms,” and he told me, “I don't drive my Porsche (a Boxster S) without the top down.” Enough said!

By the way, at that Happy Hour mine was the only Porsche in the parking lot, because everyone else just might be less crazy than me, or they just have more sense. Your call.

SO?, you say. And I say: whether your car is put up for the winter, only comes out in the daytime, is in the shop for updates or repairs, or just because you didn't feel like getting it out, COME ON and join the fun!

Hope to see you there!

Garrett Hughes
Der Gasser Editor-in-chief

Top Down!



I THINK IT'S IMPOSSIBLE NOT TO HAVE NOTICED THE CHANGE IN THE WEATHER. I know for certain many of you tuck your cars away for the winter. You may have done that already, and I am certain that you do things like protect the tires from flat spotting, put the battery on a tender, remove any signs of food to (hopefully) keep the rodents at bay, and probably some other tasks that I am not aware of having never tucked a car away.

Something that you might consider for your ragtop is giving it a good cleaning and add a level of protection. The products that I use are made by [RaggTopp](#). They were highly recommended to me by several friends. They are SO easy to apply, and not only do they deep clean your top but also add protection from UV fading, cracking, and hardening.

With the cleaner you just rinse the loose dirt off, spray on the product, brush with a soft brush and rinse off. The protectant you spray on and wipe dry with a clean towel.

For best results it is best to repeat this process every three of four months.

Now don't get me wrong, I do NOT "tuck away" my Boxster, but I do perform this maintenance at the beginning of the season to help keep the elements at bay and to keep my car looking its best. Plus, I change to winter tires just in case I am caught out in some weather and to keep the tires soft enough to actually stick in the cold. (You probably already know that driving your summer tires below 50° is asking for adhesion problems in turning and braking.) Be SAFE out there!

For those hardy enough, keep that Top DOWN!

Garrett Hughes
Top Down!



August 2019 Membership Meeting

THE AUGUST MEMBERSHIP MEETING WAS HOSTED BY [PORSCHE WARRINGTON](#), who kindly provided pizza and soft drinks, which quickly disappeared, prompting a Brand Representative to ask no one in particular: “Don’t the folks eat dinner before they come to the meeting?” While eating and socializing, attendees ogled a gold colored 2019 911 Turbo Exclusive Manufaktur, #97 of 200 produced. This used (1,496 miles) car unfortunately was not raffled off as a door prize during the meeting, but it is available at the sale price of \$273,991.

An estimated 85 to 100 members attended the meeting. Club officers presented their reports. Of note, Jeff Walton asked members to take special note of two upcoming events. First is the Phil-a-Trunk food drive to benefit [Philabundance](#), which is a rain or shine event on Saturday, November 30th. Last year, RTR members contributed 126,989 pounds of food, and placed second, behind Subaru Corporation. Jeff outlined his plan to take 1st place this year. The second event is the Radnor Hunt Concours D’Elegance, on September 8th, to benefit the [Thorncroft Equestrian Center](#) in Malvern. Jeff introduced Mark Bowie, also an RTR member, who made a short presentation about the event and the concurrent running of the hounds. Tickets are \$10, and the Club will have a tent at the event, offering food and water for attendees.

A record-setting nine members attended their first club meeting. Each introduced themselves and were welcomed by the group.

The next RTR Membership meeting will be held September 18, hosted by [Porsche of the Main Line](#), located at 4005 West Chester Pike, Newtown Square, PA.



Jim Reilly



September 2019 Membership Meeting

PORSCHE OF THE MAIN LINE, RDS GROUP WAS THE SITE OF OUR MEETING. As is true of every Porsche dealership, it's a wonderful, clean environment. At the time of the meeting they had their special offer cars on display (read: end of model year).

There was a very good turnout, of eighty to ninety members.

Jeff started the meeting with the announcement that the RDS Group/Porsche of the Main Line has become the title sponsor of our Phil-a-Trunk event, scheduled for November 30th. with a donation of \$10,000. Not only does that put us in great shape for all the costs of setting up the event, but it also sets the tone for making this our best Philabundance event to date.

In case you have not been paying attention, Jeff filled the group in with the details. Phil-a-Trunk will be the kick-off event for Preston and Steve's WMMR Camp Out for Hunger. In the past our event was the closing act of Camp Out for Hunger in support of Philabundance. RTR, read Jeff here, has reserved two Citizen Bank Park parking lots for the event. Jeff has invited as many car clubs in our area as he could think of (about eighteen), and most of them have accepted the invitation. Yes, there will be inter-club competition, but the real winners will be the hungry citizens of our area fed by Philabundance.

Not only did we get the overviews from the Executive Board members, but we were introduced to our new Rally Master, Spencer Wiley. Spencer gave an exciting preview of the coming Night Rally. He is hoping you will join in the fun.

As the finale, we were treated to a visit by Ted West. He is a renowned motorsports writer/editor and has been writing for over forty years for many automotive publications such as Road & Track, Car and Driver, Sports Car International, and Sport Car Graphic, to name a few. Plus, he's been published in The New York Times and Outdoor Life.

He gave a brief history of his writing. He started in college and sent articles to Road & Track, which they published. Then after graduating from college he got a job covering international endurance racing and Formula 1. While covering those series he met and got to know drive like Jacky Ickx, Jackie Stewart, Mario Andretti, and many others.

He has now published a book based on those personalities and racing events, called Closing Speed. Though it's not about any individual he covered it's a fictional portrayal of what it takes to race at the level and compete.

We were lucky enough to have the opportunity to purchase a book and have him sign it for us.

Just remember membership meetings are more than dinner, meeting and camaraderie.

Garrett Hughes



Porsche Pundit

AND HERE WE ARE AGAIN. ANOTHER HOLIDAY SEASON and I'm home for several weeks in a row. Guess what I do as the evening winds down? I mean besides sipping a nice bourbon or two. Give up? Oh, come on! I'm car shopping. Maybe you thought that everything was static, automotive wise, in the Turner household. I still had my truck, left over from the race car days, the Speed Yellow 986 S, and of course my wife's cute-but-slow Mini Cooper Countryman. You might have thought that, but you'd be wrong. Remember, car buying is a vocational hobby based on opportunistic mojo when all nine planets and seven chakras align (whatever the heck that is).

Craigslist app in hand, I started searching all the different permutations of various Porsches. When I came across a 2005 Turbo S that was really cheap, it got my attention. I did some research on the car and discovered it had recently been up on an auction site and had not hit its reserve. Hmmm, interesting. I replied to the ad and the person who listed it called back.

"How do you want to proceed with the sale of this car?" he asked after I told him I was interested. "I want to fly to where you have it and have a PPI* done. If everything is good, I'll drive it home."

"That's not how I do business," he said. "I ship you the car."

When I insisted on a car inspection, he suddenly got very vague. He couldn't agree to a time for me to visit and have the car inspected.

"Then what exactly do you want?" I asked him.

"Send me a cashier's check and I'll ship the car to you."

I really wanted this car, but the scam radar had gone off full tilt.

I think to get me off the phone he agreed to call me after the holidays to set up a meeting at a local garage. He never called. I wasn't holding my breath, well not too much, as it would have been a great car for that price. Thinking over what had happened with this guy and the car, I believe I know how these scam artists work. These guys aren't dumb. They troll auction sites, Craigslist and other venues. They have some photos which they download or copy from the listings. Frequently they'll even have the VIN from a listing. So they have a lot of data on a car. They'll list the high-end car for sale for super cheap in a different city. When someone contacts them, they offer a flimsy excuse for why they're selling so cheaply. (The scammer I spoke with said he didn't need the car since his son had "gifted" him a GT3 RS). After the buyer is hooked, they request a cashier's check, promising to ship the car to the buyer. I have a hunch there's no car on the other end of this transaction and its bye-bye cashier's check. Caveat emptor!

To get back to my search for my next car, you may recall from earlier columns that my wife and I agreed that once our kids were out of college, out of the house and self-sufficient, I could purchase a big-boy Porsche. For some reason known only to her, she agreed to let me move the timetable up a few years. I didn't need any urging, the car-shopping floodgates opened.

First it was a 2001-2003 996 Turbo. As they had bottomed out on their depreciation curve, they would be collectable classics – someday. Then the search shifted to 996 C4S'. There were so many to choose from! Prices were all over the place, from high-mileage low-priced cars to low-mileage cars with rare options and higher prices. I found one that had every Speed-Yellow option ticked off on the build sheet. In fact, whoever ordered that car may have made up a few factory Speed-Yellow options just for it. Crazy. But I passed on it. Why? It was so rare and perfect I'd never have driven it. That car belonged in someone's collection.

I showed my wife car after car. Her reaction was "meh". Finally, she said "Get a newer Porsche." OK! No problem. My search switched to the 981 Cayman S. I've owned thirteen Porsches and my favorite one was a track oriented 2006 987 Cayman S. It was arctic silver with terracotta red interior. A knockout. As I have noted, I love me some Caymans. The search began for my ultimate Cayman S. This time I searched nationwide for a Racing Yellow Cayman S with PDK. I found it in the far reaches of Justin, TX, practically next door. I was used to flying or driving many miles to look at a car. This one was all of twenty miles away. Sweet! The car was awesome. Low miles, go-fast goodies like Fabspeed headers, Porsche Sport Exhaust (PSE) and vinyl wrap on the hood and fenders. The icing on the cake? The previous owner had added the Cayman GT4 rear wing and side scoops. Score! We agreed on the price and a few days later, I happily traveled the twenty miles from Denton, TX to Justin, TX, picked up my dream car and drove to Casa Turner. Amazing.

Now that the new Cayman S moved into the garage, next to LMNHED, my wife's car was relegated to outside parking. Not workable. And, as she also mentioned, only one yellow Porsche was allowed in the garage at a time, the car that was a keeper; the Speed Yellow 2002 Boxster S, the concours and touring car had to move to the chopping block. We could have listed the car on Rennlist, Sixspeed, Planet-9, 986forums, PCA, you know the usual suspects. But I wanted to sell it quickly. So it went up on Bring-a-Trailer. Never heard of Bring-a-Trailer? Tune in next time as our car-buying frenzy continues.

*Pre-purchase inspection

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.

September Happy Hour

IT WAS A PERFECT, ALMOST FALL, DAY. My ride up to Allentown was about thirty-eight miles. Like I said, a perfect day. No clouds, in the mid-seventies, no wind, and just the hint of color change in the leaves. I found a back way that avoided Route 100 and was rewarded with hilly, twisting roads with hardly any traffic. I even got there well before the Google Maps' predicted time.

Too early, as it turns out. I waited outside the meeting place for a while, hoping to spot a P-car or a face I recognized. Then I decided to claim some place. The decision was between the rather populated outside patio or the bar inside. I chose, incorrectly as it turns out, inside. I claimed a corner of the bar and received immediate attention from the bartender. I guess I grew some roots there and neglected to scout the area outside.

I eventually found my way outside and discovered a high-top table with more than a dozen Porsche-philes there. I was instantly absorbed into the group and included in the conversation. Motto of the story: Keep a lookout all around you.

Conversation covered many topics, from Porsches, college football, and many others. As usual, we purchased our drinks and the club bought the food.

A good time was had by all, including the accompanying partners who are, probably, not car enthusiasts.

The ride home was even better! Cool crisp evening, on road where bright lights weren't shining in my face or the on-coming traffic. Of course, the top was down, but, yeah, I even put on a light jacket.

(Picture by Marty Kocse)

Garrett Hughes





Ice Cream Social at Milky Way Farm

UDDERLY – THE BEST ICE CREAM EVER!!! HOW LUCKY ARE “WE”? Some of us look forward to getting out of work early...others only need ask, “What to do with this day?” The collective “us” in RTR have one thing in common; we all look forward to taking a seat in the finest marque produced, and enjoy the music that is produced from fresh-air...and by the way...who can pass by having ice cream on a beautiful August evening in the middle of cow country...literally?

The runway to [Milky Way Farm](#) allows ample time to hear our horses running to the stable before seeing what’s around the bend. A bit of a trivia game in guessing; air-cooled, water-cooled, flat-six, V-6, inline 4’s and even the odd TVR (attempt was made to pull the door liners from Roy’s TVR for hidden production line messages but to no avail :).

Roughly twenty Stuttgart products showed up on this picturesque evening, with a trend towards vintage Targas stealing the spotlight. Of course, we were outnumbered by the 60 Holstein-Friesian and crossbred cows and calves, 30 of which are milking cows. The average milking Holstein cow weighs 1,300 pounds, very close to the weight of a 356 SL. Each cow has unique markings distinct from any other cow; based upon photo evidence, there were no two identical Stuttgart “horses” in the stable that night.



It was an enjoyable time for everyone to catch-up on the activities of the summer, meet new friends and reconnect with old, reflect on past miles traveled by the Riesenötter, living in the moment, and looking forward to great times to come. It was great to see families come out to indulge all together, whether shoe-horned in “four-seaters” or bringing along the caravan. The “moolicious” ice cream flavors are named after each of the cows, the source

of wholesomeness.” Servings are priced per ounce, and I am happy to report that another personal best had been achieved...with a second trip just to make the night complete.

Since the opening of the Chester Springs Creamery in 2001, visitors have enjoyed ice cream manufactured fresh on the premises using milk from Milky Way Farm’s own cows. The farm sells milk, eggs, vegetables and meat products to the community to promote farm fresh products at your table, and sells milk to the local Land O’ Lakes Cooperative.

And no car article is ever complete without the specs:

- Cows are milked robotically, which allows a cow to choose how often (typically three times a day).
- The average cow produces approximately 54 lbs. of milk per day (about 7 gallons).
- To produce the 54 lbs. of milk, the cow’s body pumps over 20,000 pounds of blood through blood vessels.

A very special thank you to the RTR Social Team (Wendy) for providing these diverse events that allow us to enjoy our passion for Porsche, enjoy the people we meet, and experience places that take us down the road less traveled.

Additional Milky Way Farm info at: <http://www.milkywayfarm.com/creamery/>

Geheimer Schriftsteller



Track And-Go!



MOST OF US QUESTION WHAT IS THE POINT OF OWNING A PORSCHE, if we can't drive it the way Ferry Porsche created it - "... meant to be driven." Whether you drive a Macan, Cayman, or a 911 4 GTS, Porches can handle the track, daily driving and, yes, being garage kings and queens. However we choose to drive our cars, it is almost guaranteed that if you do a Taste of the Track, you'll end up going again. Any of us tracking their cars will tell you that you'll love and care for your Porsche even more than you would if you kept it as Royalty in your home. In my opinion, it's all about the role you give to your Porsche and the meaning it adds to your life. For some of our HPDE (High Performance Driver's Education) students, a Porsche becomes essential on and off the track, sometimes escalating their need for speed and lifestyle to Porsche Club Racing. Let's explore how that happens.

[PCA's driver's education \(DE\) program](#) is non-competitive and meant to teach members and guests how to drive their cars in a safe, controlled, learning and teaching environment. By contrast, PCA Club Racing is all about competition. PCA Club Racing does it wheel-to-wheel and enforces its very strict rules while nurturing competition against time.

I attended this year's PCA Club race at Summit Point to watch our very own co-chief instructor Jeff Smith race for the first time, and RTR's vice president, Corey McFadden, who has been racing for a couple of years. I took the opportunity to learn what it takes to make it to Club Racing and share with you, our readers, about Jeff's and Corey's journeys to becoming club racers.

How did you get into HPDE?

Jeff: I was visiting, in Florida, my aunt and uncle (Anne and Bert Del Villano), who had long been involved in DE. Bert's held most roles in the Florida Citrus Region. He asked if I'd be interested in doing a track day. I rented a Spec Miata for one day and drove Sebring. I was hopelessly hooked within minutes. I returned to the south a few months later to rent a 944 on Roebbling Road, and 45 days after that I bought my first track car. Notably, I'm looking forward to returning to Sebring for my next Club Race and I'm certain Anne and Bert will be by my side when I do.



Corey: I found the DE program shortly after joining PCA and attending my first RTR membership meeting. As soon as I heard that there were opportunities to drive my car without limitations I had to give it a try. There was a \$50 "taste of the track" day offered at the time, where I drove a couple of sessions and rode along with my instructor for a few laps. Obviously, it was awesome! After that I did a car control clinic with the club and definitely knew it was something, I wanted to do more of.

Was it your intention to join club racing when you started HPDE? What led you to pursue racing?

Jeff: It was always in the back of my mind as something that I'd like to try. I knew I had a lot to learn and I also recognized that there was an entirely new level of potential commitment of time and money. So for several years I focused on DE and enjoying great times at the track with great people.

Corey: Not at all. I had low expectations and I didn't really stand out as above average my first year. I really wanted to do well, so I kept at it and with time I got faster. Things started to click in my second year, and I progressed rapidly through the run groups. The decision to go racing occurred after I had become an Instructor and reached the limits of what I wanted to modify on my streetcar. I was ready for a car with a cage and decided the only option was to buy a prepared race car. With that decision made, it was inevitable that I'd give club racing a try. The only question was what kind of car, what kind of racing, etc.

How did HPDE help you prepare for race car driving?

Jeff: The many hours of track time, both driving and instructing, I enjoy through our HPDE give me a few great advantages as I transition into the world of club racing. I obviously have a certain level of comfort being on track in tight situations. This has been enhanced considerably through instructing, where I need to have a level of comfort and trust in the capabilities of someone other than myself. By logging many hours in both the driver and passenger seats, I believe those that enter racing from HPDE have a considerably higher level of situational



awareness than those without such experience. After my first (only) club race, my wife was very surprised to learn that HPDE is NOT a requirement to entry into PCA Club Racing.

Corey: The RTR DE program is a fantastic platform. It gave me driving skills that put me at a pace with people that had been racing for many years, so I was able to have successes right away. Obviously, DE isn't racing and there are "point-bys"--so the next step was learning race craft skills.

In your experience, what is important for students to learn, to enhance their chance to enter racing?

Jeff: Situational awareness and preparedness are paramount in all track situations. This comes from seat time, some more seat time, and then trying to get a little more seat time. Everyone starts at some level, be it very aware or relatively unaware. The more situations that you see on track, the better prepared you are to react safely and efficiently to them.

Corey: Make sure to become comfortable with close traffic and get as much seat time as possible. A racing school is a great idea. (I did the program SCCA offers and learned a lot!) Also try to attend some club race events, whether as a spectator, participant in an advanced DE event at a race, or as a volunteer. Knowing what to expect and how things work is extremely helpful when showing up for your first race.

How is racing different from HPDE?

Jeff: On the whole, the mentality of the people in club racing is very similar to that of HPDE. In fact, it's many of the same people. As I mentioned, I've just completed my very first Club Racing weekend. A few days before departing for the track, three instructors from our HPDE program reached out to me. All had varying degrees of club racing experience and all had noticed my name on the entry list (Actually, one had been answering questions for me for months leading up to the weekend). All were eager to help me become as comfortable, prepared, and successful as possible. They sat me down each evening to give me a walk-through of what to expect the following day, debriefed after each session, and generally supported me throughout the entire weekend. In essence, it was DE for club racing with three of the best there are. Having said that, I also met dozens of other veteran racers, all of whom were eager to welcome me into their world and support this newbie that they just met.

Just as there is within HPDE, there are many volunteers who work tirelessly before, during and after each weekend with the singular goal of making the weekend as positive as possible for the club racers themselves. As with HPDE, this can be easily overlooked when things run smoothly, but these selfless volunteers are what make everything so memorable. So the mentality and culture are incredibly similar. Equipment and expenses are, as you might expect, generally similar, but higher. Cars and equipment are more specific, many safety items that are advised or highly recommended in HPDE are required in racing, and consumables are, well, consumed more quickly.

Corey: There's a lot in common between DE and racing, but the main difference is that racing is more serious, and things happen at a larger scale. Participants have spent a lot of time and money to be there and are generally focused on performing at their best. In PCA Club Racing, it's not uncommon to have professional track support and pro-driver coaches. In fact, the self-supporting driver without help is rare. Expenses are significantly higher--more so than most people imagine when getting started--and vary from class to class. You're pushing your equipment much harder than you would in a DE setting, so avoiding mechanical failures requires lots of proactive maintenance. When the inevitable happens, having spare parts on-hand at the track is "make or break". An example of how serious it gets: It's not uncommon to see a blown engine swapped trackside to get someone back out racing. The culture is similar to PCA DE events, though DE is definitely more social than racing. Despite that, there's still a great social aspect to club racing and I've met good friends from all over the country.



What is the entry process for club racing? Requirements?

Jeff: There are a few different pathways, but all the details can be found online simply by searching PCA Club Racing. In my case, I completed my application and my medical forms. After that, for those active in the DE program, a reference from your region's chief instructor plays a crucial role. In my case, this was a bit odd since I'm the one who typically writes such a recommendation. My co-chief was more than happy to pen the note for me. Following submission of all required paperwork, new candidates complete a 45-minute telephone interview with Susan Shire. Assuming everything is in good order and participants complete an orientation class and participate in a candidate race, you'll come to your first event and sit through an orientation class and participate in a candidate race on the event's first day. Assuming you have no issues, you'll get your rookie license the next day and will compete in the weekend's races!

Corey: Having advanced through the DE program to our intermediate solo level with a recommendation from a Chief Instructor is all it takes to become a PCA rookie candidate. As a candidate, you'll come to your first event and sit through an orientation class and participate in a candidate race on the event's first day. Assuming you have no issues, you'll get your rookie license the next day and will compete in the weekend's races!

Any advice you wish to share with Der Gasser readers? Any funny stories?

Jeff: Be careful getting into and out of your car without your helmet on. Most race cars have window nets (no windows). These generally buckle to the frame of the car using the equivalent of a 1980's era seatbelt buckle. When the net isn't in place, the portion of the belt you insert in protrudes from the top of the door frame. Let's just say you know it when you scrape your helmet against it, but when you get out of the car a little too quickly without a helmet, you may need to check to see if a few stitches are appropriate. Just something I've heard, of course.

Anything else you wish to add.

Jeff: If you think you may someday consider club racing and you're currently involved in HPDE, get all the seat time you can. Look and ask around the track and introduce yourself. Let them know your plans, thoughts and questions. They'll be thrilled to share with you. If you're considering the same and have not tried HPDE, I highly recommend some (considerable) HPDE beforehand. But whether it's cruising country roads, autocross, HPDE or Club Racing, remember it's the cars that bring us together and the people that keep us together. Get out there, meet some people and share with them what you're thinking. If you haven't seen it already, you'll be amazed at the satisfaction Porsche people get from helping Porsche people!

Jeff Smith and his spec Boxster finished their race successfully. Corey McFadden and his Cayman won in his class as did several other RTR racers. Corey's daily driver is a Boxster and Jeff's is a Cayman or Cayenne. What an exciting world of the finest cars, mechanics, and fun we all share. It remains true that no matter which PCA activity we attend or which we give to our cars, their meaning, bring about camaraderie, friendships, volunteerism, and conversations. All basic principles of our club.

"I wanted to build cars that were not something to everyone but meant everything to some."
Ferry Porsche

Yoyi Fernandez





Rescue 911

JOSUE ROLON, AN RTR MEMBER, IS JUST A NORMAL GUY who likes to do things with his hands. He grew up in a family which did stuff. You know, like working on their houses and cars. As a young adult he purchased a set of Saleen wheels for a Mustang. Not as if he had a Mustang, but his dream, at that, moment, was to build a replica of a Saleen Spyder. Long story short, he completed that build after years of collecting parts and fitting them to the GT Mustang he had purchased.

So now Josue has a new dream. He wants to build a GT3- inspired 911. But as we all know, GT3s are EXPENSIVE, forcing Josue to do as much of the work as possible to keep the costs down. So, his first problem was sourcing some “good bones” to build on.

Many online searches later, Josue decided to purchase a flood damaged sample. He went for a 996 as a starting point. His car was submerged in the aftermath of Hurricane Irma in 2017. The water was up to the rain gutters on the outside, but only to the top of the tunnel on the inside. The issue cover picture is not actually the car he purchased, but it gives you an idea of the extent of the damage. Of course the insurance company totaled the car and sold it to Copart <https://www.copart.com/>. This is where Josue entered the story of his Porsche.

The target car was a 1998 Arctic Silver Carrera with 76K original miles on the odometer.

After purchasing the car, the next hurdle was getting the car home. After all, it was in Florida. First, he needed to find a carrier who could eventually get the car to his house on a flatbed. Next, was to inform his wife...OOPS! The car arrived before the news was given. When his wife saw the car out front in the street, she thought a neighbor had bought it. The news feed was still down when the car was placed in the garage. Josue got hit with “So, you’re the neighbor!” Communication systems were down for a few days, until he was able to explain it was indeed a Porsche, but he didn’t pay a Porsche-like price for it. A few days went by before Josue was able to move out of the doghouse.

Once in his garage, the first task was to attack the interior. Removing the moldy, molting seats and carpets. Then he discovered the wiring harness, key, and the ECU (Electronic Control Unit) were totally useless. Components like the instruments, heater controls, and radio were unharmed because they were not submerged.

Once all the interior was removed, Josue tackled the wiring harness, thinking that it would be easiest to remove the old and replace it with the “new” as he went, so as not to lose track of how things went back together. As for the immobilizer, his first inclination was to purchase a new unit from Porsche, but the price tag made him look deeper. That’s when he learned about ECU Doctors in Oakland Park, FL. They replaced his ruined unit for less than a third of the cost of a new ECU from Porsche, and they included a new key.

As you can tell, Josue is a proponent of using the Web, search engines, Ebay, and other internet-based tools. He has found a pair of seats, wheels (997’s), interior pieces, wiring harness, and many other important pieces at reasonable prices.

He spent the winter of 2017 working in his unheated garage with some GREAT results, but this earned him a pair of hands that were cracked, sore, and bleeding from the cold. And you can really see his results of that work and his on-going efforts.

On the agenda now, Josue has purchased some used Recaro seats, and has sent them off to be reupholstered to match his selected scheme of black with yellow trim and stitching. Of course everything is not always as easy as we would like, and he encountered some difficulties with that upholsterer and may have to pull his seats from there and take them elsewhere.

Josue has also teamed up with Nick Vanderwende, at German Auto Specialists, to rebuild the 996’s engine. We have all heard about the nightmares associated with the M96 engine and the intermediate shaft (IMS) bearing. After considering all of the options, a decision was made to purchase a kit that will permanently correct the oiling issue involved. Also, he would like to “punch out” the engine at the same time because even though the engine scope showed no cylinder damage after the breakdown of the engine, rust and scoring were evident.

Josh is planning on building a rear facia that resembles a GT3, possibly fashioned from a Boxster/ Cayman. Then get an exhaust system to have the center-mounted exhaust tips.

So the interior is pretty much wrapped up once the seats are finished. The engine is in purgatory until the IMS kit and all required replacement/upgrade parts are sourced. The final stage of assembly will keep Josue in the garage through the winter, with expectations of a springtime rollout.

Maybe, in the future, I can get Josue to give us some of his DIY secrets. Best of luck Josue, and please keep us posted!

Garrett Hughes



Boardwalk Reunion 2019

AMUSEMENT RIDES, ICE CREAM SHOPS, MANCO & MANCO PIZZA, and [The Music Pier](#), are just a few of the things that the [Ocean City, NJ](#) Boardwalk is known for. Driving your Porsche down the boards is not on the list, at least it wasn't until now. Saturday, October 19, 2019 was the inaugural [Ocean City Boardwalk Reunion](#). The reunion was hosted by PCA Zone 1 and Zone 2 and supported by the Porsche 356 Registry. Although this was not a Riesenötter event, Jeff arranged for our members who wanted to caravan together to meet at the United Artists theater in King of Prussia at a little after 7 AM on Saturday morning for the drive down to the Ocean City Airport, where all the Porsches would be staged prior to heading to the Boardwalk. There were about two dozen of us who decided to do the meetup and drive down, while other members made their own way down to the meeting point.



As we pulled into the OC Airport we were directed into rows and rows and rows, about 300 - 350 Porsches in total, for parking. We made our way over to registration and picked up some nice swag for the event and a placard to fill out with our car details to place on our dash for entry onto the boards. We milled about for maybe 45 minutes or so talking to members from the various regions that met us there. There was then a brief drivers' meeting describing how the day was to unfold and what we could expect. There were members in

attendance from as far south as the Carolinas, as far west as Arizona, and north from New England. Although this was the inaugural event and there was a lot to coordinate, the event was very well run, and everything operated quite smoothly.

We were ordered back to our cars and were then released for the drive to the boardwalk by row. We made the approximately two-mile drive with the help of a police escort (speaking of police escorts, don't forget Phil-a-Trunk, November 30th), which garnered quite a bit of attention from the seaside town that was nearing the end of the season. We made our way down 14th Street, and in a surreal moment drove our cars right up the 14th Street Boardwalk entrance and then slowly drove down the boards. We drove right past Johnson's Popcorn, Kohr's Frozen Custard, and Pirates of the Golden Galleon Golf, and ended up parking right in front of George's General store, with nothing but Porsches as far as I could see in either direction. This was not a sight you see every day, but what a great way to visit the Boardwalk!

We parked a little bit before noon and had until 4 PM to just take in the show and what the boardwalk had to offer. The weather could not have been more picture perfect, and the boards were filled with quite a few more spectators than I would have thought. We walked along the row of Porsches to the Music Pier, where the featured models for this year, the 914's were parked. Also, there was a PCA tent, and sponsors Porsche Cherry Hill and Hagerty Insurance each had a presence. We did some light shopping, grabbed a bite to eat, and even walked along the beach for a while. We met a lot of friendly Porsche owners during the day, and generally had a great time.

At 4 PM we needed to be back at our cars and ready to leave the boards. We slowly drove 2 by 2 down the boardwalk to exit at 5th Street. Along the way hundreds of bystanders were recording the procession on cell phones. I am sure Instagram was inundated with pictures and videos of the event. Naturally, I, along with the GT3 rolling next to me, had to give the crowd a few loud revs as we crawled by to prove how obnoxious we are . . . I mean to enhance their enjoyment of the show.

That night there was a dinner and dancing event as well; although a prior commitment forced me to miss that, if it was anything like the rest of the day, I am sure it was a fantastic time. If you are interested in a memorable event the Second Annual Boardwalk Reunion will be October 17th, 2020.

Joe Kucinski



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Wine Dinner Capital Grille 2019

IT IS WELL KNOWN IN AUTOMOBILE RACING THAT YOUR REACTION TIME IS ONE of the keys to success. Reaction time is equally as important if you want to snag a seat at one of our [Capital Grille](#) dinners. These events sell out FAST. Like, less than an hour fast. When you see the email announcing registration is open, drop what you are doing and register immediately. It's like trying to score tickets to Hamilton, except they have better food.

In our May/June issue Jeff did a write-up on our last Capital Grille dinner, which was a bourbon tasting. This time around it was a wine pairing dinner. Other than the swap of wine for bourbon, many of the details between the two events were the same. The enjoyable conversations, the fantastic service, and delicious food are what make these dinners so popular.



Starting around 7 PM on the last Friday of September, members began to gather in the bar area for some drinks and conversation prior to being led to our private room for our dinner and wine. Roughly two dozen of us sipped on some cocktails and exchanged stories in the bar area, while our cars were enjoying rock star treatment, being lined up next to each other right in front of the main entrance. Even though

it was a relatively small group, we had a nice mix of people and their Porsches. We had folks who have been part of the Porsche Club of America for decades, and we had a few brand-new members for whom this was their very first event. We were due to be seated around 8 but were delayed about 30 minutes, as the staff cleared out the party that was before us. Not that this was any sort of a problem, since everyone was enjoying meeting new members and reconnecting with some of the regulars.

About 8:30 we were led out of the crowded bar area, through the busy restaurant and to our private dining room. After we were seated, Christopher Amman, Managing Partner at The Capital Grille, formally welcomed us all to the special dinner. The first thing I noticed was that each place setting had THREE wine glasses. Oh, this is gonna be good. The wait staff quickly poured different wines, a couple of whites and a rosé, into each of the glasses, and we were off.



As we were imbibing our first few wines the appetizers made their way to the table. Pan-fried calamari with hot cherry peppers, and miniature lobster and crab cakes, were passed around for all to enjoy. From there we moved on to a field greens salad with parmesan vinaigrette. Fresh black pepper, sir? Of course. And let's top off the wine, make that wines, while we are at it. After the salad plates were cleared we got fresh wine glasses, and we switched to red wines for the main course.

While the entire table got the same salad and appetizers, the main course offered each of us the option to choose between a filet mignon, seared citrus-glazed salmon, roasted chicken breast and, of course, the bone-in Kona crusted dry aged NY strip with shallot butter that almost everyone ordered. It's not like you can go wrong with any of the selections, but the NY strip is just amazing. We slowly savored our meals as the wine and conversation continued to flow. Eventually it was time for dessert, and we faced a Sophie's choice situation. Do you want the flourless chocolate espresso cake, or the classic crème brûlée? Our selections were brought to the table, and we sipped the last drops of wine as we finished the meal by satisfying our sweet tooth.

Shortly after the dessert plates were cleared some members began to head for the exit, as others lingered to continue chatting and making plans for when we would be seeing each other again. There will be plenty of opportunities, as October is chock full of club events. The laughter grew a little louder, the language a little more colorful, as eventually the stragglers made their way out of the private dining room. The packed bar and bustling restaurant that we made our way through to start our dinner was now nearly empty. Is it really 11:30 already? Forget what I said above, the next time you see registration open for a Capital Grille dinner, don't register right away, give me a chance to sign up first because I have to do this again.

Joe Kucinski

Night Rally

IT TAKES A BRAVE SOUL, A SPECIAL TYPE OF PERSON, to a) sign up for a night rally, and b) show up at a night rally on the verge of rain. On Saturday, October 26th, 19 such drivers, along with their navigators and family members, showed up at the parking lot of the Spring-Ford Area High School at 6pm, though most were pretty anxious, as many teams arrived before 6. We even had a 911 decked out with glowing jack-o'-lanterns and flashing lights. After a few rules were given, the teams lined up and were ready to partake in the Trick or Treat Night Rally.

At the start each team was handed our waivers to print clearly and sign; they were allowed to keep the pen as it had a lighted tip to better write with at night. Then they were handed two blow pops lollipops and a set of instructions with various questions that must be answered along the way. Then told on step 35 please ignore the ROAD CLOSED sign - lots of quizzical looks for sure. Lastly, they were handed two envelopes marked #1 and #2 and told the directions will tell you when you need each of the envelopes. Off they went in the moonless night.



They made lefts and rights through Royersford and before long they were instructed to open envelope #1. This contained three additional questions to answer and tickets to the Mayflower – no, not the boat. The Mayflower is an abandoned building turned into a museum at the [Pennhurst State School and Hospital](#), built in 1908 for mentally and physically disabled individuals of Southeastern Pennsylvania. It was shut down by the state in 1987 – and some say haunted ever since.

Pennhurst has been turned into a few haunted attractions that draw from far and wide. The owners and staff of the now Pennhurst Asylum could not have been more accommodating. Jim and Colleen were a pleasure to work with during many inquiries and setup. This was their busiest evening of the scare season and they were expecting thousands of people that night, yet they provided very special parking for our members – right next to the Mayflower – and provided VIP access right to the front door.

From the Mayflower it was back into the car and back to navigating and answering questions. Some of the directions were straightforward, like make a left on Walnut Street, but others needed a bit of deciphering, such as make a left where his ghost might be known to be walking in Valley Forge Park – and the aha moment came when you arrived at Washington Ave.

The next eerie stop came at almost the very bottom of the Limerick Nuclear Power Plant's cooling tower. They had arrived at an abandoned village known as Frick Locks. This tiny village just upped and left when the power plant was built, and it was as if they all left at once in the middle of the night. Back to reading directions and making left and right turns through some back roads of spooky Chester County.

Our teams were even told to bring flashlights so they could peer through the open windows of an old covered bridge and look out towards the water for a sign. They had to do this twice. The first sign spiked into the running water was “red” and the second sign put many smiles on the faces of our teams, and that one was “rum”.

After disregarding the ROAD CLOSED sign it was time for envelope number #2. Here they arrived at Olszanowski Farm. The envelope contained special instructions to park in our private lot, and a map. The map was of a corn maze, and somewhere in that seven-acre maze contained a box labelled POISON and locked by 4 combination locks that held the next set of instructions to proceed with the rally. The instructions also contained how to open the lock and a big hint as to where the box was located - “the quintessential location of any treasure in a map is?”

I think a few our members are still wandering in that maze. Many members found the box, many did not. If you did not find the box, you could continue to the end but missing a few keys spots. If you found the box and the next set of instructions, you were blessed with a trip through a cemetery and a chance to actually go trick or treating at my in-laws' house.

Just a few more lefts and rights brought the team to their final destination – Sips Bistro in Phoenixville. It was here we started counting our survivors while partaking in a fine array of cheeses and scrumptious appetizers such as pierogies, sliders, flatbreads, and wings. As our members socialized with each other our new rally master Spencer Wiley graded the teams' scores.

Despite all the tricks in the rally it was a very close race, with second and third place being decided by a tiebreaker. In third place, winners of an outhouse stein filled with candy and a \$25 gift certificate to Sips Bistro, was the father and son team of Brian and Jordan Lichy. Second place was team Bob – Bob Senner and navigator Bob Terzyk. They won a larger beer stein, filled with candy, and walked away with a \$50 Sip Bistro dining options. Now drum roll, please – with perfect 20/20 questions was driver Thomas Balis and his navigator and eagle-eye Heather Trombley. They took home a big-ass stein filled again with candy and \$75 worth of [Sips Bistro](#) goodness

Please pray for the poor souls who never arrived at their final destinations - or did they?

Jeff Walton

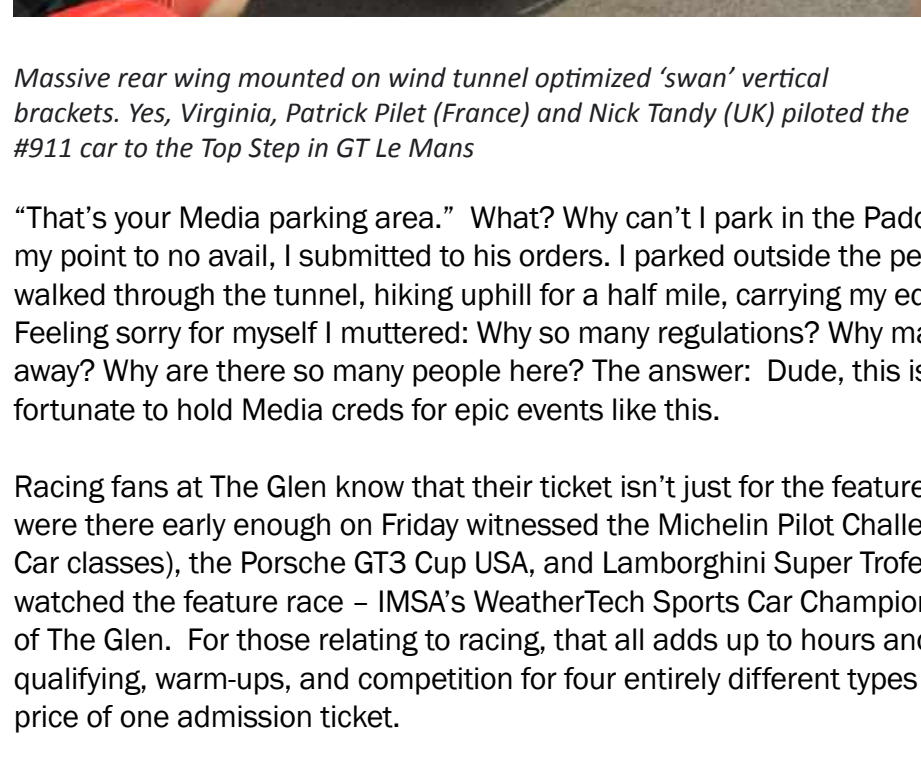


New Rally Master Spencer Wiley getting his feet wet

Fifty Years of IMSA –Relating to Racing: Sahlen's 6-Hours of The Glen

WATKINS GLEN INTERNATIONAL, NEW YORK, JUNE 30, 2019 – Are we living in another Golden Era of sports car racing? I think we are. Frankly, it takes many years (decades!) of observation and experience to make a claim like that. I feel that we are in the midst of another Golden Era and I confess I have an agenda. My explicit agenda is to leverage this Golden Era to impress young and old alike to come out and see what all the excitement is about and cheer for their favorite car and driver. It has been amply demonstrated that we have already seen a Golden Age: "1986 was perhaps the pinnacle of the GTP era in [IMSA \[International Motor Sports Association\]](#) sports car racing. The car counts were impressive, the diversity of competitive cars and drivers was outstanding, and the crowds attending the events were never higher." (Lepine and Webster). But wait – we now have a lot of data to compare and contrast with those of 30 years ago. In fact, I reported from the Rolex 24 of Daytona in 2018 that there were 17 manufacturers present in the 4 classes of competitors. As for diversity of top tier international driving talent, among the pilots there were 21 nations represented. Even the spectators hailed from 38 nations, according to data provided by the Daytona International Speedway. Don't those figures constitute a challenge to the Golden Days of the 1980's? I submit that they do, and that a great number of people are once again relating to racing. Let's start at the beginning of well-organized sports car racing from its shaky start 50 years ago.

By way of context, ahead of this year's Sahlen's Six-Hours of The Glen, the website for [Watkins Glen International](#) mentioned that: "John and Peggy [Bishop] co-founded IMSA [International Motor Sports Association] in 1969 with NASCAR founder Bill France Sr., on a simple guiding principle: that anyone, even the "little guy" could prepare a race car, show up to race, be competitive and make some money along the way." I draw readers' attention to the "the little guy" and "make money along the way"; we will see why that's important. WGI's promoters also mentioned that Mitch Bishop, son of co-founder John Bishop, was named Honorary Official for the Sahlen's Six Hours of The Glen, which would take place on Sunday, June 30, during the feature IMSA race.



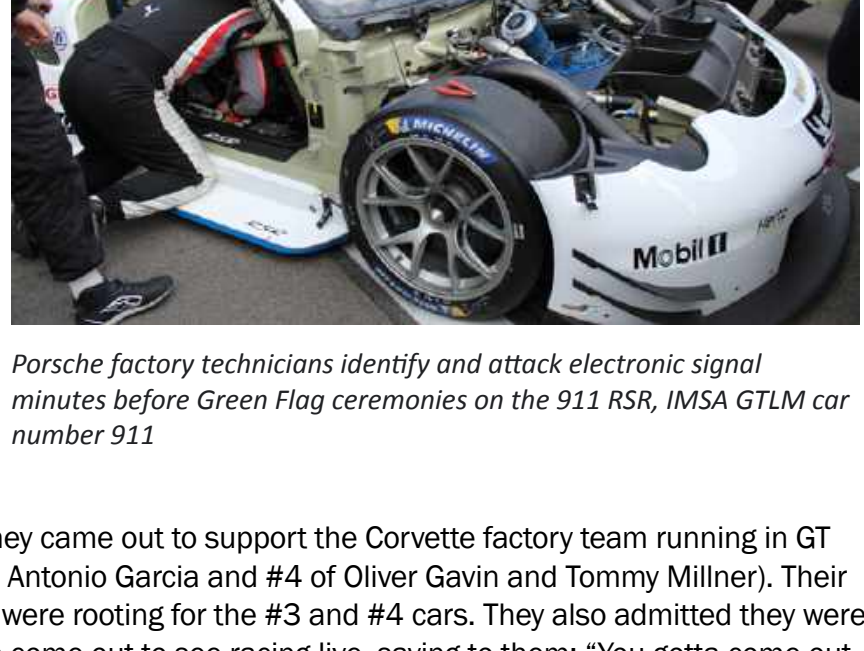
Massive rear wing mounted on wind tunnel optimized 'swan' vertical brackets. Yes, Virginia, Patrick Pilet (France) and Nick Tandy (UK) piloted the #911 car to the Top Step in GT Le Mans

At this year's Sahlen's 6-Hours of The Glen, taking place at the historic Watkins Glen International in upstate New York, there's a vibe in the air, a sense of excitement, anticipation and expectancy evidenced by large crowds. Entering Gate 2 for the Track, and used, as I am, to driving and walking around at will all over this spectacularly historic venue, I approach the tunnel under the Esses, but my access to the infield of the Track is immediately challenged by a burly IMSA volunteer. I show him my Media Credentials and Media Parking plaque and he points to my left:

"That's your Media area." What? Why can't I park in the Paddock like I always do? Arguing my point to no avail, I submitted to the order. I parked in the paddock in the Paddock of the Track and then walked through the tunnel, hiking uphill for a half mile, carrying my equipment to the Media Center. Feeling sorry for myself I muttered: Why so many regulations? Why make Media staff park so far away? Why are there so many people here? The answer: Dude, this is IMSA racing! Reflecting, I am fortunate to hold Media creds for epic events like this.

Racing fans at The Glen know that their ticket isn't just for the feature race on Sunday. Those who were there early enough on Friday witnessed the Michelin Pilot Challenge (Grand Sport and Touring Car classes), the Porsche GT3 Cup USA, and Lamborghini Super Trofeo races. Then on Sunday they watched the feature race – IMSA's WeatherTech Sports Car Championship – the Sahlen's Six Hours of The Glen. For those relating to racing, that all adds up to hours and hours of watching practice, qualifying, warm-ups, and competition for four entirely different types of racing categories - all for the price of one admission ticket.

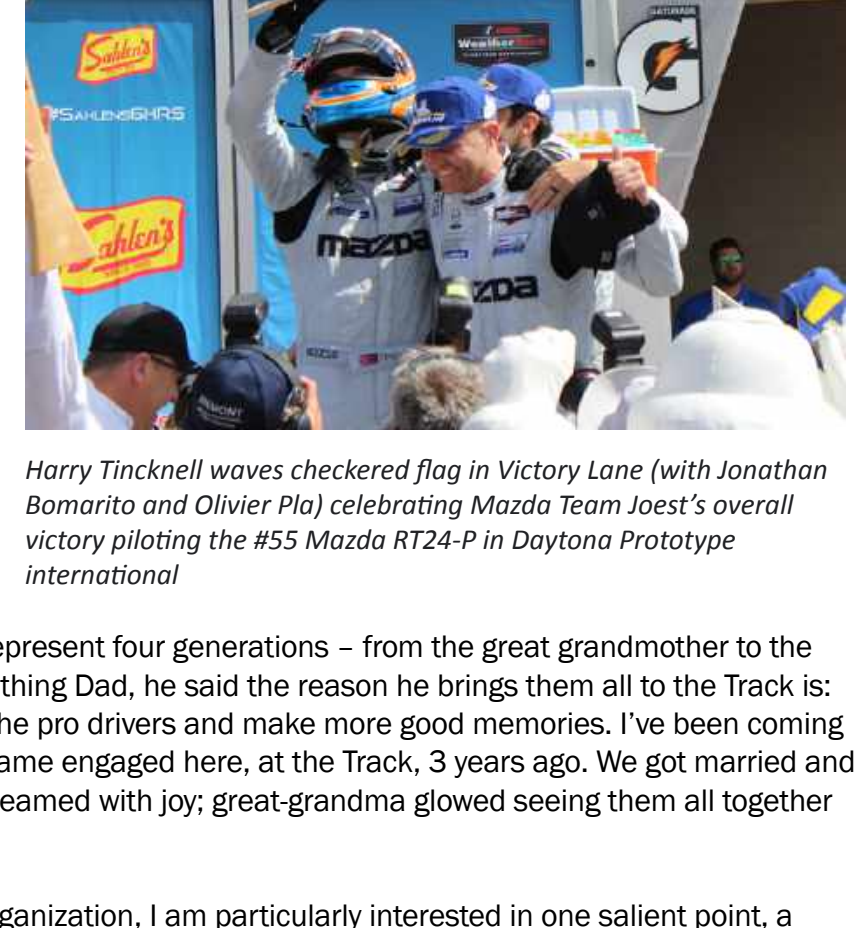
I had been noticing young families attending the event and I wanted to know more about how they relate to racing. Early on Sunday morning of the 6-Hour feature race I drafted 6 questions aimed at conducting some quick random interviews among race fans to ask them why they chose to attend an event like this. This is by no means a scientific survey but it does shed some perspective about how people view sports car racing. At the IMSA merchandise tent I approached and interviewed a Mom in her late 30's with two sons and a daughter. To my questions she responded that her husband had brought them to The Glen so he could watch the races. But she hastened to add that the children were "also interested in all the rip'n roar of racing cars. What was the highlight of the weekend for her? "I got a selfie with Helio Castroneves!" (he of the #7 Acura Team Penske DPi with Ricky Taylor). That made her day.



Porsche factory technicians identify and attack electronic signal minutes before Green Flag ceremonies on the 911 RSR, IMSA GTLM car number 911

Out on the paddock I spotted two young guys ogling the extraterrestrial bodywork of a Lamborghini Huracan GT3 Evo. Responding to how they came to like cars, one said that it was Hot Wheels that got him interested in cars since he was 4 years old. At the race, however, he was surprised that there were Fords and Chevys in the mix; he had assumed that all entries would be European, but he discovered that it's a lot more than exotics. Moving on, I spotted two middle-aged ladies heralding from Reading, PA. They responded that they came out to support the Corvette factory team running in GT Le Mans (#3 of Jan Magnussen and Antonio Garcia and #4 of Oliver Gavin and Tommy Millner). Their husbands owned Corvettes so they were rooting for the #3 and #4 cars. They also admitted they were trying to influence their daughters to come out to see racing live, saying to them: "You gotta come out and see this in person! It's not the same as on TV!" Making the Chamber of Commerce proud they said: "There's so much to do and see in the Finger Lakes – restaurants, shopping and the wineries! Lots to do!"

One Dad in his 40's, with two young daughters and a nephew in tow, has been a member of the area BMW club for years but had never attended a professional race. He was rooting, of course, for the BMW factory entries in GT Le Mans (BMW Team Rahal Letterman Lanigan in #24 Jesse Krohn and John Edwards and #25 with Tom Blomqvist and Connor De Phillippi). He admitted that although he's been reading car magazines "Since I was 12!" in his family he is a lone wolf when it comes to auto-racing, but he hopes to influence his nephew.



Harry Tincknell waves checkered flag in Victory Lane (with Jonathan Bomarito and Olivier Pla) celebrating Mazda Team Joest's overall victory piloting the #55 Mazda RT24-P in Daytona Prototype international

More Corvette fans came into view – Dad, Mom (in their 40's) and 3 boys (ages 13, 11 and 8) responded to my questions. They said they came out from New Jersey to see the Corvettes because Dad has a C-6 Grand Sport. The boys were having a ball watching the growling 'vettes roaring by. They said the best part was going to the vendor tents and obtaining free T-shirts. Hey, if that'll hook them, just print the T-shirts, right? Not to be missed by yours truly was a group of six people walking through the Paddock towards Turn 11. They had traveled in from Buffalo and turns out they represent four generations – from the great grandmother to the baby boy! Interviewing the 30 something Dad, he said the reason he brings them all to the Track is: "To experience these cars and see the pro drivers and make more good memories. I've been coming here for 11 years. My wife and I became engaged here, at the Track, 3 years ago. We got married and now we have a baby boy!" His wife beamed with joy; great-grandma glowed seeing them all together having fun.

Among all the virtues of the IMSA organization, I am particularly interested in one salient point, a simple guiding principle: "That anyone, even the "little guy" could prepare a race car, show up to race, be competitive and make some money along the way." Where was this vision born? As soon as World War II ended, a rising middle class began enjoying an unprecedented economic phenomenon – disposable income. Interest in cars grew in correlation with affordable choices: "Imported cars from Europe and Japan were flooding the market, designers were pushing limits and drivers were looking for an opportunity to race for more than just a trophy. Into this void stepped John Bishop with a fledgling organization called IMSA that offered competitive, professional racing in a friendly atmosphere and carried a new message: Racing with a Difference."



TOP: Patrick Pilet and Nick Tandy embrace in celebration of their GTLM win in the #911 Porsche GT Team's 911 RSR crediting their victory to strategy and superb pit work. 911 RSR extended their lead among GTLM manufacturers
BOTTOM: Cooper McNeil (USA) and Toni Vilander (Finland) took the Scuderia Corsa Ferrari 488 GT3, sponsored by WeatherTech, to P3 in GT Daytona

Bill France Sr., founder of NASCAR in 1947, reached out to John Bishop because of his long tenure and experience with the SCCA in race tracks around their home in Connecticut: Thompson, Bridgehampton, Lime Rock and Watkins Glen. Their mutual interest in a sanctioning body for sports car racing was manifest in October of 1969 at Pocono International Raceway. Undeterred by the small attendance for their inaugural event, they learned from their experience and by 1972 had garnered a major corporate sponsor, R. J. Reynolds Tobacco Company. This year-long business relationship culminated in what became the Camel GT, a series that became hugely popular. The buildup of the IMSA sanctioning preeminence was due to "Bishop's vision of adding prototype sports cars in the early 1980s proved to be a huge success, and the series thrived throughout the 1980s with many of the top names in U.S. and international sports cars battling on North America's top road circuits in Porsche, Jaguar, Ford, Nissan, Chevrolet and Toyota Camel GTP Prototypes." The Camel GT Series was the pinnacle of sports car racing in the 1980's – that other Golden Era.

But what about the little guy or gal who could prepare a race car, show up and win more than just a trophy? There were many answers to that: "In addition to the GTP Prototypes, Camel GT also featured Camel Lights Prototypes and production-based competition in the GTO, GTU and American GT classes. IMSA also sanctioned American stock cars in the Kelly American Challenge; small sedans in the Champion Spark Plug Challenge; production cars in the Firestone Firehawk Endurance Championship; exotics in the Bridgestone Super Car Championship; and open-wheel cars in the Barber Saab Pro Series." These categories encouraged amateur racers to prep a car and reach out to for the brass ring. Case in point – Corey Lewis, winner (with Richy Antinuucci) of this weekend's Race 1 and Race 2 of the Lamborghini Super Trofeo in the No. 29 entry from Change Racing & Lamborghini Charlotte. Lewis and Antinuucci won the overall and Pro Class for two consecutive races. Lewis is a native of Nazareth, PA, who I met only 6 years ago when, we worked as Track Instructors at Monticello Motor Club, NY. In recent years Lewis has already amassed an enviable resume with a long list of poles and podium finishes including 2015 International Lamborghini World Champion and IMSA GTD wins in VIR (2017) and 12 Hours of Sebring (2018) . For Lewis and his parents, Jerry and Lisa, attending IMSA races is a family affair.

Are we then in another Golden Era of sports car racing? I think we have strong evidence, both anecdotal and statistical, that people are relating to racing. "With 2019 being the 50th anniversary of the IMSA organization, the sanctioning body continues to be the premier sports car series in North America." Millions of fans have come along in full support of IMSA for half a century in their quest to enjoy the best in sports car racing. What will IMSA look like in another 50 years? I will appreciate readers young enough to reach out to me and tell me about it – in 2069. From an interview on IMSA Radio, I'll just leave it right here in the words of IMSA CEO Scott Atherton: "It has never been better!"

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Luis A. Martinez
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Porsche Pit Box, IMSA Sahlen's Six Hours of the Glen, Watkins Glen, June 30 2019



Corey Lewis (left) chats with co-driver Richy Antinuucci in Watkins Glen's Victory Lane after their second consecutive win in Lamborghini Super Trofeo International Series



Author and 2015 Lamborghini Super Trofeo World Champion, Corey Lewis. After winning two Challenge races, on False Grid with Paul Miller Racing Lamborghini Huracan GT3 Evo running IMSA GT Daytona



On False Grid, the 911 car of Patrick Pilet and Nick Tandy unexpectedly gives a "no start" signal. Technicians swarm over electronics prior to National Anthems and Formation Lap

DYI – Boxster Radiator Grilles

IN THE LAST ISSUE I GAVE A QUICK DEMONSTRATION of installing grilles on the intakes from Radiator Grille Store, I did however, neglect to give you the link to their store. And, I should also mention that they have products for many Porsches' radiator and intake ports.

This time I am installing grilles to protect my radiators. Side note: I live in the woods, and this time of year our road is "paved" with leaves. Yes, the air flow through the radiators is remarkably unscathed and they are not particularly packed with debris. But the times that I have cleaned out the radiator openings (my small hands fit perfectly through the grilles) I do find things like branches, leaves, and even small stones. Thus, the decision to put grilles on the radiator openings.

It took less than a week for the grilles to get to me. In the meantime, I had perused the online instructions for various cars.

My grilles came in two pieces. I gently pried the slat covers from the outside edge for both the top and the bottom slats. That allowed me to place the wire ties on the slats to then be covered.

On the driver side I installed the smaller, outside piece first, but I realized it would be easier reversing that for the passenger side. With a bit of trial and error I found that the grille pieces could be easily slid into the compartment without marring any surrounding areas. Getting the wire ties in the best place was the hard part but not very hard.

The entire process took me about 45 minutes, including vacuuming the radiators and the surrounding area.

Garrett Hughes



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Phillies Game and Tailgate 2019

ON SATURDAY, SEPTEMBER 14TH THE REIGNING WORLD SERIES CHAMPION Boston Red Sox were in town to take on our beloved Phillies in a game that had everything on the line. Well, that is what we were hoping for when this was planned several months ago, but in reality not much was on the line as the Red Sox, barring a miracle, were already eliminated from the playoffs, and the Phillies wild card hopes were fading fast. No matter though, as a Red Sox/Phillies game is always an event that brings some extra energy and excitement. Roy Blumberg, our Membership Chair and resident Red Sox fan, knows this, and came up with a plan to make this game a Riesentöter event. The idea was to get a block of 50 tickets for the club, tailgate for a few hours and enjoy the game.



While Roy came up with the idea of the baseball game event, thankfully it was Jeff that planned the tailgate. He understands that as Porsche owners we demand the best – not just in our cars, but also in our tailgating. He made sure this was not a hot dog and hamburger affair. Nope, that just will not do. We had brisket, mac and cheese, wings, cheesesteak rolls, meat lasagna, salad, and cookies and cakes for dessert. We had beer on tap, bottles of wine, and some bottled water to keep us hydrated. There was even cornhole, for some additional entertainment. This was all set up under a large tent with some chairs and several pub tables. Oh! And

did I mention the trailer? We had a trailer with two large flat screen TVs, music, and a nice private bathroom built in. The party began four hours prior to first pitch. THAT is how RTR tailgates.

Members began to arrive a little after 3 PM and continued to file in over the next couple hours. We were set up in a corner of the M and N parking lots, which is where we will be again soon for Phil-a-Trunk. You are coming to Phil-a-Trunk, right? Some folks, including myself, played it safe, aka wimped out, and drove our non-Porsche vehicles to the stadium, but we did have quite a few members that did bring their P-cars and it made for a nice little display behind our tailgate trailer. We ate, drank, and well, we just did what you do at tailgates for a few hours before making the one block walk over to the stadium around 6:30 or so. The conversations were enjoyable, the weather was perfect, the food was delicious, and the beer was foamy. Overall, a great way to spend time with fellow members before the game.

Our block of seats was in section 108, near the foul pole in right field, which was a pretty good vantage point to take in the game. The game itself was very competitive. It was a pitching duel between both teams' aces, and there were some fantastic defensive plays. But ultimately the bad guys prevailed, and the Sox beat the Phils 2-1 before a sold-out crowd that was made up of maybe 20% Sox fans. And while the home team didn't win, there were still some uplifting moments, as it was Childhood Cancer Awareness night at the ballpark and a couple of children that are fighting the disease sang wonderful renditions of our National Anthem and Take Me Out to the Ballgame. They were both fantastic and they got strong ovations from the crowd. It was great to be part of that.



The bar has been set pretty high for our first tailgate event, and aside from a Phillies win and maybe a little less beer foam, I am not sure how we can top it. Hopefully, we do this again soon, and those that couldn't make it out this time can join us the next time around. Play ball!

Joe Kucinski



Dilworthtown Wine Festival 2019

OUR BUSY FALL SEASON CONTINUED WITH A RALLY/CAR SHOW/WINE FESTIVAL on Sunday, October 13th. Nearly two dozen Porsches met up at the P.J. Whelihan's in West Chester on a lovely autumnal morning. Drivers and navigators mingled, and a few folks made their way to the nearby



Duck Doughnuts for some pre-rally coffee and doughnuts. Mmmmm doughnuts. Waivers were signed, Paula Gavin led a brief drivers' meeting, and then it was time for a Le Mans style start as we made our way to our cars, fired up the engines, headlights on, and we were off.

Although the Dilworthtown Wine Festival is basically across the street from P.J. Whelihan's we took a 40+ mile "detour" through some beautiful Chester County roads. We followed each other as we snaked through some tight and twisty roads on our circuitous route to the [Dilworthtown Inn](#). Thanks to some

kind road users that allowed our little convoy to stay together at various intersections, most of us arrived as a single group and parked in the reserved car show lot. There was a smattering of other special cars in the lot, but the Porsche presence dominated.

We arrived about an hour or so before the official start of the festival so we could get in before the road closures, and we got an early start visiting the various vendors, including our very own Social Chair Wendy Walton's booth. In addition to the vendors, we enjoyed some live music, food trucks and of course plenty of wine to taste. Jeff and I made our way to the Inn and staked out a prime spot in front of the TV to watch the Eagles lose another game. Ugh. But while we were there, we had a few folks come up to us and ask about our cars and the club and what we do. We spoke a bit about Phil-a-Trunk and all of the other great events we have coming up, so maybe we were able to recruit another member or two. Either way we got to go for a drive, talk cars, have some drinks, watch some football, and listen to some music. What else could you want for a weekend in October? If your answer is to drive on the boardwalk in Ocean City or to do a rally at night, well we got you covered there as well. See you out there.



Joe Kucinski



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Radnor Hunt Concours d'Elegance 2019

HOPEFULLY NEXT YEAR, I SEE MORE OF MY RTR FRIENDS out at the Radnor enjoying the warm, beautiful sunshine. Kucinski, Joe. "Radnor Hunt Concours d'Elegance." Der Gasser, September/October 2018, <https://rtr-pca.org/pdf/derGasser/10s/2018/2018-10-26.pdf>

That is how I ended the article I wrote last year covering the [Radnor Hunt Concours](#) after enduring a weekend of pouring rain, flooded roads and muddy fields. It doesn't happen very often, but I got my wish, and warm, beautiful sunshine is exactly what I and many fellow RTR members got to enjoy during the Radnor Hunt weekend capped off by the Concours d'Elegance on September 15, 2019.

2019 marked the 23rd year of the Radnor Hunt Concours d'Elegance, which besides the Concours itself includes a welcome BBQ on Friday night, a Road Rally and Black-Tie Gala on Saturday, and concludes on Sunday with the Concours. This year also marked the 12th year in a row that I attended the festivities. Once you go, you will never want to miss it.



Early on Saturday morning my faithful Navigator and I made our way to the Radnor Hunt Club for the Road Rally. When we arrived, we were directed to park in the new car courtyard area where the local luxury and exotic car dealers brought some of their newest models to show off for the public. I was parked right in front of a 2020 Aston Martin Vantage, which according to the window sticker was painted in "Gulf Blue - Porsche." Imitation is the sincerest form of flattery indeed.

After we parked and made our way through registration, we headed to the clubhouse for a hot breakfast and a drivers' meeting. There were roughly 80 cars registered for the rally this year, and we were assigned car # 49,

so after the meeting we had a bit of time to kill before we were to set off. We wandered around the field and took in all the various cars that would be rallying with us. There was everything from an old Land Rover Defender, and vintage Bentley, to new Ferraris and Aston Martins, and of course a solid collection of Porsches. One of the lighter moments was provided by a fellow participant driving a red Ferrari 308. He was dressed in full Magnum PI gear, the Hawaiian shirt, fake gun, and of course the big bushy mustache.

Eventually it was our time to roll off and try to find all the clues along the route. This year there were 52 questions, plus 8 bonus questions, and 138 individual driving directions. It is quite the challenge, this rally, but it was a beautiful day for a drive through some wonderful roads in Chester County, and it was broken up by five different rally stops to pick up a playing card that would be used for a tie breaker. My favorite rally stop was at the [American Helicopter Museum](#) in West Chester. Not only is the museum itself fascinating, with its collection of helicopters, but outside we had a photo op with our cars in front of a V-22 Osprey. The rally ended at La Locanda restaurant for a nice lunch with everyone, as we traded sob stories about missing turns and clues along the way. We happened to sit at a table with a couple of gentlemen that we bumped into at a few of the rally stops, who were driving a 2020 Mercedes AMG GT C coupe. Turns out it was not their car; they are both tied to the automotive industry. One was Larry Printz, who is one of the nation's top automotive journalists and was one of the judges at the Concours that weekend.



The other gentleman, I unfortunately didn't catch his name, but he works for MotorWeek, and earlier this year was in Valencia, Spain for the Porsche 992 press introduction event. Needless to say, it was an entertaining lunch conversation.

Sunday morning, we arrived back at the Radnor Hunt Club shortly after 9 AM for the Concours d'Elegance. Even though the gates to the Motorsports Park section were only open for about 15 minutes by the time we arrived, the line of Porsches was already about 20 cars deep. This was in stark contrast to last year, where for the whole day only one other Porsche nut besides me dared to park in the rain-soaked field.

RTR had a tent in the perfect spot right near the gate for the Motorsport entrance. We could see, and more importantly, hear, all of the cars as they arrived and departed during the course of the day. We had quite a few members stop by to visit us throughout the day, as well as some potential new members who will hopefully soon be joining our ranks. The club was also kind enough to feed any Porsche owner who stopped by. We had hoagies and chips available and all you had to do was flash your Porsche key to unlock yourself a free meal. As it got later in the day and we realized our hoagie supply was going to far exceed demand, we relaxed our rules to the point that we were begging anyone who would walk by to grab a hoagie. Maybe next year we can rent the Phillies Hot Dog Cannon and launch some hoagies into the crowd.



The show itself was as fantastic as ever. For 2019 the Radnor featured classes were Buick, The Designs of Bill Mitchell, Special Interest Porsches, and Road Cars with Racing Names. If your passion extends to the 2-wheel variety you were covered as well, with Rickman Motorcycles, street & competition, American



Century Classics (pre-1920) and Select American & Import Motorcycles. The show field includes over 100 cars, and this year included an RTR member's 1993 968 Club Sport (Rick Lam) that shared the spotlight with a 1973 Carrera RS Touring, a 2004 Carrera GT, a 1964 904 GTS, and several other of our favorite Germans.

What I love about the Radnor event is the diversity of the vehicles you will see. When I tell you that you will see Ferraris, American classics, and Mercedes Benzes, I am not talking about some unloved 400i, Chevy Caprice, or a C 240. No, instead you are looking at a 1958 Ferrari 250 LWB Competizione Berlinetta, a 1934 Buick 96-S Sport Coupe, and the Best in Show winning 1927 Mercedes Model K Fleetwood Roadster. The quality of the cars here rivals any other show in the country. And that is just in the show field, you still have to check out the new car tent area as well as the overwhelming Motorsport Park that includes just about every exotic car you can think of, such as the McLaren Senna that was parked right across from our RTR tent.

Towards the end of the afternoon the prizes were announced. I learned at this time that my perfect record of never winning the road rally was still intact. However, all was not lost, as Jeff Walton, our President, accepted the award for best club in the Motorsport Park. As if there was any doubt as to who has the best club. We carried the hardware back to the tent and began to break things down and wrap up a great day and another wonderful Radnor weekend.

Hopefully next year, I see more of my RTR friends out at the Radnor enjoying the warm, beautiful sunshine, and I will be showing my 2015 918 Spyder. What the heck, my wish came true last time.

Joe Kucinski





Sidetrack: Shaking off the Rust

YOU MUST BE AT LEAST CLOSE TO MY AGE TO REMEMBER THAT CARS WOULD RUST – a lot. I grew up in the sixties and seventies when automotive steel would corrode without permission. It was not completely out of the ordinary for a new car lot to have evidence of rust bubbling through the backside of paint on brand-new inventory.

Rust was universal – you would have thought it was a sales feature. We even had nicknames to describe this disorder, the most dubious of which was CANCER. This was a morbid but reasonably accurate description in that rust took on comparable characteristics. And we treated it similarly as well. First with non-invasive techniques, then progressing toward surgery when all else failed.

Treating for automotive rust was an entire industry then. Anyone remember the Rusty Jones ads for the rustproofing warranty? It was a national aftermarket program that new car dealers promoted guarantying a rust-free vehicle for the life of your car. But by 1988 the company went bankrupt due in large part to the decline of the disease.

Treating rust was also a back-yard business for do-it-yourselfers who were brave enough to take it on. You'd apply chemical products to your vehicle with a brush and spray – sometimes requiring pilot holes in the undercarriage. But because rust under the vehicle was less noticeable, it was hard to know if the effort was worth it.

Today it is difficult to find rust on virtually any vehicle built in the last decade or more – foreign or domestic. There are exceptions, but the majority of the cars on the road today are visibly corrosion free. And if you do see rust on a vehicle of any measurable amount, you can be bet it was likely damaged in an accident and wasn't repaired or painted properly.

Why such a reduction of rusted cars? The short answer is that steel suppliers are simply getting better at the processes and coatings that prevent corrosion in the first place. Likewise, manufacturers use rustproofing techniques when building their products. Starting with metals that resist rust to begin with.

Rust prevention has also improved dramatically in the last 20-25 years due to the fact that warranties are much longer and more comprehensive in the automotive industry – manufacturers are on the hook for the relevant cost. That's a huge incentive for widespread improvement of coatings, components and other rustproofing products.

Companies like Rust-Oleum who developed specialized paints and primers for the automotive aftermarket, are now marketing these same products to DIY consumers for other outdoor metals such as iron fencing and patio furniture. These metals are usually powder-coated or simply sprayed to cover the less competent metals used in these industries.

If you were born in the nineties or later, you likely didn't even know there ever was such a rust problem on vehicles at all – unless you were interested in much older cars. In this industry, treating rust was an accepted part of the restoration process and somehow more tolerable as part of the renovation process.

Much like you might not accept a new home that wasn't protected against mold and mildew, you would never buy a new vehicle today that didn't warrant against corrosion. Not only is it built into new car contracts, there is never an expectation that you would have to incur the cost of a repair inside of the new car warranty period. Any exceptions of manufacturer liability are specific to damage and improper repair.

So, the next time you're walking around the mall parking lot seeking your misplaced car, take a look around. What percentage of cars would require rust repair? The area is likely to look very similar to Car Max or similar sales lot. Not so long ago, many of these same vehicles would be more at home in automotive graveyards on the outskirts of town.

If (like me), you spent your summers with a grinder, files and coarse sanding discs removing the consequences of rust on your vehicle, you're delighted with the amazing turnaround. And to the younger crowd – who has no idea what I'm talking about, count your blessings. There was a time we paid considerably more attention.

David Newton

Shifts and Giggles

I'VE WRITTEN THIS COLUMN FOR SOME TIME NOW and although there have been plenty of giggles, very few about shifts ... oh, sure, there is the occasional manual vs PDK debate, which always ends with real men and women drive stick and we will stick with that topic ... pun so intended. Now the rest of you PDKers can stop reading and move along to playing in traffic with your phones or picking your nose when you thought no one was looking, I'm going to explain the top ten hand positions for stick ... that's something they don't teach you every day in school ... and who knew there were so many ways to go from first to second?

Note - these are based on a standard 6 speed stick, where reverse is up and to the left, 6th would be right to the bottom.

Number 1 The Standard - this one is used every day, it's the go to shift, the don't even think about it shift, the natural, palm down. fingers grip at all sides, it was as if the gear shift was made for this position. It's the only position that works for that reverse located at top left.



Number 2 The Fighter Pilot - also known in some circles as the Joystick. This is primarily used throwing between gears on the lower level to the top level, thumb is where the trigger for those M61 20mm guns would be.



Number 3 The Flying V or the Peace Out - Tom Petty would be proud. This is again primarily going from the lower level gears to higher level gears and used when you are not in a hurry. It's lackadaisical, take your time man, you know, peace out. Index and middle finger rest on top of the gearshift and your palm rests against the bottom while you gently push forward to your next gear.



Number 4 The Reverse V. Used to go from your higher level gears to the lower level gears, can be used to go from, say, 3 to 4, or if you don't need to blip the throttle and you are just taking it easy, works just as well from going from 5 to 4, depending on your gear. Again, we are using index and middle fingers with a minimal pull back, notice those two fingers are the only ones touching the gear shift, palm is in the air.



Number 5 The Three and Out - This is a rare one, I must admit, and not widely used. Mainly used when just bored in traffic or shifting into neutral. Your thumb rests at the base of the gear shift while your three main fingers pull back on the gear shift, not the knob, your pinky just straddles the gear shift.



Number 6 The Reverse Cow Shift - A slight variation on number 5 but instead of your three main fingers doing most of the work, it's the top of your palm, used mainly in anger when the guy in the Subaru and his big ass wing thinks he can go faster than you....ha. This is a good third to fourth maneuver. Can be used when reverse is down and to the right.



Number 7 90 Degree Pilot - a variation of number 2, but instead of your palm doing most of the work, your thumb, index, and middle fingers are doing the grunt work. It's a very comfortable position and it's been known to appear on lazy highway speedups.



Number 8 The Rest Stop - just an ever so slight deviation from number 7, but it does warrant its own name, since it's the main three fingers undertaking most of this job. This is used a lot when you are just waiting to put your car into overdrive, there is still a little traffic that hasn't mellowed or transition to the long haul driving yet. Waiting. Waiting. Waiting. Open roads now, shift. Yeah.



Number 9 The Top of the Knob. This one uses all fingers except the pinky, yes, the thumb is included. This can be widely used for any shift but it's the usual technique to use to answer the question - "Is it in gear?"



Number 10 The Shaft. Using the bottom part of your palm with the gear shift wedged between your thumb and other fingers ... it's a forceful throw, just using the shaft. A good second to third shift or fourth to fifth. This also can be used in a forceful grind situation, but not recommended.



Oh, and as an extra bonus ... Number 11 The Traffic ... not really a shift, just a hand position when you are stuck on the Schuylkill Expressway waiting for the end of the slinky to propel you from stop to 45mph and from 45mph to stop in all of seven and a half seconds.



CLASSIFIEDS

1993 Porsche 911 Carrera 2 Cabriolet w/ Tiptronic and rear seat delete option

Approx. 88,300 mls

New suspension: Koni Sport damper set and Eibach springs

New brakes: Zimmermann ventilated cross-drilled discs

New tail lights and rear center reflector

New tires: Michelin Pilot Sport A/S

Maintained by Zeigler Exotic Cars, Phoenixville, PA

(previously named Possum Hollow Motors)

Original paint, original top, original engine

Runs and drives great asking \$38,000

Please contact Maarten I. Pesch

Email: maartenp@verizon.net

Cell: (267) 738-3923



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CLASSIFIEDS

1966 1300 VW Beetle \$10,000

Restored in 1996 and only 405+ miles have been put on the motor since restoration. Interior is very clean, engine is strong. Upgrades: Engine increased to 1667cc, dual carburetors, front and rear disc brakes, billet interior accents, tinted windows, and 1996 Kenwood stereo. Clean PA title.

Side view mirrors need to be replaced. Heat exchanger were removed during restoration and not added back, so no heat to the interior.

Check out video: <https://youtu.be/ATQebTBN9I8>

Contact: mf.todas@gmail.com



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CLASSIFIEDS

OEM Carrera sport Wheels and Tires Came off a 2006 Carrera S

Asking \$2,800

Specs:

- Fronts are 19 x 8.5
- Rears are 19 x 11.5

Freshly powder coated (Have not been used since)
The tires are slightly used Hankook Ventus V12s.
No TPMS sensors in the wheels

Contact OT Figueroa via email: patches12121@gmail.com



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CLASSIFIEDS

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

Silver/black

38,300 miles

Excellent condition

Sport chrono, Nav, PASM, 6 speed manual

More photos available upon request

Contact Neil at nfddd@yahoo.com



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CLASSIFIEDS

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

Red/black

27,000 miles

Runs and drives perfectly

Flawless body and interior

Original manual, books, tools, spare and compressor

Certificate Of Authenticity

More photos available upon request

Contact Neil at nfddd@yahoo.com



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CLASSIFIEDS

Set of 4, 2015 Cayman S (981) wheels (4 wheels, 2 Front, 2 Back) \$1200

Includes TPM sensors.
Perfect condition.

Contact Sam at sdali@psre.com.



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CLASSIFIEDS

20" Porsche Brilliant Silver Wheel Set (2 Fronts & 2 Rear), \$2,500

Front: 20 x 8.5 with Pirelli P Zero 235/35 ZR 20 (88Y) tires (2500 miles of street wear)

Back: 20 x 9.5 with Pirelli P Zero 265/35ZR 20 (95Y) tires (very little tread)

Wheels are in Very Good to Excellent Condition, Porsche Brilliant Silver Center Caps & Valve Caps in Excellent Condition and TPMS in all 4 wheels.

These are takeoffs from my 2014 981 Cayman S with 20K miles.

Stored in garage in Porsche Tire Bags; price includes Porsche Tire Bags.

Please Email; Dave@DaveBoerner.com or call 267.614.1661 with any questions or for additional pics.



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CLASSIFIEDS

1996 Porsche 911 Carrera 4s 993 (Wide Body) AEROS / 3.6 L / H6 / (220 CI)

Odometer 77,200 Miles

Title 5024390802 SE WID 18102 3906 120691-001

Black / Silver / 5 Speed, Retraceable Sunroof, A/C Dual Zone, Power Windows, Illuminated Entry, AM/FM Radio, C/D Player, Vanity Mirror, Door Storage Pockets (2), Keyless Entry, Floor Mats Front (2) and Rear (3), Manuals, Tools, Jack, Spare Tire and EXTRA TIRE.

ALL MAINTENANCE RECORDS.

Contact Harry via email hselverian@hotmail.com for further information



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Dear RIESENTÖTER Members,

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

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

Thank you,

Der Gasser Team

