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Photo credit: Garrett Hughes

2021 RTR Calendar

Driver's Education

March	3/26	Close Date - Summit
March	3/27	Tech - Summit
April	4/9-11	DE @ Jeff/Shen
April	4/23	Close Date - Pocono North
April	4/24	Tech - Pocono North



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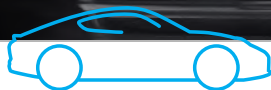


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MEMBERSHIP MILESTONES

YEARS	March	April
50	Charles Keller	
40	Craig Rosenfeld	Terrence Malloy
35		David Bernbaum Ronald Huber
30	Michael Bodner	
25	John Panizza	Joe Amato
20	David Dembe Aaron Driben Jeffrey Fetterolf Burt Kinn Thomas Mack	Jeff Haas
15	Ken Boyd John Custer Maarten Pesch	John Baldoni
10	Joe Benko Dave Hathaway Mike Mosenson Bob Wiedinmyer Jeffry Zern	Keri Ames David Belzner John Blagojevic Rick Ghenn Jeffrey Totaro Steve Triber Joe Turner
5	Capuano Darrel Dundore Michael Fisher Matt Hammond Ralph Markarian Stephen McCarthy William Pierce Hiroshi Sekiya Eric Suber Anthony Tammaro David Verrecchia	David Bezar Bob Bracalente Hunt Robert McCormac Chetan Patel Josh Talley Frank Venezia

Vom Präsidenten



SO WHEN THE BALL DROPPED IN AN EMPTY TIMES SQUARE RINGING IN THE NEW YEAR it seemed a weight was lifted. Now that everyone is vaccinated and we have herd immunity we can start gathering in mask less masses again. Sorry, I apologize here because I wrote that line well in advance of the New Year with utmost optimism, hopefully it will ring true for the 2022 Premier of Der Gasser if not sooner as I'm afraid the RAGEing [sic] twenties continue. But fear not members, we as Riesentöter are a resourceful bunch - there will be some semblance of normalcy in 2021.

Now we did lose our club race at Monticello, though our gang is working to bring it back soon, our annual road trip is still up in the air, and happy hours are on hold but our calendar is starting to fill.

We will have Driver's Education - a full boat of races on the schedule including our delayed debut of the Palmer track (registration is open now for all courses). Autocross will start posting races soon and we will give mother nature an extended finger as we do our annual February Trek in the chill of winter. Don't forget, it does snow in Pennsylvania, remember old Georgy Boy and his "vacation" in Valley Forge, yeah that's right in the middle of our region so you might as well embrace the weather and continually remind yourself we are in the midst of global warming. We will have membership meetings some virtual and some at old hang outs such as Fab Speed and our Porsche Dealerships with all the COVID-19 mindfulness in place. Street survival is gearing up to teach our teens to become better drivers and the social events are starting to appear again with our Drive-in Movie and Oktoberfest already booked. Rallies will be back as well with our first in the spring sometime and Phil-a-Trunk in the fall.

Last year one of our first events to cancel was our Martin's Kitchen social. It sold out in minutes and then we had to refund all the lucky entries. As luck would have it, we are going back. All the lucky entries were contacted this year and given first choice if they want to participate in a grand dining experience. Almost all jumped at the chance again, as Martin is adhering to the most stringent restrictions and has decreased his capacity to 50 percent. It's no small feat to bring back a fan favorite as there are many changes taking place, but the more things change...you know the rest.

As with all, Riesentöter will continue to adapt. Our executive board is committed to bringing our club forward and will persevere through these [fill in the blank as I'm not going to say it] times while trying to be safe. We are giving you as many options as possible to enjoy your car and the people who drive them.

Stay safe and hope to see you around.

Pedal Down

Jeffrey Walton
President RIESENTÖTER



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#71 Race Car



1:43 Steve McQueen
Collection - Gulf Porsche 917K

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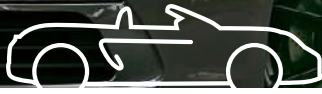
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PORSCHE CLUB OF AMERICA



Editor's Note



FIRST OFF AN APOLOGY, SCOTT SCHREPPLE AND GARY GALLO SENT IN THE IDEA of having a piece, or even an on-going column, about model Porsches. Unfortunately, I neglected to get Scott's submission in the last issue. You will find his piece in this issue.

This is not the first time that we here at Der Gasser have missed or overlooked a submission. I wish that I could promise that it won't happen again, however, being human, life sometimes gets in our way.

The good news is there seems to be a lot of interest in modeling, so PLEASE send in your thoughts, ideas, and pictures (with a short description of your model(s). If you would like to pick up the "mantel" and write a brief column about the submissions occasionally, PLEASE let me know.

Speaking of which, David Newton has volunteered to write an ongoing column on vanity plates. You will find his new column, Vanity Affair, in the issue. I also received a few individual submissions the you will find in the same area. Please keep those plates coming.

The best news is that we are heading towards Spring! And even better, some of our members have received their Covid-19 vaccinations! The club even conducted a social distanced drive, the February Freeze Run.

We are all looking forward to events where we can start gathering again, but until then BE SAFE!!

Garrett Hughes



Top Down!

IN CASE YOU MISSED IT, WE HAVE MOVED TO DELAWARE. (Or skip all this if you know the story.) The plan was to buy a vacation place near the water, to attract the kids and grandkids to come and visit. Maybe with an eye toward retiring there.

We set up our vacation home in June, and we've been adding to our new home ever since. Having the garage painted and epoxied, built a Murphy bed for the office. Installed cabinets in the laundry room, installed a "closet system" for Lisa, and started finishing the basement (another bedroom, bathroom, study, rec room, and shop).

Somewhere in the September time frame, on a trip back to Elverson, my always thinking wife said: "You know, with the interest rates SO low and the real estate inventory SO low, it would be a perfect time to sell our house up here." It didn't take much convincing. The Elverson house was our dream house, but the work load was high. Plus, it was very isolated, Lisa's main gripe.

To make a long story a little shorter, we sold the house in three days. We realized that to make the best impression we needed to get it on the market before the leaves fell. Presto, chango, we were going through twenty years of memories, deciding what to keep and what not to keep.

All that accomplished, now we need to convert to be Delawareans. First off, driver's license. Not too big of a deal as long as you can find your Social Security card, previous driver's license, and have proof of living in Delaware, like bills mailed to you. WAIT!!! WHAT?!!! Bills aren't mailed anymore are they? We've gone entirely paperless. Anyway. It could be junk mail, we learned, after panicking, but it had to have your name on it.

That brings up another story about our mail delivery, but I won't go there because the real idea of this story is to tell you about getting a Delaware license plate.

Anyway, to get a Delaware plate you need to live there, have car insurance for Delaware, and have the car's title. SCREECH!! With a zero percent offer on Lisa's car and a 1.2 percent on my car, the Boxster, I let our money work twice for us. Which of course, means the banks have the titles.

Okay, there's a form you can fill out and send to the bank requesting them to prove our ownership. WHEW, not a big deal. Then you have to go to the DMV and get your car inspected.

Lisa's car was up first, as her Pa. registration expired at the end of January. At the DMV they have lanes resembling a highway toll booth, albeit entering a long garage, for inspections. You pull up and they check your paperwork, have you test things like wipers, lights and horn. Then you drive up to the next station at five miles an hour, and brake HARD when they tell you to stop. There's a machine that measures the braking capacity. They then do a pollution test, and send you on to do the paperwork...assuming your car passes.

No sweat for Lisa's diesel Jetta, but believe it or not the Porsche FAILED! The guy spent some time looking at the front of the Porsche, asked me to turn off the lights, and finally gave me the bad news. The clear lens marker lights do not pass here. They have to be amber. Good thing I kept the originals when I installed the clear ones. Just another thing to do.

Oh, and by the way, part of the "paperwork" is paying a tax based on the value of your car. For the Jetta it was north of \$400, which makes me worried about the Boxster.

Also, I have no intention of leaving Riesentöter anytime soon. (That may be bad news, depending on your point of view.) The roads are too straight and flat here!

Garrett Hughes
Top Down!

Letters to the Editor

Dan Radek, Mon, Jan 4, 2021
3:04 PM

Garrett,

Just read your note in the latest der Gasser asking for Vanity Plate inputs and wanted to supply mine.

I have always loved Roman Numerals and to show my fancy for a now not-so-known numbers language, I chose MM-CMXI for my 2000 (MM) Porsche 911 (CMXI). Often I am asked what my plate stands for and I feel the younger generation still doesn't understand.

Attached is a picture from my first Porsche. I did just trade in my 996 for a newer 911 and have just submitted for new plates. The new one will read AUF8RZN for my updated C2S.

I hope this helps for bringing together an article on vanity plates

Dan



Editor's Response:

Thanks Dan! You're idea about model cars is a hot topic

February Freeze Run

THIS IS PERENNIAL RIESENTÖTER'S FIRST DRIVING EVENT OF THE SEASON. The cost of event: \$0. The event...priceless. However, the weather forecast for the day of the event was not what one would expect. It was a solid 32 degrees below...70 at the onset (for all you non-mathematicians it was 38), but a light drizzle, and visibility between two and three hundred yards. With the snow melting and a close dewpoint there was a ground fog that hid most of the scenery.

I must admit that as we were driving to the event I was thinking that there would not be a good turnout. We were the second car to arrive, but within minutes there were ten Porsches parked socially distant. AND eight of them were convertibles!

As the start time neared, the Porsche population grew to its expected complement, and conversations spread out safely.

Jeff and Wendy gathered the attendees for the Drivers' Meeting, and we were off. The roads were clear, but we did drive through a couple of patches of "white asphalt," though it was just some slush. All arrived at [Stampede BBQ](#) safe and sound, with smiles on their faces. If you are a barbecue fan you should check Stampede BBQ out.

Joe Kucinski was looking for the "free" detailing coupons that he must have dreamed about. For us the rain on the drive back to Delaware pretty much rinsed the major street sediment off.

It was great to see some of our friends and meet new ones! We all missed you being there!!

Garrett Hughes





Me and My Car

IT HAS BEEN OVER 14 YEARS SINCE I BROKE DOWN, BETRAYING MY THRIFTY, responsible side, and spent some serious money on a Porsche 911 Cabriolet. After all, I deserved it after working very hard for a very long time. At least this is what I told myself to overcome my reluctance to spend more money than I have ever spent on a car, especially one that I intended to drive only on weekends.

Why now, after 14 years, am I writing this article? Because it has taken me that long to grasp the reality that has been shielded from me for almost all of those years of ownership. And by writing this article I am exposing what may be a personality defect or possibly a deeper psychological problem inherent in my relationship with my 911.

My willingness to take the risk of exposing my defects by publishing this article was only possible after 14 years of gestation and maturity. Living with the 911 for all those years has changed my perspective on the car, and aging 14 years has changed my perspective on life, to the point where the opinions of others regarding my defects and peculiarities are no longer the paralyzing forces they used to be. I guess I've reached that age where the dwindling years I have left force me to tell my story despite the consequences, since I have fewer years to suffer them. This realization is liberating in much the same way driving the 911 with the top down is on a nice summer day. But I suspect many club members have experienced the same unhinged emotions with their first Porsche, and therefore I'm not alone. So what the heck. Here is my story. I hope it is helpful, or at least amusing, to all Porsche owners.

My new 993 had 9000 miles on it when I bought it in showroom condition. I drove it sparingly, early in the mornings before the SMT (slow moving traffic) hit the road. It was driven only on roads with one lane in each direction, to avoid the irresistible urge to beat the car beside me. The destination was always a lake with a trail where I would walk, thereby justifying my 911 drive by hiding behind the healthy benefits of walking, in case anyone asked.

After my walk I would saunter back to the parking lot and would be surprised that my car was still there. Now this is where I fear I may be alone in my delusion that my car is so nice and so rare that anyone seeing it would immediately want to have it, some more than others. My delusion assumed that everyone would desire the car. Many would have larcenous desires about the car. Some would actually convert these larcenous desires into Grand Theft Auto.

Driving to the lake I would pass numerous cars, and as they passed I could see the eyes of the drivers ogling my car, especially by glancing up at their rear view mirrors to catch a quick view of the rear of the car. As you know, the rear view of a Porsche provides much more information than a frontal view. And I suspected that one of those drivers would circle back and trail me to the lake where they would, acting on irresistible impulses, make my car their own. It seemed only natural to my Porsche protective mind.

So after 2 years of the car not being stolen, my perception of reality began to clear a little – or so I thought. Could it be my car just wasn't that nice or that rare so as to prompt a normally honest person to become a car thief? Or was it the fact that the lake parking lot didn't provide enough cover for the discerning thief to carry out his/her dastardly deed? I'm not sure. But to this day I don't park the 911 in mall parking lots, ostensibly only because it might get dinged and dented. Could there be another reason that has escaped my notice, dealing with the greater likelihood of theft by the more pedestrian Porsche thieves who frequent America's malls? Asking myself these questions made me aware that my new clarified perception of reality was fogging over again.

My reality check took another backward turn when I became aware recently that my relationship with the 911 may be more than just car and driver.

I was on my normal drive to the lake early one weekend morning when I came across a group of about 6 turkeys blocking the road. From a distance they looked like a group of old men chatting in the middle of the street. I was in the second car waiting for the road to clear. The first driver was gently tooting his horn and timidly waiting for the turkeys to disperse when they actually attacked his Chevy by pecking on the body work. As he slowly pulled away to protect his car, the turkeys, one by one, turned their attention to my car, sizing up their next victim, I thought. Much to the turkeys' surprise they found themselves blown off the road (unhurt) as I sped by, passing the slow driver in front of me and yelling obscenities at the ugly birds for even considering an attack on my weekend mistress. But that's another story.

John Gallagher

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Air Filter Swap

IN MAY OF 2016 I BROUGHT HOME MY BRAND-NEW CAYMAN S. It has been a faithful partner ever since. It has been tracked and road tripped and upgraded over the years. I have some more things planned for it in 2021, but before I get to that, the car was due for some routine servicing. Part of the service that was required was the changing of the air filters, as well as the cabin filters. The middle of winter is a good time to tackle tasks like this, so I recently ordered the parts and got to it. For those of you considering doing this work on your own car I am providing this write-up that hopefully makes it a bit easier for you.

First of all, if I were to rate my mechanical repair ability on a scale of one to ten I would say I am maybe a five at best. I can do some routine things, such as swapping out brake pads. Beyond that, I tend to leave stuff to the professionals. So if you are considering doing this work yourself you don't need to be an ASE-certified master technician.

The cabin filters are simple. Just note that there are two of them. A pre-filter to the left of the battery, and the cabin filter under the glove box. For this article I will focus on the engine air filters. They are a bit trickier. This is what you will need.

Items Required:

- T25 Torx head driver – magnetic bit is not required, but will make life easier.
- 10mm socket – What project doesn't require a 10mm socket?
- Replacement air filters (2)

That is all you really need, but there are some items that can make the job a bit easier for you. I will get to those in the description. As for the air filters themselves, there are several on the market that you can choose from. After much internal debate I decided to just stick with the OEM paper filters. There are other higher flow options available on the market. Some claim a bit more power and induction noise. If you have ever been behind my Cayman you will probably agree it is loud enough. I could not justify the higher cost for the high-performance filters, but if you decide to upgrade, the process is basically identical.

Again, my car is a 2016 Cayman S, which is almost 5 years old now. Hard to believe. In any case, the engine air filters were never changed, and it currently has 20,901 miles on the clock. As you can see by the pictures, the filters were pretty much shot. So if your car is around the same age and mileage, I would suggest getting new filters in. Let's get started.

Prep work – There is not much prep required for this project, other than opening the rear trunk. You will eventually need to move the DME (Digital Motor Electronics), but it does not have to be disconnected, so no need to disconnect the battery or anything like that. Also, I hope this guide helps you out, but there are of course YouTube videos out there as well, and I would suggest checking them out for additional guidance.

Step 1 – Remove the side panels in the trunk. They are the carpeted panels on the lower left and right sides of the trunk, just behind the taillights. They have a little handle on top that you can use to get them out. They take a decent amount of effort, but a good tug should get them out for you.

Step 2 – Remove the plastic trim piece on either side just above the pieces you removed in step 1. This plastic trim runs from the back of the trunk to the rear shock tower. These were a bit of a pain to remove. I tried initially using just my hands, but that was proving difficult. I have a set of trim removal tools, and I eventually used those. If you have any of those tools laying around, I think they will make the job easier for you.

Step 3 – The next trim piece to come off is the silver upper trim piece that covers the oil and coolant fillers. This piece is pried straight up and off.

Step 4 – Remove the carpeting piece just under the oil and coolant filler caps in front of the air filter elements. This carpet is easy to remove; just gently pull it back towards you.

Step 5 – Reposition the DME. That flat silver box just under the oil filler cap is your DME. It is blocking access to the air filter on that side, so it has to be moved. It is very simple. On top there are two 10 mm bolts, and on the bottom there are two 10 mm nuts that need to be removed. Once done, you can gently move the DME out of the way. Behind it there is a little piece of insulation which you also remove.

Step 6 – Disconnect the oil filler neck. You can now see the oil filler neck is blocking access to the filter that is behind the DME. Give the oil filler neck a gentle squeeze on both sides and pull down. This will disconnect it and you can push it out of the way. You may want to stuff a rag or towel in the neck of the filler to keep a bit of oil from dripping out.

Step 7 – Remove the T25 screws that hold in the filters. There is one screw on each side. Simply remove the screws. Your old filters are now ready to come out!

Step 8 – Each filter housing has two little loops at the top and bottom. Squeeze those together and pull straight back to remove the filters.

Note: This is not as easy as it sounds. At least it was not on my car, with filters that have never been changed. I was tugging on these darn loops until I thought my fingers were going to come off. So I came up with a little hack to make this easier. Make yourself a little grab handle with the two loops. I had some stainless-steel zip ties lying around. What I did was thread one of those zip ties through the two hoops to form a handle. I then pulled, using my new zip tie handle, and they popped right out. I removed the zips ties before reinstalling.

Step 9 (optional) – Vacuum out the air intake. When I removed my filters I noticed some dried leaves in the intake, and some other junk. I grabbed the Dyson and stuck it down the intake to suck out any junk that might be laying around in there.

Step 10 – Remove the old filters from the housing. Each filter is held in place with two T25 screws. Simply unscrew, and the filter will detach from the housing. Toss the old filters.

Step 11 – Attach new filters to filter housing. Using the same T25 screws you just removed, align the new filters with the housing and screw them in to attach. This is where a magnetic bit will help you, as it is a little tight to align the screw with the hole in the housing.

Note: If you go with aftermarket filters you may need to use different screws that they should supply with the filters. As mentioned, I used OEM filters. However, for some reason when I first attempted to screw the new filters back onto the housing the screws would not take. It seemed like the thread was just not deep enough on the filter for the screw to catch when attached to the housing. I then just screwed each screw directly into the filter for a couple rotations to help thread it and then backed the screw out. Then when I screwed it back into the housing the screws grabbed without an issue.

Step 12 – Putting the new filters back in. The filter housing is marked with an "R" and "L" so you know which side they go back into. Align them and simply push them back into place. Give them a firm push to ensure they are all the way back in place. Tighten them with the T25 screws.

Step 13 – Reconnect oil filler. Remove any towel you put in the filler neck and then simply push the hose back onto the neck firmly until it clicks. Put back the small piece of insulation that goes between the oil filler and the back of the DME.

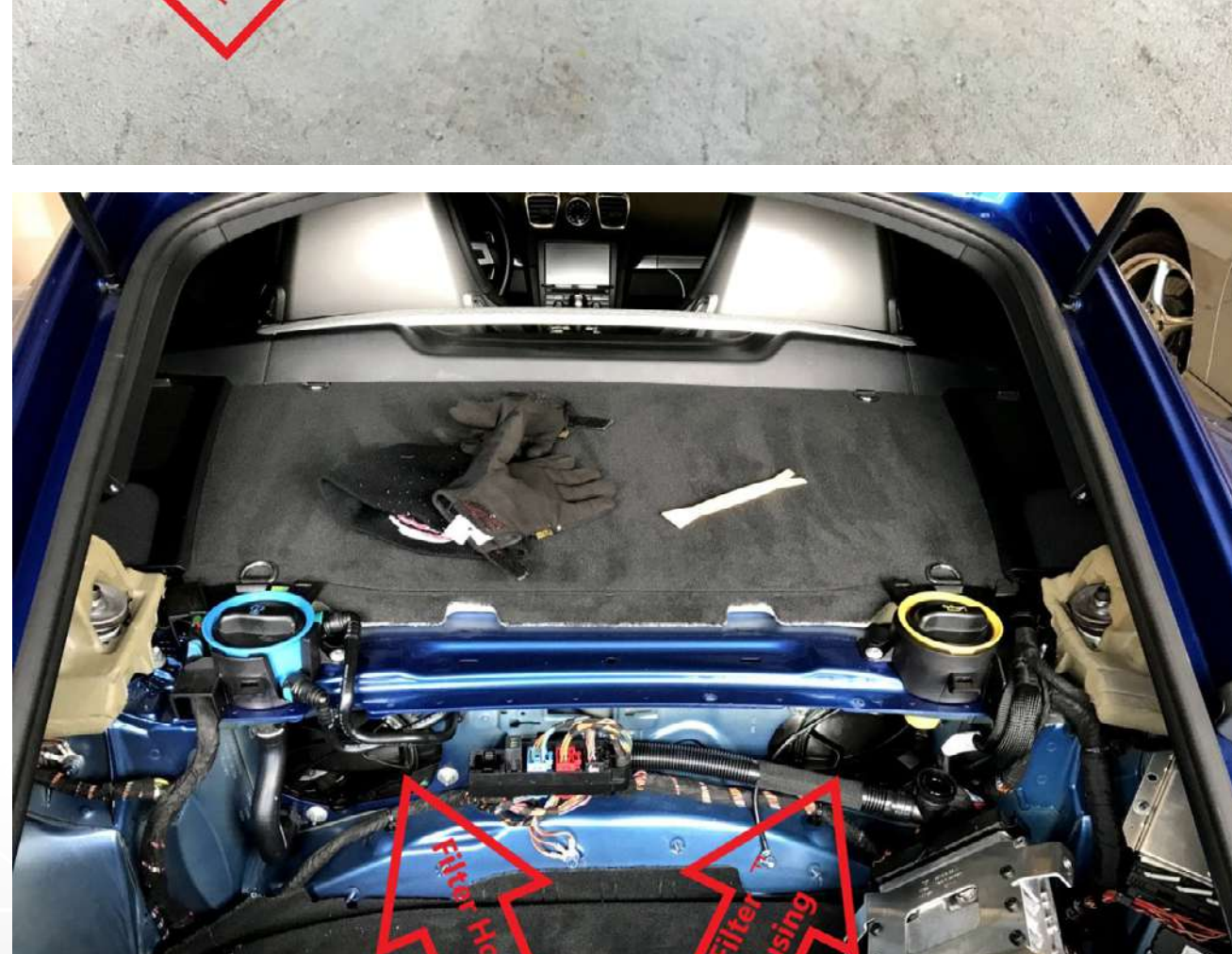
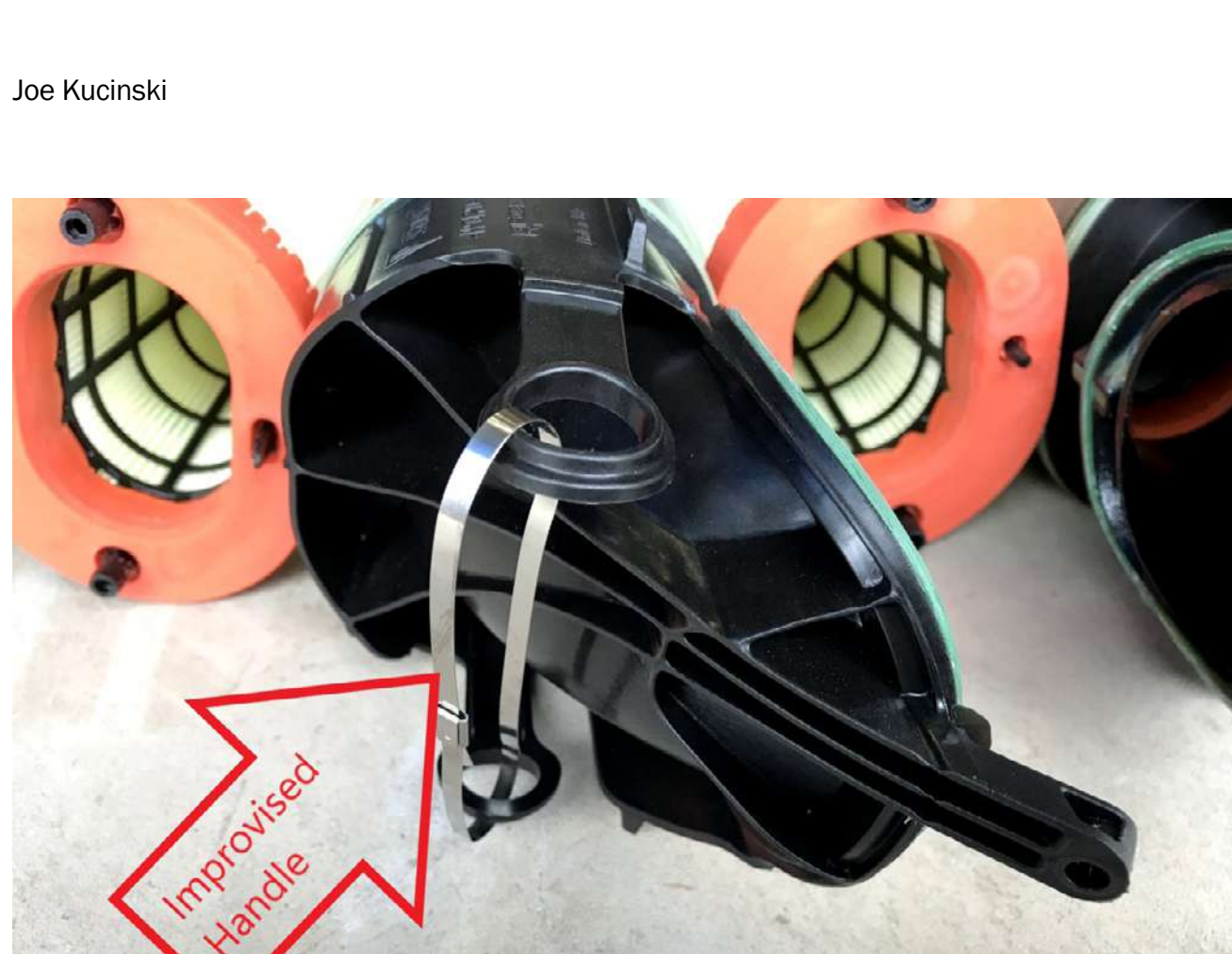
Step 14 – Reconnect the DME. Simply align the holes with the bracket and retighten the 10mm bolts and nuts.

Step 15 – Reinstall carpet and trim in the reverse order that you removed. Carpet is first. It just gets pushed back into place. Upper cover with the filler caps is next. That should simply snap back into place. The lower plastic pieces are next. When reinstalling them be sure that the little lip on the upper part slides under the speaker cover. Make sure the weatherstripping trim covers the plastic properly. Finally, it is time to install the two carpeted side panels. The one with two tabs in the bottom goes on the passenger side. Line them up and snap into place.

Step 16 – Relax and enjoy the money you saved by not having the dealer do this work. It certainly is not as easy as the old days of undoing one wingnut and dropping in a new Fram in your Ford. However, it is more time consuming than it is difficult. I took things very slowly as it was my first time changing these and it took me about 2 hours. If I had to do it again today and was trying to get it done ASAP it would probably be a 45 minute job.

My car had 20,901 miles on it when I changed the filters. As you can see from the pics, I probably should have done them sooner. The cabin filters were not as dirty but were certainly due for a change. Now the car and I can both breathe a bit easier.

Joe Kucinski





Model Cars: Michael Wessner

ANY TIME RTR GAINS A NEW MEMBER IT IS EXCITING. Fresh faces inject new energy into the club. They bring with them new cars and new perspectives. They have their own background to share about how they came to join the club. Each new member has a story to tell. One of our newest members is Michael Wessner. Oh boy, does Wessner have some stories to tell. He was a member of the Holbert Racing team from the mid-seventies until the time of the tragic death of Al Holbert in 1988. With the exception of the 1981 season, when Wessner took a mental break from the rigors of being on the race team, he was a valuable member of the racing team's success.

Wessner reached out to Garrett, our Der Gasser Editor, regarding an article we ran in the previous issue. Another member suggested we do a recurring article on Porsche model cars that folks might want to share. It was a great idea, and Wessner has an amazing model that he wants to share with us. More on that later. As a result of the model car idea, I was recently fortunate enough to spend some time with Wessner. I got to learn a little bit about him, that model, and the Holbert Racing family.

The first thing I learned was that Wessner is a modest man. He was adamant in making sure that I understood that he was simply a part of a talented team. No team can have the kind of success that Holbert Racing enjoyed because of just one person. You need a team full of talented and exceptional people. Everyone played a role in the success of the team. So, while it is certainly true that the team did not achieve what it did solely through the efforts of Wessner, there is no denying that he played an important role and contributed to the team's achievements.

He got his start like many of us do. He was obsessed with cars, bikes, and all things fast, as a young boy. At the age of 15 his parents told him that if he wanted a car and to drive when he was 16 that he was going to need to get a job to pay for it. So that is exactly what he did. While still in high school he got a job at Forest Grove Auto Body. He started out like most young people do, by sweeping floors and other small errands. It just so happened that Forest Grove Auto Body did the body and paintwork for Holbert Racing. This obviously caught the eye of the car obsessed teen. He jumped at every opportunity he could to work on the racecars. He moved on from just sweeping floors to doing bodywork.



Wessner continued to practice his craft until 1977. It was early in that year that Al Holbert lured him away from the auto body shop and offered him a full-time job at Holbert Racing. Despite it paying less money, Wessner jumped at the chance. I mean come on, who wouldn't? From that point on Wessner was part of the team. Like any good team member, he did whatever was asked of him. He managed the body shop, did body and paint work, did some R&D, welding, fabrication, and mechanical work. He would even drive the truck and trailer and motor home on occasion. If jack of all trades was ever an official job title, then that is what Wessner was.

Working for Holbert Racing you would think Wessner had to have a Porsche of his own. And you would be correct. At the age of 19 Wessner had his first Porsche, a 1970 911. It was not exactly a garage queen. The previous owner had wrecked the car, and it had no engine. That is hardly a deterrent to someone like Wessner. He bought the car, sourced an engine and fixed the suspension and everything else that was wrong with it. Once he had it all fixed up someone made a generous offer to purchase the car. The offer was above and beyond what Michael felt was the market value, so he decided to sell it. He never drove the car.

His second Porsche would come in 1980. It was another car that had a rough history. It was a 924 that had been stolen and thrashed around New York. Every panel except the sunroof was banged up. The radio was gone, the transmission and clutch were fried. The car was rough. It was missing for over 6 weeks, so by the time it was recovered the insurance company had already paid the claim to the dealership. When it was found the insurance company offered the car back to Holbert for a reasonable sum. Holbert asked his team if anyone wanted to buy it and Wessner jumped at the chance. The only problem was that he didn't have the money for it, and getting a loan for a wrecked car is not easy. No matter, Holbert worked out a deal with the bank and Wessner had his second Porsche.

Wessner explained to me that the story of Al Holbert getting him a loan was typical of the man. Holbert was an extremely generous individual who would often go above and beyond for his team, employees, and family. Wessner said that Holbert was simply an awesome person to work for. A few years after Al passed, his son, Todd Holbert, was enrolled in the Formula SAE program. The program is for students to design and build formula style racing cars for competition. Todd Holbert and his teammates built the car out of Wessner's shop. Wessner remains close friends with the Holbert family to this day.



One of the last major projects that Wessner was working on for the Holbert Racing team was the successor to the wildly successful Porsche 962 racecar. The team got permission and funding from Porsche to develop the car. The program was in the development stage. The lead engineer was the late Gary Grossenbacher and Wessner was assisting him on the R&D. Two 1/4 scale models of the new car were built for aerodynamics testing. One of those models is currently hanging in Wessner's shop. When Al Holbert passed, the project was halted. Wessner then moved on.

After taking a year off to enjoy life a bit, Wessner got into carpentry. He currently builds automated and robotic equipment. There is probably not much of anything that he could not build. I

could totally imagine him on the cast of Mythbusters building one contraption after another. Whatever is needed, he would be able to build it. That is truly an impressive talent. However, over the years he lost touch with Porsche ownership and had not owned one in quite some time. So how did he find his way back into the club?

For his 60th birthday he decided that he wanted a motorcycle. However, his wife was apprehensive, and was afraid he would get hurt. So instead, he pitched her the idea of a Porsche. She agreed to that plan, and soon after he spotted an older Boxster rotting away outside of a friend's shop. I know this is going to sound like a broken record, but the Porsche was in rough shape. The top was trashed, and water was getting into the car. It needed extensive work. The owner eventually agreed to sell the car for just \$2,000. He bought a new top and with the help of YouTube figured out how to install it. He fixed the computer system, the clutch, and everything else that it needed to be roadworthy again. He now has a 2000 Boxster, with 150K miles on it, that he drives the pants off of.

Now that he has a Porsche again Wessner wisely decided to join RTR. That was just as COVID was shutting everything down. As a result, he has not yet seen all that the club has to offer. However, I have promised him it will be worth the wait. I know we all want life and our club activities to get back to normal as soon as possible. But if you need any more motivation let me tell you this. Wessner has said that he would be willing to bring his 962 1/4 scale model to an upcoming membership meeting and give us a demonstration on how the aerodynamics of the car were designed to work. That would be fascinating to see, and I am sure many of us would greatly enjoy that.

Before I conclude this story let me share my little personal side to it. Like Wessner, I grew up obsessed with cars. and Porsches in particular. I grew up in Bucks County, and would bug my parents all the time to take me to the Holbert's dealership. When I was old enough to drive on my own, I would stop in at least once a month and drool over the cars in the showroom. I remember clearly the one time over thirty years ago I stopped in and there was a 959 in there behind a set of velvet ropes. I reached over and touched the car just so I could tell my friends that I touched a 959. I still have several of the model brochures from the '80s that salesmen were kind enough to give me back in the day.

To me Holbert's was Porsche. It was one and the same. They say to never meet your heroes, because you are often disappointed. I never got the chance to actually meet the Holberts, but speaking to Michael Wessner confirms what I had always hoped. It was that they are not only a talented group of people but also just good people all around. Wessner could not say enough kind things about them and the team. It was a pleasure to get to speak with him and gain a little more insight into that world. Hopefully, we all get to meet in person soon, and Wessner is willing to share even more stories with us. I can tell you now that this introduction has barely scratched the surface.

Speaking of scratching the surface, there are many more amazing photos to share. Be sure to check out the Instagram pages [@michael.wessner](#) and [@holberts_garage](#) for some fascinating vintage photos.

Joe Kucinski



Model Cars: Scott Schreppe

I LIKED THE MODEL CAR IDEA FROM GARY AND HAVE SEVERAL PORSCHE RACING models on my shelf, all with related lifetime memories if anyone is interested.

As a boy growing up in the '70s in PA, auto racing meant NASCAR on TV or the Reading Fairgrounds dirt track modifieds and sprints on Friday night. Then I saw a brief TV clip of the Porsche 917 winning at Spa and heard the sound of a flat 12 cylinder at speed. I was hooked. No more Plymouths or Mercurys for me.

<https://www.historicracingnews.com/Article/Video-Porsche-Win-the-1970-Spa-1000km-at-Record-Pace-/838>

My older brothers talked about Ford GT40s at Le Mans, but I didn't know anything about Porsche, so I scanned the magazines and saw the 917LH Hippie Car for the first time. It was like seeing a spaceship from another planet. The die-cast model is the 1970 2nd place Le Mans car of Willi Kauhsen and Gérard Larrousse, signed by Gérard.

Many years later, during a Riesentöter Le Mans Day social at the Simeone Museum, I was crushed when they told us #3 was away "on loan." Luckily, my daughter and I joined the PCA gang later the same day at Porsche of the Main Line for the 919 race day event and found "Le Psychedelic" displayed in all its purple and green splendor.

It appeared again at the Radnor-Hunt Concours attended by the Riesentöter members in 2019, and is on permanent display at:

<https://www.porscheroadandrace.com/hippie-porsche-power-launches-a-le-mans-legacy/>

Still my favorite Porsche of all time.



Scott Schreppe



Vanity Affair



FELLOW RTR MEMBER GARY GALLO HAD AN IDEA FOR DER GASSER – a focus on vanity plates. Unfortunately, it’s had trouble getting legs, so I asked our editor if I could take a crack at kicking it off. While I understand there are two camps regarding vanity plates (for and against), I wonder if those against take issue with other personalization of their P-cars. No matter....

The plates you see pictured are mine; the last two are on our current vehicles. Each has its own significance – and that’s the point of this feature. Some are not all that creative. Neither BOBNSUE nor DENTIST is particularly difficult to figure out, and I feel like there are those who enjoy a challenge, and those who could care less. You might have guessed I fall in the former.

The purpose of this series is to describe the story behind your plate – no matter the substance behind it. You can send your submission to editorteam@rtr-pca.org and you don’t even have to write anything fancy, although we appreciate creativity. One of our volunteers will craft something up. If it becomes more involved, we can whip up a featurette.

MTFOOMW

So I’ll kick this off with the story behind my first vanity plate, though its meaning began in the early seventies, while hiking in New Mexico. I was with a group of friends and we promised not to reveal the secret unless someone guessed the acronym on our T-shirts correctly. It was more than thirty years before it made it to the back of my car.

If I was pulled over by the police and then asked, I was prepared to say that it meant **Move The Ford Out Of My Way**, and that I was a Chevy guy and hated Fords. Problem is (in my region at least), there’s a good likelihood they just pulled me over in a Ford Explorer and may not appreciate the humor. But it was better that than figuring out “F” did not stand for Ford.

SRE 4RE

This one actually dates back to the mid-eighties when I got my first accounting job out of college and I thought there was a real chance that I could someday own a Porsche, and would need a suitable plate. That didn’t happen until I turned 50 and bought my first one – a 2009 base level Cayman

On a scale of one to ten, the level of difficulty of this one is about a six. But the only person who guessed my first was not able to figure this one out, so maybe not. Go ahead, sound it out. The last three characters are easy right – the Italian car manufacturer? The first is maybe less easy, but it’s supposed to be my sarcastic apology for buying a Porsche. **Sorry Ferrari.**

L8ITGR0

This one adorned the back of my wife’s Acura RDX – a car we used to haul everything she needed for her flowerbeds. This one is easier if you break it down into pieces, and if you knew that she’s an avid gardener. That’s the fun of vanity plates – using letters and numbers to form words. In this case, Late (let) IT Gro, or **Let It Grow.**

HRVEY

Some are easier to figure out because there’s no mystery behind them. But they fit very nicely because of the specific vehicle you are driving or some other obvious rationale. This one is just plain cutesy. When we bought our Honda HRV, naming it **Harvey** seemed only appropriate – even if we misspelled it on purpose.

WEELZ UP

When I flipped my Cayman for the Macan, I was pretty active in Riesentöter, and a lot of what I liked to do was lead driving events. Wheels Up is a phrase that gained popularity in the military, but was adopted by some (including me) as a parting expression, often followed by the time we’re to leave, i.e.: wheels up at 5:30. It’s currently on my BMW M440i.

AUDIAMO

Andiamo translated from Italian is also “Let’s Go”. My wife and I took a tour in Italy a few years ago, and the tour guide would call this out each time we launched to the next attraction. It’s on the back of her Audi Q3, and ironic considering we have two cars with the same phrase though from a completely different perspective.

If you want your own vanity plate, there’s a great tool on the [PENDOT WEBSITE](#) where you can play around with different plate ideas and see if yours is available. And depending on participation, this idea Gary suggested could be a periodic feature, a regular column, or die a slow death. Don’t let that happen – submit your plate and describe your Vanity Affair!

David Newton



Porsche Pundit: R U Manual or Automatic?

SO, LET ME ASK YOU CAR ENTHUSIASTS A QUESTION THAT'S BEEN WEIGHING ON MY MIND:

Manual or Automatic? Why do I want to know? If you've spent as much time perusing the web as I have, you already know the lay of the land on the usual suspects like "Bring-a-Trailer", 'Rennlist' or '6-Speed':

Manual transmission – Yes.

Automatic transmission – HELL NO.

It seems the argument is very particular and personal when it comes to Porsches. How many times has a Porsche with Tiptronic or PDK come up for sale and the purists claim that if there's no third pedal, the Porsche in question falls into the "unworthy" category? Based on my casual calculations, it comes up within the first four or five postings.

You've read them, right? For instance, there's a great looking, low mileage 996 Turbo with choice options. But wait – one glaring Thing gets some of the posters' tongues (or keyboards) a-wagging. The Thing? The car has a Tip! Suddenly poster XYZ claims that he'd never buy a Tip. How could anyone ever consider buying a Porsche with anything but a manual transmission? Of course, poster XYZ has never bought, let alone bid on, an actual car, manual or automatic transmission.

Are there Tip defenders? Sure. For example, poster ABC mentions how he appreciates not having to row gears in city traffic, or how he wants a 996 Turbo just for cruising. Of course, poster XYZ then responds with "hey @ABC, why don't you consider a Mercedes SL instead, Mr. Wimp?" Then their posts are instantly kicked off as being inappropriate. It just wears me out.

At a recent Porsche event I ran into a guy with a notepad who was going from car to car making notations on the pad. He glanced inside a 993 Cab and proclaimed "Yep, a real Porsche!" Then he made a mark on the pad. I strolled over to him. Glancing at the pad, I saw he'd added a hash in a 'Real Porsche' column. I just couldn't help myself.

"What 'cha doing?"

"Counting Porsches to see which ones are real and which ones aren't."

"Ya don't say...where are you at?"

"About 50/50."

"Hmmm" Glancing around the parking lot I said, "I don't see anything but real Porsches. Am I missing something?"

He looked at his pad again and recounted. He looked up.

Pointing at a nearby GT3, I mentioned that it only came with PDK. "It's the best way to get around the track as fast as possible," I said.

He nodded. "Uh huh, that's what I hear."

I pointed to my own nearby car; it has a PDK.

"I searched the whole country for a car in that color with PDK. After 40+ years of doing clutch work, I deserved a break," I added.

"Yeah, I hear those PDKs are pretty nice."

"So I have to ask, if you're a manual-'til-you-die sort, does that mean you only like wind-up windows, no AC, AM-FM radio – because a cassette player is pushing it a bit, don't you think? And no cruise control? Man, that's what your right foot is for," I added only half kidding.

"Point taken." He turned and strolled towards the next car, peered into the interior, and made another hash.

I get it. A manual gives you that direct connection to the drive train. Then there's that visceral feeling of moving the gearshift through the gates. And heel-and-toeing as you rapidly downshift is amazing. From what I read, Porsche sells the most manual transmissions in the U.S. market. But count me among the converts; the PDK is pretty awesome. And as a bonus, my left calf muscle no longer looks like a nice-sized salad plate.

Will I buy another manual transmission car? What?! Of course I will, in a second. But it will be a classic like a 951 or 968. And it sure as hell will have the original cassette player, because when you're going manual, you may as well be completely Old School.

And on that exhaust note, see you all next time.

Robert Turner

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Sidetrack: Farewell my Cayman, Farewell

FOR THE FIRST TIME IN ALMOST TWELVE YEARS, I AM PORSCHELESS. Absent of Porsche. Not owning or otherwise possessing a Porsche – a garage including all things not Porsche, that is, empty of Porsche. While I did not imagine being in this position, I also didn't say this latest affliction was a permanent condition.

Before you ask me how this happened – how I could knowingly and willingly liberate myself of the marque, allow me to point out a few things in my defense. First is that I love and respect Porsche cars, and I always will. But also consider that I've owned as many as three cars at a time, and never once has there been more than one P-car in my possession.

That means at any given moment my other car(s) have been something other than Porsche. I'm guessing this is familiar to most of you. Several years ago we had an Acura RDX, then a Honda HRV replaced it. In the fall of last year we added an Audi Q3, just before the state lockdown from the coronavirus – three cars, and nowhere to go with any of them.

I began my formative years on muscle cars and moved to Japanese hatchbacks and sedans when jacked up gas prices started draining my wallet. There was a long stretch that included a Plymouth Breeze and a [GULP] minivan, then my first new German car – a 2003 BMW 325xi. Up until now, the best sports sedan I'd ever driven.

Then there was a long and rather embarrassing respite before my next car from Germany, a 2009 Porsche Cayman. I flipped that on a 2016 Macan when the warranty expired. Two years later I traded the Macan for a 2017 718 Cayman. And more recently I had been exploring the 718 Cayman GTS 4.0 – the most money I would have spent on any car.

But allow me to get to the point. Where I had just established my first garage queen – using the Honda for work and driving the Cayman sparingly – suddenly my attention was drawn to the obvious waste. A lot of money tied up in cars I wasn't driving. My perspective changed, and I vowed to own fewer cars that satisfied more requirements.

Much as I love the idea of a 718 Cayman GTS 4.0 sitting in my garage, that's a lot of what it would be doing. I wouldn't drive it to work, as there is too much awkward risk in the parking lot. And although I can use it in the winter, it's not accustomed to anything but an inch or so of snow. And that required a third car and (for me) a second mortgage.

What I needed was something compelling and enormously fun to drive that was sensibly practical and reasonably comfortable. But I wanted get-up-and-go RIGHT NOW – not after forced induction spooled up from the lagging turbo of my 718. It also needed to seat two in comfort with a civilized amount of storage.

So, I started looking. I liked the Macan (a lot), but having another SUV sitting in the garage next to my wife's Audi Q3 seemed silly. I felt like a sporty sedan or coupe would fit the bill, but Porsche is very limited in this department. Really, you're looking at the Taycan and Panamera – both expensive options when comparing to a base Cayman.

That's when I returned to BMW. We both loved our 2003 325xi – practical, sporty and fun to drive. I had been taken with the 4-series coupe, and that's when I stumbled on the 2021 BMW M440i, rather by accident. I did a lot of research and, as soon as it was ready on the BMW site, configuration, and I loved the result.

If you don't know already, the 4 series BMW was essentially the two-door version of the 3 series sedan. The 2021 M4 series now has its own chassis. The most potent (and pricey) model is the M4, but it is practically a track-ready coupe. The M440i is a little less compelling, but sensible, and a lot more affordable.

So after a lengthy phone call with BMW of Devon, I flipped both my 718 Cayman AND my 2016 Honda HRV for a 2021 BMW M440i. Dravit Grey with mocha leather interior, all-season sport tires on subdued black rims. A turbocharged six-cylinder 48-volt pseudo-hybrid engine produces 374 horsepower, and the 48-volt part completely nullifies turbo lag.

What's more, I got a very good price on the pair of my trades. More than I expected for the Honda, and remarkably more for the Cayman. Which proves a point that that we've all known for years. Porsches hold their value well. Exceedingly well. I went into the trade expecting they'd disappoint me on the proposal, and it was their offer that sent me over the edge.

Yes, I no longer have a Porsche. But there are a lot of you right now that don't either. And you stay active with Riesentöter and keep your membership current, as I plan to. I'll continue this column (assuming I'm not ostracized), and we'll attend events as we did before – once they reappear on the RTR calendar.

As for my next Porsche, that will likely surprise both of us. Historically, I've been caught up in the classic image of a sports car – but I do like the fact that the infamous manufacturer from Stuttgart is pushing the edges of imminent technologies. It may or may not involve an electric or hybrid. It could also include something Porsche engineers are still working on. Time will tell.

David Newton



Shifts and Giggles

I DON'T THINK A VACCINE WILL WORK IN MY CASE. In fact what I have is probably incurable. I've been to many doctors, some even with a medical degree or a license to practice (practice being the keyword here). Out of nowhere it just happens, the symptoms arrive with little to no warning. The symptoms range from sudden bits of sheer anger, intermittent bouts of Tourette, to seething and clenched teeth, along with irrational thought. It's called grilliosis, and stems from the sudden appearance of a grill in my rearview mirror. Sometimes it can be just the shape of the grill that can spur it on.

It could be day or night, good weather or bad, I'll be driving along, minding my own pints and quarts, peas and carrots, p's and q's - you know, my own business - listening to my flat 6 or maybe even the radio, then in an instant a big ass grill is in my rear view mirror - the entire mirror. It wasn't there a second ago, I know I just looked, and now this grill is staring me down, judging me, mocking me, trying to provoke me somehow. And because I see nothing but grill, I can't make out what kind of vehicle it is or who is actually behind the wheel. Sure, I can tell if it's a Ford or Mercedes, even a Porsche, but sometimes I can't tell if it's a minivan or an F150, I can't tell if it's a soccer mom, construction guy, or any other type of driver behind the wheel, and I fear the worst. It is fear for myself, mind you, fear of what I might do. Images shoot through my mind as this grill inches closer and closer to me, tormenting me to speed up, go faster, faster, even faster. I'm doing the limit, sometimes, but still I can feel this thing breathing down my neck, egging me on like some bully on the playground. "Are we going to have some showdown, like in the days of the wild, wild west?"

I fear my own anger as it builds with intensity - "Why the hell is this person so damn close? Who do they think they are? Back off buddy!" - but it's passing. Passing because most times as fast as they appeared in my rearview mirror, there is now distance between us and the rationalization sets in. Maybe they didn't realize how fast they were going, or they came from a side street, or a blind spot, but still grilliosis is a thing even if it's just for a fleeting moment.

I have it. I know others that have it, though it is not talked about in public very often as it's one of those taboo subjects you're not to mention in mixed company. There's no cream or ointment you can rub to ease the pain, no pills to pop, though it is a side effect of Trybrakafredrian and Breakchetol but those warnings are clearly posted. Maybe one day there will be meetings where we can sit and talk about grilliosis among our own kind, but until that day I'll just clench my teeth until I can see the rest of the car behind me instead of just their grill in my rearview mirror. Now don't get me started on the side mirror syndrome - objects may be close or are closer....

Jeff Walton

CLASSIFIEDS

**Porsche 996 997 turbo exhaust - 996.111.205.72:
\$700 including tips**

catalytic converter

OEM muffler.

These were on my 2003 996TT. Great shape, used less than 10,000 miles. Chrome tips are included.

Contact Randy at srolson21@gmail.com



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

CLASSIFIEDS

OZ Ultraleggera HLT 19" wheels in satin black with black Porsche center caps and black lug covers (19x8.5f 49mm; 19x11r 40mm).

I'm including, at no charge, the Michelin Pilot Sport 2 tires (235/35ZR19, 315/25/ZR19).

The wheels and tires were on my 2003 996TT for less than 10,000 miles. Wheels in great condition, no curb rash. One rear tire is worn. New wheels and caps on Tire Rack are over \$1900.

Contact Randy at srolson21@gmail.com

\$995 for 4 wheels (tires included)



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CLASSIFIEDS

981 Clear Side Marker Lights - \$40

These were the first mod I made to my 2016 Boxster

I have been using them until our move to Delaware where they are not legal

They have amber LED bulbs installed which in my car threw a warning light, however, included in the box were standard amber bulbs. (I found them after pulling the originals from the box)

Contact Garrett at hughes.garrett@gmail.com

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CLASSIFIEDS

Ferodo Racing Pads, new in the box / Asking \$280

FRP3051W DS1.11.

I got these for my 987 Cayman S, but sold the car before I could use them. They also fit the 996 (front) and 997.1 (rear). If you track your Porsche, brake pads are the first upgrade you should make to your car. I can ship to you (you pay shipping), you can pick them up at my house (Yardley, PA), or I can bring them to a PCA event we're both attending.

Please contact Eric: 215-321-7815 (leave message)

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CLASSIFIEDS

1999 Porsche 911 Carrera / 13,400 miles / \$35,000

Immaculate-unbelievable

Completely stock and original, brand-new condition-never in the rain

Garage kept. Mileage-13,400

No dings, no scratches, never hit, never painted

- Options:

- black, black interior w leather seats,
- 490 Traction Control,
- 18" Lt Alloy Wheel- Turbo Look
- aluminum dials, power seats,
- AB Wheel Caps with Colored Crest,
- AM/FM Radio with CD Player,

- Exclusive Options:

- Black Mats
- aluminum/Leather Shifter/Brake Handle Aluminum/Chrome

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

CLASSIFIEDS

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

Asking \$2,300

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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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

