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COVER

Photo credit: Zachery Gerben
Driver: Michael Todas

2021 RTR Calendar

Driver's Education

May	5/7-9	DE @ Pocono
May	5/8	AX @ Pocono
June	6/4	Close Date - NJMP Lightning
June	6/5	Tech NJMP Lightning
June	6/18-20	DE @ NJMP
June	6/19	AX @ Ripken Stadium
June	6/26	Tech - The Glen

Social Events

May	5/1	Carlisle Swap Meet
June	6/12	Drive-In Movie



Opportunity to Purchase:
Porsche Club of America
Riesentöter Custom RGM Chronograph
\$3,950

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

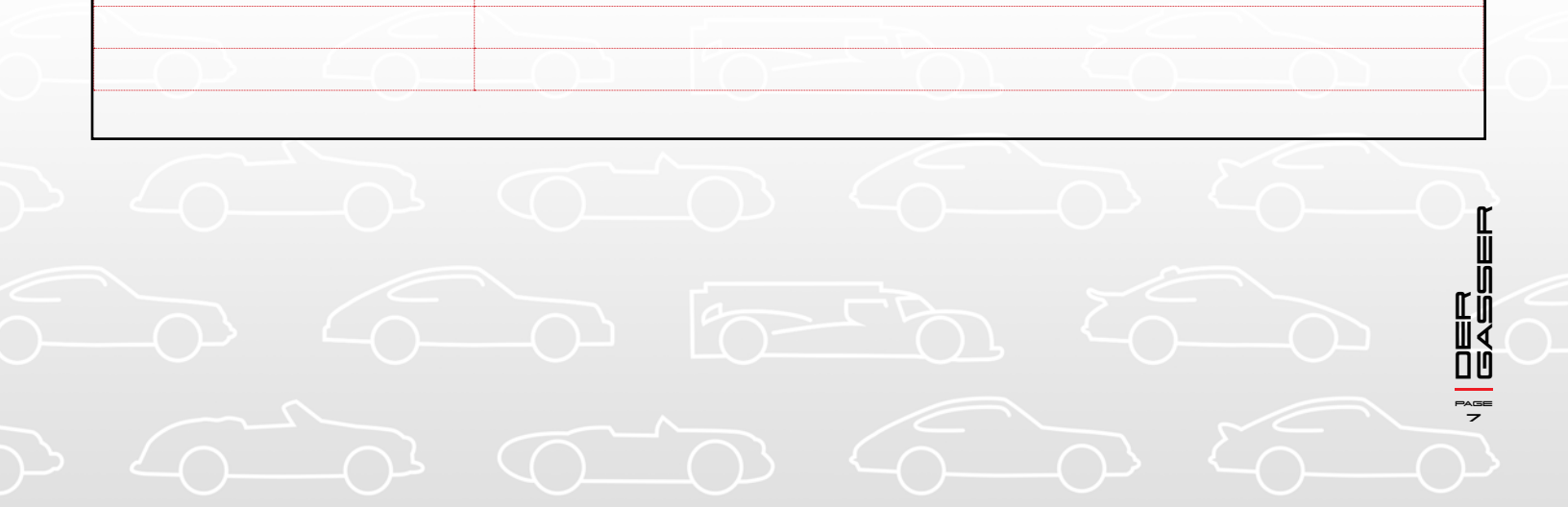
YEARS	May	June
55		John Chatley
50	John Baran	
40		
35		
30		
25	Richard Barbuto Charles Benjamin Frank Bilotta	Michael Inforzato Kristofer Kartsotis
20	Brent Alderfer Steven Kartischko Emrich Stellar	Jeffrey Cornwell Todd Kriner Andy Kuzma Paul Olive Jack Zupan
15	Donald Alexander Marty Bartelstone Ken Church Glen Crawford Wayne Devonport Bill Hall Mark Lemmo Trevor McNeill Edward Morton David O'Connell Bill Tench	Carol Ashton-Hergenhan Matt Bieber Stephan Rist Joe Wright
10	Ben Caputo Carlo D'Santus Wayne Fitzgerald Suzanne Land	Larry Barresi Larry Holbert David Newton John Pot Julio Quintero Scott Ticar Steve Tullman
5	Armstrong John C. Fenningham John Gaydos Jack Genovese Rob Hedden Ian Ivey R. Byron Mastriana David Onopa Stephen Prichard Robert Singh Matthew Walsh	Mike Hart Michael Herd Garrett Hughes R. Kirk Lawlor Moceri Justin Palmer Len Schwartz William Siegenthaler Scott Wilkes



NEW RTR MEMBERS



Jan Hutwelker	1981 911 SC Light Blue Metallic Coupe
Glenn Shopper	1986 944 Red
Robert Unger	2017 911 Carrera Agate Grey Metallic Coupe
Alex Howarth	2019 718 Boxster GTS Silver Cabriolet
David Cliffel	2005 911 Carrera S Blue Coupe
Rob Lipton	2012 911 Carrera 4 Red
JR Warner	2017 911 Carrera White
Thomas Finnegan	2007 911 Turbo Meteor Gray Coupe
John Leonard	2014 911 Carrera Black
Mark Epstein	1971 914
Jeffrey Petrillo	2018 718 Cayman S GT Metallic Silver
Tom Pereira	
Vincent Smit	2019 911 Carrera 4 GTS Chalk Coupe
Kevin Lea	2021 911 Carrera Cabriolet White
Chas Herstine	2018 718 Cayman Agate Gray Metallic Coupe



Vom Präsidenten



HEY, HEY, HEY, IT'S THE FIRST OF MAY; OUTDOOR GATHERING STARTS TODAY. It just sounded good...okay? As I stated in my last message, normalcy is getting close...unless you watch or read the news, with talk of new strains and major outbreaks. To combat the negative we will continue to provide you with an array of things to do, with or without your car, in safe and friendly environments. We've already had some social events, an autocross and a DE under our belts, and there is more to come. A rally is in the works, as well as some drives and tours, and maybe even an outside happy hour or two. So please keep an eye out for email blasts and on the calendar, via our website.

Speaking of our website, we are continually trying to thwart hacking attempts of our website, in particular our forum. Anytime you allow people to post things on a website you need to constantly monitor everything. It's a daily job. If you happen to log into our forum and you get a message saying "You are banned from the forum" - first off, you are not banned - your IP is, for some reason. We kindly ask that you just send your user name and IP address to admin@rtr-pca.org and they'll sort you right up.

Secondly, let me reiterate - that you can make a donation to our Riesentöter Foundation to support teen driving in our community by simply shopping for everyday items on Amazon. All you need to do is change your bookmark to smile.amazon.com, then after signing in click on your Account & Lists at the top right hand of the page, scroll down to the box that states "Other programs" and select "Change your AmazonSmile Charity." Search for Riesentöter and select. Now every time you log into smile.amazon.com Amazon will make a small donation to our charity and all you need to do is shop. The site is the same, prices are the same, the only difference is it adds a little coin into the foundation's bank account for future events.

So, keep an eye out for blasts and that calendar, pedal down!

Pedal Down

Jeffrey Walton
President RIESENTÖTER



WELCOME TO THE NEW PCA WEBSTORE



Eddie Bauer Men's Sport
Hooded Full-Zip Fleece Jacket



PCA logo Rhinestone Ladies
Scoop T-shirt



Porsche 356 Speedster Super
#71 Race Car



1:43 Steve McQueen
Collection - Gulf Porsche 917K

Exclusive PCA apparel and accessories

Place your PCA pride on display with exclusive apparel, lifestyle products, and vehicle accessories. The PCA online store features a wide variety of shirts, jackets, hats, car models, PCA Region items, and much more for men, women, and children.

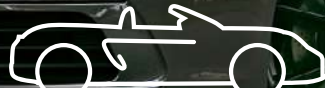
SHOP ONLINE: www.pcawebstore.org



PORSCHE CLUB OF AMERICA



Editor's Note



WE HERE, THE DER GASSER STAFF, ARE ANXIOUSLY WAITING FOR THE EVENTS to start to open up, as I am sure you are too! We have our volunteers out at Driver's Education and Autocross, and we're hoping some of the drives, rallies, Happy Hours, etc. start to happen soon, so that we have some "automatic" content. We would like the benefit of meeting and talking face to face too. Be sure to check the email "blasts" and website calendar regularly for activities that show up on the horizon.

That said, we are still concerned with the pandemic, and would encourage you to get vaccinated, as maybe that will continue to protect us and speed up the new normal.

You members have helped us through the "nothing happening here" period of the last year, and I encourage you to keep your submissions coming. They are well written, fun, and a relief by having a better diversification of writers in an issue.

Take care, and we hope to see you around the next bend!

Garrett Hughes





Top Down!

BY NOW YOU'VE PROBABLY NOTICED THAT SPRING HAS ARRIVED...WAIT A MINUTE...maybe not. Well, anyway, it was a BEAUTIFUL day the other day, cloudless and in the 70's. I decided to get the Boxster and wash the remainders of Old Man Winter off.

My Boxster is black. Not really my first choice, which was Arctic Silver, but it was one of the few remaining Boxsters with a manual transmission at the end of March 2016, so I bit the bullet and smiled my happy smile upon picking it up.

That smile is still omnipresent when I'm in my car, by my car, or just talking about my car...except... when I'm washing it. (By the way, the top is up while in the process of washing, in case you were wondering.)

I guess I go a little overboard with the washing routine. First, I douse the car with foam and let it drip-off the loose dirt. Except an O-ring died a silent death this past winter and no foam was coming out with the water, DARN! I gently soaped up the car with LOTS of suds, rinsed and repeated. Then the next wash I washed one quarter of the car, rinsed, and dried it immediately to stave off the cursed water spots.

By the time I worked my way around the car (not very long as it's, um, SMALL) I could see all of this GREEN "dust." So, arrival of Spring was confirmed by the layer of pollen. I moved the car into the garage and used my waterless wash to remove the pollen. And once again, as I was completing the process the already "waterless washed" was covered in a fine layer of BROWN dust, thus confirming we are living in a construction zone. DARN! The black car curse strikes again!

Well, no matter what color your car is, get out there and put the TOP DOWN, or open the sunroof, or at least open your windows, and enjoy the sights, smells, and sounds of Spring!
Now to get the summer wheels and tires on....

Garrett Hughes
Top Down!



Letters to the Editor

Kurt Faller

Garrett,

Welcome to Delaware! Just reading Der Gasser. Sutton and I have been living in Greenville, DE for 11 years now and really enjoy it. Was humored by your change of vehicle registration and driver's license experience. We moved down from Marshallton (west of West Chester) and went through the same. I still have a PA title on one of my race cars, however, as that process required trailering the car to the DMV for inspection of the VIN, and then have me pay DE registration fees (tax) in order to get a DE title. Don't see the point... Most race cars are sold with a bill of sale anyway (though this one is a 1976 930 VIN, so there is some retained value enabling a return to original, and despite currently a lot of 934.5/ 935 mechanical hardware and safety equipment, there is little that is irreversible).

Noted your classified ad selling the clear side marker lights. I run clear side markers on both my 991 and Cayenne, simply swapping them out before and after trips to the DMV every two years. It is correct that DE requires yellow reflector lenses as part of their vehicle code, but I very much prefer the clear look and can't imagine getting pulled over for the wrong marker lights. Most PCA guys down here do the same. If I get pulled over for speeding or something (no violations since I was 25), I figure I'm due the tack-on fine if the officer notices.

FWIW, For David Newton's comments on vanity plates – Delawareans get one less character for personalized plates than Pennsylvanians – For many years, my cars have “desired to be” the racing or next higher version of what they actually are:

All in PA:

935WNA B - “935 Wanna Be” This was on my 930 when it had plates and was street legal

930WNA B - “930 Wanna Be” This was on my turbo-look M491 Cabriolet, for a short while also on an Audi S4 when RTR member Debbie Cooper, followed me into a shopping plaza to figure out who I was and with intent to provide PCA membership info

RSR WNAB - “RSR Wanna Be” This was on my GT3 Aero-kit 996

After moving to DE:

RS WNAB - “RS Wanna Be” This was originally on the GT3 Aero-kit 996, and now on a 991S

Welcome to Delaware! The local PCA chapter is largely social or dedicated club racers. I retain my RTR affiliation, but attend some Delaware events as well..

I'm fortunate to have a neat workshop at my place (in addition to a very nice oversize attached garage for the daily drivers). Let me know if seeking a driving destination some time.

Best,
Kurt

Editor's Response:

Kurt,

Thanks for the note! (Look for it Letters to the Editor).

I'll pass on your vanity plates to David Newton's Vanity Affair.

Looks like you have a GREAT garage there! I would like to run up there some time. My vaccinations become totally effective as of the 18th, so maybe when the weather warms a bit more.

Thanks for reading Der Gasser!

Cheers!
Garrett

Karen Z., March 26, 2021

Thank you Garrett for putting together such a quality publication, it is much appreciated.

Karen Zarinsky

Editor Response:

Karen,

Thank you very much for the compliment! It certainly takes a team effort to put this all together from our contributors (mostly members like you), proofreader, graphic artist, and many others. They all appreciate the thanks and kudos from our readers.

It's looking like we might be able to start to get together so I hope that we will meet some day!

Cheers,

Garrett

Robert Piccone, April 11, 2021

It's a rainy day here in Bear Creek and I just remembered I hadn't read the latest edition of der gasser. While reading the article on license plates I smiled. My first was for my 1992 968. Sort of simple. A92968. Subsequently I thought perhaps it should have been A92 968. The second one was for my 2009 Targa 4s. It is WAKN GLN. My brother told me it should have been WKN GLN. Maybe! I love the Glen. For some unknown reason I always feel like this is the movie “It's a Wonderful Life” and I'm coming home. I track at DE's there 3-4 times a year and just love this track. And yes I always do the Riesentöter event!

Robert A. Piccone
President
Clear Brook Foundation
bobp@clearbrookfoundation.org

Editor Response:

Thanks Robert! I hope that our fellow members are enjoying the thoughtful and entertaining vanity plates as much as I am.

For more see later in the issue.

BE Porsche (Barry Edwards)

Hi Garrett,

Was re-reading an interesting article from the Nov/Dec 2020 issue about a garage renovation and would like to follow up with the author if possible. In particular was wondering if he would share who he used for the epoxy floor coating as that's something that I'm considering doing.

Thanks in advance for any help you can provide,

Barry Edwards

Editor Response:

Hey Barry,

Thanks for checking in. David Newton wrote that article and had the work done. I blind copied him on this email. I always dislike giving out other peoples contact information. I will let him reply.

BTW, I followed David's example down here in Lewes, Delaware with a drastic differential in cost. I was planning on doing it myself (after experiencing their fumes I would not recommend doing it yourself), but I got what I thought was a jaw dropping price. They came in, washed the floor with acid, ground the floor with a machine, and put on a base coat followed by an epoxy coat with flakes and finally a clear coat. It came out fantastic! This was with an unbelievable price of \$1600. However, even with a ton of flakes it's still slippery when wet so you just have to be careful, BUT, I've already spilled oil on it and it cleans up in a wink of an eye.

Glad to hear you are checking Der Gasser's archive!

Cheers,

Garrett



Martin's Kitchen, March 2021

THIS WAS A DINNER TWO YEARS IN THE MAKING. Our club last visited the wonderful La Maison restaurant in May 2019. Check out our July/August 2019 Der Gasser for my summary from that event. We were anxiously awaiting our return, scheduled for March 2020. For those with extremely short memories, March 2020 was one of the worst months ever. Our sojourn to La Maison was cancelled. Instead, all we could do was scour local grocery shelves for scraps of toilet paper. Yeah, March 2020 was pretty bad.

However, we have high hopes for 2021. In February I got a call from Jeff, and he said that the La Maison dinner was back on. The guest list was limited to just 14 people this time. However, I was fortunate enough to be one of the earlier registrants from last year, so the reservation was mine if I wanted it. Hmmm, let me think. One of the best meals I ever had, and a night out with friends from the club. Sure, you can sign me up for that. The new date was set for Saturday, March 27. The two-year wait was about to end.

La Maison is owned by Janet and Martin Gagné. They open up the first floor of their 300-year-old home on Friday and Saturday nights to serve fine French cuisine. On Thursday nights they offer a curbside pickup service. I have yet to try the curbside pickup, but I love the experience of dining in their cozy Coventryville, Chester County home. With the current reduced capacity there were just four tables for our small party to enjoy our meal and the company. Dinner is served at 7 PM sharp and then you are off to the races.

Actually, it is not a race at all. It is a comfortably paced seven course French delight. The menu is, naturally, written in French. I barely grasp English, so having a French menu doesn't help me, unless I want to use a translator app. However, I really don't care. I know from experience that everything that comes out will be amazing. Not only that, as each course is presented to the table, it is clearly explained in English exactly what it is.

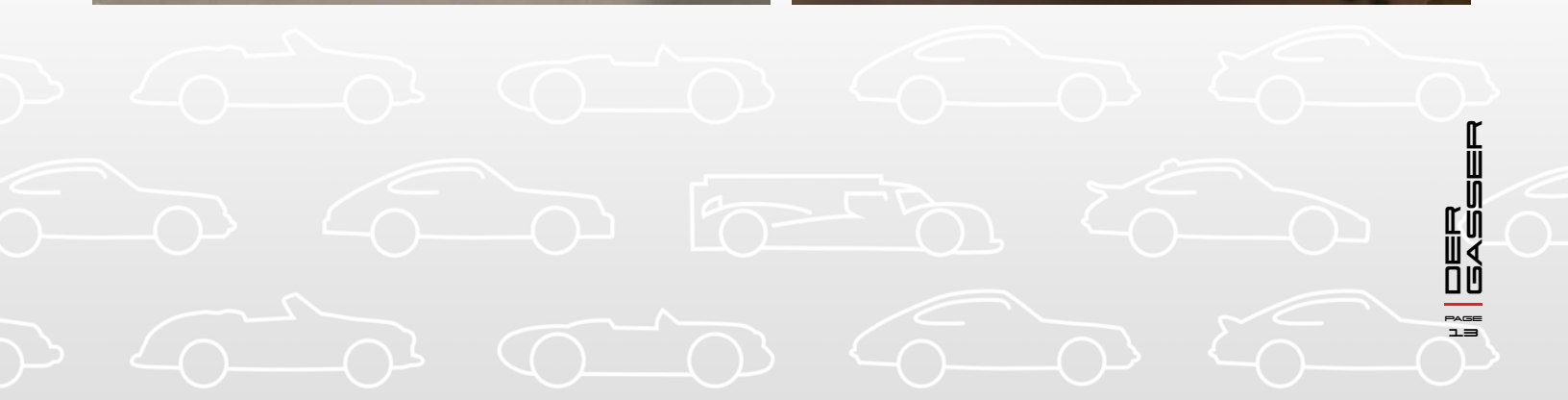
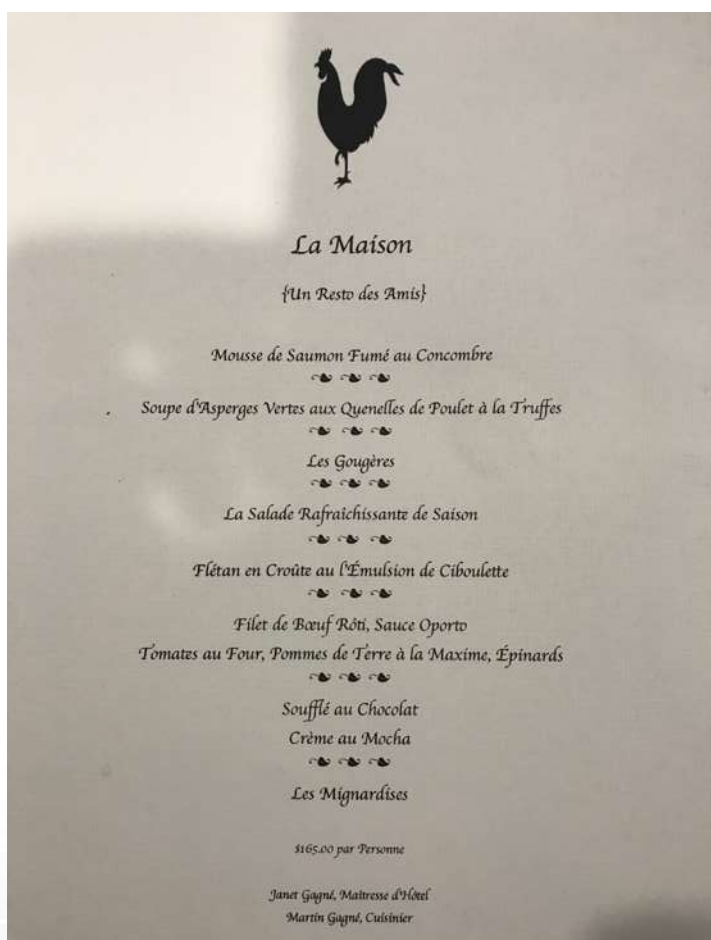
When I came here last year my girlfriend Deb could not make it. I told her that next time this came up she had to go. Deb is not the most adventurous eater. She can certainly handle more than just meat and potatoes, but the idea that she could not pick exactly what she wanted made her nervous. From the time I made the reservation she continuously reminded me that she would not eat frog legs or anything like that. I am sure there are others of you out there that feel the same way. Well, you should have no fear at La Maison.

After each course, Deb looked at me and said she could not believe how good that course was. Martin stopped by our table about halfway through the meal. Deb told him that she was originally a bit nervous. Martin explained that he doesn't make food that is from out in left field that he knows many people wouldn't want to try. He likes to buy good fresh ingredients and cook them in a way that enhances their natural flavor. Mission accomplished. Everything that was served was delicious.

At the end of the meal Martin stopped by our table again and we got into some casual conversation about food and cooking. Dessert that night was a chocolate soufflé. Martin told us how when he was a young boy he wanted to make a soufflé for his family. He made his first one for them when he was 11 years old. If I could nuke a Hot Pocket at 11 years old my parents would have been thrilled, and Martin was making soufflé. That is why he is an amazing chef, and I have an Uber Eats Pass.

The evening just flew by. Great food and company have a way of making that happen. It was past 10 PM before we knew it. After our meal we continued to socialize a bit with the other members, as well as with Janet and Martin, who are both wonderful hosts. If you were not lucky enough to join us for this lovely night, you really should make reservations to check out La Maison on your own. Book early, as they typically fill up about a month in advance. Of course we just waited two years, so a month should be no problem. Hoping this dinner is a sign of better days ahead, and more dinners and social events in the near future. We all deserve it.

Joe Kucinski



RTR-PCA Speed Council Does It With a Smile

WHETHER YOU DRIVE A CLASSIC 911 ON SUNDAYS AND LISTEN TO SINATRA in the warmth of summer wind, or drive your Boxster to autocross looking for that split nanosecond that gets you the number one spot, or tow your Cayman GT4 to an RTR Driver's Education weekend to learn to drive it in a high-performance controlled environment (or to drive it in addition mode) – it is the people who make the Porsche experience. At track events the Speed Council (SC) sets the tone and has your back from beginning to end, as we seamlessly navigate you through an awesome track experience.

When speaking with a few drivers during our terrific 2021 season opener weekend at Summit Point, Jefferson and Shenandoah circuits, it dawned on me that most members and guests don't know what it takes to do a track event. It takes orchestration for the Speed Council to provide a safe, fun, and pleasant experience. The SC team handles planning, management, registrars, safety, tech, instruction management, pit, and staging. There are many moving parts, and we all must dance together to make successful events happen, while providing participants a pleasant experience that nurtures a high-performance driving mindset and safe environment.



The SC team provides services to participants, and understands how to do it safely, carefully monitoring what is happening on track while you are driving, and running events precisely – and with a smile. The RTR Driver's Education experience is amazing, in both driving and management. Track Chair, Marty Kocse, reminds us often of the incredible responsibility we share in keeping drivers and their guests safe while on and off the track, without giving up fun and camaraderie. Communication among us is crucial in supporting the many functions, risks, and

people. How enjoyable our events are depends on the SC team cadence, and so we begin and end every season with excitement, holding meetings and briefings that allow us to address feedback that continuously enhances members' and guests' driving experiences.

The DE programming process begins with PCA policies and procedures that critically affect to management, online communications, safety tech, skills and talent – and, ultimately, the smiling face in front of you asking you for your driver's license, performing safety tech on your car or promoting safety and fun at the track.

Registrars Catherine Wetendorf, Kevin Douglas and Nyssa Capaul share responsibility for ensuring that the information you provide to us through MotorSportReg.com is verifiable and accurate at the track, and that the PCA waiver has been signed. Registrars coordinate creation and distribution of the welcome packet and, since last year, they have made sure that COVID-19 guidelines are followed at registration, including collecting a signed COVID-19 waiver. Registrars are your first stop to check in at the track when you park in the paddock.

Drivers must keep their information updated in MotorsportReg.com for registrars to do their job accurately, especially when changing cars or emergency contacts. Registrars work with team members to get you on track and pay detailed attention to what is required for car and driver, including details such as car number, helmet spec, and run group. The run group wristband you get from registrars is an earned privilege granted to you by instructors, and managed by the Chief Instructors.



Whether you track your car for the first or the 100th time, Chief Instructors Jack Cooney and Jeff Smith keep you learning. These guys oversee in-car and classroom instruction for all drivers, ensure an instructor pipeline, train and manage instructors, and coordinate their instructing schedules for each event. Chief Instructors work with instructors to get drivers to the next level of driving. As advanced drivers and instructors, we never stop learning about new lines, track tricks and tips. PCA instruction uses a system that starts with the beginner experience known as the Green group.

As beginning students, the Green students learn all driving basics and car dynamics necessary to control their car and learn to drive the tracks. Students learn flags, to brake, turn, apex, and get comfortable with G-forces to determine whether they will drive again. Most of them come back and progress to become more advanced drivers in the Blue group, then White, to Black, and if you have a calling for instruction, you may become an instructor and become a Red group driver. That's how you get to wear a wristband, which is thoughtfully granted by an instructor through a process managed by Chief Instructors. That wristband gets you on the track, but not your car.



Your car is separately checked-in during safety tech. Managed by Safety Chairs Kris Murphy and Dave Weiss, tech inspection is your next step in the track driving preparation process. Armed with a team of volunteer drivers, safety tech holds a technical inspection event, two weeks prior to each track event, where drivers learn whether the car is track-ready or needs some type of adjustment, such as new brake pads or tires. There are certain requirements the car must meet to be on track. Drivers must get certification from an authorized PCA inspector, by completing the RTR-PCA tech form pledging the car is in acceptable track condition. Drivers must go through a lighter tech inspection each morning on track, and the certified tech form must be turned in on the first day. This is where your car gets a sticker, and now you and your car are ready to learn the rules of the day.

A drivers' meeting and an instructors' meeting take place simultaneously, and are where the schedule and rules of the event are reviewed with the respective groups. They are followed by track parade laps to remind

drivers, and show beginners, what the track is like before driving sessions begin. To get out on track drivers must first stage at pit, generally organized by a group of volunteers who work with me, your Pit Marshal, to check: wristbands and car stickers to ensure drivers are in the right group; safety requirements, such as seatbelts, harnesses, and no loose items in the car; and make sure doors are fully closed and nothing is hanging off the car.

While cars are on a "hot" track, the Pit Marshal, Track Chair, and Track Chair assistants Myles Diamond and Dan Rufer monitor what is happening on the track through radio communications. All Speed Council members keep an eye on the paddock to ensure that customer service, safety and security concerns are being satisfactorily addressed. Logs are kept, and discussed for enhancements at the next meeting.

The SC team is on the entire time we are hosting track events, and we all do it with a smile.

"It's not just the cars, it's the people."

Come drive with us. Visit <https://rtr-pca.org/index.php/menu-activities/menu-drivers-education/menu-introduction-to-drivers-education> to learn more about Driver's Education.

Yoyi Fernandez



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So Close...



SO BEFORE I WAS BORN AND THE POWERS THAT BE WERE GOING THROUGH THE PROCESS

of handing out such things as the ability to sing and dance, throwing and hitting a ball, leading people and mechanical aptitude, the button must have gotten stuck in the “on” position when my mother went through the mechanical aptitude lane with me. I say that not to brag, but I ended up amongst the mechanical engineers come college graduation day. I was a bit of a late bloomer and it took me to age 27 to get handed that degree.

My love of auto racing started as a teenager, the posters on my bedroom wall were of Farrah Fawcett Majors, like most kids my age, and a Porsche 911. I was the only kid on the block without a poster of a Lamborghini Countach on my wall. My first job took me from my parents’ home in Richboro Bucks County to the Lancaster County area. Even I can only take so much fishing, and seeing as I don’t hunt I ended up back in Richboro on my weekends. While living in Lancaster County I found a great way to kill time until Friday, when I could escape, I turned to The Speed Sport News. This was Chris Economaki’s racing rag that was packed with all sorts of great racing stories and a classified section that was always good reading too. So I come across this ad one day for somebody looking for a chassis engineer. A chassis engineer I was not, but turns out it was Porsche Motorsports North America doing the looking. It was the upstart Porsche Indy Car Team located in Warrington, PA, not 15 minutes from Richboro. They operated out of a small shop behind Holbert’s Porsche Dealership in Warrington, PA. It turns out they were going to be getting additional sponsorship, adding a second car to the team, and needed a chassis engineer. So, the next Saturday I got up, and with resume in hand drove the 15 minutes to the shop. I knocked on the door and a German gentleman answered. I proceeded to introduce myself, told him I saw the ad, I was a mechanical engineer who lived locally, and asked if Derrick Walker, the team manager, was there. He barely acknowledged I existed, but took my resume and told me he was not there but would give it to him.

A few long weeks went by and one day I got the call from Derrick Walker’s secretary. They wanted to interview me for the job. Come interview day I went to the shop and about 15 minutes later got through to see the man himself, Derrick Walker. Turns out they had 65 people apply for the job. I was young, single, the only person with a degree in mechanical engineering who applied and lived 15 minutes away...this was going to be easy. He told me they were looking for a chassis engineer and were willing to train somebody. He said I would go to all the test sessions, as well as Indianapolis for the entire month of May. Hey, I could hang with Teo Fabi and John Andretti and get paid to do it for a month, right?? He said at that time a chassis engineer with 10 years of experience made around \$280K per year...all good, keep talking man! He said go through the shop and if you are interested let him know. I got a tour of the shop, not huge, but a race shop is a race shop, right! We ended the interview standing in front of a line of 4 Quaker State Porsche Indy Cars with the guy teaching me the difference between a road course car and a superspeedway car...my head was spinning. I think I was home 15 minutes when I called Derrick Walker and told him I am in!!

So I waited and waited, looking for the offer to come rolling in, the resignation letter from my existing crummy job was long penned....then there it is right in the Speed Sport News...Porsche Indy Car Second Team sponsorship falls through!!...no second car, no job! Ugh, how could this be??? I guess that’s racing, as they say. To this day it is the only rejection letter I ever received that I framed. So close....

Steven Kellett



Autocross Preview

THE 2021 RIESENTÖTER AUTOCROSS CUP SERIES is here, and there are plenty of dates to help aid in your digestion of tarmac. Covid-19 forced us to reduce the Autocross Racing schedule to 8 races in 2020. We are back with a full slate of 10 races for 2021. We have scheduled the first 5 races. Go to the Autocross Schedule page on the Riesentöter website to see actual schedule, and links to each race's registration. There is a thirst for autocross pent up from the pandemic. Do not procrastinate on registration.

******* Riesentöter and the Autocross Council announced they will continue the first time promotion for 2021. We are offering first time drivers ONE FREE RACE!!!!!!! Come get yours!**

Register for your **FREE RACE** with the Autocross Chair: autocross@rtr-pca.org.

The first race brings us back together with the Philly SCCA. We missed racing with them last year as they restricted participants to SCCA members. We will race with them this year. You must sign up for a weekend membership when you register. That membership is on the Philly SCCA website under the Membership tab. The first race is at Philadelphia Mills Mall in northeast Philly. The race is on Sunday, April 19. Registration closes on April 15.

Race 2 is the first of four RTR races at Pocono. Pocono is autocross at the extreme: weaving through the infield turns and a few cones at speeds well above normal autocross races. This is not a race to miss. Riesentöter sponsors this race with Central PCA and NNJR PCA. The race is Saturday, May 8.

Race 3 takes us to Ripken Stadium. BMC operates this race in the shadows of the ballpark. This is a large parking lot and provides an excellent test of your car handling skills. The race is Saturday, June 19

Race 4 returns us to the Jersey Shore and Atlantic City's Bader Field. This is an exciting venue, where the race moves between the old runways. This is a chance to test your skills somewhere besides a parking lot. The race is Sunday, June 28. South Jersey SCCA has posted the event on MotorsportReg.com. Registration opens on June 13.

Race 5 is the second of four RTR races at Pocono. Pocono is autocross at the extreme: weaving through the infield turns and a few cones at speeds well above normal autocross races. This is not a race to miss. Riesentöter sponsors this race with Central PCA and NNJR. The race is Sunday, July 25. Registration will open on May 31

Race 6 is in the planning stage.

Race 7 is in the planning stage.

Race 8 is the third of four RTR races at Pocono this year

Race 9 is in the planning stage.

Race 10 is the fourth and last RTR race, at Pocono this year. It is also the last race in the Autocross Challenge Cup. Pocono is autocross at the extreme.

You all bought those exciting cars to feel their performance. This is the best place to experience the potential and feel of your beautiful car in a safe environment with no chance of getting that dreaded ticket.

David Nettleton

¡A Toda Velocidad!*

That Was the Year That Was



AMIGOS, WHAT A YEAR THAT WAS. While we can, to some degree, be glib and superficial, we face the reality that last year's events changed the course of history – and not always for a better course. While everyone was affected in some way, some of us have been hit harder than others. Let's take a look.

If you are reading this you are, by definition, "wealthy." How do we know? A sales manager at a Porsche dealership made a remark which makes it simple for us to understand. He was showing me around the showroom and he said: "Nobody needs a Porsche." I think that is a very wise observation on his part, on at least two levels. One, that as a realist in a competitive automobile marketplace he knows that his potential customer might simply settle for a nicely appointed Honda Accord or Chevy Silverado – both of which could be purchased for less than the cost of one new Porsche. On another level he recognizes that the customer walking into his showroom has discretionary income – lots of it – to spend on a very special car that racks up maybe 2 or 3,000 miles in a sunny summer. And that customer, dear reader, is, demographically speaking - who we are.

There is nothing wrong with that. We all have our story of how we came to be in this place in life. In our Club we can point to each other as examples or exhibits of what we can accomplish, in this exceptional nation, using as evidence all the fruits of our time, talent and treasure.

We recognize that many of the people affected directly and indirectly by this pandemic are much worse off today than they were in 2019. Among them are at least [57 million Americans whose livelihood is in the gig economy](#) – musicians, Uber/Lyft drivers, coaches, contractors, performance artists and those engaged in the devastated hospitality and live entertainment industries. Even high school, collegiate and professional sports are adversely affected, not to mention symphony orchestras and Broadway. While many of us in white collar professions can work from home via Zoom, at least 40% of Americans cannot even consider it – patient care professionals, mechanics, construction workers, manufacturing operators, warehousing staff, Amazon drivers, retail cashiers, mail carriers, food service providers, etc.

The optimist in me suggests we can look forward to 2021 as an improvement over 2020. We have learned a lot in the last 12 months and we can use what we've learned to make 2021 much better.

As we look ahead at 2021, let's explore, as members of Riesentöter PCA, how our skills and sense of community can improve someone else's life. Last year our Region's members donated to a number of causes which were explained in detail in the contents of *Der Gasser*.

Gracias y Bendiciones,

Luis A. Martinez



Since 1975

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Quick37 Racing

Writers' Workroom at Media Center,
Watkins Glen International Raceway, Watkins Glen, NY

* At Maximum Speed!



Vanity Plates: What's In a Name?



I HAVE TO ADMIT THAT I'VE ALWAYS BEEN TORN ABOUT VANITY PLATES. On the one hand, I appreciate the whimsical creativity of many of the plates that I've seen. On the other hand, some are frankly too smug or confusing for me to fully appreciate. So when I purchased my 718 Boxster two years ago I wasn't sure I wanted to go down the route of getting a personalized plate. In the end, I chose to go with something that had personal meaning to me that someone might ask me about, which would lead into this story....

My license plate says "ACES 718". The 718 is fairly obvious, but the ACES requires a bit of an explanation. When I was growing up, one of the major influences in my life was my grandfather. He was a "self-made man," owning a small landscaping business and working his ass off for 35 years until he suffered a heart attack and had to step away from the business. He knew the value of hard work and always striving to do your best. His nickname for me growing up was "Ace" (my cousin was "Sparky" and my sister was "Steffie"). We would talk every week when I was growing up, and he would always ask about my schoolwork, my extracurricular activities, and even my social life. He would often end the conversation with something like "keep building your foundation" or "never stop going after your dreams." He was the one who inspired me to have goals (graduate college, get a good job, continue to progress in my career, be a good husband & father, etc.) and was always so proud when I would share those moments with him.

One of those goals I set for myself was owning a Porsche by the time I was 50. Being a car guy my entire life, I knew that owning a Porsche wasn't about the status; it was about driving one of the finest sports cars in the world on a daily basis. And, in my humble opinion, the 718 epitomizes the essence of what Porsche is all about. So once I was able to achieve that goal I thought it was only fitting to recognize the role my grandfather played in helping me achieve that goal. So, if you ever see me at a PCA event, now you know the story behind the plate ?.

Andrew Helveston

Vanity Plates: Vanity, Thy Name is Change... and I Adapt!



A LITTLE STORY ABOUT MY VANITY PLATE. A number of participants at our Freeze Run a month back commented on my license plate on my Guards Red 911 4S Cab.

REDCAT1

On the rear window of the convertible top sits a proud sticker: V Villanova Alumni

With a wink and a nod, one participant looked at my plate, and said “So how do you think the Cats are going to do in the tournament this year (referring of course to the NCAA basketball championship Nova Nation won 2 out of the last 5 years !!!)?
Go Nova.

What no one realizes, unless one has a VERY astute memory of our summer trip to Vermont a few years ago, is that this license plate has been seen before!

Approximately 6 months before our Vermont excursion, my wife and I took delivery on a brand new Porsche Macan from Porsche of the Mainline. My sales exec had just about pulled his hair out from dealing with me: “Mr. Hansen, they are not taking orders on any special color Macans. Especially red! I don’t even think they make a red yet, it’s a late introduction” he kept telling me.

Well, I have never been without a red car in the garage, so we started looking at the chance of getting a rival AWD car instead. (Same family, so to speak - 4 rings).
Well, suddenly, out of nowhere, an Impulse Red Metallic Macan came on the order line in Germany. We snatched it!

My Macan turned out to be the ONLY RED Macan (“Cat”) in the US for the first 3 months of production. REDCAT1 !

It did me proud on the covered bridge tour of Bucks Co., then did some excellent drifting on the back roads of Vermont where many 911s feared to tread!

Two years soon after, my dear dealer friend, still missing some of his hair, called me and said; “I may be crazy for even telling you this, but I remember you telling me what your dream car was, and how it HAD to be two things: Red, and MANUAL. Well, our sister dealership has a ‘13 911 4SC for sale and it’s only....”

Bye, bye Macan.... But the plate stays the same!

Peter Hansen

A Boy's Dream

I CAN REMEMBER TO WAY BACK...FARTHER THAN I'D LIKE TO ADMIT...that as a budding teenager I had two posters hanging in my bedroom; one of the rock band "Genesis," and the other of a 911 SC Targa with whale tail, in black.

Flash forward to 2005, and I will have made my first trip to the Porsche factory to visit the initial "Porsche Museum." I recall being in Karlsruhe on business, and making my first (of many) high-speed adventure on the autobahn A8 to Stuttgart in a black diesel Benz that would cook at 235 kph/146 mph. I had colleagues in the car who were from Singapore, where taxi at 35 kph/22 mph is the norm – I still laugh at someone reaching in front of me from the back-seat to take a picture of the speedometer.



Once we got to the museum it took all of about 30 minutes to leisurely walk through and look over fewer than 15 cars in detail. It was a great top ten list, including: F1 from the 1950's, a 550, 924 Rally, Indy Car, McLaren F1, 917, 935, 956, and the immortal 356. Then walking along a fenced-in paddock of cars to be delivered, and wondering which would be mine...a generation later.

Another step forward to 2018, for my most recent visit to "THE MUSEUM," and if you haven't been, I suggest that it is a bit of a mecca for any

Porschephile...I cannot recommend it enough, but plan on spending the better portion of a day meandering through an endless collection. There is general admission parking below the museum location, and I found myself simply walking the garage levels ogling over executive cars, test drive cars, and the coveted "Porsche Drive" selection that included an assortment of GT3RS in the stable.

Even before entering, you know you are in front of the Guggenheim of automotive art museums. Upon entering, it is an overwhelming display – and this is only a third of the total. I understand that another third is on loan or on tour, and the remaining third is in storage or restoration. Each vehicle is meticulously presented, with specifications and history in German and English.

One walks in the initial viewing area to be confronted by "Ferdinand"! Then the whole lineage of 356/2 Coupe, 356 B 2000 GS Carrera GT, 356 American Roadster and 356 B 1600 GS Carrera GTL Abarth, just to name a few in a single section. Turning the corner, you are confronted by a 356 Speedster Prototype. Did I mention that this is the single best collection of art on wheels?

After being blown away by 356's, you then become awestruck in the early racing section, with examples such as: Type 804 (a Dan Gurney GP winner), 718 W-RS Spyder, and a lineup behind those. Every detail of every car is near perfection, the interiors are a sight to behold. The 718 Formel 2 was one of my countless favorites, and I came to find out that despite its name it was successful in Formula One as well. Who can't live without seeing a spectacular 904 Carrera GTS?



Then we come to the "big" motor cars, starting with a 908 KH that looks brand new, and the 909 Bergspyder that recently ran at the Goodwood Festival of Speed. I was mesmerized by a 908/3 Spyder that I believe was the first Porsche in Gulf livery (piloted by Brian Redman). I can see a configuration in my future with that paint scheme every time I look at that car – BIG orange arrow offset to the driver-side and all the details that make for a tastefully complete classic. Then a sterile 917 PA Spyder that is nothing but 12-cylinder turbocharged engine. And lastly, a long-tail 917 LH coupe in Martini colors.

Then you come to the "Standard 218" and Typ 597, which I'll allow you to look up on your own.



Next is an endless spiral of 911/ 912 history – the first that catches my eye is the coveted 911 Carrera RS 2.7 Coupe with ducktail spoiler. A 914 6 sneaks in as part of the homage to the 1970's. This is followed by the trickle down of turbo technology to the 911 Turbo Nr.1 (narrow body & plaid interior) that was given to Ferry Porsche's sister Louise for her 70th birthday – no joke!! Only to be backed up by a 911 Carrera RSR 3.0, which starts the reign of successful customer teams in IMSA GT. All of the sudden you are confronted by two late model 911 "Porsche Drive" cars that entice every sensibility to put your order in before leaving...



This exhibit is flanked by a step back in time to cars that Ferdinand Porsche had acquired as an enthusiast, including an Austro-Daimler "Sascha," Austro-Daimler "Bergmeister" (F. Porsche starts career as Tech. Director), and a Porsche Typ 360 coming out of Porsche Engineering in 1948.

As if that were not enough...there is a whole section dedicated to engineering, cut-away's, a 956 presented upside down, engine schematics with major components in a "floating" presentation – the history, completeness and consideration of all things part of Porsche history is truly Porschesque. And oh-by-the-way...what Porsche museum would not be complete without a 2002 Harley-Davidson sporting Porsche-developed V-Rod engine?

There is a very nice café that offers all the traditional fare. It was so popular that a seat was difficult to find, but with patience all things seem to work out. I was fortunate to find a seat that overlooked the Restoration "fishbowl." It is a great view of final touches being completed on customers' and Porsche collection cars. A bloke sidled up next to me and we struck up a conversation – turns out that he was employed by the museum. He was very knowledgeable and had many suggestions of what to see, and I took him up on most as I made lap two through the museum. He did ask me at one point, "Is this your first visit?" I replied, "actually it is actually my fourth, and the first was in 2005." He laughed and came back with, "that wasn't a museum in 2005, just a glorified carpark."

I have spent nearly as much time at the Mercedes Benz museum; an equally fine marque out of the motherland. It is my personal perspective that while Mercedes Benz has done an amazing job of showing how Mercedes has played an integral role in history, Porsche has done an equally amazing job in showing how they have influenced automotive culture...I prefer the latter.

It wasn't until a few years ago that a friend of mine told me that if you have a dream, then you should have a reminder of your dream in front of you every day...little did I know that the poster in that bedroom was the beginning of a dream come true.

I find it curious that I was not far off from that initial visit of the paddock in 2005. My current ride is from the 997 vintage and seems to get finer with age.

Geheimer Schriftsteller





40AE 911 Follow-up

IN OUR SEPTEMBER/OCTOBER 2020 ISSUE I INTRODUCED MY RECENTLY PURCHASED

40th Anniversary 911. I am sure you have read that article so many times by now that you have it committed to memory. However, on the off chance that you don't recall, let me give a quick recap. My 40AE car is # 1,383 out of 1,963 produced. I have what might be the lowest mileage example left in the world. The car currently has less than 7,300 miles on it. The 911 shares driving time with my Cayman and some other fun vehicles. So the 911 is not likely to see a ton of miles. However, I do want to take it out for some spirited runs on occasion. I also want it looking and performing its best.

Even though my car is now 17 years old, with such low miles it looks and performs like a new car. But low mileage cars can have their own sets of issues. I spent the first part of my ownership having some preventative work done to ensure the long-term health of my new toy. I focused on two main areas. The first area was mechanical, and the second area was appearance. I will start with the mechanical aspects.

For those that do not know, each Porsche 911 generation is known by an internal designation. For example, starting with the 1989 model year there was the 964-generation. After that there was the 993-generation. Then the IMS-generation, followed by the 997-generation. I kid of course. The cars after the 993 series were the 996 models. However, there has been so much focus on the faulty IMS bearing design that the three numbers 996 are almost always followed by the three letters IMS. In the grand scheme of things, it is unlikely that the IMS bearing will fail in your 996. However, when it does it will obliterate the engine. My 40AE car is of course a 996. The good news is there are well designed upgrades to prevent this failure. For peace of mind it would have been foolish for me to not have that done.

There are two well-known options to address the IMS bearing issue. Both co-developed by LN Engineering and Flat 6 Innovations. There is the IMS Retrofit option. This kit offers a significant bearing upgrade and is designed to protect from IMS bearing failure for 6 years or 75,000 miles. Most owners chose this option. While not cheap, it is the less expensive kit to buy and to install. And from what I heard, even when the bearing has passed its recommended service life it is extremely rare that it ever fails.

The option I chose was the IMS Solution. This eliminates the ball bearing entirely. This option features a pressure fed oil lubricated plain bearing. This is similar to what was used in the 911 GT2, 911 GT3 and 911 Turbo cars. If it is good enough for those cars, it is good enough for mine. It is a more expensive option, but I don't want to ever worry about the IMS bearing again. To me it was worth the extra expense, but your mileage may vary.

I turned to my friends at Performance Automotive in Malvern, PA. I have used them many times in the past to do work on my Cayman. Great guys, and I know they do fantastic work. They are also the answer to a bit of RTR trivia. Where was the last in-person member meeting held before Covid locked everything down? Yup, Performance Automotive, in February, 2020. Since the IMS work requires the transmission to be separated from the engine, I asked to have some additional work performed while they were in there. I had the RMS replaced. There was no sign of leakage, but I figured may as well get a new seal in there. I also asked to have a new air oil separator installed.

One slightly unpleasant surprise was the state of the clutch. Peter from Performance Automotive called me and said that the pressure plate had some hot spots on it. He sent me some photos and sure enough it looked like the previous owner taught their kid to drive stick in this thing. Since everything was already apart it just made sense to put a new clutch in as well. With all this work done I am hoping that now I can put some worry-free miles on the car.

At this point I think I did what I could to protect the engine, but the paint was another story. The previous owner had some paint protection film installed many years ago. It was installed on the mirror caps, front bumper and first third of the hood and fenders. It did its job protecting the paint, as there is not a mark on it. However, it is an older film. You could clearly see the outline of the film, and the mirror cap film was yellowing and peeling. Well, I just cannot have that.

So I did a bit of asking around about some local PPF shops. The one that folks seemed to keep recommending was Modern Elix in West Chester, PA. I ended up speaking to co-owner Eddie Brown, and we decided the plan would be to remove the old film and install XPEL Ultimate Plus 10 on the entire front of the car. That meant this time the entire hood and front fenders would be protected. I am new to the PPF game, and Eddie agreed to let me hang out for a bit to watch the process.

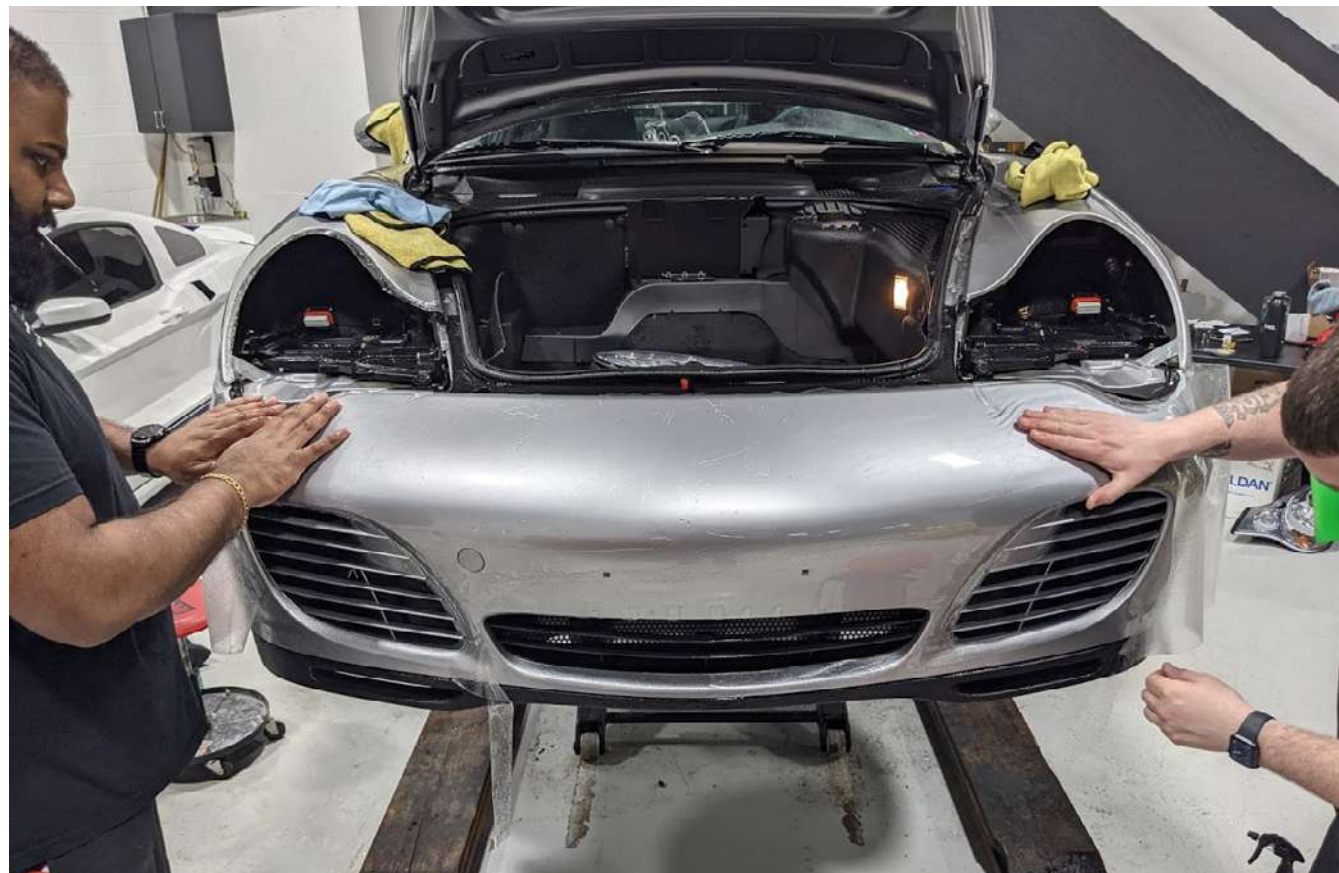
Using a bit of steam, the old film was removed surprisingly easily. Once that was off my car was thoroughly washed and prepped for the new film. To do the job right the headlights, side marker lights and Porsche crest all had to be removed. It was a little tough to see the car partially disassembled but the folks at Modern Elix are experienced experts. Besides, my car shared shop space with a new Ford GT and Ferrari F8 Spider. Surely my humble 996 would be just fine.

I picked up the car on a bright sunny day and it was parked outside of the shop when I arrived. Looking at the car in direct sunlight, I thought maybe they forgot to put the new film on. The film install is so clean and precise that it is nearly invisible. The car looked fantastic and was now protected better than ever. The only thing left was to drive it.

I have only put a couple hundred miles on the car since I first brought it home. However, each drive reminds me why I have come full circle on how I feel about the 996. It remains one of the most affordable 911s you can buy. It is old enough to give you a bit of that classic car feel. Yet, the performance is such that it can still give you a kick in the pants when you want it. If any of you out there still look down on the 996 cars, I urge you to give them another chance. I did, and I have found that they deserve to be called a 911 just as much as any other generation. They are currently selling at a discount but that will probably not last forever.

In any event, I have done all the preventative work I plan to on my 40AE. The next update you read should be about more driving adventures, and less shop talk. At least I hope that is the case. With any luck these adventures will be with many of you in the club, as the world slowly gets back to normal. Never underestimate the healing power of a great drive in a terrific car.

Joe Kucinski



Porsche Pundit: The Great Texas BBQ

CARS, FOOD AND ROCK & ROLL.

Kinda sounds like a song from the *Clash* or *the Sex Pistols*. History is rife with the connection: Beach Boys, Sammy Hagar, Rush, even Queen got into the act (I'm in Love with my Car). There's a connection between cars and food? Really? You have to ask? Drive-Thrus, Drive-Ins and the ubiquitous cup-holders in both front and back seats say a lot! Man, we are a mobile food-consumption society. If we Americans can eat it, drink it, or listen to it, we do it in our automobiles.

So that got me thinking. OK—not thinking too hard, but at least engaging a few brain cells—that a road trip was in order. Two of the ingredients for the road trip were BBQ, and Austin's South By Southwest (SXSW) music festival; the third one was my 2006 Cayman S. Needing a passenger, notice I did not say co-driver, my older son Nick, filled the bill. He was on Spring Break from college, so he was pressed into service as my partner in crime. No surprise to me, I did not have to push too hard. The tempting combination of BBQ, loud music and a few days in Austin were all it took. He did not even pester me to drive the CS, probably because he still hasn't learned how to drive a stick. Dangling keys in front of him? Not interested. The lure of being the cool dude in a Porsche hasn't caught fire. Then again, he's 6'7" tall and finds it difficult to fit in the driver's seat comfortably. He's tried, but it's hard to drive with your knees splayed on either side of the wheel, pressing into the dash.

We Texans are passionate about our BBQ. But, let's face it, we tend to be passionate about most things in this great state. We love our Q as much as the folks in Kansas City, Memphis or the Carolinas. KC may be about the ribs, Memphis about their meat rubs, and the Carolinas about the difference in sauces. But here in Central Texas, it's ALL about the brisket. Heck, there's even a great debate about sauce or no sauce (drawing out fierce arguments along the lines of whether or not to cook Chili with or without beans). Like I said, we tend to be passionate bunch. Legend has it that the best brisket in the state is located in the Austin area. Our very destination.

And music? Well Austin is said to be the live music capital of the world. And during SXSW, maybe even the galaxy. Two thousand bands in six days! Are we crazy? No. This is Austin after all. Every live-music venue in town is booked, solid. Bands stack on top of each other, a new band every hour, on the hour. Bands line up outside a club, instruments out of cases, ready to take the stage. Name your favorite music! Rock? Does a 911 have a flat-six motor? Hip-Hop? More than you can shake a stick at! Country and Western? If two-stepping is your thang, you've got it. Norwegian Speed metal? Hmm, maybe a band or two. There's even a sprinkling of classical and jazz. Every musical base is covered. The food trucks, not wanting to be left out get in on the frenzy, too. They have bands packed onto tiny stages, with a few chairs and tables crowded around their trucks for good measure. I think if people had cleaned out their garages and didn't mind strangers trekking in to use their restrooms, they'd be roped into letting bands perform there too.

I downloaded the SXSW and Texas *Monthly* BBQ apps onto my iPhone and got ready for the trip. The Cayman S had fresh oil and fluids, everything topped up and checked out; even the lug nuts were torqued correctly. All I had to do was gas up. Nick and I packed light, as we'd be staying at a friend's house and didn't need dress clothes for BBQ and Rock & Roll. Besides, we'd have looked out of place and my son would have disowned me. The CS is perfect for such a trip as its two large trunks swallowed our gear; my stuff in the back trunk, Nick's in the front. We piled in and headed south.

Normally I like to stay off Interstate 35, as it's one crazy stretch of road, but we got a late start and needed to get to Taylor TX, about twenty-nine miles NE of Austin, before it got too late. The CS is a capable highway cruiser. Stock HP is 295, but I've done a handful of mods to bump the power up a bit: a racier exhaust, a motorsport intake and an under-drive pulley gives the car a spot over 300 HP. It has plenty of power to pass lumbering trucks or get clear of tightly-packed traffic. At highway speeds it's comfortable and not that loud either, since I removed the previous race exhaust. I must admit, I loved the sound of that race exhaust, at the track. The other 99% of the time? Not so much. You had to shout to your passenger to be heard and playing music? Forgetaboutit!

One more salient feature about driving the CS and, for that matter, the current crop of Porsches, the AC system is awesome. Click the fan speed a couple of clicks and presto, the cabin cools off. Amazing. Especially, as I fondly recall the AC system on my old 930. It blew a tiny whiff of faintly cool breeze on a day when the ambient temperature was already in the low 70's. Anything hotter than that? Sweat city.

We made it to Taylor by 2:30 and easily found Louie Mueller BBQ (206 W. 2nd St Taylor, TX 76574 / 512-352-6506 / www.louiemuellerbbq.com). Many consider this to be the mecca of BBQ in our great state. Walking in the place sure felt like it, the smell of smoking meat was everywhere. The walls were covered in dark brown soot; the business cards tacked to the wall had turned brown and brittle from years in a smoke house. It felt like BBQ. Even though we arrived late, we stood in line twenty minutes to get the Q. When it was our turn, I ordered one pound of brisket and two pounds of pork ribs and three sides. What was I thinking? But you know what? We ate all of it. The meat was moist with a deep pink ring of smoke surrounding the edges. The fat was rendered nicely and it had a deep salt and pepper crust on it. The ribs were tender against the bone and got chewy at the tips; just how I like them. We were transported to BBQ nirvana. We ate ourselves into a BBQ coma.

SXSW started calling to us from twenty-nine miles away. There are so many venues to go to there, you could close your eyes and throw a dart at a street map and easily hit two or three places crammed with bands. My friend, Kelly Knapper, opened a food truck called Backstage Grill (79 Rainey St Austin, TX 78701 / www.backstagegrillatx.com). Think tacos, but with a kick-ass rock and roll attitude. He had bands stacked up to play into the evening. So to get there, we went back roads. Smart old Austin 'hand' that I am, I figured my knowledge of the back way in to downtown would come in handy. Problem was all the other old Austin 'hands' figured the same thing. To add insult to injury, all my secret parking spaces were taken. Hmm, maybe I've been away from Austin too long. Note to self: find new back way to downtown and add a few new secret parking spots.

We loved Kelly's new food truck and stayed to hear two bands, but we wanted more so we walked about twelve blocks to the heart of SXSW, the Sixth Street/Warehouse district. Nick had never been to Sixth Street before and was in for a shock. The street was closed to vehicular traffic and was filled with thousands of people; some just hanging out, but mostly hundreds in lines, all waiting to get into clubs to hear music. For those not wanting to stand in line, there were street musicians galore, from solo acts with an acoustic guitar, to full bands with battery-powered portable amps. There was something for everybody. We roamed for hours and listened to several bands. I wanted to go hear one of my favorite British bands, The Kaiser Chiefs, but was told there was no way we could get in. Fair enough, so we called it a night.

Score: one BBQ restaurant, four tacos and about six bands. Not bad for a first day.

Friday morning, it was cloudy and humid, courtesy of early Spring in Central Texas. Nick and I decided we didn't care. The February issue of Texas Monthly featured a story about two BBQ pit masters who had recently opened up new BBQ joints in Austin. One was said to have brisket that was magical. Sweet and spicy at the same time. So tender, if you cut a big bite, it fell off your fork. People stood in line, waiting up to three hours for a taste of the smoky meat. There were whispers that this new kid was special, otherworldly even, the Q was that good. Of course we had to go.

We motored over to *Franklin BBQ* (900 E. 11th St Austin, TX 78702 / 512-653-1187 / www.franklinbarbeque.com) to see and taste for ourselves. We got there at 10:30 and already the line snaked down the hill through the parking lot. People had started lining up at 8:30. As it got closer to opening time, an employee came out with the unenviable task of finding the 'Last Man Standing'; the last person in line who was assured of getting ribs. The rest of us would at least get brisket, but ribs? Maybe. Some people decided to leave, the line closed up. We were hopeful. The skies opened up for twenty seconds, a few more left, the line closed up some more. We snaked forwards slowly, making friends with those around us, becoming a BBQ community. We waited two hours to get to the front of the line. This time we ordered a brisket plate and a rib plate with coleslaw and beans. We ended up sitting with the folks that we'd been in line with, a high school teacher and her husband, also on Spring Break. We all laughed that we'd waited in line for well over two hours for BBQ. We took that first bite. It got real quiet at our table. Some serious BBQ consumption took over. Somehow two hours didn't seem that long.

There are those who will argue with me, but the brisket from Franklin is the best ever. In fact, I will say it right here and now, best brisket on the planet. The meat had a deep rouge ring of smoke and was seasoned by a master. The fat was rendered into an almost silky smooth consistency. It was perfect. We each ate the entire slice, even the fat. Every few seconds, I had to lick my fingers just to make sure I did not miss anything. The ribs are my second favorite ever (my favorites are from Arthur Bryant's in KC), but these are great. The first taste is sweet, then a bit of meat sneaks up and hits you. POW!, just when you don't expect it. Incredible. If you go to Austin, go to Franklin BBQ. Yes, you'll wait two to three hours. Trust me, it's worth it.

Funny thing about Austin, it's truly hipster heaven. They're everywhere and even more so at SXSW. They aren't hard to spot. Usually pierced and tattooed with funky accessorizing, accompanied by too hip cowboy boots or Converse All Stars, without laces, of course and oversized too hip glasses. As we drove from one venue to another, Nick would say "Hipster Alert," but got tired of saying it after a while. Normally when I drive a Porsche through streets thickly packed with people, I get the occasional thumbs up or approving nod. Not so much in Austin. Now, if we'd been driving a Prius or were on an electric powered scooter, we'd have gotten those approving looks and nods. You've seen it. It's that smug hipster glance that says "We're saving the world, one gallon of gas at a time." But, since Nick and I were in a Porsche, we were decadent. I'd venture, they secretly want one, but their hipness meter might take a dip if they admitted it. Please note that their disapproving glances did not make me think, even for a second, of trading in the CS for a Prius, Leaf or Volt. I'm totally cool with my personal hip factor based on fifty-plus years of experience. And that hip factor includes a Porsche. Just ask my boys. They say I'm pretty cool for an old guy.

We drove the CS to another friend's food truck. Owned by long time Austin restaurateur Hoover Alexander, it's called *Soular Foods* (1110 E. 12th St Austin, TX 78702 / www.hooverscooking.com) and is famous for its Chicken in a Waffle. Don't ask, just order it, you'll be happy. It's also famous for its frozen Margaritas. Thank goodness they're smallish. We listened to a couple of bands before heading out to have dinner with an old friend. My poor son had to endure hours of stories based on a thirty-year plus friendship. Hope it didn't give him any future ammo—just saying.

Score: one BBQ restaurant, two bands and more Tex-Mex. Think I'm gaining weight!

Saturday was a carbon copy of the previous day. Cloudy, looking like rain, but all you felt was the high humidity. This was going to be our two-fer day. Nearby Lockhart features two of the top five BBQ restaurants in Texas: *Smitty's* and *Kreuz*. So we made our way out to Highway 183 and headed to Lockhart. Because of heavy construction along the way, I couldn't open up the car and let it stretch its legs. Pity.

First up in Lockhart was *Smitty's Market* (208 S. Commerce St Lockhart, TX 78644 / 512-398-9844 / www.smittysmarket.com) and like everywhere we visited so far, we lined up. The line snaked past the open flames feeding the pits. I was wearing shorts and could feel the heat almost singe my bare skin. We got up to the counter and I ordered a half pound of brisket and a half pound of ribs. We'd gotten smarter. We paid for the meat, and went inside the dining area to get our sides of slaw and beans and drinks. We sat at a bench outside the dining area in the hallway leading to the pits. A few fans tried to blow a cool breeze in the hallway, it was hot but we still chowed down. The brisket was moist, with a deep pink ring of smoke, not as pronounced as Muellers and Franklin. Still it was very good. The ribs were on the sweet side which was surprising as I expected them to have a bit of kick to them. We liked it, but not like Franklin's, which had spoiled us, setting the standard. Still, I could see why people swear by this place. It's that good.

Driving a short distance, we circled under a railway overpass to *Kreuz Market* (619 N. Colorado St Lockhart, TX 78644 / 512-398-2361 / www.kreuzmarket.com). Another BBQ place, same routine: get in line. The line moved a bit slower than *Smitty's* but we made our way to the front in about thirty minutes. We did the same thing, half pound of brisket, half pound of ribs, same sides. Gotta say, we were a bit disappointed in the brisket, it was a little dry and a bit tough. Maybe it was just a subpar slab of brisket. Oh well. But the ribs! They were great! Peppery, with that perfect crunch on the ends. I loved them. On this trip, I ranked them second to *Franklin's*. Then there were the beans. They were heavenly. I could have eaten a quart. If you go to *Kreuz*, order the ribs and beans. You will not be disappointed.

Back in Austin, we ended up going to a taping of *America's Got Talent*. Yeah I thought it was strange too, but my friend got us VIP tickets for the show. Must admit though, after watching the show, I came away with the feeling that America does not have talent, or at least those that tried out for the show didn't. The way I figure it, all the talent was otherwise occupied with SXSW.

We ended our SXSW part of the trip by watching one more concert featuring *Bright Light Social Hour* and one of my favorite bands from the 80's and 90's The Cult. Hard to believe but these guys are still going after it, and Ian Astbury did not disappoint, belting out song after song, even kicking some equipment off the stage for old time's sake. Guitarist Billy Duffy can still wail on that guitar, hitting all the solos, note for note, just like I remembered. Ahh, *Fire Woman*, *I Love the Rain* and *She Sells Sanctuary* never sounded better.

Score: two BBQ Restaurants, one TV Show taping, two bands and a plate of veggies afterwards. I know I'm gaining weight.

Sunday dawned as usual, cloudy and humid, Nick and I stopped by my friend's restaurant *Hoover's Cooking* (2002 Manor Rd Austin, TX 78722 / 512-479-5006 / www.hooverscooking.com). It is mandatory that I stop in to see the Hoov. We go back thirty-three years and he is a very dear friend. His restaurant has taken home cooking to new levels and has been featured on national TV. Breakfast tacos and coffee were perfect and got us ready for the sprint home. We even bought homemade peach and blueberry cobbler to take home to my wife.

OK, you've hung with me this long and surely you must be wondering where the heavy duty Porsche stuff is. Your patience will now be rewarded.

I debated going back roads versus heading up Interstate 35. But after a short time on 35, watching a couple of miles of stupidity, a/k/a people heading to get from SXSW, Spring, finally it was time to let the CS' legs stretch. We took RM 1431. Its two lanes snake along Lake Travis to Marble Falls. Falling in behind a BMW cycle, we hugged the turns, while checking out the yellow caution road signs telling us to take the corners at 35 mph. Yeah right! The CS was born to take those roads; the mere they twist and turn the better. Its suspension geometry and ample brakes are up to the task. Deeply banked turns and extreme dips can come close to bottoming the car but are a blast to hit at speed. All too soon we came on a slow-moving SUV. Why is it always a slow-moving SUV, minivan or camper? A tiny passing zone appeared and both the BMW cycle and the CS hit the throttle almost as one, shooting past the crawler. A Camero had joined our group, but he didn't hit the throttle fast enough to get past the crawler when we did, so he was left behind.

We sprinted until we got to Marble Falls where the BMW went one way and we went another in order to gas up. We then turned north on Highway 281, which is blessedly four lanes and smooth for miles on end. We ended up getting in with a fast-moving bunch and averaged only a few miles over the posted 75mph speed limit. No really! Finally the four lanes cut down to two and it was time to watch the passing game again. I must admit! I am not the most patient person being stuck in line behind a—you guessed it—a slow-moving SUV, minivan or camper. Problem is, stacked up behind the usual suspects, were even more of them and they were not going to make the pass, no way, no how. Fortunately the road has plenty of passing zones with long sight lines or cut them in, so we did what we had to, taking sometimes five and six cars at a time. We easily put them in our rearview and streaked forward, no doubt as they shouted invectives our way...whatever. The radar detector gave us plenty of warning on those occasions when we went a wee bit over the posted speed limit.

Here the great heart of the Cayman S was in its element. Dropping down to fourth gear and burying the throttle, the flat six shouted that familiar Porsche roar as the car leapt forward, piling on the speed. It was the perfect car for this kind of cut and dice passing. I am respectful of others on the road and will not wind it out to see what it will do, that's what the track is for. But on these kinds of roads, what a great car to be in! Once we hit Interstate 20, I dialed in the cruise control and tuned to the local ESPN station to check the NCAA basketball scores then we headed home. When we arrived, I glanced down at the odometer. We traveled about 740 miles and used less than two tanks of gas. Not bad for a little two-seater with plenty of power.

If you ever have the opportunity to drive to or from Austin, consider taking the roads less travelled. Both Highways 281 and 16 offer great roads, beautiful vistas, cool little towns, each featuring one or two BBQ spots, and less stress than the craziness that is Interstate 35. It took us a little longer, but we had more fun on 281.

If you decide you want to do a BBQ tour of Texas, download the *Texas Monthly* BBQ app. It will help you find those great BBQ joints in little towns you didn't know existed. Oh, and do what the pros do. When visiting multiple BBQ joints, they order two slices of brisket and two ribs and some sides—no more! It simply doesn't get any better than that—other than doing that tour in a Porsche.

Robert Turner

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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



Sidetrack: Spring Cleaning

SPRING IS FINALLY HERE. THE GRASS IS TURNING GREEN, BUDS ARE ON THE TREES, the snow has melted away and my Weather App is finally sans snowflake icons. An overly cool breeze is all that remains while it tumbles over the landscape as the sun now warms the afternoons – if not the mornings. No more piles of asphalt-filled snow, no pools of brine on the roads. And, finally, evenings that remain light well past dinnertime.

Now back to reality. Everyone knows that springtime is synonymous with cleaning. And I have certainly had my share of unacceptable excuses for avoiding these required chores, but I can no longer put them off. After all, it's so easy to claim that it's too cold, too windy, or not enough daylight during the winter months. And now there are no valid justifications for delay.

The first thing that needs attention is my new car – right now it's our only vehicle as we wait for another addition to our family garage. I rinsed the dirt, salt and other crap off the surface at the carwash back in February, and it's the only bath this car has ever gotten. My vehicles never run through a carwash (I'm not crazy after all), but I wanted to at least power wash it, relieving my daily embarrassment.

Just last weekend I turned on the outside water spigots, so doing a driveway wash is first on my Spring Cleaning list. Of course you can't let the minerals in the water spot your finish, so a light towel dry and then a liberal application of Griot's Speed Shine on the surfaces will return it to looking like its youthful age of six months. The wheels and tires will get a similar treatment.

Once the outside of the car is done, I can't really avoid cleansing the winter out of the inside. So I'll switch out the rubber footwell covers and hose them off, then replace them with the new carpet mats. A good vacuuming shouldn't take too long. The doorsills will get wiped down, and I'll dry-clean the windshield with a microfiber cloth to remove errant off-gassing from the interior plastics.

At this point I can hardly avoid the fact that my garage floor hasn't been scrubbed in almost a year. In my defense, I had the new coating repaired and was waiting for the mended area to blend with the old. Without going down a rabbit hole, I suffered a fairly rare ailment that comes exclusively from summer tires, called PVC Plasticizer migration – the leaching of soft tire compounds into the flooring clearcoat.

Thankfully, my workbench is in pretty good shape, largely due to winter projects requiring access to the massive 3ft by 8ft surface. I need the area for these undertakings, so I'm repeatedly putting away equipment, cleaning and preparing for the next task. I do need to drag out my table saw, miter saw and assorted other tools from under the bench and give them a good wiping, but that will happen anyway when I do the floors.

Sometime, when it's warm enough, I'll paint a second coat of porch grey on the pegboard wall accents that frame the sides of the bays, and also put a fresh coat of anthracite dark grey on the sidewall footers. This is more of a spring project than a cleaning, but it's something that should get done immediately following the other tasks, so I'm including it on the list.

Definitely a summer or even a fall project, I'm also considering an acoustic ceiling treatment for two very distinct purposes. The first is to cover up the cracks and drywall tape – apparently acceptable in a garage by the builder who delivered my home. The second is as a sound deadening solution to muffle the rattle of the aluminum garage doors and other noises. If any of you have experience in this area, I'd love to hear about it.

Well that, my friends, is my shortlist of tasks to complete before the middle of June – the target that I think I have to make, because once you get to June you can't really claim you are Spring Cleaning when it is now summer. Not to mention the fact that my definition of Spring Cleaning is definitely not the same as, um, certain others. And my wife has a long list for me that looks nothing at all like mine.

David Newton

Shifts and Giggles



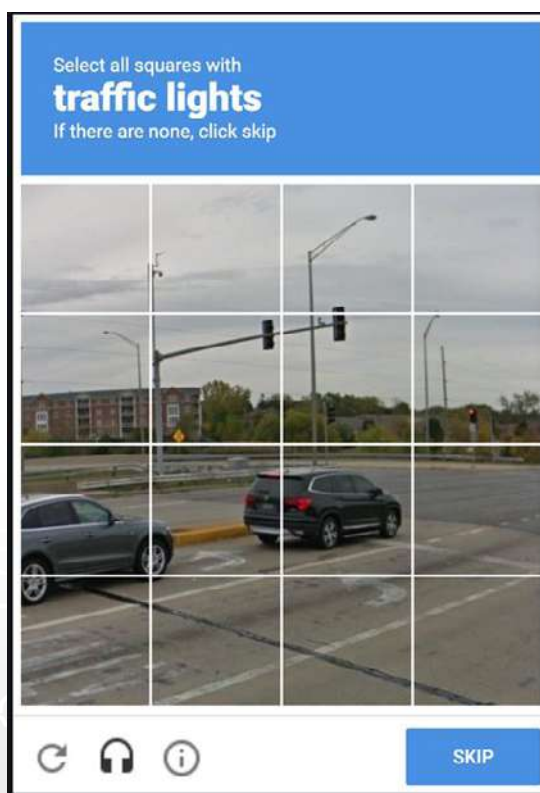
A.I., ARTIFICIAL INTELLIGENCE, IS THE ABILITY OF A DIGITAL COMPUTER or computer-controlled robot to perform tasks commonly associated with intelligent beings – you know, the stuff that, according to Terminator, will take over the world and bring the human race to its end. Like we need help with that. This terminology is popping up now during our car talks, and it seems every car manufacturer will have its own flavor of an A.I. controlling your vehicle in the future.

Just great...people have a hard time deciding between PC or MAC; now you want me to pick a vehicle based upon the best A.I. Now cars are only going to be as good as their programmers. And just how far off is this technology? Well it depends on who you ask. Ask Tesla and they'll tell you level 5 autonomy is right around the corner. Ha! This coming from a company where they had this one car keep stopping in the middle of a highway. Just cruising along at 65...then bam....stop. This continued to happen over and over for no reason. Well, there was a reason, it seems a billboard on the side of the road had a picture of a stop sign on it; the A.I. picked it up as an actual stop sign. Double ha, as in ha, ha. Now can you imagine being behind this guy and all of a sudden the car stops for no apparent reason on a busy highway....the horns and fingers that come after would be well deserved – not for the driver, but for the programmers.

Yes, it seems the majority of the driving skills can be handled by an A.I., like staying within the lines on a road, staying a few car lengths away from the car in front of you, maintaining a steady speed, etc.... But when it comes to recognizing a stop sign on a billboard or an actual stop sign... well, here lies the problem. For you and me, that's a simple task, it's a cognitive ability that is learned over time – and when needed, in an instant we can come to a conclusion. We do this thousands of times while behind the wheel, stuff we take for granted. If we see kids playing ball in the yard next to the road, we are well aware that any moment a ball or kid might dart in the middle of the road, so we become cautious. We can avoid potholes with ease, and some northerners can even drive in the snow if need be. How do you program a car for different weather? How to differentiate between sleet, hail, drizzle, a downpour, or even a windy day with leaves? Sure, the bulk of the work appears to be done, 90 percent of the coding only took so long, it's the 10 percent that's left that will be the crux to the entire situation and everyone is going to tackle those unique situations differently. Yep, that's going to work out just great. Tesla might change their coding to say hey, the car knows it's on a major highway where there are no stop signs, so ignore any you might see along this route. Then let's throw another "wrench into the works," shall we - now we're driving along the same highway and there is a man holding a stop sign in what is a construction zone...the computer was just taught to ignore stop signs along this route, so after another live and learn (and probably a death) situation, now the program must be enhanced again to determine if there is now construction on the highway and to now stop at any stop signs along the route.

Remember a robot can't even pick out all the squares with an actual crosswalk or traffic signal, and you are going to let one drive.

Jeff Walton



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Asking \$350

Good Condition.
8Jx19H2ET57 and 11Jx19H2ET67

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H&R 15mm Spacers with bolts
Asking \$75

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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



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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:

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- 490 Traction Control,
- 18" Lt Alloy Wheel- Turbo Look
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- AB Wheel Caps with Colored Crest,
- AM/FM Radio with CD Player,

- Exclusive Options:

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

Paul Mudrick

Bala Cynwyd, PA

mudrickp@verizon.net

(610) 909-5799



The classified section is free to our members.
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

