

DER 
GASSER

SPRING/SUMMER 2022





CONSHOHOCKEN



Macan III Launch Event

June 17th, 6:30pm-9:30pm
Live music, DJ, Catered "Food & Beverages
(with a bar), and Prizes.
Admission is Free!
Please Call to RSVP

*Join us for an exclusive first look
at the new Macan. Performance
inspired by legendary sports cars.
Iconic Porsche design DNA.*

Cameron Shahab
Porsche New Car Sales Manager

Porsche Conshohocken
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porscheconshohocken.com





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COVER

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www.L-Advertising.com

2022 RTR Calendar

Driver's Education

May	5/22	AX @ Lancaster
June	6/3	Close Date - NJMP Lightning
June	6/4	Tech NJMP Lightning
June	6/17-19	DE @ NJMP
June	6/19	AX @ Pocono
June	6/25	Tech - The Glen
July	7/1	Close Date - The Glen
July	7/15-17	DE @ Watkins Glen
August	8/26	Close Date Pocono
August	8/27	Tech For Pocono

Social Events

May	5/18	Membership Meeting
June	6/4	Cars & Coffee
June	6/4	Street Survival @ MCCC
June	6/18	Drive-In Movie

THE GREAT RTR DRIVE-IN MOVIE



JUNE 18 at 7pm

**\$10 PER PERSON
CHILDREN UNDER
12 FREE!**

Come join us again this year at the Valley Forge Fire House Grove for another **GREAT RTR Family Drive-In Movie** starting at **7pm**. We will have a hot dog cart (Regular and veggie dogs!) and a french fry cart, as well as soft drinks, water, and cash bar....oh and of course POPCORN. **Food will be available from 6:30-9:30pm**. We will start off with **cartoons at 8pm** followed by our **feature presentation TBD** on the **21 foot screen**. Plan on bringing chairs or a blanket for the movie if you are not planning on watching it from your car! Hope you can join us! [Register here](#)

TAILGATE and BASEBALL GAME SEPT. 24, 2022



\$100 Per Person, Includes Your Ticket to the Game!

Join us for a tailgate and baseball game at Citizens bank park on **Sept 24th** for the **Braves** vs the **Phillies**. Oh and when we say tailgate we mean TAILGATE. Not some whimpy little hibachi that will fit in a trunk.....oh no, I'm talking **Porsche Tailgating**. I'm talking about rocking out with tents, chairs, tables, private bathroom, two 60 inch flat screens, a gaming system, music, drinks, and food. Food like BBQ ribs, brisket, sides, apps, dessert, and a chef. First class all the way. **Tailgate lasts from 12:05 to 4:05** then we watch our beloved Phillies take on the Braves. **Cost is \$100pp** includes your ticket to the game (the club is subsidizing some expenses)

[Register here](#)

MEMBERSHIP MILESTONES

YEARS	January	February	March	April	May
55			Charles Keller		
50					John Baran
40	Joseph Shemenski		Craig Rosenfeld	Terrence Malloy	
35	Colin Dougherty	Russell Kriebel		David Bernbaum Ronald Huber	
30		Frank Ferrara John Phillips	Michael Bodner		
25			John Panizza	Joe Amato	Richard Barbuto Charles Benjamin Frank Bilotta
20	Robert Bartelt Peter DiGiacomo Steven Kempf	John Bachich Geraldine Boussion Andrei Grecu	David Dembe Aaron Driben Jeffrey Fetterolf Burt Kinn Thomas Mack	Jeff Haas	Brent Alderfer Steven Kartischko Emrich Stellar
15	Martin Graber Michael Matt Christopher Moyer	Marc Jonas Gary Reedy	Ken Boyd John Custer Maarten Pesch	John Baldoni	Donald Alexander Marty Bartelstone Ken Church Glen Crawford Wayne Devonport Bill Hall Mark Lemmo Trevor McNeill Edward Morton David O'Connell Bill Tench
10	Brian King Paul Ritger	Patricia Sertich	Joe Benko Dave Hathaway Mike Mosenson Bob Wiedinmyer Jeffrey Zern	Keri Ames David Belzner John Blagojevic Rick Ghenn Jeffrey Totaro Steve Triber Joe Turner	Ben Caputo Carlo D'Santus Wayne Fitzgerald Suzanne Land
5	Mel Bernett Trent Coombs Charles Costello Andrew Hall Kelly JOHN LAU Suresh Patel Betsi Strasser	Bowman Sam Giamber Philip King John Murabito	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	Armstrong John C. Fenningham John Gaydos Jack Genovese Rob Hedden Ian Ivey R. Byron Mastriana David Onopa Stephen Prichard Robert Singh Matthew Walsh

Kyle Farley	
Sandra Bellettirie	
Joel Bowdler	2022 Macan GTS
Barbara Bowdler	
Eric Guckin	2018 718 Cayman
Linda Lew	
Jason Danielson	2018 718 Cayman
David Rosenwasser	2015 Boxster GTS
Roxane Mandel	2015 911 Carrera S Cabriolet
David Lach	2002 911 Carrera 4S
Reggie Seelal	2009 Cayman S
William Digiacobbe	2022 Taycan 4S
Suzana Lucas	
Michael Dechnik	2014 911 Carrera S
Albert Loquasto	2022 718 Cayman S
Matthew Kennedy	
Brian Fentress	2011 Boxster
Bradley Stewart	1980 911 SC Targa
Michael Gallaher	2019 911 Carrera 4S
Debra Barol	
Gregory Dries	
Michael Bevivino	2006 911 Carrera 4S
Frank Lutz	2016 911 Carrera
Francis Herrera	
Andrew Newbon	2000 Boxster
Brett Shaffer	2020 911 Carrera S
Eric Burkey	
Dylan Pond	
Melvin Brown	2013 911 Carrera S Cabriolet
Chris Nelson	1983 911 SC
Regina Doyle	
Henry Kovalcik	1999 911 Carrera
Matthew Stevenson	1989 944
Daniel Ferry	2016 911 Targa 4S
Lawrence Wells	2020 Taycan 4S
Ken Chotiner	2021 718 Boxster GTS 4.0
Gregory Scott	2021 718 Spyder
Paul Grant	2003 911 Carrera Cabriolet
John Rogalsky	2014 911 Turbo S
Maureen Wodnick	
Joel Rodgers	2020 Macan Turbo
Damion Bevacqua	1977 911S
Michael Gainer	2014 911-50
Trudi Rosencrans	1995 911 Carrera 4
Ralph Rosencrans	
Chris Meshginpoosh	2021 718 Cayman GTS 4.0
Mike Maxim	2020 911 Carrera S
Linda Sharkey	
Michael Keller	1999 Boxster
Joey Maturi	2008 911 Turbo Cabriolet
Gil Binenbaum	1996 911 Carrera 4 Cabriolet
Jacob Yasgur	2012 Cayenne S
Melanie Jones	2013 911 Carrera S
Peter Rohr	2013 911 Carrera S Cabriolet
Steve Jackson	2015 Cayman
Jonathan Esteve	
Ernesto Encarnacion	2014 911 Carrera
Linda Encarnacion-Bognar	
Jamie Frey	1971 914
Fiona Adam	2022 Taycan
Robert Ling	
Janet Frederick	
Donald Howden	2006 911 Carrera S Cabriolet
Thomas Angle	2015 Boxster S
Kim Varney	1967 912
Michael Landes	2022 911 Carrera S
Raymond Clark	2022 911 Carrera
Jocelyn Burkit	
Paprizia Schreck	
Michael Blash	2020 911 Carrera 4S
Christian Andrade	2007 911 GT3 RS
Adrian Butler	2015 911 Carrera GTS Cabriolet
Andrew Yanowsky	
William Bowman	1976 911S Targa
Bill Demarco	2019 Macan
CoCo Jarvis	
Anne Frank	
Pearson Johnson	2002 911 Carrera 4S
Mike Festa	2016 911 Carrera GTS
Lauren Festa	
John Otte	2020 911 Carrera S
Mark Myslinski	2016 911 Carrera Cabriolet
Gabriel Lerman	1999 911 Carrera Cabriolet
Robert Robins	2000 Boxster S
Phil Holcombe	2012 911 Carrera S
Kayleen Kauffman-Holcombe	
Rocco Ruggiero	2003 911 Turbo
Anthony Cappello	2019 911 Carrera GTS
Keith Congdon	
William Lewis	
Ton DeVries	2017 911 Carrera S Cabriolet
Juan Rodriguez	2012 911 Carrera
Valentina Rodriguez	
Andrew Shuman	1977 924
Dan Skender	
Douglas Welsh	2012 911
Jeffery Kassarjian	2014 Cayman
Houry Kassarjian	
Alan Bauman	2007 Cayman S

Vom Präsidenten

RIESENTÖTER.....65 YEARS IN THE MAKING, THOUSANDS OF MEMBERS, chairs, volunteers, and events. Yes, 65 years ago a few guys sat in a tavern on the outskirts of Phoenixville and professed their love for a car, not just any car, but a true exotic, a 356 Porsche from Germany. Back then it was called the Eastern Pennsylvania Region of Porsche Club of America and in 1973 the name changed to Giant Killer which translates into German....Riesentöter. We are now approaching close to 2800 members who drive the marquee name in some shape or form, whether it's a full blown race car, the beloved 356, the classic 911, 914, 944's, SUV's or 4 door sedans, whether it's stick or manual, electric or gas, water or air cooled, if it has the badge it's welcomed in the club.

65 years, and I feel as though I have been president for most of those years...ha but I just want to give a huge thanks to everyone who is reading this message. This is your club and it is a fantastic club. You have to look no further than our calendar to see all the events you have to choose and it is thanks to you and our volunteers that make that happen. First, you, because if you didn't attend these events we wouldn't have these events, and second to all our volunteers to help put on these events.

Take our Driver's Education events (DE), they take a huge amount of effort to put on. There is the track chair, assistant track chairs, safety chairs, chief instructors, registrars, plus all the instructors themselves. They take months to plan to ensure everyone is safe and has fun during the course of a 3 day event.

And yeah, so DE may not be your thing, well again look no further than our calendar, go and do a couple laps with the autocross team, or do a drive with Paula, or a rally with Spencer, or put your car aside and join us for wine pairing dinner or a happy hour or an ice cream tour.

There are plenty of things to do, yes, but most importantly there are plenty of people to meet. They say it is hard to make friends late in life...well frankly I can tell you that is BULL....it is thanks to this club that I have met many people I call friends and many I call true friends. So when that Porsche door closes, there are many other doors that open as well, even more Porsche doors, you just need to participate, and be ready to shake a new hand because that new friend is just around that curvy corner.

Pedal down my friends,

Jeff

President RIESENTÖTER



The annual Porsche Parade is a weeklong gathering of people and Porsches from all over the world, held in a different location each year

Porsche Parade is PCA's crown jewel event. This weeklong gathering of 1,200+ Porsches and 2,000+ Porsche enthusiasts from all PCA Regions across the US and Canada is held in a different location each year. This ultimate Porsche vacation includes competition, camaraderie, and, most of all, FUN for all ages.

MORE INFORMATION: <https://www.porscheparade.org>



PORSCHE CLUB OF AMERICA



Editor's Note



WELCOME TO DER GASSER SUMMER 2022! The overall theme of this issue is a catch-up of the past few months to highlight membership activities and events. As the new editor of Der Gasser, I would like to thank all of the contributors for their written and photo content, as well as the Executive Board and the Todas publishing team for their direction and guidance to make this issue possible.

The RTR calendar is chock full of events and activities for Summer 2022. June will be a busy month for DE And AX along with the PCA Parade hosted due North in the picturesque Pocono Mountains of Pennsylvania. The past two years have introduced a wave of challenges and changes in our world that made us all more aware of the importance of connection. I encourage you all to participate, volunteer and join the fun at an upcoming RTR event this summer.

Rita



VP Introduction

HI EVERYONE! LAST YEAR, OUR FORMER CLUB VICE PRESIDENT, Corey McFadden moved into the Track Chair position that was vacated by Marty Kosce. I was then asked to step up as interim Vice President. At the end of the year, I was elected to a full term as Vice President. Unfortunately, around that time Der Gasser went on hiatus so I was not able to properly introduce myself as I would have liked. But now Der Gasser is back, and I wanted to take the opportunity to say hello to everyone and provide a bit of my background.



I want to start off by saying what an honor and privilege it is to serve on the board of this wonderful club. I have been a member of this region since 2003 when I took delivery of my custom ordered Guards Red, 2003 Base Boxster. I went to a few events here and there with that car. I eventually sold the car and in 2009 I purchased a 1970 911 T Targa. All -original, 65K miles, an amazing car. Again, I went to a couple events here and there. But the longhood cars began to skyrocket in value and I became reluctant to drive the car much, so I sold it to a gentleman in Belgium. Flash forward to 2016. I purchased a 2016 Cayman S in Sapphire Blue off the showroom floor.

Those of you that know me, probably associate me most with that car. It was at that time that I really started to get involved heavily with the club. From track days to wine dinners, I found myself going to 30 or so events a year. I began to contribute to Der Gasser and found that not only did our club have a lot of great events, but it is filled with a lot of great people. People that I have become friends with over

the years. People that I hang out with now beyond just Porsche club events. If you are on the fence about coming out and joining us at any of our events, I strongly suggest you do. Don't worry if you don't have the newest, fastest, or most valuable car. No one cares. You have a Porsche, and you are one of the family.

So, you might be wondering what exactly does the Vice President of our club do? I wondered the same thing. The fact is all of our board members put in a lot of work behind the scenes to make sure our events are enjoyable and well planned. One of my core responsibilities is to coordinate all of our membership meetings. I try to pick interesting spots that our members will enjoy in various locations around the region. I work with all of our hosts to make sure we have meetings everyone likes to attend. I hope you have been enjoying our meetings lately and if you have any suggestions feel free to let me know.

Of course, there is more to the role than coordinating those meetings, I help to support the club in any capacity required to make sure our members get as much out of their membership as possible. I contribute quite a bit to our newsletter. I enjoy our events and I enjoy writing, so it is a win-win for me. When I am not writing for Der Gasser, I do some freelance automotive writing in my free time. I write for Rennlist as well as about 20 other automotive/motorcycle themed websites. So, yeah, I am a big car nerd in general.

I would love to hear from the membership on how you are enjoying the club. You can always reach me at: vicepresident@rtr-pca.org If you have suggestions, or think there are areas where we can improve, let me know. With a club this size, it is a challenge to make everyone happy 100 percent of the time, but I do want to do my part to ensure that folks are glad to be members. If you are a newer member and have questions, feel free to reach out. Of course, you can always reach out with compliments as well. It is always nice to hear about how wonderful we are! I also try to make most events so if you see me, please stop over and say hello. Since I sold my beloved Cayman, you will see me rolling in a Carrera White 2018 911 Turbo S nowadays. I hope to see many of you soon!

Joe Kucinski

Editor Introduction

HELLO FELLOW RTR MEMBERS! MY NAME IS RITA HANCOCK MCKEOWN and I recently accepted the role of editor for Der Gasser Magazine. I am not only thrilled for the opportunity to publish the magazine, but am also excited to return and serve on the RTR Executive Board once again. Some of you may remember me as a former RTR Social Chair as well as VP. At that time, I was new to PCA and owned a 2007 Boxster that was my pride and joy. While I remained loyal to the Porsche family, I moved into the SUV world with a 2013 Cayenne and 2015 Macan S. My



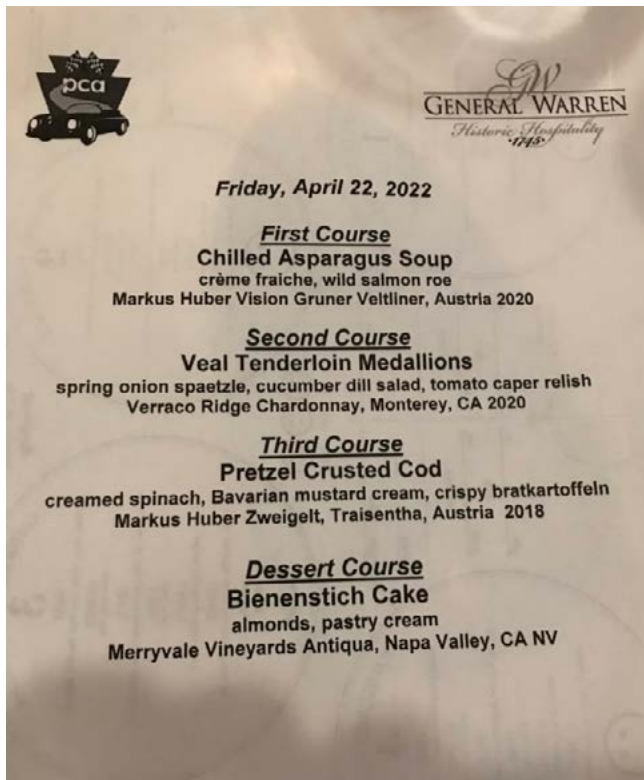
current ride is a 2020 Jet Black Metallic Macan which serves as my daily driver and transport (for golf clubs) as well as the 'cruising' car for travels. While my husband Mike is a strong advocate for all things Porsche, he recently ordered a 2022 Zesty Yellow MINI Cooper convertible (now the sun / fun car to replace the beloved Boxster). My career as a Senior IT Project Manager wrapped up with retirement in 2020. That brought some additional bandwidth to volunteer in the community, work on my golf game, and once again, become a more involved member of RTR. I may be new to the role of editor and the publishing world, but commit to do my very best to make Der Gasser shine. In the spirit of collaboration, I encourage your candid feedback and any suggestions or recommendations to help the cause. If there is a topic of interest you would like to share, or should you wish to provide an article or photo, please reach out to editor@rtr-pca.org as I would love to hear from you.

Over the years, PCA and especially RTR have given me the opportunity to experience so many aspects of the club at the local, Zone and National levels and meet many terrific people and fellow car enthusiasts along the way. I look forward to seeing some familiar faces as well as getting to know new members at upcoming meetings and events. There's lots of activities on the horizon, and our calendar is shaping up nicely for a great season. I encourage you all to join the fun and participate when and wherever possible. Please do not hesitate to reach out or say hello if you see me at the meetings or events.

Rita

General Warren Wine Dinner

RECIPE FOR A FUN FRIDAY NIGHT: START WITH ABOUT TEN PORSCHES and twenty RTR members. Fold in one sommelier and four wines. Add a four-course dinner served over three hours. Combine with some lively conversation, and voila! That is how some of us were able to spend the evening of Friday, April 22 at [The General Warren in Malvern](#). For this event the cars took a back seat to good food and drink and catching up with old friends and making some new ones.



Guests began to arrive around 6:30 PM as we started our champagne happy hour in our private room. We had two tables of ten setup just for us for our special night. Eventually close to 7:30 PM our former Der Gasser editor Garrett and his wife Lisa arrived, and we could begin the food portion of the evening. I tease Garrett for arriving last, but they did have the longest commute coming up from Delaware, so I have to give them some credit for that.

Our sommelier kicked off the dinner portion by speaking about the Markus Huber Vision Gruner Veltliner that was paired with our chilled asparagus soup. This is where I always struggle when I do the write ups of these wine dinners. Others in the room could go into detail about the tasting notes, and how it pairs with each food. I can tell you, that I either liked the wine or I didn't. That is about the level of my expertise when it comes to wine. If you want more wine

details, you will have to join us yourself for our next wine tasting event. I can tell you that on this night, I enjoyed all the wines that were provided to us.

Our menu and wines for the evening had a distinct German/Austrian flair. Makes sense for a German car club right? We wrapped up with a dessert course featuring a delicious and generous slice of bienenstich cake. A quick glance at the clock revealed it was 10 PM already. Like all of our dinner events it is amazing how quickly the time flies. We said our goodbyes to everyone and headed our sperate ways. Some headed home to digest that cake. Others made their way to a local bar for a wine dinner after party. But regardless of how folks chose to end the night, everyone who attended had a great time. And that is what these events are all about.



These dinners are typically very limited in size and tend to sell out quickly. There is a good reason for that. They are always a good time, and a nice, relaxed way to mingle with fellow members. If you have not joined us yet for one of our dinner events, keep an eye out on your email. When you see the next event announced, sign up right away so you don't miss out.

Joe Kucinski



Carlisle Swap Meet 2022

THE FINAL DAY OF APRIL 2022 WAS PORSCHE SWAP MEET DAY. Like last year the event was held at the Carlisle Fairgrounds. Unlike last year, I didn't forget my wallet at home this time so I could make the drive without fear of getting pulled over or wondering how I was going to pay for parking. So, armed with my drivers license and a little bit of cash I met a couple dozen fellow RTR members at the United Artists movie theater in King of Prussia.

Jeff was there to greet everyone with his Cayman hatch filled with fresh coffee and doughnuts. It was a bit chilly to start but turned out to be a picture-perfect day for the event. A nice contrast to the typical rainy and cold days we usually faced going to Hershey every year. After filling up on caffeine and sugar we were ready to begin our 100-mile trek to the Carlisle Fairgrounds.

I led the group out of the parking lot and onto the Turnpike. This is not the most thrilling route we ever drove as 99 percent of the drive is straight Turnpike. However, it is always cool to see a row of about 30 Porsches all cruising together. The other good thing about doing most of the drive on the same road is that it is a bit easier to stick together. Shortly after 10 AM our little band of Porsches arrived at our destination and made our way to the Porsche only parking area.

If you have never been to the Porsche swap meet the sheer number of Porsches that you see just in the parking lot will take your breath away. Nearly every model and every color combination is represented in this field in a small Pennsylvania town. If you are fortunate enough to be shopping for a new Porsche and are overwhelmed by the choices on the Porsche configurator, then the swap meet is a great place to be. You will be able to see in person how each color looks in real life. If you have an older car and are thinking of modifications, just about every modification available is on at least one car in attendance that can inspire you.

Vendors, vendors, everywhere. Looking for a part, a sticker, a t-shirt, or anything else Porsche related? Carlisle is where you want to be. There are vendors and dealerships on hand to provide you with performance parts, or merchandise for any of the more modern vehicles. If you think the only true Porsche is an air-cooled Porsche, then this is your Candyland. There are slew of vendors on site that have every part imaginable for any air-cooled Porsche in existence. You could build a car from scratch with all the parts available here.

Don't want to build a car from scratch? That is OK, the Porsche Corral had a nice selection of ready to buy and drive Porsche cars to tempt you. No assembly needed! Given the current state of the auto industry, there were more cars for sale here than any of your local dealers have in stock at the moment. If you are not in the market, you could simply take a few more steps and find yourself in the concours area and ogle the most perfectly showroom ready Porsches. It is always a good place to make me feel bad about how dirty my own car is.

After several hours of walking through all the Porsche awesomeness it was time to head back home. We will be heading back again next year, so if you missed out this time, be sure to catch the next one. It is well worth the drive.

Joe Kucinski



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March 2022 Membership Meeting

IMMACULATE PAINT PROTECTION HOSTS THE RIESENTÖTER REGION, Porsche Club of America's March Meeting.

Bill Fetter of Immaculate Paint Protection in Allentown hosted the club's March meeting on Wednesday, March 16 at his shop. Around 70 people attended. After enjoying hors d'oeuvres, carving stations, and drinks, the club officers presented their meeting agenda.

After the meeting, Bill gave a presentation about the benefits of paint protection and buyers' tips, in particular for Porsches. He provided education on the pros and cons of selecting a professional paint protection shop—not a sales pitch, explaining that paint protection film stops rock and stone chips, and ceramic coating gives gloss and makes your Porsche easier to shine.

Bill offered his New Car Buyer's Guide to members for free, and it's available upon request. To receive a free copy, email Bill at Info@ImmaculatePaintProtection.com.





Protecting Your Heirloom

IMAGINE YOUR PORSCHE YEARS FROM NOW, SITTING PATIENTLY IN YOUR GARAGE, waiting for the big moment that's soon to come. As the garage doors open, your son steps in. He's confused, but as you hand him the keys to the Porsche and tell him it's his, his face lights up. You have passed on your prized possession to your living legacy, as many Porsche owners do. To prepare for this moment, you've had to keep the vehicle in immaculate condition. Keeping up with the wear and tear of any car takes work, but it's not impossible. A good place to start is the paint.

Fortunately, you *can* protect your Porsche's paint effectively and efficiently—with paint protection film (PPF), ceramic coating, and proper Porsche car-washing procedures.

Paint Protection Film

Do you protect your smartphone's glass with a screen protector? Paint protection film is like a screen protector for your car. It prevents flying rocks and road debris from chipping your paint.

PPF is best applied when a Porsche is brand new. However, you can apply it to a car you've been driving awhile, and some vehicles with thousands of miles are still great candidates for PPF. But you can only protect a new-car finish if you have a new-car finish.

PPF is a clear polyurethane film; it's virtually invisible. PPF is engineered to be removable years after application—revealing the brand-new, factory-finish paint that's been protected below.

PPF is composed of several layers: a release liner, then a layer of adhesive. Then there's a thermal plastic impact layer, a layer of clear coat that offers UV protection, and a hydrophobic top coat. Finally, all of those layers are topped off by a gloss enhancer. The clear coat is self-healing, which means your vehicle will always look freshly polished!

Ceramic Coating

A ceramic coating, also sometimes called quartz, applied to your car gives it amazing shine. It also makes your car easier to wash—saving you time and money. You won't have to wash your vehicle as often, and when you do, it'll be easier to clean. Ceramic coating also protects your Porsche against UV damage.

Professionally applied ceramic coatings last for years, compared to a wax or sealant that might protect your Porsche for a few months.

Traditionally, ceramic coating is a silica dioxide (SiO₂)-based material that's carried in solvent and applied onto the vehicle. The coating cross-links, or chemically bonds, to the porous clear coat, filling in the microscopic pores.

After having a ceramic coating applied, keep your Porsche dry for 14 to 21 days, ideally in the garage, to allow the coating plenty of time to cure. Sunlight helps too.

Washing Your Porsche's Paint

How do you wash your Porsche? Very carefully!

Even if you protect your Porsche with PPF and ceramic coating, it can still scratch with dirty sponges, snow brushes, and other paint hazards. The best rule of thumb: Anything that touches your Porsche could scratch it. Most important: Don't use anything that's been in your kitchen sink on your Porsche—no scrub pads or scratch rags, ever.

Don't take your car to an automatic car wash (except possibly a touchless one), and never allow your service center to wash it.

If you take your Porsche through a touchless car wash, don't apply any of their sealants because you already have a coating on your Porsche and these car washing sealants will mask or override the benefits of the ceramic coating. (If you've done this in the past, a decontamination wash will remove those.)

Instead, wash your Porsche yourself, using the two-bucket method. This is universally accepted as the best method to wash your vehicle. You use one bucket with soapy solution and one with clean water to rinse the wash mitt.

Use the least amount of pressure possible to wash and dry your car. Drag the wash mitt and towel across the Porsche, using the weight of the towel to dry; don't press. If you find yourself rubbing to get rid of something like a bug or tar, stop! You are going to scratch the paint. You need a special cleaning agent, such as Gyeon Tar, for whatever it is you're trying to rub off.

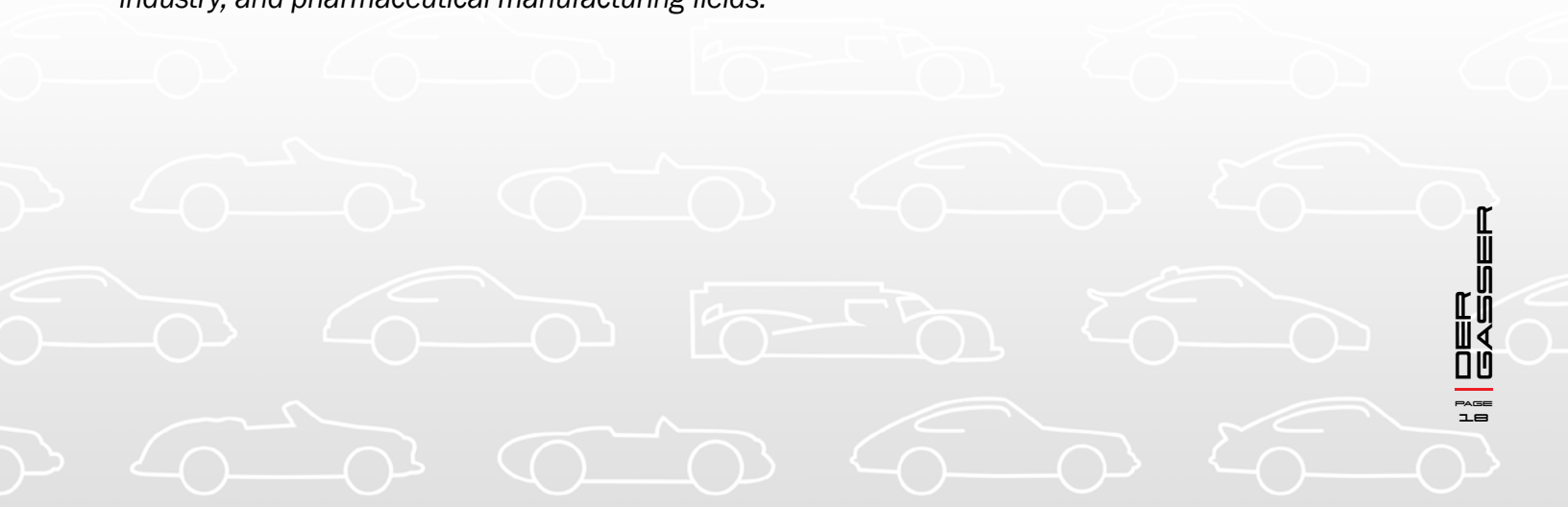
If you ever drop a wash mitt or towel on the ground, STOP, set the towel aside, and go get a clean one. Never use a dropped mitt or towel on your car.

If you use these tips to wash your Porsche, it will look better than 95 percent of the vehicles on the road.

More car-related education information can be found at www.immaculatepaintprotection.com.

Bill Fetter

About the author: *Bill Fetter's passion for cars started at an early age, as he loved anything with wheels. Through his childhood, Bill observed his dad's work as a mechanical engineer turned marketing manager and proud lifelong employee of General Motors. During high school, Bill honed his passion for cars by hand-washing and detailing his neighbors' vehicles. Knowing he wanted to be in the automotive industry, Bill earned a degree in industrial engineering from Kettering University in Flint, Michigan. He's worked as an engineer in the automotive manufacturing, medical device, steel industry, and pharmaceutical manufacturing fields.*



April 2022 Membership Meeting

OUR APRIL MEMBERSHIP MEETING WAS HELD ON APRIL 16. This was a Saturday morning meeting instead of our traditional Wednesday evening timeslot. And based on the turnout, folks love these Saturday morning meetings. The location of our meeting was the Classic Auto Mall in Morgantown. Members began to arrive around 9 AM and they continued to arrive until nearly 10 AM. The parking lot was chock full of Porsche cars and SUVs. Nearly every model was represented. Naturally there were plenty of 911s and Caymans and Boxsters. But we also had a 914, a 356, several 944s and so on. It was a fantastic showing.

Originally, we were planning to start our meeting at 9:30 but Classic Auto Mall pulled our club president into their weekly podcast that runs until 10 AM. You can listen the podcast here: <https://americaswebradio.com/Classic-Auto-Mall> It was actually a good thing that we didn't start our meeting until after 10 as members were having a great time checking out the hundreds of classic cars on display and for sale inside the Auto Mall. But eventually we all made our way to the old food court section of the mall and began our meeting.

Standing room only! When I was setting up this meeting, I thought that I had plenty of chairs for everyone. But thanks to the terrific turnout there were quite a few folks that had to stand as we packed the room with RTR members. It was great to see such a strong showing. This was probably best attended membership meeting for well over a year. And there were a lot of new faces as we had at least half a dozen new members in attendance. It is always great to see new folks getting involved.



I kicked off the meeting and quickly handed things over to Jeff so he could give an overview of the club. That overview is that we are busy! April is jammed with events, and May looks to be just as busy and then Parade comes to the Poconos in June. Wendy took center stage next and gave an update on the social events in the near view. We have a wine dinner coming up, the Porsche Swap Meet, and our club picnic in June. Plus, several other events are in the planning stages.

Chris took the podium next to speak to autocross. He gave an overview of what autocross is and how to get involved. He also listed the events that were coming up soon. And he reminded everyone that if you have never done an autocross before then the club will pay your entry fee for your first event. So, you have no excuse to not come out and give it a try.

Next, I pulled John Gaydos from the crowd to speak to us about HPDE and Street Survival. Starting with HDPE John covered the basics and gave an overview of what it takes to get involved. He also provided the upcoming schedule. If you want to drive your car on a racetrack, and let's be honest, who doesn't? An RTR HPDE event is the best way to do it. Switching gears, John talked about the Street Survival program. This program is designed to teach teenage drivers how to safely operate an automobile. The course is held on a Saturday and the day is broken up between classroom and driving exercises. The teenage students are all miserable in the morning and all thrilled in the afternoon. The course is fantastic, and it is a great way to give back. So, if you are interested in becoming a coach or volunteer, you can learn more about it on our website: <https://rtr-pca.org/index.php/menu-activities/menu-street-survival>.

After John finished up, I put on my Der Gasser hat. Rita Hancock is our new editor (Welcome Rita!) but she was not able to attend the meeting due to a prior commitment. But I introduced her as the new editor and mentioned that we are hoping to get Der Gasser rolling again in a new quarterly format starting in late May. As I have said on these pages many times, and mentioned in the meeting, what makes the magazine great is submissions from our members. So, if you have an idea, please reach out to us and submit your story. We would love to include it in the next issue.

Welcome new members! As I stated above, we had quite a few new members in attendance. We had each of them stand up and give a quick introduction. Great to see so many new faces and hopefully we see them at more events.

I wrapped up the meeting by announcing the date and location of our May meeting. We will be at Cannonball Storage on May 18. It is a very cool classic/exotic car storage facility in Huntington Valley. It should be a great time. As we wrapped up, Jeff also mentioned that he and Spencer are planning another rally soon. Translation: Get ready for a great time, and to possibly become lost while figuring out one of Jeff's clues.

After the meeting was over, we had the Saloon 151 food truck waiting for us outside. Not much can beat a good food truck. Except of course, a FREE food truck. The club bought lunch for everyone. A pulled pork sandwich, brisket, cheesesteak, whatever you wanted was in the club. Folks made their way outside to grab some excellent food and then continued to wander around the Auto Mall checking out all the amazing rides until things shut down around noon. April was a great meeting. Thanks to all that came out, and I hope to see more of you at the next one.

Joe Kucinski





May 2022 Membership Meeting

MAY 2022 MEMBERSHIP MEETING. Our May membership meeting switched back to the traditional Wednesday evening timeslot. On May 18 we met at Cannonball Storage. For those not familiar, it is a classic/exotic car storage facility in Huntington Valley. Besides the cool cars inside there is a bar and a lounge located upstairs with windows so you can still see the vehicles below. If you are a car person, this is a place where you want to spend some time.

Chris Allen is the owner, and he went above and beyond as host. We have been on a run lately with some fantastic food offerings at our membership meetings. If you haven't been coming out because you were tired of pizza and hoagies well, you are missing out. Tonight, we had jumbo shrimp cocktail, several different sushi rolls, dumplings, cheesesteak eggrolls, cheeses, fruit, and more. And upstairs at the bar you could get beer or a mixed drink, and of course water or soda if you wanted. A very nice spread and we are starting to get a little spoiled.

Out in the parking lot was our typical selection of beautiful member cars. We had everything from a "RAD-tacular" 968 Club Sport to a new GT4. On the inside there was something for everyone. James Bond fans would have been excited to see the Aston Martin Vantage. Racing fans would have been excited to see a couple stock and open wheel race cars on display. The Tifosi got to see a Ferrari 400i. There was also a selection of motorcycles to check out for the two-wheel fans among us. But as we always say, it is not just the cars it is the people. So, after about 45 minutes of eating good food, socializing, and checking out cars it was time to round everyone up and begin the meeting.

There were some scheduling conflicts on the night of the meeting so Roy our membership chair and I were the only two from the board available. We wore a lot of different hats to provide updates from all areas of the club. I kicked things off by covering some of the social events we have coming up. With driving season heating up there was a lot to cover. Picnic, cars and coffee, baseball game, rallies, and of course parade. You gotta love this time of the year.

We then switched gears and focused on our driving events. If you are not already aware we offer both autocross and driver education events through the club and they are both fantastic. If you want to learn how to really drive your car and explore the limits in a safe environment, then you have to sign up for one of our events. For the newer drivers out there, we also have the Street Survival program. It is a fantastic way for teen drivers to learn how to be safer behind the wheel. June 4 is the next event.

Der Gasser was the next topic of conversation. Since you are reading this, you know by now that Der Gasser is back! I gave my usual speech to the crowd asking for story submissions. Please folks, we really could use some content from our members. Don't be shy. If you have an idea, let us know. We would love to feature your story.

We now got to the new member introductions and Roy asked how many new members we had in attendance. We only had two new folks at this meeting, but that is OK. We wanted to make sure they got a warm welcome. They each gave a brief introduction of themselves and their car. We hope to see them at many future events.

Next up I turned it over to Chris so he could say a few words about Cannonball Storage. They offer car storage today but are looking to maybe expand into other social areas going forward. Some more cars and coffee type events and even some race watch parties. It is a special facility and was a great location for our meeting. You need to check it out.

After Chris spoke, I made some closing remarks, and it was time to wrap up the meeting. Our June meeting will take place at our picnic on June 18. We hope to see many of you there for that lovely annual event. Drive safe and see you soon.

Joe Kucinski



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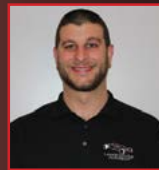


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AS A PORSCHE NUT I CAN'T RESIST GOING TO SEE GREAT SPORTS CARS especially of the Porsche variety. I've attended many Cars and Coffees, traveled to numerous car shows, even entered a few. I remember great shows at Radnor Hunt, the Audrain Concours and New Hope. I've been fortunate enough to tour the Porsche Museum in Stuttgart. When I saw a Rennlist announcement that the Saratoga Auto Museum would have a show with the most complete collection of Porsche RS models outside of Germany I proclaimed, I'm going!

I procrastinated almost to the point of missing out. Finally realizing that the show would end March 31, I got on the phone and reserved a hotel room in Saratoga Springs for March 24. Then I told my wife I'm driving up to New York state on Wednesday and will return Thursday afternoon to see some P-cars. Why? You're not buying another one, are you? No, I said, these are out of my price range.

A four-hour drive took me on the PA Turnpike, NJ Turnpike, Route 17 to 87 and the New York Thruway to Saratoga Springs. Basically, uneventful in my 2018 Macan. Except, for the "left-laners" You know, the drivers that occupy the left lane at 50 miles per hour in a 65-70 miles per hour zone. So, what do you do, when you come upon one of these folks? Flash your lights for them to move over? Forget about it, they just slow down. Pass them on the right? Verboten! In Germany on the Autobahn, you flash your lights and the driver moves over. Simple, appropriate etiquette. It is highly frowned upon to pass on the right in Germany. However, when I'm driving here in the US, I do the following: I pass on the right, don't tell anybody, OK?

I digress, my apologies, back to Rennsport.

I arrived in Saratoga Springs Wednesday evening and went over to the museum at 10 A.M. Thursday morning.

The museum is housed in an old bottling plant located in Saratoga Spa State Park. The former bottling plant was built in 1935 in the Georgian Revival style. The plant bottled water from the Hawthorne, Geyser and Coesa springs to support the "Saratoga" Cure.

RS as all good Porschephiles know stands for Rennsport or "racing sport" in German. It's a badge of honor for the 911 variants letting us know that the car embodies the perfect balance of performance, handling and driver engagement. As Porsche developed the 911 beginning in 1963, the company continued its commitment to racing and in 1973 revealed its first homologation 911, the Carrera 2.7 RS, pictured here in yellow.



The Museum



RS Poster



73 Carrera RS



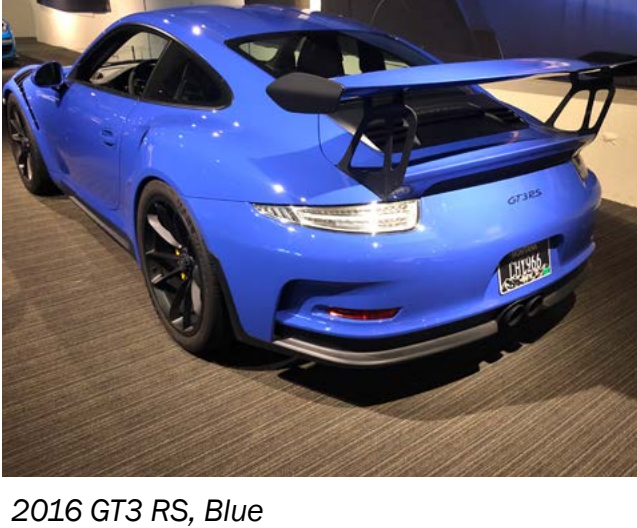
73 Carrera RS

Since 1973 only fourteen 911 variants have been given the RS designation and they're all here. I think I'll faint. Moving thru the exhibit I was taken with the singular focus the owner of these cars had/has in building this collection. Steven Harris a New York City architect pulled this together over I'm sure many years of studying and searching for these cars. Thank you.

The 1973 RS is a 2.7L, 210 HP, car weighing in at 2185 pounds. Next in line at the exhibit there's the 2016 GT3 RS, weighing in at 3100 pounds sporting a 4.0L with 500 HP. The 4.0L was introduced in 2011 and sure enough we have one here, a stunning GT3 RS in Acid Green. On the way to the 2011 on display we have a 1995 Carrera RS in Speed Yellow. This model is the last of the air-cooled RS cars a 993 with a 3.8L flat 6 bringing the driver 300 HP. Only 1,100 were built.



2016 GT3 RS, Blue



2016 GT3 RS, Blue

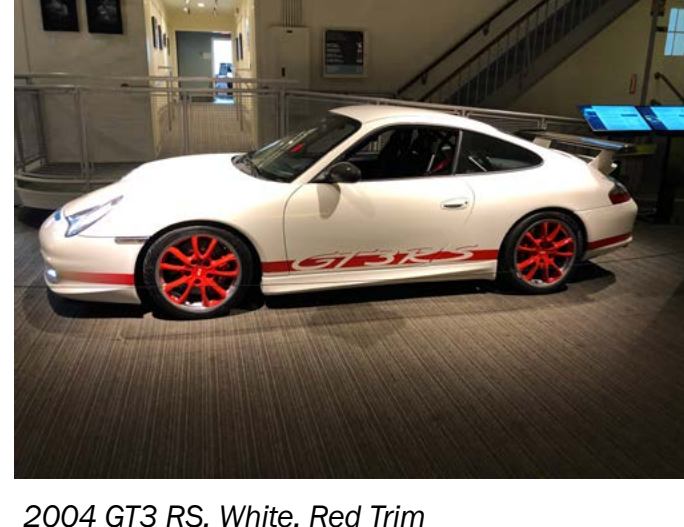


1995 Carrera RS, Speed Yellow

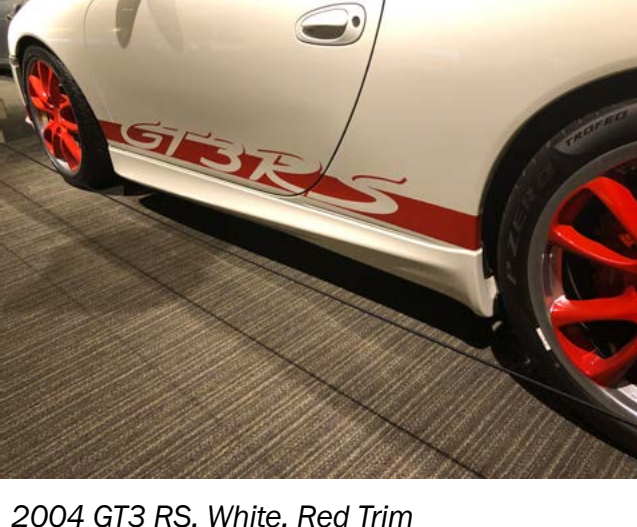


2011 GT3 RS, Acid Green

Before I head over to the next room adorned with RS cars, I spy a 2011 GT2 RS in GT Silver. This car is a 3.6L twin-turbo flat six with 620 HP. Also in this room is a 2004 GT3 RS in White with red trim. The 2004 is a 996, the first water-cooled GT3. The RS version which this one is was not sold in the United States. It has 380 HP and weighs in at 2,998 pounds.



2004 GT3 RS, White, Red Trim



2004 GT3 RS, White, Red Trim



2011 GT2 RS, GT Silver

Room two was also very impressive and it included a couple of comfortable chairs for those feeling faint. The room was graced by a number of RS variants, two of which I'll briefly mention. First, a 1974 2.7L Carrera RS in Lime Green. Only 55 1974 Carrera RS were built. A further development of the 2.7 RS with a 3.0L engine making 230 HP and additional weight saving bringing the weight to a very light 1,984 pounds. The white car pictured here is a 1984 SCRS. Developed by Jurgen Barth and his engineers for customers to compete in Group B events. The car received a 3.0L engine producing 255 HP and weighed in at 2,166 pounds. Only 20 were built. This is chassis #18.



1974 Carrera 3.0L RS, Lime Green



1974 Carrera 3.0L RS, Lime Green



1984 SCRS

Time to get ready and head home. I'll take a seat in a comfortable chair here among some of the greatest P-cars ever built and collect my thoughts. Feeling very fortunate to have been able to attend this exhibit I thank the staff on the way out. As I get into the Macan for the drive home, I wonder what would it be like to drive one of these RS cars... on the Autobahn...? Sorry, not happening this time around as I beckon the RS gods to keep the "left-laners" in the right lane.

G.R.Gallo



THE LAST FULL WEEKEND IN APRIL WAS A BUSY ONE FOR RTR. The wine dinner on Friday night was followed by breakfast on Sunday morning April 24. And it was not just any breakfast, it was breakfast at the [Whip Tavern in Coatesville](#). If you are not familiar with the Whip (is that possible?) it is a traditional British pub in the heart of Chester County. They also have some special ties to our club. Last year we had a couple of our members get engaged there. Also last year Jeff and I had the privilege of informing one of our members that they had won a brand new 911 in the PCA member only raffle while we were at a happy hour at The Whip.

If you are familiar with the Whip (that's more like it) you know that parking can be limited. So, it is quite generous of them to open an hour early just for us as we take over their entire parking lot. At 8 AM members began to gather at the Penn State Great Valley campus parking lot. And what a gathering it was. Sometimes we need to stop and take a moment to appreciate the fantastic cars that our members own and bring to our events. There was a lovely 718 Spyder, a 997 GT3 RS, a 718 Cayman GTS 4.0, a 991.2 GT3 and many other fantastic cars. We had over 70 members signed up for the event and well over 50 cars.

Just before 8:30 AM Jeff called us together and gave us an overview of the route and told us to fire up our engines. A couple moments later we were on route 202 and heading towards our destination. There is something very cool about seeing a couple dozen p-cars in a line in traffic. The drive took about one half an hour under mostly sunny spring skies. Lovely morning for a drive. Then we swamped the Whip parking lot, and we squeezed our cars into every space we could find. We had about 10 minutes before they opened their doors, so members had one last chance to ogle the cars before heading inside.

The club generously donated some vodka and champagne so we could have a bloody mary, mimosa, or my favorite a black velvet. As we placed our drink orders and reviewed the menu, we could watch the Formula One race that started just as we arrived. As a side note, rumor has it Porsche will be in the Formula One game soon.

Over the next hour our club enjoyed the pub to ourselves as we downed some traditional British fare. There was plenty of Porsche conversation as usual and a lot of catching up with friends. We had a good mix of newer members along with some of the long timers. And while we had no engagements or cars given away this time, it was still a great way to spend a morning. Hopefully you can make it out with us the next time.

Joe Kucinski





Event schedule including Registration and Safety Tech Information.

We're excited to announce the 2022 HPDE season!
Please check out the schedule below. Have a question, email us [here](#).

Driver's Education Schedule

Event	Course Map	Details
<u>NJMP - Lightning Raceway</u>		Event: June 17-19 *Registration: February 1st **Safety Tech Date: June 4 (9am to 11am) Safety Tech Location: Porsche of Conshohocken NOTE: Intro to DE is on Friday
<u>Watkins Glen</u>		Event: July 15-17 *Registration: February 1st **Safety Tech Date: June 25 (9am to 11am) Safety Tech Location: Dougherty
<u>Pocono Double Infield</u>		Event: September 9-11 *Registration: February 1st **Safety Tech Date: August 27 (9am to 11am) Safety Tech Location: Porsche of Lehigh Valley NOTE: Intro to DE is on Friday
<u>Summit Point - Main</u>		Event: October 14-16 *Registration: February 1st **Safety Tech Date: Oct 1TBD (9am to 11am) Safety Tech Location: Porsche of Conshohocken



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THE 2022 RIESENTÖTER AUTOCROSS CUP SERIES IS UNDERWAY. Spring is here and it is time to get the cobwebs out and exercise those sleek machines. Autocross requires no experience so come have some fun.

There are plenty of dates to help aid in your digestion of tarmac. We have scheduled 5 races. Go to the Autocross Schedule page on the Riesentöter web site to see actual schedule and links to each race registration.

The link is: <https://rtr-pca.org/index.php/menu-activities/menu-autocross/menu-autocross-schedule>

******* Riesentöter and the Autocross Council announced they would 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 was with the Philly SCCA. It was a chilly sunny day at the park in Warminster. **Chris Askin** and **Trevor Naidoo** lead the way in the autocross standings. We also had two first time autocross racers, **Stephen Paylor** in his 2018 718 Boxster and **Zaheer Husain** in his 2015 Cayman. Welcome to the Autocross family

Race 2 is the first of three RTR races at Pocono. **This was an event to remember.** Temperatures were in the 50's with wind gusts of 20 to 30 MPH. Additionally it was pouring rain. I have never been so cold. We turned the event to lemonade. The timing gear was useless so we created fun runs for all the racers who braved the elements. There was one run group. Everyone drove with no course workers. I filled the starter function so the cars were safely spaced. The racers had over 20 runs and everyone raved about the experience after race. A special thanks to Pocono Raceway for letting us utilize the garages before and after the race. See photos to understand the experience.

Race 3 takes us to Lancaster. They are back and racing at the Manheim Auto Auction. It is a large parking lot and lots of fun. The race is Sunday, May 22. The Lancaster Corvette Club does not use pre-registration. You register and pay at the event.

Race 5 is the second of three 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.

Race 7 is in the planning.

Race 8 is the third and last RTR race at Pocono this year. 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. RTR sponsors this race with Central PCA and NNJR. The race is Sunday, September 24. Registration will open on August 15.

Race 9 is in the planning.

Race 10 is in the planning.





Sidetrack: Boxster and Cayman Go Electric

I WILL ADMIT I AM CURRENTLY ZWISCHEN PORSCHE—BETWEEN PORSCHEs. But as Riesentöter members and diehard Porsche owners, we are forever an owner or simply shopping. At least partially, even current owners are looking for their next Porsche because there is always something interesting on the Stuttgart horizon.

My personal Porsche tenure has consisted of two Caymans (a 2009 and a 2017 718), as well as a 2016 Macan S. A little over a year ago, I sold the 718 and downsized my garage back to two cars. There are many reasons for this temporary departure—none of them need to be addressed in this discussion. I am simply zwischen Porsche. For now.

I've decided to remain a two-car family unless I can grow another space in my garage. I don't like any of my cars sitting outside, so how my next Porsche finds its way into residency is unknown, but it has not stopped my search. Not surprisingly, my thoughts always turn to what Porsche has in mind for the next Cayman. I had eyed the 718 Cayman GTS 4.0—drooled over it actually—a worthy albeit expensive contender.

After the initial shock wore off, I was intrigued by the announcement from Porsche's CEO Oliver Blume earlier in the year that the future Boxster and Cayman will be all electric. I got a taste of electrification when my wife purchased a BMW 330e plugin hybrid last year. She has averaged more than 70 mpg in its short life (making sure she charges overnight), and that was certainly a plus.

But electric power in any Porsche has to address the principal reasons we buy one—experiencing that connection between vehicle and driver. And I will always be skeptical of a transition from sound to silence. Even if every other box is checked, there has to be an answer to that question. The lack of rumbles and burbling around me is something that cannot be resolved with artificial simulation.

The next line of self-convincing goes straight to performance. The Taycan has all but nullified the argument that an electric vehicle cannot produce astonishing output while managing a 300-mile range. I'm not convinced we have the infrastructure to ensure a charge in a reasonable timeframe, but by the time I'm ready to pull the trigger on anything, I suspect we will be at least further along in that department.

Porsche has invested more than a half-billion Euros for a Boxster/Cayman factory for Electric Vehicles (EV)—cozying up physically up to the Taycan plant. That sounds like a commitment to me, so if you are holding out for Porsche to change their minds, I wouldn't put cash down against it. There are also incentives for manufacturers that include environmental pressure and an eager market.

Not much other than the initial announcement is factually known, and we are left to guess on the details of an all-electric Boxster/Cayman platform. We are told it will happen by the middle of the decade—meaning that we assume 2025. While we wait, the demand for the current generation will rise in anticipation of this transition.

For now, it is the mystery that I find intriguing. Porsche has rarely produced a dud—there has never been a Porsche Pacer or Pinto. I hope to be dazzled when more concrete news unfolds. Rumors suggest the Mission R concept represents the future of the Boxster and Cayman, but to what degree? The design is fabulous, but concepts almost never get ported over into production as-is.

The biggest roadblock to the success of the new Boxster/Cayman platform is electrification as it relates to consumer acceptance. An electrified SUV or sedan—whether hybrid or all electric—is easier to swallow than in the Porsche flagship 911, or the younger sibling Boxster and Cayman. Market tolerance remains to be seen.

But there's something else to consider in addition to the overall engineering concept and design. Right now, we don't have the infrastructure for mainstream practicality. I understand that many will simply install a charger in their home and know that 300 miles is about as far as they can go in one shot before they consider how to get home. For some owners, that's enough—for many of us, not so much.

And I'm not ready to jump into the petrol-free pool just yet. I need to see what Porsche comes up with, and what substructure is in place when it gets here. A lot rides on the final package—design, build and of course, performance. Porsche seems satisfied to leave the 911 alone for now. If the Carrera gets a jolt at all, it will likely be a hybrid model.

But we know that the future Boxster and Cayman platform is committed to all electric, whether we like it or not. The design will have to be different of course—and the chance of besting the loveliness of this last generation is skimpy (if you want to know an opinionated truth). Therefore, I wait in anticipation, trepidation, and apprehension.

But this is the Porsche we are talking about, so I remain very much intrigued.

David Newton





Shifts and Giggles

I THINK THE SADDEST HEADLINE I EVER READ WAS “TITANIC REENACTMENT CREW LOSES ANOTHER 1500 MEMBERS”, the second was “Burnt-out cargo ship carrying Porsches and Bentleys Sinks.” Okay yes, I’m being a bit facetious here but that second one had my jaw drop.

I just couldn’t imagine ordering a car from Porsche and being able to track it through the process. Oh yes, I got my order number, oh yes, it’s on the floor, oh yes, the body is going through paint, it has an engine, it’s going through final inspection, it’s on the way to the boat, it’s on the boat, it won’t be long now until it’s in port, it’s on the boat, I can’t wait, it will so be here, it’s on the boat, won’t be long now, it’s on the boat, I can just smell that new car smell, it’s on the boat.

Wait a minute, It’s been on the boat for a while now. It’s like it’s stuck in the middle of the Atlantic somewhere. What the hell. It’s on the boat. Breaking news – The Felicity Ace is on Fire. Hell why should I care. Wait a minute. The Felicity Ace is a boat. Yeah, why the hell should I care. Wait a minute. The Felicity Ace is a cargo ship. Yeah why the hell should I care. Wait a minute. The Felicity Ace is a cargo ship carrying over 4000 cars.....wait what? UH OH...OH NO.....is this the same ship stuck in the middle of the Atlantic? Yepper....OH %\$^#*! I care now.

Ok, so there was a slight fire, probably one of those new electric cars, it shouldn’t affect me. Okay, so they evacuated the crew, makes sense there is a fire on board, it shouldn’t affect me. Okay the fire is still burning, maybe my Porsche will have a little bit of the new car smell displaced, it shouldn’t affect me that much. See, the fire is out, awesome, my new car will be here before I know it. See they are towing back to port. See, it just sank....wait what. Yep, hit some high seas and it sank. Yep, along with 4000 other vehicles, like 85 Lamborghinis, 846 Audis, 523 Volkswagens, 190 Bentleys, and yes one of the 580 Porsches was yours.

You know that spec to order, one of a kind, built for you, and only you, the one you dreamt about when you saw your first Porsche and you decided now was the perfect time to pull the trigger. Well guess what, you get to do it all over again, this time just add that deviate stitching to the list, because I don’t want to hear about “if I had to do it all over again I would have added....”

As a side story, I don’t think happened to any of our members....Porsche of the Main Line lost a Cayenne but wasn’t sold to anyone but a dealership in Texas lost close to 30 most of which were sold to awaiting customers, hopefully none are still looking at the map saying, why isn’t that boat moving yet....

Jeffrey Walton

CLASSIFIEDS

Schroth SHR Flex head and neck restraint.

August 2019 manufacture date.

\$250 or best offer.

Leave me a message at 215-321-7815. Eric Suber



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

CLASSIFIEDS

OEM Sport Design Wheels for Boxster RS 60

Purchased new and never used. Includes SportContact2 tires.

Complete set front and rear.

Asking \$1600 or best offer

contact willikem@aol.com



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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

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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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

