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COVER

Photo credit: Wendy Walton, Joe Kucinski
Post Production: Todas Design

2021 RTR Calendar

Driver's Education

September	9/3	Close Date - Pocono
September	9/17-19	DE @ Pocono
September	9/26	AX at Badner Field
October	10/1	Close Date - Summit Point
October	10/2	Tech for Summit Point
October	10/9	Close Date - PittRace
October	10/15-17	DE @ Summit Main
October	10/23	Tech - PittRace
October	10/29-30	DE @ PittRace w ARPCA Hosting

Social Events

September	9/10-12	Radnor Concours d'Elegance
September	9/10	Generous Pour 2 Dinner @ Capital Grille
September	9/15	Meeting @ POC
September	9/16	Happy Hour in Wayne
September	9/26	PJ's Car Show
October	10/31	Phil-a-Trunk



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

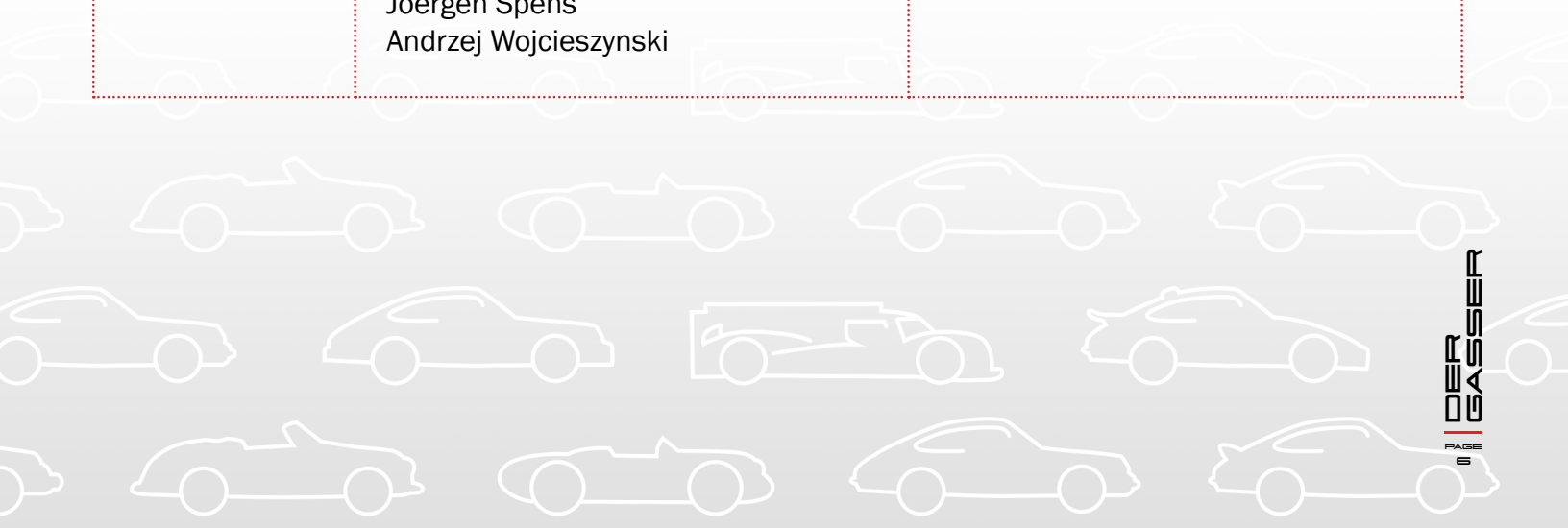
Purchases to Benefit:

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.)

Riesentöter FOUNDATION Teaching driver safety.
www.foundation.rtpca.org

MEMBERSHIP MILESTONES

YEARS	September	October
55		
50		
40	Michael Mendel	
35		
30	Joel Noumoff	Frank Taylor Richard Vassil
25		David Downey Mike Funk
20		Frank Byrd Bruce Goldenberg
15	Rick Cline Drew Coblitz Michael Cola Ron Esteve	Tony DeMarco Frederick Lesavoy Jason Livingood Donald Smith
10	Steve Foxman John Hoey Sergio Polyakov	Jim Blume Martin Gorman John O'Brien Peter Temple
5	Zohrab Derkrikorian Michael Gordon Karl Kesselring Jeff Micheletti Pasquale Onofrio Harrison Platz Pohwat Joergen Spens Andrzej Wojcieszynski	Patrick Bolger Hillman Carrie OBrien Whitney Randall





NEW RTR MEMBERS



Salil Shah	2009 911 Carrera S
Christine Stevens	2021 911 Carrera 4S Cabriolet
Erika Dawson	
Todd Russo	2021 911 Carrera 4S
Diana Witczak	
Mark Waldron	2003 Boxster
Brad Dehart	1979 911 SC Targa
Sabine Loeslein	
Carol Lacek	
Cody Martin	1999 Boxster
Muzammil Qaisar	2021 911 Carrera 4S
Richard Jahnle	2021 Taycan 4S
Karen Heimbach	
Devin Ferver	2017 Macan GTS
Linda Manherz	
Petra Frese	
Peter Grace	2006 911 Carrera S
Mark Magerman	2021 911 Targa 4S
Delia Khosrowshahi	
Brooke Cavanaugh	
Debra Brosan	
Scott Laserow	2012 911 Carrera GTS
Carter Van Dyke	2019 718 Boxster S
Florence Shelbourne	
Jill Colombo	2021 Cayenne
Daniel Witczak	2013 Panamera GTS
Scott Webster	
Meg Edwards	



Vom Präsidenten

I'M ALWAYS IN AWE OF OUR MEMBERS WHEN IT COMES TO CHARITY. Since I've been president this club has excelled in its commitment to helping out the community – neighbors in need. And I'm asking once again for you to rally, to dig deep, and to participate in, Phil-a-Trunk 2021. We are the official kickoff event for WMMR Preston and Steve's Campout for Hunger to benefit filling up the ever low reservoir of Philabundance food banks. So tell your friends and family, and just about anyone with a car, that we are gathering on Sunday, October 31st for the third annual Phil-a-Trunk.

Yes it is a bit early this year...earlier than ever before; this is due to WMMR and the professional sports teams and their schedules. The stars have aligned for Halloween. The Eagles are away, as well as the Sixers, and the Flyers don't play...and what are the chances our beloved Phillies will be playing in November?

Last year we had 26 car clubs, over 800 cars, bringing in a whopping 160,000 pounds of food. So come down and make a day of it. We will be hanging out at the Wells Fargo parking lot and at Xfinity live. The Eagles game will be broadcast live, and we will have bands on the Xfinity live stage.

Riesentöter will meet at the Capital Grille parking lot, starting any time after 8 am. Coffee and breakfast sandwiches will be served free (no cost to you - last year we had some complainers, complaints of free food during a food drive- ironic, no?). There will also be raffle prizes. We will leave at exactly 9:30 and arrive by fire escort at either the Wells Fargo parking lot or Citizens Bank Park (TBD).

As usual, just fill up your frunks and trunks or, if you are like John Gaydos, any where a can fit, with nonperishable food items, and join the fun. If you cannot make it please, please consider donating some hard cash for a great cause and visit www.philatrunk.com to donate or find more information.

Pedal Down.

Jeffrey Walton
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

Treffen at The American Club

Touring the Autumn Colors of Wisconsin



Autumn in Wisconsin is all about the color and getting out to see it. Wisconsin comes alive in the Fall with gorgeous vistas of colorful foliage, lakes, rivers, and waterfalls. Take in Mother Nature's show as you cruise the beautiful ribbons of asphalt leading through these scenic wonders. Join us in October 2021 as we explore America's Dairyland.

When it's time to take a break from the beautiful landscape surroundings, our host hotel, the historic American Club,

will rise to meet all your needs. Set in the quaint village of Kohler, Wisconsin, just 55 miles north of Milwaukee, this five-star, five-diamond hotel has stood as an icon of gracious hospitality for 100 years. The American Club offers elegant accommodations and unparalleled service in a place that is quintessentially American while seeming a world away. Experience the beauty and the elegance of our 2021 Fall Treffen. See you in Wisconsin!



Dates: October 13-17, 2021
Venue: The American Club
419 Highland Dr, Kohler, WI 53044
Website: treffen.pca.org
Registration: Opens August 4, 2021 @ 3:00 PM (EDT)



Editor's Note



WOW! I JUST GOT THE LATEST “EMAIL BLAST.” I HOPE YOU HAVE SEEN IT! It is PACKED with coming events. Driving...eating...driving...eating...driving...and drinking beer. There are some essentials in there: driving, eating, and maybe even drinking beer, but definitely fun to be had by all!

For me that is good news and bad news. There are LOTS of events and not very many people to cover them, You may have already noticed that Joe Kucinski has done a Herculean effort in covering most of the recent events. Okay, sure he has driven and eaten, and I am sure that he forced down some wine just to bring you there and, hopefully, pique your interest in future events.

The bad news is that you get to see lots of events solely through Joe's eyes. For me it is fantastic that Joe has paid for and attended all of these events for us, BUT, as an editor, I would like to see more voices in an issue.

With me now residing in Delaware it is tough to pull off the five hour round trip for, say, a Happy Hour. Not that I don't love driving, eating, and drinking, but five hours is a chunk in one day.

So, here I go beating the same old drum. Please let me know if you are willing to attend an event and do a SHORT write-up and include a couple of pictures shot on your cell phone (yes, that is where most of our photos come from, phones). We are not talking Shakespearean prose here. Just your view of the event.

It is EASY! All of our readers would appreciate your efforts.

Garrett Hughes





Top Down!

TO ALL BUT THE NEW READER, YOU KNOW THAT I AN “OLD” GUY set in my ways. Though I try not to harass others with the fact that it's a nice day and you should really have your top down, but I do think convertible owners with the top up (and most of the time their windows up too) on a nice day should be...maybe slapped into reality. Come on, man! You paid extra for those mechanical and canvas bits! Use them!!

So, I have established a set of rules. Think of them as guidelines. They are:

1. Temperature is above 40° Fahrenheit – unless the wife is in the car; then it's about 55°
2. It's not actively raining, unless the car is already in motion and Lisa ...
3. It's not actively snowing, hailing, etc.
4. Sunscreen must be worn on all exposed skin even if wearing a hat
5. You're not sitting in traffic with a scorching sun
6. **Not** putting the top down when it's above 95° and 90% humidity

These have been established through my own trial and error process. Yes, I have gotten sunburnt, wet, and frozen, but that's how I came upon my rules.

Until now!

I was driving out to the market one beautiful sunny summer day (in the mid 80's) when I saw a doppelganger of my car headed in the direction of the beach, which was approximately two miles in the direction of his (not sure it might have been a her but I'll blame it on a guy) travel.

I wish I could have whipped out my phone and snapped proof-verifying evidence, but with the shift lever in one hand, steering wheel in the other, and traveling at approx. 50 mph it was, alas, not possible. But, that person added a new rule of top down/up list: Don't put your top down if you have a surf board tied to it. (YES, several bright orange ratchet ties about the roof!)

I could never have come up with that one on my own!

Garrett Hughes
Top Down!

Letters to the Editor

David Redmond

Hi Garrett,

I just wanted to send a quick note of thanks for including the article on Vanity Plates I submitted in this month's Der Gasser. Upon reading the article though I noticed a couple omissions and a correction that I think are an important part of the article that needed to be conveyed to the readers as part of the story.

First, the 2 photos that are referenced in the article were omitted from the article. One is of the car and the other is of the Vanity Plate itself (see attached). Second, in the third paragraph, second sentence, there is the reference of "... a poster of a red Motorsport 930", the correct copy should have read "... a poster of a red **DP Motorsport** 930", the **DP** was omitted. This is an important detail of the car and the famous poster referenced in the article.

I understand these things happen and truly do appreciate all your efforts and contributions to the Der Gasser. My hope is that maybe the article can be re-published in next month's issue with the noted corrections so that the readers can get the true meaning and understand the spirit of my love of this car (and associated Vanity Plate) I was trying to convey.

Sincerely,

David Redmond

Editor's Response:

My apologies David! I hope that publishing your letter instead of republishing the article will better highlight the mistakes.

Here are the pictures you submitted for all to see:



Again, my apologies!

waltspadt@verizon.net, July 31, 2021

Good Morning Garrett,

I've not met you yet but some day I'd like to do just that. I love your writing style and your topic selections. Your subject below from a 2019 Der Gasser places us at about the same stage in life, "old school." My first sports car was a Morgan back in the '60's. Of course, no A/C and the top was down almost all the time, except when it was snowing or somewhere south of 45. Side curtains off most all the time. In the winter with top up and curtains on, I had to rest my foot (one at a time) on the transmission hump so the toes would get some direct heat from the heater located on the passenger's side. My second sports car is a 2021 Macan...windows always up and either A/C or heat always on. Talk about being spoiled.

Keep on writing.

Best,
Walt Spadt
Riesentöter member since April 2021 (I think)

Editor's Response:

THANKS Walt, I'm flattered! I like to take things in Top Down too a little bit of a humorous slight. Glad to hear there are others like me!

Jeff Walton, July 11, 2021 Subject: Safe and sound in its new home



Editor's Response:

Long story short here. Behind the scenes RTR has a storage locker for such things as trophies, give-aways, traffic cones (a LOT of them), many miscellaneous items that make RTR run like clock-work. This past month the Executive Board (minus a few including the Editor) moved to a larger space. The problem was this file cabinet. The last time it was moved a forklift was involved. It's HEAVY.

Somehow it made to the new space. This reporter will pursue details!



Omelets and Electricity

PORSCHE LEHIGH VALLEY RECENTLY HOSTED AN “OMELETS AND ELECTRICITY” event at [MELT Restaurant, Promenade Shoppes, Center Valley, PA](#), to introduce select clients to Porsche’s first all-electric car, the Porsche Taycan. About eighty were in attendance to test drive the new Taycan, in addition to being treated to a lavish brunch buffet. Hannah Violet Phillips, a local musician, provided live music. After returning from their test drive, clients were given a Swag Bag which contained several Porsche-brand items, including a car towel, coffee mug, and water bottle.

The dealership provided four cars for clients to drive, including three Taycan 4S cars, and one Taycan Turbo. The Taycan 4S has a driving range of 227 miles, has 522 horsepower, and goes 0-60 in 3.8 seconds. The Taycan Turbo has a driving range of 212 miles, 670 horsepower, and goes 0-60 in 3 seconds.

When the clients returned from their test drive, I asked them for their opinions of the new Porsche Taycan . . .

“The Taycan 4S that I drove was a great car,” said Barry Edwards, multi-time graduate of Porsche Sport Driving School’s highest level, Masters RSR, and an SCCA Full Competition racing licensee. “It’s got all the typical features you would expect from a Porsche, and even more outstanding acceleration than you would anticipate. The acceleration will absolutely get your attention! The adjustments from normal to sport to sport plus are seamless. I also like the overall design of the car, in addition to the car’s handling and cornering capabilities. I also noticed that the car is very quiet.”

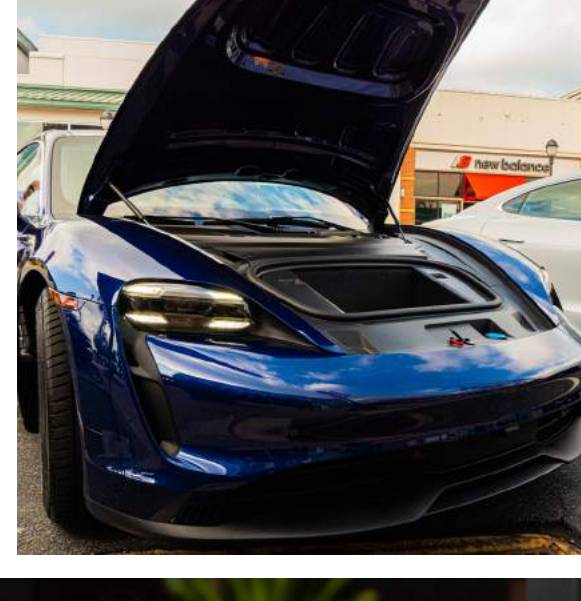
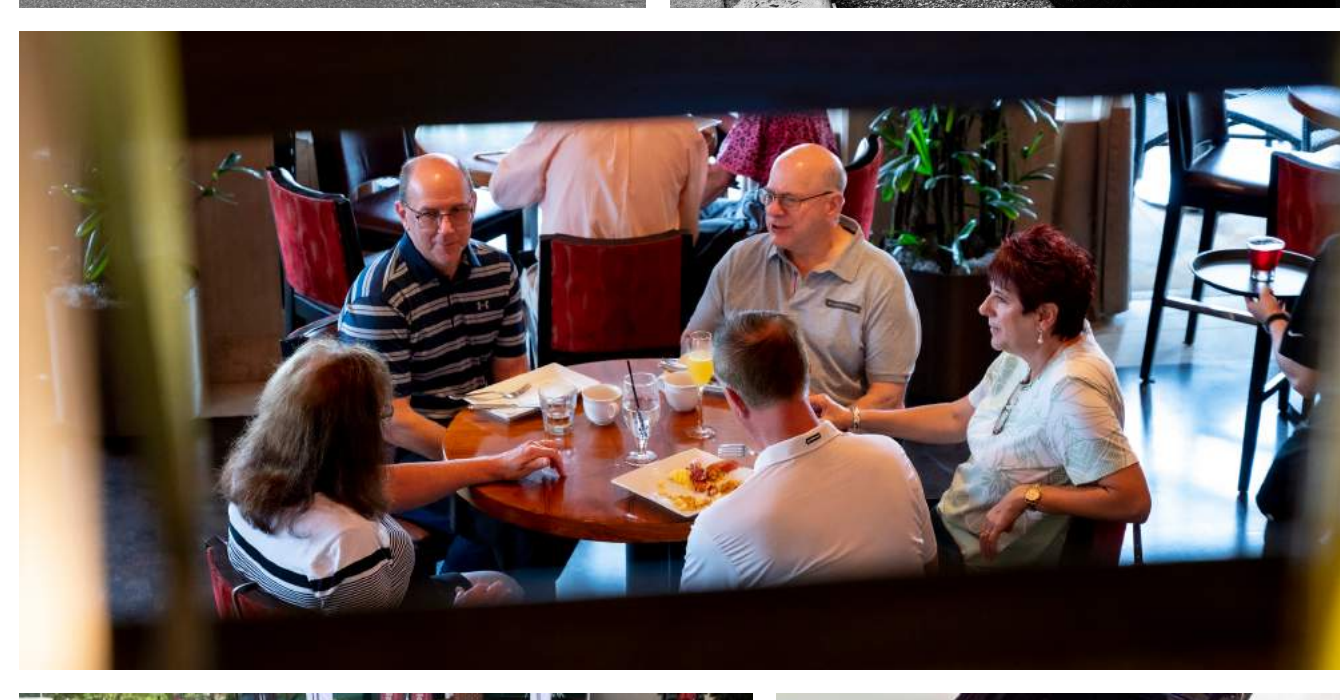
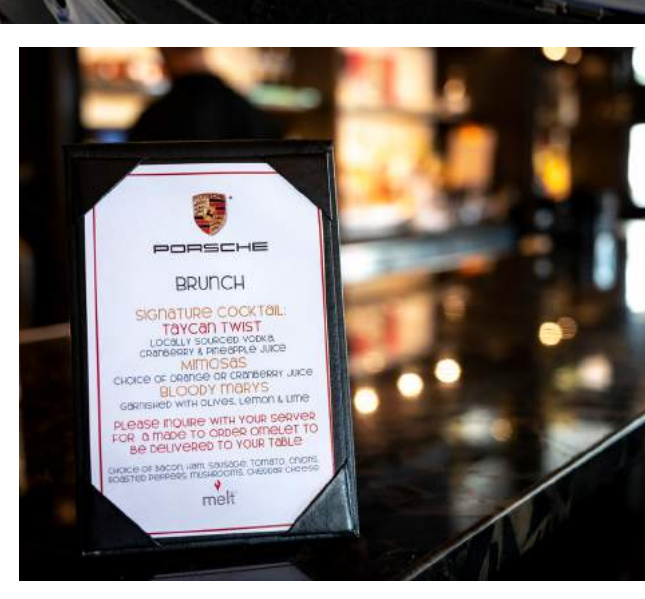
“I loved the Taycan 4S,” said John LaSure. “What a great car! The ride was so smooth and quiet. My girlfriend, Lorraine, and I are looking for a new car that has Porsche quality. We’re specifically looking for something that’s all electric because we are trying to be eco-conscious.” Lorraine agreed. “It was an awesome ride. The Taycan had a very comfortable, nice, smooth ride.”

Andrew Albergo felt the Taycan 4S was a very well-designed car, and had a nice drive to it. “It’s highly responsive, and very comfortable,” said Andrew. “I was especially surprised at how spacious and comfortable the back seat was, given the space needed for the battery.”

“This car was crazy quick,” noted Joe Paranee. “Porsche did a great job on it!”

“The Porsche Lehigh Valley team is always happy to host events like this one here today in Center Valley,” said Andrew Wright, Vice President, Porsche Lehigh Valley. “It really gives us an opportunity to interact with customers in a fun environment where we really get to celebrate the excitement of the Porsche brand. And the all-new, all-electric Porsche Taycan is certainly very exciting!”

Maureen Sangiorgio



All photographs taken by Joshua Schray





August Generous Pour

THEY SAY THAT FRIDAY THE 13TH IS UNLUCKY. However, those of us that were able to register in time for the Generous Pour event at [The Capital Grille in King of Prussia](#) were feeling quite fortunate. On Friday, August 13 about two dozen RTR members met up for another wonderful dining event. Last time we were at The Capital Grille it was for the World of Whiskies Dinner. This time we enjoyed the same great food, but paired with wines instead. And there was no limit on refills. Which is why the Porsche stayed home this night and Deb and I travelled in the back of the finest Honda that Uber could offer.

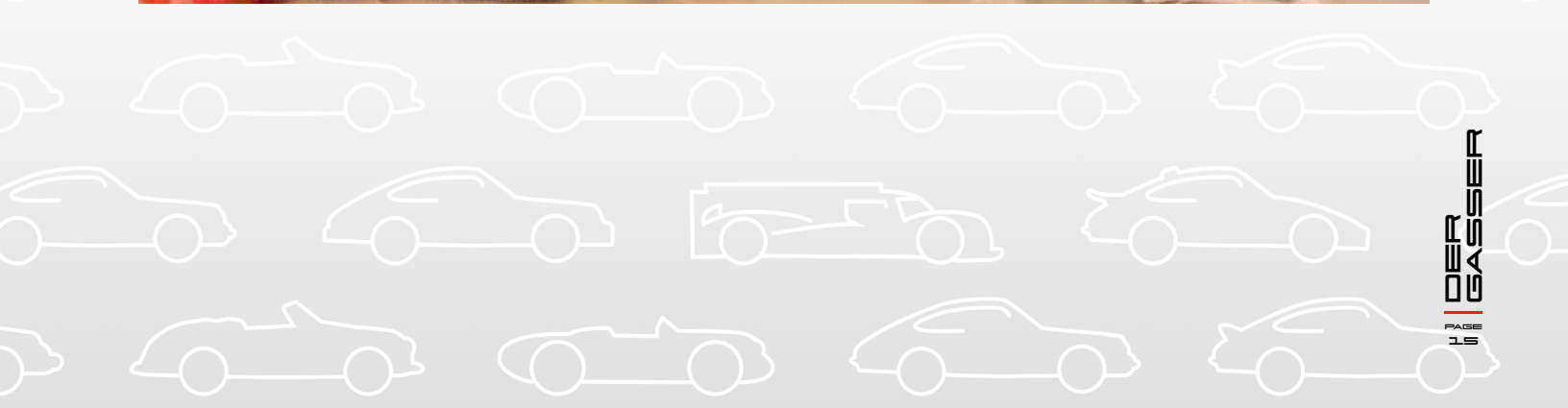
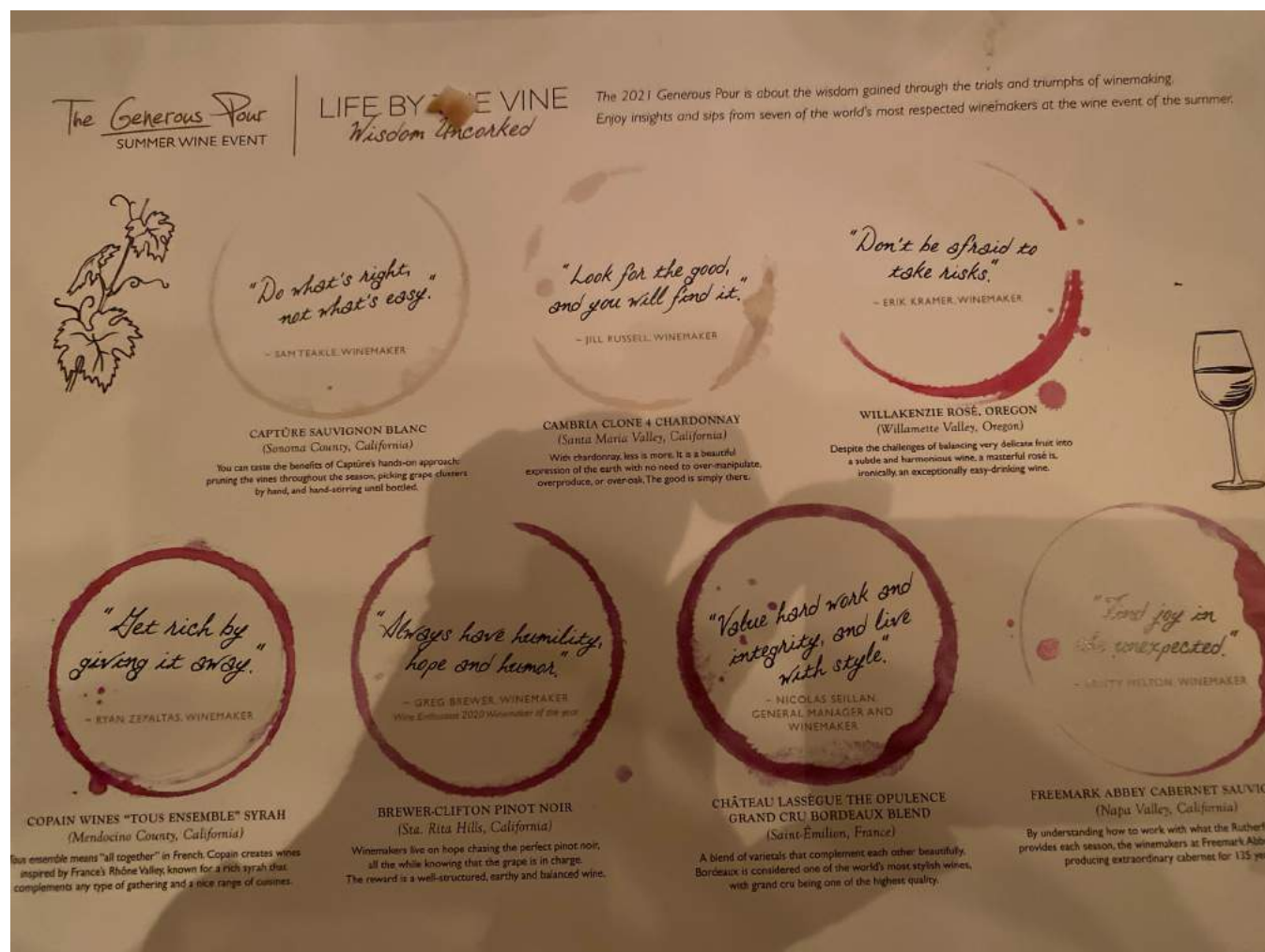
Members began to arrive around 7 PM and mingled around the bar for some pregame festivities before dinner. It is always good to catch up with old friends and to meet new ones during this time before the main event. Always great to hear about what cars folks are driving and what car projects everyone has underway. After about an hour of chatting and meeting new people it was time to be seated in our private dining room for food and wine.

You know it is going to be a good time when you walk up to the table and each place setting already has 3 glasses of wine waiting for you. We got to taste a total of seven wines that night: Freemark Abbey Cabernet Sauvignon. Château Lasségue Bordeaux Blend. Brewer-Clifton Pinot Noir. Copain Wines Syrah. WillaKenzie Estate Rosé. Cambria Wines Chardonnay. Capture Sauvignon Blanc. We were able to indulge as much as we wanted throughout the evening. The table shared several appetizers, and we each got to select what main course and dessert we wanted.

The food was excellent, as always. The company was excellent, as always. This is one of those evenings where you look at your watch and wonder where the last four hours went. This outing is so popular that a second event was added in September to accommodate all the folks on the waitlist for the August dinner. These always fill up quickly, so the next time you see the email blast come out, jump on it right away and register. It is a comfortable and relaxing way to spend time with fellow members and enjoy some good food and drink for a few hours.

Eventually it was time to part ways and say goodbye to our friends as we made our way back home. I got to hear all those lovely Porsche engines fire up in the parking lot as we waited for our Uber driver to arrive and take us home. It was a nice little send off and the perfect way to cap off the evening.

Joe Kucinski



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The RTR Cheese Rally - A Personal Story

AS A YOUNG BOY GROWING UP IN WISCONSIN, AMERICA'S DAIRYLAND, I quickly learned the importance and deliciousness of cheese. Cheese, great cheese, was everywhere. We were even fortunate enough to be able to shop at the Mars Cheese Castle out on the highway, awash in cheese curds. Wisconsin offers the finest Cheddar, Swiss, and Gouda money can buy. And on top of all that my home town is the location for many Italian delicatessens offering Provolone, Fontina, Gran Padano and Parmigiano Reggiano, the King of all cheese.

Imagine my delight and excitement when I saw the notice that RTR was holding a Cheese Rally. The first rally was being held on June 17, 2017. Of course, I signed up.

What car shall I take? The 2011 987.2 Spyder with PDK, or the 1989 manual transmission 951 Coupe? Who will navigate? My wife, my brother, my son-in-law? How about a cooler for all the great cheese we will be purchasing along the way at those wonderful cheese farms?

I chose the 951 for the 2017 rally, and of course my wife as navigator (we get along pretty well, don't we?). No worries about a cooler, RTR has that covered with an insulated bag and freezer pack at the start of the rally.

The excitement builds as we arrive at the meet-up place and we see all the great RTR members and their cars. Whoa, there's a lot of cars, a lot of competitors. Even my daughter and son-in-law have shown up. Competitors? Wait, this is a fun rally, right? Sure, there are prizes for first, second and third, but if we get lost or miss an answer to a question all these folks are here to help. Not really. I mean it's not that you couldn't ask for help, it's that there's a code you follow. The code is you're on your own. And that's fine, it makes things more interesting.

We get our general instructions from Jeff and line the cars up ready to be released into the unknown (to me) backroads of Chester County. Cars are released every 90 seconds and I'm pretty far back in line. The anticipation is palpable, and the car is overheating, the 951 is not happy at idle. Now we are up front receiving our detailed rally sheet and insulated bag with its freezer pack.

Noting there are a lot of questions in need of answers, I say to my wife: do you have a pencil? She responds, no, I don't, don't you? I respond, no. She responds, what do you mean you didn't bring a pencil you knew we would need one to write out answers to questions? I can't believe you didn't bring a pencil!

Off to a great start, we were supplied a pencil by Jeff.

Now that we're on the road and barely speaking I can see we have no chance of winning or maybe even finishing. A few left and right turns later and few answers to questions written down, things calm down. Calm, but for how long? Not that long; it only took a few challenging questions to get back on the path of disarray. It's a green tractor on the sign, what sign?! No, there are eight boulders over there, not seven, the mailbox number is 3456 not 3458....

OK, I say, I'll be quiet, YOU answer all the questions. Wait, I say: what's next, a left turn? She responds: right. I turn right. She responds, no, I meant correct, it's a left turn!

Do you see a pattern developing here?

Now we're lost, and I mean lost. I say wait, there's a Porsche traveling in the opposite direction we are, I think I'll turn around and follow him. Silence. I turn around and start to follow, after approximately 8 minutes of following I see another Porsche going in a different direction than we're going, so at the next opportunity I redirect to chase the new car. My wife says, what are you doing?! The directions have nothing to do with what you are doing! Stop! Of course, there's no convenient place to stop. Finally, a gravel lot at an intersection is available, I pull in and call the rally master. Voicemail. Now what? My wife says we're finished, put Home in on your phone and we're leaving. Oh no, honey, let's try... deep breathing. She eventually says OK, I see the name of a road over there that's on the rally instructions, let's try it. We try it and continue on. Now I have learned my lesson – be quiet. We finally make it to lunch just in time for dessert. We hand in our answers. Too late, sorry, the prizes have been awarded, glad you made it. Crushed. We will return.

Then we did, the RTR Cheese Rally on June 23, 2018; turned out to be a very fine experience. I took the Spyder and my wife was navigator. I applied these lessons learned.

1. Bring a pencil or two
2. Don't follow any Porsches along the cheese route
3. Be quiet
4. Listen
5. Do what you're told
6. Let the navigator answer the questions

We finished P3, on the podium. We received a nice gift of a bottle of wine, a cheese board and a white ribbon trophy. And we arrived before the salad was served.

The Cheese Rally was not held in 2019. Of course, we all know 2020 was a bust, no RTR Cheese Rally. We got vaccinated in 2021 and keenly paid attention to all RTR communications. Yes! There will be an RTR Cheese Rally 3.0.. July 10. Can't wait. We'll bring the Spyder, my wife will navigate, RTR will supply an insulated bag and ice pack for the cheese and. most importantly. I won't forget the pencil, in fact I'll bring two. And I will apply lessons learned.

We had an excellent rally, we finished in time for salad and more. And the cheese gods smiled upon us, we finished P1! The prize was immense, a very large bottle of beautiful Tuscan red. In fact, 5 liters – that's more than the 3.4L displacement of my Spyder. Thank you, RTR. And remember: have fun, enjoy the camaraderie. It's about the people... and the cheese.

G.R. Gallo



July 2021 Membership Meeting - Fabspeed

IT WAS A DARK AND STORMY NIGHT. HOWEVER, DOZENS OF RTR MEMBERS braved the elements to make their way to [Fabspeed](#) on July 21 for our membership meeting. Attendance was a bit lighter than normal due to the intense storms that were blowing through the area. Waze tried desperately to avoid roads that were blocked by downed trees. That resulted in my 20-mile drive, including about 600 turns, as we went from back road to back road looking for open lanes. However, our persistence paid off when we reached Fabspeed. We were greeted by a collection of great cars in the beautiful workshop, and delicious tomato pie from Carlino's Market. And, of course, the best part, our fellow members.

We grabbed tomato pie and made our way around the shop trying to catch up with as many members as we could. The shop floor was open to us, so we were able to get up close to some of the great rides that were in for work. There was also a table setup with several Fabspeed products, such as exhaust systems, that we could inspect. We spent about 45 minutes or so chatting and looking at cars before the meeting was called to order.



Corey led off the meeting by announcing that he was stepping down as VP of the club. Special shout out to Corey for his years of amazing service to RTR and everything he did to make it the amazing club it is today. Corey then stated that the amazingly talented (and humble) Joe Kucinski would be stepping into the VP role. I am honored to be selected, and will do everything I can to ensure the club brings as much value and entertainment to the members as possible.

Next up, Jeff spoke to our signature Phil-a-Trunk event. This year the event will be held on October 31. He also gave us all an early heads up on the 2022 Porsche Parade. Parade will be held June 12 - 18, 2022. Block your calendar now because the event will take place in the Pocono mountains. Expect a strong RTR turnout for that one. Jeff then put on his social chair hat and spoke to a couple upcoming events. Ice cream tour, Capital Grille wine dinners, scenic drive to a winery, and an Oktoberfest celebration are all in the near view.

Dave Nettleton then stepped up to the podium to cover all things autocross. Gentle reminder for all members who have not yet done an RTR autocross. Your first event is on the club. So if you ever thought that you might want to push your Porsche in a controlled environment you can do so for free. Tough to beat a deal like that. Corey followed up the autocross discussion with some HPDE and club racing talk. The RTR HPDE events are expertly run and a great time. If you are looking to ramp up the speed from autocross, then HPDE is your next logical step. And if HPDE does not offer enough thrills you can always progress to the world of club racing. There are 40 club race events held each year on racetracks around the country.

All future racers must start somewhere, and that somewhere is typically getting a driver's license as a teenager. Jeff spoke about the fantastic Street Survival program for teen drivers. The event splits a day of driving exercises with educational chalk talk sessions with teen drivers. It is a great opportunity for young drivers to get a feel for driving dynamics in a very safe environment. The best part is you can get involved. We are always looking for volunteers and coaches to help support the program. Speaking of supporting the program, Jeff reminded everyone of the Riesentöter Foundation. That is our charitable organization that exists to help promote safe driving for teens. You can support our foundation from the comfort of your own couch. Go to smile.amazon.com and select the Riesentöter Foundation as your charity. Then when you shop Amazon do it thru the smile.amazon URL. Amazon will donate a portion of your purchase to our charity to help fund future teen driving events.

I spoke next on behalf of Der Gasser. I enjoy writing articles for our club newsletter, but what makes this publication truly great are the contributions from our members. If you have a Porsche or enthusiast car-related story that you would like to share, please send it in to us. We can be reached at editorteam@rtr-pca.org.

Next up we had special guest Steve Saffier, from Car Smart Media. Steve gave us an update on a very exciting project happening in our area. Bob and Al Holbert are Porsche racing icons, and their racing shop is about to get a historical marker in Warrington. There will be a dedication day for this long overdue tribute. The day has not yet been announced but is likely to be sometime in October.

Our final speaker was Joe Fabiani, owner of Fabspeed Motorsport. Joe gave us an overview of the products and services his company offers. If you are looking to increase the performance of your Porsche they offer everything from headers to exhausts to tunes and more.

Our next membership meeting will be Tier One Motoring on August 11 in West Chester. We hope to see you all there.

Joe Kucinski





OUR AUGUST MEMBERSHIP MEETING WAS HELD ON AUGUST 11. And just like the July meeting, the skies were dark with storm clouds. However, that did not stop dozens of members from joining us and our friends at [Tier One Motoring](#), in their new digs in West Chester. If you are not familiar with Tier One, they specialize in radar detectors, high-end audio, remote starters, driver safety upgrades, and more. Their new facility is about 50 percent larger than their previous place in Oaks, and this was our first chance to check it out.

As usual, members began to arrive around 6:30 PM. Members gathered in the shop and enjoyed some pizza and chips, as we all took a closer look at some of the impressive electronic hardware that is offered here. As each member entered the shop they were given a ticket stub for the raffle that would be held later that night. Porsches, pizzas, and prizes, what more could you ask for?

At about 7 PM Jeff called the meeting to order. Jason and Ron had a nice setup for us to speak from. A couple of covered tables with some free giveaway items, and a microphone was set up in front of us. And a Tier One Motoring backdrop banner behind us. I felt like I was at a press conference talking about the latest Eagles loss. Only this was much more enjoyable. Jeff started things off by discussing all of the cool events we have coming up right around the corner. Such as the ice cream happy hour at Milky Way Farm. just in case you missed out on your chance for some ice cream at Turkey Hill. We have regular happy hours coming up as well. There are a couple of Capital Grille Generous Pour dinners, Oktoberfest, Radnor Hunt, The Boardwalk reunion, the list goes on and on. We are also looking at trying to squeeze in a holiday party this year, Covid permitting.

Next up we had Chris head up to the front of the class and give everyone an overview of autocross and the upcoming schedule. Don't forget, if you never ran autocross with RTR before, the club will pay for your first event. Tough to beat that deal. Staying with the driving theme, John Gaydos gave us an overview of the wonderful Street Survival program. We all see terrible drivers out on the road every day. This program tries to nip that in the bud by teaching teen drivers how to be safer behind the wheel. Our next event is coming up on September 12. If you have a young driver in the house, I highly encourage taking them to this course. Even if you don't have a young driver, you can get involved yourself as a coach or volunteer. This discussion led into our coverage of HPDE and Club Racing. There is no shortage of ways to enjoy your Porsche with RTR.

I then spoke on behalf of Der Gasser, and gave my usual speech about craving content from our members. I know I repeat the same message every time, but this newsletter is all about our members. If you have a story to share don't be shy. Please reach out to us at editorteam@rtr-pca.org to send us your story.

Jeff called on new members to introduce themselves. We only had one new member with us this night. At our July meeting we didn't have any new members in attendance. Where are all our newbies at? If you have recently joined the club, please come join us at our next member meeting. It is a great way to meet your fellow Porsche fanatics and learn about all the great things that the club offers.

We then turned the show over to Jason and Ron from Tier One Motoring. They gave a fascinating presentation on everything from car audio to radar detectors and laser jammers to dashcams. If you grew up in the 1980's like I did, and haven't paid much attention to the car audio scene you might be amazed at what is available. The world has moved far beyond cassette adapters and detachable Alpine stereos. I will never be able to do justice to all the technical info that Jason and Ron shared with us. Another reason why you should join our meetings! But suffice to say that if you are curious about adding any sort of technology to your car, give these guys a call. On top of giving us all a great education, they also gave us some free stuff! They raffled off a couple of sets of Weather Tech floor mats, as well as a very nice hard cooler.

With that, the meeting was adjourned, and we made our way back home through the remnants of the thunderstorms that rolled through the area. Next up we plan to be at Porsche of Conshohocken for our September meeting. I hope to see many of you there.

Joe Kucinski





Porsche Parade

YOU'RE CRAZY! THAT'S ALL WE HEARD WHEN WE TOLD OUR FRIENDS AND FAMILY that we were planning on attending the 2021 Porsche Parade in French Lick, Indiana this summer with our 2 year old and 5 year old children.



But we kept true to our word and to our plan, and we did just that. We packed up our 2021 Porsche Cayenne (complete with Porsche roof box) and rolled out of Downingtown, PA early in the morning. We were headed west, armed with snacks, games, and hopes of seeing lots of cool cars upon arrival. We made two stops along the way (Pittsburgh and Louisville), and stayed the night at each. Breaking up the trip was needed, and actually quite fun.

Finally we arrived in French Lick on Thursday of Parade week. While we missed a lot of the big events held earlier that week, we were delighted to see a parking lot jam packed with Porsches from all over the country. All models. All ages. What a way to be greeted at check in.

Once settled in we embarked on a 48 hour blast through the [French Lick Resort](#). It was awesome. Porsche cars buzzing around all hours of the day. Porsche people in all corners of the resort. Our kids were participants in the Parade Kids events, and it was a neat enhancement of an already fun time. Prizes and games and model cars and memorabilia galore made it into our Cayenne during the few days we spent there.

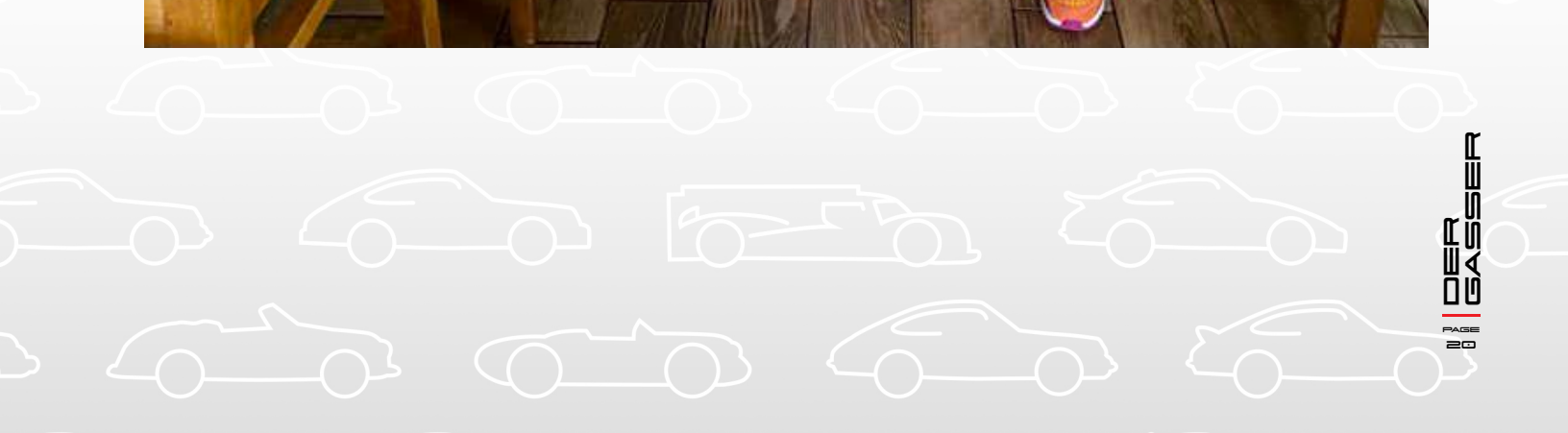
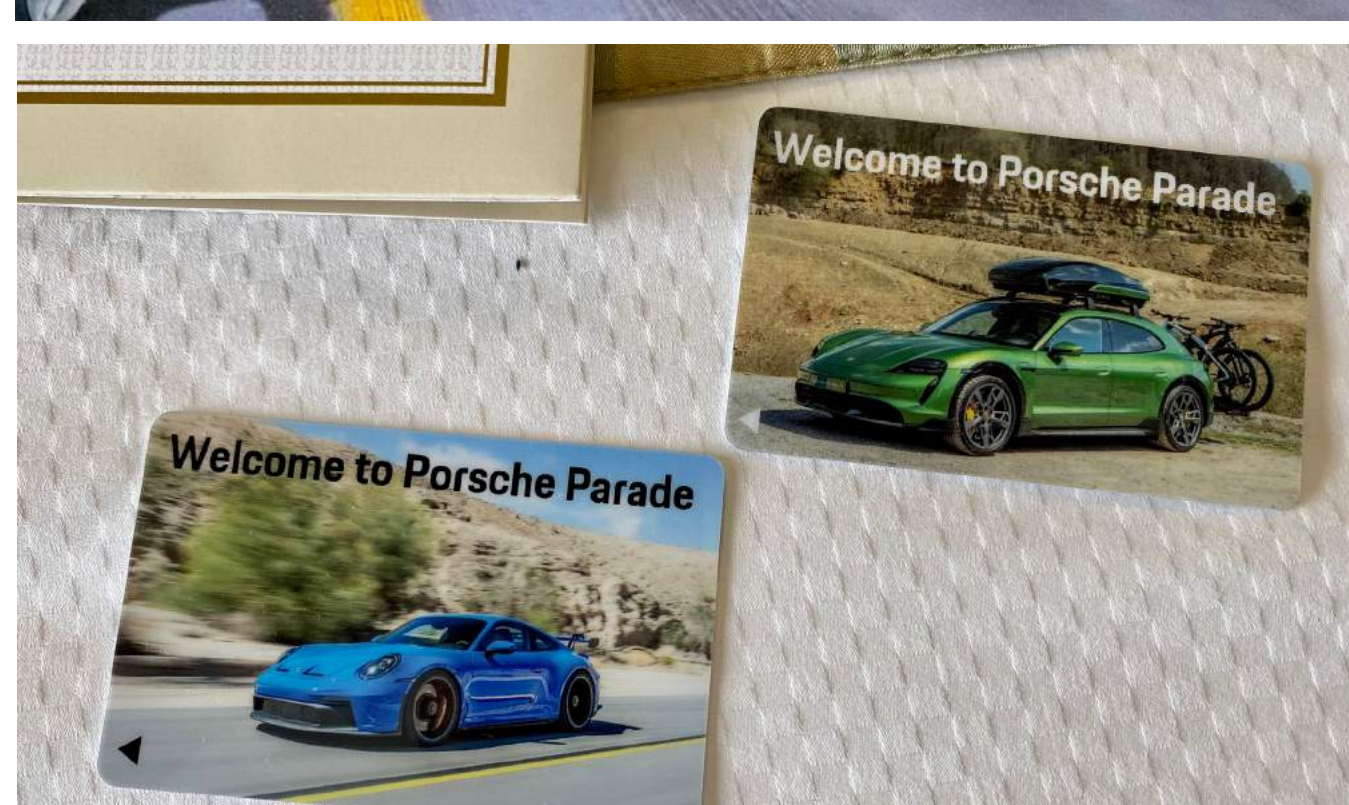
Finally it was time to pack up and head back. We said our goodbyes to the pool and arcade area (favorite of the kids) and headed back east. 1,500 miles - 6 states - and 42 bags of goldfish later we arrived back in our driveway safe & sound. To no surprise our car did fantastic with zero issues.

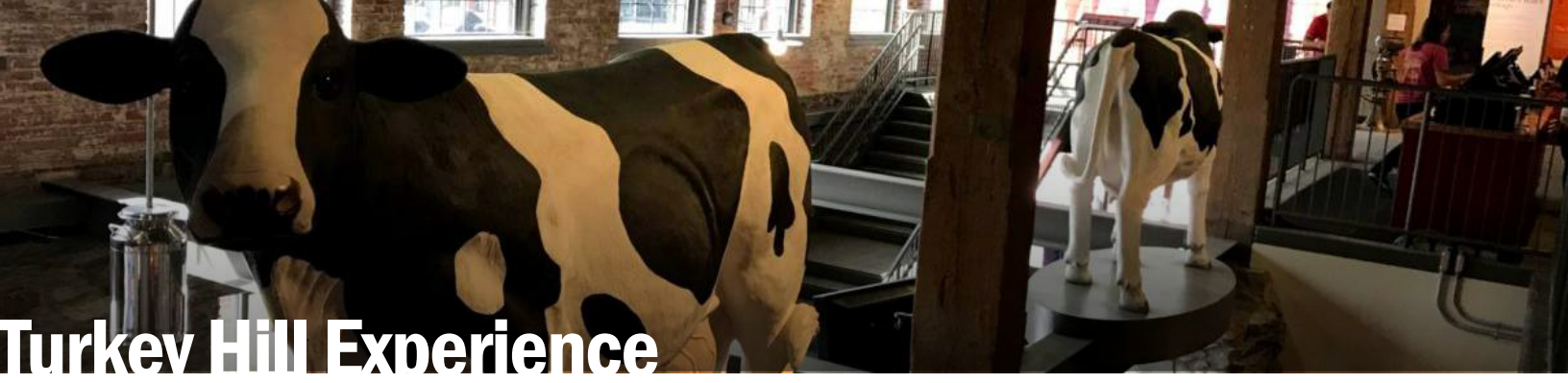
Over the next day or two we slowly unraveled the photos and souvenirs we had gathered. Now each child's room is adorned with their room key - Porsche badge - and many other neat keepsakes from their first parade. Last item we checked off our list was an easy one.....sign up for the 2022 Porsche Parade in Pennsylvania.



Thank you,

Jon, Maria, Camila, and JJ Wright





Turkey Hill Experience

I HAVE TO ADMIT, I FELT A BIT SILLY SETTING MY ALARM FOR 6:30 AM on a Saturday morning so I could drive for ice cream. I mean who gets up at that hour for ICE CREAM?!? This guy, that's who. On the last day of July, we had about 3 dozen Porsches meet up at the Penn State Malvern campus. We were scheduled to meet at 8 AM. I got there at 8:03 AM and there were already about 20 cars in the parking lot. I guess I am not the only one who likes ice cream. More cars began to roll in as members socialized around the parking lot. Waivers were signed, conversations were had, and cars were ogled. It was the usual scene before setting off for a club drive.



Jeff eventually gathered us around and announced the plan for the drive. It was time to head to Columbia, PA for the [Turkey Hill Experience](#). The drive was a little over an hour of mostly highway. Even though there was a bit more traffic than I expected on a Saturday morning heading to Lancaster, the drive was pleasant. It is always fun pulling into a small town as part of a 30 Porsche convoy and watching the locals' reactions. Our group quickly took over the parking lot and gathered in front of the entrance to get our tickets and instructions for how the day would go.

The building where we would be spending the day is not where the ice cream is actually made. The Turkey Hill dairy farm is about 6 miles down the road from the Turkey Hill Experience where we would be. No matter, as there was no shortage of ice cream to eat here. As soon as you enter the building you are in the middle of a sizable gift shop. Of course. Right away my girlfriend picked out about five plush cows, three shirts, and a couple hats that she had to have. Oh, and shot glasses over here, and did you see those Christmas ornaments? Sometimes it is to my detriment knowing how much stuff the Cayman can actually carry.

After extracting ourselves from the gift shop we made our way upstairs. The first stop on the second level was a display that gave an overview of the local and Turkey Hill history. Beyond that the real Turkey Hill Experience began. Through this gateway you are greeted with an overwhelming number of ice cream and iced tea experiences. There is the ice cream theater, where you can watch a movie on how ice cream is made. There are stations where you can create your very own virtual ice cream flavor, and custom packaging to go with it. Then there is an area where you can make your own commercial to advertise your ice cream creation. So much to do up here, and I didn't even get to the best part yet.



Ice cream samples. As much ice cream as you can stomach. No limit. Remember the old midnight buffet that used to be offered on cruise ships? That level of gluttony can be replicated right here at Turkey Hill. Get a sample, sit down, eat it, get another sample, repeat. There were about six or eight different flavors that you can choose from. Try them all or have your favorite as much as you want. This is a judgement free zone. After enjoying the samples for a while, we all made our way back downstairs to classroom B. Classroom B is in reality a "Taste Lab," where we would be creating our very own pint of ice cream.

We entered the taste lab and washed our hands and took our seats. All around the room were dozens of different ice cream toppings, or inclusions as Turkey Hill calls them. This is my kind of room. Our taste lab instructor gave us instructions for how we would create our ice cream in three easy steps. We started with a pint of plain vanilla ice cream. Step one was to add base flavorings. Lemon, cherry, coconut, etc. I selected maple for mine. Next up was going to the inclusion wall. These are all the lovely crunchy bits that we could add to our ice cream. I added Reese's pieces bits, graham cracker crumbs, and toffee bits. Final step was to add a topping flavor. I went with a butterscotch topping. I am getting hungry just writing this. We capped our ice cream, wrote our names on the lid, and they were put in the freezer for us while we ate lunch.

In a room right next to the taste lab was a buffet lunch that was set up for us. Pork and sauerkraut, mashed potatoes, chicken pot pie, and the always interesting ham balls were among the items offered. I liked the ham balls, others didn't, and some loved them so much they took extras home in spare ice cream containers. I am looking at you, Mark Scheibeler. There was something for everyone to enjoy for lunch, assuming there was still room after all the ice cream. Speaking of ice cream, after lunch the ice cream we made in the taste lab was brought out for us to enjoy for dessert.

Once we had our ice cream that concluded the RTR portion of the day. Some folks hung out for a while, and others did more damage at the gift shop. Others left Turkey Hill but hit some of the fine antique stores nearby before heading home. It was another great RTR event. Sure, I gained 5 pounds, but it was all worth it.

Joe Kucinski





Porsche Pundit: While You're In There...

BACK IN THE EARLY AUGHTS, I OWNED A 1976 930 TURBO CARRERA. I TRULY LOVED IT.

However, over a period of time, it began to scare the hell out of me every time I drove it. I noticed a slapping noise coming from the engine bay when I let off the gas, especially when up-or-down shifting. After some research, it appeared to be a failing oil pressure spring in the fuel injection system which caused the piston that bled off the internal oil pressure to slap or bottom out. A fix was needed. The housing for the spring was on the back of the engine (or front) – depending on your orientation. But from my vantage point, it was on the back. I don't have huge hands but no matter how I tried to squeeze my hand into the tiny opening, I couldn't get access to it. I tried to custom bend tools to access the bolts holding the assembly together. No dice.

So, with the help of a friend, we figured out how to take the engine and transmission out of the car. We chocked the front wheels and jacked the back up using the biggest jack stands I could find. The car looked pretty funny: its nose low to the ground and the rear tilted up at an extreme angle. Slowly, the engine emerged from the bottom of the 930, a fraction of an inch at a time. We managed to clear the bumper with a half inch to spare. Lowered onto an engine stand made from a furniture dolly, we could finally work on it. Side note: we got so good at removing the engine, the half shafts, clutch cable, fuel and oil lines, and unplugging the engine harness, we could take the motor out (or put it back in) in ninety minutes. It usually cost me a six pack of good (pre micro-brewery) imported beer. Cheap? You bet.

Oh yeah – that oil-pressure spring. It was easy, took me only a few minutes to change it. But then I got to thinking. What else could I do? You know, while you're in there. I adjusted the valves, replaced the clutch and flywheel, repacked the half-shafts, took out the nasty old sound insulation from the engine bay and replaced with new. It seems like every time I did one thing, dozens of others popped up. It was like playing whack-a-mole.

I had told my wife all I was going to do was replace that spring. Five thousand dollars later, I had refreshed or refurbished many of the engine-bay components. Then there was the AC system. The drier unit needed replacing. But after inspecting the AC hoses, I realized they were shot. So, in another episode of – while you're in there – I replaced the AC hoses. First, I priced them. Back then Porsche still sold the fabric-wrapped replacement sets (they're no longer available). But I could buy them then if I didn't mind spending almost three grand. As that was a budget buster, I took the hoses to an aeronautical firm that custom built hoses. Price? Three hundred bucks. And, an exact match. Problem was they were hard to install. Turns out the fabric-wrapped hoses bend easily. The rubber ones I bought, not so much. So, I spent an entire weekend kneeling in the front of the 930, the hood carefully propped open, bending hoses. My knees felt like they were on fire, they hurt so bad. But hey, while you're in there.

The point? How many times have you started an automotive project and realized that if you just do a little bit more, you can take care of a future project, you know - save time, save money. Because, while you're in there. Recently I spent over five hours refurbishing the wheel barrels on my 981 S. I decided to remove the leftover rubber residue from having the old wheel weights removed at a tire shop. I came back upstairs several hours later, knuckles busted up, bleeding a bit and my wife looked at me and said, "I thought you were only going to wash the wheels. Oh wait – it's another case of while you're in there. Right?"

Yep, busted again. Guilty as charged.

Robert Turner

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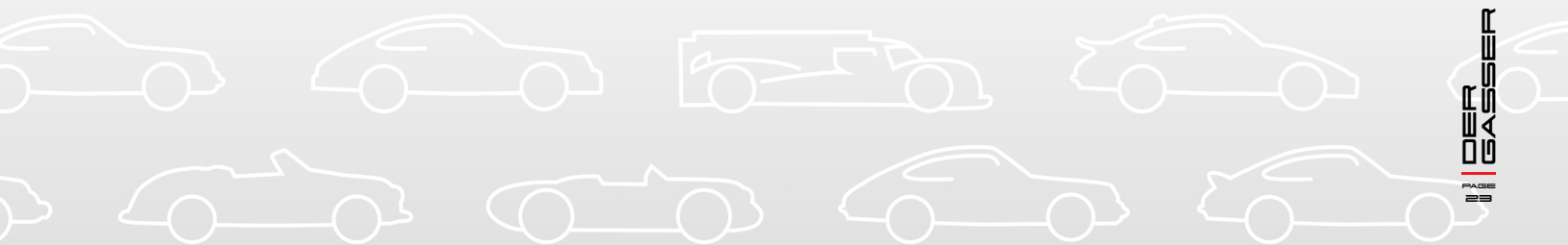
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Sidetrack: Finding My Way

I'VE SPENT WAY TOO MUCH OF MY LIFE FINDING MY WAY AROUND – most often on my own. I did pretty well when I started out. Even in grade school I had a pretty decent sense of direction. It's not like I'd never been lost. The few times I had was in a new or strange environment, but I at least knew what course to set and the landmarks that would guide me back to familiar ground.

I was a Boy Scout – I learned to read maps and use a compass. And not just for roads and towns, but trails, elevation and topography. So well that before I even learned to drive my family and friends would ask me for directions or the best route to a given destination. I enjoyed the challenge and became even more proficient.

One of my first jobs out of high school was in the service industry, and involved bouncing around three counties during the course of a given day. At first I used the old-school folding maps of the surrounding area, but that can become a little unwieldy in a truck with another operator. I advanced to a Rand McNally Road Atlas – less cumbersome, but problematic when jumping from page to page on a particularly long distance.

After college I didn't need to get around that much, as my new occupation was in a single locale. I had graduated from a tent to hotels, so finding my way was often left to others who already knew where they were going. Still, I was able to capture the lay of the land, and would have been able to find my way back to the general area if I ever had to.

When travel became complicated and more pressing (weekend errands come to mind), I started using this fantastic online tool called MapQuest. For those of you under the age of 30, MapQuest was Google Maps before Google was Google and struck Internet gold. I could punch in the locations of a store, bank, post office or gas station and determine the best and most efficient course to take.

GPS (Global Positioning System) was in its infancy then – at least to the everyday consumer. But when the TomTom portable GPS became available, I was there with cash in hand and shelled out a ridiculous sum for another annoying voice to tell me when to turn and even warn me of imminent traffic conditions. This actually worked well because I could carry it with me from one car to another.

But a millisecond after I purchased the TomTom, suddenly Google Maps appeared, followed a few years later by the imaginative and equally maddening Apple Maps for their smartphones. Even TomTom had an application for the iPhone, and Android was right behind. My phone comes with me everywhere, so why would I carry around another plastic doorstop that does the same thing as the smartphone I already have on me?

Probably the next most innovative mapping tool for me was CarPlay. CarPlay is a service conceived by Apple to allow users to subscribe to select services in their phone that present on the car display. Though it includes music, the most important App for me is Apple Maps and Waze. Unlike Apple and Google maps, Waze also allows route details of real-time traffic as provided dynamically by other Waze subscribers.

Back at the ranch, car manufacturers were simultaneously advancing their products with ridiculously good GPS systems, using loads of new and useful features. For the last few years I have been able to use both Porsche and BMW GPS systems exclusively in my cars. And if there was ever a feature that was not conveniently baked into their design, I could always revert back to CarPlay – available on nearly all newly built vehicles.

But here's the problem with technology. I've now lost the ability to do things myself, by relying so heavily on them. The only phone number I've memorized, for instance, is my own. I can no longer solve math problems in my head. And now instead of a paper-based map, I get directions from an inanimate object in my pocket. For that reason I have been known to refer to my smartphone as a "dumb-phone."

Modern gadgets are great, but the downside is that I've misplaced my innate sense of direction by relying exclusively on technology. I'm no longer aware of my surroundings, and ignore landmarks as they pass by. My senses are dulled by other distractions – such as watching the GPS display for the approaching turn. I'm no longer looking for points of interest – I'm gauging the number of feet from me to the next turn.

Without GPS I'm effectively blindfolded. And I know this to be true because I recently chartered an economy car that was equipped with no directional assistance of any kind. And I looked out embarrassingly through a panoramic view without a clue of what I was searching for. We've come a long way from the paper folded map, but sometimes I wonder whether that's a good thing.

David Newton



Shifts and Giggles

TO THIS DAY I STILL DO IT. I DID IT AS A KID. I DID IT AS A TEEN. I DO IT AS AN ADULT. And I think it's better in a car; my own car, as I later realized, is even better.

In the immortal words of Lynyrd Skynyrd - "Turn it up."

And that's what I do - "Turn it up," turn it loud, because that sound from nostalgia land is calling, and it's on the radio - it just sounds better loud.

Forget the fact that the sweet sound of a flat six is echoing in the back; it will be there when the music stops, for now I'm jamming. If my amplifier went to 11 it would be turned to 11. While the song plays, let the reminiscing begin...my first car I paid for, Ford EXP, the second thing after buying the car... oh yeah Clarion sound system, cassette baby, tied to 6 Polk speakers, I felt like the king. It played nothing but classic rock, Zeppelin, The Who, The Stones, The Doors, Stevie Ray, Eric Clapton, Cream, with the occasional 80's MTV bits like The Cars, Billy Idol, The Pretenders, Dire Straits, and then the late night drives with Floyd playing tricks with your head as sound was coming from everywhere - whoa man.

Turning it up in your parents' car did not bode well, hence why I said your own car is way better - you are in control.

More reminiscing - I was the first kid in school to have a CD player in the car, forget tapes, where you had to fast forward or flip sides or reverse to get to your favorite track, any song was at your fingertips. Nowadays you can think of a song and yell hey Siri, hey Google, hey Computer, hey Jarvis, play Billy Squire or Top ten songs from AC/DC or that song that goes like "Turn up the radio"... playing Autograph by Kiss... yes that's the ticket.

Sure you can't do this to anything on the radio...I mean who jams to KYW's traffic report besides that 90 year old who shouldn't be behind the wheel in the first place? It has to be that spark, something in the back of the mind gets triggered, you reach for the volume and play air drums to your heart's content while everyone around you thinks you are having a seizure.

Turning it up on occasion is a good thing, a good feeling, it washes off the day's events, it brings you back in time, it just makes you smile. So do me a favor, once in a while switch gears, turn off your talk radio, turn off the news, and get something to jam to while you're in a traffic jam, and "Turn it up" you'll be better for it.

Turn up the radio
I need the music, gimme some more
Turn up the radio
I want to feel it got to gimme some more

Jeff Walton

CLASSIFIEDS

Set of BBS wheels previously used on 997 and 991 Carrera

Asking \$350

Good Condition.
8Jx19H2ET57 and 11Jx19H2ET67

Contact Randy at craig4@ptd.net



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

CLASSIFIEDS

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

Contact Randy at craig4@ptd.net



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

Immaculate-unbelievable

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

Garage kept. Mileage-13,400

No dings, no scratches, never hit, never painted

- Options:

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

- Exclusive Options:

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

Paul Mudrick

Bala Cynwyd, PA

mudrickp@verizon.net

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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



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

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



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

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

