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COVER

Photo credit: Joe Kucinski

2020 RTR Calendar

Social Events

August	14-16	RTR Roadtrip
August	29	Street Survival

AX/DE Events

July	17-19	DE @ Watkins Glen
July	19	AX @ Pocono
August	7	Close Date - Palmer
August	8	Tech Inspection - Palmer
August	26	DE - Palmer - New



**Opportunity to Purchase:
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www.foundation.rtr-pca.org

MEMBERSHIP MILESTONES

YEARS	July	August
50	Holland, Bob (1970)	
35	Miller, Bill (1985) Pompilii, Henry (1985)	
30	Atkinson, David (1990) Haden, Dan (1990)	Antonucci, Donna (1990) Bleiman, Jeffry (1990) Innaurato, John (1990) Lewis, Charles (1990)
25	Ballantine, Robert (1995) Brick, John (1995) Kissner, Raymond (1995) Maslow, Steven (1995) Miller, William (1995)	Matthews, William (1995) McHenry, Jim (1995) Searfoss, Ron (1995)
20	Johnson, Chandler (2000) Morgenthaler, Pete (2000)	De Bonis, Bruce (2000) Gailey, John (2000) Genovese, John (2000) Moyer, Willis (2000) Naidoo, Trevor (2000) Rambaldi, Joseph (2000) Reynolds, Mark (2000) Stein, Paul (2000) Williston, Charles (2000)
15	Sverchek, Mark (2005)	Liaw, William (2005) Schiafone, Vito (2005)
10	Aljian, Richard (2010) Duvall, Scott (2010) Stevenson, Bob (2010)	Jones, Roger (2010) Kafantaris, Chris (2010) Konarske, Jerry (2010) Lawrence, Gerald (2010) Staub, Woody (2010)
5	Gillin, James (2015) Goodrich, Dave (2015) Kesselman, (2015) Lennard, David (2015) Millham Jr, Rick (2015) Springer, Leo (2015)	Adler, Philip (2015) Banta, Eric (2015) Kimmel, Richard (2015) Peta, Christian (2015) Roth, Alan (2015) Scargle, Thomas (2015) Walker, James (2015)



NEW RTR MEMBERS



Jim Dziedzic	2016 911 Cayman GTS
Vincent Rovito	1976 911
Michael Rovito	
Jeffrey Hertz	2017 718 Cayman S Guards Red CP
Robert Watson	2000 Boxster Arctic Silver Convertible
Bernie Weinberg	2020 Panamera 4
Alex Weinberg	
Timothy Leithead	2007 911 Carrera Silver 997.1 Cab
Larry Butkovich	2014 Panamera Rhodium Silver Metallic Sedan
George Spyropoulos	2001 911 Carrera Cabriolet
D. Reid Gill	1986 944 Red
Richard Lynen	2004 911 Carrera Arctic Silver Convertible
David Fertell	2005 911 Carrera Black
Brian Jordan	1996 911 Carrera Polar Silver Coupe
Nancy Stempin	2006 Boxster Black
Florence Shelbourne	1963 356 White Coupe
James Wang	2020 911 Carrera 4S
Andrew Grier	2018 Macan Black SUV
Josh Clapper	2017 911 Carrera Silver CP
Kris Jones	2007 Cayman S Dark Teal Coupe



Vom Präsidenten

SLOWLY, THINGS ARE TRYING TO GET BACK TO A SENSE OF NORMALCY, but you have to ask yourself: are we ever going to see people's faces again in a grocery store or are we destined to sign waivers electronically? Will we ever eat at a buffet again, or will the elbow smash become the new fist pump? And where did 6 feet come from, did someone measure the jumping distance of the coronavirus? Was there like this Olympic event callout to the fittest viruses that basically said come on down and try your luck at the long jump, or was it just taken from burying people 6 feet under and calling it a day? These questions and others like them will unfold in time and become a part of history, but you really can't be too sure of history any more either. They say it's the winners that rewrite history, well in today's society it seems to be the politically correct. This new PC crowd is tearing down anything that offends them, from statues, to breakfast condiments, to our currency and anthems - it was a sad day for me to learn I will never hear Kate Smith sing "God Bless America" at a Flyers game ever again.

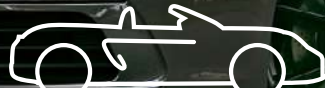
They/we need to realize we need history in order to learn from history, no matter how brutal the past has been - we are certainly doomed to repeat it if we never know what it was in the first place. Our beloved car could be next on the chopping block, after all, Ferdinand was a member of the Nazi party, and he received the SS-Ehrenring from Himmler, and the War Merit Cross. So, how do you justify driving a car whose foundation was built by a Nazi? That's a tough one too, is it not? Some people can see it as just a car, while others could see it as a symbol for hate. Just a few years ago, in 2013, in his hometown, Vratislavice nad Nisou in the Czech Republic, there were protests basically saying the town was commemorating its native son and Nazism, so they changed the local exhibit to feature not only his cars but also all his important work for the Nazi war cause - so it's left for you to decide on who exactly was Ferdinand Porsche. Then you have to look past the past and learn from that past and realize the people working at Porsche today are not the same people as their parents or grandparents. Porsche today does not make tanks or use forced laborers or have the Nazi flag displayed within production facilities. They have moved on, they have learned from past mistakes, and now focus on just creating the best sports cars the world has ever seen. I see it as a symbol of precision and innovation, a leap towards tomorrow. I'm hoping most people can see the company for what it is today - or at least maybe just its taillights.

Pedal Down, finally....

Jeffrey Walton
President RIESENTÖTER



Editor's Note



YOU MAY HAVE NOTICED that there has not been a plethora of articles about club activities...not any, for that matter. Unless you have been living under a rock for the last four months you know the reason.

Well, we are not “back to normal”...nor will we ever be, but at least things are starting to happen in an all new normal, Social Distancing. Yeah, we have heard the pitches. Masks, Six feet apart. Now we just need everyone to do those things so that we can continue to come out from our isolations.

The good news is that we actually had an event to cover, and you will find it in this issue, Whew! Let's hope we have many more to cover, but in the meantime our staff of volunteers, contributors and a few random members have been offering you content to fill the Porsche void. We hope it has been a nice distraction.

Please continue to submit contributions! We have yet to reject an article in my tenure as editor, nor do I plan to start doing that anytime soon.

Sure, you can contact me via [email](#) to bounce an idea off me, but it's TOTALLY unnecessary. If a reader is not interested, they can simply scroll past the article.

Read, contribute, ENJOY!

Garrett Hughes
Der Gasser Editor-in-chief





Letters to the Editor

Gary Gallo Wed, May 20
7:34PM

to Editor

thank you for the You Tube meeting, you and your team do an excellent job. Also thanks to Garrett editor of Der Gasser, I always look forward to reading it. Porsche Club and Porsche rules!

Editor's Response: *Thanks Gary. The RTR Executive Board conducted extensive discussions about opening back up. Of course, we were/are limited by Pennsylvania restrictions, but we hoped that opening the doors virtually was a good step in that direction.*

Also, we are always happy to hear from another happy Der Gasser reader!



Top Down!



WELL, WE CERTAINLY HAVE HAD A BEAUTIFUL SPRING with perfect weather for driving around with your top down, but then we have had this “minor” (ahem) inconvenience....COVID-19. SO this issue I won't be railing against people paying extra for a convertible that they NEVER convert.

No, this issue I am going to be complaining about people that ignore the mask usage associated with social distancing. Maybe it's because I am a member in the portion of the population that is in the highest risk category.

I am just amazed that people are walking around with their nose not covered. Yes, I understand that covering your nose and wearing glasses poses the possibility that your glasses will steam up, but COME ON MAN don't they realize that they are put everyone, including themselves at a MUCH greater risk!?! Also, most of the noses so exposed are not on faces that have glasses. Or the “numbnuts” that think they don't have to wear a mask at all. (Lisa and I went out to dinner for the first time since the start of this COVID mess only to be greeted by the hostess that worn her mask under her chin!)

It's this easy folks from an old, diehard fart TOP DOWN and MASKS UP!!

Garrett Hughes
Top Down!





Let Your Macan Cleanse Your Spirit.

FIRST THERE WAS THE POLITICAL POLARIZATION OF OUR FAMILY AND FRIENDS caused by the 2016 election. Then there was COVID – 19, with its stay-at-home orders (only 15 days to flatten the curve), threats of food shortages, panic buying, and deaths. Then last week there were urban protests with unwanted destructive rioting and looting. All of this social discontent fanned by the mass media and social media. Even the deer seemed particularly destructive to our landscaping this year. Why should they not follow the trend?

As a City and Regional planner (retired, thank goodness) I began to think that America's cities were deeply wounded. Would the downtown office boom die as a result of successful work-at-home adaptations? Would the urban housing market be stunned by the fear of infections and the suburban happiness discovered by plague fleers? Would retail rebuild and repair, given the accelerated growth of internet commerce and the likelihood of a slow economic recovery?

Daily walks in the park and the hope brought by spring and green trees and flowers were a help, but I needed more peacefulness in my life. I needed a stiff reset of serenity.

So, last week I cashed in my lovely wife's thoughtful birthday gift. I loaded my fly-fishing gear in the trunk and headed upstate for an adventure on the West Branch of the Delaware River.

I just LOVE my Macan. Especially when all the state cops are busying with other issues. I set the Adaptive Cruise Control, used the Google app on the PCM to find the [White Tail Fly Shop](#) in Starlight, PA and automatically enter its address into the navigation system, placed my coffee cup in the holder and north I went on the Northeast Extension as the PCM said "Hey, Jim! Toll booth ahead" so flippantly I smiled.

Up to Allentown I shared the road with a surprising number of tractor trailers. Once past the Lansdale to Quakertown construction site, several of these pigs decided to block the highway by driving side by side at 60 MPH, but they all got off at Allentown. From then on I frequently had the road to myself. Off the Turnpike and onto I-81, then to the Interstate quality Bob Casey Highway which, dead ends.

For the last 50 miles local roads only, including a dirt section. How far back in the woods was I? I stopped to top off my tank at a Sunoco mini mart station, but they only sold diesel and 87 octane. The owner told me the next station down the road sold 90 octane – try there. Perhaps not...

OK, I will admit to being apprehensive about driving my Macan. At the Sunoco station the car was stared at as if it was (Ok, I'll say it) a Porsche sports car. Should I have taken my wife's Subaru Forester to blend in and consume the regular gas? But as I parked at the Fly Shop there were two other Macans, including one decked out with a trailer hauling an inflatable fishing raft. Try that in your 911 or Boxster!

Checked in, loaded my gear into my guide's truck, got to the Pennsylvania Fish Commission boat launch, but before I could get into the boat the guide was required to take my temperature using a thermal sensor to make sure I did not have a fever. Really? That done, I said goodbye to COVID – 19 and hello to one of the best fishing trips ever. I caught and released 4 trout, including a 19 inch rainbow. Hooked but lost four others, one of whom felt heavy on the line, but we never saw him. Eating lunch at anchor I watched a Bald Eagle swoop down and catch a small fish.

The West Branch of the Delaware is very pleasant, with sparse settlement along it – no vacation McMansions, mostly locals with places that have been there for years. There were active hatches of caddisflies, Hendricksons and sulphurs during the day. Bugs 50% larger than seen in streams near Philly. You only see this type of nature display on streams with clean, clear and cold water.

Zach, my guide, was a smart guy. He knew I had years of fly fishing experience but never on this stream. So he'd ask me to give him my line, then he told me about a fishing rising behind me, and while I looked away, he'd replace my fly with his own hand-tied Hendrickson dry fly and then secretly tied another two foot section of line to the dry fly hook leading to a silver green wet fly pattern as I told him I HATED wet fly fishing. He even complimented me on my casting and did not complain when I hooked his hat once on the cast. He listened to my old person stories and ignored me when I frequently spoke to myself about my casting.

It felt a bit odd to cast his setup on my lightweight (4 weight) gear, but on the third cast I got the rainbow. On the wet fly, not the dry. OK, I can adapt and learn.

After six hours of standing in the boat casting nonstop, I decided the day had been perfect – it was time to quit. The guide wanted me to rest. He assured me the evening hatch would be fantastic and we had enough light to fish until 9:30; another three and a half hours. But the day had been enough. I knew from experience that one more cast usually ended up catching little and leading to fatigue. I ended on the high note of catching two nice (10 to 12 inch) brown trout who were snagging flies from the surface on a ruffle. All the way downstream, to the next boat landing, the smooth pools were ringed with rising trout and the air filled with hatching mayflies.

I left the Fly Shop parking lot at 7 PM. The navigation system told me I had a three hour drive – about the same time it took to arrive. I wanted to clear the 50 miles of woody local roads before the deer began to move as nightfall approached. I pulled out of the parking lot, and following navigation directions I turned left and left again and found myself crossing over a bridge into New York. Wait – this was not right! This was not the way I came! It directed me on some back streets (Should I turn around? Am I going the right way?) then turned me onto NY Route 17, a divided highway with two lanes in each direction and no traffic. Perfect driving conditions! This road went to Binghamton where it intersected I-81, which I took south to the PA Turnpike. So, all nice, safe, divided highways for my Macan to glide me home in PASM comfort. And as it got dark I got to enjoy the PDLS (Porsche Dynamic Light System for those like me who had to look it up, Editor) features as I am easily amused.

I arrived home, tired, but with my soul refreshed.

You can have this cleansing experience too. Just note that north of Scranton cell service is mostly non-existent. Forget CarPlay and learn to love the PCM system. Also, avoid the coffee at the Mt. Pocono Turnpike rest stop. Worst coffee ever and not cheap.

Jim Reilly

Autocross

THE PANDEMIC HAS CREATED AN ENVIRONMENT where we cannot plan as in recent years. The Autocross Council has stayed current with the activities and restrictions of the other clubs. We finally have the opportunity to race. There will be concessions to the Autocross norm. Some of the adjustments include:

- Wearing face masks in congested areas such as the trailer, drivers' meeting, novice course walk and entry points.
- Maintain social distancing in areas such as the grid and paddock.
- There will be no loaner helmets, so bring your own.
- There will be no instructors or passengers in the cars when racing.
- There will be no water or food provided by the organizers.
- Only Drivers will attend the event. There are no spectators.
- Many races will rely on paperless waivers.



AUTOCROSS CUP SERIES: RACE 3 BADER FIELD

Covid-19 cost us the first two races in the Autocross Cup Series, but Sunday we held our first race of the year, at [Bader Field](#) in Atlantic City. We raced in the sunshine and breezes from the Atlantic shoreline. The day was beautiful and the racing better.

All of the pandemic procedures above were in effect. It was our first experience with paperless waivers. You must complete the waiver prior to arriving at the race. You simply show the waiver, which has your photo on your phone, when entering the event.

We had 9 racers arrive for the challenge of running through the old runways of the former Atlantic City airport. You have the feeling of a Formula I race in Monte Carlo.

Our club had the usual success. We had one first place finish in class, Dan Ruble. We had two racers achieve second place in their class, Matt Walsh and Chris Askin. We also had other fourth and fifth place in class finishes.

There is nothing like racing at the beach, and watch for our return later this year.



AUTOCROSS CUP SERIES SCHEDULE

The continuing effects of the Covid-19 crisis continue to test our agility in race scheduling. We intend to complete eight races this year, down from the normal ten.

Our next three races seem certain. There is a latent thirst for autocross, so we are experiencing rapid fill of available registrations. Do not procrastinate or the race you want will close to registrations. Our race in Atlantic City recently added 50 available spots and they filled in less than 24 hours. Here are our next three:

Sunday, July 19 at Pocono Raceway: We sponsor this race in conjunction with [Central PA PCA](#) and [NNJR](#). This is our race, so do not hesitate. This your chance for autocross racing on the track. The thrill of the track turns with the autocross cones gives the opportunity to experience that Formula I feel at speeds far in excess of speeds on normal autocross courses.

Sunday, August 2 at Pocono Raceway: We sponsor this race in conjunction with Central PA PCA and NNJR. We will have three races at the raceway this year. This is the second, and another chance to experience the Formula I feel.

Saturday, August 15 at Ripken Field: This race sponsor is the Brandywine Motorsport Club. The race is in Aberdeen, Maryland just off route 95 exit 85. This event features a large parking lot, which provides a real opportunity to test your Porsche driving skills.



SPECIAL OFFER!!!!

Do not forget our special offer to first time racers. I will pay for your first race (OK, Riesenötter will pay). Contact me for details.

We have an incredible crew, with several experienced drivers who want nothing more than to help new racers and racers trying to improve. Come race and experience the thrill.

Always keep track of the current [Autocross Schedule](#) on the Riesenötter web site.
Autocross Council: Trevor Naidoo, Daniel Ruble, Anthony Verratti, Chris Askin

Dave Nettleton, Autocross Chair
Autocross@RTR-PCA.org



RTR Member Spotlight

July/August 2020

WITH THE LIMITED OPPORTUNITIES FOR US ALL TO GET TOGETHER in person lately, I thought it would be a good opportunity to get to know some of our members a bit better using Der Gasser. To this end, we have introduced a new member spotlight feature. In each issue we will do a mini interview with one member and share it here with all of you. A special thank you to Nate Mallory for agreeing to be the first person to take part. Hopefully, everyone enjoys this glimpse into our fellow members. This feature will only work if we have folks willing to participate. If you want to be the next person featured please reach out to editorteam@rtr-pca.org and we will make it happen. Thank you.

Name: Nate Mallory

How long have you been a member of RTR? Since 05/27/2015

Year and Model of current Porsche: Manual 2010 987.2 Cayman base



Why did you choose this particular Porsche? I selected my Porsche Cayman because I always wanted a Porsche and this particular car was cared for, had reasonably low mileage, had paperwork, was one of 2 colors I was looking for and, most importantly, was a MANUAL.

How long have you owned it/how many miles have you put on it? My five-year anniversary of ownership is 05/23 of this year. The car had 35k miles on it when I acquired it and now has 62k miles. So I have put 27k happy miles on this machine.

Is this your first Porsche? If no, what have been your previous Porsches? This is my first Porsche but WILL NOT be my last.

What car did your Porsche replace? The Cayman replaced 2 vehicles within a year. First a manual 2011 M3 ZCP I ordered new and I sold due to divorce, AND a 2014 Scion FR-S



What modifications have you done? I have tastefully modified the car with clear side markers, a JVC stereo head unit, yellow front fog lights, 18 inch first gen Cayman S wheels (car came with 17 inch wheels), a Fabspeed Super Cup race exhaust and, lastly, I added a Cayman badge on the rear deck lid, as my car was "designation delete" from factory. I don't like the way designation delete cars look in back.

Are you happy with those mods and what is your favorite? I am VERY pleased with all the modifications I've made but my favorite is definitely the exhaust. These cars are too quiet with factory exhaust in my opinion.

Any modifications planned for the future? I have no further mods planned at this time, as I feel the car is now perfect and my own. I MAY add Michelin Pilot PS4's when my Continental Extreme Contacts wear out.

What do you like most about the car? I love the car's "specialness" and uniqueness. Also, its balance and character. All the intangibles that make it a GREAT sports car.

What has been your favorite moment with the car? My favorite moments in the car are long drives, but one in particular a few years ago I made to Hershey for the Porsche Swap Meet. It was a special, special drive and a great day to be among my Porsche brethren.



Given an unlimited budget, what Porsche would you buy? Can be current or any past model, but you can only choose one. If I had an unlimited budget, I would buy a 997.2 GT2RS out of someone's private collection. I'm sure Jerry Seinfeld has one he's not using LOL.

Anything not already covered above that you want to share with fellow members regarding your car or RTR overall? I very much enjoy the fraternal nature of being a Porsche owner. Mostly when we all get together and share our cars and our experiences. I will never be without a Porsche in my life after this wonderful experience.

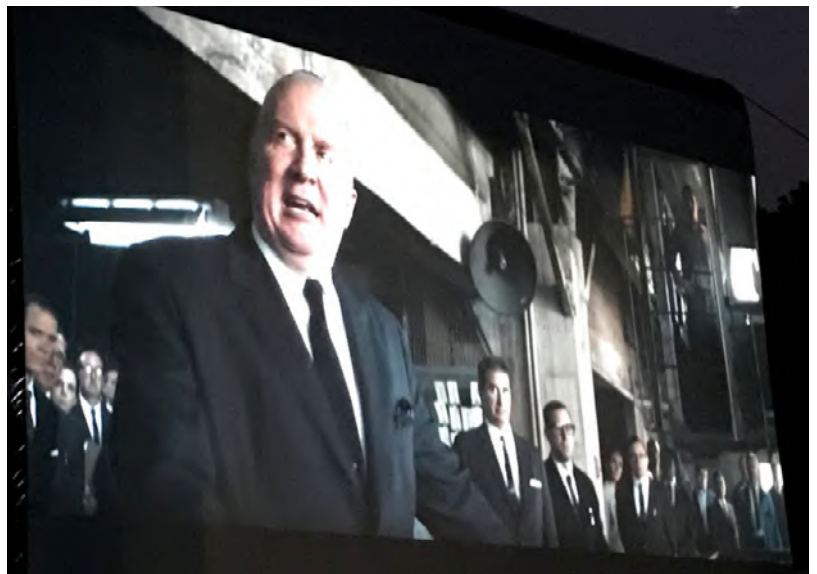
Joe Kucinski



Picnic 2020

WE HAD A REAL EVENT! REAL PEOPLE! REAL CARS! I almost forgot how to write about an actual event. After months of virtual this and Zoom that, it was fantastic to see our friends and their cars again at the 2020 RTR picnic and movie night. With so many of us eager to get out again with our fellow RTR members, we had a fantastic turnout for this event, held on a warm summer night.

This year we had the Oscar-nominated film [Ford v Ferrari](#) to enjoy as the main feature. This was the second screening of this film for the club, as many of us also attended the premiere back in November. This was back when indoor movie theaters were still a thing. No matter where you see this movie, inside or out, it is a fantastic film and a great way to kick off our post-COVID RTR season.



Cars began to arrive at the [Valley Forge Volunteer Fire Company](#) around 6:30 PM. There was a threat of thunderstorms in the area, but I think Mother Nature took some pity on us and kept the storms away, and we enjoyed a beautiful summer evening on the grounds of the firehouse. It was such a welcoming sight to see rows of Porsches arrive and park together again.

As the cars were lined up people began to mingle. Remember that? The hot dog and French fry cart started to heat up. There was a nice assortment of non-alcoholic beverages on hand, and nearby the social room bar was opened to us and offered an assortment of reasonably priced adult beverages.

As dusk began to settle in, the inflatable big screen was set up. Social Chair, Wendy Walton, addressed the crowd for the first time in a long time and thanked everyone in attendance. An assortment of movie candy was made available as the popcorn machine began to prepare that movietime staple food. When it was dark enough a few Pixar cartoons were shown before the main feature began to play.

The film ended around 11:30 PM and the field was soon illuminated by an assortment of Porsche headlights. That beautiful sound of dozens of Porsches being fired up filled the night sky. Under normal circumstances this would have been a lovely evening out with the club, and it certainly was. However, considering all we have been living through lately it was a fantastic night to get together and spend some time with good people. It was a reminder of why we do this, and of what is important. In times like these it is important to spend time with friends and family and on this night in late June we were able to do both. I can only hope this is the first of many more articles I get to write about RTR events happening in the near future. I hope to see you all again soon.

Joe Kucinski





Porsche Pundit: The Garage Project, Part 1

A FEW YEARS BACK my wife and I bought our current house. Built back in the mid-50s, it's been constantly updated to its current hip craftsman/bungalow mash-up state. It's even in a cool neighborhood called Idiot's Hill. The story is that when the original builder started building homes so far from the central part of town, the locals said only idiots would buy homes that far out. The buyers – professors and college administrators from two nearby colleges – settled here in droves, ergo Idiot's Hill. The name stuck.

Back to our home. The interior and exterior look great, the garage – not so much. Lots of neglect over decades of use – or abuse. The paint was a drab eggshell white, with light yellow trim. The lighting – one four foot long fluorescent ceiling light. The amount of light it put out was so dim it made twilight seem bright. It's funny, when the garage-opener light was on it almost doubled the overall light output. Yes, it was lame. I have three ingredients that are key to wrenching on any car I've owned over the years: tools, torque and light. And in this garage, the lighting was a joke.

So, there was only one solution that any caring car guy could do. Refurb the garage. I'm not one to agonize over things for a long time. I tend to roll up my sleeves and get the job done. Since a garage refurb was a huge job, I needed to make sure I had plenty of time to get it done, along with the right plan and a budget. Oh yeah, right – the budget. The lovely Mrs. Turner agreed to my plan and the budget was set at \$3K. Sure! I can completely refurb a garage for that budget. Well, at least I thought I could. The payback? You knew there had to be a payback, right? I had to agree to go to the wedding of my wife's friend's daughter. I hate going to weddings! I have to dress up, be on my best behavior, and try really hard not to talk to complete strangers about Porsches all night. Man, it's tough. I never seem to get that subtle signal when their eyes glaze over as I talk about the transition from Tiptronic to PDK. I can't understand why anyone doesn't find that fascinating. I digress.

The first step? Getting rid of all our crap. I don't know about you, but around our house things accumulate in the attic and garage. It's like that stuff is breeding in there. I love to throw old stuff out when it hasn't been used in years. My wife, not too much. We had boxes of homework and school projects for both our boys from back to kindergarten. We have every card they ever gave my wife for birthdays, Mother's and Valentine's Days – yes, all those cards I bought and had the boys sign. Boxes of stuff. Piles of stuff. Magazines from long forgotten publications, and even an old bicentennial black and white TV that was a possible flame thrower if plugged in. Note: She knows someday it will be worth big bucks. Someday a major collector will find that one missing piece of rare unobtainium kitsch from our junk that will catapult their mid-70's collection into the stratosphere. "Just watch," she says! Yes, my wife keeps it all.

Over several weeks things disappeared at a pretty good clip – or at least relocated somewhere else where I wouldn't look. The damn bicentennial TV set made the cut, however. No matter how many times I told my wife I would take it to an antique dealer to see what it was worth. Pssst, I was really trying to sneak it into the trash can – oh yeah, right, the antique dealer.

The garage being crap free, next thing to do was select a paint color: Bakers Box from Behr. We bought five gallons, along with a Wagner Power Sprayer, five rolls of painter's tape, a huge roll of paper to protect the floor, trim, garage door, etc. We got ready for the big day, the day I'd transform the garage at Casa Turner from an also ran into a thing of beauty benefiting two lovely Porsches.

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

RL Turner

RL Turner is the author of [The Driver](#), a series of action adventure novels, available in both print and ebook on Amazon (more info at www.thedriver-series.com). Having owned a dozen Porsches and driven hundreds of laps on racetracks throughout the southwest, author Turner knows a few things about going fast in a Porsche and then fixing them when he breaks something.



Lime Rock Park Historics 2016

SINCE 1982, LIME ROCK PARK HAS HOSTED an annual historic race weekend. Back in 2016 I drove my then brand-new Cayman to the event to see what it was all about. What I discovered was that this is an event that is not to be missed. At the end of the weekend I awarded it my top automotive event rating of 3 steering wheels. For those not yet familiar with my rating system, a quick introduction. 1 steering wheel means it is a high-quality event and worth a stop. 2 steering wheels is an excellent event, worth a detour, and 3 steering wheels is an exceptional event, worth a special journey. Any similarity between my rating system and the Michelin star guide is purely coincidental.

The historic festival takes place over the Labor Day weekend at the beautiful Lime Rock Park. If you have never been to that track, I can assure you that it earns the "Park" in its name. Unlike most other racetracks, there are no bleachers or formal seating at LRP. To watch an event there, you can bring lawn chairs or blankets. It feels like you are having a lovely picnic in the middle of a bucolic park that just so happens to have a racetrack running through the center of it.



The main draw is the authentic vintage racing. Friday is practice and qualifying, and the races are held that Saturday and Monday. What makes the event so spectacular is the open paddocks and the level of access you have to the amazing historic racecars. I am not talking about just MG Midgets or Triumph Spitfires. There are serious machines out there. Of course there were plenty of Porsches, such as Speedsters and RSRs, but I saw everything from Bentley Blowers, to BMW 507s, to a Bugatti Type 35, D-Type Jaguars and Aston Martin open race cars from the 1930s. That is just an exceedingly small sample of what you can expect to see up there.

When I say see, I mean see and hear, up close. With the open paddock access I was able to wander through the various cars all weekend. I could walk right up to the guy who was wrenching on his historic Bugatti between races. I was respectful of his space, but I could ask him questions about the car, even hand him some tools. It is just not something I could normally ever get the chance to do. It was thrilling.



These cars are there to race. I have been to high end car shows in the past as well as museums where they may have some of these cars on display. Without question, it is a thrill just to see them behind velvet ropes. However, at the historic festival at LRP, you get to see them turning wheels in anger as they were designed to do. You can hear them, and smell them, and you are transported back in time. The level of access you have to these machines is simply amazing.

In addition to all the amazing historic racing going on, the festival has an array of things to keep you entertained if you just need a break from all the car awesomeness. There are concession stands, food trucks, beer tents, various automobile-related vendors, and so on. While I was there, I got to meet and briefly chat with Wayne Carini, who had brought with him the 1949 Buick featured in the movie Rain Man. It is non-stop car overload.

On Sunday they have the Park Concours d'Elegance and Gathering of the Marques. I registered my Cayman to be part of the Gathering of the Marques display. Cars are grouped by brand and parked all along the perimeter of the one-and-a-half-mile track. Nothing made my Cayman feel more ordinary than parking it next to a 918 Spyder and 356 Speedster. I was almost embarrassed to get out.

The Best in Show winner at the Concours that year was a 1959 Maserati Tipo 61 Birdcage. It was an amazing machine, and worthy of the top prize, but some Porsche models took home some hardware as well. The winner in the 'Weird and/or Exceptional Supercars and non-traditional sports cars category was a 1996 Porsche 993 GT2. In the "Businessman's Express GTs 1962 - 1967" class a 1967 Porsche 912 took the top spot. In the "Fun of the Drive Sports cars 1968 - 1975" class Porsche took both first and second places, with a 1969 Porsche 912 Targa and a 1973 Porsche 911 RS, respectively.

I must have walked at least 10 laps of the track that weekend trying to see everything. If you are a track rat, you know that walking the course can give you invaluable information for when you are driving your car around it. If you drive LRP in your Porsche and have never had the opportunity to do a track walk, this is about the most entertaining way you could ever do it. So, if you needed yet another reason to convince yourself to attend the LRP Historics, there you go. You are welcome.

I know a lot of folks use Labor Day weekend for one last fling down the shore, and there is nothing wrong with that. One year, however, take my advice and head north instead and check out the LRP Historics. I promise that you will not be disappointed. You cannot go wrong with a 3 steering wheel rated event.

Joe Kucinski



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Sidetrack: Planning the Perfect Drive

MY FATHER ONCE TOLD ME THAT DRIVING IS A PRIVILEGE. And what he meant by that was you don't inherently have the right to drive – it's earned and then granted to you based on the satisfying of certain state requirements. *When I say that driving is a privilege* however, I'm referring to the other definition: a rewarding pleasure.

Very rarely in the grand scheme of existence (and I mean a relative handful of times), you may be involved with an unplanned perfect drive. Exceptional car, brilliant driving conditions and perfect weather – all the elements that make up a flawless road experience with virtually no effort in pulling it together.

But for the rest of our lives, they must be deliberately planned – because the perfect drive happens every leap year or so, like an eclipse or Halley's comet. A great driving event is made up of components that when added together are flawless. Let's outline these collective bits that make up a perfect drive...

THE DESTINATION

It's not compulsory, but a great destination will usually enhance the drive by adding flavor to the overall experience. Sometimes a geographical objective gives purpose to the effort. Like the reward of your favorite beverage after cutting the lawn, or the view of a river valley after hiking a mountain trail.

It doesn't mean that you must have a superb destination – some of my favorite drives were ones where I never exited the car at the conclusion. But a special eatery is always a good option in planning a group drive, particularly when paired with your preferred brew.

THE ROUTE

The route you choose makes all the difference in nearly any drive. Whether a jaunt to the dry cleaners or a trip through a mountain range, what you travel through is eternally more important than what is at the end of that same drive. The shortest distance between two points is not the objective, and actually something we like to avoid.

And we all know what that means... curves. And not just any old set of turns, but ones that twist and bounce through the terrain while taunting the driver to take their eyes off the road to glimpse the landscape – a collection of roads that challenge the hands at the wheel, the feet on the pedals and the backside in the seat.

THE CAR

It goes without saying that the right car can turn a tedious journey into an adventure. Especially when the previous two components are matched perfectly with the machinery concerned. That doesn't always mean a 911, a Cayman or a Boxster. It can also be a sedan, SUV or truck for that matter. It largely depends on the excursion.

Therefore, a Cayenne, Macan and Panamera can have their place on a perfect drive. Their obvious benefit is passenger capacity and comfort, but the right balance can have a surprisingly positive effect on an especially long route. Ask anyone who plops his or her butt into a leather bucket and leaves it there for the best part of daylight.

I drove from Valley Forge to Savannah in a base Cayman via I95 over twelve long hours – two potty breaks of ten minutes or so each. And even with just those moments of limbering and stretching, I needed a three-hour nap before heading out to dinner. It might have been smarter to bring my Macan along on that excursion.

THE PURPOSE

A good drive also has a good purpose – not just the getting there, but also a respectable reason for going. It could be simply camaraderie, testing new tires, stretching the legs of a performance option or even just breaking in a fresh set of plugs. The most common motive for me is to show off my recently detailed transport.

THE DETAILS

The last thing you want to do is show up at a meeting point and say “Just follow me – and try to keep up, ok?” You're likely to have scheduled your last event (with company anyway). Providing directions is a prerequisite if more than two cars are attending, as well as supplying a phone number or perhaps several landmarks to meet at.

A good organizer delivers turn-by-turn instructions at the meet-up location, and a great organizer does all of the earlier mentioned – because most of us prefer more than less. We can then decide what to pay attention to, but at least we have the options. Getting lost (especially when a timetable is involved) is not entertaining at all.

THE SCHEDULING

Time of year isn't always critical – unless you know someone isn't bringing his or her car out in the rain. But then, joining the Ferrari club was their first mistake, as apparently the color red melts like the Wicked Witch when wet. You can't predict the weather but scheduling a drive in potentially adverse conditions isn't usually the best tactic.

Scheduling can also refer to the time of day, or day in the week. Arranging around the calendars of your guests is important for attendance. If you happen to like driving Sunday morning at dawn, just remember it's likely you will be driving by yourself. And many don't care for night driving, so keep that in mind too.

You might consider having your drive before the destination or event for two reasons – the first is that it's hard to corral the herd once you've let them lose in the Antique Porsche Museum. The second refers to the nighttime driving I just mentioned. A drive is much more enjoyable to the event than from the event.

THE TEST RUN

This is a critical step in planning the perfect drive. Do an initial test run at the time and day you expect it to occur. Traffic patterns are widely dissimilar at different hours and days. This is when you want to check traffic, road conditions and even whether the sun is at your back or in your eyes.

Finally, a week or so before the event do a final road check. If your favorite twisty is slated for oil and chips, it can really mess up an otherwise great run – I speak here from experience. Many Porsche owners (and I include myself in that lot) are particular about flying pieces of stones dipped in black goo.

THE TRUTH

Be realistic – you can plan the perfect drive, but actually having one is usually up to circumstance. If you are diligent in your planning you are more likely to achieve driving nirvana. But like the weather, things change. So be ready with contingencies for all components.

Agree on an alternate meet-up location in advance – just in case there is a roadwork diversion or hazard. If possible, have a second choice for dining in case the AC goes down in your eatery destination (and bring some snacks should that occur).

Don't be upset if someone doesn't bring that GT3 RS you were hoping to see, because they may decide to use the Jeep instead. Have an alternate route – no one wants to drive through a road hazard or be delayed by a herd of cattle crossing the road. And don't be a martyr; bring a GPS or at least a good map.

A little over-planning can go a long way in rescuing an otherwise hopeless event. It may sound like a lot of work – and it might be if you look at it that way. But the more effort you put in on the front end, the more likely it will help turn a simple weekend outing into the perfect drive.

David Newton



Shifts and Giggles

AS THINGS SLOWLY GET BACK TO SOMEWHAT NORMAL the one thing I will miss is breaking records. You know, like the coast to coast trip done in 26 hours 38 minutes in an Audi. That's pretty impressive and all that was needed in order to get out of a ticket was a few coughs in the officer's direction.

I have my own personal records, like driveway to the gas station at the bottom of my hill - 54 seconds, although that was not set during the pandemic as it's never that busy in the first place. Remember those photos of Philly with no cars on them, well look closely at some of the very empty roads and you may spot a black Cayman tooling around. That's all I was doing - with Chuck Berry's "No Particular Place To Go" blaring from my radio, I just needed to get out of the house. King of Prussia to center city in 12 minutes, my new personal best. I didn't have to fight any traffic whatsoever, no rubbernecking, no watching people read the paper while driving, or shaving, or putting on makeup or drinking coffee. Just pure bliss of empty Schuylkill Expressway in both directions. The only thing I really had to pay attention to was all the potholes, and avoiding them in Pennsylvania causes such erratic driving behavior it looks as though the person behind the wheel is intoxicated. Why they didn't fix the roads when everyone was working from home is beyond my comprehension, and yours too, I would assume. Yep, pure bliss as there were no trucks, no cars, no accidents, no traffic, no one big long slinky that forces you to compress the brakes and come to a complete stop only to floor it for the next 45 seconds until you come to a complete stop again...yeah, none of that. It was what everyone dreams about at least once or twice every minute while sitting in traffic on the Schuylkill. It was heaven in a car.

Also I was able to enter and exit Phoenixville on route 23 in five minutes and thirty-seven seconds, a feat not to be taken lightly. The usual gauntlet racks up about 20 to 22 minutes from Starr Street to route 724 (or vice versus) on a good non-pandemic day. Now I may have just been lucky enough to hit all green lights or yellow, and some may have pushed to magenta...but certainly not red...oh no not red. I think there are only two roads that cross route 23 that do not have traffic lights, not to mention a hospital quiet zone and two multi-road intersections where wait times can exceed more than what's allotted for a Domino's Pizza delivery. Still, under 6 minutes for the P-run is a record as equally impressive as the coast to coast record I mentioned earlier.

Another personal best, round trip from driveway to Capital Grille to pick up steaks and back...12 minutes, 16 seconds. I went through [Valley Forge Park](#) so fast that the park rangers are just now hearing my exhaust notes. One record I tried not to beat was an old one that still to this day stands the test of time. King of Prussia to Cape May in 97 minutes. That was done on an early Sunday morning and just as I hit 30th Street Station I met up with a Vette. Vroom we were gone, slowed only for tolls. Even with a pandemic in place I doubt if I would have the nerve to pull that one off again.

I'm sure with as much driving as I did, just to get out and do something, I hit other personal bests; those too will fade into the record books marked with an asterisk, as the horns of aggressions return, along with screeching brakes and finger raising. It was fun while it lasted, now back to your regularly scheduled traffic jams - or you can work from home and can no longer blame traffic for being late.

Jeff Walton

CLASSIFIEDS

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

Immaculate-unbelievable

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

Garage kept. Mileage-13,400

No dings, no scratches, never hit, never painted

- Options:

- black, black interior w leather seats,
- 490 Traction Control,
- 18" Lt Alloy Wheel- Turbo Look
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\$18,000 OBO

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

Approx. 88,300 mls

New suspension: Koni Sport damper set and Eibach springs

New brakes: Zimmermann ventilated cross-drilled discs

New tail lights and rear center reflector

New tires: Michelin Pilot Sport A/S

Maintained by Zeigler Exotic Cars, Phoenixville, PA

(previously named Possum Hollow Motors)

Original paint, original top, original engine

Runs and drives great asking \$38,000

Please contact Maarten I. Pesch

Email: maartenp@verizon.net

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1966 1300 VW Beetle \$10,000

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

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

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

Contact: mf.todas@gmail.com



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

Asking \$2,800

Specs:

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

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The tires are slightly used Hankook Ventus V12s.
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Contact OT Figueroa via email: patches12121@gmail.com



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

Silver/black

38,300 miles

Excellent condition

Sport chrono, Nav, PASM, 6 speed manual

More photos available upon request

Contact Neil at nfddd@yahoo.com



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

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

Odometer 77,200 Miles

Title 5024390802 SE WID 18102 3906 120691-001

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

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



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Thank you,

Der Gasser Team

