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**COVER**

Photo credit: Bryan Papillion

2021 RTR Calendar

Driver's Education

| | | |
|---------------|----------------|--|
| July | 7/2 | Close Date - The Glen |
| July | 7/16-18 | DE @ Watkins Glen |
| August | 8/6 | Close Date - Palmer |
| August | 8/7 | Tech Inspection - Palmer |
| August | 8/20-22 | DE @ Palmer |
| August | 8/28 | Tech For Pocono |

Social Events

| | | |
|---------------|-------------|---|
| July | 7/7 | HAPPY HOUR in Downingtown |
| July | 7/10 | Cheese Rally 3.0 |
| July | 7/21 | Meeting @ Fab |
| July | 7/31 | Ice Cream Tour |
| August | 8/13 | Generous Pour Dinner @ Capital Grille |



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.)



MEMBERSHIP MILESTONES

| YEARS | July | August |
|-----------|---|--|
| 55 | | |
| 50 | | |
| 40 | | |
| 35 | | David Fetters Dion Ronio James Zulick |
| 30 | Cleon De Oliveira | |
| 25 | Michael O'Brien Rick Oddo Anthony Scalies | |
| 20 | Osagie Imasogie | Martin Kuper Michael Markushewski Glenn Price |
| 15 | Thomas Nagy Curt Parnes | Chris Barone Luke Marano Eric Mayer Bryan Papillon Nathan Shriver |
| 10 | Anthony Galantino Bob Kelly Brad Kerr Mike Panigel Jack Seese | Harry Sacks |
| 5 | Michael Becotte Rick Beuttel mark Franciosa Bryan Humbarger Ron Knerr Erik Mackey Greg McGuinness Rob Sandler Cullen Wise | Alan Cohler Ryan Farragut Mark Frey Tyler Lyke Bruce McKissock Richard Miller Alfred J Pierce III Ed Raspanti Joseph Rossi Gene Sweeney |



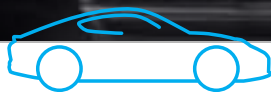


NEW RTR MEMBERS



| | |
|-------------------------------|-------------------------------------|
| Eric Peterson | 1987 911 Carrera |
| John Zhang | 2021 Macan GTS |
| Di Wu | |
| Susan McCarty | |
| Robert Brunner | 2021 Macan S |
| Juan Rodrigo Jaramillo Posada | |
| Charmaine Wright | |
| Kaitlyn Masone | |
| Kristina Haugland | |
| Jack Musgrove | 2017 911 Carrera 4S Cabriolet |
| Kathleen Zulick | |
| Mike Spock | 1976 914 2.0 |
| Shaylyn Hamm | |
| Elaine Melchiorre | |
| Tina Schmidt | |
| Bryce Newsham | 2012 911 Carrera S |
| Francis Coates | 2001 911 Carrera |
| Diane Crosley | |
| Tracy Fey | |
| James Armstrong | |
| Walter Spadt | 2021 Macan |
| Todd Hannigan | 2006 911 Carrera S |
| Steven Moldovanyi | 1998 Boxster |
| Donald Gill | 2019 911 Carrera 4S |
| George McHugh | |
| Michael Cortright | 2001 911 Carrera |
| Mark Testaiuti | 2020 Taycan Turbo |
| Deanne Schiller | 2018 Macan |
| Thomas Campbell | 2001 Boxster S |
| Jonnathan Grosser | 2013 911 Carrera S |
| Scott Boswell | 2013 Boxster |
| Tracy Boswell | |
| Matthew Scobell | 2018 |
| Michael Adelman | 2010 911 Carrera |
| Bonnie Adelman | |
| Blayne Hayes | 2016 Cayman GT4 Black |
| John Blakeley | 2017 911 Carrera 4S Cabriolet White |
| Rich Futterer | 2005 911 Carrera Black |
| Cody Smith | 2006 911 Carrera 4S Black |
| Ilya Bondarenko | 2017 911 Carrera |
| Bradford Casten | 2016 Cayman GT4 |
| James Moore | 2021 911 Carrera 4 |
| Matthew Propson | 1983 928S Black |
| Parag Amin | 2017 911 Carrera 4S Silver |
| Ken Bode | 2013 Boxster S |
| Saum Noori | 2013 911 Carrera S Blue |
| Don Rems | 2008 Cayman S Black |
| Redmond Shouldice | 1984 911 Carrera Targa |
| Michael Schmidt | 2006 Boxster |
| Jan Hutwelker | 1981 911 SC |

Vom Präsidenten



IT'S SO NICE TO SEE FACES AGAIN AT OUR EVENTS...AND I MEAN THAT LITERALLY. For over a year we've been veiled behind cloth and plastics and staring into people's eyes to try to gain some semblance of emotion. Now there are naked faces everywhere and you can see the smiles and frowns and if you wanna see a lot of smiles just stop by any one of our summer events from DE and AX to ice cream tours and wine dinners, that our region creates just for our members.

There is no looking back...2020 was, well let's just call it a wash, shall we? It was a chance to reflect on our lives and realize commuting sucks, even if you are in a Porsche (mainly because you are stuck in traffic and can't partake in the true ability of your vehicle). What a waste commuting to work is/was; spending time, lots of time, sitting at lights, in traffic jams, just to contemplate what you are going to do once you get to the office. Then do it all over again just to get home. Well much of the world realized that one can work from home just as effectively, and even more so. The world is looking deeply into their lives and coming to the realization one would rather live to work than work to live.

So if it is one thing 2020 has taught us, it's all right to slow down, smell the brake dust at the track and don't worry about being first. We only get so many laps around the sun, you might as well shut off that Zoom call, and zoom in your Porsche instead, and enjoy the ride that life has given you.

Pedal Down.

Jeffrey Walton
President RIESENTÖTER



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

IT'S NOT THAT UNUSUAL THAT SOMEONE WALKS UP AND COMMENTS ABOUT MY BOXSTER.

It was a little different this time. We were just coming out of a little gem of a grocery store (read oversized convenience store) in town when a gentleman approached us and asked if we would be interested in a cars and coffee event.

He told us that he owned one of the original Boxsters and a RS America (Nice car!) Conversation quickly hinged in a different direction when he asked, "Do you belong to the local Porsche Club?" I felt a little weird in replying in the negative, that I still belonged to my Pennsylvania chapter, but his immediate response was that he was still a member of the Metro region (area around NYC) and that he would not belong locally because "they don't do much."

Well, that opened the door for me to brag about how wonderful Riesenötter region is, and how many events and opportunities to get together there are. (Thanks to all who are involved in doing that!) I think I may have won over another new member.

So folks, appreciate what our region offers, now on the "good" side of the pandemic, even if you do not partake of everything available, but that there IS so much available (again).

Garrett Hughes



Top Down!

IF YOU WANT TO GO ANYWHERE AROUND HERE YOU FIND YOURSELF on Delaware Route 1. Pretty much everyone here calls it “Coastal Highway.” It is a very well maintained roadway, with well-kept shoulders that can handle a LOT of traffic. But I think a name change is in order. More on that in a bit.

Okay, I admit it. When driving on Coastal Highway headed back to our old haunts in Pennsylvania regardless of the weather, my top is not down. I know, GASP! Well, even though I tout the car’s ability to hold a conversation up until somewhere around 75 MPH, there are other factors contributing to our “cocooning.” One being the thermal nuclear disk in the distance. It tends to fry your skin. Sure, you say sun block and aloe could mitigate that. But...

Another reason is a trip of more than an hour tends to wear you out more with the top down. I can’t give you any scientific reason for that, only that it does wear us out.

And, finally, it’s about the vortex that vehicles create as they pass you as they exceed triple digit speeds. You are probably thinking of muscle cars, foreign sport cars, and fancy German luxu-liners, but NO. We’re talking about pickup trucks.

Okay, admittedly I am not a slow driver. I feel I can go as fast as the fastest car in front of me, but not when they are weaving in and around traffic. Hardly ever using any indication of their intent to change lanes, and spirting up to the bumper of the “poor sod” only going ten or fifteen miles an hour over the speed limit.

No, I safely go fast and use those yahoos as radar detectors, even though I have yet to see any of them pulled over – or anyone, for that matter.

The new name should be Coastal Raceway!

Be CAREFUL if you venture on it!

Garrett Hughes
Top Down!

Letters to the Editor

Paul Tashjian, May 22, 2021

Hi Jeff

I attended the new member meeting last week, not knowing what to expect. Technically I am an associate member but will convert to full time right away.

What a wonderful event! Great atmosphere, food & drink and most impressive the people. I felt right at home with the group and look forward to future events.

You and your team did a great job. The information communicated was just the right amount of detail.

As I am a first time 911 (2003 C4S) owner and have been working on my car, I appreciate the build quality and engineering. I just have not taken it out of area for long drive due to thoughts of it breaking down.

I was inspired by the older gentleman, (I can't remember his name) who has the impressive 914 w six cylinder conversion , to take a road trip. He stated all the places he drove the 914 and got motivated to do one.

I took a trip to the Poconos yesterday and after some time driving with no mechanical issues I stopped at a local VA post as I am prior service Army. While there I took the attached pic.

My only thought after the pic: Both built the way they should be...like tanks.

Best
Paul Tashjian





Some Thoughts on Anxiety, a Global Pandemic, and the Track

TO SAY THIS HAS BEEN AN ANXIOUS TIME IS AN UNDERSTATEMENT. We have been in the middle of a global pandemic which threatens us in so many ways. Not the least of which, we could become sick. We could die. People we know and love could die. Some of us have already experienced this firsthand, and all of us know of others who have been damaged or threatened by this or have experienced significant loss.

In addition to such terrible loss, our normal way of life has dramatically changed and altered. This is neither normal nor healthy. We are social animals with strong needs for affiliation, connection and touch who are now trying to stay safe by social distancing and by covering the lower part of our face. This denies us the opportunity to see all of each other and further confuses our ability to understand and communicate with each other. The potential threats come from many ends. Obviously, there is the health threat. But there is a further threat to our relationships. We now have many examples of disturbing confrontations and increased intolerance. There are economic and, hence, security threats to many. People react and sometimes, as I described in a prior article, start to think with a different part of their brain and begin to panic.

I point the above out because it is during this time I sometimes think of the joys of driving and the privilege to be able to drive these cars on these tracks. As spring approaches I think how lucky we are we can do this.

It is important to recognize the difference between fear and anxiety. Simply put, fear is what you are trying to get away from and anxiety is focused on what you are going toward. It is also important to remember that all feelings serve a purpose from which we are wired to learn. For example, I do not like pain. Thank goodness I feel pain. It serves a purpose. If I did not feel pain I might not automatically pull my hand away from the flame. The pain protects me. Likewise, anxiety is a feeling that is equally informative.

When I was a preadolescent my buddies and I all thought Mad magazine was the best example of journalism. If you recall, the magazine's mascot was Alfred E. Newman. His tag line was "What, me worry?" That was the joke. The equivalent of "hey guys, watch this." He was too foolish, too unaware, in short, too dumb to feel the anxiety he should feel. Contrary to this, a manageable level of anxiety is healthy. Not panic. Anxiety. Panic is anxiety turned up to a ten. At that point, all is lost. Judgment and learning are profoundly compromised. But anxiety is informative. It increases your focus, your awareness and your reaction time. And, anxiety is directly correlated to intellect. Unlike Mr. Newman, what this all means is that each time you plan to go out onto the track you should feel a bit of anxiety. This is not the time to be lazy, cocky or distracted. So, what does that have to do with the pandemic and your reaction to it? Just as the pandemic brings into stark contrast differences between people and how they respond and cope, the anxiety we feel for this should be a reminder of the healthy anxiety we should feel for high speed driving. What we know about what determines most individual's experience of anxiety and health in general is especially important during the highly conflicted time of a pandemic. It is equally important in this sport. And, most of it feels rather intuitive. In short, we are best when we are aware of and attend to five basic needs:

1. The old saying is, "you are what you eat." To some extent that is true. Obviously, we should eat what we enjoy. But, a proper and healthy diet affects us in so many ways, not the least of which is how well we accommodate anxiety and how open we are to learn. All successful learning is based upon adaptation. Hence, be thoughtful about what you eat, especially at the track, and be considerate of how adaptive your diet is at the track. Too much caffeine, too much simple sugar and your concentration and focus may be compromised. Not enough water and your focus and concentration will decline rapidly. Sometimes we are not aware of this as it is happening. Hence, simply fuel yourself throughout the day based upon what you know is healthy and not on your awareness of your thirst or hunger in the moment.

2. We can always consider sleep the "canary in the cave". If we are too excited, frightened or in some other way unsettled our sleep is likely to be affected. And, like food and water, we absolutely need proper sleep. Take the full range of a normal sleep pattern away from someone for a day and they will be a bit off. Not as quick. Not as sharp. Less patient. Overreactive. Less aware. Disturb that sleep for a week consistently and their thinking and behavior will be highly compromised, ineffective and irrational. So, before and, more importantly, during your day(s) on the track, sleep well. Not only is it restorative but it also helps us learn and improve.

Consider this: In an experiment with rats wherein each rat's brain patterns were observed as it learned a new maze, experimenters were able to determine when the rat was going forward, left, right, faster or slower by observing specific brain patterns. In short, they were watching the rat wire the new maze into his brain. The remarkable observation was even after the rat was finished for the day and went to sleep its brain still continued to function in the same or similar manner. In short, in its sleep the rat was still running and practicing the maze.

When we first drive a new track it seems longer, and as the day goes on it gets shorter and more predictable. In a sense, we are the rats in the maze wiring the new data into our brain. With restorative sleep we are likely to increase our competence just as the rat did. Remarkable, right?

3. We are meant to move. We are meant to be active. You are not likely to be exercising on the days of driving. Driving is the exercise. But, in between events pick what excites or interests you the most, but pick something. During this pandemic and sheltering at home I have heard a number of anecdotal stories of weight gains associated with inactivity. Bad plan. Move. Keep moving. You will be much sharper for it. For example, we know that one of the best educational systems in the world K through 12 is in Denmark. We also know that one of their requirements is for all children to be outside and active daily. More recently, research has demonstrated that children who are outside and active with frequency and predictability tend to be far healthier and happier. This does not just apply to children. It applies to all of us.

4. As I have already said, we are very social animals. One of the most pleasurable parts of these driving events are the relationships developed. And that is in large part what defines us: meaningful relationships. A pandemic and the resulting threats have led to greater intolerance and reactivity amongst some. Time at the track should be a time to slow down, enjoy and nurture those relationships on and off the track. In this regard, let's compare ourselves to toddlers. In a series of experiments toddlers are shown a few simple cartoons with geometric characters, all with faces drawn on to them. Some of the geometric characters worked cooperatively together and some worked in opposition. After watching these brief vignettes, the toddlers were given cutouts of each of the characters they watched in these scenes. Consistently the toddlers pulled the cooperative characters closer to themselves and equally consistent, they threw the other geometric characters away from themselves. When the experiment was repeated but in this instance, the geometric figures had no face the toddlers demonstrated very little interest and made no distinction between the characters. In short, toddlers are drawn to cooperative interaction between people. Likely, so are adults.

5. Live your life purposefully. All behavior is goal directed. That is, we do what we do for a reason. The more self-aware we are the more we have an opportunity to accommodate and adapt and, in short, learn. So be aware of your purpose at the track. Is this primarily a social event for you? Is this a healthy competition and if so, with whom? Yourself, someone else? Have reasonable expectations and enjoy your accomplishments.

I know it sounds overly simple to state that we perform based upon what we expect. Again, let's compare ourselves to rats and how they function and learn. In this particular experiment, researchers were given two different groups of rats, a group of "average rats" and a group of rats which were bred for their "superior intelligence." The goal was to see what degree of difference existed between these groups in learning their new task, a new maze. As expected and predicted, the "intellectually superior rats" learned the maze far quicker than did the "average rats." Nothing remarkable about that, right? Except, in fact, there was absolutely no difference between the rat's intellect and, hence, potential. They were all average rats. So how do we explain the difference? The answer is the expectation, the goal. The researchers expected the "intellectually superior rats" would do far better and, hence, they did. They were simply responding to the treatment expectations of the researchers. The suggestion is we too respond to our own expectations.

Recent research has looked at how the influenza pandemic of 1918 impacted the population emotionally. Although mask requirements existed there was no shutdown as there has been with this pandemic. Even then, post the pandemic there was a substantial increase in anxiety and depression as well as conflicting reactions of both increased puritanical restrictions on behavior as well as increased challenges to those more traditional expectations. As I said, anxiety is focused on the future. Depression is a pessimistic resignation about the future along with what is called learned helplessness wherein we believe there is no solution and we are doomed to accept our fate. None of the above suggestions will eliminate your anxiety. Nor do you want that as a goal. Your goal should be to experience the anxiety, monitor it and learn from the emotion, be it in reaction to a global pandemic or on any given day on the track. Likewise, none of the above will eliminate feelings of distress. Rather, it is a focus on solutions, not problems. And, that of course is the focus of learning, be it a new track or a new skill level on the track. The moral is, never lose sight of how lucky we are that we can do this and recognize how healthy an opportunity this affords us. Consider the five above suggestions and enjoy the experience.

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Road Trip – North Carolina

BEFORE EVERYONE GOT THEIR VACCINATIONS, LISA AND I WERE GETTING a bit of cabin fever and we thought that maybe a couple of our friends might be interested in our idea of a road trip. We got together over Zoom several times and first came up with the target of Asheville, North Carolina. Plans were bounced around and we scheduled later Zooms to discuss our ideas of places to meet, visit, and stay.

As Spring began to settle in we were able, now that we were all fully vaccinated, to schedule an in-person meeting to finalize plans. After the target of Asheville was set, the first issue was to meet up, as we were coming from Delaware and they were coming from Pennsylvania. So the general plan was settled and we were all set for the trip. Then we chose waypoints to visit along our route.

After a wonderful pizza dinner at Pizza by Elizabeth outside of Wilmington (basically equal distance for all of us), the guy driving the Taycan said: “I hope you’ll be able to find gas!” In a non-thinking flash I chuckled at his remark, thinking he would have more trouble than I would getting power for our respective vehicles.

You all know the saying, “The best laid plans of mice and men often go awry” (to paraphrase Robert Burns’ poem To a Mouse). Well, they went wrong before we left the gate. One of the travelers was suddenly hit with kidney stones. The only fortunate piece of that news was that we had not departed yet. She was able to see her doctor, get treatment, and recuperate at home. The bad news, of course, was that they would not be traveling with us.

So, on the designated day we put the top down and headed south...okay, okay...actually we headed north to cross the Delaware Bay Bridge. (I ALWAYS confuse that with the Chesapeake Bay Bridge, which is south of us.)

One thing that made the trip easier was our cell phones. We had chosen the meeting location based on a charging station for the Taycan. As we neared our meeting place, we received a text that the Taycan was fully recharged. We were about 5 minutes out, so we just met up for lunch. (We met at Roma Casual Italian & Greek Dining in Stephens City, Virginia. Great food.)

That was about a three and a half hour trip, but the lunch and the fun conversation revived us, and we set out for our first night’s hotel at the Peaks of Otter. We had chosen a route that included some of the Blue Ridge Parkway. Plans were that we would stop at the Natural Bridge in Virginia along the way. Both cars set their apps to the same destination – or seemingly so, anyway.

It was GREAT to get onto some swervy, curvy, hilly roads after the straight flat roads of Delaware. The scenery was breathtaking, and the car was loving the curves and hills. I am not so sure my co-pilot agreed, as a request for a speed reduction was submitted for consideration. (It had already been a long day, so speed was reduced from fast to a hustle. Still a VERY enjoyable pace.)

We arrived at our scheduled visit, but after 10 minutes still no sign of our companions. This was complicated by no cell signal. So we decided to visit the bridge by ourselves, in hopes they would catch up. (You will see from the photos it was a beautiful sight and a nice quiet self-guided visit.) So we got to put some steps into our fitness trackers and stretch out for a bit.

Turns out the our destinations were not the same. They had found Natural Bridge the town, also with no cell service, so they continued to the hotel.

After our tour of the Natural Bridge we jumped back in the car and found some more amazing roads on our trip to Peaks of Otter. As we pulled in, the Taycan was being bridled with its charging cable. Perfect timing once again. (Communication channels had been restored once back on the road.)

We registered, and settled into our rooms with a view of an idyllic lake, with the Blue Ridge Mountains watching guard over us. We then met up for dinner, with the same view and wonderful food.

The next morning, after a brief walk around the lodge we settled in for breakfast and to settle on plans for the day. The first target was the D-Day Memorial in Bedford, Virginia. (The US memorial is there because the town suffered the highest per capita loss on the D-Day invasion. Twenty-seven of the forty-four young men from Bedford were lucky enough to return home.)

Then dinner plans were to proceed to Primland Resort for dinner at the Staples Saloon with bluegrass music. On the way we split up, as our selected route projected to be a challenge for the Taycan’s capacity and they took another route to “conserve.” It turns out that the routes were identical except for the initial few miles. We ended up arriving at exactly the same time and traveled almost all the same roads. Go figure!

Dinner was served family style, and we were in need of a few more family members to help us consume all the food served to us. The music started when we were seated and continued through dinner and beyond without a break. The music was great and special because the volume still allowed us to chat.

We saddled back up, headed for our hotel in Martinsville, Virginia. Our path was crossed by a juvenile black bear, giving credence to the “caution bear crossing” sign we all scoffed at on the way to dinner.

We landed at our hotel with FULL stomachs and smiles on our faces, but fatigue was self-evident.

The next day was all about getting to Asheville. Lisa and I wanted to drive more winding roads, with a stop along the way. We found [Blowing Rock](#) in Blowing Rock, NC. Again, my navigator, with the aid of a map application and directions from the website, found us some fun roads to travel. But then the curse of my little chuckle back outside of Wilmington showed its teeth. With the gas gauge approaching the point of flashing a fuel reminder as we came smiling into “downtown” Blowing Rock, NC looking for a gas station. Right off a mountain pass we found a Citgo. They had yellow bags over ALL of the pump nozzles...NO GAS! Then, one after the other, we didn’t even need to pull in as we saw the yellow bags. Finally, eight miles from Blowing Rock we came across an Exxon station with fuel, YEAH...WHEW! There was a sign on the pump that read, “Be kind to your neighbors, limit of \$30.” I was relieved and kind. That got us a projected range of around 280 miles.

We stopped for lunch in town at a lovely tavern/café called the [Speckled Trout](#) (trout is a huge thing in North Carolina.) After studying the eclectic menu and ordering, we enjoyed a pleasant meal, and we were off to see the blowing rock.

Although the pictures on the website seem to be magnificent, I must admit in real life it was a bit disappointing. Don’t get me wrong – with a meager entrance fee and marvelous overviews of the valleys and mountains below, the rock itself...meh. Kids were climbing all over it so I had to wait for a gap to take a picture. The trails and gardens were well kept, beautiful and the stretching of legs was nice. However, it was a short stop before the final hop to Asheville.

We jumped on and off the Blue Ridge Parkway per Google Maps and enjoyed the views and the roads as we found our way to the hotel in Asheville. The hotel was very close to downtown, so for that evening we walked into town for dinner at a lovely restaurant, [Posana](#).

From that point on we either walked to our destination or rode in the Taycan. We visited some wonderful art galleries, several other restaurants, the Omni Grove Park Inn (we could not get a reservation there so be sure to book way ahead of time), and the [Biltmore Estate](#).

Lisa and I had spent our honeymoon at the Biltmore. It is a wondrous place. You pay a rather high entry fee for a time slot, but then you can spend the whole day there. The “house” (in quotes because a small town could live in the house alone) with an indoor pool, bowling alley, and a level of opulence that seems unimaginable in the late 1800’s. Then there are restaurants, a winery, and shops to enjoy, including hotels.

The following day was departure day. We were heading home to spend some time with family, and the Taycan was heading to the Werks Reunion in Amelia Island. I made certain that our route included gas stations that actually had gas. (Thanks to the app GasBuddy. I found the gas situation was pretty much back to normal about 50 miles east of Asheville.) And that we would be traveling over/under the Chesapeake Bay Bridge.

It was a beautiful day for a drive, and our trip was relaxed, uneventful, and filled with reminiscences of the fun we had.

Garrett Hughes



2021 RTR Drive-in Movie

THE PORSCHE CLUB HAS A SAYING. THAT SAYING IS “IF YOU AIN’T FIRST, YOU’RE LAST.” No, wait that is something else. The Porsche Club saying is “It’s not just the cars, it’s the people.” It is true, and we are slowly ramping up the events with both the cars and the people again. The latest example of this is our annual drive-in movie night that was held on June 12 at the Valley Forge Fire House. If you have never been to this event you really need to circle the calendar for next year.

Porsches began to fill the field behind the firehouse around 6:30 PM. There was a hot dog stand and french fry bar to keep you full. There was also water and soda and a cash bar to keep you hydrated. Most important of all was there were people. Our people. Some members that we have not seen in a while. We mingled, we chatted, we accidentally spilled cheese fries on each other. It was great. We had a nice mix of a couple dozen Porsches to admire while we waited for the sky to get dark enough to begin the movie.

Before the movie began, Jeff and Corey addressed everyone and held a brief members’ meeting. The meeting was focused on some of the exciting events that are coming up soon. The club is really starting to fire on all cylinders again. We have rallies, and dinners, and happy hours, and all sorts of fun things popping up over the next few weeks.

As the meeting took place the giant 21-foot movie screen was put up. First up were some cartoons for the young ones. This year the cartoons were a couple of episodes from the Wacky Races series. Can’t go wrong with Penelope Pitstop, Dick Dastardly and the rest of the crew. While they were entertaining the young and young at heart our Social chair, Wendy, and her crew buzzed around the field in a golf cart. They were delivering movie candy to everyone. At the same time, the popcorn stand was being set up. We had everything we needed for a happy movie night.

It was finally dark enough for the feature film. Every year the feature length movie we watch is typically car themed. This year we watched the Oscar winning Talladega Nights: The Ballad of Ricky Bobby. OK, it didn’t really win an Oscar. But it did win an ESPY for best sports movie, so there is that. It also has some classic quotable lines. It was a good way to laugh the night away in the company of friends and Porsches. When the final credits rolled we gathered up our chairs and blankets, stuffed them into the trunks and frunks, and made our way home. It was sad the night had to end but the good news is we know that more great events are just around the corner. See you all soon.

Joe Kucinski



2021 Werks Reunion – Amelia Island Plantation, FL

NOT SURE HOW MANY READERS OF THIS NEWSLETTER HAVE EVER ATTENDED this unique annual event organized by PCA, or have ever considered attending the Werks Reunion, so for those of you who haven't, here is a glimpse into what it is all about.

If you are reading this you are most likely a Porsche owner. Having said that, there are as many different Porsches as there are types of people, and typically these owners are passionate about their Porsches. On top of all of that, Porsche has, since 1948, offered the rather unique ability to personalize the cars with colors, performance features and styling cues.

The point of this is to say that the Werks Reunion offers a fantastic opportunity to see hundreds of P-Cars, old to new, in a beautiful outdoor setting – a golf course. Not only are you able to see the cars, but the ability to hear, smell and speak to their owners and fellow enthusiasts. One could compare it to an outdoor museum and historical display of Porsches that have been maintained to the highest level possible, thus preserving the Porsche brand's offerings.



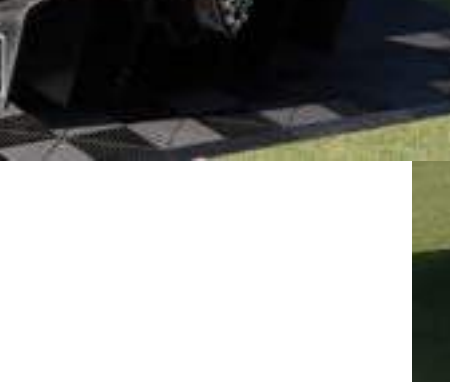
The event, besides the obvious social aspect, becomes a place to learn, and teach young and old about the evolution of the Porsche automobile. Also, it offers the attendee the best way to compare and decide what their next model and color will be.



There are passionate car lovers all over this world in which we live and drive, and this isn't the only world class showing of cars, but I will say it is one of the nicest casual setting events anywhere. This event also is one leg of a three-event weekend, with the first event being the Werks Reunion. The second day event is an exceptionally large "Cars 'n Coffee" held at the same venue. Classic "drivers" cars of all types are on display for all attendees to view. For myself, this day is one that brings back memories of cars I loved and dreamed of as a young boy, as well as seeing in real life ones I owned. A true time machine experience. The last and final day a "Concours d'Elegance" takes the same stage. Concours d'Elegance is a term of French origin that means a "competition of elegance" and refers to an event where prestigious vehicles are displayed and judged. On display are fully restored and documented cars that are typically more than 50 years of age. This event is a "judged" event and there are a variety of classes competing for the coveted prize "Best of Show".

Hopefully I have piqued your interest to the point you are thinking of putting this event on your bucket list for 2022! Below are a few pictures to add another dimension to the story. See you there in 2022.

Bryan Paipillon



World of Whiskies at Capital Grille

“WHAT WHISKEY WILL NOT CURE, THERE IS NO CURE FOR.” – IRISH PROVERB

What better way to mark the beginning of the return to pre-2020 life than a whiskey dinner at Capital Grille with all your RTR friends? On a beautiful Friday night at the end of May that is exactly what we did. This dinner continued the tradition of our popular and quick to sell out, Capital Grille nights with the club. Typically, we have a select menu that is paired with wine or whiskey depending on the event. This event was whiskey night.

Cocktail hour began at 7 PM, a bit earlier for those of us who just couldn't wait. Capital Grille has a lovely outdoor tent set up and the whole thing was reserved for our club. The cocktail hour took place just outside of the tent. It might seem odd to have a cocktail hour in a parking lot, but as usual the Capital Grille had it set up beautifully. The added bonus was that we could watch and hear all of the lovely Porsches pull in as they arrived. It was so nice to be outside in the fresh air with some friends, enjoying cocktails and conversation.

“You can't drink whiskey while wearing a damn mask.” – Joe Kucinski

After about an hour or so of mingling outside we made our way down the red carpet that Capital Grille laid out for us and entered the tent for dinner and the whiskey tasting. The specially curated menu offered the usual club favorites, such as the bone-in Kona steak that our entire table ordered. But before we get to the food we must talk about the whiskey. When we arrived at our table a tasting pour of our first selection was already waiting for us.



To help us make sense of what we would be tasting that night we had the assistance of Mike Betman, from Beam Suntory. He would explain to us the history of the particular whiskey, the notes we should observe, and how to perform the “Kentucky Chew.” Up first was the Yamazaki 12 from Japan. It is a single malt whiskey from Japan's oldest distillery. It was a lovely way to begin the tastings. As the salads arrived, so did our next selection. Kilbeggan 19. This is a rare 19-year-old Irish single grain whiskey. It was bottled exclusively as a single cask for Pennsylvania's state-owned liquor stores. The whiskey sommelier in me would describe it as yummy.

Time for the main course, which included another whiskey, but also an interesting moment in the parking lot. I saw a beautiful black Ferrari F8 Tributo pull in and park a few spots away from my Cayman. The driver and passenger got out of the Ferrari and immediately walked over to my humble Cayman. They were peeking in the windows, and checking out the wheels, etc. They seemed to really be enamored with my car that is worth about what they paid in taxes on the Ferrari. Anyway, it goes to show you that even the Ferrari crowd understands what great cars we have.

The main course included a special Maker's Mark Private Select. This particular batch was pulled just for RTR members. We got the free tasting with dinner, but specially marked RTR bottles were for sale after dinner for \$80. The bottles went quickly as several members scooped up multiple bottles. That left just one more whiskey to try with the dessert portion of the meal.

That final whiskey was Bowmore 15. This is an Islay single malt scotch. This has a much different taste profile than the previous tastings. With much more smokiness and intense flavors, this whiskey paired well with our sweet desserts. It was the perfect way to cap off the evening. After dinner we grabbed our new Maker's Mark Private Select purchase and made our way home. A great night out with the club, as always. We are very much looking forward to the wine tasting dinner that is scheduled to take place in August. Keep your eyes open for the email blast, as that dinner will surely book up fast.

Joe Kucinski



Vanity Affair



SOME VANITY PLATES ARE ONLY OBVIOUS TO CERTAIN GROUPS OF PEOPLE. As such, most Riesentöter members would figure this one out pretty easily. But that doesn't make Dave Redmond's license plate any less unique than his car is. The "Flachbau" (flat-nose or slant-nose) 930 Porsche was an exceptional and highly desirable car in the eighties when it was released, and its rarity continues to drive up the cost today.

Porsche engineers shaved off the infamous 911 bug-eyes and the resulting design is either loved or hated (loathed only by the purest traditionalist). The slant-nose included the equally controversial whale-tale. I can't imagine why you wouldn't love this beast – it was the fastest production car coming from Germany in its time.

Dave purchased what you see pictured here two years ago. It was his dream car since he was 12 years old, when he had a poster of a red Motorsport 930 on his bedroom wall. He's owned many Porsches over the years, but has finally realized his dream with this gorgeous creature. And his vanity plate says it all – if you need a hint, just don't ask any club members.

Thanks for sharing this with your fellow Riesentötters, Dave!

Dave Redmond/David Newton

High-Power Cars Car Talk

ABOUT SIX YEARS AGO PUBLISHED PORSCHE ARTICLES AND RIESENTÖTER members could not talk enough about the 911 shift to a turbo engine and how PDK transmission was taking over. Nearly every motorsport enthusiast had something to say about how much power new cars had, and various conversations about high-power cars ensued.

At the time, I was not looking for a new car, my 997 ran great, had a manual transmission and about 45,000 miles – it was a newer Porsche. When hearing so much chatter about the new models, the thought of not driving a manual, normally aspirated engine in my older days drove me crazy. Not being a turbo driver, I test drove a couple of cars for the fun of it and to experience what the big fuss was about. Then I walked into a showroom and instantly the black 911 displayed fell in love with me. I too fell for it, and a few days later drove off in my new Porsche 911 Carrera 4 GTS. Phew, I got the last of the normally aspirated 991s.



This past weekend, while at RTR's DE event at Lightning, I thought to ask a few people about their high-power cars. The story behind it. The impact on their learning HPDE. The influence in their driving. The experience as both a low power race car driver and a high-power driver. Gracefully, and with limited time, a few shared their experience.

Club member and high-performance driving student Bernard Hamilton simply loves the GT3. He said: "I love and always wanted to have a Porsche GT3, whether there was DE or not." He asserted that it does not influence his driving and that in fact, the car corrects his mistakes. "The GT3 masks my mistakes, and I should probably drive my Cayman, but I like driving my GT3," he commented. I completely understand Bernard's dilemma.

Often, we feel connected to a car and form a bond that turns to passion. In DE, we call it addiction. Yes, the car is pretty, maybe muscular, or powered by 500 horses; but DE people know the car was made to be driven.

RTR instructor Brent Rosen commented: "I moved from a convertible Boxster that was not as appropriate for DE, to a GT4. I wanted metal over my head, and the Cayman comes that way, and with harnesses. It is a cost-effective option." Brent also shared that "the added horsepower is lovely, but for me the horsepower wasn't as much about horsepower." A new instructor, Brent drove his convertible in HPDE for several years. He was an excellent driver then, and he is an excellent driver now. I would say that even though the 414 horsepower does not influence his driving it probably shaves off a few seconds. What his new car has done for him is boost his confidence: "I think it [the car] has given me a better sense of the track. I feel the track more and I feel safer. It has improved my driving because it has given me more confidence." Safety and confidence are great reasons to upgrade.

The conversations about high-power cars on track, especially for novice students, sometimes happens out of concern. The sport is high-risk and HPDE participants know this, so these high-power cars sensation makes for good conversation while socializing and obsessing over all things Porsche and other marques. There's always rational and expert opinion at the track; after all, we do have some good club racers and instructors who simply love driving with PCA. I chatted with Jeff Smith, RTR's co-chief instructor, and specifically asked for his view regarding high-power cars.

"There are two views to this, I believe that since the beginning of DE there always have been situations where the newer cars were faster than the older cars, and to that degree is relative to what is going on in the world," commented Jeff. He continued to elaborate by explaining that "when someone showed up in 1999 with a 996 that was an uber fast car compared to what people were used to, it was extremely fast relative to what people were used to – and today we are talking 718s and GT3s. I believe that they are faster than what people are used to. This phenomenon is not new to the sport."

Jeff shared his expert opinion as a chief instructor and club racer: "I believe that beginner students are better off in lower power cars or higher power cars with less assistance. If we were in a perfect world, we would start them in a Miata, then upgrade them to Boxster, then Cayman then 911 then GT3 or Club Sports, but that's not the reality we live in, so not many people can take time or money to make that progression." He continued to explain: "So they buy a cool car, and they say hey, I can drive it on the track, and that's super. We teach people how to drive what they bring to the track and that works extremely well. I guess sometimes people feel that the car drives more than the students do, and eventually students figure it out." Spoken like a true instructor.

I agree with Jeff "that the high-power car talk is something that we've always dealt with and that we will always deal with it, and it is just different degree, and it's all relative to what's going on in the world now." Technology and engineering will continue building machines of the future, and we will continue to talk about them and fall in love with them, whatever the reason.

While I was in La-La Land enjoying the mutual affair with my new GTS, it did not occur to me that when I showed up to DE as a newly promoted Blue student in a new machine with bells and whistles, known in DE as nannies, I would have to learn to drive the car. I did not think of the impact that having a few more horses, vectoring suspension this and that; and Sport and Sport Plus would have on my driving. I did not think of what my track friends' reactions would be like. Nonetheless, in typical PCA camaraderie, I have tons of stories to tell and many friendships to share them with.

While getting the car was about having my first new lifelong normally aspirated Porsche; it has ended up being my ultimate track car. Despite only having 433 horsepower as compared to the newer models, the plan is to spend track days learning how to drive it. After all, the old SC only had about 170 horsepower, and I got as much joy. Today, I experience fewer corrections and faster, smoother driving. Despite how much I am yet to learn, the joy I get from driving a timeless car with and among friends is priceless.

Yoyi Fernandez



RTR Member Spotlight July/August 2021

WELCOME TO THE JULY/AUGUST 2021 EDITION OF THE RTR MEMBER SPOTLIGHT. After a couple of issues hiatus, we are back with this feature! In this edition Jared introduces himself and his Cayman 718 to the club. Jared is a very active member of the club. I remember meeting him for the first time at an ice cream social a couple of years ago. He was about to do his first Taste of the Track event. Fast forward a couple of years and he is fully hooked on DE, and slowly turning the Cayman into a track toy. It is a slippery slope!

We hope everyone enjoys this feature as much I enjoy putting it together. Please reach out and share your own story. If you want to be the next person featured just contact us at editorteam@rtr-pca.org and we will make it happen. Thank you.

RTR Member Spotlight

Name: Jared Rodeheaver

How long have you been a member of RTR?

Since June of 2019. I had no idea of all the great activities the club had to offer. I've been fortunate to be able to get to most of them: DE, AX, Rally, PCA SIM Racing and all the great social events. Hopefully I can add street survival to that list this year!

Year and Model of current Porsche: 2019 718 Cayman

Why did you choose this particular Porsche?

There were certain specs that I really wanted, Manual, PASM, PTV and Sport Chrono, and I was lucky enough to find one at Porsche of the Main Line.

How long have you owned it/how many miles have you put on it?

I purchased it new on the 3rd of June, 2019. Since travel was limited for all of us I am only at 8XXX miles so far but have lots of plans to add miles this year.

Is this your first Porsche? Yep. If no, what have been your previous Porsches?

What car did your Porsche replace? 2016 Audi S3

What modifications have you done?

Only a few modifications so far, but several small ones planned. I installed caliper studs for easy pad swaps at the track and am in the process of completing adding a CMS roll bar, Recaro SPG seats and Sabelt harnesses. I also installed Rennline grill screens, after plucking feathers out of the radiator, and got the front end wrapped in PPF with ceramic coating.

Are you happy with the mods, and what is your favorite?

Very happy with the few things I've done so far. It's hard to pick a favorite, as they all have a purpose.

Any modifications planned for the future?

I have a spreadsheet with a list of potential modifications including, but not limited to: camber plates (maybe other suspension mods from Tarett as well), DCS controller for PASM, slotted rotors, Numeric short throw shifter, Softronic tune and Soul PP exhaust/downpipe. I'm sure I'm missing some items!

What do you like most about the car?

Wow, what's not to love! I guess I'd say the combination of stunning performance that can be driven flat out all day on track then comfortably back home. Who knew you could get 30+ MPG on the highway!

What do you like least about the car?

The exhaust note. It's not a bad sound, just not as magical as the flat six.

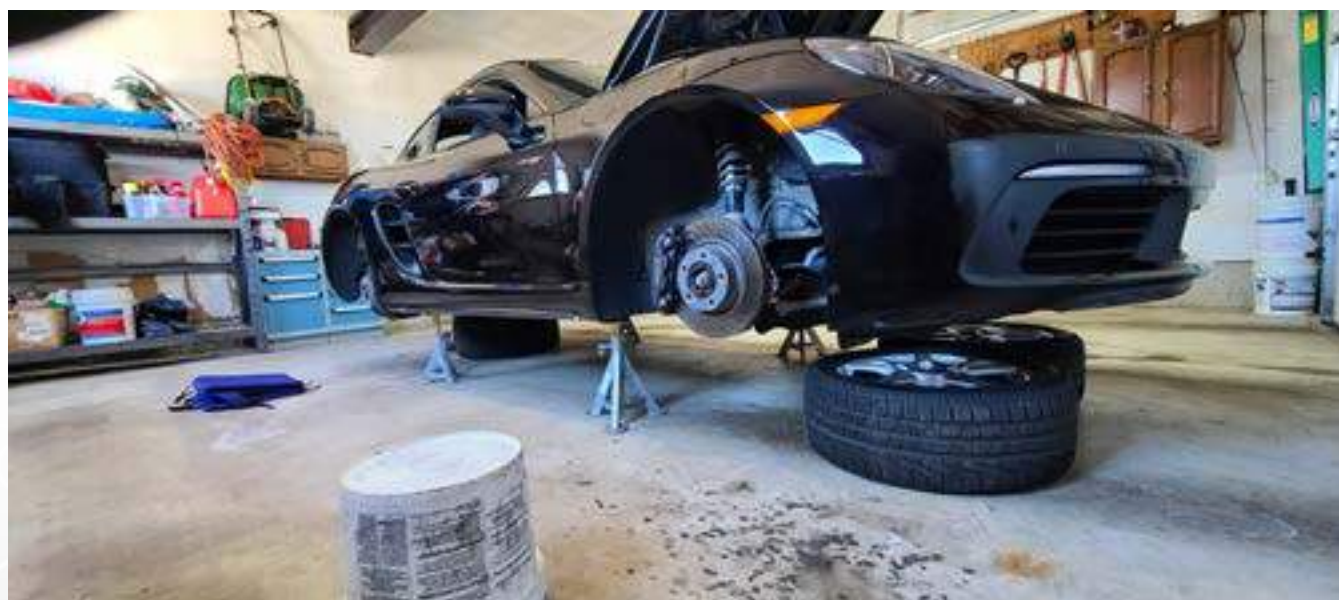
What has been your favorite moment with the car?

Just one?! I'd have to say every opportunity to be at the track with the gen pop crew.

Given an unlimited budget, what Porsche would you buy? Can be current or any past mode, but you can only choose one.

930 Turbo. This was the iconic image I always saw as I was growing up. I'd also love a current gen RSR race car.

Joe Kucinski



A Proposal at The Whip

I ORIGINALLY THOUGHT I WOULD BE WRITING AN ARTICLE ABOUT HOW NICE IT WAS to have a Porsche rally to The Whip Tavern for breakfast again. I will get to the breakfast in a bit, but that was not the big RTR news of the day. Not even close. The big news is that we had a wedding proposal at breakfast! It is believed to have been the first ever proposal at an RTR event. Hang out at club events long enough and you are bound to see everything.

After all the groups had placed their breakfast orders Wendy called us all to attention for a special announcement. I was thinking maybe an update on the summer road trip, or holiday event details would be revealed. It turned out to be something much more personal. Long time RTR member Kristyne Haver happened to be sitting at my table when the announcement was made. Her boyfriend, Mark Scheibeler, then joined her. Mark addressed the room. He spoke of what an amazing person Kristyne is, and how happy she has made him. "She is such a unique person, and so wonderful, and she has given me so much joy in my life" Mark said before he popped the big question and presented the ring. She, of course, said yes, as the rest of us cheered and offered a thunderous applause. It was a lovely moment for two great people.

It was wonderful that Kristyne and Mark chose to share their big moment with all of us. This is just another example of how this little car club is more like a family than anything else. And here I was thinking the Welsh Rarebit was going to be the highlight of the morning. We are extremely excited for the newly engaged couple. Kristyne and Mark, everyone at RTR wishes you all the best, and many years of happiness. Let us know when you have the wedding date sorted so we can set up a rally to the wedding!

By the way, for those in the club that don't know Kristyne personally, check out the Member Spotlight article in the Nov/Dec 2020 edition of Der Gasser. I am always looking for people to feature. I cannot promise you will find true love like Kristyne did, but I can promise that you can share your story with the rest of the club. OK, shameless plug over, back to breakfast.

It may seem odd to set your alarm for 6:30 AM on a Sunday for breakfast. But if you have ever been to The Whip Tavern, you know the early wake up time is worth it. On the last Sunday in June we meet up in the Penn State Malvern campus for the half hour drive over to The Whip. This event is always popular, and this time was no different. We had nearly 80 members join us for breakfast. For some members this was the first RTR event post-Covid. Fantastic to see some familiar faces again. We also had many folks who had never been to a club event before join us for this one. The new members picked a great event to start things off.

Just before we left the parking lot Jeff gave us a quick overview of the route: 30, 82, 841. Not sure if those were the speeds we were supposed to be going or the route numbers. In any event, we departed the parking lot around 8:30 AM. Such a great sight to see a line of Porsches in your windshield and your rearview mirror. We covered some lovely driving roads on the half hour jaunt to the restaurant. The Whip opened an hour early just for our club. Good thing too, as they have a notoriously tight parking lot. Our little German cars filled every spot at the British Pub.

Both indoor and outdoor seating was available to us. And thanks to the generosity of the club we had some champagne and vodka if we wanted a mimosa or bloody mary or the like to have with breakfast. We quickly filled the place to near capacity and began to chat with our friends as we looked over the menu. I knew I would start with Welsh Rarebit and end with Sticky Toffee Pudding. The only decision was what should I do in between. The food was delicious as always. The company was great as always. It was a terrific way to spend a Sunday morning. And for two members it marked the beginning of a new life together. Our next event has its work cut out for it to top this.

Joe Kucinski



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Sidetrack: Miles and Miles

I WAS AT MY FIRST CARS AND COFFEE IN A VERY LONG WHILE – chatting with an attendee who was wearing a Datsun mechanic’s jacket, of all things. The 240Z was one of my favorite cars, so we had a lengthy conversation about the progression of that model, and cars of that era in general. The discussion finally landed on gas mileage, and I realized in that moment you will eventually end up on this topic if you talk long enough about any car.

Gas mileage is a sensitive subject with me because there are relatively few people who know how to accurately calculate overall mileage for any given car. My father used to keep a maintenance journal for all of our family vehicles, and in it he would log each fill-up. I have continued this tradition on each of our cars – improving on his process by developing a simple gas mileage-tracking template.

I know, ridiculous, right? Why on God’s Green Earth would you want to track the mileage for your cars? Well firstly, so that you are aware of what your true and accurate mileage is (and not a bogus representation). What you do with that information is up to you, but the second and most important reason is to monitor consumption for maintenance purposes. You watch your oil usage, don’t you?

| | | | | |
|--------------------------|----------------|----------------|-------------|---------------------|
| Average Mileage: | | | | 26.6 |
| Total Mileage: | | | | 3,221 |
| Total Cost: | | | | \$ 373.64 |
| Total Gallons: | | | | 120.9 |
| Average \$Gallon: | | | | \$ 3.09 |
| Average \$Mile: | | | | \$ 0.12 |
| Date | Mileage | Gallons | Cost | Miles/Gallon |
| 12/27/21 | 140 | 5.615 | 14.93 | 24.9 |
| 1/13/21 | 190 | 7.416 | 20.91 | 25.6 |
| 2/6/21 | 240 | 9.289 | 27.30 | 25.8 |
| 2/23/21 | 204 | 8.258 | 25.01 | 24.7 |
| 3/16/21 | 271 | 10.945 | 34.14 | 24.8 |
| 4/2/21 | 226 | 9.016 | 26.30 | 25.1 |
| 4/12/21 | 223 | 8.870 | 27.84 | 25.1 |
| 4/19/21 | 278 | 10.541 | 33.09 | 26.4 |
| 4/25/21 | 322 | 11.022 | 34.60 | 29.2 |
| 5/6/21 | 304 | 11.395 | 36.45 | 26.7 |
| 5/11/21 | 284 | 10.310 | 33.60 | 27.5 |

When you drive the kinds of cars that we do, fuel cost is not often a detractor from purchasing and owning a given vehicle. But by knowing what your average mileage is, you may be alerted to potential problems with tangible consequences. Sometimes it’s not really a surprise – like ethanol dilution in the wintertime. But other times the reduction in mileage can point to hazards like low tire pressure, a dragging brake or poor alignment.

We don’t often know how to capture mileage in a way that provides data to draw meaningful conclusions. Using the average MPG from the window sales sticker is dubious at best (so is recording a set distance on a full tank of fuel by the way). These methods are not only inaccurate, but they also don’t consider real world conditions, such as the type of roads being driven or how you as the driver behave.

There is really only one way to track mileage correctly, and it takes very little effort. But it does require a bit of math. Start with a full tank and always fill it with every visit to the pump. Twenty dollars here and fifteen dollars there will not yield accurate results. Note the cumulative mileage at the time of purchase – you can add up the trip odometer readings, but you will then have to reset to zero each time you leave the pump.

Now here’s where many years of your math education pays off. Total miles driven divided by total gallons purchased yields average miles per gallon. Knowing this equation is important. You can use this calculation each time you fill up, but it will only give you the results for that tankful of fuel and their associated circumstances. The only reliable way to get to an overall average is to use cumulative totals and back into each fill-up.

That’s why a log is important. You can do this manually (as my father did), but it requires some effort. And you will more than likely forget or put it off until it becomes an ominous task. That’s why I developed a simple spreadsheet template so I can drop in just three numbers each time I fill my tank: Date, Total Miles and Cost. The second tab on the spreadsheet is a bonus to keep track of lease/warranty miles using those same inputs.

Each metric you see in the template is derived from these data points – the calculation happens in the background. It makes it super easy to maintain, and provides important information to help you determine patterns or swings. Generally, you will know that an increase was caused by a lot of highway mileage for instance, or a decrease from city driving. But when the numbers are steadily declining, there is something else going on.

When you collect this information for more than one vehicle, it becomes even more interesting. Cost per mile should be relatively steady, and cost per gallon will flux with the price of crude. As your vehicle ages, you may also be shocked by the total fuel cost. Some of my cars have consumed more total dollars in gas than I spent on upkeep. Another shock is that premium gas is often thousands of dollars more over the life of a vehicle.

| | | |
|---|----------|-----------------------|
| → | 3,221 | Current Miles |
| | 40,000 | Lease/Warranty Period |
| | 33.7 | Miles allowed per day |
| → | 5/25/21 | Today's Date |
| | 12/22/20 | Purchase Date |
| | 155 | Days Owned |
| | 5,213 | Miles allowed |
| | 1,992 | Under/(over) |
| | 38.21% | Percent Under/(over) |

Your first fill-ups will be skewed until you build consistency. And the more accurate you are, the more reliable the results. I can send a blank template to anyone interested. It is in Microsoft Excel format, but can be saved as a .csv file and used with virtually any spreadsheet application. Just send me an email at DNewtonUSA@iCloud.com with “RTR Mileage Tracker” in the subject.

Now the next time someone asks you what kind of mileage you get on your 1974 Porsche 911 Targa, you can provide an honest figure and be confident in your response – not something you pulled off the window sticker, from an article you read in a magazine or any number of other phony methods I’ve heard of over the years. The sooner you begin, the quicker you can start realizing their fundamental benefits.



Shifts and Giggles

I THINK ABOUT THIS A LOT WHEN I'M DRIVING...THE SAFETY OF MY DRIVING. Probably the most important thing that keeps us safe. Sure, cars today are filled with a plethora of features to keep us safe while commuting to and from work, picking up our kids from school, events, shopping, or the occasional cheese rally, but I'm not talking about those. Okay, I'm thinking about things like ABS brakes that pump the brakes faster than any human on earth can, preventing lockups and skids while coming to a complete stop as someone thinks they can just back up on route 76 because they missed an exit. Safety glass is another cool safety feature; before this, if you got in an accident, you might have survived before being slice to death by a million tiny shards of real glass flying at you at the speed of sound; now, after an accident and the windows breaks, you will survive with probably only a few scratches and then finding pieces of safety glass in your ears, hair, and between seat cushions for the rest of your life. Then there are things like safety belts, crumple zones, backup cameras, lane control, turn signals (when used properly...or at all), horns, steering wheel buttons, window displays, and airbags, all of which keep you safe while on the road.

Yeah, but I don't really think about any of those things while driving. The thing I think about most is the thinnest of material, and sometimes it's just in the imagination itself. I'm talking about the layer of paint that's 4 inches wide that divides a 12 foot road in half, and again sometimes you simply have to imagine that line to stay safe. Yes, I'm talking about the line that divides left from right, the yellow line, single or double, or sometimes nonexistent. We've all seen those movies in driver's education, the head on collision. Nothing survives. 2 tons of steel and plastic going 60 mph meets 2 more tons of steel and plastic going 60 mph and boom...a big boom, and what keeps this from happening every single time we drive...your half of the road, my half of the road. Stay in your own lane, rule of thumb and a layer of thin paint.

Everyday people everywhere abide by this rule and a little paint or imagination. Picture a world where don't exist...chaos is the world that comes to mind, along with flashes of congestion of the worst possible kind, with visions of Mad Max where the biggest and "baddest" rules the road. Picture the Arc De Triomphe meets Rome, Italy, meets English drivers, meets farm equipment, meets farm animals, meets pedestrians and bikes, and your Amazon Prime package is not going to be here tomorrow, that's for sure.

So the next time you're behind the wheel, picture how much faith you have in humanity, that everyone is of the same mindset as you, stay in your lane, and the world is somewhat sane and safe, and leave the rest to imagination...you know in case there is no paint on the road.

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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CLASSIFIEDS

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

Immaculate-unbelievable

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

Garage kept. Mileage-13,400

No dings, no scratches, never hit, never painted

- Options:

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

- Exclusive Options:

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

Paul Mudrick

Bala Cynwyd, PA

mudrickp@verizon.net

(610) 909-5799



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CLASSIFIEDS

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

Asking \$2,300

Specs:

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

Freshly powder coated (Have not been used since)
The tires are slightly used Hankook Ventus V12s.
No TPMS sensors in the wheels

Contact OT Figueroa via email: patches12121@gmail.com



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CLASSIFIEDS

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

Silver/black

38,300 miles

Excellent condition

Sport chrono, Nav, PASM, 6 speed manual

More photos available upon request

Contact Neil at nfddd@yahoo.com



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CLASSIFIEDS

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

Red/black

27,000 miles

Runs and drives perfectly

Flawless body and interior

Original manual, books, tools, spare and compressor

Certificate Of Authenticity

More photos available upon request

Contact Neil at nfddd@yahoo.com



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Dear RIESENTÖTER Members,

The volunteer editorial staff have brought this issue of Der Gasser magazine for everyone's enjoyment. This is your magazine and we want you to be part of it.

- Do you have a story about your car you would like to share?
- Have you taken your Porsche on a trip or met up with other Porsche owners at an event? We love to see some photos and maybe a brief write up.
- Do you have a business you would like to advertise? We are accepting advertising from members and their businesses. RTR has 1500+ primary members within our region in southeastern Pennsylvania. Please contact us at editorteam@rtr-pca.org for more information.
- Do you have a Porsche related item to sell? We can list the item in our classified section. Please contact us at editorteam@rtr-pca.org for more information.

Thank you,

Der Gasser Team

