

WE ARE BACK!



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COVER

POCONO Raceway
Photo/Illustration by Michael Todas

2017 RTR Event Calendar

JUNE	3	Wine Dinner at General Warren
	4	Autocross at Warminster
	10	Porsche and Pricks (Blood Drive)
	10	Street Survival
	17	Tech NJMP - Mike Tillson Motor Cars
	17	June Rally
	21	Membership Meeting at Porsche of Conshohocken
	23-25	DE - NJMP (Lightning)
	25	Wells Fargo Center SCCA Philly Registration
JULY	3	Tech Watkins Glen at Dougherty Automotive Service Inc.
	14-17	RTR PCA Club Race at Monticello Motor Club
	21-23	DE - Watkins Glen
	22	RTR Picnic
AUGUST	22	Dover International Speedway BMC Dover Registration
	18	Harley Davidson Tour in York
	19	Street Survival
	20	Warminster Community Park SCCA Philly Registration
	21-23	Tech For Pocono - 60th Anniversary at Porsche of Lehigh Valley
SEPTEMBER	8-10	Pocono 60th Anniversary (DE, AX, Rally, Gala)
	23	Coatsville Grand Prix
	24	People's Choice Car Show
DECEMBER	9	RTR Holiday Party



THE RTR EXECUTIVE BOARD

*Voting Privileges



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MEMBERSHIP MILESTONES

YEARS	MAY	JUNE
50	Wayne Flegler	
35	Ed Notebaert	Michael Curnow
30		Jim Hartman Ron Lego Lego James Novinger
25	Peter Fitzpatrick Eric Palotas	Fred Bonsall
20	Charles Layfield David Morris	Joseph Evancich Vincent Sanfilippo
15	Paul Di Liello Colin Dougherty Erv Geller Frank Mayer Philip Perkins John Peters Steven Ryave Rob Samtmann	Sean Baker George Betz Jim Schwartz Gregory Sprishen
10	Michael Buckley Jerry Cline Andrew Fieo Kimberly McCombs Phillip Shin Allen Stevens	Allen Egner Bill Noval Joseph Pappano Werner Reinartz
5	Todd Cassidy Wayne DeSantis Jim Labert Tom Maggiano Ron Neff Yarek Ostaniewicz Tom Pitcherella Robert Ruane Matt Weiss	Phil Altomare Rick Bullen Charles Dormer Rob Mailand Daniel Ruble Steve Washington



NEW RTR MEMBERS



Mathias Barton	Blue Bell, PA	2017 Silver 911 Turbo
Rob Brooks	Douglassville, PA	1986 911 Carrera
Priscila Brown	Philadelphia, PA	2011 White Panamera
Marc Butler	Newtown, PA	2017 Black Macan
Bill Campbell	Downingtown, PA	2012 Navy Blue 911 Carrera S
Khari Clay	Philadelphia, PA	2012 Panamera Turbo S
Paul Dawson	Doylestown, PA	2007 911 Turbo
Mitchell Drucker	Chester Springs, PA	2010 Black 911 Carrera S Cabriolet
Michael Israel	Royersford, PA	1974 Signal Orange 914 2.0
Peter Kaye	Chesterbrook, PA	2004 911 Carrera
Phillip Kim	Langhorne, PA	2017 GT Metallic Silver 911 Carrera 4S
Fred Kreppel	Wayne, PA	1988 Guards Red 911 Carrera Cabriolet
Tom Lang	Royersford, PA	2003 Arctic Silver Boxster S
Earl Lee	Philadelphia, PA	2017 Sapphire Blue 911 Carrera S
Donald Levesque	Flourtown, PA	2007 Silver Boxster
Piers Lingle	Gladwyne, PA	2017 Black Cayenne S E-Hybrid
Adolfo Massari	Philadelphia, PA	1975 Blue 914 2.0
Patrick McGriff	Wayne, PA	2008 Carrera White 911 Carrera Cabriolet
Brad McIlvain	Malvern, PA	2017 Night Blue 911 Targa 4
Anthony Mirra	Broomall, PA	2015 Mahogany Cayman
Joel Neigh	Media, PA	2005 Black 911 Carrera
Joseph Newell	Huntingdon Valley, PA	2013 Silver Panamera S
Johannes Nieman	Ardmore, PA	1982 Red 911 SC
William Paladino	Wind Gap, P	2008 Red Boxster S
Elliott Pincus	Blue Bell, PA	2008 Cobalt Blue Metallic 911 Carrera 4S Cabriolet
Rick Pitcairn	Bryn Athyn, PA	2013 Black 911 Carrera 4S
Theo Procopos	Philadelphia, PA	2014 Black Cayman S
Peter Schorsch	Jenkintown, PA	2015 Silver/Red 911 Turbo Cabriolet
David Smith	Downingtown, PA	2007 Grey Cayman S
James Steele	Portland, PA	2004 Seal Gray 911 Carrera 4S Cabriolet
Nicholas Vanderwende	Conshohocken, PA	2010 Black Cayenne S
Tao Wang	Newtown Square, PA	2014 Black 911 Carrera S
Charles Webb	West Chester, PA	1978 Silver 911 SC



Vom Präsidenten



HEY WE ARE BACK ONLINE....Der Gasser is back with a new editor and a new team. So please welcome Mike and his team and wish them luck going forward. Der Gasser has been part of the club since the early days, when it was just a tri-folded piece of paper mailed to the doorstep for about eight cents a copy. Now we move into the 21st century and it's a viewable, clickable, PDF available on any device. My, have things changed....not really. If you look through our website, you'll notice we have past issues of Der Gasser online from the early seventies to today. Reading them and

My, have things changed....not really.

you'll find common themes and threads. You'll find stories of driver's education, autocross, tours, and rallies, and social events.

You'll also see editors begging for stories and pictures. Some things never change. So help the new team out will ya...send them stories of your barn find, your rare Porsche, your to-the-moon-and-back high mileage of your life. Send them pictures of your wheels, your radio, your traffic tickets, anything, even your Porsche. Der Gasser is your magazine, so let's see some of your cars and your stories in the future pages. So now peruse the rest of the mag and hope you enjoy it. Pedal Down.

Jeff Walton,
President Riesentöter





Editor's Note



HELLO, I'd like to first thank you and the RTR Executive Board Members for the opportunity to be your new editor-in-chief for Der Gasser, which if you haven't noticed has been on hiatus since summer of 2016. I have a great staff of volunteers behind me to produce the relaunch of Der Gasser. We have some new ideas for the magazine which, like anything fun, will evolve and with any luck get better over time.

A little bit about me: I have 17 year background in graphic design, photography, marketing and advertising. I have been a Porsche owner for almost 10 years and have been a PCA member just as long. My Porsche is a means to feed my addiction to speed, **S=D/T**, not to be confused with Speed in the chemical make-up of C6H5CH2CH(NH2)CH3. Although each form creates a similar emotional state.

My Porsche is a means to feed my addiction to speed, ...

In 1987, like many my age I had a newspaper route. I was 12 years old and could care less about the content on the pages of the newspaper I was delivering. One of the things I did care about, besides getting home before 6:45 a.m. to eat breakfast so that I could make it to school on time, was a Guards Red Porsche 911SC that I passed every day on my route. I had that paper route for about 3 years and that beautiful Porsche was parked OUTSIDE no matter sun, rain or snow, and was always the highlight of my mornings.

Fast forward to 2007, living in Baltimore, MD, where I walked to work every day. I had a daily driver, but there was a 4-month stretch in which the car didn't leave the garage. I decided that it was time for me to find the Porsche that I could afford. After 3 months of searching I found her, Gretel, my silver '78 911SC.

Soon after finding Gretel, I joined the PCA and was a member of the Chesapeake Region, where I met members who convinced me to autocross Gretel.

Allow me to take a moment to again back up in time. At the age of 5 my parents put me on a BMX bike and told me to go out and win races, so I competed for the next 5 years. I raced BMX primarily in Virginia and Maryland. But also raced nationally in Texas, Oklahoma, New Hampshire and Pennsylvania. Then at the age of 10, for my birthday I received my first skateboard and nothing before or after compared to the thrill of skateboarding's speed, intensity, focus and power.

Back to autocross... after my first event, well actually after my first run, I found something in my adult life that compares to skateboarding (on side note, I still skate). From autocross, I attended a PCA HPDE (High Performance Driver Education) at the Jefferson Circuit at Summit Point and this was a turning point in my love for Gretel. The laps around that circuit were so much fun, and truly took everything I learned from racing BMX and maneuvering a skateboard, and applied it to a visceral experience of speed, handling and an appreciation of German engineering.

As I progressed in DE, Gretel's suspension has been upgraded, and I added a roll cage and race seats with 5-point harnesses. Since Gretel is barely street legal and the stiff suspension is not ideal for drives over 2 hours I purchased Ruby, a Certified Pre-Owned '09 Cayenne GTS 6-speed manual and, yes, you just read 6-speed manual, to be Gretel's sister and tow vehicle.

This month, at Pocono Speedway, I attended the PCA National Instructor Training Program hosted by the Riesentöter Region and successfully completed. Now that I am an instructor, I look forward to sharing my on-track knowledge to other Porsche enthusiasts. I didn't get to this point alone, as I have had many PCA instructors help me truly understand how to hustle a 911 around a track and try to keep it on the track (which I haven't always), to other PCA members with whom I compared notes and ideas about the different tracks we were driving in a particular weekend.

So when Jeff Walton, our RTR President, posted an email asking if anyone would like to be the next editor of Der Gasser, I jumped at the opportunity. This is my way of giving back to a community that has given so much to me and helped feed my addiction to speed.

I hope that you enjoy the relaunch of Der Gasser and that you contribute your photos and stories, since this is your magazine and your club.

Be smooth and keep your eyes up.

Michael Todas
Der Gasser Editor-in-chief





MARCH'S HAPPY HOUR WAS HELD AT THE [PINBALL GALLERY](#) in Malvern, Pa. It was the second time RTR met at Pinball Gallery, although it's not your normal Happy Hour bar scene. First there's no bar, but you can bring your own liquid happiness with you if you like. The club's social group, headed by Wendy Walton, brought cheese, crackers, subs (hoagies for you Philly-ites), chips, and even some wine and beer (all chilled by our recent snowfall).

So, you walk into the gallery, they slap wrist band on you, and then it's off to the games. Pinball machines line the walls and occupy the middle of the room. You just walk up to any machine, press play and you're ready to go.

It was in the last century that I last played pinball, and in case you resemble that remark, things have changed. First of all, the scores are in the millions (sometimes hundreds of millions) even on a not so very well-played game. Some of the games you played with two and three balls active at the same time. The sounds, however, are the same as they were back in that last century.

Other things I learned: I am no pinball wizard (happily I can see and hear), so I cannot play by the sense of smell. There are such things as pinball leagues (who knew?). Jeff Walton has his own pinball machine at home, so be careful challenging him. And finally, I had a great time.

I would venture to say that there were 25 to 30 RTR members there. There were Porsche conversations happening around the room plus conversations on many other topics as well. (Including rave reviews of the upcoming event at the Whip Tavern, which sadly it's at capacity. You can get on the waiting list.)

It was a fun event. I recommend you attend when it comes up on the schedule again.

Garrett Hughes



JOIN US AT THE NEXT AUTOCROSS

WELCOME TO AUTOCROSS! If you are reading Der Gasser you should consider joining fellow RTR members for an Autocross (AX) event. AX is for everyone who drives a Porsche. Everyone! That's part of the beauty of participating in an RTR autocross event; 100% of drivers are welcomed and able to participate. Are you the lucky owner of a 1973 911 RS? Your car is ready. No modifications required. Indeed the same for that 2017 Porsche Panamera Turbo E-Hybrid. Also ready for AX participation are each of the 20 different 911 models. Turbo, twin turbo, The Turbo, naturally aspirated, coupe, targa and cabriolet - if it's a Porsche, a day of AX is engineered into your car's "DNA". At a recent RTR AX gathering, there were Porsche models from across the spectrum, including 924, 944, 968, 911 (G-Model through 991.2), Cayman, Boxster, Panamera and even the Macan Turbo. And every one of those P Car drivers, some new to AX and some veterans with decades of experience, lined up and challenged themselves and their cars to drive competitively at an AX. Fun was had by all. This is what owning a Porsche is all about.

As the PCA web page on AX states, "Autocross is a sport of trying to navigate your car through a defined course of pylons usually on a large parking lot, faster than your competition.". That's AX: learn about your car's capabilities and improve your driving skills while driving your car - or SUV - around some cones - as fast as possible without losing control or hitting a cone. Imagine! At every AX, there is a "Novice" class suitable for the first timer (a helmet is required and usually available to borrow from the organizing club), and instructors are always available who ride along with you. Other drivers in your class will be equally challenged navigating the cones - leveling the competitive playing field. However, in many ways, the real competition is with yourself - as you strive to navigate the cones without hitting any of them, to avoid getting "lost" on the course, or to recover from a spin (yes, it happens, and it is... EXHILARATING!). The great part is that you are not only driving your car closer to its - and your own - limits, but you are doing so in a safe way and at a safe supervised location. Not too much else can be done in a Porsche that is as much fun. Well at least in a vintage 911...as far as I know. But I have yet to "track" my car, so there may be something else (albeit at a greater cost and risk).

Saving the best for last. An RTR AX is a fun day of socializing with fellow Porsche enthusiasts and RTR members. Yes, there is a serious but friendly undercurrent of competition amongst the drivers (we own Porsches, not a surprise...), however the conversation throughout the day is Porsche, Porsche, Porsche. RTR attends AX events within about an hour's drive of Philadelphia. It's fun to drive to the event, exhilarating to participate and then - bonus! - there is the drive home. In any Porsche, this is worth a try! Please see the AX event calendar on the RTR website for the next event.

Shawn Black



2017 AUTOCROSS SCHEDULE

2017 AUTOCROSS CALENDAR

JUNE	4	Warminster Community Park SCCA Philly Registration
	25	Wells Fargo Center SCCA Philly Registration
JULY	22	Dover International Speedway BMC Dover Registration
AUGUST	20	Warminster Community Park SCCA Philly Registration
SEPTEMBER	9	Pocono 60th Autocross Pocono Autocross Registration
	10	Pocono 60th Autocross Pocono Autocross Registration



FIRST TIME AUTOCROSSER

I AM A RELATIVELY NEW PORSCHE OWNER. Four years ago I found a 2004 986 S that had low miles and was in beautiful condition. I fell in love with the 986 S when it first appeared in 1999 and I was so proud to own one. I enjoyed the handling, driving faster than the speed limit allows and going on road trips on twisty country lanes with the top down. For three years I babied this car but I always dreamt of seeing what it could really do on the track. Here comes my worst nightmare... Sliding into a wall and crashing.

My first year as a member in Riesentöter, I traveled to Warrington, PA to watch the autocross event and meet up with the other club members. I met some very friendly and enthusiastic people who enjoyed really driving their cars to the limit. The event was a Sports Car Club of America (SCCA) event so there were more than just Porsches present, but being a car guy, that made the event even more enjoyable. Dave Nettleton (Riesentöter Autocross chairman) was kind enough to allow me to be a passenger on one of his first runs. I hung on for dear life as we weaved in and out of little orange cones. Everything was a blur. During my drive home I wondered if this was the kind of treatment I wanted to inflict on my car.

Last year, Riesentöter offered a car control clinic to the club members in order to learn more about the handling characteristics of their Porsches. The control clinic involved a half day of classroom activities and a half day behind the wheel of your car. The driving portion included emergency braking and skid pad exercises. In addition, there was a small autocross course set up to teach the handling abilities of your car. That day was one of the most enjoyable days in my life. I haven't had that much fun in a long time. I was hooked. I made up my mind to take up autocross in 2017.



Now that I'm committed (or should be committed as per my wife), what do I need to do? One of the most important safety items you will need is a helmet. Most venues have loaner helmets to use in case you are unsure if you want to make the initial investment. But being the type of person who plunges in once his mind is made up, I purchased my own. According to Riesentöter club rules: "Only Snell 2010 & 2015 SA or M certified helmets will be accepted at our events. Any driver/passenger without an RTR approved Snell 2010/2015 SA or M helmet will be denied participation at RTR track events." This rule is from the Driver Education portion of the club, but since I also wanted to try DE, I purchased a 2015 SA helmet because I plan on participating for a long time.

We have the helmet (check) ... now what? Well, I didn't want to look too horrible my first time out, so I started my research. There are tons of books on the subject, plenty of YouTube instructional videos and many forums to scan and ask questions. I did all that, and guess what? It didn't help. My best advice came from the instructors who led us through the course walks and who sat alongside of me during some of my runs. Driving smoothly seems to be the major focus of the run (besides not hitting cones or going off course; both are time penalties). It comes with practice (so they say).

Check the schedule on the activities portion of the Riesentöter website to find when and where the next event will be held. Click on the link and it will take you to Motor-sportReg.com, where you can register to participate. There is plenty of good information on the site (including the schedule for the day's activities). You will even get to pick your number for your car. A bit of advice: pick one that is easy to make with painter's tape (ones, sevens and fours don't require much artistic talent). Some valuable bits of information I did pick up for preparation of the event were what to bring on my first autocross event:

- Some tools, just in case I break something. (nothing broke)
- An air compressor to add extra pressure to my rear tires. (forgot to do it)
- Painter's tape.
- Lunch. (I didn't feel hungry enough to eat and the Riesentöter group typically gets together after the event)
- A thermos bottle of coffee and bottles of water. (this was useful until I spilled a cup of coffee down the front of my white sweatshirt)

Let's go over our checklist again.

- Helmet
- Registration paid and complete
- Car is packed and the event location is entered into the GPS.
- Set the alarm clock so I won't be late.

When you arrive at the event, there are things you will need to do to prepare for the day. If you did not caravan with the club, find them in the parking area and park near them. The MotorsportReg site will have listed a schedule for the autocross.

Typical schedule will look like this:

- 6:30: Early arrival – setup begins.
- 7:30: Normal arrival time.
- 8:00 – 9:00 Registration and Tech Inspection
- 8:00 – 9:15 Course open for walking
- 9:15 Driver's meeting. Course closed for walking.
- 9:30: First car off

After arrival, unload your car to get ready for inspection. Go to registration when it opens and take your car over to the inspection area. Make sure you walk the course at least twice to try and learn all the turns. But you can always ask for an instructor to ride along to help you (This is very valuable). After your second or third run, you can try it on your own.

One of the things you will learn at an autocross event is that you are not driving all the time. If the participants are divided into two groups when you are not driving, you will be working. If the participants are divided into three groups, bring a chair, because you will be able to take a break for a portion of the event. As a beginner, my job is to retrieve cones that other drivers knock down. As my experience grows, there will be other jobs to do to keep the event running smoothly and allow others their time behind the wheel.

So far this year I participated at the NNJR PCA autocross at MetLife stadium and the Central PA PCA event in Hershey. At New Jersey, my first run was 85.206 seconds and six runs later, my time had dropped to 69.146 seconds. A 16 second drop! Not bad for a newbie. At Hershey, I finished 7 seconds faster between my first and last runs and ended with a 61.3. My next goal is to break the one minute mark. The more experienced drivers in our group are posting times in the low to mid 50 second range.

I have kept my car stock, but there is equipment you can add to improve the handling of the car and reduce your times. Stabilizer bars, wheel spacers, coil over shocks and sticky track tires. Maybe I'll look into these items in the future as I get more involved in the sport.

Autocross – Is it for you? I hope so!
Come out and have some fun and meet some new people.

Donald Eichelberger

ST. PETE DEBRIEF PIRELLI WORLD CHALLENGE

THIS WEEKEND STARTED OFF MY FIRST SEASON AS A PIRELLI WORLD CHALLENGE GT CLASS DRIVER RACING A GT3-SPEC PORSCHE, AND WHAT A WAY TO BEGIN.

PWC has truly become a destination for the fastest drivers, teams, and manufacturers in the world. After testing last week for the first time in the Euroworld Motorsports/GMG Porsche 911 GT3 R, I was very excited to come to the streets of St. Pete.

This course and I have had a rocky past, I've gotten caught up in my fair share of incidents - both inside and out of my control - so I came in extra-prepared for the weekend knowing that this could be the year to break my "curse."

Thursday morning we got to see the track during the track walk, which my Crew Chief Nev Agass and I did together. When you run a street circuit these walks are a crucial.

Every year something is different: barriers are sticking out differently, new cracks in the pavement or, in this case, brand new pavement on the front straightaway from Turns 2-4 and Turns 5-10.

I was pretty excited because new pavement generally means a smoother surface and quicker lap times o'boy, were we in for a surprise!

When I got out for practice, I had my first scare. The crown of the road in Turn 3 had been magnified because of the new pavement. What used to be a low drama nearly flat-out turn had changed to be a jump followed by a large unsettling bump at the exit.



I went through it on lap 3 and found myself completely airborne. I landed, bottomed out, and then proceeded to hit the second bump and skirt inches from the wall.

It got my heart racing to say the least. By the second practice I had managed to find a way through the turn and still keep my car grounded. A few other drivers were not so fortunate.

By Friday morning, right in the middle of Turn 3, a curb had been placed to make the corner a sharper 70-degree curve to slow cars down. A safe move, but I was a little annoyed by the change because it happened after our last practice session.

We wouldn't have a chance to learn the new section until we were in the heat of qualifying. It's all part of being a race car driver though, you've got to be able to adapt.

We qualified on the pole position for GTA, so we adapted well.

I had more nerves before Saturday's race than I've had in a long time. Looking around me on the grid I was surrounded by big names.

Add to that the few incidents I've had in the past here and I was ready to get through Turn 1!

Once the green flag dropped I picked up a couple of spots in Turn 1 and maintained a close gap with Michael Cooper for the first part of the race.

Near the midpoint, I was running ninth overall and leading in GTA, fighting hard with Peter Kox. I had him covered everywhere except the final corner.

I had to get good launches out of there so I was driving the car in deep, getting it rotated and getting back to power. Still, he was able to sneak inside me. The rest of the race went pretty smoothly.

I had a bit of pressure from Jon Fogarty behind me in another 911 GT3 R, but I knew I just had to keep my head on straight and not make any mistakes.

With a bit of drama up ahead of me on the last lap I picked up one more position to take ninth overall and the GTA victory. What a way to get back to racing.

As the green flag flew on Race 2, I saw the inside lane bunch up so I opted for the middle. At this point we were five or six cars across going down the airstrip to a turn where only three wide can fit.

Somehow we made it through Turn 1 unscathed. I had a tremendous start and came out in fourth-place. Alvaro Parente, last year's GT Champion, was right on my bumper hounding me for a few laps, he was able to squeeze by me in Turn 14.

I had a hard fight with Cooper for a good 20 minutes until I was a little anxious getting to power coming out of Turn 8 and he was there to take advantage.

We came out side-by-side and went through Turn 11 two wide. Unfortunately, I jumped the curb and got two wheels off on the outside. As I was gathering it up, three cars were able to get by.

Just like that I went from fifth to ninth. One mistake but it was costly. I knew I needed to get back on the tail of these guys.

I started fiddling around with the TC and ABS settings to get the car handling more how I needed at this stage of the race. I managed to get a little more out of it and laid down the fourth fastest lap-time of all the GT cars! Great improvement from the day before.

A late caution bunched us all back up together and a crazy re-start saw me gain back two positions. I finished in seventh overall and won GTA. A post race penalty would move me up to sixth-place.

This weekend could not have gone better. I gained a lot of valuable information about my new Euroworld Motorsports/GMG Porsche 911 GT3 R, got some great experience against some of the best in the world, and kicked my St. Pete blues from years past.

DEBRIEF BY: ALEC UDELL



About Alec Udell:
Alec Udell (@AlecUdell) is the 2016 Pirelli World Challenge GT Cup champion, driving for GMG Racing and Calvert Dynamics in the 2017 PWC GTA and SprintX Series. Udell is a Clemson University student, majoring in engineering.

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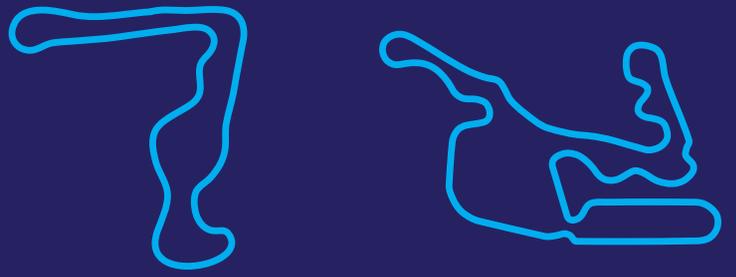
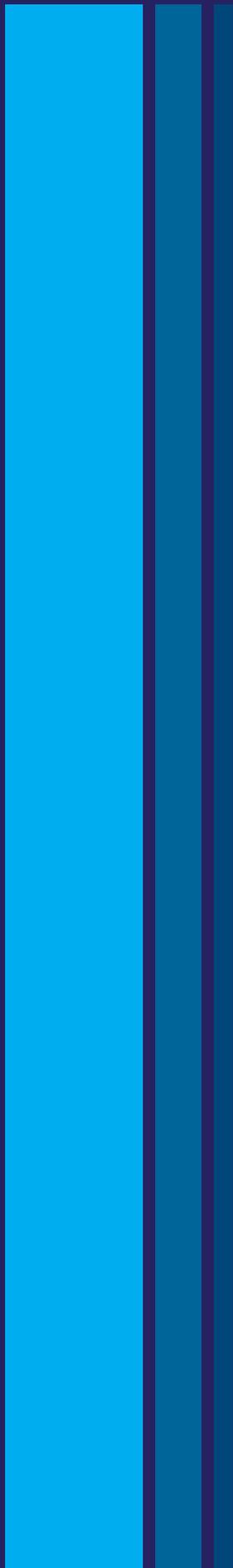


2017

DRIVERS EDUCATION SEASON

RIESENTÖTER REGION

PORSCHE CLUB OF AMERICA



APRIL 7 - 9

JEFFERSON / SHENANDOAH



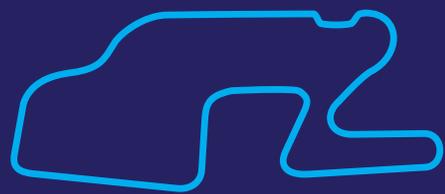
MAY 12 - 14

POCONO NORTH



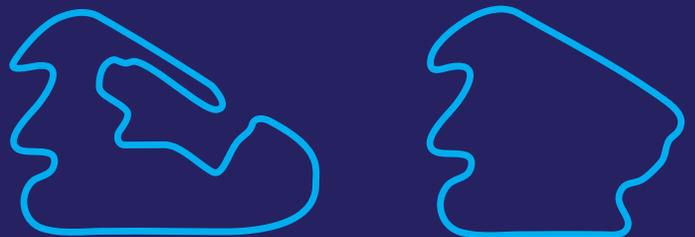
JUNE 23 - 25

NJMP LIGHTNING



JULY 21 - 23

WATKINS GLEN



SEPTEMBER 8 - 10

POCONO - 60TH ANNIVERSARY

LONG BEACH DEBRIEF PIRELLI WORLD CHALLENGE

THE LONG BEACH GRAND PRIX IS ALWAYS AN EXCITING TRACK TO RACE AT. WHO KNEW GETTING THERE COULD BE EXCITING TOO?

I started my trip to Long Beach on Wednesday morning, leaving early in order to attend the Circle Porsche event at the Porsche Experience Center that evening in LA. Due to delays and crew timeouts for the airline, I didn't arrive until Thursday afternoon.

For any of you out there also affected by the delays, I hope you made it to your destinations safely!

This weekend was my first as a GT competitor, I was eager to show what I could do in the all-pro class.

Practice Friday afternoon had a great time slot because all the drift car rubber - they run from Turns 9-11 - had been burnt off by the other series and we had a decent track to run on. I took the first 15-minutes to learn the track with my Euroworld Motorsports Porsche 911 GT3 R.

By midway through the session, I was comfortable with the track and started turning fast laps. I was all the way up to the top-four, but then everyone else seemed to drop the hammer.

I had to do the same. I put down a respectable lap late in the session and was sitting sixth. I knew I had to hit the data Friday night to see where I could gain that time. I was so close!

Saturday morning I woke to an overcast sky and a very damp track. Considering we were the first cars on track that's not exactly what you want to see.

I actually enjoy driving in the wet weather, but those in-between conditions where it's just damp enough to not run slick tires, however too dry for rains are, very treacherous.

Luckily we had a warm-up scheduled before qualifying and the stewards changed qualifying from two 15-minute groups to one 20-minute group and extend our warm-up. This would give the track time to dry. In the practice session I posted the second-quickest time, by 0.005 seconds!



The track was drying throughout practice and qualifying so I knew that the fastest times would be posted at the end. I pushed hard but couldn't get the car where I needed it to be. Showing how much the conditions changed throughout the session, from the warm-up to the end of qualifying I picked up 1.3 seconds.

I had a time that was good for eighth on the grid. I was back in the similar place from the practice, only five-tenths out of pole position, but all the way back in the fourth row!

Going into the race I was a bit nervous. It was my first race as a GT driver. We had made a few adjustments to the car from the previous day because I thought we could better optimize the Euroworld Motorsports/GMG Porsche.

I picked up one spot on the start going into Turn One. I came out of One unscathed and into the infamous "Fountain Turn."

The usual accordion effect happened, and I got quite a large hit from Johnny's [O'Connell] Cadillac from behind which pushed me into Ryan [Dalziel] in front of me.

My car seemed to be all good so I put my focus forward, ignoring the carbon fiber shower going on behind me. All was good and I was running a strong race.

About 20 minutes in we go into the back straightaway and I see a bit of smoke, or what I thought was smoke, ahead. Turns out it was two-inches of water streaming across the track from a fire hydrant!

That was a crazy ride going sideways at 140 mph! The stewards red-flagged the race and the safety team did a superb job cleaning up the mess.

We got back to green flag racing with just under 30 minutes left to run. I was still in seventh with Johnny pushing me hard from behind. I was simultaneously chasing down Ryan ahead of me in his Mercedes.

A late yellow saw the field bunch up one more time. I knew I was quicker off of the corners than the cars behind me so all I had to do was keep my focus forward and not make any mistakes.

I was able to stay in a bit of a no-man's land, just out of reach of both the cars ahead of and behind me. I brought the No. 17 home in seventh-place. Great points finishes for me at the two street circuits!

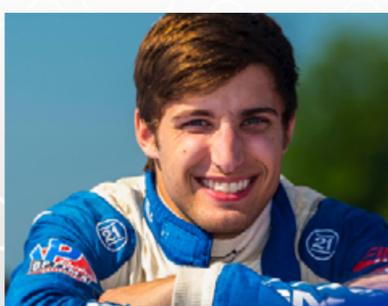
Post race I saw the damage to the car. My Porsche fared better than I anticipated. It was just some carbon fiber damage on the front and rear bumpers, which Euroworld Motorsports will be able to take care of in-house.

It was a successful weekend for our GMG team, two overall top-10 finishes, with James [Sofronas] taking the GTA win. I was happy to show well in front of the team's home crowd. Now I am looking forward to the SprintX rounds in three weeks teaming with Preston Calvert at VIR!

The competition this year is pushing me harder than I have been pushed in a long time. I knew this would be a challenge and it's turning out to be exactly what I expected.

NOTE: image above provided by Porsche Cars North America

DEBRIEF BY: ALEC UDELL



About Alec Udell:
Alec Udell (@AlecUdell) is the 2016 Pirelli World Challenge GT Cup champion, driving for GMG Racing and Calvert Dynamics in the 2017 PWC GTA and SprintX Series. Udell is a Clemson University student, majoring in engineering.

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POCONO DE SURPRISE CHARITY LAPS

EVEN THOUGH WE HAD A RAINY DAY DURING OUR DE ON SATURDAY, Sunday made up for it when at lunch time 75+ DE participants provided a group of disabled kids, who happened to be at POCONO for a PA State Police event, 3 charity laps on the North Course. We made the children's and family's day and they certainly made my day. We even talked the Cops into rides too, thanking them for their work giving to these kids.

As a token of the PA State Police's appreciation, their helicopter provided a extremely low fly-by over our group while we were having lunch, and delighted us with the whop-whop of the helicopter's siren.

Nicolas Betegh





SIDETRACK: Mystery of the Left Lane Squatter

I VISITED FAMILY IN BOSTON LAST YEAR AT THANKSGIVING – deliberately driving so as to avoid airport delays and end up at our destination in my own car. Statistically, that Wednesday is the most traveled day of the year, but we journeyed northeast through the metropolitan corridor anyway.

Crossing the Hudson on I84 put us north of the bottlenecked bridges in New York City. We planned additional time to compensate for construction delays, holiday traffic and other travel interruptions that one would expect this time of the year.

Negotiating traffic transcends the art of driving – coupe, sedan or truck, the overall experience is miserable. Normal congestion can hardly be avoided, but anything that otherwise impedes the natural flow in the process of getting to your destination in a reasonable timeframe is downright maddening.

A few years ago I had an opportunity to traverse the Germany Autobahn and witnessed firsthand the enchantment of the high-speed ballet. Freeway travel all over Europe is a pure delight for those of us used to gridlock here in the states.

I realize this is partially due to fewer cars, but that is largely offset by the fact that they also have far fewer interstates than we do – you will never have the Autobahn to yourself. But my sense was a similar concentration of vehicles nonetheless.

So I had to rule out vigilante enforcement – purposeful blocking of the passing lanes to thwart speeding.

Overall, Europeans are more civil when driving, and generally treat laws with an appropriate level of respect rather than suggestions to be largely ignored. Theirs is a clear and concise process, and everyone tends to comply.

We could attribute this at least partly to the fact that it's very hard to get your license in most European countries. So once obtained, there's a natural tendency to respect and support the regulations developed to maintain a balanced order on the road.

For example, while we cruised the Autobahn, we were routinely overtaken by other drivers who immediately pulled into the right lane after a successful pass, and then stayed there until they caught up to the next vehicle. Signal, pass and move over again.

I can't confirm Germans even have left lane laws. If not, it is the best applied unwritten rule on the planet. There is of course normal congestion approaching cities and construction where it might not apply, but by in large traffic moves like a stream flowing downhill.

It's not my intent to call out abusers of left lane laws that exist in some form in every state. Keep right unless passing. It's pretty comprehensive. There are reasons drivers routinely violate these rules – more than any other roadway infringement if you ask me. Ignorance of them is the most annoying.

But what really drives me nuts is something I have no explanation for, but witnessed repeatedly during our trip through New England and back. We traveled nearly 700 miles over the course of three days, the majority of which was on the interstates in respectable conditions.

It seems there were segments of highway where things moved along pretty well, and then sudden pockets on the same route that were choked with cars. As I approached these clusters, I often observed empty highway immediately beyond them, with no apparent cause or reason.

So I was not surprised to find a left lane bandit partnered with their right or center lane allies as I burst through the rolling gridlock. Finally back to smooth sailing, only to reach the next pocket of congestion – a truly frustrating and puzzling phenomenon.

But after hours of observance on my part, it appeared there was no consistency with the left lane squatters' actual pace. The infringing drivers remained closely paired with the car immediately to their right regardless of their corresponding speed.

So I had to rule out vigilante enforcement – purposeful blocking of the passing lanes to thwart speeding. This species is characteristically planted in position exactly one mph less than the posted limit forcing violators to conform to their current rate of speed.

But I'm speaking of drivers that seemed to keep tempo with the cars next to them regardless of their velocity – and there appeared to be no discernible knowledge of their habit. I'd watch them pull up and then dock to their right-lane neighbor like the mother-ship.

I supplemented my experiment by waiting for one of their variety to pull along side of me as I cruised in the right lane at the speed limit. Although they made the effort to catch up to me, almost no change in acceleration could shake them once the magnetic field deployed – we became completely tethered.

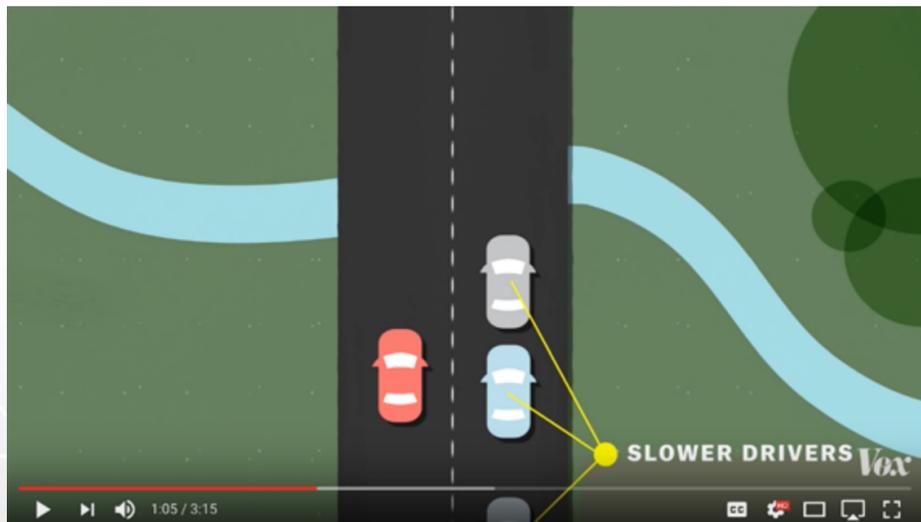
On occasion they would come up behind a slower left-lane resident we approached together, which often gave me an opportunity to break away. Naturally my rolling surveillance would end as they disappeared in my mirror, but I assumed they'd find another highway buddy.

I am truly puzzled by this common phenomenon, and I can't believe I'm the only one who's noticed. Is this some form of highway bonding – some means to help us feel as if we are part of something bigger than us? Either way, I can't fathom the rationale.

So the next time you're heading to the shore or otherwise traveling on a multi-lane highway for any length of time, see if you notice the same thing I do. And then share your thoughts with me. Because I'm stumped.

David Newton

Check out this video for more information on the left lane.





I WAS INTERESTED IN THE TOPIC AS, LIKE MANY OF YOU, I ALWAYS WANT MY CAR TO LOOK IT'S BEST. I probably didn't read the "splash ads" about the demonstration carefully, but I anticipated a professional detailer giving us some of tips and tricks about methods and products to use. I also thought there was some mention of possibly doing some detailing on our own cars. Well, damp drizzly day totally took that out of the realm of possibility.

It was a forty minute drive for me, and I had hoped to be one of the early arrivals. I was amazed at how many of my fellow Porschephiles had the same thought. As I pulled in the drive there were already 15 or 20 Porsches there. There were probably between 30 and 35 of us when the "show" started.

The description of the event said we were going to be viewing a small collection of an acquaintance of Jeff Walton's. As I walked into the rather sizable space I was first greeted by a group of RTR members standing in front of a table with coffee and donuts. After grabbing a donut (I don't "do" coffee) I almost dropped it after my first glimpse of the array of cars contained in the garage. Right in front of me the was a Ferrari, Bentley, GTOs, Lamborghini, Mustang, another Ferrari, a '53 Oldsmobile 98, DeLorean, Javelin, Jaguar...and more. Oh yeah, a Porsche too! All of them seemed to be in perfect condition, and all on battery tenders so that they could be started at any time.

At the appointed time, Jeff introduced our guest, Rich Light of Gloss-it. Jeff related the story of getting to talk to Rich, the founder of Gloss-it, as he was ordering some products for his Cayman. Turns out Rich was covering the phones because his sales team was having a meeting. Jeff was chatting with Rich and discovered that Rich grew up in West Chester and has family within the RTR region. Long story short, Jeff invited Rich to come and do a demonstration of his ceramic coating products...all the way from Las Vegas!

Rich choose a beautiful Ferrari 575M Maranello for his demonstration.

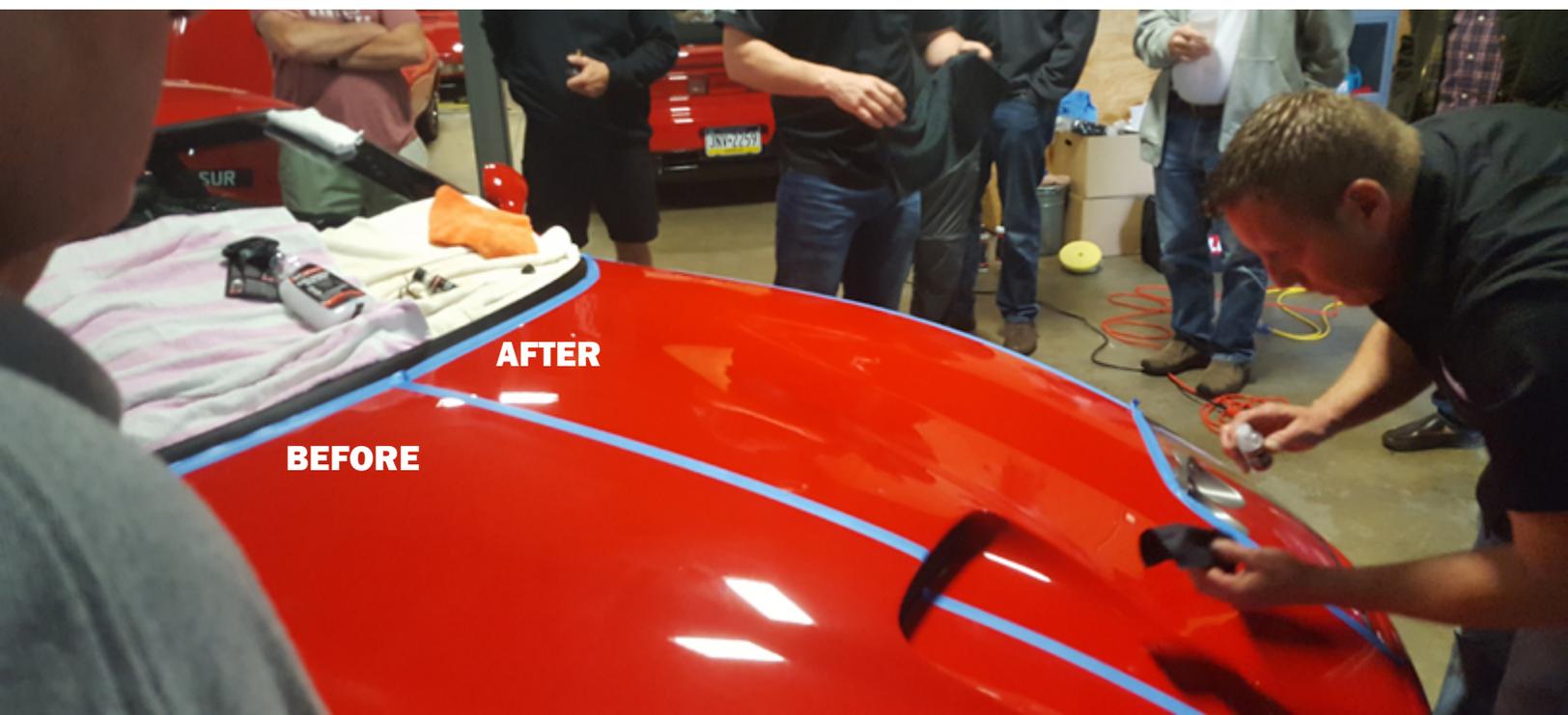
The car was, of course, Ferrari red with a beautiful shine, maybe a little dusty, but I'm thinking, "He's going to make this look better?". Well, over the next four hours Rich showed us a soup to nuts detailing of the hood. He started talking about dusting the car all the way to applying the ceramic coating. (BTW, he says throw away your California dusters as they trap particles that will put micro scratches in your paint.) He demonstrated his line of polish, polishing tools, his tricks of the trade, and a great running commentary. I won't attempt to give you all the particulars as you can find them yourself on his website, www.gloss-it.com, and also many helpful how-tos on YouTube.

The results were amazing! Although the car started with a one foot deep shine it now had a at least a three foot shine. Probably would have been even more amazing out in sunshine, if there was any that day. However, the best thing is that these products with keep that shine and protection for up to three years! It beats the heck out of waxing your car two or three times a year. The products work on paint, glass (including head lights), painted plastic, and wheels.

Just so you know, Gloss-it offers a factory training program that can either apply the consumer level products or they can install the commercial level product that give you up to four years of lasting shine and protection.

Garrett Hughes

(Just a note, the gentleman completing the work in the below picture is a factory trained installer from Baltimore who is willing to come and service your car at your home.



SHIFTS AND GIGGLES

I LOVE TO BUY STUFF. I love to buy stuff online and having it show up at my doorstep moments later via Amazon drones, or printed in a matter of seconds via my 3D printer, or teleported to the palm of my hand even before I hit the buy it now button. Computers are amazing things; the internet is even more amazing. I cannot remember the last time I walked into a mall to buy something, this is probably why the retail industry is in the tank. Though if I need it now, like a replacement for that bad flapper on a toilet, whose persistent drip is causing a water shortage in California, it's in the

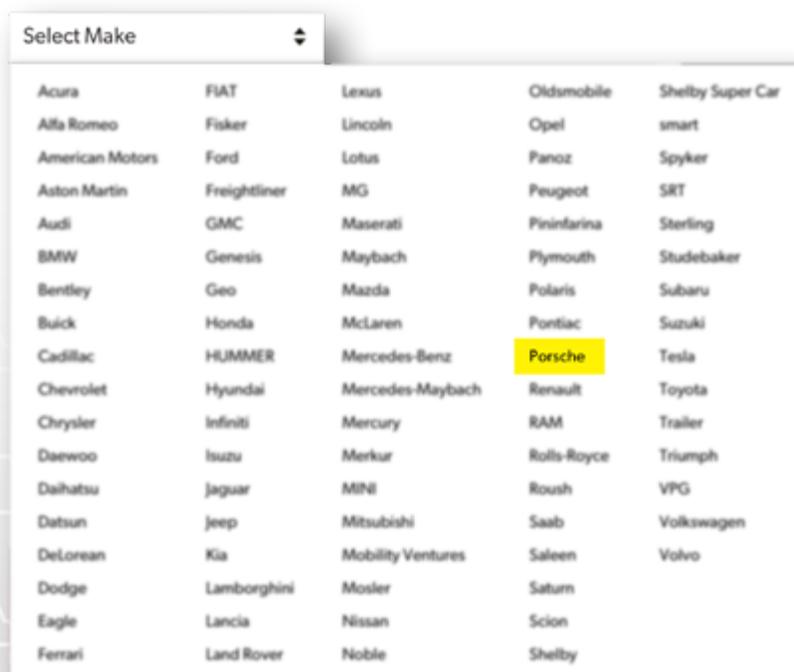
I cannot remember the last time I walked into a mall to buy something, ...

Porsche I go, well because a flapper for a toilet will fit easily into a Porsche. So it's off to Home Depot, only to visit another Home Depot because the first one was out, only to visit a third Home Depot because they were out too....Hello Lowes....and finally Ace Hardware...when will I learn my lesson - the smaller mom and pop stores always have what I need. But again I don't mind because I'm driving my Porsche.

Back to this internet thing....shop, click, buy. Now how easy is that? I particularly like buying items for my Porsche online, be it tires, microfiber towels, Black Forrest air-fresheners with just a hint of wiener schnitzel, or floor mats. What I love about buying car stuff online is usually the one dropdown box asking the make of your vehicle....I love this part. Scroll down....not a Chevy...hehe...DeLorean are you kidding me. Scroll down some more...Ferrari - I want to drive a car not look at one in a garage....moving along....certainly not a Ford....nope, nope no Genesis, not since Peter Gabriel left, and certainly no, no Geo. Scroll down some more...I see Isuzu, now I cannot unsee Isuzu....is that spelled correctly...Isuzu....man I can't help to think that was a lousy scrabble grab-bag of letters...an i, two u's, a z and an s...that's how prescription drugs are named these days but I digress. Scroll down some more gives us Jeep, Kia, Lamborghini...oh oh getting close. Maserati, Mercedes, oops I forgot McLaren but still I must go deeper...next is Nissan and Oldsmobile, which never had that new car smell...and here we are finally the p's....Panoz, Peugeot, Pininfarina, wait who knew there were this many p's...and it goes on...Plymouth, Polaris, and Pontiac.... and there it is....the one I'm looking for....the p of all p's...Porsche.

As a kid, okay maybe really not that long ago, I always fantasized that I would populate that dropdown box with Porsche because I owned a Porsche - lo and behold that dream came true....only now I realize when I select that box, I now select the most expensive whatever I am buying on that website. Porsche - there is no substitute and there is no cheaper alternative either.

Jeff Walton,
President Riesentötter



CLASSIFIEDS

2003 PORSCHE BOXSTER for Sale - 13,800

Silver with blue leather interior and top.

5 speed, higher mileage but dry as a bone!

Needs nothing.

Contact Peter Klein at 215-370-1891



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

PORSCHE TOP 5... if you haven't seen any of these short videos on YouTube, I urge you to check them out.



LASTLY, CONGRATULATIONS TO PORSCHE AT LE MANS 2017!!...





Michael Todas
Editor

Shawn Black
Associate

Garrett Hughes
Assistant Editor

Donald Eichelberger
Associate

Not pictured: Larry Bard - Associate

Dear Riesentöter Members,

The newly formed 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? The next issue we will be accepting advertising from members only. There are 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



Big Anniversary.



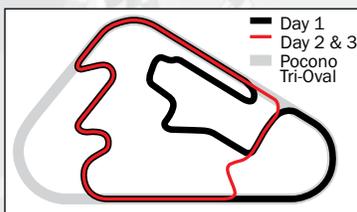
Big Celebration.

Some occasions command reflection and revelry... Incorporated in Pennsylvania in 1957 as Eastern Pennsylvania Region, Riesentöter has been proud to be part of PCA over the past 60 years. Generations of Porsche enthusiasts have enjoyed fellowship, camaraderie, travel, competition—and some of the best moments in life together.

Come escape with us to the Pocono mountains and enjoy three days of celebration at the Camelback Resort. Events include a first-class High Performance Driver's Education experience at Pocono Raceway, challenging Autocross competition, a Banquet Dinner, Gimmick Rally, Scenic Drives, Car Show, and much more...



Events Venue:



SEPT 8-10 2017

3 Day Weekend Agenda

FRIDAY

- DE: Pocono 3.5mi Course
- Intro to DE Event (1 Day)
- Tour & Drive
- Social / Happy Hour

SATURDAY

- DE: Pocono IMSA 2.5mi Course
- Intro to DE Event (1 Day)
- Autocross: Pocono SE Track
- Gimmick Rally
- Dinner Banquet

SUNDAY

- DE: Pocono IMSA 2.5mi Course
- Intro to DE Event (1 Day)
- Autocross: Pocono SE Track
- Tour & Drive
- People's Choice Car Show

Members of all regions welcome!

Group Accommodations



**CAMELBACK
RESORT**

HOW TO SIGN UP:

- 1 Visit: tinyurl.com/rtr-60. Click "RSVP Here".
- 2 You will receive an e-mail with a booking code and instructions. Contact Camelback to book rooms.
- 3 Sign up for Track and Autocross using the MotorsportReg.com website.

In addition to RTR's anniversary, we will be toasting the 60th anniversaries of NNJR, CNY, and San Diego. Pocono Region separated from RTR in 1974, so they're a big part of the celebration as well!

For more information: <http://tinyurl.com/rtr-60>