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COVER

Photo credit: Bryan Papillion

2019 RTR Calendar

Social Events

September	6-8	Radnor Concours d'Elegance
September	14	Phillies Tailgating
September	18	Membership Meeting
September	27	Wine dinner @ Capital Grille
October	6	People's Choice Car Show
October	19	Boardwalk Reunion

AX/DE Events

September	6-8	DE @ Pocono SE
September	22	AX @ Pocono
September	28	Tech for Summit Point
October	6	AX @ Warmister
October	11-13	DE @ Summit Main
October	26	Tech - NJMP



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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.)



www.foundation.rtr-pca.org

Dilworthtown Wine Festival, Car Show, and Southern Chester County Drive Sunday Oct. 13th



WINE Festival

CRUSH CANCER

COME JOIN YOUR HOST PAULA GAVIN FOR A SCENIC DRIVE through Southern Chester County's Hunt Country to the [Dilworthtown Inn](#) for their annual fall wine festival and car show. Proceeds from the event benefit the [Abramson Cancer Center](#) at Chester County Hospital.

Meet - PJ Whelihan's, 1347 Wilmington Pike (202), West Chester by 9am. We'll leave for the drive at 9:30 sharp. If you get there early there is opportunity for coffee and restrooms at Duck Donuts or Giant. Wawa and Starbucks are also close by. The early start time is needed to get us into the Festival area before the police close the roads. Plan for about an hour of downtime between the drive and Festival start to get the show area set up and for any last-minute touchups to the cars.

Details/Tickets - While others attending the Festival will be parked far away, we'll have parking on the Festival grounds in the car show area (paved). Hint: clean your car and maybe bring a chair. As a thank you for showing your car, the Festival is offering 1 free general admission or 1 discounted VIP admission per car. Additional tickets are available for \$45 (general) or \$110 (VIP). Below is link for tickets/car show entry,

<https://www.eventbrite.com/e/28th-annual-wine-festival-to-crush-cancer-tickets-66565125081>

Follow the buy tickets link and select Antique/Performance Car Show Exhibitor for your free or discounted admission. Select regular or VIP standard tickets for additional tickets. Ticket website describes differences in general vs. VIP. Prices increase after October 6th and online sales/car show entry and discounts end at noon on October 11th.

Note that the ticket purchase website is with the Festival, and not RTR. So please send me an email at croc08@hotmail.com to let me know that you're coming. That way I'll know how many cars to plan for and be able to get any late breaking news out, such as any changes to start times if the police plan to close roads at a different time. If you'd like to just join for the drive, that is ok, just let me know. The drive and Festival will happen rain or shine. In the event of bad weather the car show part will likely cancel, however the free/discounted tickets historically have still been honored.

See you there!

MEMBERSHIP MILESTONES

YEARS	September	October
40		Jim Collins
35	Donald Cox Jody Tzirlin	
30		Wayne Walker
25		Chris Cleary John Turco
20	Marc Dencker Michael Khavinson	Kevin Brennan Maureen McVail Jack Ruse
15	Craig Adams Ronald Ettinger Trisha Hessinger Victor Morgado Andrew Serling John Stewart	John Berlinger Chris Karras
10	Pete Peluso Jan Pethick	
5	Robert Macri	Dave Cincera Robert Johnson Frank Kochendoerfer



NEW RTR MEMBERS



Robert Myers	2019 718 Boxster
Dennis Chrin	2011 Panamera Turbo S Burgundy/Red Sedan
Tom Edwards	2016 Cayman White Coupe
Vernon Macintyre	1995 911 Carrera Cabriolet
David Plon	2019 Cayenne S
Drew Hess	2016 Cayman
Jamie Flinchbaugh	2014 Cayman S Red
Phil Schneider	2012 911 Carrera S Dark Metallic Blue Coupe
Craig Chisholm	2016 Macan S Black SUV
Alfred Seiple	2019 911 GT3 Jet Black Metallic Coupe
Vincent DiNenna	2005 911 Carrera Silver Coupe
Prajwal Kasturi	2017 Cayman S
Paul Tashjian	
George Wattman	2016 911 Carrera 4 Black Coupe
Matthias Schnell	2008 911 Turbo Cabriolet Silver Convertible
Tony Alber	1974 914 2.0 White/Red
Brad Henry	2019 718 Boxster S Black Roadster
David Cresse	2008 911 Carrera Silver Coupe
Bruce Parke	1996 911 Carrera Black
Pramod Kumar	2004 911 Carrera
Philip Batista	2016 Cayenne Diesel Grey
Andrew Vagnozzi	2010 Cayman Black Coupe
Dustin Hansell	1999 911 Carrera Guards Red Coupe
Court Dunn	2009 911 Carrera Black Coupe
Marguerite Kraftson	2017 Macan Midnight Blue SUV
Diana Kovacs	2004 911 GT3 Silver
Lawrence Monte	
Jared Rodeheaver	2019 718 Cayman Black
Charles Burrows	1995 911 Carrera Black Cabriolet
John Siemienski	2003 911 Carrera 4S Silver Coupe
Anthony Finio	1981 911 SC Targa Metallic Blue

Vom Präsidenten

A FEW YEARS BACK I WAS ON VACATION IN ITALY AND WAS IN FLORENCE heading to Bologna's airport for a flight to Paris (boy if that doesn't sound like a world traveler, eh!). Our flight wasn't until 5:30 and we were leaving the hotel at checkout time. So we plug in the GPS, and the estimated time of arrival is 11:55. I'm not sitting in the airport for 5 and a half hours, so I push the no tolls button and it states 3.5 hours. Ah, the scenic route, and the entire time while in my little Fiat I was screaming "I wish I had my Porsche" (I did write about this awhile back) to carve up the beautiful mountains of Italy.

Now fast forward to this year's vacation, a tour of Scotland, with a dash of Copenhagen thrown in the middle for good measure

Well as luck would have it, my flight from Denmark arrived 4 hours late and the rental car place was locked up tighter than a drum on arrival. So, I got up extra early and waited to be the first in line at the rental place.

Carol didn't have her morning coffee just yet and was a little persnickety at the beginning and asked why I was waiting before she opened. I was calm and generally in an upbeat tempo and I said "I'm in no rush, Carol (reading her name tag), do what you need to do to open and I'll wait patiently over here whenever you are ready."

I think this caught her by surprise, since two other people who now were waiting seemed to be in moods, and not the up tempo kind.

At 7:01 Carol ask to see me. She asked where I stayed and noticed that I must have had only 2 hours of sleep, and I said, "you pretty much nailed that on the head". She then stated, I have only one car to give away and said the other guys' days are not going to go smoothly. She asked where I was going and I said a trip up north to the Highlands.

She smiled - and said have I got a deal for you, you are going to love it. She said for the price of adding a navigation system to the car I can put you in this. Now I would never pay for that nav system because with the price you pay in two or three days you could have the top of the line delivered by Smile Amazon, that's if you didn't have a cell phone or didn't opt to pay exorbitant loan shark big numbers (to a communications company, that is). I did hesitate and I wasn't sad when I couldn't drive my sub-compact.

She gave me the keys, I signed some paperwork, and told Wendy "Let's roll." As I was leaving the desk area I could already hear the voices growing louder and Carol's day would soon turn for the worse.

So I have to admit I was tooling around the highlands still saying "I wish I had my Porsche, I wish I had my Porsche," but to be honest it was probably the next best thing, and I couldn't believe the rental car had one laying around. It was a new Jaguar F-Type. This made the vacation go from here (breast level) to here (just below the nose level). And I got to drive it for 5 days.

First day a tad scary, to say the least. First, this is a big car, believe it or not, it's wide for starters, wide as some buses. Second, whoa, what the hell, who gave the passenger a steering wheel? Yes, right hand drive for driving on the wrong side of the road.

The US and most the logically minded nations drive on the right side of the road, which obviously is the right way to drive. But when in the United Kingdom they just have to be different.

It took us a matter of minutes to get accustomed to driving on the wrong side and the roundabouts. The Jaguar carved like a thing of beauty. What I didn't like were the roads themselves - narrow and had either tall curbing on the left or a drop off of unfathomable depth. Wendy took the blunt end of the experience, cringing when I got too close to the edge - and there were many times of that. So many I think the rental car company might charge me for a new "Jesus" handle because it was completely worn away down to the steel that was once wrapped in the softest of leathers.

All things considered it was a fun time and great drive all but in a foreign country on the wrong side of the road.

Pedal Down

Jeffrey Walton
President RIESENTÖTER



IN A RECENT ISSUE DAVID NEWTON WROTE ABOUT THE PORSCHE STOP/START function in his Sidetrack column. Then I added a brief note about it, complaining that you had to hold the clutch in and keep it in gear for it to work. Under those guidelines I deemed it unacceptable. Well, guess what? I was WRONG! That's the hill HOLD function I was thinking about.

The other day while driving around I stopped at a red light, and the engine shut down. WAIT A MINUTE! WHAT'S going on here? It took me a moment to realize that I had somehow deactivated the Stop/Start function, and I was sitting still and in neutral. OOPS! Realization came quickly, and I knew I owed you a correction.

So I decided to give it a two-tank test to see if it made any difference in the car's gas mileage, in a totally unscientific manner. And my conclusion is: no conclusion. The function is pretty robust. If the needs of the car exceed the time stopped, the engine restarts itself (like air conditioning being on and the need of the compressor arises). Or if the car rolls even a couple of inches, the engine restarts.

I also noticed that the restart is different from a regular startup. The restarts seem to just flex the starter for a second and the engine is running again.

As to my non-scientific experiment...it was nonsensical because my mpg is always all over the place based on just how much "fun" I am having.

Also, fellow member Faisal Al-Khabbaz had a few things to contribute to the conversation:

"David Newton summarized the problem with start/stop quite well. One thing that is rarely ever brought up and discussed is engine wear. Oil pressure, and the movement of the mechanicals within an engine, keeps everything floating on a thin film of oil. When you start or stop an engine there is a slight amount of wear that occurs as the oil pressure builds. That's why truck drivers keep their engines idling. In Australia there are truck trains that travel from one end of the country to the other continuously. The engines in these trucks almost never get shut down.

"Batteries are cheap and replaceable. The long-term damage of a number of starts and stops to an internal combustion engine is much more expensive."

So, take these thoughts for what value they are to you.

Garrett Hughes
Der Gasser Editor-in-chief



Top Down!



THERE ARE MANY MYSTERIES IN OUR WORLD. Two that jump out at me every time I drive are left lane drivers and tops not down.

Left lane “permanent inhabitants” ALWAYS bug. I mean, what is their reasoning? Maybe left-hand exit approaching many miles down the road, sign saying “Right lane closed ahead”, they learned to drive that way, or some other-worldly reason that I cannot fathom. None are valid in my opinion.

As I have whined about before in this column, people who drive around on the perfect below 80 clear blue-sky day with their top up and their windows closed? I can tell that they are not members of my generation who grew up with air conditioning only in the movie theaters. And, most of the non-drop top cars have their windows closed too. Undoubtedly with their air conditioners making the in-car environment perfect – albeit without fresh air.

Okay, enough of my ranting!

Now, I need to amend my personal “Dropping the Top” rules. A brief review of the rules:

1. Above 40° Fahrenheit – unless Lisa is in the car; then it’s about 55°
2. Not actively raining, unless the car is already in motion and Lisa ...
3. Not actively snowing, hailing, etc.
4. Sunscreen must be worn on all exposed skin even if wearing a hat
5. Not sitting in traffic with a scorching sun

The new amendment is not putting the top down when it’s above 95° and 90% humidity. This amendment came about on our 2019 RTR Road Trip. Driving down from Pennsylvania it was a HOT, muggy day. I was proud of our collection of convertibles because most of their tops were down. As we neared our lunch time destination traffic bogged down, the thermometer was still climbing, and we felt as if we were being cooked. I instigated the top up “maneuver” to a large sign of relief from my passenger, who will remain nameless but is my wife.

Moral of the story? Don’t get cooked in your car!

Put those tops DOWN!

Garrett Hughes
Top Down!

July 2019 Membership Meeting

HAVE YOU INSTALLED AFTERMARKET PERFORMANCE UPGRADES ON YOUR PORSCHE, or begun researching such upgrades? Do you remember reading my article in the November / December 2018 issue of Der Gasser? If so, then chances are you have heard of [Fabspeed](#). They are well known in the Porsche world as one of the premier performance shops for not just Porsches but all exotics. They were kind enough to welcome us into their shop in Fort Washington to host our July membership meeting.

The evening began with a selection of sandwiches, chips and beverages to enjoy as our members arrived. The food was set up in the lobby area, but the shop was open to us as well, and we were able to get a closer look at the cars currently in the shop along with a selection of headers, exhausts, and other bits fabricated by Fabspeed while we waited for the meeting to formally begin.

We were called to order right around 7 PM and our VP, Corey, led things off. He announced that our charity raffle was now complete and as a result of that we raised about \$2,000 for our foundation that benefits our teen driving program, Street Survival.

Next up was Jeff, who announced the end of Phil-a-Frunk. You read that right; Phil-a-Frunk is no more. It is being replaced by Phil-a-TRUNK. As many of you know, in years past our club met up at the Capital Grille in KOP on a Thursday night in November with our cars loaded with food donations, and made our way to Camp Out For Hunger. Well, we have proven that we pretty much kick butt at that so it was time to ramp it up for 2019. This year we are kicking off the Camp Out For Hunger activities as the opening act. We will be heading down on SATURDAY, November 30th to Citizens Bank Park to drop off our donations. And we will not be alone. We will be joined by many other car clubs. In addition to the Jeep Club that we outdonate every year, there will be the Ferrari Club, Mustang Club, and on and on. We could have as many as 1,000 cars join us that day. It should be a fantastic event, and more details will be coming soon.



Wendy was the next to take the podium. She provided a summary of the 2019 road trip, which can really break down into two words: fun and HOT. She also announced to the group the location of the 2020 road trip location. Other social events looming large in the windshield are the August happy hour and ice cream social. She also hinted at an upcoming Halloween-themed rally that sounds like a lot of fun.

Maggie was on hand to speak about autocross. The last event was cancelled due to the heat wave, but several more events are still on the horizon, including the popular Pocono event in September. She also reminded us that if you have not run an autocross with us before then your first event is on us. No excuse to not give it a try.

Ramping up the speeds a bit, Dan and Corey spoke about HPDE and club racing. [Next DE event](#) is set for the Pocono SE course the first full weekend in September. August 16 -18 is the next PCA Club Race, and it will held at New Jersey Motorsports Park. It is the closest track on the club racing calendar and as a PCA member you are allowed to spectate for free, so come out and take in some racing.

I said a few quick words on behalf of the Der Gasser crew. I delivered my familiar message, which is that we want more submissions from our membership. The stories we get from everyone are what keep the magazine fresh and interesting, so please send us your ideas.

Roy, our new member chair, welcomed our new members to the club. We had two new members with us that night and they each gave a quick introduction of themselves. Welcome aboard!

Last, and certainly not least, was Joe Fabiani, the owner and founder of Fabspeed. Joe gave us a colorful and entertaining overview of not just the products that they offer but a holistic look at the performance modification process. He explained in detail how they develop and test their products, what to look out for in cheap imitations, and what type of power we can reasonably expect from certain mods. He also answered several questions from our club members. Thank you, Joe and the rest of the Fabspeed team, for being such wonderful hosts.

Hope to see everyone on August 21st at Porsche Warrington for our August meeting.

Joe Kucinski





Porsche Pundit

IT'S NEW CAR TIME IN THE TURNER HOUSEHOLD. YES! TO BE FRANK, I'm always car shopping. It's kind of a hobby, you know – of the vocational kind. Meaning if the right combination of timing, available budget and spousal approval all happen to coincide, then a car purchase is imminent. Take this most recent round. It started a little over a year ago. My race car was on the chopping block. First there was a brush with the Armco crash barrier at a COTA race track (Circuit of the Americas; FYI, the Austin, TX track hosts the US Formula 1 Grand Prix). Then there was the motor meltdown at Hallett's great regional track in Oklahoma. I had the car body refreshed and found a new racing motor. But after that expense my long-suffering wife instructed me to cut my losses and retire from track events. Okay. Sold the race car, sold the trailer and most of the racing equipment. On my birthday, no less. As the race car disappeared down the road, heading to its new home in South Florida, my wife turned to me and said, "This is the best birthday ever!"

Wait, our birthdays are three months apart! Oh, right. She meant it was the best birthday she'd ever celebrated with me, the former race car/track event aficionado. She did take me out for a nice birthday dinner. I remember consuming several decent bourbons to drown the sorrow of being out of the race car/track event business. But really, after seventeen years, it was time to cut my losses and move on. Then, about the third bourbon, I said "Maybe I should add up all I've spent on track cars over the years." My lovely wife put her hand on my arm and said "Maybe you shouldn't." "OK," I agreed through the bourbon buzz.

But I get ahead of myself. In anticipation of selling the race car I managed to score a very nice 2002 Boxster S in my favorite Porsche color: Speed Yellow. This was my second Speed Yellow Boxster S. The first one? Another story. This new one had low miles and rare options: M030 sports suspension, factory Speed Humps and factory-painted center console in Speed Yellow. It was a keeper. But anyone who really knows me understands that no car is ever a keeper. It's potentially always on the chopping block – waiting to get kicked to the curb in favor of something newer or better.

I did briefly think this one was different. It was more-or-less perfect. Rare options combined with low mileage and amazing paint and bodywork meant that this car (which we dubbed Lemonhead or LMNHED on the PCA license plate) was destined for concours and touring duty. It placed third in a regional concours and was an amazing companion when we drove to Porsche Palooza. Yep, LMNHED was gonna hang around the Turner household for a long time.

The purchase happened during the Christmas-holiday season, when I was homebound for several weeks. My usual work mode involves lots of business travel, sometimes four to six weeks in a row. Very small joke – when people ask me where I'm based, I point to the sky and say, "On an American Airlines flight flying overhead right now!" My wife knows I'm dangerous when not traveling. It means I have more time in the evening to spend on – you guessed it – car shopping!

And so it happened. I frequently use an app to search Craigslist nationwide. I use it to look for something uncommon – like a Speed Yellow Boxster S. Which is how I found LMNHED. I reached out to the owner, who lived in Phoenix, maybe an hour after he'd posted it. He was surprised to receive a response so quickly. The photos were not very good, so I asked him for some specific shots to help me make sure this really was a rare car in great condition. I asked for shots of the wheels, the sticker under the hood, certain interior shots, and both the front and back of the title.

I looked at the photos when they came in, as well as Carfax and the factory-build sheet. The car was a gem. I called him back and asked if he'd take a lower price, but he was firm. Hey, nothing ventured, nothing gained. I told him I'd FedEx a check for half the agreed price to hold the car and I'd bring the balance when I flew into Phoenix to pick it up. I asked him to take the ad down from Craigslist. When I picked the car up he told me he should have charged more. In the couple of hours the ad was still active he got maybe six or seven calls. Yep, he probably could have asked for more and gotten it. But he was a man of his word. I picked the car up in Phoenix, pointed it east, and drove home.

I've had the car for a year now and am home from the road again. Believe it or not, I'm looking for cars. Some things never change.

RL Turner

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



July Happy Hour

JULY'S HAPPY HOUR INVITATION/EMAIL BROUGHT US TO RAILROAD STREET BAR & GRILL.

It is nestled between the Schuylkill River and Route 422 right off of Railroad Street (seems obvious). Walking in, there is a large bar, an area for pinball, a dining area, and an outdoor patio. (The patio was “out of bounds” for us as the car’s outside temperature read 98°.)

We got there fairly early but the RTR members started arriving moments later. In all, about twenty members enjoyed the LARGE beer list mounted on the wall. There are over three dozen beers listed and they’re all on draft. Needless to say, it was a perfect day for a “nice cold one.”

Members were from near and far. One couple basically came down their street to get there. While another had traveled up from Florida on his way to the DE in Watkins Glen. Two ladies came from working in the Reading area.

Conversations started with Porsche-phile speak but quickly wandered in all directions and many different topics. Lisa was happy as more than a handful of non-car freaks, in this case read female, were present too.

Railroad Street Bar is renowned for the grilled cheese sandwiches, from plain to lobster grilled cheese or meatloaf grilled cheese. But they also have a “regular” menu.

It is a great, casual place to eat, drink and chat with a group of friendly folks.

The Happy Hours are a great way to meet some of our 2600ish members. Watch the email “blasts” for one in an area near you. Hope to see you there sometime soon!

Garrett Hughes



RTR Summer Road Trip 2019

The [Baltimore Inner Harbor](#) and St. Michaels were the destinations for the 2019 edition of the RTR annual summer road trip. This year there was extra emphasis on SUMMER, as the entire region was in the grip of a deadly heat wave for the duration of our trip. How much heat? Well, according to CBS News, the city of Baltimore logged a heat index of 122 degrees on the Saturday our club was in town. That, my friends, is hot, and it wasn't a dry heat.



No matter, as Riesenötter is a hardy region, we were not going to be deterred and allow anything to interfere with the lovely trip that the club had planned for us. On Friday the 19th of July about 30 cars (and a couple SUVs and Panameras mixed in for good measure) met at the Great Valley Penn State Campus at 9:30 AM. Attendees signed the waivers and were given a goodie bag with some snacks, beverages, a road trip music CD, and a printout of our itinerary for the weekend. Members mixed and mingled under the shade of the trees as the 10 AM departure time approached. Our first destination that day was Laurel Park Racetrack in Laurel, MD. On the way we had a brief layover at a church about halfway to the track so everyone could re-group and we could roll up to the track together.

[Laurel Park Racetrack](#) is a thoroughbred horse racing track with a one mile dirt track and a 7/8 mile turf track. Triple Crown winners War Admiral and Secretariat, among others, have won races at this historic track. Our club's German horses began to arrive around 12:30 PM. We had the Directors' Room reserved just for us. This beautiful room has floor-to-ceiling windows, an extensive view of the racetrack, and more flat screen TVs than I ever saw in one place. The space has three levels, including private bathrooms and a cash bar on the top level.



A buffet lunch was set up and waiting for us when we arrived. After a stop at the bar to pick up a cold beer, we made our way over to the buffet line and loaded up on sandwiches, salads, and chips. We staked out a table in front of a nice leather couch and took in some horse racing. Members of the club circulated throughout the room over the next couple of hours and enjoyed the room, food, bar and the company. Some folks even placed some wagers on the horses racing on the track below. We had no set departure time so members left

throughout the afternoon to make their way to the Four Seasons Hotel in Baltimore where we would be staying for the weekend.

There are many reasons to join an RTR road trip, and certainly one of the best is the amazing group room rates that Wendy is able to negotiate for us. The rate we paid was well under half what the typical rate would be. And if that was not enticing enough, the hotel agreed to honor that rate beyond just the days reserved for the trip. The deal was too good to pass up, so Deb and I ended up staying an extra day. Thanks Wendy!



We arrived at the hotel around 4 PM, checked in, and parked my car in the underground garage that had a section reserved only for us. I am sure many of you share the same fear I do when parking your pride and joy in a public garage. Saying a silent prayer as you walk away that some thoughtless miscreant doesn't fling their door into your beautiful ride while you leave it unattended. Parking among our club brothers and sisters that all care as much as I do certainly makes me feel a lot better, so having that option was a nice benefit.

At 7 PM we all met in the hotel lobby for a short walk over to [Cinghiale](#) for our group dinner. Although the walk was short, it was not uneventful. Deb and I seem to have a way to make even the most mundane tasks a challenge sometimes. The walk was on a lovey brick path along the harbor. About halfway to the restaurant the heel of Deb's shoe got wedged into the space between two of the bricks with such force that she could not free the shoe on her own. Luckily the ever helpful RTR folks were nearby and helped to extricate the shoe from the sidewalk and Deb was able to finish the journey barefoot. We all know that driving a car with summer tires in the snow is not a good idea; apparently neither is wearing a pair of stiletto heels to walk on a brick path. Proper tread and compound for the conditions seems to be as important with shoes as with tires.



Our group quickly filled the private room that Cinghiale reserved for us. As we sat at our 8-person tables we gave our drink orders as some appetizers were placed on the table. Old friends got a chance to catch up and new friends were made as we chatted over cocktails and awaited the first of our three courses to arrive. Our pre-paid dinner allowed us to select an appetizer, entrée and dessert. I went with the baby arugula salad and grilled branzino, and finished with a chocolate hazelnut torte. Everything was delicious and the service was excellent.

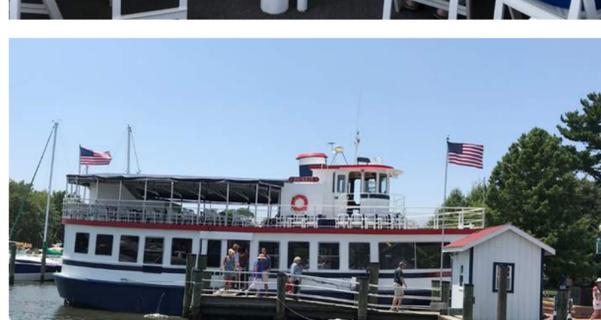
As dessert was served, Wendy addressed the group and revealed the location of the 2020 RTR road trip. In August 2020, we will be going to the Omni Homestead Resort in Hot Springs, Virginia. The resort is located on thousands of acres, has two 18-hole golf courses, an incredible spa, tennis courts, etc. More info on the property can be found here: [Omni Hotel Virginia](#). Really looking forward to this one. More details will be coming soon.

As dinner wound down the group began to trickle out into the night for a nightcap or a stroll around town or to hit the sack because we had a fairly early start the next day as we headed to St. Michaels.

Saturday morning we met up at 8:30 AM near a Royal Farms gas station/convenience store about 1/2 hour from our hotel. Wheels up at 9 AM for our journey to the Classic Motor Museum in St. Michaels. The museum features a nice rotating collection of pre- and post-war cars and trucks housed inside a modern barn. It was about an hour and a half drive dodging the summer renter traffic as we made our way to the museum. We parked our cars on the lawn outside of the barn and we became part of the extended museum display for the day as we left our cars there for several hours as we explored St. Michaels. I spoke to some of the museum staff at the end of the day and they told me that our cars drew quite a bit of attention from the local visitors.



After taking in the cars at the museum we still had a couple of hours free to explore the area before we made our way to our scheduled boat cruise. Deb, I, and several other members made it all of about 50 yards before we stumbled upon the [Lyon Distilling Company](#) located across the street. Lyon is a micro distillery focusing on rums, and the best part is they offer free tastings! After some sampling and some buying we began to make our way to the dock to board the Patriot for a narrated historical cruise.



The walk from the distillery to the boat dock is only a few blocks, however the intense heat made it feel like we were walking from Egypt to Morocco. We were happy to learn that the lower deck was air conditioned. As we boarded, we quickly realized the A/C was not up to the task. Imagine a dealer-

installed A/C system in a 1975 911. Now imagine the same system installed in a 65-foot-long, 149 passenger cruise boat and you will have an idea as to how much it cooled us off. Once the cruise got underway and we began to move the Captain announced that there was a nice breeze on the top deck, and we may want to try that. He was right, there was a breeze, a breeze you would expect to feel if you stuck your head in a convection oven, so it was back to the lower deck for us.

For the next hour or so we enjoyed our private cruise around Maryland's Eastern shore. We saw some lovely mansions, including the one used in the movie *The Wedding Crashers*, and we saw some nature as a couple of bald eagles flew overhead. It was a lovely setting for our members to chat and relax before returning to the dock for our scheduled lunch.



Our lunch spot, [The Crab Claw](#), was only a few short steps away. We were all eager to head inside to get out of the heat and enjoy a nice lunch. Our group made our way inside, announced to the staff that we were from the Porsche Club, and we were here for lunch. They were expecting us and informed us they had our tables all ready for us...OUTSIDE. Cue the losing horn sound from *The Price is Right*. So back into the heat we went to our reserved tables. The tables were under cover, and right on the water, and they had several fans set up to help make it as comfortable as possible for all of us. We enjoyed a leisurely seafood lunch as our final group meal of the weekend. The seafood was good, but the refreshing and cold key lime pie was the star of the show. At the conclusion of the meal we had time to explore the area on our own, head back to the hotel, or do whatever we wanted as the rest of the day and evening were open.

Sunday was our final planned day of the road trip. That afternoon, folks that registered, were treated to a private behind the scenes shark tour at the Aquarium. I did not sign up for this particular event, but I heard it was enjoyed by those that did attend and I didn't hear of anyone getting bitten, so it sounds like a success to me. That officially concluded the 2019 summer road trip.

Some folks, like myself, decided to stay an extra day, others enjoyed a late checkout and some extra time in the pool, some hit the spa, and of course some just headed for home and back to reality. But all of us took away memories of another fantastic trip. The planning and coordination that go into making these trips a success are no small task. Thanks to Wendy and Jeff for pulling off another great one. See you at the Omni next year; I am already looking forward to that Artic Mist spa treatment.

Joe Kucinski



Shark Tour

THE LAST EVENT OF THE 2019 RTR ROAD TRIP WAS A BEHIND-THE-SCENES SHARK TOUR at the [National Aquarium](#) in Baltimore's Inner Harbor. Turns out this event must have been coordinated with Discovery Channel's Shark Week that was imminent on the TV schedule.

It was obvious from the start that it was a behind-the-scenes tour, as we skipped the long lines in the front of the building and entered from the back, into what appeared to me to be a staff entrance/exit. There we broke up into two groups; each with its own guide. Our group's guide, after handing out hearing devices, asked what our favorite sharks are. Turns out this led her into her presentation. We all picked man-eating sharks like Great White, Hammerhead, Tiger, etc. She then told us that there are over five hundred species of shark, and only thirty of those are man threatening. Some are bottom feeders. They eat clams and other shellfish, and could not possibly break your skin – if they chewed on you all day.

The next factoid she gave us was debunking the "fact" that no sharks can never stop moving, because that they must move to breathe. However, this only applies to some species. Other shark species can pump water over their gills to oxygenate their blood.

As we moved through the shark area of the aquarium we visited the "tourist" side of the tanks, which are beautiful ecosystems painstakingly maintained by a staff of veterinarians, divers, and miscellaneous staff that perform a myriad of tasks.

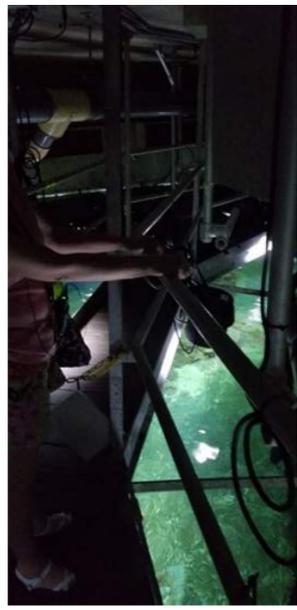
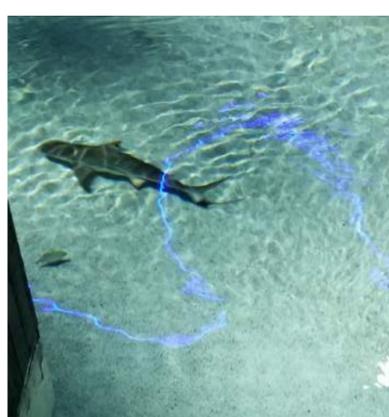
Next stop was the kitchen that supplies all the food for the sharks. The kitchen itself is not that different from any commercial kitchen I have seen; okay, there were no ovens. However, remarkably, all the food for the sharks must be restaurant quality. They have to be assured that they are not introducing outside bacteria or contagion into the sharks or ecosystems. A side note here: none of the sharks are fed by hand. They are trained to enter a designated eating area, and the food is given in a completely safe manner for both the shark and attendant.

Then we toured the medical area. Here they can, and do, check the status of every shark in their care by tracking things like weight, length, etc. Here they can also further isolate the shark to do a surgical procedure if need be. The most interesting note here is that the staff vets are not specialty-trained aquatic veterinarians but rather are GP's because the Aquarium is also the home of fish, sharks, birds, monkeys, and many other species.

To wrap up the tour, we were taken onto a catwalk above one of the tanks. (When viewing the tank from the "customer" side, it seems as though it is one HUMONGOUS tank, whereas it actually is four tanks stacked on top of each other.) It was so interesting! This is where divers enter to feed and maintain the tank. (BTW, most divers are volunteers.) But it was an incredible view looking down as the large fish swam by. (Yes, sharks are fish and the largest fish is the whale shark.)

The National Aquarium is VERY popular and thus crowded, however, your patience at each display is rewarded with fantastic wildlife and ecosystems. Just remember, it is impossible to see every site in just one day. The behind the scenes tour is just another wonderful view of the workings of this remarkable collection.

Garrett Hughes



PORSCHE

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PROGRAM**

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What Goes On During Track Days

RIESENTÖTER HIGH PERFORMANCE DRIVER EDUCATION TRACK DAYS ARE NOT JUST about driving. The weekends also provide an opportunity for drivers to relax while practicing the sport, and they do it in different ways. Drivers share time with their families, friends, and make time for other activities. While many of us stay at hotels, some enjoy camping; and while most of the instructors drive and instruct, others simply relax and spend time with club friends during their breaks, tinkering with cars. Some go out to dinner with their track friends, others with their spouse and family; there's something to do for everyone besides the end of day socials.

Saturday pizza social is a great opportunity for everyone to connect and share the stories of the day. There's something gratifying about endless talking about the skills we exhibit, and we drivers enjoy telling one another about how we recovered from entering a late apex early and paying the price on the next couple of turns. Or how too much braking scrubbed speed coming out of a turn and how incredibly smooth a driver is always taking a pass. The truly fun stories are those that involve learning details from other drivers about what we do on track. Situational awareness tells us certain drivers were around us, but not what they experienced. These stories at the end of day socials remind us how there is always something to learn and to share, creating momentum. Many drivers catch up and some make plans outside driving.

The track weekend at Watkins Glen International (WGI) not only offers a challenging historic driving experience, but a variety of distractions for non-drivers. By setting foot at WGI one joins the legendary Formula 1, INDY, IMSA and NASCAR racers who bathed in motorsports glory on the track. A must do for those with the opportunity. The setting surrounding the track provides for nature walks through Watkins Glen State Park and the Gorge Trail, most beautiful sunsets around Seneca lake, and the Seneca Lake Wine Trail. Proximity to the Corning Museum has allowed PCA members to enjoy a tour with club member Beth McFadden for a number of years. Beth's tours and activities have become a tradition to RTR, enjoyed by many members.

At Pocono North, club members have the opportunity to volunteer a ride to disabled children from Sunny Day Camp, a program run and hosted by the Pennsylvania State Police Troop N. It is truly a rewarding experience to see the smiling faces of children and parents when RTR members' compassion and kindness lend time to parade laps around the track, giving rides to children. The Sunny Day program is geared towards fire and public safety and adding RTR PCA safe driving strengthens these children awareness when riding in a car. Club member David Hathaway connected with Sunny Day Camp's organizers a few years ago and since has volunteered to coordinate for the club; a great reason to participate on this track day.

I did mention tinkering with cars at the beginning. About that...one of my most fun experiences on track weekends is watching participants admire, inspect, discuss, fantasize, sensationalize and, well...you get it, all things auto mechanics. I had to include the photo; it depicts a blown tire, and when brought back to the paddock we all couldn't help it, but learn from it. The discussion event became a learning experience for all interested, led by Kris Murphy, our fearless Tech Chair and now blown tire connoisseur. Did you notice the beautiful clear sky and warm weather at Pocono?

Tires are really important in driving: it's what holds you and your car on the road. Your four tires give you a patch each, also known as a "footprint," so anything you do when driving happens on tires: braking, weight transfer, loads, balance, traction, and your smooth fast driving depends much, you guessed it, on tires. Hence, drivers' interest in learning how tires work and keeping them healthy to reach the limit. Instructor Catherine Wetendorf has made a habit of keeping her tires tuned for optimal safety and performance.

Aligned with our RTR PCA slogan "it's not just the cars, it's the people," what goes on at the track happens because of its members; it is driven by members passionate about the exquisite Porsche marque, and shared with other fellow marque drivers and other clubs such as Corvette, BMW, and Audi. The friendships rooted in our passion for driving and cars goes beyond the cars we drive, and grow into other activities. The relationships nurtured while at track have led members to lasting friendships, marriage and new families, business partnerships, last goodbyes to loved ones, and volunteerism.

Track days covered by members of the RTR Safety Council. Formed by volunteers, the Council is chaired by Marty Kocse. Assistant Track Chair Myles Diamond and the leaders for the various responsibilities take their jobs seriously. High performance driving is a risky sport and every detail counts for instruction, led by Jeff Smith and Ian Goddard, who oversee, train and serve as instructors teaching at RTR DE events. and manage the evaluation of students. Tech is led by Kris Murphy, Dan Rufer, and Dave Weiss; these guys make sure that all cars are inspected for safety, before and during track days. Registrars Nyssa Capaul and Kevin Douglas make sure students can safely register for track and manage the painful registration process, which includes a lot of coordination between students and drivers; and me on pit work, who works with everyone to ensure you drive in and out of track safely. The RTR track team does an incredible job and works together in every detail before, during, and after driving to orchestrate safe, fun, and learning high performance driving experiences for RTR members. Their work and camaraderie extend beyond track days and work across club membership, RTR board, and other PCA chapters to ensure driver safety, support, and progress.

The 2019 driving season has been good, and a few more track weekends are left for all members to experience. This year RTR added one more event in November at New Jersey Motorsports Park, giving all members an opportunity to participate in another track closer to home and closer to dinner at the shore. To register visit www.rtr-pca.org

Yoyi Fernandez

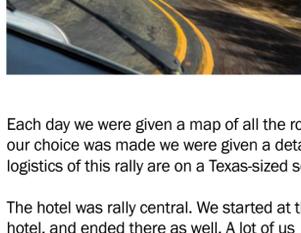




Texas Hill Country Rally

FOR YEARS I HAVE HEARD ABOUT THIS TEXAS-SIZED RALLY FOR AIR-COOLED PORSCHE only. Though not your typical road rally, it attracted my attention because it was a driver's rally. No regard was taken for sights, meals, and lodging along the way. The whole point was DRIVING! That's what hooked me from the beginning.

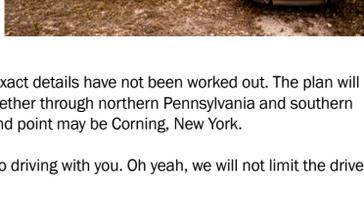
After learning that [RS Werks](#) in Parkesburg, PA would be attending this event and providing support for their customers and other rally participants, as well as arranging transportation to the Texas Hill Country Rallye for 4 cars built and serviced at their facility, I jumped at the chance to drive in this event.



Two hundred cars participated, 23 states and three countries were represented. Many came from as far away as California and Pennsylvania. Mexico had 20 cars entered in the event, and there were two or three from Canada. Each of the drives were 200 miles on average. That means that there were approximately 80,000 spirited miles driven during the event through the Texas Hill Country. Thursday's track event at Harris Hill Raceway in San Marcos, Texas had approximately 25 cars that averaged at least 100 track miles each. Estimating that the average distance traveled to the event by each participant was 500 miles, the drivers logged 200,000 miles getting to Kerrville, TX and back home, plus almost 100,000 rally miles during the weekend. That's almost 300,000 miles of road traveled for this event. Not your normal weekend club driving event, except for the fact that it is held in Texas, where many things are done on a large scale. The Hill Country Rallye has been a place for air-cooled P-cars for over 16 years.

Each day we were given a map of all the routes from which we chose what we wanted. Then once our choice was made we were given a detailed map of all the checkpoints along each route. (The logistics of this rally are on a Texas-sized scale.)

The hotel was rally central. We started at the hotel, and ended there as well. A lot of us ate our meals there and spent a lot of time commiserating, sharing, and just enjoying our love of air-cooled Porsches.



Definitely created memories I will keep for a lifetime. Hopefully there are more of these events to follow. All you need is an air-cooled Porsche and the desire to drive. After those experiences, I am planning a driving rally for RTR. Again, it will be a rally without planned meals or stops, although the exact details have not been worked out. The plan will include as many "driving roads" I can string together through northern Pennsylvania and southern New York. I am currently thinking the turn-around point may be Corning, New York.

I will keep you posted and am looking forward to driving with you. Oh yeah, we will not limit the drive to air-cooled P-cars!

In the meantime, I sent Der Gasser folks a representative sample of the over 500 pictures I took, for you to enjoy.

Bryan Papillion/Garrett Hughes



2019 TEXAS HILL COUNTRY RALLYE MARCH 21 - 24, 2019 KERRVILLE, TX

WELCOME ALL VINTAGE, AIR-COOLED PORSCHE RANGING IN MODEL YEAR FROM 1949 TO 1989 (TORSION BAR CARS ONLY)

SCHEDULE:

THURSDAY, MARCH 21, 2019

- Track Day at Harris Hill Raceway in San Marcos, TX
- Don't miss this opportunity to be on track with ONLY air-cooled Porsches!
- 4:00 - 7:00 PM Registration Check-In Open
- Pizza night in parking lot
- Evening parking lot social at YO Hotel Kerrville, TX

FRIDAY, MARCH 22, 2019

- 8:00 - 10:00 AM Registration Check-In Open
- Breakfast at the hotel
- Four drives available that vary by distance and direction, cruises to spirited
- Optional lunch at La Trattoria Lisina
- 6:00 - 8:00 PM Hagerty Car Show at Kerrville County Courthouse w/FREE BBQ
- After Hours social in the YO parking lot

SATURDAY, MARCH 23, 2019

- Breakfast at the hotel
- Four drives available that vary by distance and direction, cruises to spirited
- Optional lunch at the Laurel Tree Restaurant (Limited Availability & Additional Charge. Sign-up and payment will occur after registration, but before the event.)
- 7:00 - 9:00 PM Banquet Dinner & Raffle
- After hours social in the YO parking lot

SUNDAY, MARCH 24, 2019

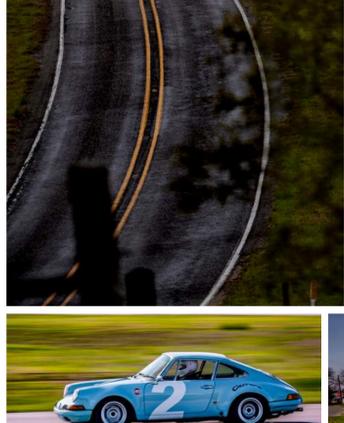
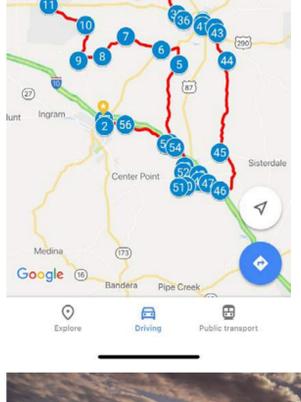
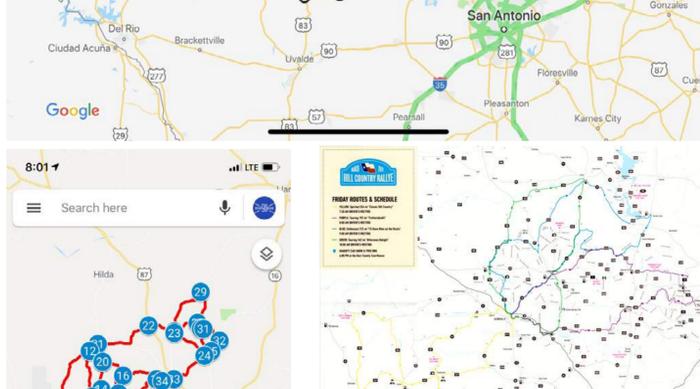
- Breakfast at the hotel
- Auf Wiedersehen

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THE 2019 HCR

WHICH CAR DO I BRING?

- **ONLY** your 1949-1989 air-cooled Porsche will be allowed on drives, at the track, and in the car show. **NOT** your 918, 919, 924, 928, 931, 932, 937, 938, 939, 944, 951, 964, 968, 965, 970, 971, 980, 981, 982, 986, 987, 991, 992, 993, 996, or 997.
- You are welcome to drive your non-torsion bar, water-cooled P-car to the rallye, but please respect the spirit of Hill Country Rallye and leave it at the YO during our scheduled events.





The Majolica Feast

WHEN GARRETT AND I DECIDED WE WANTED TO HOST A RIESENTÖTER DINNER at [Majolica](#) in Phoenixville, it wasn't just so we could break bread with club friends (and other members we hadn't previously met), but also to support our favorite restaurant. Little did we know at the time that Majolica will be closing its doors this December 7th, fifteen years to the day since it opened.

Chef Andrew Deery and his staff, whom we've come to know and love, outdid themselves with a fantastic tasting menu. First, they greeted us with a glass of sparkling wine from Gruet Winery in New Mexico. Who knew New Mexico has the perfect climate and terroir for making amazing Champagne-style sparkling wines? They managed to seat us all with some difficulty – given the fact that our group was, how should I say, energetic.

After a simple but delicious amuse-bouche of tuna tartare on a house-made potato chip, we were served Andrew's silky white corn soup with butter-poached lobster, followed by a local tomato salad with fresh mozzarella and basil. Majolica is a BYOB restaurant but, as expected, club members filled the gap by sharing a lot of excellent wine.

For the fish course a delectable piece of swordfish was served with an olive, saffron, and lemon garnish. My stomach was already getting full, but I could not resist the roast pork belly served with fennel and onion. Of course, there was more wine! Then we cleansed our palates with a small scoop of cantaloupe sorbet with cinnamon oil and crispy prosciutto before moving onto the (second) meat course: malt-braised beef short ribs with carrots and toasted barley – and, obviously, more wine.

Finally, although some of us were in a food coma, we were treated to a toasted butter cake with fresh local peaches and homemade vanilla ice cream. Some of us even accompanied this with a dessert wine!

Everyone seemed to have a great time and enjoy the delicious meal, and I know Andrew was delighted to have us all there. We are sad that he's closing the restaurant, but excited that he'll be moving onto some other (so far unnamed) culinary adventures. In the meantime, we'll be making frequent appearances at Majolica to enjoy his amazing creations.

Lisa Bain

Porsche Experience Center Delivery

ONE OF THE ADS CLAIMED THAT THE NIGHT BEFORE (I GOT THE CAR) I WOULD FIND IT DIFFICULT TO SLEEP. In fact, a bit after midnight, my sleep was disturbed when I got a text from Delta telling me my (carefully chosen to arrive at the [Experience Center](#) exactly on time) flight was delayed. I called my son who was accompanying me – call was re-routed to his message system, as he gets business calls at all hours. I sent a text – no reply. I tried unsuccessfully to go back to sleep.

We landed in Atlanta ahead of schedule, raced to the taxi stand and got a driver who neither spoke nor read English. But she was smart. She handed my son her cell phone opened to Google Maps. He typed in the address and we were on our way. We even had time to drop off our carry-on at the Kimpton Overland hotel, then walked to the Porsche NA office building next door. The guard looked at our ID tags (sent ahead), told us to follow the sidewalks to the front door, and then “to act as if we owned the place.” He was fun.

We did not own the place. First, we had to sign indemnification agreements, similar to those used in scuba diving. And we had to show evidence of auto insurance and driver’s licenses. Then off to a lounge overlooking the track to wait to be escorted to lunch. My son told me this was simply a very German thing, precisely following the schedule we were sent. And lunch was scheduled for 12:30, not 12:15.

We were seated at 12:30 on the dot. Our menu’s facing page welcomed us to the PEC center. The restaurant manager welcomed us to the Center and congratulated us on becoming a member of the Porsche family. The waiters welcomed us also. In fact, everyone but the other diners welcomed us, frequently several times.



We could order up to \$100 in food without paying extra. Cokes and burgers barely dented this budget and, more importantly, ensured that the dining part of lunch was over in half an hour so we could get on with the experience. Instead, we ended up sitting until 2PM, when we were met by our guide, as scheduled, and our experience continued. Previously, I had written asking that the agenda (lunch, tour of the museum, tour of the Porsche car restoration facility, etc.) be customized so that we would have adequate time to learn enough features to drive the Macan home safely. This was not done, but with a divided result. My son was very happy to see the famous cars and the restorations. In fact, he wanted to spend hours looking at the cars. And to be honest, the cars were phenomenal. They even had the new roadster on display – what a beauty. And the classic car restoration was interesting. They even apply OEM labels.

Finally, we got to (what I call) the delivery room. It is a lounge with a spacious seating area, a stocked help-yourself kitchen (no alcohol), and a much-appreciated private bathroom. On the other side of a large glass partition were two covered cars.



Was it time to view the year-long object of my desire? No, not yet. First my son and I had to be posed standing next to the covered car for photos.

Finally, my Macan was unveiled. My only comment was “Well, it sure is white.” I should admit that my heritage, my surname aside, is Pennsylvania Dutch – the same folks who compliment a chef by telling them the food “was not bad.” All of the Porsche folks (3) seemed disappointed with my reaction. But they carried on, please pose here, then there – one more shot please. To be honest, I was a bit overwhelmed.

Finally, about 3:30 in the afternoon, our guide got down to the brass tacks of how the car’s controls worked. He did sync my phone to the car and explained how to adjust the seats. We entered the PCM “home” address and he showed me how to set the navigation system to “Go Home.” He was on a roll. But then I asked him to divert from his script and hook up the Car Connect app. After several anxious moments and some calls to tech support he admitted defeat and told me to have my local dealer provide that service. Then I asked about customizing features in the car using the PCM and linking these customized controls to the fobs. After a bit he admitted he did not drive a Macan, so did not know how to do this. He tried to recover and get back on script. He showed me three ways to open the tailgate. There was a button on the driver’s door, a button on the fob, or the back could be activated by waving your foot under the rear bumper. I was not aware of the third option, so I asked him to demonstrate, which he did unsuccessfully, as it is not possible in the Macan. Things were not going well with the demo. Finally, he told us it was time to drive a Macan S on the track. We all were relieved.

Peter drove first. Peter drove exceptionally well, gaining praise from our guide. Peter did so well that he began to catch up with some 911s on the track driven by other amateurs. Then it was Dad’s turn. I thought I drove really fast, but later looked at my son’s cell phone video. What I saw reminded me of Artie Johnson doing a driving version of his old man walking routine from the TV show from the 1970s, Laugh In. Then it was my turn on the skid/kick plate. The guide told me to remain calm at all times. I approached the kick plate, it did its job, the car spun out of control in multiple circles, and finally the guide screamed “HIT THE BRAKES!” When he recovered, I tried again and spun even worse. I thought it was fun to spin, like what my brother and I used to do on icy country roads with my parents’ VW. We tried a third time – same out of control result. Finally, he turned on some driver aid thing in the car and told me to take my hands off of the wheel when the car got kicked. Amazingly, the car controlled the spin automatically. I was impressed!



Now it was past the time our delivery was to have concluded (5:30). We wrapped things up and the guide did arrange for us to park my Macan in the Porsche HQ parking facility, which was nice, as the hotel charges \$25 a night to park.

Next morning Peter and I headed north, intending to stay overnight along the way. We almost spent the night in Atlanta, when the multi-lane, curvy-highway, with exits to the right and left, shifted lanes faster than either of us could react to the (correct) instructions from the navigation system. But the nav is lightning fast and painlessly re-routed us back onto the correct road, and we made it through the city. North of the city we quickly discovered that I-84 appears to be named for the average speed cars use on the roadway. We racked up the miles and even had time to get the Adaptive Cruise Control working. What a lovely feature for long distance driving once you learn to trust the system not to ram the car in front of you. We stopped only for refreshments and bathroom breaks, except at the border of Georgia and North Carolina where we stopped to get half a bushel of peaches (\$25, including the hand-made wicker basket). During lunch in West Virginia, just off I-81, fellow patrons at the Wendy’s carefully sneaked peeks at the car. Approaching PA we refueled the car for the first time. Love the 20-gallon tank and the 29.2 MPG (four-cylinder engine) we got during the 823 mile-long trip. The car simply cruised along, accelerated like a rocket (without using Sports mode) on access ramps and passed with ease when requested to do so. Our overall average speed was 66 MPH, not shabby considering how congested and snarled I-77 was with Ohio folks returning from their North/South Carolina shore vacations.



When you cross into Pennsylvania you immediately notice how beautiful the farms are compared to those we saw in the other states. We also noticed how comfortable the Macan seats are, how smooth the ride is with PASM, and how quiet the interior of the car was. We’d been driving for about 10 hours at this point and were not fatigued. We decided to push on home. We completed our journey in a bit more than 13 hours.

The Delivery Experience cost \$414. Our flight to Atlanta (Premium Economy on Delta) cost almost \$400. A very nice room at the Kimpton Overland cost \$172. Dinner and Breakfast at the Kimpton (very good and reasonably priced) ran another \$100. Filling the tank on the way home was about \$50 – gas is cheap in West Virginia. Was the experience worth it?

Eric Exley at Porsche of Conshohocken gives a much more knowledgeable introduction to the car’s operation. He invites you back as often as you want and never costs a cent. Driving the Macan S on the track is fun. Too bad there is not a Porsche track closer to home. However, getting to know the car by driving it for 13 hours turned out to be a surprisingly wonderful experience, as was traveling with my oldest son. The Macan is worth every cent it cost; I’m not sure I’d make the same claim for the Atlanta delivery.

James Reilly

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Do-It-Yourself Boxster Gill Guards

WE LIVE IN THE WOODS IN CLOSE PROXIMITY TO SAINT PETER'S VILLAGE. If you own or know of Porsche's Boxsters, I am certain you are familiar with the four "vacuum" points on the car. The two gapping orifices in the front fascia which are a little tricky clearing out by hand, and the two "hip" orifices that are the intake entry points. These latter places are impossible to clean out without taking out the trunk's interior and pulling the air filters. (I guess you might be able to get under the car, but I have not tried that.)

Every fall as I travel up and down our road I feel like there are less leaves behind me than if front. Of course, a lot of this is the "blow by". By that I mean the leaves that get blown by as you drive by. But, checking the front radiators grills, it's apparent that some are "hoovered" (to borrow a British phrase) into the four access points.

So, I went on a Google adventure to find solutions. Checking places like [Pelican Parts](#), [Sun Coast Parts](#), and others I found some expensive alternatives, and after investigating the How-To's of these options on YouTube I found the installation extensive and most requiring dismantling the front of the car and using screws and fasteners during installation.

I pursued some of the DIY alternatives and came up with one for each set of "gills". In this installment, I will cover the alternative I choice for the intake "gills". (I will write in the future about my foray with the front radiators.) These are for a 981 Boxster.

In YouTube, I found this [YouTube](#). I almost immediately purchased a pair. Almost because they were out of stock, but they notified me when they had them in stock. I received them quickly after that. (Shipping was included in the \$150 price.). Then, they sat on my workbench for...too long. Finally, I squeezed some time in my retirement (harder than you can image if you are not retired), and it took me all of fifteen minutes.

The hard part? That was yanking off the first one. Concern about damaging the vent molding was the problem. Turns out that molding is pretty robust. Then you drop the grill in and replace the molding. The passenger side took about three minutes mainly because I took a few pictures for you.

The purveyor, Eric, was a joy to deal with! And, if you are interested and get some, I can give you a hand anytime...almost.

Garrett Hughes





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The Studio RDS AUTO GROUP

The Studio at RDS is a full service photography studio based out of West Chester, PA specializing in capturing the beauty of automobiles with a custom-built studio, state-of-the-art equipment and trained photographers/videographers. Our team will work with you to highlight the unique aesthetics of your vehicle to create one of a kind, timeless art that can be displayed digitally or in print. Our other services include product photography, real estate photography, videography, and studio rental for personal projects. Give us a call at 484.424.0290 to schedule a tour of our studio.





Sidetrack: Carbon Footprints

IN THE LAST SEVERAL YEARS I'VE BECOME MORE CONSCIOUS OF THE CONDITION of the planet and how we will leave it. I'm not a tree-planting, bicycle-riding, composting, Prius-owning extremist, but I have been looking for ways to consume less, recycle more, and generally shrink my carbon footprint for the sake of future generations.

The cars we've owned are a good example – my wife and I target vehicles that consistently attain an honest twenty mpg or more. This may not sound like much for you sub-compact and hybrid owners, but considering what is available to the car-buying public, we made a conscious decision to be reasonable with our purchases.

Christine drives a Honda HRV to work and it's our weekend hauler. The HRV is the Swiss Army knife of the automotive world. It does everything reasonably well, but nothing exceptionally so. The rear seats fold into so many different positions I sometimes forget how they reassemble. But it's not an exciting car by any means.

The HRV can cart around four adults in reasonable comfort, all the groceries required for two, and will handle 10 bags of mulch and the Christmas tree when called upon. It still gets 25 mpg no matter how much we overload it, and a respectable 28 mpg on the highway whenever we travel – rarely, however, as it's not a highway cruiser. But it produces particularly low pollutants in doing so.

My Porsche 718 Cayman extracts about as much from a flat four as you can possibly coax. I find the power-to-handling ratio among the finest in cars I've ever driven. I drive it spiritedly as often as I can, yet I routinely get 22 miles per gallon – not once below 20 (and I check with every fill-up). Not bad when you consider almost anything that can touch it is lucky to achieve ten.

Note: the proper way to check your mileage is to fill the tank and record the mileage from the gauge. At the next fill-up, subtract the previous mileage from the current and divide the result by the gallons it took to fill your car. It's easy and it's accurate.

What about the rest of my garage? Well, I no longer cut my own lawn. But when I did, I used a Black and Decker cordless mower. Until recently, the EPA standards for emission levels in lawnmowers barely existed. The typical mower still produces far more pollutants than the average car.

My weed-whacker, hedge trimmer and yard blower were all Ryobi lithium One+ tools; getting the job done with no harmful discharge. I've continued that philosophy now with my power tools – virtually all of them are cordless.

Lithium batteries are highly efficient, provide enough energy to power my compound miter saw through deck-posts, and still hold their charge right up to the end of their cycles. This means they don't drain on a bell curve – they simply stop, and I swap in another one while the expired battery charges up in short order.

I'm not trying to come off as an environmentalist, because I could certainly do more. But I would like to reduce my use of energy without forming icicles in my living room or reading by candlelight. I have considered solar options, as our roof is in the perfect position for sun exposure, and I love the idea of getting off the grid. But solar power continues to be cost prohibitive.

I've been transitioning to LED lights throughout our house; highly efficient and now very affordable. LED produces the same equivalent energy at about 20-25% of the wattage requirements. They are cool to the touch – only tepid if using super-bright options. When we install LED garden lights around the outside of our home the entire display will run on less than 150 watts.

Our new home uses less than half the energy of the one we downsized from, even though it's 80% of the total cubic feet. Much of that is due to competent use of space in the floorplan, but it also helps to have a super-efficient heating and air conditioning system. That and our previous home had two rooms we never used, with an excessively generous basement office.

Where we really need work is our production of waste. There are only two people in our household, but I'm startled by the weight of the trash bin when I roll it to the curb. It feels like there's an imbalance. Like we're exporting more than we're importing. We recycle what we can but we're still shipping a lot to the landfill.

Back to transportation though. We have considered hybrid or full electric as a replacement for the HRV, and Porsche is leading the way with some great options – the new Taycan, and the future Macan, to name two of interest. I struggle with a replacement for my Cayman however. I know that Porsche could produce an all-electric or hybrid 718 Cayman or 911 Carrera, but will they?

Porsche may be reluctant to move in this direction for their sports car models – not as much due to battery storage issues (because that is a separate impediment), but because of sales requirements. Traditionalist Porsche owners are unlikely to support the effort enough to consider a serious purchase of a car with no audible vroom.

What about the 918 then? Considering its supercar status and relative cost, not to mention the exceptionally limited production, I'm not sure that model can sustain a fair argument. But could Porsche build this technology into the 911 Carrera or the 718 Cayman? It's an interesting thought. And I, for one, might stand in line for that option.

I bought the 718 Cayman because I loved the design. I admit the 4-cylinder turbo kept me from being completely enthused. But I powered through the stigma, installed a performance exhaust system, and now I'm completely happy with the purchase. Porsche has some of the most efficient cars in the sports car genre – especially surprising considering the feeling of delight that driving one can offer.

Though all is relative in the game of automotive sensibility, Porsche can at least be content that they lead the field in extracting more from every ounce of hardware than any other manufacturer of exceptionally accomplished vehicles. Name one that performs like a Porsche and returns consistently reasonable mileage. The list is extraordinarily short.

Reaching a balance between efficiency and performance is a difficult task. It takes a great deal of engineering effort, research and design. I intend to continue my support of our favorite German manufacturer as long as I can afford to – and with a great sense of pride in doing so. After all, the impression of your carbon footprint begins at home.



Shifts and Giggles

IF YOU READ MY PRESIDENT MESSAGE YOU CAN SEE I WAS IN SCOTLAND, and during my entire time driving I wondered why do they drive on the WRONG side of the road....the left side. Did it have something to do with them still being pissed at us for taking our independence....or was it just to be different? Turns out you can probably go back in history, way back, way way back, to about the time feudalism was popular, as well as knights and swords and armor. Most people are right handed, thus you wanted your right hand free to wield the sword, and when riding a horse with your sword in your right hand it was easier to attack oncoming traffic, the bad guys wanting to take your land, while riding on the left. So there you have it: this is why car manufacturers have to spend research and development money for a few noble knuckleheads still thinking they wield swords, and thus putting the steering wheel on the opposite side of the car from the majority of the rest of the world.

And, yes, the majority of the countries drive based on the first ever recorded law of 1792: “keep-to-the-right,” passed right here in our state of Pennsylvania.

Yes, there are exceptions to “drive on the right”...4 of them are in Europe, being the UK, Ireland, Malta, and Cyprus. Do you see what they have in common? Islands. Surrounded by water. Just like the British Virgin Islands, Jamaica, Fiji, even Australia (a big island at that). But being an island is not the go-to rule, because St. Lucia drives on the left, yet St. Martin drives on the right. One rule might be if Great Britain once owned your ass you drive on the left like Hong Kong, or even India, but then Canada throws a wrench into that cog of thinking. Oh well...moving on.

Another important feature known throughout the UK....ah the roundabout. Invented in the UK by a Frank Blackmore. I have to say it is rather ingenious, not having to stop, keeps the traffic flowing... and I became a roundabout master while driving on the left. I encountered mini-roundabouts and roundabouts the size of the Arc de Triomphe (which I tackled successfully while last time in Paris). I was doing so well, I got pissed at drivers not signaling properly upon entering or exiting (mostly BMW drivers, I should say). Then there are roundabouts with traffic lights....wait...I thought the roundabout alleviated the need for such instrumentation...well apparently they can't solve all the traffic woes.

So driving on the left and the roundabouts go hand-in-hand, you go clockwise when entering, just like most spiral staircases, thus coming back full circle so to speak, because it was easier for the knights to stab their opponents (and defend the castle) who were coming up a clockwise spiral staircase. So, the next time you are in the UK ask for a sword with your rental car and have some fun in the roundabouts.

Jeff Walton

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

Silver/black

38,300 miles

Excellent condition

Sport chrono, Nav, PASM, 6 speed manual

More photos available upon request

Contact Neil at nfddd@yahoo.com



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

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

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Set of 4, 2015 Cayman S (981) wheels (4 wheels, 2 Front, 2 Back) \$1200

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20" Porsche Brilliant Silver Wheel Set (2 Fronts & 2 Rear), \$2,500

Front: 20 x 8.5 with Pirelli P Zero 235/35 ZR 20 (88Y) tires (2500 miles of street wear)

Back: 20 x 9.5 with Pirelli P Zero 265/35ZR 20 (95Y) tires (very little tread)

Wheels are in Very Good to Excellent Condition, Porsche Brilliant Silver Center Caps & Valve Caps in Excellent Condition and TPMS in all 4 wheels.

These are takeoffs from my 2014 981 Cayman S with 20K miles.

Stored in garage in Porsche Tire Bags; price includes Porsche Tire Bags.

Please Email; Dave@DaveBoerner.com or call 267.614.1661 with any questions or for additional pics.



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

Odometer 77,200 Miles

Title 5024390802 SE WID 18102 3906 120691-001

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

ALL MAINTENANCE RECORDS.

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



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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

