



Phil-a-Trunk: 'Tis Riesentöter Season of Giving **(Page 13)**





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COVER

Photo credit: Yoyi Fernandez

2021 RTR Calendar

Social Events

February	TBD	Freeze Run



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www.foundation.rtr-pca.org

MEMBERSHIP MILESTONES

YEARS	January	February
50		
40	Joseph Shemenski	
35	Colin Dougherty	Russell Kriebel
30		Frank Ferrara John Phillips
25		
20	Robert Bartelt Peter DiGiacomo Steven Kempf	John Bachich Geraldine Boussion Andrei Grecu
15	Martin Graber Michael Matt Christopher Moyer	Marc Jonas Gary Reedy
10	Brian King Paul Ritger	Patricia Sertich
5	Mel Bennett Trent Coombs Charles Costello Andrew Hall Kelly JOHN LAU Suresh Patel Betsi Strasser	Bowman sam Giamber Philip King John Murabito



NEW RTR MEMBERS



Jeff Bade	2006 911 Carrera 4S
Lauren Lotier	2007 Cayenne S E-Hybrid White SUV
Arpad Kallos	2018 911 Carrera 4S Blue Coupe
Hester Bade	
Rob Weaver	2015 Cayman S White
Jim DeCamp	2014 911 Carrera S Cabriolet GT Silver Cab
Kimberly Fonash	2012 Cayenne S Silver Metallic SUV
Nico Puracchio	2008 911 Carrera 4S Atlas Grey Coupe
Everett Abitbol	1985 911 Carrera Blue Coupe
Andrew McVicker	1978 911 SC Continental Orange Coupe
Patrick Thornton	2002 911 Turbo Seal Gray Coupe
Kevin Mahoney	2011 911 Turbo S Cabriolet Platinum Silver Convertible
Eric Seestedt	1987 928 S4 Black Touring
Joan Hellmer	2013 911 Carrera 4S Cabriolet
Assal Hellmer	
David Russell	2015 Macan S Black SUV
Hakan Erdemir	2020 Taycan 4S Volcano Grey 4S
Perry Weiner	2018 Cayenne Platinum Edition White
Michael Martel	2006 Cayman S Basalt Black Coupe
Adam Howell	1983 911 SC Platinum Metallic Coupe
Ernest Higginbotham	2001 911 Carrera Silver Cabriolet
Brit Goldstein	2008 911 Turbo Cabriolet Black
Bruce Bubeck	2014 Cayman S
Jeffrey Yurick	2003 911 Carrera Arctic Silver Coupe
Mark Semisch	2003 911 Carrera Blue Coupe
Christopher Derby	2010 Cayenne S Black/Orange Cayenne S TransSyberia
Taine Pechet	2020 Taycan 4S White
Len ReStivo	1994 968
Bill Taylor	2018 Macan S Sapphire Blue
Marguerite Bell Knysch	2019 911 Carrera 4S GT Silver Metallic
Paul Butler	
Jason Showers	1988 911 Carrera Targa
Nola Showers	

Vom Präsidenten

WHAT CAN I SAY THAT HASN'T BEEN SAID BEFORE....PORSCHE PROUD I AM with our members' generosity. Over the past 6 years you have helped feed over a half a million of our neighbors in need. Really think about that number. In just 6 short years we have fed over 500,000 people, and when things looked glum this year you reached even deeper in your pockets and pulled off another miracle. So again I want to personally thank all of those who helped participate in some form or another, by donating food, money, time - Thank you!

I want to say thank you to the [Upper Merion Township Police Department](#) for helping us snake onto 76 all in one piece, to the [Valley Forge Volunteer Fire Department](#) for leading the way to Xfinity with lights a blazing, to all of our Porsche dealerships, each one stepped up to the plate with raffle donations, a huge thank you to the crew at WMMR for continuing their tradition of their weeklong [Camp Out for Hunger](#) during the pandemic. We did have a few sponsors as well, and this year their donations went directly towards food, as we did not have any huge expenses like a tent, porta-potties, equipment, etc. Those sponsors were Fabspeed, Tier-One Motoring, Quadratic, and Hagerty, We also need to thank the [Wells Fargo Center](#) for letting us use one of their lots for staging.

Hopefully next year we will be back to our normal car show type atmosphere and not wearing masks nor stepping up our game to hazmat suits, though as a side note, I am looking for someone who wants to go into business with me manufacturing hazmat suits that look like racing gear, you know, where you look like you are on the Ferrari Formula racing team or even the throw-back Gulf livery suit - perfect for your new everyday trip to the grocery store. I digress, it looks as though everyone seemed to like doing the event 2 weeks earlier than normal, so WMMR is going to try for that same time slot. Normally I'd say mark the weekend of the 13th or 14th in pen but if you learned anything this year, please use a light pencil.

Again, I thank you, [Philabundance](#) thanks you, and your hungry neighbors really and truly thank you.

Pedal Down.

Jeffrey Walton
President RIESENTÖTER



Editor's Note



WELL, ANOTHER YEAR IS IN THE REARVIEW MIRROR. IT WAS A CHALLENGING YEAR, and we look forward to a year when things are easier, politics and health concerns are less omnipresent.

We here at *Der Gasser* were lucky enough that several of your fellow members have contributed articles and pictures. But let's not get complacent! We are ALWAYS seeking stories, pictures, and ideas from you. And, even easier, you could make yourself available to be in the *Member Spotlight* with Joe Kucinski. That's an idea that Joe came up with, and he is always looking for someone to share their Porsche story with us.

Also, we were given the idea of vanity plates by Gary Gallo. It's an idea that we have taken a couple of "runs" at but we have not come up with the data from you folks. So, if you would like to share/explain your vanity plate to those too challenged to decode your brilliance, send it to me with a short explanation and maybe a shot of the view of your car people get to see the most...the derriere.

Another idea was sent to me in November also by Gary Gallo, about creating a feature for you to show off any/all of your model cars. See his feature in this issue. Feel free to submit your models too!

Well, welcome to 2021, and here's to a New Year with more opportunities to get in our cars and enjoy some events together.

Be patient, safe and happy!
Cheers!

Garrett Hughes
Der Gasser Editor-in-chief



Top Down!



WELL, IT WAS NOT THE BEST OF YEARS...ACTUALLY IT WAS A PRETTY HORRIBLE YEAR, but at least we had quite a few days of pleasant top down weather. I hope you got out to enjoy them... especially the “bonus days” in November.

I finally realized that my Boxster is a little different from most convertibles in that you are in a little cocoon that allows very little wind interference with hairdos (I don't have enough hair to have one of those anyway), hats, conversation, or any other such annoyance that makes people think I am crazy for having my top down when it is “cold” (read, below 70), raining, windy, or any other “absurd” reason to be driving with the top down.

Actually, the Boxster is so good at top down travelling that you can still easily converse while driving topless at speeds in excess of 75 mph. Not that I have tried that before, wink, wink!

Actually, we have some new digs of late. We decided to pull up stakes in Pennsylvania and move to the Delaware shore. The roads are nowhere near as interesting, as they are flat and straight for the most part, however, the draw of family, grandkids, friends, and Riesentöter events gets my Boxster headed back frequently to the Keystone State. (We just ran up to enjoy this year's version of a Christmas party, the run to Longwood.)

Drop the tops, enjoy the fresh air, take care of yourself, be safe, and be HAPPY!

Garrett Hughes
Top Down!





Letters to the Editor

Gary Gallo, Sat, Nov 28, 2020
1:00 PM

Garrett,

I was thinking many Club members are likely to have model cars, maybe they collect scale model Porsches or maybe they build them themselves. They might have models of the Porsche they own or like me collect a few of the more iconic race cars from Porsche history. If this is the case perhaps there's interest in a series in Der Gasser, "Tell Us about a Model Car in Your Collection". I'd suggest the focus be on race cars from a Porsche historical perspective. I guess if there isn't any interest or very little interest then the idea can be discarded. I took a shot at one such article. See attached.

best regards,

Gary

Editor's Response:

Gary, I think this is a great idea! I will throw it out to our readership and see what the response is. (See my Editor's Note)

Gina V., Wed, Nov 25, 2020
5:25 AM

Hi Jeff,

I wanted to thank you again for getting the Porsche club to come out for Jack's birthday back in July. Jack still talks about it being the highlight of his year! You'll never know how much it meant to my husband and I to see Jack smile like that on his birthday, particularly when it's been a difficult time with lack of socializing for a kid on the autism spectrum. It truly was the best gift for all of us.

If the cars are ever gathered for something, is it possible for me to bring out Jack so he can look at them again? I should have thought of this prior to the Phil-a-trunk event. Maybe you won't have events again until the spring, but just figured I'd ask.

You have a Porsche fan for life in Jack.

Thanks again,
Gina Vigilante

Editor's Response:

Gina, It was with pleasure that we jumped in our cars and gave some pleasure to someone special.



2020 RTR Year in Review

LAST YEAR I WROTE AN ARTICLE LOOKING BACK ON ALL THE WONDERFUL EVENTS the club did in 2019. I am not sure why I even suggested an article looking back on 2020. Who the heck wants to reminisce about that disaster? My 2019 article was filled with terms such as: rally, happy hour and road trip. This year was all about terms such as: vaccine, masks and social distancing. Not quite the same, nor what any of us would have expected.

Let me say at the outset that I fully realize many people suffered far worse in 2020. Lives and jobs were lost, and families were stressed. Missing out on club events does not compare to those more serious issues. However, while I truly sympathize with those impacted, I do not write about that stuff. I write about our normally jam-packed calendar full of fun club activities that take our minds off the more serious matters of the world for a while. I write about the cars we are all passionate about. In 2020 the club we all enjoy so much was not the same. Yes, we all love our cars, but it is the people inside them that we really love to spend time with. In 2020 the time spent was greatly diminished.

Last year, I wrote about the 30+ events of various types I attended with RTR. For the new members that just joined us this year, we are an active, vibrant club. 2020 started out well. In January we had our first happy hour of the year at the [Sly Fox in Phoenixville](#). In February we had our first club meeting at [Performance Automotive in Malvern](#). The last day in February we held our annual freeze run, which included some delicious food at [Stampede BBQ](#). Shortly after that the country shut down, and that meant that for all intents and purposes so did our club. Social events, track days and autocross events were getting cancelled at an unprecedented rate.

However, remember our club name loosely translates to Giant Killer, so we do not go down without a fight. The club officers rallied and made the most of a challenging situation. Our monthly member meetings moved to a virtual format. This worked well, and Corey only crashed the entire YouTube platform once. The Autocross folks somehow managed to still squeeze in nearly a full season's worth of races. There were several DE events held in the second half of the year as well. Garrett, the rest of the *Der Gasser* crew, club officers, and some of our members did a good job in providing compelling newsletter content despite the lack of events.

Our social event calendar that is typically chock full of things to do was especially hard hit this year. However, even there we did manage to sneak in a few events. We had our socially distanced summer picnic. We had a socially distanced member meeting and BBQ in August. In September we had a socially distanced rally, and in October we had a socially distanced Oktoberfest. Of course, we still had our signature [Phil-a-Trunk](#) event, albeit following the social distancing guidelines. We finish the year with a socially distanced [Longwood Gardens](#) tour. Hopefully, next year we can drop the distanced qualifier and get back to just being social.

I concluded my 2019 year in review article by saying that I was sure that 2020 was going to be another action-packed year. This time I am keeping my mouth shut and making no predictions about 2021. Although I will say this: Having experienced this unprecedented year with our club, I know one thing is for certain. No matter what 2021 holds for us, our club officers will do all they can to make it as enjoyable for all members as possible. In addition, we will all continue to do all we can to support those less fortunate. Phil-a-Trunk anyone? Our members and our leadership are what makes RTR such a fantastic region to be a part of.

Remember a Porsche needs to be driven. Many cars spent significantly more time in the garage in 2020 than normal. We need to rectify that in 2021, so get those winter projects done. I hope to see you all a lot more in the coming year. Maybe I will even get to see your whole face at some point. Happy New Year!

Joe Kucinski

Phil-a-Trunk: 'Tis Riesenötter Season of Giving

IT IS NOT EVERY DAY YOU TAKE TIME FROM YOUR BUSY DAY to do grocery shopping for someone else – especially someone you do not know. You plan to join your auto club friends in the cold at 8 AM on a Sunday, catch up six feet apart, and line up to deliver the food yourself, as imposed by Riesenötter Phil-A-Trunk terms. You did this because you have a giving heart and care about those in need, especially during this challenging year.

RTR members gathered as usual, because PCA is all about the people, not just the cars, yet Phil-A-Trunk conformed to the club's mission while making the event about others. "What is different about this event is that it is about someone other than me;" said Linda Erwin, a long time PCA member who drove a couple of hours to the event at Capital Grille. She continued to explain: "the driver's education hours and social gatherings are great fun; but Phil-A-Trunk is all about compassion for our neighbors in need. And, from a world view, everyone is our neighbor." It is no wonder that 107 cars showed up to donate 159,655 pounds of food; a mere 2,345 pounds less than 2019, when RTR hosted 212 Porsches.

According to the office of the Mayor, Philadelphia has experienced a 22% growth in food insecurity in 2020, a rate higher than in most states across the Union. It is almost as if RTR president Jeff Walton and social chair Wendy Walton anticipated the need beforehand, when they dreamed the idea to address food insecurity in our region. Phil-A-Trunk launched six years ago, in 2014. Food insecurity in America has become an overwhelming issue during the pandemic and middle-class families have seen themselves in the food lines this year.

The 2020 event became most important to Philabundance, the principal regional organization feeding 90,000 people a week, or 1 in 5 people in the Philly region. As many of you heard from Philabundance CEO Loree Jones at this year's event, RTR's 2019 contribution allowed the organization to feed many this year. RTR changed the name to Phil-A-Trunk to allow other car clubs to participate; after all Porsche utility vehicles pull their loads.

To some club members this is personal, and an active member commented that he too has experienced "the need to choose when a decision had to be made among necessities." Whether club members are generous because they can relate to the need, or because they are grateful to share the excess, Riesenötter's event motivates members and others to share their blessings. Jim Sangiorgio of Porsche Lehigh Valley drove food from Allentown himself. Good thing Capital Grille provided coffee and hot cocoa ready upon arrival to help weather the early morning cold.



RTR's safety tech co-chair David Weiss attends the event because he enjoys being part of an event where so many club members come together "to make a difference." He said: "It feels really good to help others." Roger Jones, an active member and Porsche enthusiast agrees. He shared comments with Der Gasser's team to remind us that "we all have been blessed to have wonderful cars to drive and being able to share our blessings... it is heartwarming." A Phil-A-Trunk founding contributor, Roger remembers "the blistering cold evening of the first," and emphasized how important it is for us all to look forward to next year's event.

An event sponsor, Porsche of Conshohocken, collected a three-trunk food load. Service manager Javier Gonzalez attended for the first time and he thought the event was awesome and had a great turnout. He also said: "sharing with people outside the dealership gave me a better appreciation of my customers' passion for their vehicles...the Phil-A-Trunk event is such a good opportunity to help those in need. Plus, we had the added-bonus of meeting others at an outdoor social distance safe event." For many, the event provided a good setting to leave their homes for a meaningful drive and to catch some fresh air.

Dave and Maggie Nettleton, autocross chair and RTR board secretary, respectively, had the hardest job at the event. They did not get hot chocolate or coffee at Capital Grille or tried to catch up with the Valley Forge Fire Company firetruck. Maggie and Dave organized traffic circulation and parking at the Camp Out for Hunger drop off site. Among other things, they recruited volunteers to direct traffic and to ensure a safe and efficient drop. Planning and directing so many cars, including Corvette, Mini, Tesla, Jeep, and other auto clubs, is no easy task; they did a magnificent job. When asked why he volunteered, autocross of the year awardee Oto Figueroa explained: "I volunteered because I see RTR's genuine motive for helping those in need. The club's willingness to get together for a wonderful cause...nothing short of awesome, especially during these times of social and economic unrest."

At the time of the event the published food insecurity rate was about 22%. A month later we heard from Philabundance and here is what Philabundance shared: "In the midst of a global pandemic where we are seeing up to a 60% increase in need, the Porsche Club and other car clubs across the region came out with frunks and trunks filled to the brim with food to help us fight hunger across Greater Philadelphia," explained Philabundance CEO Loree Jones. "This was my first Phil-a-Trunk experience and I am still in awe of the generosity I witnessed that day. On behalf of Philabundance and those we serve, I want to thank every member of the Porsche Club that helped us literally drive hunger from our communities."

Jeff and Wendy outdid themselves, and they could not have a better team to support them. RTR is operated by volunteers and Phil-A-Trunk takes a lot of effort. I want to take this opportunity to express appreciation to each and all event volunteers on behalf of all attendees. Thank you for leading us.

I leave you with this: you could not have done better this season than to give the gift of food. Thousands of people across the Philadelphia region will eat because of you.

Yoyi Fernandez



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2020 Longwood Gardens

WELL, THAT IS A WRAP. THE 2020 RTR SEASON IS DONE. On December 19 we held our final event, the succinctly named Longwood Gardens Listen-to-Music-See-Holiday-Decorations-Drive. It was a dark, cold, and icy night but that did not stop us. We had 30 cars registered for the event. Despite the less than perfect sports car conditions, I would say two thirds of the registrants showed up in their Porsches. It is nice to see folks using these cars year-round as they are designed. For those that decided to keep their Porsches locked away, you don't have to do that. They can handle this weather. No reason to be afraid, so get those Porsches out on the road where they belong!

I arrived in my Ford Raptor about ten past 5 PM. Yeah, I don't always practice what I preach. The meeting place was the Penn State Malvern campus. We checked in with Wendy and got our goodie bag. Inside were our tickets to Longwood, lovely RTR Christmas ornaments, turn-by-turn driving directions, and a CD with holiday songs hand picked by Jeff and Wendy. We did our 2020 version of mingling until about 5:30 PM, at which time we had a brief drivers' meeting. After the meeting it was back to our cars for a follow the leader drive to Longwood Gardens.

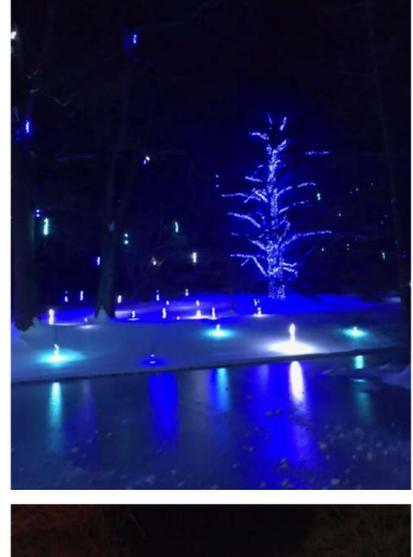
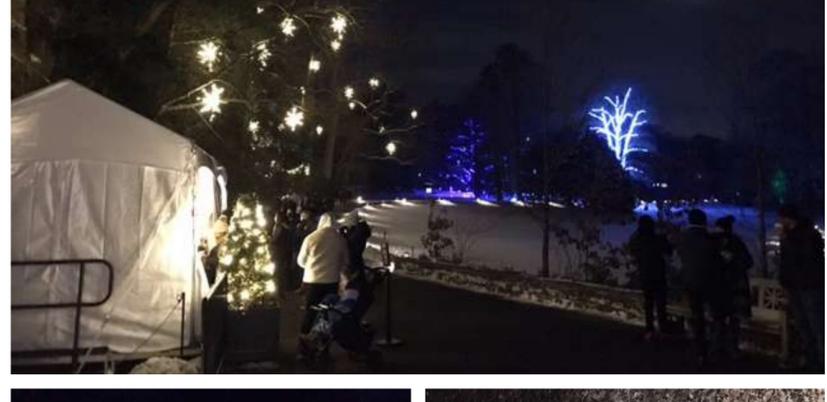
If you have ever been to an RTR event you know that we don't simply drive from point a to point b. Our circuitous route took us on some nice driving roads. However, even better than the roads were the light displays. We drove past some homes and neighborhoods that would make the Griswolds jealous. The displays and the holiday music got everyone in a festive spirit. We drove with our windows down a bit so we could enjoy the music and still hear the glorious Porsche sounds from our group. It is not an aural sensation that you get to experience every day.

After about an hour's drive we arrived at Longwood Gardens. We parked our cars, trucks, and SUVs and made our way to the entrance. Due to this being 2020, all the indoor locations were closed; however, the amazing outdoor grounds were still open and looking as beautiful as ever. Also, the outdoor beer garden was still open so we could still enjoy some holiday cheer. The light shows and displays are gorgeous. Pictures just don't do this place justice.

Our tickets allowed us to stay on the property until 11 PM. We lasted until about 9:30 before the cold was getting the better of us. It was a lovely 3-hour tour, and we didn't end up on an uncharted island. Of course we did end up at the gift shop, which can be just as dangerous. Luckily, my wallet escaped unscathed and we made our way back to our vehicles for the trip home.

We may not have been able to have our traditional holiday party this year, but this was a nice way to wrap up the 2020 RTR season. Before we know it, it will be time for the February Freeze Run, and all the other fantastic events we typically have during the RTR season. 2020 may have been a challenge but it proved beyond a doubt that it really is about the people, not the cars. I wish everyone a Happy New Year, and I hope to see plenty of you and your cars in 2021.

Joe Kucinski



Photos by Beth McFadden and Joe Kucinski

2020 Driver's Education Season Comes to An End

RIESENTÖTER'S DRIVER'S EDUCATION PROGRAM ENJOYED A GOOD TRACK SEASON,

all things considered. It took some adjustments, which helped me appreciate track time more in experiencing a four-month season as compared to the usual six month period. This year proved the commitment, resilience and passion of participants, and it made me realize how special track people are. Instructors, drivers, students, Safety Council and workers at the various tracks RTR supports, all showed up in solidarity, despite health and safety requirements imposed by the pandemic. The short season went on beautifully, and I did not want to let go; so I jotted down some memories to share with all of you.

It was remarkable to watch the track team implement pandemic procedures for everyone's safety and comfort, and in compliance, within each track, especially the registrars who had to confirm all drivers in person each day at every event. It was an amazing experience to watch drivers and instructors conform and adapt to using personal protection equipment, sanitizing, and being aware of social distancing. Cooperation and camaraderie made the RTR 2020 track season a success.

"In car instruction" (having an instructor in the car with the driver) was initially restricted, and because of this only solo drivers participated. Eventually, after serious discussions and a great sense of comfort, led by track chair Marty Kocse and chief instructor Jeff Smith, instructors accommodated students using personal communicators. This allowed several drivers to make progress and to be promoted to a higher-level group. The RTR Safety Council congratulates the following drivers and instructors:

Driver:	Promoted to:	Instructor(s)
Artemus Tsang	Black	John Gaydos & Myles Diamond
Lee Whipple	Black	Myles Diamond
Danny Li	White	Scott Borelly
Sander Gjokaj	Blue	Rich Christine
Darell Covington	Blue	Steve Schueren
Jared Randall	Red	Jeff Smith
Ron Esteve	Black	Kris Murphy & Jeff Smith
Tamer Elbaga	Blue	Adam Davis
Scott Wilkes	White	Jeff Smith
James Hiter	Blue	Kevin Carouge
Giuliano Stefanatto	Black	Mike Murphy & Mike Pechstein
Chuck Palmer	White	Tom Kohler & Jack Cooney
Riccardo Terrell	White	Ralph Kaye
Santiago Helman	White	Roger Ho & Mike Murphy

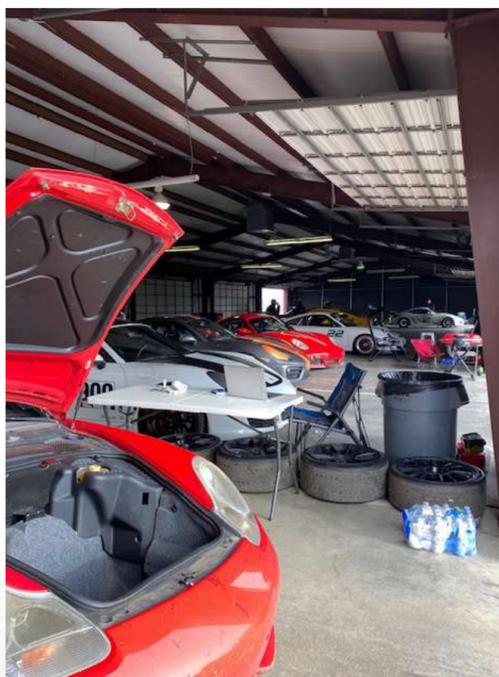


The Safety Council congratulates longtime RTR member and instructor Jack Cooney. "We're very excited that Jack has agreed to join me as Co-Chief Instructor for the upcoming season. Jack brings with him several years of passionate driver coaching, and some great new ideas for the program. We think Jack will be a great addition to the team!" said Jeff Smith.

The season ended at NJMP's Thunderbolt with a special event honoring retired instructor Scott Powers. Instructors gathered to honor Scott for his teaching, volunteerism, and friendship shared with many throughout his years with RTR. Instructors lined up and honored Scott by forming a track cars saber arch and standing by their respective cars wearing helmets, while Scott drove through to enter the track. Caring actions such as this make track people incredibly special and track season memorable.

We look forward to the 2021 driving season and to creating more lasting memories. See you then!

Yoyi Fernandez





Autocross Celebrates 2020

I WROTE THE FIRST ARTICLE ON FEBRUARY 24 CELEBRATING THE START OF AUTOCROSS and the excitement of a new season. We had the first four races on the schedule. It was the best of times and the worst of times. (OK, I stole that one from Dickens)

We did not know the season would be in disarray two weeks later with the arrival of Covid-19. All four of those first four races canceled.

The Autocross Council rose to the occasion. We normally have ten races in the Autocross Cup Series. The council was able to schedule eight races this year. A herculean effort considering the first race did not occur until June 28. The highlight of the season was four races at Pocono this year. Look for a trend here as we have four dates for next year at Pocono.

THE SEASON RESULTS

These are the eight races and the top finishers.

Date:	Venue:	First Place:	Second Place:	Third Place
June 28	Bader	Dan Ruble	OT Figueroa	Chris Askin
July 19	Pocono	Matt Walsh	OT Figueroa	Nick Betegh
August 2	Pocono	OT Figueroa	Dan Ruble	Matt Walsh
August 15	Ripken	Matt Walsh	OT Figueroa	Chris Askin
September 13	Pocono	Matt Walsh	Dan Ruble	OT Figueroa
October 10	Ripken	Matt Walsh	OT Figueroa	Chris Askin
October 18	Pocono	Matt Walsh	OT Figueroa	Dan Ruble
November 1	Bader	OT Figueroa	Chris Askin	Dave Nettleton

The eight races gave us outstanding performances, including a first time champion.



First Place: Matthew Walsh

Matt stole the show this year with five first place finishes and 57 Cup Points. Matt rose to the top for his first top finish. The race was much closer than the final points as Matt and OT separated by thousands of a second on many races. There is no truth to the rumor that Matt used some of his airline fuel to improve his performance.



Second Place: Otoniel (OT) Figueroa

OT finds himself on the trophy platform for the second time in his three years with on the circuit. OT finished with 52 Cup Points. He follows last year's top prize with the second place finish. OT was one of only two drivers to compete in all eight races.



Third Place: Chris Askin

Chris had another outstanding year. He is always the one of the busiest racers in the club. His 43 Cup Points netted Chris with his third consecutive Cup Trophy. Chris will now be the answer to a trivia question as he passed Craig Nichols third place record with his third year in that position.

I have two special shout outs. Missing from the trophy stand this year was five-time champion Dan Ruble. He finished fourth, which is amazing since he only completed four races this year.

The second highlight is me with a record fifth place finish. For the first time in cup history, I finished ahead of Trevor and Anthony. The final race at Bader fueled this success with my third place finish. There is no truth to the rumor that there were only three cars in the race.

For more information on Autocross contact Dave Nettleton at Autocross@RTR-PCA.org.

Dave Nettleton



RTR Member Spotlight Jan/Feb 2021

WELCOME TO THE JANUARY/FEBRUARY 2021 EDITION of the RTR Member Spotlight. We finally made it out of 2020! In this edition, Brian introduces himself and his Cayman 987.1 S to the club. Like the rest of us, Brian loves his Porsche. When I asked for a few pictures he sent me about 30 of them. That passion is what it is all about. Thank you, Brian, for sharing with us!

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

Name: Brian Hengeveld

How long have you been a member of RTR? I joined PCA RTR in November, 2019. So, a little over 1 year.

Year and Model of current Porsche: 2008 Cayman S (987.1)

Why did you choose this particular Porsche? I'd be lying if I said that price wasn't a factor. In my view the 987.1 is by far the best sports car value on the planet. An insane amount of car for the money. That said, when I first started the journey to Porsche ownership, it was the 987 that caught my eye. To me, the more rounded shapes and softer styling are more classic Porsche than the newer designs. The manual steering rack, flat 6, and relative simplicity attracted me as well. I've come to appreciate how the 987.1 is just a good, honest car. No auto blips, blank buttons, electronic assists, or gadgetry. It has stability control that turns on or off and that's it. Just a well-engineered chassis with good suspension, a heavy clutch, excellent brakes, and the right amount of power. Yes, the IMS and bore scoring stories sit in the back of my head. But I feel confident that frequent oil changes and allowing proper warmup before beating the snot out of it goes a long way to addressing those things. So would a 987.2 CS. But those are much more difficult to find.

How long have you owned it/how many miles have you put on it? I purchased the car from a private seller in Massachusetts, November, 2019. The car had 19,3xx miles when I bought it. Carfax says the first owner put 9,600 miles on it between 2008 and 2017. The second owner put under 10k miles on over the next two years. I'm the third owner and today it has just over 26k on the clock.

Is this your first Porsche? It sure is. And now that I've experienced this car, certain not to be my last.

What car did your Porsche replace? The Cayman was an addition to the stable. For the last 25+ years my fun vehicles have been of the 2 wheel variety. I'll spare you the long list of motorbikes I've owned and simply say the Cayman currently shares the garage with a 2017 Ducati Multistrada S and a 1999 Harley Davidson FXDL. My daily driver is a 2013 Fiat 500 Abarth.

What modifications have you done? LED Spars. The primary reason for those were cracked OEM fog lamps. I missed them on my pre-purchase inspection of the car. At \$350 per side for halogens that didn't match the HID headlamps all that well, I opted for the LED Spars. Great product. Modern style. But I do sort of prefer the OEM look.

I've also replaced the OEM head unit with a Kenwood DDX9906XR touch screen with wireless Apple CarPlay. A bit of a chore to install while retaining the Bose amplifier. It works great and brings the infotainment to 2020 spec.

Not modifications. Upon getting the car home, I went through it fairly thoroughly and addressed maintenance items. I installed new: coil packs and plugs, air filter, cabin filter, accessory belt, brake pads, transaxle fluid, oil change, lug nuts, wipers, fixed the cup holder, and spooned on a set of Firestone Indy 500s (Bridgestone Potenza Adrenalin RE003's in the rest of the world).

I had the paint detailed and ceramic coated by a gentleman called Tim McNair. He usually works on extremely high end and collector / concours level restoration cars. I feel very fortunate to have someone with that level of experience get his hands on the Cayman. It looks great!

Are you happy with those mods, and what is your favorite? Other than the LED Spars and radio, the car is 100% stock. Which is another thing I love about this particular example. At this moment, I guess I'd have to say the head unit. But more to come....

Any modifications planned for the future? Ironic, after talking about 987.1 value and how expensive OEM fog lamps are; a Fabspeed full system and tune is scheduled for installation the week of December 14, 2020. Being pragmatic, some Numeric Racing Performance shift cables are in the near future. I have a set of speed bleeders sitting on the work bench that I'll likely install. They work great on my bikes.

What do you like most about the car? The Cayman has not put a wheel wrong yet. The handling capability of the thing amazes me. While simultaneously being ridiculously practical. My wife and I recently took a fall trip down the BRP (Blue Ridge Parkway) to Asheville, NC. With luggage in the hatch and a half case of wine in the trunk, the Cayman was able to make my wife feel sick for two hours storming through Route 129 - The Dragon, or as my wife lovingly refers to it, "That Road." I got a thumbs up from the Camaro ZL-1 that was following us at the end. So, the Cayman must have done pretty well. It performed equally well on the Diamondback in Little Switzerland. I don't plan to find out, but I hear it's decent in the snow with proper tires. And you can take it to the track. What can't this car do, exactly? What do I most like? Everything.

Anecdote. I recently had the opportunity to drive a BMW M2. A car way more capable than I am. And arguably superior to the 2008 CS in every way. The experience felt a bit like a video game however. Complete with a steering wheel that vibrates when you cross a line. The Cayman is extremely analog by comparison. Perhaps a justification of my purchase, I prefer the more visceral and connected feel I get from the Cayman.

What do you like least about the car? I can't say these are dislikes so much as they are quirks that have endeared themselves to me. My left leg is much more toned and muscular than my right since buying this car; the clutch is just a tad heavy. The steering wheel is quite thin. But, I sure do feel every pebble in the road through it. The smells emanating from the car after a spirited drive were alarming until I smelled other people's Caymans. Seems they all do that. The speedometer is useless, as in most Porsches I suspect. I'm constantly worried that I'll make a mess of the carpet when filling the car with oil.

What has been your favorite moment with the car? Almost every moment. I was giddy the first time I laid eyes on it while pulling up to the seller's driveway. The first time I felt the rear get loose and jump right back in line while cornering. The day I did the majority of maintenance and found that it's actually quite easy to work on (I was worried). Each time I head to the garage fridge for a beverage and pause to admire the beautiful machine parked in front of me. How it complemented aforementioned fall driving vacation with my wife, staying at several boutique hotels and visiting Biltmore Estate. It had been a long time since Gina and I took a vacation without the kids, and the Cayman only has 2 seats. The car helped us reconnect, and reminded us that we still get on quite well when it's just the two of us.

Given an unlimited budget, what Porsche would you buy? Can be current or any past model but you can only choose one. That's easy. A Bruce Canepa "Reimagined" 959SC.

Joe Kucinski



A photograph of a red Porsche 914 in a garage. The car is parked on a concrete floor, and the background shows a wooden wall with shelves holding various items, a window, and a workbench with tools.

Porsche Pundit: Porsche Purchase V3.0

PREVIOUSLY, I HAD WRITTEN STORIES IN DER GASSER OF MY TWO RECENT PORSCHE

purchase adventures - my first, a 1993 928 GTS 5 speed from North Carolina, and my second, a 1993 968 Club Sport from France. For version 3.0, we need to go back in time to 1974, for the “LE” version of the 914. You first need to understand that prior to a couple of months ago I was not a fan of the 914. I had been scarred for life by my brother-in-law’s 1973. When I was a young teenager he purchased a brand new 914 in bright orange, and as base of a model as could be ordered. If you did not see it coming you could hear it, and you would expect to see a VW Beetle - it even had the bug type “pea shooter” exhaust pipes and the “moon” style hubcaps. Being a huge muscle car fan at the time, his 914 was embarrassing to me! I never was able to get over that memory until one day recently when I was getting my daily fix of “Bring A Trailer” - which I have been addicted to for the past few years.

Having run out of car storage space, I wasn’t in the market for an additional car, although I knew we had a COVID-19 winter approaching and my car project lists had dwindled to the point where another project would be enticing. As I was scrolling through the new listings, a 914 in “Steelers” black and yellow jumped out at me. I had never seen one in this color and wheel combo, and I was really intrigued. The listing was for a “No Reserve” auction, - and that got my attention too. So, I decided to follow the auction and see where the comments and bidding went. As each day in the auction progressed I found myself going back to the site often, scrutinizing the 200 photos, and rationalizing what a fun car to work on, drive, and own. I researched the “LE” (Limited Edition) and was able to learn that the “LE” was the only special edition for the 914 model - developed to celebrate Porsche’s victory in the 1973 Can-Am racing series. Porsche made a total of 1,000 LE models - 500 of which were called the Bumble Bee (like mine) and 500 called the Creamsicle (white with orange). They had the desirable 2.0 motor and were loaded by 914 standards. Only available in the North American market, there are reported to be less than 175 Bumble Bees left in existence, as noted in the registry - where this car was listed. Further verification came from the Porsche Certificate of Authenticity as included with the auction photos.

Although I had bid a few times on Bring A Trailer, I had never purchased a car on the auction site. After performing my due diligence, I felt confident with what the value of the car was and what I would be willing to pay. Still at a lower than expected price, the final day in the auction came and I entered a bid. There were some negative comments posted which I felt mischaracterized some aspects of the car and I believed suppressed bidding. Additionally, the selling dealer had other auctions running at the same time so he was being less than attentive to reasonably posed questions. All in all, it was the ideal setup for a below market transaction. Anxiously, I bid a few more times and my final bid was successful. I was ecstatic, although my nerves were shot! I could not believe I was able get this car at what I thought was substantially below market value. Furthermore, receipts posted proved all new suspension components as well as a recently rebuilt motor with performance parts had been installed within the past couple thousand miles. A seller-provided PPI (Prior Purchase Inspection) from a third party helped with bidding confidence. I was aware the car needed some cosmetics and repairs, but that was what I wanted. Now I just needed to figure out where to put the car, and explain to my understanding wife!

The next step was to contact the selling dealer, located in Washington State. I made the appropriate arrangements to wire him the funds and then I had to make the trucking arrangements. The internet made this a relatively easy process, where reviews and multiple bids provide reliable shipping options. The dealer was able to meet the car hauler and it was on its way to me within a few days. Since economics played a significant part in my choice of a shipper, the process was a little disconcerting, as you are only modestly in the loop, the car is exposed to the elements, and you are somewhat at their disposal when delivery arrangements are finalized. The car arrived in the early evening - and it was dark - a less than desirable situation. I had never driven a 914 before, nor was I familiar with the shifter, the pedals, the interior layout, nor how to even fill up with gas. Immediately after delivery, I needed to drive the car from Malvern to my home in Plymouth Meeting. The 914’s gas gauge was on zero and the headlights were way out of adjustment. Fortunately, I made-it to a nearby gas station and was able to figure out that the gas fill is in the frunk - I was panicking because I didn’t even know how to open the frunk! After gassing up and cleaning the windshield I was a little more relaxed, although I didn’t know how quickly that would dissipate. The ride home on the Turnpike was harrowing. As I could barely see and the brakes required significant effort, I kept in the right lane (not typical for a Porsche). A few minutes into the ride someone decided to come to a complete stop in the left lane just as I was approaching. Cars immediately backed up and as I was passing the pile, I heard the crash of cars!

In the daylight, the following day, I washed the car and gave it a thorough assessment. I was delighted with the overall condition of the car and would categorize it as; “better than anticipated.” As good as your due diligence can be, buying a car without seeing it is always a crap shoot - I was comfortable that in this instance the car was a winner! The car is now partially disassembled in my heated garage on the lift. The project list is still being added too, as well as the parts ordering process. Pleasantly surprising is the plethora of parts available for the 914 and the downright un-Porsche-like reasonable parts prices. I can’t wait until spring when all of the items on my list should be complete, I am then familiar with the car, and I can take off the Targa top and experience the joy of driving this adult go-cart!

I neglected to mention that my wife’s newly acquired 996 convertible arrived from Texas on the same day as the 914 - the day prior to Thanksgiving, but I guess that story will have to wait for Porsche Adventure 4.0!

PORSCHE

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Sidetrack: P-Car Project Planning

AS WITH MANY OF YOU, THE WINTER SEASON IS PROJECT TIME FOR ME. Since many of our cars cannot enjoy the roads and weather (or we choose not to let them), we often use this time to work on them in the safety and relative comfort of our garages and workspaces. Some of us are more ambitious than others.

Over the years I have completed brake jobs, installed aftermarket parts and otherwise altered the look and/or feel of whatever was sitting there just waiting for atmospheric conditions to improve. It's also when I spend the most time and money – occasionally as a result of tragic mistakes.

My apprehension was always greatest when I had to do something permanent. Like drilling a hole in the bodywork. You can't undo that task. Which is why I have leaned on my natural propensity to create a project plan for the most significant undertakings – when shooting from the hip can be disastrous.

I've also been accused of asserting that everything we do in life is a project – from getting dressed in the morning to designing process workflows. This may seem extreme, but almost everything can be broken down to individual components and tasks. The choice is whether or not to formalize a plan.

Considerations for using a project plan are a combination of complexity, confidence and risk acceptance. Detailing your car is a simple process with minimal risk. Removing the passenger door might be more dicey, and pulling the motor even more so. Your level of mechanical skill is another element to consider.

Once you decide on a project that you think can be handled with your current abilities and appropriate equipment, you might consider a proper plan – now is the time to remember those projects that didn't go very well because you jumped right in without considering the consequences of your actions.

I'm an Accountant turned Project Manager for software implementations, and became a Business Analyst focused on compliance. You might say that processes are in my blood, as each of these roles requires proper adherence to procedure in order to be successful.

Before you roll your eyes back in your head and imagine mastering the nuances of Microsoft Project (even I haven't gone that far), a project plan can be accomplished with nothing more than a piece of paper and a pencil. Personally, I use a template with checkboxes, where I can easily move tasks around.

I would suggest doing your research first, then walking through and recording the required steps in order of occurrence. These tasks can be as thorough as you feel they need to be. "Open the door" is often better than "reach out with right hand, grasp handle firmly... blah, blah, blah."

Consider dependencies carefully – things that have to be done before the next task. Removing the drain plug before the catch basin is within reach is a recent example. Even things like "preheat the garage" seem inconsequential until you spend the first hour of your project with frozen fingers.

Stepping through each task also forces me to focus on the important resources of parts and materials. There is nothing more interminably annoying than having to stop what I'm doing and run out to the hardware store to procure a drill bit I broke on the last project.

Not to be too geeky, but I also like to check off the steps as I do them so I know I didn't miss anything. It seems whenever I ignore this tactic I end up retracing back to redo something I've overlooked. If I had stopped to check off the task I'd have noticed my gaffe before it was too late.

There are projects you've likely done before, and you know the steps in your sleep – and in the order they need to be performed to complete them. You might not think that you need to create a plan, and you could be right. You certainly don't want to spend more time on the plan than the project itself.

But there are exceptions. If the consequences of messing something up are too much for your wallet or your time you probably ought to create a plan with at least summary steps. Like drilling a hole, some things simply can't be undone, at least not easily. As simple as the process is, the risk is quite high.

After reading through this it will not surprise you that I use a project plan for many home projects (not just car stuff) that require a look before I leap. I've been installing molding for the last several weeks, and marking the walls for wires and plumbing is a critical dependency before using the nail gun.

No, I don't use a project plan for getting dressed in the morning (though my wife thinks I should – with her signoff), but I have saved myself a lot of grief by carefully planning home and car projects that are too risky not to. I suggest if you want to avoid the same frustration you do the same.

David Newton



Shifts and Giggles

I DON'T KNOW IF YOU FEEL THIS YET, BUT WE ARE AT THE PRECIPICE OF ANOTHER WAR.

This time, the transportation war. There is this fight going on between fossil fuels and green energy, between the combustion engine and electric motors, between the car lovers and the planet lovers, and yet we all know who is going to win in the end. The car as we know it will just become an appliance we use on a daily basis, much like the hydro-jet 3000 all-knowing bidet of the future - you just sit and go and you'll arrive at your final destination and feel relief either way. We will slowly lose that feeling of nostalgia as we creep into the future to help save the planet.

You'll be telling your grandkids, yep we used to have to drive ourselves from place to place and we could go only so far before we had to stop and refuel. Oh, and we had to maintain them ourselves by putting new tires on them...what's that, oh yeah tires, they were these round things made from rubber that the vehicle sat on top of, you would only get like 40,000 miles on them...what's that...miles...oh yeah, we used to calculate distances in miles, a mile is 5,280 feet,...what's that you say, oh yeah, feet, like you have on the end of your legs, was 12 inches, what's that you say...wait can't you just look this information up in your implant?

Our cities are preparing for this future. A ton of cities are banning cars from certain neighborhoods, and even entire downtowns are sparse with vehicles. They are betting on better infrastructure with better public transportation, look no further than France investing 24 billion euros on a new metro, and even Philly, yes Philly, and the suburbs are trying to come up with a solution for 76. Then you have Elon Musk's enlarged version of the mail vacuum tube, which sounds like a ton of fun if you think being shot from a cannon is a blast...pun intended.

But we are not quite there yet. First we have to watch the war unfold. What technology will prevail - such as electricity or hydrogen? Electricity at the moment has been gaining fast ground but right now what people don't realize is that the majority of electricity is still produced by outdated technology, such as coal producing plants or nuclear plants being controlled with less technology than a joystick from the Atari 2600. Then you have the battery technology, which is getting better every day but you still need to dig up a vast majority of the planet to find resources. Europe is hell-bent on electricity, and it seems the US is following suit - but then there is Asia. Asia is betting on hydrogen, a much cleaner resource, but more difficult to contain - remember the Hindenburg? Or maybe it will be some new fandango technology we haven't seen yet still being reversed-engineered at area 51.

Whatever the future may hold, I don't want to go gently into that night, I want to hear my exhaust, I want to experience driving around curves and downshifting at just the right moment, I want to be in control as long as I can, but I also know it will be a more peaceful transition if someone would just buy me a Taycan.

Jeff Walton

CLASSIFIEDS

Ferodo Racing Pads, new in the box / Asking \$280

FRP3051W DS1.11.

I got these for my 987 Cayman S, but sold the car before I could use them. They also fit the 996 (front) and 997.1 (rear). If you track your Porsche, brake pads are the first upgrade you should make to your car. I can ship to you (you pay shipping), you can pick them up at my house (Yardley, PA), or I can bring them to a PCA event we're both attending.

Please contact Eric: 215-321-7815 (leave message)

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CLASSIFIEDS

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

Immaculate-unbelievable

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

Garage kept. Mileage-13,400

No dings, no scratches, never hit, never painted

- Options:

- black, black interior w leather seats,
- 490 Traction Control,
- 18" Lt Alloy Wheel- Turbo Look
- aluminum dials, power seats,
- AB Wheel Caps with Colored Crest,
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1993 Porsche 911 Carrera 2 Cabriolet w/ Tiptronic and rear seat delete option

Approx. 88,300 mls

New suspension: Koni Sport damper set and Eibach springs

New brakes: Zimmermann ventilated cross-drilled discs

New tail lights and rear center reflector

New tires: Michelin Pilot Sport A/S

Maintained by Zeigler Exotic Cars, Phoenixville, PA

(previously named Possum Hollow Motors)

Original paint, original top, original engine

Runs and drives great asking \$38,000

Please contact Maarten I. Pesch

Email: maartenp@verizon.net

Cell: (267) 738-3923



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

Asking \$2,300

Specs:

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

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

Contact OT Figueroa via email: patches12121@gmail.com



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CLASSIFIEDS

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

Silver/black

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Excellent condition

Sport chrono, Nav, PASM, 6 speed manual

More photos available upon request

Contact Neil at nfddd@yahoo.com



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CLASSIFIEDS

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

Red/black

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Runs and drives perfectly

Flawless body and interior

Original manual, books, tools, spare and compressor

Certificate Of Authenticity

More photos available upon request

Contact Neil at nfddd@yahoo.com



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- 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.
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- 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

