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COVER

Photo credit: Jon Wheel from Soul Performance

MEMBERSHIP MILESTONES

YEARS	November	December	January	February	March
55					Charles Keller
50	Larry Tractenberg				
40	William McCrink	Al Anderson	Joseph Shemenski		Craig Rosenfeld
35	Bruce Duff	Joseph Fabiani Stephen Krause	Colin Dougherty	Russell Kriebel	
30				Frank Ferrara John Phillips	Michael Bodner
25	Elizabeth Banha	Bob Cole Amin Taghavi			John Panizza
20	John Giannone Richard Ratner	George Benham Charles McNamee Dan Rufer Forrest Schmeck	Robert Bartelt Peter DiGiacomo Steven Kempf	John Bachich Geraldine Boussion Andrei Grecu	David Dembe Aaron Driben Jeffrey Fetterolf Burt Kinn Thomas Mack
15	Bruce Diamond James Ferreira Marc Furman	John Gallagher Todd Heckman Daryl Jurbala	Martin Graber Michael Matt Christopher Moyer	Marc Jonas Gary Reedy	Ken Boyd John Custer Maarten Pesch
10	Byard Ebling Kelley Elmore Paul Kuo Serge Small	Chris Beyer Tom Lee Bill McCreight Eric Mhaiki Jared Randall	Brian King Paul Ritger	Patricia Sertich	Joe Benko Dave Hathaway Mike Mosenson Bob Wiedinmyer Jeffry Zern
5	Dee Craig Shaffer Dan Shapiro Mary Ellen Williams Zebley	Holman Duby Joslin Sean McLaughlin Mosser Lou Raven Chuck Reed	Mel Bernett Trent Coombs Charles Costello Andrew Hall Kelly JOHN LAU Suresh Patel Betsi Strasser	Bowman sam Giamber Philip King John Murabito	Capuano Darrel Dundore Michael Fisher Matt Hammond Ralph Markarian Stephen McCarthy William Pierce Hiroshi Sekiya Eric Suber Anthony Tamarro David Verrecchia

RTR Member #'s December 2022:

Total Primary Members **1884**

Affiliate Members **994**

Total Region Membership **2878**



NEW RTR MEMBERS



Peter Lazor	2018 911 Carrera T
Faina Driganets	2020 911 Carrera
Patrick Morley	1996 911 Carrera
James Dymond	2018 Macan GTS
Timothy Walter	
Wayne Voltz	2007 Boxster
Jeffrey Neal	2019 911 Carrera 4
Zachary Ring	2014 Cayman S
Manu Asthana	2015 911 Carrera 4S Black Coupe
Eileen Bookbinder	2019 Cayenne
Robert Levengood	2006 911 Carrera S
Robert Mcmenamin	1987 911 Carrera Targa
Kristoffer Molendyke	1999 911 Carrera
Sharon Shelanski	
Curt Friehs	2017 911 Carrera S Cabriolet
John Galson	1986 911 Carrera
Richard Baran	
Adam Allers	
Lorraine Dougherty	2017 911 Carrera S
Emily Christiansen	
Michael Cortaile	
Tracy Burzycki	2017 911 Carrera S Cabriolet
Steve Hiltabiddle	
Miguel Cortes	2023 Macan S
Curtis Edgecombe	2021 Cayenne
Brandy Edgecombe	
Ethan Frederick	2009 Cayenne
Stephen Morris	2003 911 Carrera 4S
Carlos Giraldo	
Wolfgang Huemmer	2020 911 Carrera S Cabriolet
Tara Williams	2015 Cayman
Scott Lievendag	
Heidi D'Alessandro	
Steven Rosenberg	
Carol Baseley	
Rosie Carlino	2017 911 Turbo
Liam Gilbert	
Holly Spinner	2002 911 Turbo
David Neu	2007 911 Turbo
Mary LizMcKinnon	
Michael Altschuler	2001 Boxster
Richard Place	2013 911 Carrera S
Anisha Zalavadia	
Lauret Ebdlahad	2021 Cayenne GTS
Philip Ebdlahad	
Kathy Gallagher	
James Stogdill	2020 718 Cayman T
Kirk Simmon	1996 911 Carrera
Marty Foley	2015 911 Carrera S Cabriolet
Bruce Reinfeld	2007 911 Carrera 4S Cabriolet
James Franklin	
Denise McKelvie	
Christopher Bauer	2013 Cayenne GTS
Allison Bauer	
Sara Chan	
Joseph Mcdermott	2020 911 Carrera S Cabriolet
Michael Bonner	2003 911 Carrera
Jeffrey Erni	2007 911 GT3
Jeffrey Davison	2006 911 Carrera 4S Cabriolet
John Barun	1989 911 Carrera Cabriolet
James Hanly	2011 911 Carrera 4S Cabriolet
Brian Gildea	2017 911 Carrera 4S Cabriolet
Joshua Caggiula	2007 911 Turbo
Nick Meyer	2018 911 Targa 4 GTS
Matthew Natale	2009 911 Carrera
Dan Nguyen	2007 911 Carrera
James Shin	2006 911 Carrera
Bryan Greenwood	2012 Cayenne Black SUV
Thomas De Cain	2021 Macan GTS
Emanuel Bernabeu	2015 Macan S
Avani Kanubaddi	2022 911 Carrera 4S Cabriolet
John Lamason	
Henry Fox	2019 718 Boxster S
Michael Flipping	2017 Panamera Turbo
Bernard Lambert	2015 Macan S
Robbie Koenig	
Owen Frazier	2022 911 Carrera 4S
Jessica Frazier	
Karl Girthofer	2023 Macan
Clifford Cavanaugh	2019 718 Boxster S
Lilton Taliaferro	2014 911 Carrera
Marissa Cole	
Mais Khamiss	



Vom Präsidenten

EVERY YEAR OUR MEMBERS UPPED THE ANTE, even on the cusp of inflation, like a Schwarber ball, you went deep and helped a ton your neighbors in need. Total for Philatrunk was just over 70 tons of food that's 140,000 pounds. The entire Campout rocked it with 2.8 million pounds of food.

One in 5 people in our area are food deprived and cannot put a meal out for their loved ones or even for themselves, but with members like you they will not go hungry. With the cost of food climbing, as an example last year each dollar donated bought 4 pounds of food, and this year that went to 3 pounds, you still continue to dig down and come out with record numbers. Just AMAZING!! I could not be prouder to represent such an extraordinary bunch of people who come together not just for the love of an automobile but for the greater love of all mankind.

Now sit back in that comfy chair by the fire with a glass of wine surrounded by friends and family and enjoy this holiday season - you've earned it. Then contemplate next year's festivities as we will get things started with a happy hour, our winter freeze run, a membership meeting, and before you know it DE and AX will be in full swing as well as our annual trip being placed back on the calendar.

Have a happy and merry, pedal down

Jeff

President RIESENTÖTER



The annual Porsche Parade is a weeklong gathering of people and Porsches from all over the world, held in a different location each year

Porsche Parade is PCA's crown jewel event. This weeklong gathering of 1,200+ Porsches and 2,000+ Porsche enthusiasts from all PCA Regions across the US and Canada is held in a different location each year. This ultimate Porsche vacation includes competition, camaraderie, and, most of all, FUN for all ages.

MORE INFORMATION: <https://www.porscheparade.org>



PORSCHE CLUB OF AMERICA



Editor's Note

AS 2022 COMES TO A CLOSE, I HOPE YOU WERE ALL ABLE TO ENJOY a year full of activities and camaraderie with RTR and are ready to settle in for the holiday season and the winter months ahead. Phil a Trunk was a huge success thanks to your generosity and giving spirit. Our holiday party is on deck this month at the new location of [Phoenixville Country Club](#). Hoping to see you at the party to help RTR celebrate another great year in style.

This issue of Der Gasser highlights Fall 2022 activities along with stories shared and articles on SEMA and the Coatesville Vintage Grand Prix. My special thanks to all of the new and regular contributors to make this issue possible. I truly appreciate your coming forward to write and share experiences and stories with fellow RTR members.

The 2023 Winter/ Spring issue will be released in early March. Since this is usually a slower time for car club activities, please continue to reach out with content, feedback and suggestions to editor@rtr-pca.org. This is truly a collaborative effort, and I am grateful for your continued creativity and ideas in making Der Gasser interesting, informative and hopefully enjoyable to read.

Wishing all a very merry and blessed holiday season with family and friends!

Rita Hancock McKeown

September 2022 Membership Meeting

OUR SEPTEMBER MEMBERSHIP MEETING WAS HELD ON SEPTEMBER 21 at [United Tire & Service in Downingtown](#). I know I sound like a broken record, but this was not a meeting that you wanted to miss. Our gracious hosts provided us with delicious Italian food and plenty of beer, soda, and water to keep us hydrated. But, United Tire & Service went well beyond just food and beverage to make sure we all had an engaging and informative meeting. They flew in reps from both Michelin and Continental to give us all an education in tires. We also got some great swag such as hats from Michelin and pen and paper sets from Continental. Still not enough to entice you? How about the fact that they raffled off a set of Michelin and Continental tires? That's right. All you needed to do was show up and you would have gotten a delicious meal, an education on tires and perhaps win a brand-new set of rubber for your Porsche. Is there a better deal in town?

It was a lovely early fall evening as members of the club began to arrive. We were greeted with tables made up with the aforementioned hats and paper and pen sets for everyone to take home as a gift. We were also each given that all important raffle ticket for the tire drawing to be held later. Club members began to mingle and chat until the covers were taken off the food. Once the smell of Italian food hit the air, we all drifted over to the buffet and filled our plates. Conversations continued as we ate, and more members arrived. After about 45 minutes of social time, it was time to start the meeting properly.



Because the Michelin team had a flight to catch, we switched up the order of things a bit. Before we started the RTR portion of the meeting we let Michelin kick things off and talk all things tires. There was a lot of great tire information shared. Members were engaged and asking questions and the Michelin team was more than happy to answer everything that was thrown their way. Eventually they did need to pack things up, so they wrapped up their portion and I took the stage to speak to all things RTR.

Unfortunately, a number of our board members had things pop up on their calendar, so they were not able to attend. I was the only board member present, so everyone was stuck listening to me. I apologize to everyone that had to sit through that! However, I did try to run through everything as quickly as possible. Tonight was about tire technology and I wanted to make sure we had plenty of time for that. I touched on the usual social and driving events. I also did my monthly pleading to members to send in Der Gasser article ideas.

After I wrapped up my updates, we turned the stage over to the guys from Continental. It was another very informative session, and we learned a bit about what goes into the development and testing of a Continental tire. But now is when the real fun began. United Tire & Service was raffling off some prizes. They started out with a couple roadside assistance packs. But then things ramped up from there. A set of Michelin CrossClimate 2 tires were given away. Then one of the Continental reps pulled the winning ticket for a set of any set of Continental tires that the winner wanted. That winner was me! Crazy. So I will be putting on a new set of Continental ExtremeContact Sport 02 tires as soon as they become available in my size.

Thank you, United Tire & Service, for hosting a great membership meeting. To those members who could not make it out, please try to make the next one. You never know what you might leave with.

Joe Kucinski



Coatesville Grand Prix

THE SOUNDS OF ROARING RACING ENGINES FILLED THE CITY BLOCKS OF COATESVILLE on September 18, 2022 during the sixth annual [Coatesville Invitational Vintage Grand Prix](#). A multi-day event for vintage auto and motorcycle enthusiasts who filled the city streets of Coatesville to witness this unique display of horsepower. The event has become a staple in Chester County, which is a hub for motorsport lovers of all types. The event is as unique as the old Watkins Glen, being the only other vintage race car exhibition that takes place on regular public roads and streets.

This venue has grown each year, offering a little of something for everybody. Lisa Thomas, Director of Sponsorship commented, "Our sponsorship support has tripled over the past several years, demonstrating our region's support for this event and the City of Coatesville. The committee has made changes to continue to evolve the Coatesville Grand Prix, including an improved layout of the event, the course, and the addition of the beer garden and soap box derby. Our Thursday night PrixView party was a sell-out, and the Friday Evening Cruise-In welcomed enthusiastic vintage car enthusiasts!"



The main event is the Saturday running of 5 different heats of vehicles, navigating on a 2.2 mile course within downtown Coatesville. With several classes of vintage race cars and motorcycles, the cars that qualify will continue to expand over the years. According to Thomas, "As time goes by each year, we broaden the age of the cars. This year it went up to 1977. In a couple years we'll hit the 80's."



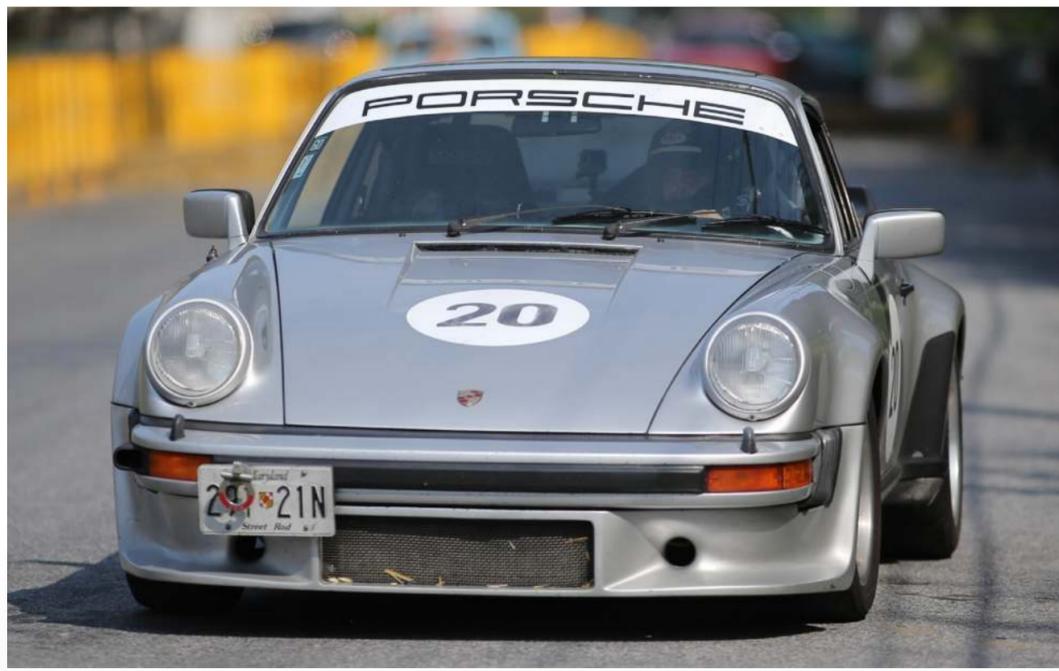
Over the history of the event, Porsches have had a strong showing on the field. This year there were four Porsches running in the heats. One of the race cars that spectators really enjoyed was local Porsche Club of America member Mike Murphy's 914-6. Thomas stated, "We loved Mike Murphy's Porsche, it was a true crowd pleaser and photojournalists took such iconic photos of him." The Porsches that ran in the event were; Wayne Flegler's 1965 356A, Nicolas Betegh's 1969 911, Mike Murphy's 1973 914, and Fred Seebeck's 1979 930.

The Coatesville Grand Prix, which relies on sponsorship and volunteers, is always looking for more people to help out. So even if someone can't race in the event with their Porsche, they can help with the running of the races, according to Thomas. "Brandywine Motorsports Club has their own set of volunteers who are trained to manage the course. Each year, we also recruit additional volunteers to help with the event management as well. People just need to keep an eye out about a month before the event to sign up for positions." The event, which is run by the City of Coatesville in partnership with BMC (Brandywine Motor Club), ultimately raises proceeds to benefit parks & recreation improvement initiatives.

The venue is great for all local Porsche fans and owners. There might even be the chance for future interactions with the local Porsche club, "For 2023, we'd love to see more involvement with multiple car clubs for the Friday Evening Cruise-In. It's a free event and attracts so many vintage car and motorcycle enthusiasts who can get a first glimpse at the course. Our local police lead a ceremonial lap around the course, and that's so popular with participants. It really brought downtown Coatesville alive this year, and it's a wonderful lead-up the evening before the main event!" Thomas said.

Next year's event is already scheduled for September 14-16th 2023. To find out more about the event visit <https://coatesvillegrandprix.com>

Tom Silkknitter,
Daily driving Porsche owner, photojournalist, service manager Porsche Specialists



RTR Phillies Tailgate

THE EVENT WAS AN EARLY SELL-OUT, BUT FAR FROM A SHUTOUT! September 24th was a true fall day in Philadelphia for the home game of the Philadelphia Phillies vs the Atlanta Braves. What a perfect day for the Riesentöter Region to tailgate and talk about our cars. Many new faces, many spouses that we don't always see, and even a new bright blue Taycan.

As a newcomer to the PCA and to Porsche, really appreciated the camaraderie and warmth of the members. Fellow RTR members shared more about the cars they drove, their infatuation of not just Porsche, but also of cars in general. We talked about the Phillies a bit, but more about Philadelphia and all of the changes the city has seen since the shutdown in 2020. RTR having so many great events this year, brought us together and gave us hope that return to normal is just around the corner.

As for the Phillies, the only run that happened was in the 7th inning after I left the stadium. Hoping that next year brings another sold out event and great weather as well as a big WIN for our beloved Phillies!

Kristie Bergey



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Oktoberfest 2022

OUR ANNUAL OKTOBERFEST EVENT WAS HELD ON OCTOBER 15 THIS YEAR and unlike last year there was no rain! That was especially good news for our friends in the Flying Deutschman food truck. Folks may remember that last year the truck was stuck in the mud for a couple of hours and needed a giant wrecker to pull it out. This year there was no such problem as the weather was absolutely perfect. And that brought out the people and the cars.

Starting at around 5 PM the Valley Forge Firehouse grove began to fill with our favorite cars. By the time I arrived there were already a couple dozen Porsches in the field. Including possibly the newest car we ever had at an event. For those that do not know we had an RTR member win a brand new 911 in the PCA Member Raffle. Jeff and I surprised him with the news at his home back in January. His car was finally ready for delivery the day of our event. He picked it up and drove it straight to Oktoberfest. It is the beautiful Gentic Blue Metallic 911 you see pictured here.



As per the Oktoberfest tradition when we arrived, we received a drink ticket for our first drink of the night, and a food ticket for our meal. We also got RTR Oktoberfest branded pint glasses, and a soft pretzel. A pretty good way to kick off an event don't you think? I quickly cashed in my drink ticket and had my new pint glass filled. It was then time to mingle with all the other members who came out to enjoy the evening. Pretty soon the 5-piece German Band Doppelgänger was set up and playing all of our favorite German hits to dance to.

The food truck soon opened up and the line quickly formed. If you have never had food from the Flying Deutschman food truck, you are missing out. They really make a tasty meal. I went with the traditional Wiener Schnitzel. I ate it as I watched some of our braver members dance to the music in the pavilion. As the night wore on and the temps began to drop a number of us made our way to the larger fire pit for some extra warmth.

And that is what this night is all about. Some good food and drink. Great cars to look at. Wonderful people to talk to. Fun music to listen to. And just an overall relaxing and fun way to spend an evening. We will be doing it again in 2023 so please come out and join us. We know that the last two years the Oktoberfest landed on the same day as the Boardwalk reunion. But I can tell you that it is possible to do both events in the same day. We have had folks do it. We promise you will have a great time at Oktoberfest 2023 so plan on being there.

FALL 2021 PCA RAFFLE WINNER

Each fall and spring, Porsche Club of America opens a member only raffle, in which you, the member, may purchase entries for a chance to win a brand-new Porsche. For the Fall 2021 Member Only Raffle, the grand prize was a 2022 Porsche 911 Carrera coupe.

Pictured below is RTR winner Tom Pitcherella with his new ride. Tom was one of 6 prize winners. Congratulations to Tom!

Joe Kucinski





November 2022 Membership Meeting

I HAD TO KEEP REMINDING MYSELF THAT THIS WAS OUR NOVEMBER MEMBERSHIP MEETING

and not a wedding reception. On Wednesday night November 9th, [Porsche Lehigh Valley](#) hosted a spectacular RTR membership meeting that was the cherry on top of a year full of membership meetings where our hosts went above and beyond for us. If you didn't attend any membership meetings in 2022 you really missed out. The good news is that 2023 is shaping up to be another exciting year for our meetings so please come out and join us.



What made the November meeting so special? First of all, it was held in the brand-new Porsche Lehigh Valley building. The old building was functional but the new one is gorgeous. On top of the lovely building the team at Porsche Lehigh Valley pulled out all the stops to make us feel a bit spoiled. There was a large Porsche ice sculpture on the table that held the shrimp cocktail appetizers. Tables and chairs looked like they came from a high-end boutique and not the typical party store rentals we usually get. There was an open bar with a nice selection of beer, wine, whiskey, and other spirits. And of course, soda and

water. We enjoyed this and spoke to members as butlered hors d'oeuvres came around. We then had a delicious buffet dinner. Do you understand why I felt like I was at a wedding?

After our meal we kicked off our meeting. Being November, a lot of our driving activities were wrapped up for the year. But that doesn't mean there was nothing to talk about. Our Phil-a-Trunk event was held just a couple days prior, and it was a huge success with over 70 TONS of food being donated. Jeff spoke to that event in detail. We also shared details for the holiday party that we have coming up on December 3rd. This is another great event you should join us for if you have never been to our holiday party before. I also spoke about a potential new event that will be open to our club. That is displaying a selection of our cars at the Philly Auto Show in January 2023. Stay tuned for more information on that event.



Even though our driving events are done for 2022 I did speak to our Autocross, DE, and Street Survival programs. It is never too soon to begin planning for next year. I finally did my first autocross with RTR this past September at Pocono and it was a total blast. All of our driving programs are terrific so stay tuned for schedule announcements early in 2023 and please consider signing up and joining us. You will have a great time. I ended my speech by talking about Der Gasser. I love writing these articles but also love getting contributions from our members. Please reach out to editor@rtr-pca.org with any stories that you would like to share with the club.

I then passed the mic over to our Membership Chair Roy Blumberg. We only had two new members in attendance but they both spoke about why they joined the club and what they were looking forward to. Roy rewarded them with some RTR swag. Welcome new members and we hope to see you at more events soon!

Next up was Thomas Misciagna from PCNA. He provided us with a detailed overview of the beautiful White Macan T sitting in the showroom. He covered all the major features that make the Macan T so unique as well as some little-known Porsche facts. It was an informative and interesting chat covering this T grade of the best-selling Porsche model.



After the Macan T we wrapped up the final meeting of 2022. We will resume our membership meetings again in February of 2023. But before we all left Porsche Lehigh Valley had one more surprise for us. We all got gift bags that contained either an official Porsche Motorsports hat or an official Porsche mug. Thank you to all the members that joined us. And thank you Porsche Lehigh Valley for putting on a great event. If I get married, maybe Porsche Lehigh Valley would host my reception?

Joe Kucinski

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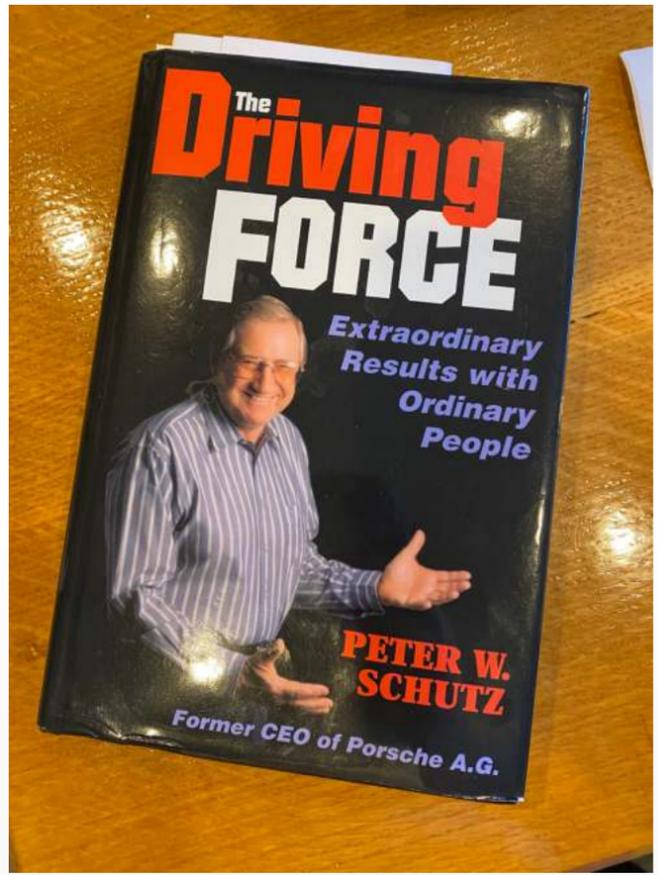
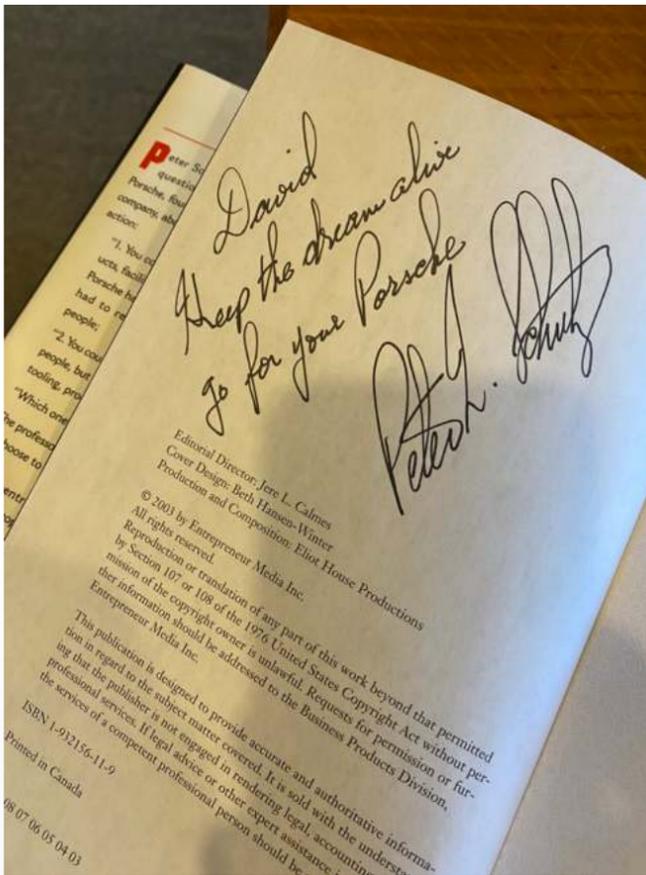
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There is No Substitute... for Encouragement

I'M 15 YEARS OLD WITH A DRIVER'S PERMIT. IT'S THE EARLY 80'S. The only images without Porsche headlights on my bedroom walls are posters of Dr. J, Garry Maddox, and Farrah Fawcett, the latter having naturally aspirated, American headlights (I'm referring to her teeth of course). What I lack in a savings account I make up for with chutzpah. I wrote a letter to Dr. Schutz, then president of Porsche. I ask for a 944 on loan to represent Porsche at local car events. To my surprise, he responds with a very nice, handwritten letter encouraging me to keep the dream alive and to be in touch when my dream is realized; in essence, a very nice "no". The dream, however, slowly fades as I am soon consumed with college and a nascent career.

Blink. It's the early 90's; I'm 26 years old, working for a large auto parts manufacturer and calling on Porsche in Germany. My boss, German by birth and aware of my latent Porsche dreams, arranges for a 911 loaner. It happens to be my birthday and our contingent must drive from Stuttgart to Munich. The Porsche fantasy is fully resuscitated as we travel the Autobahn at up to a sustained 150 mph, my periphery a blur, the car's interior starting to take on the bouquet of a boy's locker room. This is the first time I actually occupy a Porsche; admittedly an amazing and truly unforgettable first experience. I am completely transfixed as we arrive in town, the Porsche announcing our arrival as its exhaust-notes echo off the cobblestone streets and grey stone buildings. I return home to my young family abuzz and convinced I will have my own Porsche before I'm 30. I e-mail this experience to Dr. Schutz who remembers me and graciously continues to encourage me.



Blink. I'm 53 years old and have successfully ushered my kids through braces, private schools, family vacations and college. I spot a Jaguar SUV outside of Home Depot and get the itch for a new ride. The next day I'm test driving the sporty SUV and I am underwhelmed. As we pull back into the dealer's lot I spot a sporty coupe. I ask sheepishly, "what's that?" The saleswoman replies, "It's an F-Type but it only seats two." I counter, "The fewer people in my car the better." She lets me take it for a spin and I am immediately warped back in time to the Autobahn. The car is visceral. It's quick and it literally snarls. The only thing louder is me giggling. I'm sold. Soon after, I track the car at Pocono. My first time on a track and I'm hooked but the F-type is too pretty and too heavy to take a proper beat-down on the track.

It's pre-pandemic, I'm 55 and my search for a track car begins. I want something inexpensive that I won't worry about. Something that's light and agile. My "Porsche friend" - I think everyone has one - convinced me to look for a used Porsche. "I just bought an F-type," I resist. "You can get one for 10 to 15K," he says. Mission creep sets in and I pick up a 997 with 98,000 miles. Single owner. Maintained like clockwork every 5000 miles. New engine in 2007. Probably an IMS melt-down that "never happens". Perfect. I want to beat this car mercilessly on the track and park it next to pick-up trucks without fear of door dents. I won't get vested in this car.

The car arrives from Long Island, the ugly duckling I expect. Paint chipped, faded lights and an interior peeling like the car got drunk and fell asleep on the beach. All the better; I have no interest in working on this car. Zero sweat equity. Just drive it and have fun. And boy is it fun to drive. Well, maybe I'll just clean up the headlights. That's better. The hood, or frunk, or whatever these people call it looks like a teenager with bad acne. Just wrap it. Nice. How do I turn the fogs into daytime running lights? They look ratty. Maybe I'll swap them for LEDs. Much better. Now the rear looks tired and there's a crack in the tail light. I better get LEDs for the back too. Good, now it's balanced. This interior is driving me nuts. I'll just rip it out, sand it all down and spray it with sixteen coats of paint. Hmmm, looks new. Except this radio looks like something Bill Gates built in his parent's basement. I'll just swap it so I can use Car Play. Did you hear that? What's with all the rattles? Let me just swap the shocks. Meh. Maybe these engine mounts too. Much better. Why are these calipers not red? Wait...why is the Jaguar getting so dusty. When's the last time I drove it? Damn it, I'm hooked on this little German machine! Unfortunately my pen-pal has since passed but my Porsche dream is revived and my 15-year-old self is very much alive. A belated thank you for your positive encouragement, Dr. Schutz.

David, RTR Member



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Phil-a-Trunk 2022

IF YOU HAVE BEEN IN THE CLUB FOR A WHILE, you know how I inundated you with emails as early as the beginning of summer about our big charity event Phil-a-Trunk. If you are new to the club, either go to Philatrunk.com or peruse some old copies of Der Gasser available on our website (by the way as far back as 1970 and early 60's coming soon) You can also visit PCA.org and look for edition 107 of Panorama February 2016 or ask any one of our members about this awesome feel-good event.

The planning for these events starts almost the day after the event but really comes into full gear once the Sixers and Flyers drop their schedules in August so we can work on the dates in conjunction with WMMR. WMMR is the muscle behind scenes, this year marked their 25 anniversary of Campout for Hunger – the largest food drive in the nation. They started collecting food in a parking lot and their first year collected just over 1 ton of food.

I knew we had something special when our cars gathered for the first time 9 years ago at the United Artist Theater in King of Prussia on a cold feel-good December evening. Phil-a-Frunk was born. 58 Porsches brought over 7,000 pounds of food – almost 4 times as much food as a few DJ's camping out in a parking lot for a week and they had access to a Philadelphia radio station to promote themselves.... I only had email blasts.

Over the years we have grown not only in numbers of cars and by poundage of food, but we have grown into a community and learned some life lessons on the way. The straw that broke the camel's back as they say was a particularly raining, rather warm November night, with over 200 cars in tow on a dark 476, 5 miles from 95 I received a phone call about our upcoming demise. Brent Porche, a good friend of mine and DJ of WMMR gave me a call while in route to our drop-off location at Xfinity Live in South Philadelphia, he said –

“Jeff, just a warning, the Sixers game at the Wells Fargo Center just cancelled”

Now can you imagine, 200 plus cars in tow, exiting off of Broad Street exit of 95, while merging with 8,000 to 12,000 cars now exiting the Wells Fargo Center at the same time. I still have nightmares about it. We took what little cars we had following us, moved into the S parking lot with a firetruck. The firetruck extended one of its huge spotlights to be a beacon of hope while a few us ran around South Philly looking for any P car we could find and yelling – “head towards the light.”

The next year our little old club of just over 2,600 members beat the likes of huge companies like Campbell's and Comcast, and managed to take 2nd place in WMMR's Campout for Hunger Business Challenge giving us a broadcast with famed afternoon DJ Pierre Robert at our June DE event down at New Jersey Motorsport Park. I still have the tape of Pierre screaming his head off for over 20 minutes – it's a classic.

Now this club should be proud of that fact – coming in second place, because when I was on the air the following year, I mentioned how the Porsche club beat the big guys and this is a fact – as soon as I was off the air, 15 minutes later Philabundance received a \$20,000 check from Comcast and a day later Campbell's too stepped up to the plate with a big donation, to the extent they are both HUGE supporters to the event.

After that year, I sat back and asked myself, where do we go from here....

Phil-a-Frunk blossomed into Phil-a-Trunk and became the official kickoff event for WMMR Preston and Steve Campout for Hunger, taking place on a Saturday or Sunday depending on the sports schedules. Now we invite all area car clubs (if you know of any others, ask them to join, as we have a bit of everything from our P-cars, to Ford Mustangs and Raptors, to Jags and Mini Coopers, Tesla and Vettes, all of us getting into the spirit of helping our neighbors in need by filling the food banks of Philabundance.

This year's mass of cars brought in a whopping 140,000 pounds of food – that's 70 tons or 20 times of what our very first Phil-a-Trunk carried with them. That much food feeds a lot of people. Now hold on to your seats – the entire Campout for Hunger – 2.8 million pounds of food and a huge chunk of that were the companies in our area finally taking the initiative to give back to the communities they reside in.

As I said before I could not believe how our club reaches deep down in their pockets, even on the cusp of recession, to help thy neighbor...I couldn't be prouder.... it's the people.

Jeff Walton

Porsche Paint Protection—Done Right

PORSCHE DOES MANY THINGS RIGHT, INCLUDING ITS PAINT. It's some of the best we've seen. That's all the more reason to make sure it's well cared for. From my personal experience with Porsches, paint damage is almost always either from poor wash methods or paint chips. I've seen brand new Porsches at auto shows with scratches on them. I've also seen that the paint on Porsches chips on obvious areas such as the bumper and the hood, but also in front of the rear wheels. The Porsche 911 comes with Paint Protection Film from the factory in front of the rear wheels because the engineers know the paint will chip in this area. Porsche SUV owners or diehards who drive their sports cars in winter in places where they use salt and sand on the road (Pennsylvania and New Jersey, anyone?) report that the paint on the bottom of their Porsches degrades heartbreakingly fast.

Porsches are heirloom vehicles. You want to do all that you can to protect your investment so it retains its look—and its value—for decades, even generations.

Some Porsches have special factory color options. If you've invested that extra money for that quality color, you surely care how it looks and ages!

Another factor contributing to poor wear of Porsche paint is the geometry of the vehicle. They have a flat plane that pushes the air up and over the car, grabbing rocks and debris, dragging them over the plane, and creating unsightly paint chips. And let's be honest here: You bought a Porsche to drive and to drive fast. You don't want to drive like an old lady because you're afraid that some rocks will chip your paint.

Fortunately, you can protect your Porsche's paint effectively and efficiently—with paint protection film (PPF), ceramic coating, and proper Porsche car-washing procedures.

Paint Protection Film

Do you protect your smartphone's glass with a screen protector? Paint protection film is like a screen protector for your Porsche. It prevents flying rocks and road debris from chipping your paint.

PPF is best applied when a Porsche is brand new. However, you can apply it to a car you've been driving awhile. I help customers make this decision on a case-by-case basis. I've seen some vehicles with 8,000 miles that are still a great candidate for PPF. But you can only protect a new-car finish if you have a new-car finish.

PPF is a clear polyurethane film; it's virtually invisible. PPF is engineered to be removable years after application—revealing the brand-new, factory-finish paint that's been protected below. (However, I don't recommend removing PPF before selling or trading in your vehicle because if you do so, the dealership is likely to think your vehicle was in an accident and repainted, which tanks the value. Let the new buyer remove the PPF to enjoy the brand-new paint.)

PPF consists of several layers: A release liner, then a layer of adhesive. Then there's a thermal plastic impact layer, a layer of clearcoat that offers UV protection, a hydrophobic topcoat, and that's all topped off by a gloss enhancer. The clear coat is self-healing, which means your vehicle will always look freshly polished!!

Can't I buy a PPF kit and apply it myself?

Sure, you *can* YouTube it, but it's not a DIY project. Much like you can YouTube "cardiac surgery," but you shouldn't perform it, and you can YouTube 737 piloting, but you shouldn't try to land a jet, PPF installation is a job best left to the professionals. More personally, I could YouTube "hair coloring," but I'd never suggest to my wife that I save money by dyeing her hair. Consider this: Only 1 percent of trained PPF installers work in the profession after a year or two. It's that hard to get it right and do it well.

Questions to Ask a PPF Installer

- How long have you been installing PPF? Installing PPF is an art; look for an installer with many years—not months—of experience.
- What brand PPF do you use? Recommended brands include STEK, Premium Shield, 3M, Suntek, and Xpel. (Check the company's website for the authorized installer; if the installer is not listed on the company's website, consider that a red flag.)
- Do you use a plotter to cut a pattern, or do you cut the PPF custom? A PPF plotter costs \$10,000+; it's a large capital investment, so an installer who has one is likely to be more experienced. My company uses our plotter to cut out patterns in the PPF, and then we carefully wrap the film around every possible edge of your Porsche. Firms that don't use patterns cut each piece of PPF custom. They cut the film on your vehicle! To do custom work, many parts, such as headlights must be removed. (If you're ok with your brand-new Porsche being disassembled, fine! I don't see any value added by taking a Porsche apart to apply PPF.)
- How long is your warranty? The warranty is actually provided by the manufacturer—not the installer. Look for a 10-12 year warranty. 10-year films have an increased top coat, which means they will look better, longer. Some films have a lifetime warranty, but remember that's a warranty, not a guarantee.

Ceramic Coating

A ceramic coating, also sometimes called quartz, applied to your car gives it amazing shine. It also makes your car easier to wash—saving you time and money. You won't have to wash your Porsche as often, and when you do, it'll be easier to clean. Ceramic coating also protects your Porsche against UV damage.

Professionally applied ceramic coatings last for years. At Immaculate Paint Protection, we offer ceramic coatings with multiple-year warranties, with no special maintenance or servicing required. Compare that with a wax or sealant that might protect your Porsche for a few months.

The coating is a silica dioxide (SiO₂)-based material or the newest technology available,

fluoro modified polysilazanes, that's carried in solvent and applied onto the vehicle. The coating cross-links, or chemically bonds, to the porous clear coat, filling in the microscopic pores.

Ceramic coatings are especially beneficial for Porsche's Adaptive Cruise Control and Active Lane Keep Assist. With a coating, the sensors stay cleaner, longer.

To apply ceramic coatings, first we thoroughly wash your Porsche—twice. We do a mechanical decontamination clay bar process to remove any bonded-on contaminants and we do a second chemical decontamination process to remove iron that settles down into the paint. Then we buff and polish it to a mirror-like gleam. My team wears gloves throughout this entire process to prevent any oil or contaminants from interfering with the ceramic coating bonding. We wash it again and wipe it with a special degreasing agent to make it "surgically" clean.

If necessary, we can do color correcting. Then we apply the ceramic coat. The number of coats varies by manufacturer. In most cases, more coats do not provide more protection. (Some installers use this sales tactic.) After applying the ceramic coating, we keep your Porsche dry and in our shop for at least 24 hours before you pick it up.

After having a ceramic coating applied, keep your Porsche dry for 14-21 days, ideally in the garage, to allow the coating plenty of time to cure. Sunlight helps too.

Can't I buy a ceramic coating kit and apply it myself?

I don't recommend it. A DIY spray coating might last for a few months, compared with years for a professionally applied coating. We have a very meticulous specific procedure we follow and expensive supplies and equipment—which is unlikely to be duplicated at home. Applying ceramic coating is an art; it isn't a job for unskilled amateurs.

If you really want to apply a coating yourself, make sure you know how to operate a machine polisher. If you make a coating mistake, you will need to machine polish the coating off and start the entire process over again.

Questions to Ask a Ceramic Coating Installer

- How long have you been installing ceramic coating? Installing ceramic coating is an art and science; look for an installer with many years—not months—of experience.
- Is your shop climate controlled? For professional results, a ceramic coating must be applied in less-humid, temperate environments. I just spent \$25,000 on air-conditioning for my shop to control our installation environment.
- How much paint correction will you have to do to my Porsche?
- How many coats of ceramic do you apply? Are you applying multiple coats because that's best for the car, or is it easier for the installer to sell the ceramic coating if they promise they're applying more coats?

Paint Protection Film + Ceramic Coating

If PPF is good and ceramic coating is good, are they exponentially better together? Sometimes.

A special, more flexible type of ceramic coating can be applied on top of PPF, giving you the ultimate paint protection available by us in our shop, saving you the hassle of running around to multiple shops.

One of the features of our SunTek Reaction PPF is that it has ceramic coating infused into the topcoat, which means you get PPF and ceramic coating at the same time. Our PPF offering SunTek Ultra PPF does not have a ceramic coating on it; however, you can put a ceramic coating on top.

Should you have ceramic coating installed to protect your PPF?

I believe that PPF on its own is fine for your Porsche. (Adding ceramic coating on top of PPF is quite frankly an easy upgrade or upsell for an installer.) However, if you would like to make washing your Porsche easier, then consider adding a ceramic coating.

Washing Your Porsche's Paint

How do you wash your Porsche? Very carefully!

Even if you protect your Porsche with PPF and ceramic coating, it can still scratch with dirty sponges, snow brushes, and other paint hazards. The best thing of thumb is: Anything that touches your Porsche should scratch it. Most important: Don't use anything that's been in your kitchen sink on your Porsche—no scrub pads, scratch rags, never.

Don't take your car to an automatic car wash (except possibly a touchless one), and never allow your service center to wash it. We give our customers a card to hang on their rearview mirror when their Porsches are at the service center that says, "Do not wash! You will be liable for repairs."

If you take your Porsche through a touchless car wash, don't apply any of their sealants because you already have a coating on your Porsche and these car washing sealants will mask or override the benefits of the ceramic coating. (If you've done this in the past, a decontamination wash will remove those.)

Instead, wash your Porsche yourself, using the two-bucket method. This is universally accepted as the best method to wash your vehicle. You use one bucket with soapy solution and one with clean water to rinse the wash mitt.

At Immaculate Paint Protection, we educate Porsche owners on how to wash your car from the beginning of the process to the end—a \$150 value. We also give each car a complimentary wash.

To wash your Porsche right, invest in the right supplies:

- Two buckets:
 - Fill one bucket with soapy solution
 - Fill the other with clean water to rinse the wash mitt.
- Grit guards: These plastic disks inside the buckets. They keep any grit off of your mitt and car.
- Microfiber towels: You could buy colored towels use a color code system:
 - Black towels for rims and door jams
 - White or purple large towels for drying
 - Red for interior
 - Purple for leather
 - Blue for glass
- Two wash mitts
 - One for the body
 - One for rocker panels and underneath
- High quality car wash soap, as recommended by your installer. Avoid wash/wax combinations because they don't leave the Porsche really clean. (Trying to do two things at the same time often means you're doing two things badly.)
- Drying aid/detailing spray, such as Gyeon Ceramic Detailer.
- Bug and grime remover, such as Gyeon Bug and Grime: Follow the directions on the label for safe use.

Use the least amount of pressure to wash and dry your car as possible. Drag the wash mitt and towel across the Porsche, using the weight of the towel to dry; don't press. If you find yourself rubbing to get rid of something like a bug or tar, stop! You are going to scratch the paint. You need a special cleaning agent, such as Gyeon Tar, for whatever it is you're trying to rub off.

If you ever drop a wash mitt or towel on the ground, STOP, set the towel aside, and go get a clean one. Never use a dropped mitt or towel on your car.

If you use these tips to wash your Porsche, it will look better than 95 percent of other vehicles on the road.

For paint protection film and ceramic coating packages, pricing, and more visit us at immaculatepaintprotection.com.

Bill Fetter

About the author: Bill Fetter's passion for cars started at an early age, as he loved anything with wheels. Through his childhood, Bill observed his dad's work as a mechanical engineer turned marketing manager and proud lifelong employee of General Motors. During high school, Bill honed his passion for cars by hand-washing and detailing his neighbors' vehicles. Knowing he wanted to be in the automotive industry, Bill earned a degree in Industrial Engineering from Kettering University in Flint, Michigan. He's worked as an engineer in the automotive manufacturing, medical device, steel industry, and pharmaceutical manufacturing fields.

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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.



Penns Woods Winery Scenic Drive and Picnic in the Vineyard

WHAT A PERFECT DAY! Our group met at the Dilworthtown Crossing Shopping Center just outside West Chester. Following a brief driver's meeting, the wheels were up at 11 AM and we were off.



The scenic drive through Southern Chester County's Hunt Country did not disappoint. Our host was Paula Gavin who has led several of these wonderful tours in Hunt Country for RTR over the years. After a few twisty roads and a few wrong turns with the caravan, we arrived at idyllic Penns Woods Winery. Penns Woods winery is a small boutique family owned vineyard crafting premium Pennsylvania wines utilizing locally sourced grapes. Participants could pack a picnic lunch or purchase from a menu of charcuterie and small plates to enjoy with tastings of their wines and beers amidst the beautiful vineyard property.



Photo credits - Dan Rufer & Rita Hancock

Rita Hancock McKeown



FOR THOSE THAT DON'T KNOW SEMA STANDS FOR SPECIALTY EQUIPMENT MARKET ASSOCIATION.

It is a "trade-only" event geared to enable automotive specialty equipment manufacturers to display alongside automotive manufacturers new and innovative products. At least that is the formal description of the event. In reality it is one of the greatest car shows on the planet. I have been wanting to attend for years, and finally 2022 was my year. It was held at the Las Vegas Convention Center, and it ran from November 1 - 4. I am writing this article about four days after I have returned, and I am still trying to process everything I saw.

Let me start with some numbers. 4,600,000. That is how large the Las Vegas Convention Center is in square feet. I attended Tuesday through Thursday and traveled home on Friday. In those three days I walked 21 miles at the show. I took 950 photographs. And yet, there was a lot I still never got around to seeing. If you love cars, trucks, SUVs, or just about anything with wheels, this is an event that needs to be on your list. I have been to shows such as Radnor Hunt, Amelia Island, Werks Reunion and so on. They are all incredible. SEMA stands right up there with them. And in sheer volume I think it tops them all.



This is a trade only event, so you have to be involved in the industry in some manner or be invited by someone who is. Trust me you want to find a way into this show. As some of you may already know, besides contributing to this fine publication I write for several other automotive sites. I write for *Rennlist*, *Corvette Forum*, *Ford Truck Enthusiasts*, *Dodge Forum*, *Club Lexus*, *Honda Tech*, and about a dozen others. And through those sites I have covered SEMA virtually in previous years. So, I got approved for media credentials and was able to attend in person this year. So glad I did.

It is true that this is not a Porsche only show. In fact, Porsche is in the minority here. Yet there were still dozens of amazing P-cars to see. The pics I included here are just a few of the cars in attendance. And for the most part these are high quality custom builds that you are unlikely to see anyplace else. And while we certainly love our Porsches, I think most of us can appreciate all types of vehicles and SEMA certainly has all types.



One of the many highlights of the show is the Battle of the Builders competition. Over 70 one-off custom vehicles are built to compete in four different categories. An amazing widebody purple Cayman made it to one of the 12 finalists. As did an incredible 911 Safari build. But all of the builds were truly remarkable. The winner ended up being a Ringbrothers built Chevy K5 Blazer making 1,200 horsepower.

Celebrities from the automotive world were all around during SEMA week. Magnus Walker was there. Chip Foose, Ken Block, Rutledge Wood, and many others were on site. There were also many YouTube stars in attendance. It was a bit surreal to be sitting in the Media Center writing an article and then look up to see folks that I recognize from several YouTube channels that I follow. And everyone seemed pretty cool. Folks were there to enjoy the show and have a good time. That extends to just about everyone in the convention center. Some sections were truly packed. But everyone was cool about getting out of the way and allowing me to take clear pictures.

The Hoonigan Burnyard was setup in one of the parking lots. They put on a couple shows a day of tire shredding madness. The noise and the clouds of smoke were epic. It was something to see for sure. Also, outside was a collection of truck builds that were too big to make it inside. Dozens of trucks lifted to the sky were on display. Some of them I could walk under without having to duck. They were impressive builds.



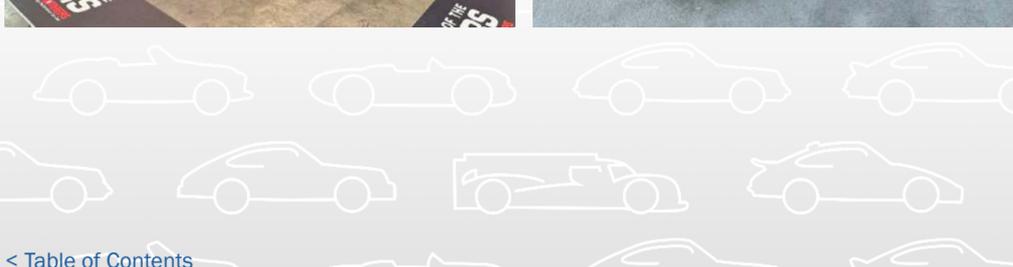
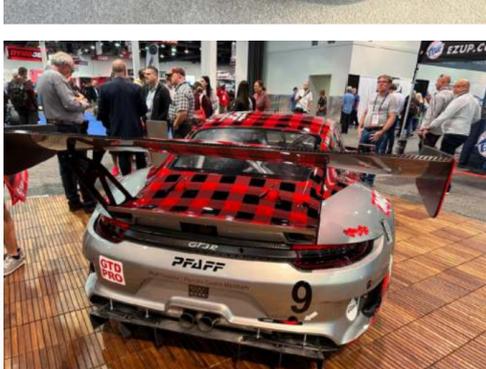
There was something for every type of enthusiast at SEMA. Do you like exotics? There was a Ferrari F40 wrapped in hot pink. A Pagani Huayra Roadster, a Lamborghini Sian Roadster, and TWO Zenvo TSR-S models. And SO many more. Do you like racing? A 911 GT3R was there. The Dallara/Chevrolet INDY car driven by Scott McLaughlin was there. Need more? Williams brought their FW44 Formula One racecar to SEMA. The Jaguar XKR stunt car driven in Die Another Day was on display. You like to go off the grid? There were dozens of incredible overlanding vehicles on display. You like to be plugged into the grid? SEMA Electrified

a whole section dedicated to EVs. Imagine being a little kid thrown into a giant ball pit. Except replace the little plastic balls with incredible vehicles and that is how I felt walking around. I was immersed in awesomeness.

As amazing as this event was, SEMA has announced that it will expand even more for 2023. SEMAFEST will take place at the Las Vegas Festival Grounds and be open to everyone! It will be a true car festival with music and entertainment, a car show and cruise. There will be craft foods, automotive celebrities, and some motorsports events. This is on top of the trade only show that will continue. More details will be rolled out in the coming months. I can't imagine this show getting even bigger, but that seems to be the direction it is going. That is great news for all automotive enthusiasts as it will continue to fan the flames of our passion and get younger generations on board as well. If you have the opportunity, I highly recommend a trip to SEMA.



Joe Kucinski





Tribute to the Tiptronic: (One man's nontechnical opinion)

I KNOW I WON'T WIN THE DEBATE THAT I HOPE THIS ARTICLE PRECIPITATES but the underdog needs a voice too and this “automatic transmission” is definitely an underdog among Porschephiles and rarely do you hear anyone talking favorably about it.

Let's be clear about the Tiptronic. It is not the same as the PDK which is a dual clutch automatic. The Tiptronic is an older automatic which got its name from the fact that it can be shifted manually simply by tipping the shifting lever to the side and moving it forward for upshifts and backwards for downshifts without the need for a clutch pedal.

When I was searching for a Porsche my 6'2" frame just about fit into the snug cabin of the 993 I was considering. The elimination of a clutch gave my left leg just enough extra room to convince me I wouldn't be struggling awkwardly to keep my knee from hitting the steering wheel as I worked the clutch while shifting gears.

Not having to use my left leg gave me the freedom to move it as far left as it would go staying clear of the steering wheel. A clutch would have been difficult to negotiate and I probably would have concluded that I was not meant to drive a Porsche were it not for the freedom the Tiptronic gave me.

Granted what I described above is unique to me and of little concern to most Porsche drivers. However even though I may not have chosen a Tiptronic were it not for my particular physical dimensions, I was pleasantly surprised after working the kinks out of the transmission. So much so that I am now writing this article extolling the virtues of the Tiptronic to an audience which is probably firmly entrenched in the manual transmission loyalty society.

I get it. I have driven a stick and understand it's allure. Converting stick drivers to tip drivers is not my goal. But the almost Rodney Dangerfield like “no respect” accorded the tip transmission is not justified by the driving dynamics I have experienced. Again, to be clear I don't race my car but I have kept the tip in manual mode for 98% of the 50,000 miles I have put on my car. I didn't like the way the car handled in automatic. But in manual, the car came alive by holding it in gear until higher revs were attained. Downshifting slowed the car sufficiently to avoid some braking and provided instant higher revs where all the extra horsepower resides. No heel and toe shifting was needed since the Tiptronic took care of matching the revs automatically. To some this would be eliminating part of the fun of driving after having mastered heel and toe shifting. But to me, it eliminated the need to master an exercise I would have been hard pressed to physically perform let alone master.

The kinks I worked through in learning how to properly use the tip transmission were learned early on when I attempted to up shift while decelerating. Why would I do such a thing? Because I didn't know what I was doing. But I quickly learned that the transmission did not like what I was attempting to do to it by the strange sounds it made. I learned to upshift only when accelerating and never heard those sounds again. The shifts are instantaneous and the transmission has been bulletproof for the 16 years I've owned the car.

Off the line, a stick transmission should be faster for technical reasons which are beyond the scope of this article having to do with viscous v metal connections and power to weight ratios. But I didn't buy the car for this kind of driving and have almost never missed the extra push a manual trans gives in pulling away from a stoplight. When there is a need for immediate speed, first gear which is almost never used (1st is normally automatically bypassed) is available and does boost speed more quickly than starting out in 2nd gear.

The newer Porsches are larger and I would fit into their cabins easily and could shift without a problem. But as long as I keep my 993 I will happily shift my tiptronic knowing what a good transmission it is and that the extra initial cost of the car equipped with a tiptronic was worth the premium for me. The substantial discount applied to tiptronic cars on the used car market today which can amount to \$8000 to \$10,000 is difficult for me to rationalize and I predict it would disappear or at least decrease if drivers would give the tip transmission a fair chance to show what it can do.

So that's my story and I'm sticking to it until some of you manual mavens can convince me otherwise. My mind is open but it would be difficult to overcome my affinity for the simplicity of the tiptronic. It might also be that I'm just getting too lazy for a manual trans. If that's the case, Covid is to blame.

John Gallagher



Sidetrack: The Perils of Valet Parking

THE SUBJECT OF VALET PARKING IS AS POLARIZING AS POLITICS. Equally dispersed between parties, ethnicity, religious affiliation, gender—even car enthusiasts fall on both sides of the aisle. I must say that position puzzles me a bit. From my own personal position, how can you hand your keys to a stranger?

Friends and family are only blessed with the privilege of driving my car in an emergency. I realize that I fall to the far left (or right) of the subject at hand, and that my perspective is rather peculiar. But I think that I have sound reasons for my feelings on the matter—being a car enthusiast provides me that latitude.

My Porsche colleagues are as geeky as I am—discussions of motor oil can last well into the night. And some have asked me if I want to drive their car, presenting me with the keys like they would a cold drink. I have been pressed to take the wheel of everything from a 1963 Volkswagen Beetle to a late model Porsche GT3 RS.

And I generally avoid or outright decline.

Why? Because if something ever happened while in my possession—whether or not it was my fault—I could never forgive myself. Maybe I'm too possessive about my own cars. Too cautious perhaps. But if something is going to happen to any of my vehicles, I'm going to be the one in the driver's seat. So the subject of valet parking is particularly sensitive.

Oddly, one of my first jobs as a teenager was parking cars at a posh golf club. Some of these machines were one-of-a-kind, and virtually all cost well more than I'd accumulated in all of my summer earnings combined. To this day it stands as my all-time favorite job, but I was also a teenager and thought I was invincible.

But today? Accident anxiety would overwhelm me.

We stacked cars so close together that a caterpillar could cross the gap between them. We left the windows open to exit and ran up the hill to snag the next victim. We hung out in and on them until the event was over. And then turned over the keys with little thought to the hours they were in our possession. So I know the drill.

I have nothing personal against valeting as a profession—part time or otherwise. But no one in a red jacket could possibly care about my car as much as I do, even if they are more restrained than I was in the same role. After all, when you are not the owner, your perspective is different. And that usually means indifferent.

So I handle these life events situationally. If I'm going out to dinner or traveling in my car to a hotel—anywhere there might be a valet stand, I call and ask about their parking policy. Some places offer valet parking. If they do, I ask if I can park myself. And unless I'm confident with an affirmative response, I move on to another restaurant or hotel.

Sometimes I wonder if the establishments I reach out to are offended, though they have never let on that they are. They believe their valet service to be a benefit to their guests, but by their reaction, I think that I'm not the only one who has contacted them with the same questions.

Meaning that I'm not alone in my eccentricity.

Often for a larger car club event, an organizer will coordinate reserved parking areas for their group. This for me is the most ideal arrangement. It is how many of the Riesentöter road trips have been arranged, and it is much appreciated by those (like me) who fall into the “No Valet” camp.

I have spent years avoiding valet parking and have lost out on a great dinner or weekend event because of it. I have even rented a car on occasion to ease the burden of it all. It sounds trivial to many of you, but others are bobbing their heads up and down in solidarity. It really comes down to a matter of the risk we are willing to take.

There is only one occasion I can recall where I had no choice but to succumb to valet service. I was attending a wedding in Hoboken by the waterfront and there were no other options. Zilch. Our car was mature at the time, but the main mode of transportation in our family nonetheless—and in excellent condition by the way.

We were running late, and there was virtually nowhere to park on the street that was open or legal. Valet service was a requirement there, so we found a spot. We told them how long we would be—knowing that it can take a while to unpack a car that has been stacked in like so many cattle.

When we returned, we were surprised (relieved actually) to see that they never moved the car from where we pulled in originally. No one was around at the booth to retrieve it, so I did the obligatory walk-around one does when there is inherent risk for damage.

Naturally, the keys had been left in the car, and we had prepaid the weekend flat rate. So we got in and drove off before anyone noticed. Nothing happened, but it doesn't change my position on valet services. It just points to the fact that you are rolling the dice when it comes to how and where your vehicle is parked.

I'm not even happy turning over my keys to a dealer when I drop my car off for service. I have no choice of course, and I rationalize that they are somehow more vigilant. Maybe they are, but probably not. Mishaps have occurred, but they have been small and easily fixed. But it's always me that discovers them.

I imagine this issue will always remain a two-sided coin, with neither side understanding the other. And I can't say how much of a minority I'm in—that is the percentage of people that feel the way I do. But I don't care and will continue to dodge any event that requires me to relinquish my keys needlessly.

Call me weird, or perhaps an illness. Either way, no valet for me please.

David Newton

Shifts and Giggles



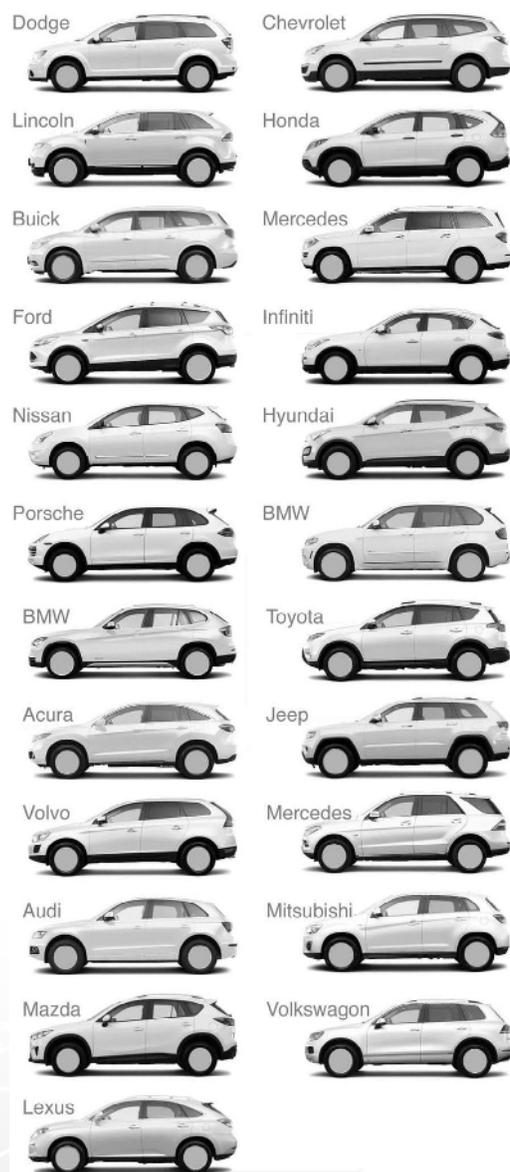
REMEMBER WHEN YOU COULD TELL THE DIFFERENCE BETWEEN MAKES AND MODELS, you could see a Volkswagen a mile away, you could spot a Mustang just by its tail lights, or hear the purr of a Jaguar (when it was running – ah that British electric was magical). Today there is a morphism across all brands and you really can't tell the difference between a Mercedes and a Toyota, especially in today's world of all wheel utility vehicles with the catchy name "Crossover".

Sure, every decade had its cars that stood out and many that blended in. In the 70's we had a gas crisis and everything went smaller and the world was filled with Mustang II and Chevetttes and Civics but I think the world started to look the same once we hit the 80's. We had the K Cars, LTD, T-Bird, Mercedes, all which looked like the engineers went to a grade school and asked the kids to draw them a car – a box on wheels is what we got.

Then came the 90's and 2000's where people thought, hey the future is here right now although technology really did not agree and that led us to cab-forward design, which also gave us car batteries in the wheel-wells – another brilliant idea. And again, all them morphed even more.

Now look at today.... look at the picture in this article.... even our beloved Porsche Macan seems to slip right into the subconscious of design. No wonder no Porsche 4-wheel drivers wave back while driving, they just seem to blend in.

This is probably why I love my Porsche so much; the design was unique in the 50's and right to this very day you can see the heritage of the original in all models – if you really look for it. But I have to admit, looking at this picture again you can see we are headed into a society where the future of the automobile will just be an everyday appliance and the only difference will be the logo on the hood. Enjoy your ride while you can.



Jeff Walton

CLASSIFIEDS

Car for sale: 1975 S Anniversary Model 911 with a 3 liter engine

This California model has many upgrades: Pop off valve on air box, new front shocks, front oil cooler, new transmission shock, new engine shock. New tires, new muffler, engine with brain and O2 sensor, plastic rear donuts, permatune cd box, 10 blade fan , adjustable fuel regular, new fuel pump, H4 head lights, mono wheel, aluminum front calipers, no leaks, drivers car- no heat or a/c.

Please contact Tony Checkowski. 40+ Year PCA member at 610 308 7112



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CLASSIFIEDS

Cayman Winter Tire/Wheel Set (4) 19" for Sale

OZ Racing Wheels/Michelin Alpin Tires



Set of 4 wheels with winter tires that were used 1 season on a 2015 Cayman GTS (981). According to OZ Racing, this size wheel fits most 987 Caymans (2009-2012) and Tire Rack also indicates them for winter tire/wheel packages on 981s.

The Matt Black painted wheels are OZ Racing Formula HLT "Central Lock" brand modelled after the Ferrari F1 wheels supplied by OZ. These are standard 5-hole type w/ a cover to simulate a center lock type if desired. (See pics)

Part numbers: Front: W0190800153 Wheel, 8.5JX19H2 ET53
Rear: W0194100140 Wheel, 10JX19H2 ET40

Tires are Michelin Alpin PA-4 N-Spec Performance Winter/Snow

Sizes: Front: 235/40R19 Rear: 265/40R19

Includes installed tire valves and TPMS sensors.



Excellent condition
Asking \$1400

Contact:

Porsche@BaersGarage.com

Quakertown area

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CLASSIFIEDS

Porsche OEM Turbo II Design 19" Wheels for Sale

Set of 4 wheels that according to Porsche parts listing fit most 2009 to 2012 911's.

Part numbers are:

Fronts: 997-362-157-02 Wheel, 8JX19" ET57

Rears: 997-362-163-03 Wheel, 11JX19" ET67

Includes installed tire valves and TPMS sensors.

Excellent condition with the exception of some scrapes on back edge of one rear wheel
(shown in pics below)



Wheels bought for 2009
911S (997.2).

New cost, over \$8000.

Asking \$1800.

Contact:

Porsche@BaersGarage.com

Quakertown, PA area

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CLASSIFIEDS

For Sale: Schroth SHR Flex head and neck restraint.

\$300 or best offer. Please leave a message at **215-321-7815** or text at **267-473-0241**.

Eric Suber



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CLASSIFIEDS

For Sale: Trailex CT-8055

The Trailex CT-8055 is the most popular option for trailering a GT4, GT3, or other wide-body Porsche. This trailer was purchased new in January 2022 and used once. Includes a full size spare and a trailer brake controller. I need to clear space in my driveway, so my loss is your gain. Buy it now before it goes to auction.

\$9995 or best offer. Text me at 267-473-0241.

Eric Suber

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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

RIESENTÖTER

