

„der Gasser“

August 2005



Riesentöter Region
Porsche Club of America



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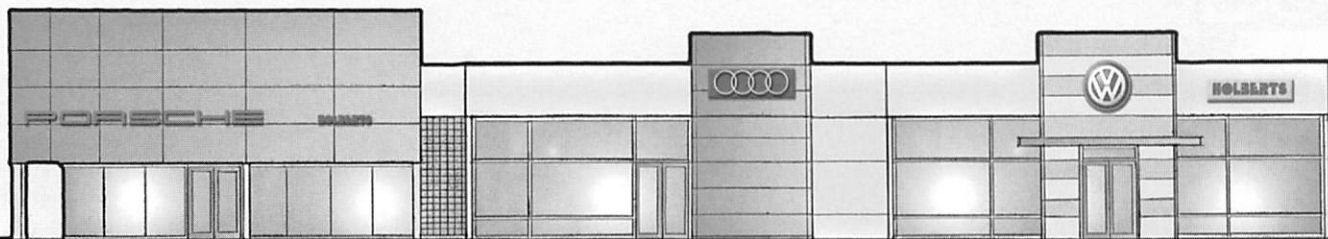
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Fan Mail Only

Upcoming Events:

Aug 31 • Membership Meeting - Race Cars @ Rosen's
• Don Rosen Porsche, Conshohocken

Sept 10 • Tech Session (MAW@Pocono)

Sept 10 -11 • Fall Rally and Concours

• Radnor Hunt Concours

Sept 23-25 • Driver's Ed @ Pocono • Make-A-Wish

Sept 24 • Delaware Co. Riverfront Ramble Porsche Car Show

Sept 28 • Membership Meeting & Summit Pt. DE Reg.

• Performance Automotive, Malvern

On the cover:

Porsche Parade 2005 - In preparation for the Concours d'Elegance

Photographer: Bill O'Connell

„der Gasser“ is published with the goal of being in members' hands on the 15th of the month. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is required although photos may be sent for scanning. Editorial contributions and pictures are welcomed. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor; are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 times a year, monthly with combined January-February and November-December issues.

For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org

State of the Region

Tom Zaffarano, RTR President

The pomp and circumstance has ended and the 50th Anniversary of the Porsche Club of America has moved into history. It was, from my perspective, an excellent event for the 1300 or so members that attended. By roster count, our region had the most members invited. This was Betsy's and my third Parade and participation at each one was time well spent: This year we came in 85th in the Rally and we walked the 3k of the 5k run/3k walk where Sutton Faller placed 2nd in her age group for the 5k run. I also attended the Porsche Academy and earned a Bachelor's Degree in Porscheology. (Betsy audited the course on the history of the Porsche engine.)

Several RTR members made us proud at the parade competitions and deserve mentioning:

Tech Quiz:

Early 911/912 to 1977 Men's: 3rd Bill Cooper

Mid 911/930 to 1978 to 1989 Woman's: 1st Debbie Cooper and Overall Woman's

Autocross:

Class P1: Ladies' 2nd place Debbie Cooper & Men's 2nd place Bill Cooper

Class I 5: Ladies' 1st Lynn Kozlak / Fastest Time of Day Ladies Class & Men's 1st Paul Kozlak

Concours d'Elegance: Preservation Group:

Class - Touring 1974 -1977 911, 912E & Turbo: 1st 1976 - 930 Thomas and Debra Fitzpatrick

Class - Touring 924, 924 Turbo & 924S: 2nd 1979 - 924 Glenn and Nancy Hunsicker

Class - Touring 928: 2nd 1985 - 928 David and Joyce Redmond

Class - Touring Boxster (986): 2nd 1999 986 Frederick and Randa Bonsall

Art:

Children's - Amateur: 3rd 'Daddy's Car' Baily Faller

Parade Volunteer

Tony Scalies - Awards

Francine and Bodo Knochenhauer- Internet Café

I'm sure PANO will cover the parade in detail; but for my two cents, special guest speaker Vic Elford's recollections were worth more than the price of admission.

I asked Doug to set a place on the web for Parade pictures. So, if you were there and took some pictures that you would like to share, send them to him for posting.

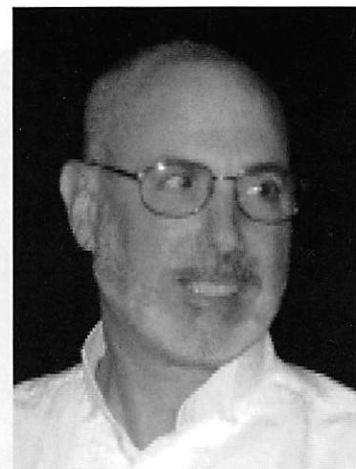
New business:

Proposed Bylaw changes- The Region is applying for a tax-exempt status under IRC 501(c) (4). To this end, we need to add some clarifying statements to our Bylaw's Objectives. Accordingly we have published these proposed changes in this issue of derGasser (see page 7) as required. A membership vote on these additions will be taken at the August meeting.

Nominations for our 2006 Executive Council will be announced at the August membership meeting. Please contact me ASAP to learn more about working with our 'team' and/or to nominate yourself or someone else

See you in the fast lane.....

Tom Zaffarano



The Calendar

Monthly Member Meeting

August Member Meeting

Social 7:00 Wednesday
Meeting 8:00 31 August 2005

Don Rosen Porsche
1312 Ridge Pike,
Conshohocken, PA
800.814.0656
www.drimportsporsche.com

(Visit website for directions)

Food & Refreshments

Sept. Member Meeting

Social 7:00 Wednesday
Meeting 8:00 28 Sept 2005

Performance Automotive
3239 Phoenixville Pike,
Malvern, PA
610.695.9545
www.performanceautomotiveinc.com

(Visit website for directions)

Food & Refreshments



Social Events

Fall Rally

Radnor Hunt Concours &
Rally

Saturday
10 September 2005

radnorconcours.org/html/rally.html

Delaware County Riverfront Ramble Porsche Car Show

12PM to 4PM

Saturday September 24th
(Rain Date September 25th)

In Conjunction with Dining On The
Delaware, Featuring Food Prepared
by some of Delaware County's Finest
Chefs.

Peoples Choice Concourse

Marcus Hook Community Center
@ Market Square Memorial Park Rt
452 and Delaware Ave.

20 Car Limit - Register Early
Contact Donna Broderick:
mdbroderick@comcast.net
or 215-491-4360

If you are to late to be one of the 20
cars on display you can still come and
enjoy the cars, the food and socialize
with you fellow club members. You
will have to park in adjacent parking
lots (there are several) and walk to the
display area.

Track • DE • Autocross

Tech Session - MAW @
Pocono

9.00A-2.00P

Saturday
10 Sept 2005

Dougherty Automotive
720 E. Nields St
West Chester, PA

DE • MAW @ Pocono

23-25 Sept 2005

1.800.POCONOS

***The Make-a-Wish event will be
held at the Ramada Inn Pocono (570-
443-8471) and reservations should be
made there now because rooms are
limited. That's where the banquet
will be held on Saturday night Sept
24th. To reserve you just mention the
Porsche Club - the rate is \$89.00 per
night + tax.

Summit Point DE Registration

7:00P

Wednesday
28 Sept 2005

Performance Automotive
3239 Phoenixville Pike,
Malvern, PA
610.695.9545
www.performanceautomotiveinc.com

Past, Present & Future

Monthly Meeting News

Jeff Haas, RTR Vice-President

Greetings everyone. Been a very busy summer thus far. Weddings, graduations, trips to mountains, trips to shore, track events, freshman orientation at VT, and oh yeah, work!

Well let's see. May's membership meeting at Brandywine Porsche drew a huge crowd. Was it the DE registration? Or perhaps the food? Maybe the warm welcome from the Frank and company? Hmmm! Hey, wasn't that Dave Donahue (our RTR link to the big league) who held court for almost two hours? I got it! It was my birthday and you all come to wish me "Happy Birthday!".

Actually, it was the totality of the above. Well, maybe not the birthday part but what the hell, I tried. Anyway, it was a great evening. The folks at Brandywine once again shined. A big "thanks" to Frank and the group at Brandywine Porsche. The evening was great!

And, how about Dave? A genuine as ever, Dave kept everyone's attention with interesting, informative, and humorous stories about his experiences from RTR DE days to current "fast-lane" goings on in the Rolex

as team driver with Brumos Racing. And, hey, he still wants to join us at one of our track events! Dave, you are welcome any time. Thanks again for a great evening!

June brought Parade, 50th PCA Anniversary, and a celebration at Vision Porsche. Aside from a very steamy/rainy evening, a good time was had by all in attendance. Many past and present RTR members fresh from the events at Parade were on hand to socialize and renew acquaintances. Our good friend, Bob Russo (currently living in Florida) delighted us with tales from past RTR adventures. How many of you knew that RTR members participated in hill-climbs? I gather from the chatter among the "fossils" that RTR was a pretty adventurous group.

Paul Margaritis, another RTR "fossil", shared with us his photo journal of his

recent trip to Cuba. A beautiful country with colorful, cheery people. Thank you Paul for sharing your trip with us. *Thank you Craig and Bill for hosting a delightful evening.*

Our Membership Meeting in August is our traditional "RaceCars at Rosen's". Join us the evening of August 31st at Don Rosen Porsche/Audi in Conshohocken. Social begins at 7:00P with the meeting to follow at 8:00P.

See you there!

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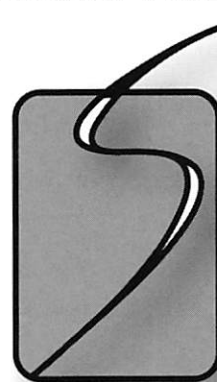
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Porsche Car Show & Dining on the Delaware

Membership News

Brian Minkin, RTR Membership Chair

On Sunday July 10th the last New Members Breakfast Gathering for the 2005 season took place in Malvern. 19 Porsche enthusiasts attended making this the largest attendance to date at a New Members Breakfast. The Bob Evans Restaurant Chain once again came through with a table to seat all 19 of us together. The only thing that topped the good ser-

vice and food was the great conversations that traveled around the table about Porsche Cars and the members' interests in club activities.

Even though there was a chance to get a guaranteed slot in the Fall MAW Pocono DE, several of the new members who attended simply came out to get acquainted with the club and

passed on the drawing. The lucky winner of the MAW DE Slot is Mark Fox. I would like to thank everyone who attended these breakfasts, new and old members, for their enthusiasm and support especially Tom and Betsy Zaffarano, Tom Cutrona, Joe Asher, Kathrine Weber, the Scalies Clan (Tony, Sharon, Dominick and Ame-

lia), Mark and Lisa Fox, Brian Rosenstein, Brian Daul, Bert Venesocn, Sandy and Art Bielby and David Kaul who made this final breakfast of 2005 such a success. The enthusiasm of those attending has made this an event that will definitely be continued in 2006.

Club membership is on a roll. RTR has grown from 1321 members earlier this year to 1363 members on the July Roster. Welcome to all those who are new members in 2005 and please come out and join RTR for one of our many fun events. There is still plenty to do in 2005 with 2 more DE events, tech sessions, the fall rally, autocross, a car show, membership meetings and the holiday banquet still on the horizon.

Speaking of car shows, don't miss out on the Delaware County Riverfront Ramble Car Show and Food Festival in September. Look for the ad in this issue of der Gasser and register early to be one of the 20 cars to participate in this fun event.

Delaware Co. Riverfront Ramble Porsche Car Show

Saturday September 24th - 12PM to 4PM

(Rain Date September 25th)

- In Conjunction with *Dining On The Delaware*, Featuring Food Prepared by some of Delaware County's Finest Chef's.
- Peoples Choice Concourse

Marcus Hook Community Center at Market Square Memorial Park Pa 452 and Delaware Ave.

20 Car Limit - Register Early - Contact Donna Broderick: mdbroderick@comcast.net or 215-491-4360

If you are to late to be one of the 20 cars on display you can still come and enjoy the cars, the food and socialize with you fellow club members. You will have to park in adjacent parking lots (there are several) and walk to the display area.

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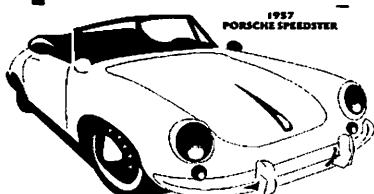
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- ♣ Electrical system repair
- ♣ A/C systems
- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

Porsche Honors 50th Anniversary of PCA with Exclusive 911 Club Coupe

Dr. Ing. h.c. F. Porsche AG

ATLANTA, June 27, 2005 - In recognition of the 50th Anniversary of the Porsche Club of America (PCA), Porsche has created an exclusive 911 Carrera® S Coupe model featuring a distinctive exterior color, unique interior styling and commemorative touches, and a more powerful and higher performing engine. Limited to an exclusive production run of just 50 cars initially made available to eligible PCA members, the 911 Club Coupe was unveiled this past weekend at PCA's 50th Annual Porsche Parade in Hershey, Pa.

The 911 Club Coupe's most visual exterior feature is its distinguishing Azurro California color. This paint color is a modern interpretation of azure blue, a color made popular on Porsche 356 sports cars when the PCA was founded 50 years ago. The rear portion of the standard center console is also painted in Azurro California. As an option, the backs of the sport seats can be

America. Distinguished by its carbon fiber air cleaner housing, the X51 Powerkit boosts performance through a series of engine enhancements including a larger throttle body, optimized intake airflow, cylinder heads and exhaust manifold modifications, changes in the control unit, and the inclusion of a sport exhaust system. The result produces a 0 to 60 mph time of a quick 4.4 seconds and a top track speed of an impressive 186 mph.

Like the Carrera S, the 911 Club Coupe is equipped with 19-inch wheels and tires, Porsche Stability Management (PSM), and Porsche Active Suspension Management (PASM) for optimal handling. The Sport Chrono Package Plus system is also standard equipment, while Porsche Ceramic Composite Brakes (PCCB) is available as an option.

Manufacturers' suggested retail pricing for the 911 Club Coupe begins at \$99,911 US and \$145,911 CDN. It is anticipated that PCA members will purchase all 48 cars offered for sale. Due to their exclusivity,

Coupe's not purchased by eligible PCA members may be made available to the general public.

As part of the PCA's Golden Anniversary recognition, one of the 50 911 Club Coupes will be randomly given away to a lucky PCA member. Sweepstakes rules and eligibility are found on the same website referenced above. No purchase necessary to enter the Sweepstakes. The Sweepstakes is open to eligible U.S. and Canadian PCA members until Sept. 12, 2005.

The Porsche Club of America is one of the largest independent, single-marque automobile clubs in the world with approximately 84,000 individual members and 139 chapters in the United States and Canada. Bill Sholar founded the club 50 years ago when he and a small group of 11 enthusiasts held their first business meeting on Sept. 13, 1955, at Blackie's Grille in Alexandria, Va. More information about the club and its history can be found at www.pca.org.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA employs approximately 300 people who provide



painted in this striking metallic blue color, as well.

In addition to sport seats, the 911 Club Coupe's standard interior features include black instrument dials and a sport steering wheel and gear shifter. Stainless steel doorsills incorporate the 911 Club Coupe logo, and each car bears a badge on the driver's side door trim indicating its individual number in the series of 50 cars.

The Club Coupe is the first in the current generation of Porsche 911 sports cars to be equipped with the X51 Powerkit. This feature increases output of the 3.8-liter, flat-six cylinder Carrera S engine from 355 to 381 horsepower and peak torque from 295 to 306 ft. lbs., making it the most powerful non-turbocharged engine yet offered in a Porsche 911 production car for North

the purchasing process for these cars will be initiated through a special website (www.porsche.com/911clubcoupe) that is dedicated to the model. This website contains full terms and conditions of the sales offer. There is no charge to register for the sales offer. The offer to eligible U.S. and Canadian PCA members for the 48 Club Coupes that are available for purchase will be open until August 15, 2005. On or about this date, all of the remaining 48 Club

Coupe's not purchased by eligible PCA members may be made available to the general public.



Porsche vehicles, parts, service, marketing and training for its 207 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

www.911clubcoupe.com/sections/pca_member.php

Original:

ARTICLE II. OBJECTIVES

The members at the Club are joined together and are mutually pledged to the furtherance and promotion of the following:

- a. The highest standards of courtesy and safety on the roads.
- b. The enjoyment and sharing of good will and fellowship engendered by owning a Porsche and engaging in such social and other events and activities as may be agreeable to the membership.
- c. The maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information.
- d. The establishment and maintenance of mutually beneficial relationships with the Porsche factory, Porsche dealers and service sources, such that the marque shall prosper and continue to enjoy its unique leadership position in sports car history.
- e. The interchange of ideas and suggestions with other Porsche Clubs, with such cooperation as may be desirable by the membership.
- f. The establishment with other sports car clubs of such mutually cooperative relationships as may be desirable.

Proposed Changes:

ARTICLE II. OBJECTIVES

The primary purpose of the Club is to promote greater automotive safety in and around the community by providing organized and supervised activities that encourage safe and skillful driving, to encourage the preservation, ownership and operation of automobiles, to provide and regulate events and exhibitions for automobiles and their owners, to act as a source of technical information and to provide interested individuals an opportunity to pursue their automotive hobbies and interests. Organized and supervised activities are offered in several formats:

- Seminars presented by skilled drivers and other experts on safe driving.
- Low speed Autocross competition.
- Driving schools held at road racing tracks.

Other Objectives

- The maintenance of the highest standards of courtesy and safety on and off the roads.
- The enjoyment and sharing of good will and fellowship engendered by owning a Porsche and engaging in such social and other events and activities as may be agreeable to the membership.
- The maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information.
- The establishment and maintenance of mutually beneficial relationships with the Porsche factory, Porsche dealers and service sources, such that the marque shall prosper and continue to enjoy its unique leadership position in sports car history.
- The interchange of ideas and suggestions with other Porsche Clubs, with such cooperation as may be desirable by the membership.
- The establishment with other sports car clubs of such mutually cooperative relationships as may be desirable.
- To promote interest in Porsche automobiles and to enhance the public image of sports and Porsche car enthusiast in general.

My First Concours: An Entrant

William O'Connell, RTR

While filling out my parade forms way back in the beginning of the year for the 50th parade in Hershey, I thought hey, why not enter the concours? I mean, I have plenty of time to get the old buggy washed and waxed and it will be neat to be part of the greatest parade in my Porsche lifetime. Vicki is a bit skeptical but figures the car will get a good cleaning so it can't be all bad.

Those that know me already know what is going to happen. I have been a PCA member for over 20 years, most of them on the Riesentöter exec in various positions from editor (as the 1st person to actually do it with a computer rather than a typewriter) to multiple terms as president and lots of other positions in-between. Over all that time I have never entered a concours. I never understood why someone would spend seemingly endless hours cleaning a car that really should be driven. Don't get me wrong, I enjoy a concours, but as a spectator, and in fact have been a board member of the annual 100 Cars Of Radnor Hunt almost since its inception. Okay, as rally master, but nonetheless involved. What I never did was enter one. I would look in amazement at folks prepping for them, especially back when the Manhattan Trophy was the pinnacle of the Parade Concours. Wrapping tires in baggies, tons of Q-tips, months of taking cars apart, even brand new cars, and re-assembling them just never clicked. Track events, autocross, and rally, is where a Porsche should be.

As the event got closer I was thinking that perhaps something should be done, but when you are dealing with a daily driver it's not that easy. You see, back in '98 when we got our spanking

new C4S, it was determined we were not going to save it for posterity. Unlike the wide body cab it was replacing, it would be used 365 days a year. Since Vicki only works a few miles from home, it ended up in her care. When winter comes, on go the snows, and it does a stellar job of making

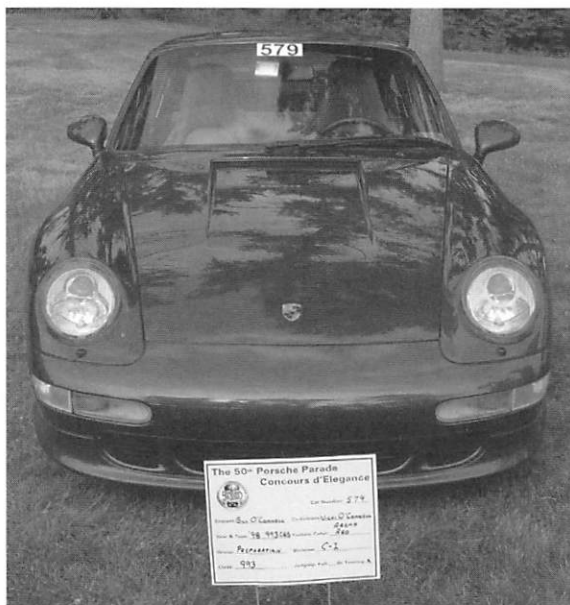
snow nor sleet stops this car. Finally the week of the parade was neigh and my friend, John Chatley, asked how far along the car was. Hmmm, good question. John had a pained look on his face. You see, John has been a PCA member for 39 years, which did nothing toward getting him accepted

in this year's event, like thousands of others (but that is a horror story for another day). John has entered tons of parade concours, including driving to one in Texas and winning his class. So you see, he has a much better feeling on what needs to be attended to than I do. Me? I'm still clueless. Yes, I know, look at the PCRs.



sure the doors open at Liadis Travel. It truly is a daily driver in every sense of the word, and has the attending warts to prove it. It has made trips to both Canada and Florida to parades, though, as mentioned, never to enter a concours. Neither rain nor

them but it still does not settle in. So I bring the car to Vision and decide to leave it there for the week and do some stuff every day. That idea sounds swell but never quite gets the attention it should. I enlist the aid of one of our detailers to do some after hours work. The car is looking better now, but remember whose eyes this is through.



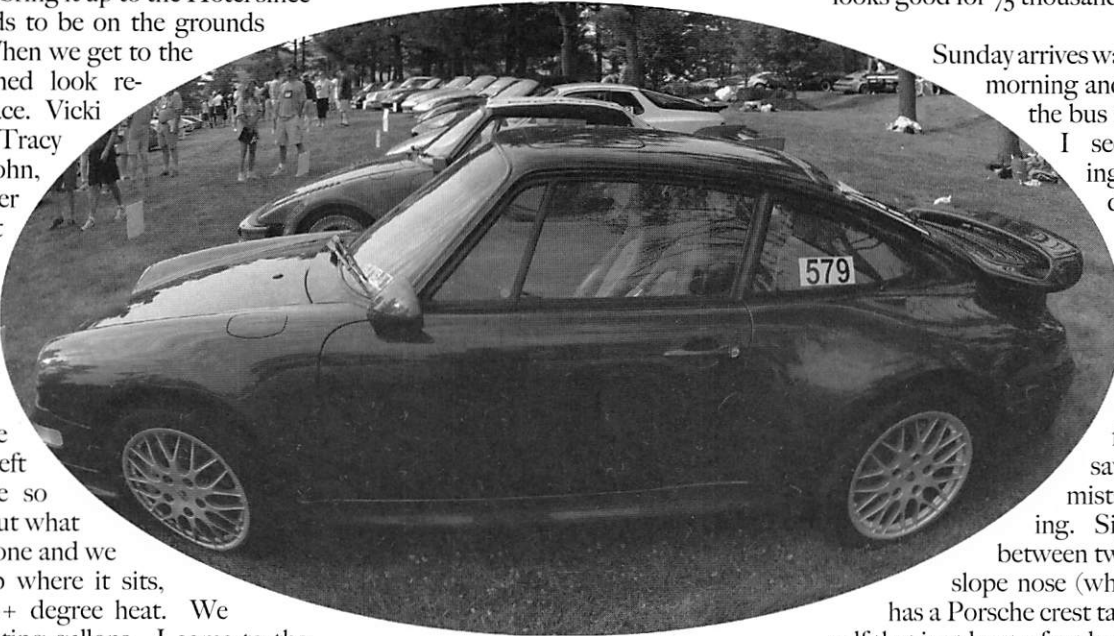
Friday comes and I'm off to Hershey. I get to the Lodge and park outside my room, hook up with Colin Dougherty and we have some dinner. Then check on some of his CDOC stuff. Later we meet John in the Lodge and he inquires about the car, like did I get a good spot in the garage and what kind of cover did I use. When I mention it's outside my room and I'm using the sky as a cover he gets that pained look again. But after a few drinks and chatting with old friends, he manages to erase the memory.

Saturday morning comes and John and I have a wonderful leisurely breakfast

on the new patio. Tracy is sleeping in and Vicki is getting ready to depart West Chester for the event. He offers to help finish the car before we bring it up to the Hotel since my class needs to be on the grounds overnight. When we get to the car that pained look returns to his face. Vicki has arrived, Tracy is up and John, being a trooper of the highest order, joins me in what is a futile exercise of the nth degree. Vicki even chips in. There is no room left in the garage so John points out what needs to be done and we tackle the job where it sits, outside in 90+ degree heat. We are now sweating gallons. I come to the conclusion that no matter what we do, I'm sunk. My only hope is that someone in my class will have a meteor land on his car, and a very dirty one at that. I call a halt to our futile efforts realizing that no matter what we do there is still many weeks' worth of work left so why bother. You see, I initially thought that my class was what was described to me as top only and more along

the lines of what we do at Radnor with the beautiful old cars (worth millions, living in nice garages, and rarely driven I might

us feel better. I notice that the odometer reads 75,022 miles as it gets parked on the field. Trying to be positive I'm thinking, looks good for 75 thousand miles.



Sunday arrives way too early in the morning and off I go to ride the bus up to the Hotel.

I see folks scurrying about flicking dust and dew off their cars and I'm looking at mine with a sinking feeling. As the sun rises I'm finding obvious flaws that I never saw before and the mistakes are glaring. Sigh. I'm parked

between two cars, a factory slope nose (whose owner even has a Porsche crest tattoo on his right calf that is at least a foot long), and a 96 993 Targa. They look both like they just rolled out of the factory. The sinking feeling takes on a new speed. I decide I should be shooting for the Bronx Trophy, or at least a good Bronx cheer. Ok, new strategy. Move off the concours field to the display field with the cars that are still probably better but not being judged. I'm talked out of it - no doubt

cont'd on page 10 →

add). Another long time concours friend says to me on Friday night, "well yes, it's top only, but everything on the top is fair game. You are thinking show and shine type of stuff and this isn't it", followed by a hearty laugh - at my expense I'm sure. So off to the Hotel we go and put the car on the field. We do some last minute stuff - for whatever reason I'm not sure, but it makes





by those that like to pull wings off a fly. So while they do their final touch up, I wander about looking at the amazing collection of cars that are on the field. It is absolutely mind-boggling. The historic display makes one's heart flutter, the 356s are a sight to behold, and everything looks like a Porsche lover's dream. Everything is as great as it can be and I'm thinking, as good as it is, it's hard to believe that were there not limits on entrants, there would be a ton more there.



Well it's finally time for the judges to get seriously ill while going over my car. I have never watched them judge a car at a parade and as I watch them do the Targa next to me I'm astounded at what they inspect. I'm dead meat. When they make their way over to my car I ask the head judge if they have a sense of humor. "No" he responds. I'm truly dead. I later find he was only jesting. I then explain my job is to make the Targa look better. Sensing my discomfort he asks if this is my 1st parade. I answer that although I have been to a bunch of parades, this is my 1st time in the Concours. He then says, "but you have done local events, right?" "No" I respond, and he gets a very sad look on his face, not unlike a doctor would get as he tells you about a death in the family. I figure, hey; if you are going down in flames, why not start at the very top. As I watch them root around for dirt I'm thinking, why are they going to all this effort, there is plenty of dirt in plain view. I realize they have a set routine and they don't take shortcuts, even though mine would have been a good case for doing so. To their credit, they were a great bunch of folks and

didn't spit on my shoes in disgust, or the car for that matter. They were very professional and could not have been nicer. Given the level of my cluelessness and the resulting lack of preparedness I can't say enough nice things about their treatment of the car and me. They very well could have been insulted at my ignorance but if they were, not a word was uttered. Now, later among themselves I may very well have been the butt of endless jokes, and deservedly so, but on the field they were stellar. Wonder if they would have liked it better if I had mounted the snow tires?

When the results are announced I don't even want to get them wondering if I will get the 1st negative score in PCA parade history. Vicki retrieves the sheets and I go over them to see how badly I did. I was amazed. It was not negative! And in fact, some of the judges actually wrote thank you notes on the sheets. No, this is not a Cinderella story and I did not somehow magically win my class but after looking at other's scores I was happy with my score.

Will I do it again? Not likely in this lifetime unless they come up with a show and shine category. I confirmed my earlier feelings that I'm not a concours entrant type of person. I'll continue to attend them, and will have a much greater respect for the effort put into preparing a car for the event.

As I drove back to Vision Porsche early Monday morning to await Peter Schwarzenbauer's visit, I was reflecting on the concours and decided I was glad I did it. Between Peter's visit and our hosting the Riesentöter monthly meeting on Wednesday, the parade was over for me but it was a very good parade.

My thanks for everyone involved with putting on the Concours and their endless hours of work to accomplish it. And especially to Bob and Manny for staying the course in putting on the parade in spite of the constant uphill battle it was.



The Parade, finally sort of

Thomas Fitzpatrick, RTR

I joined PCA for the first time in 1977 and then again in 1983, 1986 and for the last time in 1999. I joined every time I purchased a Porsche and dropped out every time I sold it. I was aware of the Parade. I had read about it for years, talked to people who enjoyed the gathering but never attended.

In the spring of 2003, the word got out that the parade was going to be in Hershey. Let's see, Hershey is only 100 miles from home. I had no plans for that week, over two years into the future, so I decided to go. Talked to the wife, she was all for it and so it's 'in the book.'

Jump forward January 2005. The registration was to be held on the 18th. I took the day and scheduled myself at the computer. I filled out the form by 8:19 AM and waited. In the mean time I made Hotel reservations at the Lodge and was all set.

Stuff happened, friends decided to get married, on Saturday the 25th. I got out of that, my Wife went Cancel the reservations at the Lodge. It's only 100 miles. The end of the quarter at work. I can't get out of that. OK so go just for the weekend. That's when the action is, that's the show.

My registration came back and I was on the alternate list Number 31. Now what ?? I talked to people who said that a lot of people, on the list, change there minds at the last minute. I know, just look at me.

Look on the bright side, I'm going to enjoy my fellow Porscheaholics and enjoy the show.

I decided to sign up for the corral parking and go have fun. It's only 100 miles, up the road. I'll just go back and forth in one day.

Four weeks before the Parade I was notified that I was in the show. By now, every room in town is filled. Oh well it's only 100 miles. I would be competing in the preservation touring group (1969 to 1978 912, 911, 930.) WOW, I'm in.

The work process picked up the waxing and buffing. The end of the quarter, who cares, I'm in the parade. One neighbor saw me with the car every night and asked what was wrong with me? I tried to explain, but he did not know what I knew, for almost 30 years.

Saturday morning and I arrived in Hershey. I wanted to get the registration over with, and get ready for the show. As soon as I got off Route 78 I followed a beautiful 356 to the park. On Chocolate Highway 911's, 944's, Boxsters and every thing else that is Porsche. My head was spinning. Porsches to left, Porsches to the right, Porsches all around me. It was candy for the eyes. I have never been with this many fellow Porsche drivers before. The feeling was like being at a family reunion, where everybody likes you. It was wonderful.

My youngest son followed me up to drop the car off and then came back the next day. With his young back he is very good on the wheels and the lower portion of the car. I think he figures if he helps me out he will get to drive it by himself, like that's going to happen.

One of the most lasting impressions I will take with me is walking off the field late Saturday afternoon. The majority of the

people had left by now and all the cars in my area were under cover. All the Porsches were tucked in for the night. I have never seen this before and will always remember this.

I vowed to take lot's of photo's but there was so many great cars how does one decide. My picture stick hold s 150 images and I only took 15. I was overwhelmed, just overwhelmed.

Every one who came around the field was really nice. I met some folks who have the same model and we talked and compared notes. Other folks told stories about their cars and adventures. It was great. The one constant in the Porsche Club is the people. Whether it's today or 25 years ago, nobody talks about themselves and how great they are. It's always the cars. They say it's the cars but it's really the people.

My son and I had a great time. We had an adventure together that can't be replaced. I met some really good folks. What a great weekend just 100 miles up the road.

Let's see Portland is just 2845 miles away. At 70 mph it's

We'll talk about that later.



They Will Pry My Fun From My Cold, Dead Hands

For Beje

Christopher Mahalick, RTR

Have you ever seen the movie "Breakfast at Tiffany's"? Even though they gutted Capote's biting satire in order to appease the social censors of the day (frighteningly close predecessors to the self-appointed censors of today), it was still an entertaining movie. I mean any movie that doesn't portray smokers and drinkers as social lepers, gets 500 automatic points on whatever is the equivalent of the cinematic SATs, just for showing up. Who wouldn't want their lives to be an endless stream of cocktail parties and exotic travels? But the real point here is that the main characters always had fun. I sincerely believe that if you are not having fun in life, you must obviously make some changes. Otherwise, you'll never be happy....duh!

Two chapters back, I worked as a consultant. I did a bit of traveling and met some interesting people, and got to see some new cities on someone else's dime. But within every consulting group lurked a dark cloud of shattered lives and broken dreams. In the guise of the fifty-something's on the Consulting staff. These folks could be either male or female, yet they shared many disturbing traits. Such as divorce, estrangement from one's family, spousal abuse, delinquent children, substance abuse, tax eva-

sion, loneliness, depression, anxiety, the list just goes on and on. Kind of like an upper-middle-class version of Cops. Living a nomadic existence, these folks had no friends. There was one manager that lived in Chicago, but worked in New York City. She got home maybe six or seven days a month. In lieu of friends, she had a bunch of cats, effectively rendering her the present day incarnation of "the weird cat lady". So what did she do for fun? Dress the cats in gingham bonnets for formal tea-parties? For folks like this, a stroke or heart attack would be a pleasant diversion.

And that's what surrounded me on the morning of September 11, 2001. It was just before nine o'clock when I decided to head out to grab a coffee, smoke a cigarette, and make some phone calls. After all, I still had eleven hours to kill that day. I returned to the office about fifteen minutes later, only to encounter a galloping heard of ad execs running down the hall. They ultimately gathered about the window, watching some skyscraper burn. And then another. You know how the story goes.

So now I'm trapped in New York City for at least a day, at a job I hate, with people that scare

me. And the kicker. We meet outside the office the next morning. The morning after one of the greatest American tragedies to have ever happened. And "weird cat lady" offers up the suggestion that we return to work, as "we could still get some billing in for this week"! That was it for me. Sometimes folks step out to the point of no return, and this "lady" had just done it. That was it. Time to take my life back. By spring, I would be out of there. I mean, if I am going to get knocked off, it will not be in the company of a social misfit like cat woman and her crew of freaks.

And I was out of there by spring. And the best three years of my life were ahead of me. The game plan was simple. Be around cars and motorcycles as much as possible. And it worked! There was driving the dog home from Aspen. Or delivering the car to New Orleans. On that adventure, I had planned to deliver the car, have lunch, and head back home. Three days later I was firmly convinced that the W Hotel in the French Quarter was the only way to experience the city (those hotel points rock!).

And the cars. Short of some exotic racing machinery, you would be hard pressed to name

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a Porsche model that I haven't driven. From 356s to GT3s(thanks Ken), I had the chance to sample a very wide spectrum of the Porsche lineup. And non-Porsches as well. There was "Emily", a 1960 220 Mercedes convertible that was a breathtakingly honest example in a world chock full of overly restored "classics". In my book, a patina equals a premium.

I also did a bit of detailing during this hiatus. In the beginning it was really fun. The money was decent and I had the opportunity to finally do something at a pace I deemed comfortable. That lasted for about two years. Towards the end, after cleaning one too many "child zone disaster areas", I was burned out. I used to think I hated the general public. Now I know I hate them. Time and time again, someone would show up in a car that hadn't been detailed for about three years, let alone washed, and then proceed to enter into a diatribe on how the car was to be properly cleaned. And I could see his point. "Sure slugger, it'll look like new". Yeah right. Why don't you clean the ground in Cheerios from the rug? I still laugh today when I think back to some of the scenarios.

So it was time to get back to work. Luckily, I have always spent upwards of five or six hours a day on the computer, allowing me to keep up my skills. And while looking for a permanent position, I picked up some small assignments to get up to speed. And it all went as planned, the only deviation from the schedule being a

six-month delay. Oh well, you can't plan them all perfectly.

After numerous interviews with a bunch of "Buzzword Betties", poor dressers, obsequious headhunters, and other various miscreants I received a call from a corporate recruiter who actually sounded normal. At first I was suspicious. How big could an insurance company named after a playing card be? Plenty big. And the more I talked with the folks from this company, the more I liked their style. So I accepted a position once again within the corporate world. And surprisingly, it is actually turning out to be fun. After the constant twelve-hour days of consulting, I could work a nine-hour day, and still come home with enough energy to mow the lawn. In theory. All in all, not a bad ending.

So was it all worthwhile? Was taking on a crippling amount of debt in order to spend three years living amongst cars and motorcycles really worth it? Of course it was. All around me I constantly see people investing in real estate, boats, cars, stocks and bonds. But I rarely see people investing in their lives. They want bigger houses, faster cars, faster boats, etc. But at what cost? Life goes by way too fast. The time is now. Go on out and buy a few years. It will be one of the best investments you will ever make. I promise.

See you on the R5.

Bengt-Erik Wiholm

www.rtr-pca.org

It is with great sadness that we report that Bengt-Erik Wiholm, 61, a member of our region, died at Watkins Glen Saturday, July 30, while participating in a Region driver's education event.



Erik was driving alone, in a Boxster, when his car impacted the outside wall near turn 6.

This was the first driving related fatality at a PCA Drivers Education Event and a full investigation is being conducted into the causes surrounding this tragedy.

The entire club extends its greatest sympathy to his family and friends.



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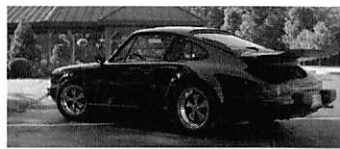
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