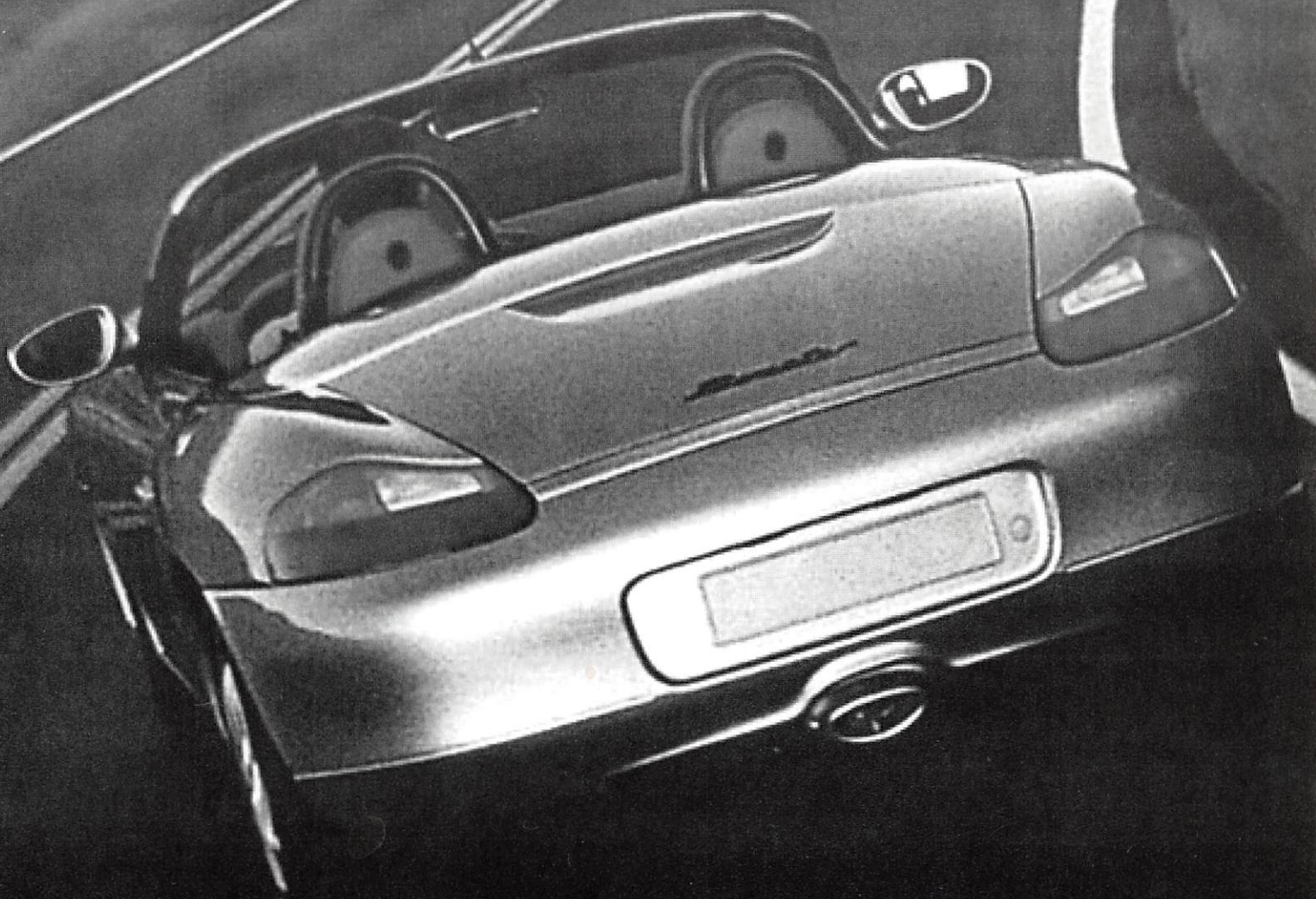


der Gasser

JUNE, 2001

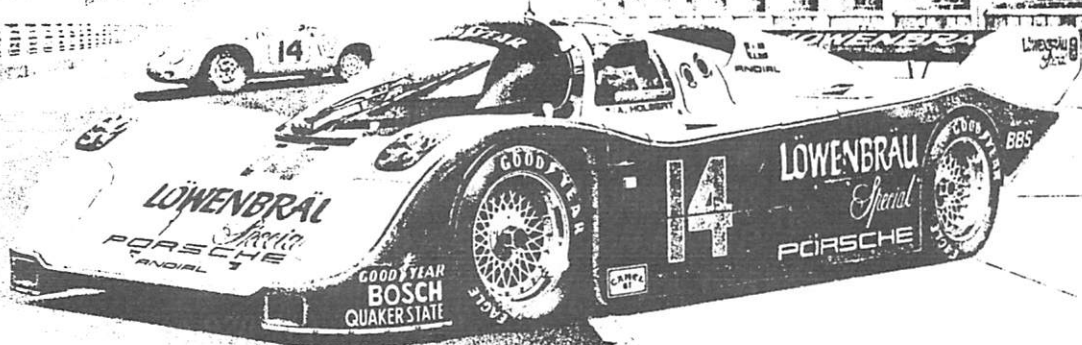


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The
showroom
was turned
into a giant
goodie
store ...

Ok, where is the last Der Gasser? I know Jim sent it and it got printed because Tracy got the extra copies and brought them to the meeting. First thought was that is why Jim took off for France – to hide from the wrath of the members for doing it late but that is not the problem. We will find out what the problem is.

The meeting had a good attendance even with the missing Der Gasser. A quick note/reminder, the monthly meetings tend to be the last Wednesday of the month, and the calendar will give you the place. Plus there is always the Web. In any event, the folks from Roush Creek put on a good show at the monthly meeting. They are a bit behind schedule with the new race track but according to all reports are well on their way to making a very nice race track in our back yard. Mike Andrews has an event set up there in November. Some are not sure if a snowmobile wouldn't be a better choice of vehicle at that time of year but RTR is known as a region that overcomes minor setbacks and makes a good event out of whatever they are handed. I'm sure this will be no different. Besides, with Ms Vicki's C4 we'll be just fine.

Speaking of grief at event time, the Pocono event saw a bit more liquid sunshine than they would have preferred. By all accounts, it went well in spite of the rain. We had a new computer system to attend to so I missed the opportunity to play in the wet.

Boxster Day at Vision turned into a pretty nice affair. There was some rain concern but the sun came out early and the crowd enjoyed the event. Boxsters were checked out for recalls, potential problems, overdue service, etc and the owners got a quick tour of the car while on a lift and a chance to test drive the new improved models. All in all, everyone seemed to enjoy the event and requested there more to come. The showroom was turned into a giant goodie store with lots of things for the Boxster owner to browse through. Bray-Krause, ever a PCA supporter, set up a rolling display of their Boxster products in the form of Dodge's Boxster plus a table complete with techs to talk to people, Buddy Mauger sent a rep to talk about Mobil One. He brought a ton of information as well as lots of door prizes. And of course, our staunch supporter, CJ Tire had a rep with some rims and tires for Boxsters and lots of door prizes as well. Yes, there were prizes galore, including the Brey-Krause fire extinguisher mount that I'm sure Ron Kellet already has installed, the Mobil One gear bag that everyone was eyeing, and lots of hats and shirts. This was the first single model event in decades and it looks like there will be more.

A bunch of events in the wings, Ken's Road Trip, multiple Autocrosses, more Track Events (better sign up if you're interested), Radnor Rally and Concours, Fall Rally, Tech Sessions (don't miss Tillson's – always a car free show with the interesting collection housed there), the Picnic, New Hope Auto Show, Birmingham Auto Show, Bryn Mawr Rehab Auto Show, and of course, the monthly meetings. So much to do, so little time. Arrange your priorities and come play with your fellow Porsche owners. Check out the web page, www.rtr-pca.org.

Think Porsche and I'll see you at the next event,
Bill

Woc2@earthlink.net



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This Issue

Cover Photo: From Porsche Cars NA web site.

Calendar of Events

JUNE

- 18 - 19 Schattenbaum Dr Ed, Summit Pt
- 21 - 22 Potomac Dr. Ed, Watkins Glen
- 26 BMW Car Club's Pocono Event
- 27 RTR Membership Mtg., Dougherty's Automotive, West Chester, PA
- 30 RTR Driver Ed, Jefferson Circuit

JULY

- 1 RTR Driver Ed, Jefferson Circuit
- 2 RTR Driver Ed, Summit Pt.
- 14 Swap Meet & Car Show
- 15 RTR Autocross
- 20 Schattenbaum Dr Ed, Pocono S.
- 21 Tech Session, Rosens, Conshohoken
- 25 RTR Membership Meeting, Brandywine Porsche

AUGUST

- 1 - 2 NY Metro Dr Ed, Watkins Glen
- 3 - 5 RTR Driver Ed, Watkins Glen (pg 13)
- 19 RTR Autocross
- 24 Schattenbaum Dr Ed, Summit Pt
- 25 - 26 Potomac Driver Ed, Summit Pt
- 29 Race-Cars-at-Rosens
August Membership Meeting,

SEPTEMBER

- 7 - 9 Potomac Dr. Ed, VIR
- 13 Schattenbaum Dr Ed, Pocono N.
- 15 Tech Session, Performance Automotive, Malvern
- 19 RTR Autocross
- 26 RTR Membership Meeting,
Mike Tillson Motor Car Service, Phila
- 28 RTR Advanced Dr Ed, Pocono S.(pg 13)
- 29 - 30 RTR Driver Ed, Pocono North (pg 13)

OCTOBER

- 8 Potomac Dr. Ed, Summit Pt.
- 8 - 9 Northern NJ Dr Ed, Watkins Glen
- 19 Schattenbaum Dr Ed, Summit Pt
- 26 - 28 RTR Driver Ed, TBA
- 31 Membership Mtg rescheduled to 11/7

RTR Autocross Schedule



Rain or shine at 9:00 a.m., July 15, August 19 and September 19 at Penn State Delaware County Campus on PA Route 352, north of the Granite Run Mall. See the RTR web site for detailed directions, rules and car classifications. Volunteers always welcomed. Contact Brian Minkin 215-677-3093.

www.rtr-pca.org

NOVEMBER

- 7 October RTR Membership Meeting
- 9 - 11 RTR Driver Ed, Rausch Creek (pg 13)
- 17 - 18 Potomac Dr. Ed, Summit Pt.

For the latest updates & details visit the Riesentöter web page at www.rtr-pca.org

Check pcapotomac.org for Potomac's track events. Contact Schattenbaum's Registrar Peter Debusmann (609-714-9049) for theirs.

Many thanks to Craig Rosenfeld and his team at Vision Porsche, Audi, and Volkswagen and our speakers Andrew Stutzman and Mark Deery from Rausch Creek Park.

The Rausch Creek show and tell provided an informative and interesting incite to what it actually takes to design and build a race track. If it all comes to fruition, the cost and delays, to do it right, will be well worth the effort. The new opening date for the track is now sometime in July 2001—well before our scheduled November event.

June's Membership Meeting will be held at Dougherty's Automotive Services in West Chester, (www.das-sport.com). Owner and long time club member Bill Dougherty started this family business in the '70s. Bill, with his son Colin, wife Marge, and team of professional technicians provide nationally recognized service and solutions for garage queens, daily drivers, and all-out (and not so all-out) racing machines. Dougherty Automotive is a long time supporter of the Porsche Club and Reisentoter Region. Great cars, Great Food, Door Prizes.

The meeting will be held Wednesday, June 27, with Social at 7:30, Membership Meeting at 8:00. Address: 720 East Nields St. West Chester. Phone: 610-692-6039.

Want to see and hear about a state-of-the-art Porsche sales and service facility then come to the July's meeting at Brandywine Porsche, 4005 West Chester Pike, Newtown Square, PA 19073. Phone: 610.886.1000, (www.brandywineporsche.com)—also at the July meeting see the latest in audio and electronic goodies for your Porsche brought to you by Goodman Radio. Phone: 610.525.2836, (www.goodmanradio.com)

Tom Z.



MEETINGS

Dougherty
Automotive
is a long time
supporter of
the Porsche
Club and
Reisentoter
Region.



June's Membership Meeting is One of the Year's Most Informative. At Dougherty's Automotive in West Chester

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Meeting 8:00

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Proposed Bylaw Change

The following is a proposed change to the Riesentöter bylaws. According to the bylaws, the proposed change must be presented in a club publication prior to the regular meeting at which the amendment will be considered. The bylaws may be amended by a majority vote of the membership at a regular meeting. As such, this proposed amendment will be voted on at the August meeting and if carried will be implemented immediately.

The August meeting is scheduled to be Race Cars at Rosen's. In order to vote on this amendment you must be an Active or Family-Active member in good standing at the time of the vote.

Article V. Officers and Executive Committee, Section 1.c.

Current

"All members will be active or family-active members of Riesentöter Region. Officers who become associate members during their term of office will continue to serve out their present term. No officer of Riesentöter Region shall hold office in any other region of Porsche Club of America."

Proposed

"All members will be active, family-active, or affiliate members of Riesentöter Region. Officers who become associate members during their term of office will continue to serve out their present term. No officer of Riesentöter Region shall hold office in any other region of Porsche Club of America."

Purpose – to allow affiliate members to serve on the Executive committee.

Note: An Affiliate member is a person named by the Active member in lieu of naming a Family-Active member.



Legends Roger Penske And Jacky Ickx Head Driver Lineup At Porsche Rennsport Reunion

ATLANTA, GA - May 15, 2001— Racing icon Roger Penske and sports car driving superstar Jacky Ickx headline the list of Porsche racing celebrities and drivers scheduled to appear during the July 27-29 Porsche Rennsport Reunion at Connecticut's Lime Rock Park.

Penske will be reunited with the Porsche 917/30 he fielded for the late Mark Donohue during the duo's SCCA Can Am championship winning season in 1973. He will drive the 1,100-horsepower car at the Rennsport Reunion during a special exhibition lapping session on Saturday, July 28.

Belgian Jacky Ickx is the most successful driver in the history of the 24 Hours of Le Mans with six overall victories in the event. At the Rennsport Reunion, the two-time World Sports Car Driving Champion will drive the same Porsche 936 he co-drove to victory at Le Mans in 1977.

Other legendary Porsche drivers expected to participate at the Rennsport

Reunion include sports car endurance racing's most successful driver, Hurley Haywood; multi-time Daytona 24 Hour and Sebring 12 Hour winner, Brian Redman; Daytona 24 Hour and Monte Carlo Rally winner, Vic Elford; 1972 Can Am Champion, George Follmer; IMSA Camel GT Champions Chip

Robinson, Dave White and Howard Meister; 1996 Le Mans winner, Davy Jones; World Endurance Drivers Champion, Bob Garretson; winning IMSA Camel GT drivers Dick Barbour, Bob Akin, Jim Busby, and Bruce Leven; and renown Porsche drivers Milt Minter and Joe Buzzetta.

All of these legendary Porsche competitors will drive on the historic and picturesque Lime Rock Park circuit during the Rennsport Reunion weekend, many at the wheel of the Porsche racecars that made them famous.

Sponsored by Porsche Cars North America and organized by Brian Redman's Intercontinental Events, Inc., the Porsche Rennsport Reunion will feature a three-day program of on-track competition and a Sunday Concours d'Elegance open to the event's participants by invitation. The Porsche Rennsport Reunion is open to the public and will bring together an unprecedented gathering of significant Porsche vintage racecars, Porsche Club racers as well as former Porsche factory drivers. Additional event details, as well as driver bio information, will be published on PCNA's Web site (www.porsche.com) or on Brian Redman's Intercontinental Events, Inc., Web site (www.gorace.com), as they become available.

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DC Region Event To Benefit Jefferson County Library

Washington DC Region of the Sports Car Club of America (www.wdcr-scca.org) and Summit Point Raceway are teaming to raise funds for the South Jefferson Public Library. The Racing for Reading MARRS held June 16/17, 2001 at Summit Point Raceway, WV will raise funds for the South Jefferson County Public Library. "The DC Region has always recognized that we are part of the Summit Point community and this is just one of the ways we can give back to Jefferson County," said Don Caldwell, Regional Executive of DC Region.

In addition to the portion of each ticket and race entry that will be donated to the South Jefferson County Public Library, there will be a book sale to benefit the library and the Region will be holding parade laps on both Saturday and Sunday. The cost to participate in the parade laps is \$20 per car each day. Over 250 cars are expected to participate.

Anticipated competitors include the big GT Corvettes and Mustangs, the small British and Japanese sports cars and the nimble purpose-built formula and sports racers.

An added highlight of the weekend will be the attendance at the event of several professional racing teams. duPont Motorsports (www.dupont-motorsport.com) will display three of their European Racing Technologies BMWs. Winchester's Prototype Technology Group (www.ptgracing.com) will be on hand with two of the American Le Mans Series BMWs. Several additional professional teams have expressed interest and may display as well.

Admission for the weekend is only \$25 for a weekend pass or \$15 for a Sunday-only ticket. There is no charge for camping and children under the age of 12 enter free. For more information, contact 1-888-660-5039.



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Maybe you've been spending too much time around your Porsche or the track if . . .

- You think the primary purpose of wings is to PREVENT flight.
- You take your helmet along when you go to buy new sunglasses.
- You feel compelled on a road trip to beat your previous best time.
- You are happiest when your street car's tires are worn to racing depth (wear bars showing).
- When something falls off of your car, you wonder how much weight you just saved.
- When you hear 'overcooked it', instead of food you think 'off the track'.
- You change engine oil every other week.
- You sometimes hear whimpering noises from your passengers when you get on the throttle right after turning in.
- You thoroughly enjoy showing the tailgater how to drive around a highway off-ramp.
- Your racing budget is one of the big three -- mortgage, car payments/maintenance.
- Your e-mail address refers to your race car rather than to you.
- You walk proper lines through the grocery store.
- You've been known to yell "It means 'check your mirrors' dammit!" at your television.
- You buy new parts because you don't know where you put the spares.
- You bought a race car before buying a house.
- You bought a race car before buying furniture for the new house.
- You're looking for a tow vehicle and still haven't bought furniture!
- You find that you need a new house because you've outgrown your garage and the neighbors are threatening violence if you park one more vehicle on the street or in the front yard.
- The requirements you give your real estate agent are (in order of importance): 1) 8 car climate controlled garage with an attached shop. 2)Outside parking for 6 cars, a motor home, a crew cab dually, a 28'enclosed trailer and a 34' 5th wheel. 3) 3 phase 220V outlets in the garage for your welder. 4) A grease pit. 5) Convenient to a hazardous waste disposal site. 6) Deaf neighbors. 7) Across the street from a paint and body shop. 8) Some sort of house with a working toilet and shower on the property somewhere -or- hookups for the motor home.
- You measure all family acquisitions in terms of the number of race tires that could have been purchased.
- You know well that Orthodontic work is the equivalent of three sets of tires
- You sit in your race car in a dark garage and make car noises and shift and practice your heel and toe, while waiting for your motor to get back from the machine shop.
- You look at the purchase of tools as a long term investment.
- Your wife says, "If you buy another set of tires, I'm getting a new SUV."
- Your garage holds more cars than your house has bedrooms.
- You have enough spare parts to build another car.
- More than one racer supply house recognizes your voice and greets you by name when you call.
- You have car parts in your cubicle at work.
- If you can't remember when you last worked on weekdays and rested on weekends.
- You're registered for wedding gifts at Pegasus and Racer Wholesale.



Boxster Shifting Mystery

by Steve Grosekemper, San Diego Region
(from THE WINDBLOWN WITNESS)

After completing a recent service on a '97 Boxster, I took the car out for a test drive. While on that test drive I noticed a notchy feeling in the shifter. As I came to a tight corner and downshifted I heard a crunching metallic noise as the lever resisted the shift. This concerned me, especially because the customer did not mention any unusual noises or other problem with the cars shifting.

Once back in the shop I started the search for the mysterious noise and binding. The easiest access to the shifter mechanism is through the hole where the ashtray lives. I opened the ashtray and although I didn't find any ashes, there was about five dollars in change. I removed both the ashtray and the change only to find another layer of change inside the center console.

Now it all made sense (or is that cents)? The noise and binding must be from change caught in the shifter. But the shifter is still a long way from the ashtray, so out came the center console. After the center console removal it was evident that the shifter itself would have to be removed to get all of the coins out.

After removing enough change to buy a new Boxster S I put everything back in place. The cars' shifting was as smooth as silk. The question still remained as to how all that change could get from the ashtray to the inside of the console. So I thought to myself, "If I were a quarter and wanted to escape the confines of an ashtray to jam the shifter, what would I do"? After a few minutes of pondering it became quite clear. With the ashtray in the closed position, one side is about 15mm lower than the other, just the right size for the escape of renegade quarters thrown around under high speed cornering.

The moral of this story.....

It doesn't make sense to use the ashtray to hold your cents!



Technical Tip: Removing & Installing 914 HalfShafts

by Paul Lighthill

Due to the design of the rear suspension, removing the rear axle shafts of a 914 is a little more challenging than it is in most other Porsche models.

By following a few simple procedures, however, the job can be made much easier.

1. Remove the "hub cap" from the rear wheels. Using a suitable breaker bar and "cheater", remove the rear axle nuts. It may be necessary to apply the emergency brake, place the car in first gear, and have a helper push on the brake pedal in order to keep the wheel from moving.
2. Raise the car off the ground and place it on jack stands. Provide some means of raising the rear trailing arms such as a scissors or bottle jack.
3. To remove the left side axle, place the small jack underneath the trailing arm and raise the jack so it contacts the bottom of the arm. To avoid damaging the trailing arm, you may wish to place a piece of an old tire or a folded rag between the jack and the trailing arm.
4. Disconnect the bottom of the shock from the trailing arm.
5. Disconnect the inner constant velocity joint from the transaxle output flange.
6. Using the small jack, raise the left trailing arm as far up as it will go.
7. Place the inner CV joint directly next to the aft end of the starter.
8. Remove the axle assembly. You are now free to either place the axle in a vise and remove the CV joints or to replace the entire assembly.
9. To remove the right side axle, raise the right trailing arm with the

jack and remove the axle by disconnecting the inner CV joint and placing it in the highest forward position you can on top of the transaxle.

10. Prior to installing the axles, verify that the roll pins which locate both the inner and outer CV joints are in place. There are two roll pins(p/n 999.095.019.00) in each CV joint, and if even one is left out, it can result in the CV joint coming loose, something with the potential to cause extensive damage to the car.

11. To reinstall both axles, simply perform these steps in reverse but place a three foot long piece of safety wire through the cotter pin holes in each stub axle and double it over so that you have two pieces of wire in each stub axle each roughly 18 inches long. Thread the wires from the axle through the bearing holes in the respective trailing arms, use the wire to pull the stub axle into position, and then remove it. Install the axle washers and nuts.

12. Connect the inner CV joints and torque the 8 mm bolts to 280 in. lbs. This will require that a helper alternatively hold and release the brake pedal as you tighten the inner CV bolts. The outer CV bolts are best tightened with the axle out of the car and held in a vise. Wrap the axle with a rag before placing it in the vise to protect the finish.

13. Install the large axle nuts and washers and torque them to 250 ft. lbs. In the case of both the CV bolts and the axle nuts it will be necessary to have a helper step on the brake as you tighten everything, and with the axle nuts it will be necessary to use an air-operated impact gun with the required torque capacity or to install the wheels without their center caps and use a breaker bar of the appropriate length and stand on it while both the emergency and foot brakes are applied. For example, if you weigh 150 lbs., you would want to stand on a two-foot long breaker bar in order to apply the desired torque. It is permissible to overtighten the rear axle nuts slightly in order to align the cotter pin holes in the axle and axle nut.

14. Install a new cotter pin in each rear axle nut, install the hubcaps, lower the car, and you are good to go.



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Autocross

2nd Autocross Of The 2001 Season Challenges All Drivers

by Brian Minkin, Autocross Chairperson

Mothers' Day shared the day with the 2nd Autocross of the 2001 Season. We could not have asked for a better day from the weatherman. 21 Porsche drivers and 10 driving other marquees got their adrenaline pumping before taking on their Mothers' Day obligations. Even the trailer arrived on time to enable RTR to set up a very challenging course.

Compared to the easy course layout of Autocross 1, this course had everyone wondering if his or her car could turn that sharply. No one failed to prove they could turn faster and harder than they thought possible. The course contained two 180's, four

90 degree box turns and one trip around a 360 degree skid pad. Once the drivers walked the course and discussed their approaches with words like "late apex " and "swing way out" a short drivers meeting was held and the cars were off.

Mazda Miata driver, Eric Simmons, achieved fastest time of the day with 60.22 seconds around the course. Hot on his tail was RTR member Dennis Angelisanti Sr. with a time of 60.33 seconds.

The driver with the most improved time between first and last run was PCA member Jolene Schwartz who cut her first lap time by 20 seconds

but was penalized two seconds for hitting a cone, giving her an 18 second improvement.

All the drivers commented what fun they had had taking on the very challenging and tight course and most indicated they will be back for more. Thanks need to be offered to the few members who came out early and helped with setting up and registering participants. I hope additional RTR members will come out and join the fun as the Autocross 2001 season progresses. We have 4 more events scheduled for 2001. (check the web page for dates)

Porsche Class Winners

Name	Car	Class	Time	Points
John Cullen	1987 Porsche 930	B	72.47	10
James Mazzone	2001 Porsche Boxster S	E	63.51	10
Lee Volpe	1999 Porsche Boxster	F	60.33	10
D. Angelisanti Sr.	1983 Porsche 911SC	G	69.46	10
David Coughlin	1988 Porsche 944 S	H	67.66	10
David Ehm	1970 Porsche 914--6	I	66.18	10

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Boxster on a Blind Date

by Bruce DeBonis, RTR Member

I was excited and a bit nervous when my friend invited me to join him and his date for dinner where I was to meet her girlfriend. Wow, a blind date. Then he said I was to pick her up and bring her to the restaurant. No problem, I drive a 2000 Porsche Boxster S. She will be impressed with my taste, my flair for the exciting, and my razor-sharp driving skills. I couldn't lose.

Later that day, I stopped in front of her home with the top down of course. This is the essence of the Boxster, an open roadster. The perfect top to a base of power and performance is no top at all. Besides, the salesperson that sold me the car said, "Women dig it". I felt proud and confident. She was standing at the door as I walked up her steps. And then, shock!

There she stood, a convertible owner's nightmare, beautiful but with more hair than five Jackie-O-era bouffanted teenagers. Jet-black and long, her hair said, "look at me", "want me", and boy I did. I estimated she spent at least two hours of every day wrestling, sculpting, and coercing this wonderful asset into a paradigm of hot. She looked great, a head-turner, a real work of cosmetology art.

I said "Hello!" and gave her a sincere and heart felt compliment on how good she looked. She did look good. I just hoped that she would hold together long enough for someone to see me with this girl. Alas, my hopes started to fade as I thought of that Boxster top folded neatly into its compartment. I felt a breeze. A menacing, laughing breeze as it blew across my face telling me "the hair won't last".

She seemed excited when she saw

my Boxster in all its carnauba glory, top down and looking wet in the setting sun. With me behind the wheel of my Porsche and a hot date to my right, life is good.

After settling in and strapping on our belts, I asked her if she would like the top up or down. Please, please say "Up" I begged to myself knowing full well what horrors awaited us in the wind if she made the wrong choice. "Oh leave it down! It will be fun!" was her response.

Driving through her neighborhood, all was well. She asked me about the Boxster. She gave me compliments and was impressed with the



way the car carved the curves. I have the windscreen option installed, which really cuts down the buffeting. Her hair looked great. I thought well of the Weissach engineers, obviously dating men.

Now we had to speed up and on to the main roads. Faster, we zipped towards Philadelphia's infamous SureKill Expressway. Even at these accelerated speeds, her hair still looked great. Actually it didn't move and I started to wonder if it was even hair. Who would have thought there had been such breakthrough advances in hairspray. I had a vision of the morning paper headline "Ozone Hole Found Over Philadelphia". Then I felt a warm glow coming over me. Hey, no problem, keep the top down! Let's break the sound barrier! I pressed the gas knowing no fear.

One of my favorite experiences is

accelerating quickly around and up an entrance ramp to the SureKill. I kept the accelerator down hard and then back a bit to show off my throttle steering skills. She has to be digging this and I am king of the road, Le Mans Three-Time champion, envy of the Summit Point driver-education hacks. Now I merge on to that arena of death and intimidation, the SureKill Expressway. The trick here is to show no fear. Look 'em in the eye and you've said, "Please let me in sir" a clear submission to the inferior. Ha, no! Not my Porsche, not me! Pedal to the floor, I am ahead of the pack, merged, and now

in the left lane blasting towards triple-digit thrills. Remembering my prized date next to me I confidently look over expecting her to be sharing my thrill, feeling proud to be with me, and wanting to be no where else tonight. Uh oh.

Her hair exploded. Unleashed from the bonds of technology her head was about four times as large as I remembered it. I could not believe what I saw, her head was ablaze in chaos. She had both arms pressed over this tempest in a futile attempt to hold back the laws of physics. She didn't move, she was frozen. I peeked around to get a look at her face and did not recognize her! Where there was a perfectly baited-up and painted pretty face, I now saw three horizontal slits and a clenched jaw. She had her eyes and mouth pursed so tight I just knew something was not right.

continued on page 15

Just the Details: The Perfect Shine

by David Bynon, San Diego Region (from THE WINDBLOW WITNESS)

Ed: David Bynon operates the website *Autopia-Carcare.com*. Visit this site for more information about car and as a source for most of the products and tools seen in this column.

People often ask me how I make and keep my cars looking so picture-perfect. "What wax do you use?" is the question that comes up most often. Unfortunately, it's not quite that easy. If you want the perfect shine, you have to do a little work, and you have to work to keep it maintained. If your car's paint is relatively new and in excellent condition, getting the perfect shine is actually pretty easy.

What is the perfect shine, anyway? The perfect shine comes when the paint surface is in good condition, free of all contaminants, polished, protected, glazed and waxed. Let's look at each of these requirements individually.

Good Paint Condition For the first 12 to 18 months of a new car's life, the paint is relatively oxidation free and in good condition. If you maintain your new car's paint with regular washing and protection, oxidation will remain minimal and cleaning the paint will be a minor task. Plan to wash or Quick Detail your car weekly.

Free of Contaminates As you drive your car, debris from the road (i.e., tar, oil, bugs, etc.) will lodge itself on your car's paint. The longer this debris is allowed to remain, the more difficult it is to remove. This is just one reason that regular washing is so important. Your car also will attract other contaminants as it sits outside. Birds, bugs and neighborhood kids seem to have a natural attraction to beautiful cars. These contaminants must be removed. You can't wax over them and expect to get a show car finish.

Polished. Polishing is necessary to remove minor blemishes, including surface scratches, swirl marks, pitted areas (minor road stone nicks),

and scuffs. When polished, the paint finish will feel perfectly smooth. Your hand and polishing towel will literally glide over the surface. Feeling a perfectly polished car is a stimulating experience for most car nuts. There's nothing quite like the polished fenders of a Porsche, Ferrari, Corvette or my neighbor's Woody (woof!).

Protected Paint is protected when it's sealed from the elements and contaminants. Paste waxes, both natural and synthetic, used to be the best sealants. Not any more. Today's king of sealants is the acrylic polymer. These micro-thin coatings are 5 to 10 times more durable than the best waxes and offer extended protection from the elements. Their super slick surface reflects more light than all but the best waxes.

Glazed Here's a term that's grossly misused in detailing products. Glazes are paint treatments used to fill small surface scratches and swirl marks. Most glazes are made from a blend of carnauba waxes and silicones. Polymer glazes are also available. If using a wax-based glaze, the glaze's filling ability generally only lasts a matter of days before swirl marks and light scratches reappear. If you've ever had your baby professionally detailed only to have swirl marks reappear a week later, now you know why.

Waxed Waxing is the final step of the perfect shine. We're not talking just any wax here; we're talking about a pure, natural carnauba wax. Pure carnauba waxes don't have cleaning properties or synthetic compounds. They are made from a blend of carnauba waxes, bees wax and natural oils. It's this quality show car wax that gives the paint depth and warmth. I know, I know! It kind of sounds like we're talking about a fine wine or something. Just don't underestimate the value of a great wax to final results of the finished product.

Now that you know the six requirements for the perfect shine, I'll share with you my personal tips that keep my cars turning heads. The first thing to know is that I treat my toys differently than my daily driver. It's

very difficult to maintain a perfect shine on a daily driver, unless you only drive it a mile or two a day. Show cars (toys) are easier, because their job is to stay beautiful.

The Show Car Finish

My toys get the show car treatment 2-3 times a year. In between these

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weekend long events, they get a simple weekly maintenance that I will explain later. Here's the basic weekend tasks (paintwork only):

1. I wash the car twice with a high concentration car wash from Eimann Fabrik, called Powerwash+. It's a professional strength product that removes the most stubborn dirt.
2. After the wash and dry, I examine the paint with my hand. If I find rough areas, I use a synthetic clay bar and lubricant to remove the contaminants. I finish the cleaning process by going over all of the painted surfaces with Pinnacle Paintwork Cleansing Lotion. It's the best pre-wax cleaner I have found and it acts as a mild polish to remove oxidation. To get the best cleaning action, I use quality cotton terrycloth over foam applicators to apply Pinnacle Paintwork Cleansing Lotion, and a 100% cotton terrycloth towel to remove and buff.
3. After using the clay bar and the Paintwork Cleansing Lotion, the paint will literally squeak. You will also be able to see all of the paint

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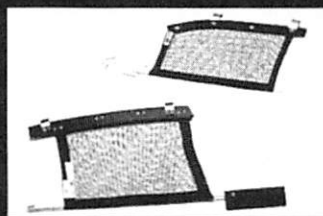
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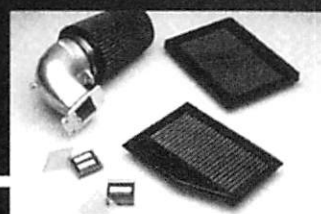
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Pocono North Course	September 29, 30	\$180	\$90
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76 911S Targa, Yellow/black int. 123k miles. 23k on rebuilt '82 3 liter engine (with Carrera tensioners and airbox valve). Carrera seats, Momo 4 spoke. \$12,900 neg. Tom Grube, King of Prussia, 610-909-1059 tjdstg@aol.com 5

83 911SC Cabriolet, red w/black top, all black leather interior; Cert. Of Authenticity. Pw, ac, less than 2K mi on total transmission rebuild, Fuchs restored by Robert Wood. Service by Dougherty's for the last 4 years. Real nice car in very nice condition. 78K mi \$21,000 firm; Jim (day) 215-896-4450; after 9 PM 215-362-8298s

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87 911 Carrera Coupe, 24K mi, Red/blk, sunroof, whale tail, CD, many extras, exc cond, garaged, no smoke or rain, all records, \$29,900. 267-471-0935 5

87 87 928 S4, 5 spd, 316 bhp, dk. blue/tan leather, full power, limited slip, maintained by Holbert's Porsche, polished forged wheels with painted crests, good tires, upgraded stereo, alarm, 104k miles, \$13K OBO, Bruce Bristow, (609) 921-2466, dcobruceb@aol.com. 5

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96 993 Carrera Cabrio, Polar silver/Marble gray top and interior, #WPOCA2990TS341947, 6 -spd, limited slip diff, both seats power and heated, am/fm/cass w/hi-fi sound package, wind deflector, rear package shelf with locking compartments (in place of seats), non-smoking, no racing/auto cross, garaged, no snow/little rain, Holbert maintained, 21,000 miles, excellent cond. Best offer. Paul Cohen (215) 947 - 2017; paulhcohen3@home.com98 3

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2000 911 Cabriolet, WPOCA2996YS652550 Slate grey metallic/blk top, perf cond, 1700 mi, 18" wheels, pwr seat pkg, hi-fi sound, remote CD, 3 spoke leather wheel, SS exhaust, aluminum instrument dials, Porsche crest headrest, blk mats w/Porsche lettering, metal door sill model insignia \$85K new, \$78,500 Chuck Wright 215-827-2023 cwright444@aol.com 5

PORSCHE THINGS

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30 gal. VP fuel drum & pump, \$20. Vern Lyle 610-287-5083 LXML84A@prodigy.net 5

Porsche Parts, 924/944 fiberglass hood: black, w/latch, windscreen washers & plumbing \$100. 930 Factory 19mm torsion bars \$50 ea. 33 mm G50 torsion bars \$150 pr. Third Foot gas pedal for effortless heel & toe \$90 Nick Hatalski 610-269-3467 nixem@attglobal.net 4

Porsche Parts, 2L 911 exhaust headers, new, \$100. Early 911 jack, \$15. Horn grills, \$5 ea. Bucket seat for vintage car, \$25. 1st gear for early trans, \$25. Panarama '74 - '00, \$100. Christophorus (old editions), \$2 ea. Dick Bach. Dick, what's your number?

911 Accessories, MOMO Black leather Monte Carlo steering wheel w/hub kit \$175, MOMO Short Anatomic shift knob \$35, Roll bar: DAS-sportSYSTEM, black w/harness loops (fits 1974-89 911 coupe) \$675. All new condition Garth S. Borel, West Chester, PA. 610-429-9119 gsb911@aol.com 4

Race Parts, Brake bias/proportioning valves (2). One Titlon unit with seven position lever handle, \$40. One Stainless Steel Brake Corp unit with knob, \$20. Used less than six months.

Note: Apologies to anyone sending in a classified after May 20. Because of an early deadline this month these ads will be published in the July issue. ed.

More Letters -

Good Morning Fellow PCA Members:

Our region has recently completed the publication of an Advanced Driver Training Manual for use by all Driver Education participants. It is currently available online at our website www.rennsport. Also, a quick reminder of our DE at the newly reopened Circuit Mont Tremblant. Once again, check out the website for details.

Please feel free to use the manual online, should you wish to use it for your DE's, please contact our President, Michael Delaney at (514) 488-5076.

Thanks for your time, see you on the track.

Tim Laing
Webmaster, Rennsport Region
www.rennsport.ca



Blind Date continued from page 9

I had to be careful; I did not want to get whipped by a raging hair. Could be dangerous. Thank goodness our ride was a short one and we pulled up to the restaurant. After a moment of deafening silence, I reached into my center console and offered her the use of my old, black, rubber Atlas comb I think I stole from my Dad in 1965. I began to wax philosophical on how things can change on a dime. How fickle are the fates.

We entered the restaurant where my friend and his date were waiting. His date's sweet smile dissolved to a dropped jaw of amazement as she rose, without word, to escort her traumatized friend to the lady's room. Boy, were they gone a long time.

Dinner was uneventful with damage control being the priority. No more thoughts of a long, love filled night at my place. Top down was not discussed and we headed for home. Her home. Where she lived with her mother.

Next time, rule number one, top up on a first date.



Attention 550 Spyder Owners

Will owners of 550 Spyderys please contact Mike Duck at mduck@avaya.com, He is organizing an event for next spring.

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defects. It's time to get out the polish and treat each area of damaged paint. If I find heavy scuffs or surface scratches that I can feel with my fingernail, I repair these areas with Eagle One Scratch Remover. Swirl marks and other minor blemishes I polish out using 3M Imperial Hand Glaze (it's a polish, not a glaze) or Meguiar's Professional Hand Polish. I also use one of these polishes to go over any area where I used Eagle One Scratch Remover to restore the paints full luster.

4. Once perfectly polished, it's time to seal the paint and lock in the beauty. For this I use a product that has been on the market for nearly 14 years, and has proven its quality to me again and again. Klasse All-In-One is a cleaner and polymer that immediately seals and protects paint with an elastic non-chip, shrink-proof, heat and scratch resistant, long lasting acrylic finish. Did he say "cleaner"? I sure did. Klasse All-In-One will remove the oils left behind by the polish and your hands, to produce a very brilliant finish.

5. When you're finished sealing, you'll be looking at a beautiful finish. Your first thought will be "hey, the car looks awesome I must be done." Not so fast, bucko! In about two hours, after the Klasse All-In-One has had a chance to cure, you'll begin seeing

swirls and other imperfections come to the surface. Klasse All-In-One is so thin it can't fill the micro, hair-line surface scratches. To hide these imperfections, you must use a glaze. I like the companion to Klasse All-In-One, called Klasse Sealant Glaze. You can apply 2-3 layers of Klasse Sealant Glaze as necessary to hide the swirls in your paint. This is the most effective product I've found for troubled black and dark blue cars.

6. You're almost there. The final step. The literal icing on the cake is the waxing. Many will ask "after sealing and glazing, why wax?" The answer lies in the richness of color, depth and clarity that only a high quality carnauba wax can bring out on a polished surface. For this job I reach for only two products: Blitz Wax or Pinnacle Souveran. Blitz Wax is a hard wax. It dries hard and provides a lot of depth and warmth. Depending on weather conditions, it is cursed with static buildup, which makes it attract dust. Pinnacle Souveran is a true show car wax. It's very pricey (\$8.75 per ounce compared to Blitz Wax at \$1.40 per ounce), but the results are no less than stunning. Pinnacle Souveran wax brings out a warmth and depth on my Speed Yellow Porsche 996 that I have not been able to duplicate with any other wax.

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SOCIAL

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Box. 306
Reading, PA 19607
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610-777-6500 (w)
rcr@visionautogroup.com

MEMBERSHIP

Chip Grimes
3 Saw Grass Ln
Malvern, PA 19355
610-935-3793 (h)
atgrimes@erols.com

EDITOR

Jim McHenry
Box 210
8 Deer Woods Lane
Pt. Pleasant, PA 18950
(215) 297-0784 (h)

(215) 297-0749 (fax)
jimmymac@bellatlantic.net

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drewmarsch@aol.com

COORDINATOR

John Chatley
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West Chester, PA 19380
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Der Gasser is published with the intention of being in members' hands one week before that month's membership meeting. 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 month or the month after. Please include a SASE if return is required. All material for print should be received by the Editor by the first of the month it is to appear. Material in electronic format is preferred.

Address changes should be sent to both the Membership Chair & National. If you are not 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. Contact Editor for Commercial Advertising Rates. Editorial contributions and pictures are welcomed. .

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Visit the Riesentöter web page at www.rtr-pca.org

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On steps 4 through 6 I use a quality foam applicator to apply and a Miracle Towel to remove and buff. Nothing else works quite like the Miracle Towel. It's lint free (really!) and it's tiny micro hooks pull the excess sealant or wax away from the paint for faster buffing.

Perfect Shine Maintenance

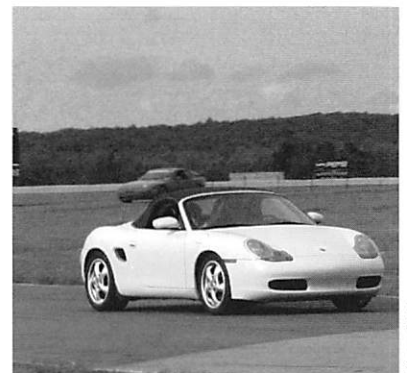
If you've finished the six steps to a show car, "perfect shine" finish, you'll need to do some light maintenance to keep it looking great. If it's a true show car (toy), keep it covered. Even while neatly tucked away in the garage you should keep your car covered. This keeps dust and pollutants off of the beautiful finish, and the wax won't evaporate as quickly (yes, wax evaporates). Next, plan to do a Quick Detailing

(http://www.autopia-carcare.com/quick_detailing.html) on your car after each outing. Choose a detailing spray containing a good carnauba wax. This will replenish the wax lost through evaporation and the whole process will normally take no more than 5-10 minutes. A good Quick Detailing program, you'll find that you can cut washing back to every couple of weeks. So, in the long run, Quick Detailing will save you time & keep your car beautiful.

Buffing Up the Daily Driver

While all of the steps above will work wonders on the daily driver, the reality is that the hard work will only last a few weeks before you need to do it all over again. To keep your daily driver looking its

best, perform steps 1 through 4 every four to six months, and wash your car weekly with a mild car shampoo like P21S Bodywork Shampoo or Pinnacle Bodywork Shampoo. Use a good Quick Detailing spray after each washing to restore the shine.



Doug Mahoney

DON ROSEN PORSCHE



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***It's Spring Training Time.
You need a Porsche Baseball Hat
You need stuff, your Porsche needs stuff,
Don't say we didn't warn you.***

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WAP-080-065-10	CAP - GOLF	18.00	13.50
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928-110-253-04	FUEL FILTER	17.94	13.46
993-110-327-00	AIR FILTER	19.83	14.87
COL-731-SIZE-99	T-SHIRT LE-MANS	20.00	15.00
COL-892-002-10	BASEBALL CAP BOXSTER	15.00	11.25
COL-893-003-10	BASEBALL CAP 911 TUR	15.00	11.25
COL-946-SIZE-98	VARSITY JACKET *	225.00	168.75

**** Availability Varies***

***Quantities are limited, one per customer please.
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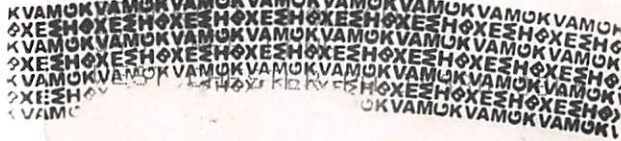
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