



DER GASSEER

MAY 2012



From the Editor's Desk:

Well Spring is finally here. April was a busy month for our club as we have already had our first DE event and autocross of the year, as well as a tech event for the Watkins Glen DE event. We had the Wine Tasting Dinner at the General Warren Inne, the first "Not Just for New Members Breakfast" of the year at Shoo Mama's, and the Hershey Swap Meet. The club calendar is starting to really fill up for the rest of the year so watch for updates from via e-mail, as well as on the website and here in Der Gasser.

For me, April meant that I had now owned my Cayman for a year and it was time to bring it into the dealership for its first service appointment. While they were changing the oil and completing the inspection, they also put on the 19" Turbo II wheels and summer tires that were in storage. Fortunately the snow tires that I bought back in December didn't see much use. If that weren't enough for the service department to do, I had also purchased the Aerokit earlier in the month, which consists of the front splitters and the larger fixed rear wing. The body shop painted all three pieces prior to the appointment and then installed them while I had the car there. It was a full day and half worth of work by the team at Porsche of Bucks County (Thompson's). Wow was it worth it. Every time I think I'm done doing things to my Cayman I find one more thing I want or think I need.

Now that spring is here, those of you with convertible Porsches will be looking for every opportunity to go for a spirited drive and soak up some sun in the process. So, in this issue of Der Gasser we have a great technical article with important tips on caring for your convertible top from Pedro.

While on these spirited drives in the Porsche of your choice, please feel free to share these driving experiences with the rest of our members. We have a great feature entitled "Destinations" that highlights the places we visit while out for our leisurely drives. This feature can be used to chronicle a scenic drive up the Delaware River or an excursion on the back roads in Lancaster County. We would also like to hear about those great places to eat that you find while on these trips. Please help me to find some new BBQ places to pig out at!

Best wishes and safe driving,

Dave Hathaway

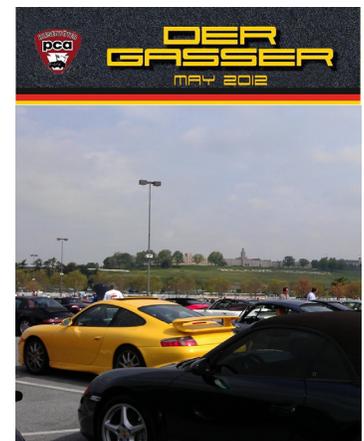
RTR Der Gasser Editor



— Table of Contents —

Membership Report.....	4
Porsche of the Month.....	6
RTR Upcoming Events.....	8
Autocross Schedule.....	9
DE Schedule.....	10
Destinations.....	12
Technically Speaking.....	13
New Members Breakfast.....	16
Defining Moments.....	17
Hershey Swap Meet.....	18
Shifts & Giggles.....	22
General Warren Inne.....	23
Marktplatz.....	25
Photo Trivia.....	27

— On the Cover —



**Hershey Swap Meet
April 21st, 2012**

Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published twelve times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editor. The editor reserves the right to edit all materials submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

Editor: Dave Hathaway
215-431-7397
editor@rtr-pca.org

Contributors: Dave Hathaway, Scott Duvall, Pedro Bonilla, Jeff Walton, David Newton, Paula Gavin, and Maureen Sangiorgio

Advertising: Dave Hathaway
editor@rtr-pca.org

DER GASSER

A monthly publication of the Riesentöter Region

Porsche Club of America

May 2012

Submissions: The deadline for submission of materials is the 15th of the month preceding monthly publication. Please e-mail submissions to editor@rtr-pca.org with “Der Gasser” in the subject line.

Updating Your E-mail

Frequently we send e-mail blasts out to the membership to remind everyone about upcoming events. These e-mails are not sales oriented, but strictly for the benefit of our membership. This database is for Region use only and will not be released to other parties.

It's simple! Go to the Porsche Club of America Web site at www.pca.org. Sign in through “MEMBER LOGIN,” then go to the tab “MEMBERSHIP” and scroll down to “MEMBER SERVICES” and click “MEMBER RECORD.” Click on the pencil icon to the right of your information to edit, then scroll down and click “SAVE.” You're done!

Note: to avoid conflict with spam filters, enews@enews.pca.org should be added to your address book – thanks!



Riesentöter Region, Porsche Club of America Executive Board Members 2012

President*

Joe Asher
president@rtr-pca.org

Editor*

Dave Hathaway
editor@rtr-pca.org

Autocross Chair*

Jonathon Arena
autocross@rtr-pca.org

Historians

William G& Debbie
Cooper
historian@rtr-pca.org

Vice President*

Rita Hancock
vicepresident@rtr-pca.org

Social Chair*

Wendy Walton
social@rtr-pca.org

Track Chair*

Paul Walsack
track@rtr-pca.org

Safety Chair

Jim McCombs
safety@rtr-pca.org

Treasurer*

Chris Barone
treasurer@rtr-pca.org

Goodie Store*

Kris Haver
marktplatz@rtr-pca.org

Past President*

Graham Knight
pastprez@rtr-pca.org

Rally Master

Open
rally@rtr-pca.org

Secretary*

Anne Marie Von Esse
secretary@rtr-pca.org

Webmaster*

Todd Little
webmaster@rtr-pca.org

Chief Instructors

Steve Meenan
Rick Owens
chiefinstructors@rtr-pca.org

Registrars

Marty Kocse
Adam Kocse
registrar@rtr-pca.org

Membership Chair*

Paula Gavin
membership@rtr-pca.org

Technical Chair*

Larry Herman
tech@rtr-pca.org

Awards Chair

Kris Haver
awards@rtr-pca.org

Zone 2 Rep

Tom Zaffarano
zone2rep@rtr-pca.org

*Voting Privileges

Membership Report

Please join us in congratulating the following members on their anniversaries with Reisentöter and the Porsche Club of America.

May Anniversaries

45 Years

Wayne Flegler

30 Years

Richard Bach
Christian Le Fer
Ed Notebaert

25 Years

Ralph Zgrabbe

20 Years

Peter Fitzpatrick
Robert Lamb

15 Years

Charles Layfield
David Morris
Jean-Marc Rotsaert

10 Years

Paul Di Liello
Colin Dougherty
David Erskine
Erv Geller
John Peters
Richard Piccinini
Robert Samtmann
Ron Searfoss
Gavin Smith
Richard Uttard

5 Years

Michael Buckley
Jerry Cline
Andrew Fieo
Kimberly McCombs
Bob Murphy
Brett Sokolow
Allen Stevens
Norman Tegtmeier



New Members

Please join us in welcoming the following new members to the Riesentöter Club:

Member's Name	Town	Model Year	Vehicle Model	Month Joined
Paul Becker	Richboro, PA	2010	Cayman	March
Domenick Braccia	North Wales, PA	2004	911	March
Robert Curran	Doylestown, PA	2005	Boxster S	March
Thomas Dockery	Royersford, PA	2005	987	March
Larry Durlofsky	Bryn Mawr, PA	2007	911	March
Benjamin Fisher	Aston, PA	2009	Cayenne S	March
Donald Hawk	King of Prussia, PA	2012	Panomera	March
George Hoffman	Souderton, PA	1979	924 S	March
Francis Masse	Berwyn, PA	2005	911	March
Mike McKeon	Wayne, PA	2012	Panomera	March
Gary Wasserson	Narberth, PA	2008	911 Turbo	March
Jeffrey Wousnam	Warrington, PA	2007	997 Turbo	March

If you know of a fellow Porsche owner who has not joined the Porsche Club of America (PCA), please encourage them to do so. They can visit the PCA [website](#) for more information on joining along with the benefits of becoming a PCA member. They can also contact our membership chair Paula Gavin via e-mail at membership@rtr-pca.org.

The following PCA members have transferred into the Riesentöter Region from other PCA regional clubs.

Member's Name	Town	Model Year	Vehicle Model	Transferred From
William Bessman	Macungie, PA	2002	Boxster	Pocono Region
Michael Hailye	Bethlehem, PA	1994	968	Pocono Region
Michael Mudditt	Jamison, PA	2004	Cayenne	Northeast Region



Porsche of the Month

Each month we will be featuring a Porsche owned by one of our members. If you are interested in having your car featured in an upcoming issue of *Der Gasser*, send an e-mail with the description of your car using the format shown below along with one or two pictures to: editor@rtr-pca.org. The file size should be no larger than 1 MB each in size. We'll edit the photos to fit the page.

Owner: Jim Tricarico
Member Since: 1997
Model: 2000 Boxster S
Current Miles on the Car: 16,563
Exterior Color: Arctic Silver Metallic
Interior Color: Boxster Red Special leather
Date Ordered: October 1998
Date Delivered: December 23, 1999 (Merry Christmas to Me!)
Dealership: Holbert's Motor Cars

Equipment:

Heated Seat Package	Traction Control
18" Alloy Turbo Twist Wheels	CD Shelf Center Console
Hi-Fi Sound Package w/ Speakers	AM/ FM Radio with CD Player
Wheel Caps with Colored Crest	Cruise Control
Porsche Windstop (Deflector)	Boxster Red Floor Mats
Aluminum/ Boxster Red Leather Shifter and Brake Handle	

Modifications:

The car is "bone stock" with the exception of a K&N air filter.

Notes:

When Porsche announced that they were going back to their roots of the 1953 550 Spyder, and developing a mid-engine 2 seat roadster, I had to have one. Plus the fact that both the Porsche Spyder and I were born in 1953 made the decision more symbolic and appealing. I got "in line" for and took delivery of a 1997 Boxster in July 1997. After my first RTR-PCA meeting at Holbert's, I put down a deposit for a new 2000 Boxster S. I traded in my '97 for the 2000 Boxster S. This past December my Boxster and I celebrated 12 years together. My car has been meticulously maintained and serviced by Brian Anderson, Tom Anderson, Damon Kramer and of course Rich Christine of Holbert's Motor Cars, now Porsche of Bucks County. They have always taken great care of me and my Porsche. Recently I had new tires installed and had an alignment done and the Boxster S feels and drives like new.



Porsche of the Month, Continued from Pg. 6



RTR Upcoming Events



Monthly Membership Meeting Schedule

Wed. May 23 rd	Knopf Automotive, Allentown
Sat. June 16 th	Reading Phillies / Picnic
Wed. July 18 th	Porsche of Conshohocken

For questions or more info, please contact Paula Gavin at Membership@rtr-pca.org.

May Monthly Membership Meeting

It's coming soon! It's lighter, lower, wider and of course faster! And it's coming with all the usual acronyms for performance, such as PTV, PDCC, PDK, and Active Stop/Start. Don't have a clue what I'm talking about? Then step out for a night of exploration. Knopf Automotive is honored to have Dave Becker, from Porsche Cars North America's Training Academy, help us find out about the completely new 2013 Porsche Boxster. We'll start the night enjoying a taste of German fare, featuring grilled German sausages, German potato salad, and Cucumber salad, brought to you by Smokin Smitty's caterers. Come and share a night with your old Porsche Club friends or make new ones on May 23rd, 2012. Social/dinner begins at 7 PM. The meeting should start promptly at 8PM. Please RSVP to Jim Sangiorgio at 610-967-0787 or email jsangiorgio@knopfauto.com. Address: Knopf Automotive, 3401 Lehigh Street, Allentown, PA

Not Just for New Members Breakfast

Please join us for an RTR Breakfast Buffet on Sunday, June 10 at 10am, at KC Prime on Rt. 611 in Warrington (across from Holberts/Thompson's). \$24/PP includes ALL non-alcoholic drinks (tax and gratuity totals to \$29.76/PP). The buffet starts at 10, so maybe be a little early to chat in the parking lot around 9:45???. Please park by the bank so we can get a group picture on what will be a BEAUTIFUL day. Be sure to bring an empty stomach!

<http://www.kcprimerestaurant.com/PAllocation/KCPrimemenu/KCPrimeBrunch.pdf>

(NOTE: the price on this website herein does NOT include all drinks as RTR's does at the \$24/PP. We are attempting to get a private room, so please, RSVP no later than June 9 to Michael and Donna Broderick at mdbroderick@verizon.net. If we can get a private room, a coffee urn will be available for RTR's convenience.

Social Events

Attention Cayenne Owners!

Saturday May 12 – Off Road 101

Cayenne owners, have you ever wondered what your vehicle is capable of? Well, we're offering you a chance to find out. Please save the date for Off Road 101 at Rausch Creek Off Road Park. This will be an all day event of testing your Cayenne and learning new driving techniques over various off road obstacles. Don't have a Cayenne? That's ok as this event is open to any 4x4 off road capable vehicle. Plans are still being finalized for the event, so look for more details on the website as the date approaches. Approximate cost will be \$150-200 per car. To get an idea of what to expect, here's a link to their website, <http://www.rauschcreekoftoadpark.org/>. Look under the "Off Roding 101" section for info.

For questions or more info, please contact Paula Gavin at Membership@rtr-pca.org.

RTR Crystal Cave Trip! Sunday, June 24th

Come join us for a fun drive to Crystal Cave in Kutztown, PA and a late lunch at the historic Virginville Hotel. We will meet at 10am (leaving promptly at 10:30) in the Spring Ford Middle School parking lot in Royersford. Our first stop will be the famous Crystal Cave, one of Pennsylvania's hidden treasures! We will have a private guided walking tour of the cave and learn about the wonders it holds! There are a few steps involved but NO Climbing! Sneakers or flat shoes are suggested though! After the tour we will drive a few minutes to the Virginville Hotel. Their extensive menu has something for everyone. Feel free to check out both of the websites for background on Crystal Cave and for the menu at the Virginville Hotel! Crystal Cave: <http://www.crystalcavepa.com/> The Virginville Hotel: <http://www.virginvillehotel.com/>

RSVP's to Wendy Walton by June 17th at : social@rtr-pca.org

Au·To·Cross (ô'to-krôs', -kros')

n. - A form of motor sport that emphasizes safe, low-cost competition and active participation. An autocross is a timed competition where drivers navigate one at a time through a temporary course marked by traffic cones. Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower.

2012 Riesentöter Autocross Championship

While any member may attend any of the events, for those interested in improving their driving skills and earning some bragging rights in the process, we will be compiling results from each of the individual races and counting them towards an overall championship. The championship will consist of 8 different Autocross races in the area starting in April, with driver's earning points based on how they finish within the club that count towards their season totals. The top 5 performances out for each driver will be counted for the final standings so those who cannot attend every race can still compete for the championship.

There will be two categories:

PAX Champion (Performance based handicap): The PAX index is a sophisticated mathematical system designed specifically to compensate for the different levels of performance between different brands and level of modification to eliminate the advantage one vehicle has over another. For instance, no matter how talented the driver, a road-going 1985 Carrera 2 with all-season tires does not have a chance of beating a track prepped modern car with a stripped interior and racing slicks. But with the PAX index, the times will be adjusted to remove the advantage that the faster car gives the driver. It's like a handicap for the cars, so it's safe to say that the winner of the Riesentöter PAX championship is the best driver in the club!

Overall Champion: The Porsche club is of course a club about the cars, and there is something satisfying about owning, tuning and piloting the fastest car in the bunch. The overall champion is just that: The driver who turns the fastest times, regardless of what Porsche he or she is driving.

2012 Autocross Schedule

May 6th	Warminster Community Park
June 10th	Hershey Park
July 29th	Northern New Jersey at Giants Stadium
August	Planes & Porsches - To be Announced
September 14th	Pocono Raceway
September 23rd	Hershey Park, Porsche & Corvette Challenge
October 14th	Warminster Community Park

For questions or more info, please contact Jonathon Arena at Autocross@rtr-pca.org.

Drivers Education

2012 DE Schedule.

May 7- 8, 2012

Track: Watkins Glen

Registration Open Date: March 12, 2012

June 8- 10, 2012

Track: NJMP Lightning

Registration Open Date: April 16, 2012

Safety Tech Date: May 26 at

Tillson Motorcars

2097 North 63rd Street

Philadelphia, PA 19151

(215) 473-6400

July 27- 29, 2012

Track: Watkins Glen

Registration Open Date: June 4, 2012

Safety Tech Date: July 14 at

Dougherty Automotive

17 Hagerty Blvd.

West Chester, PA 19382

(610) 692-6039

August 15- 16, 2012

Track: Summit Point

Registration Open Date: June 25, 2012

Safety Tech Date: August 4 at

Phoenix Performance

481 Schuylkill Road

Phoenixville, PA 19460

(610) 482-0141

September 14- 16, 2012

Track: Pocono (Full Course)

Registration Open Date: July 23, 2012

Safety Tech Date: Sept. 1 at

Knopf Automotive

3401 Lehigh Street

Allentown, PA 18103

(888) 437-9168

September 19- 21, 2012

Track: Summit Point

Registration Open Date: August 27, 2012

Safety Tech Date: Oct. 6 at

TBD

Note: Registration opening date is for PCA members. Registration for non-PCA members will open two weeks after PCA member registration opens.

For more information contact the Track Chair at track@rtr-pca.org

Kudos from Steve Meenan:

I, on behalf of the track program officials would like to personally thank all participants and instructors for another great DE event at Jefferson /Shenandoah for 2012. The caliber of driving and learning that took place was exceptional. The summer like weather was a major factor in the fun that was had by all. It should also be noted that all instructed participants brought their cars home the same way it came to the track. None of this happens by magic, it takes a team approach from our track program officials that allows drivers of all skill levels to maximize the learning potential that a DE event like this has. I would also like to give a special thanks to the attending instructors. Many instructors had 2 students at Shenandoah, this can be especially challenging physically for the instructors as I can personally attest to. I would also like to remind everyone that we still have space for our May 7th-8th Watkins Glen event. This event is a great opportunity to get people that have considered DE to give it a shot. It is a track that has a lot of history and is known around the world as one of the premier motorsport facilities. So round up friends, family, neighbors with performance cars that have shown interest in learning how to drive a car on the track and help them sign up, they will not be sorry. So let's get those cars through tech, rooms reserved and mark your calendar for our May Watkins Glen event hosted by RTR.

Thanks Again from the RTR track team

Steve Meenan - Rick Owens - Brian Minkin - Paul Walsac - Jim McCombs - Steve Lanstra - Marty and Adam Kocse

National Upcoming Events

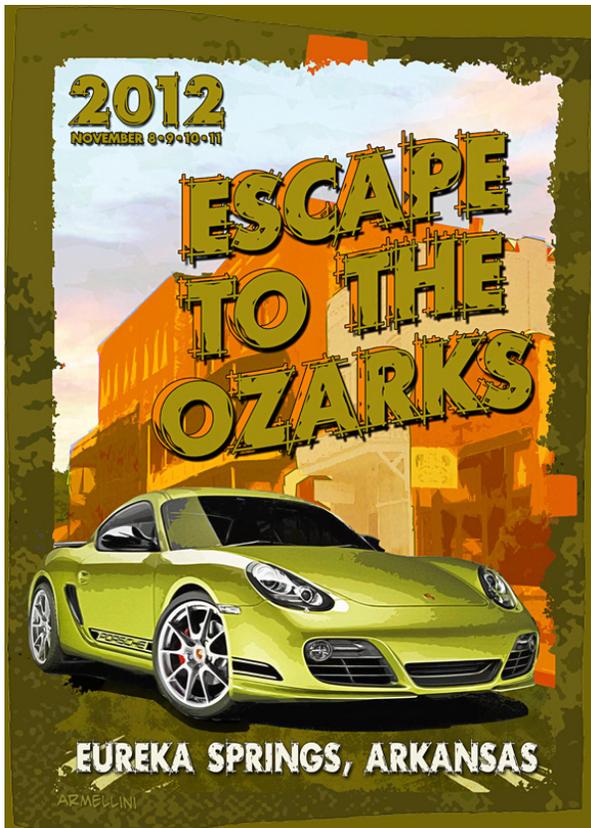
July 8 - 14, 2012



Salt Lake City Utah is the place to be this July for the Porsche Club of America's national convention. "Crossroads of the West" as the city is affectionately named, has all the amenities of a major metropolitan area; the friendliness and warm hospitality of a small Western city; remarkable history; and unparalleled access to natural recreation (21 national parks and monuments within a few hours' drive). The city is on land that was once covered by the prehistoric Lake Bonneville. Towering Wasatch Mountains frame this beautiful, safe and vibrant mountain setting.

Salt Lake City will be the perfect destination and backdrop for a Porsche enthusiasts' "Dream Week." For more information on what to see and do in Salt Lake City beyond Parade activities, check out www.visitsaltlake.com.

Registration is Open!



Escape is one of the "big" Porsche Club events of the year. It's often the case that the Parade is on one coast or the other, and not everyone has the time or budget for a trip like that, perhaps all the way across the country. Escape provides you with another option.

Escape, like the Parade, moves around each year and is typically held on the opposite side of the country from the Parade. It is a multi-event weekend, with a national attendance list. While the Parade has a competitive focus, Escape is purely non-competitive. It is a socially oriented weekend focusing on camaraderie and friendship.

On November 8th, 9th, 10th, and 11th, [Eureka Springs](http://www.eureka-springs.com), Arkansas will host the 2012 Escape weekend billed as "Escape to the Ozarks", and we are hard at work finalizing plans for a weekend we're sure you'll enjoy. The event will consist of banquets, driving tours, drives to local area attractions and a "People's Choice" car show. There will be free time during the event to allow you to explore area restaurants and culture on your own.

Registration is scheduled to open **August 1, 2012**. Check here for more info. <http://www.pca-escape.org/default.asp>

“Destinations”

by Scott Duvall

Welcome to a new series in Der Gasser that will showcase our member's favorite roads and destinations. Our staff encourages you to send us a brief write up of your favorite Porsche drives to share with our members. We hope to perhaps inspire you to take a new excursion or visit a place that may become your new favorite.

4 Dogs Tavern, Marshallton, PA.

This month we're off to Chester County to one of my favorite Sunday Brunch spots. The 4 Dogs is located in historic Marshallton, PA, just 3 miles outside of West Chester on Strasburg Road. If you're careful, and stay off of the major roads to get there, you'll find plenty of "Twistys" to exercise your P-car either going or returning. Depends on time you see, and how far afield you wish to get. I've been known to run all the way down 95 and get off on Naamans Road just to go in the back way, okay, the way back way, just for a little bit of this and a little bit of that.

The 4 Dogs is owned and operated by Chef David Cox as is the Marshallton Inn. The building that the 4 Dogs is located in used to be the stables for the Inn which was built in 1793. The structure is an early example of Federal style architecture. In 1802, the property was sold to Abraham Martin, son-in-law to Joseph Woodward. Two years later, Martin converted the house into an inn and tavern. The prime location on Strasburg Road brought many travelers, especially drovers and teamsters, through the village of Marshallton and to the inn. During its existence, the inn has had twenty four inn keepers and eight name changes including Sign of the General Wayne



and the Marshallton Hotel (1858). The name "Marshallton Inn" was established in 1965. The building was placed on the National Register of Historic places in 1977.

The 4 Dogs is open for brunch, lunch and dinner, while the Marshallton Inn is only open for dinner. They frequently have live bands and if you're interested in this you should check their schedule here.:

<http://www.marshalltoninn.com/events-music.html>

Leslie and I really enjoy coming out here on a nice Sunday for a slow brunch and to just enjoy. From the patio you have a nice view across the hills to an adjoining farm. The restaurant is dog friendly and most of the four legged guests are well behaved. You'll find many different groups coming through, from after church folks to bike riders in for a little nourishment. The menu has a nice cross section of options available which you can check from here: <http://www.marshalltoninn.com/index.html>. One of our favorites is to share the Charcuterie Board, an interesting selection of meats, cheeses and fruit. This paired with a nice glass of wine makes for an excellent way to spend an early afternoon in the warm weather.

You won't be disappointed with this destination!.

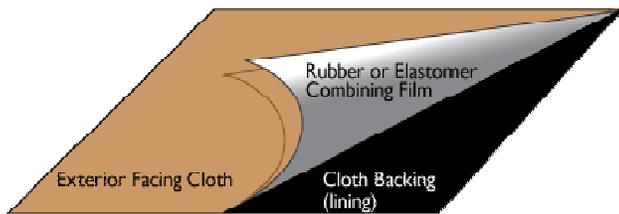


Technically Speaking- Caring for Your Convertible

by Pedro Bonilla, Gold Coast PCA, and Contributing Editor

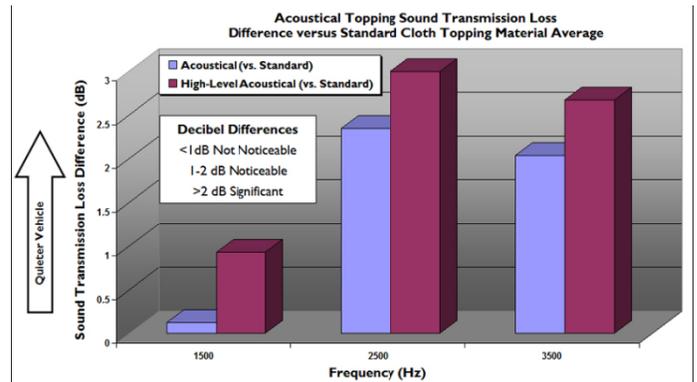
Being able to drop the top and drive “al fresco” is one of the greatest feelings in owning a Porsche cabriolet. The experience of sun and wind in your face, together with the enhanced sounds from your engine and the aromas of the countryside or of the exhaust and tire smoke of the car in front of you at the track, make owning and driving these open top cars very special. The other side of the coin is that these cars also offer most of the coupe’s benefits when the weather or other conditions dictate the need for top up. So cab owners have the best of both worlds.

As you know, the material used on the Porsche cabriolets is a type of canvas, but not all canvas is the same. The **Haartz Corporation** supplies the majority of all of the auto manufacturers with close to 30 different canvas and vinyl materials, each with different specs. The Porsche Boxster and Carrera Cabriolets use, as an OEM material, the special Sonnenland A5.0 fabric from Haartz.



This is an acoustically-enhanced, three-ply composite made of a surface singed acrylic twill weave outer fabric, a rubber or elastomer inner layer and a polyester (cloth) lining fabric. This unique construction of the material dramatically enhances in-cabin comfort when the top is up by reducing noise levels and providing sound attenuation over standard canvas material aside from the obvious which is protection from the elements and allowing the HVAC system to operate normally.

Porsche engineers have worked to fine tune the acoustic properties of the cabriolets to provide maximum comfort inside the cabin with the soft top in the up position. In conjunction with the Haartz topping material a noise deadening acoustical padding is crafted to compliment the properties of the top’s material. This combination of materials provides passengers with state-of-the-art comfort.



But, in order to enjoy for many years the added perks of the convertibles, there are a few things that you, as an owner, need do that coupe owners don’t.

A unique set of challenges comes with your special drop-top. The material from which the top is made as well as the clear plastic window is far more delicate and vulnerable to the elements and in particular, to UV radiation than the rest of the painted surfaces of the car.

The best thing you can do for a brand new soft top is to protect it on day one, when it’s still clean and free of contaminants. The day you bring it home you should treat it with a good UV inhibiting product, paying special attention to its weakest part, the stitching.

The next best thing is to do it now.

Convertible tops should never be stored down when the material is wet. The fabric does not promote mildew growth on its own, but mildew can develop on dirt and grime when not removed. This is more important for warm, humid and dark environments.

When dust and dirt settle into the material’s weave, if left, over time will start to break down the fabric acting as sandpaper and cutting into the weave itself.

When cleaning your soft top, do **NOT** use detergent or other harsh chemicals. There are several products made specifically for cleaning soft tops, and one in particular, **Ragg Topp** is endorsed by Haartz and most convertible owners. Ragg Topp offers two basic products: a cleaner and a protectant.



To clean the top, do so in the shade or partial shade. If there are bird or tree droppings on the canvas, first vacuum with a soft brush attachment and then pre-soak the affected area with water. This will soften the deposits. Many times a strong water stream is all that's needed in order to get most of the dirt and grime off the top. When the deposits are tougher, you can spray the cleaner evenly over the complete soft top, letting it soak in from 2 to 20 minutes depending on how soiled it is, and then scrubbing lightly with a soft-bristle brush and finally rinsing with running water until the runoff is clear and no more cleaner remains on the material.

Washing with a mild soap, such as Ivory or Lux is also a safe alternative to the Ragg Topp cleaner, but not as effective.

Once the top is completely dry, it should be followed up with several coats of Ragg Topp protectant, which will waterproof the fabric and filter out most of the damaging UV rays from the sun. This protectant will make water bead on the canvas and will help maintain the top's color over the years with minimum fading.

As of 2003 all of Porsche's cabs now come with a glass window that requires no more maintenance than any other glass window, but prior to that year the top's rear window was made of a flexible polyvinyl material which was sewn into the canvas allowing it to fold on itself. This clear material tends to fog and scratch and becomes the biggest complaint from cab owners. The fogging seen on polyvinyl windows happens when the plasticizers in the material evaporate due to exposure to UV light and heat from the sun. These plasticizers are what keep the plastic windows flexible and soft. So, the best way to prolong the clarity and flexibility of the clear plastic window is to keep the sun off the material as much as possible.

Whenever the car is stored outside, at least the clear plastic window if not the complete top or car should be protected with a cover.

Keeping the clear plastic window clean and using a protectant called **Plexus** which also has UV inhibitors and special additives will extend the use and life of the window.

This product was developed for the acrylic canopies of fighter jets and does a great job of protecting the clear plastic window as well as the clear wind stop in our cars.





If your clear plastic window has minor scratches and yellowing, it can be restored by using a high-quality plastic polishing compound such as “Plastix” by Meguiar’s.

When retracting a soft top with a plastic rear window, it is recommendable to stop the action mid way. Get out of the car and manually adjust the fabric and plastic so that no kinks or sharp angles are created when you continue the folding operation. Even placing a soft towel or similar between the folds of the plastic window will help maintain it’s clarity, avoid scratches and prolong overall life.

If the air temperature is under 55 °F do **NOT** try to lower or raise the top with a clear plastic window unless you first warm it up so that it becomes pliable. A hair dryer or placing a piece of black plastic over the window and leaving it under the bright sun for a few minutes will warm it up enough so that you can fold or unfold it. Not following these precautions may cause the window to crack and split open since the cold makes the plastic much more brittle.

If this happens the only solution is to replace, but since the window is sewn in most of the time the complete top’s cover needs to be replaced. There is an alternative which some people have used which is removing the material from the top’s frame and taking it to a yachting center that

repairs marine canvas and having them cut out the old and sew in a new piece in its place.

There are also new alternatives for the older cabs with the flexible plastic windows. Several aftermarket manufacturers offer tops with a bonded glass window that can be installed onto the older top’s frames. These windows are a bit smaller than the original plastic window, and they are somewhat more cumbersome for engine access in the case of the Boxsters, but they offer defrosting elements within the glass to quickly clear fog and melt ice and snow. Some of these aftermarket suppliers also offer the same OEM fabrics from Haartz on their products so you can have the same OEM quality even on a replacement top.

The top in my 1998 car is still original. I treat it with Ragg Topp Protectant twice per year and it has not faded at all, even though it is a South Florida car.

Last year the stitching on the somewhat scratched plastic window failed and I decided to keep the top and sew in a new window myself, by hand, stitch-by-stitch. I did it, it came out very nice, but it just took too long.

At least I don’t have to sew in a new window for another 13 years!

To obtain additional information about convertible tops and more, please visit my website at: www.PedrosGarage.com.

Happy Porsche-ing,
Pedro

Links:

[Haartz Corporation](#)

[Wolfsteins Ragg Topp Cleaning Products](#)

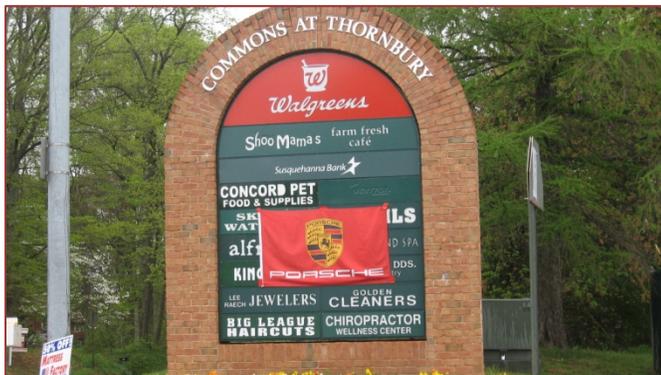
[Autogeek Convertible Care Products](#)

RTR Events- Not Just for New Members Breakfast

By Maureen Sangiorgio

A cold, driving rain, couldn't keep about 22 RTRs from their farm-fresh eggs at the year's first **Not Just for New Members Breakfast**. Held recently on Sunday April 22 at **Shoo Mama's Farm Fresh Café** in West Chester, the breakfast was organized by Mike and Donna Kling. Shoo Mama's features local products and organic produce. The group welcomed new member Michael Langer, who arrived in his 2006 997.1. Mike Kling also presented a bottle of wine to the member who drove the farthest, which was John Montoro and his family, who drove all the way down from Pen Argyl, PA, a whopping 92 miles one way!

Other RTRs in attendance were: Bob and Jackie Gilberg; Brian and Terry Minkin in their Cayenne S; Stuart Field; Bud and Kathleen Horenci; Chuck Kennedy; Ben and Stephanie Caputo; Paula Gavin in a 2008 Cayman S; and yours truly and husband Jim in our 1997 Boxster.



RTR signage greets members as they arrive at Shoo Mama's.



Mike Kling presents a bottle of wine to John Montoro for driving the farthest. Mike and his family drove 92 miles one way!



John Montoro and his family.



Mike Kling and his family enjoy breakfast.

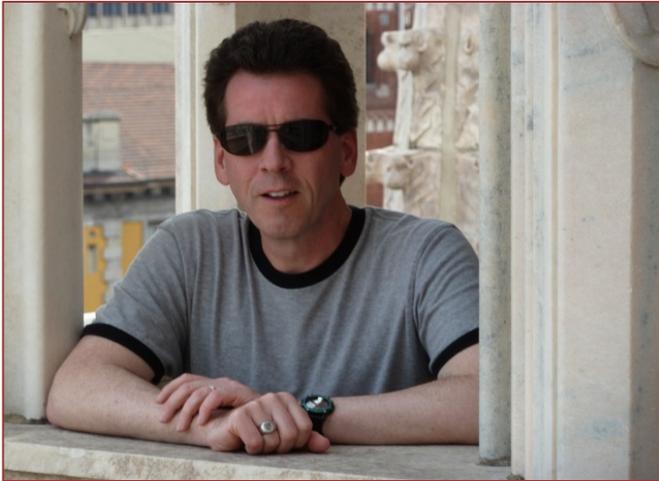


Brian and Terry Minkin; Bob and Jackie Gilberg; Stuart Field, and Jim Sangiorgio



Defining Moments → Events that inspired your passion for Porsche

By Contributing Editor David Newton



I believe the building bricks that define the foundation of life can be traced back to single events; moments in time. The day the little league coach designates you as the leadoff hitter. An approving look from a teacher when you answer the question she thought would stump the class. Looking up from the counter of your first retail job to catch a proud glimpse from your mother as you count back the change from a customer's sale. The significance of these singular events can shape who you are, and the forks you decide to take when you reach life's intersections.

I've been a motor-head for so long that it's hard to remember how my obsession with cars began. The smell of metal, rubber, wax and Naugahyde stirs my sole. Maybe it started with the drop-top Camaro my friend's brother drove home from college one summer. Or one of the other muscle cars of the sixties that roamed my neighborhood while I was cutting lawns and tossing Frisbees. For some reason, I found myself drawn to the small-block "pony" cars; underdogs in the world of massive V8 power in a day when gas was measured in quarter miles rather than miles per gallon.

But perhaps I can trace the beginning to a summer morning when my father's boss pulled up our driveway in a new 1972 Porsche 911 Targa to give him a lift to work. My jaw dropped open; my tongue rolled out of my mouth. I stepped back, and the orange and black machine slowed to a stop in front of me. The silver-haired driver with blackout sunglasses smiled over at me as he waited impatiently in the cockpit; the idling engine revs keeping time with the nodding of my head. This car moved me.

I had heard once that Porsche was an offspring of Volkswagen; I found this hard to believe. We'd owned several "Beetles," but aside from a slightly familiar resonance from the muffler, I observed no relationship

between the quirky upside-down washtubs that occupied space in our driveway, to the refined elegance of engineering I saw now in front of me. Instantly envious of the man behind the wheel but at once grateful to be within a breath of such a marvel of design, I leaned back for fear of falling into my own illusion. I was thirteen and the meaning of life had just been revealed.

My father appeared awkwardly at the front door interrupting the experience, wearing an old-school raincoat and fedora, and carrying his ratty old briefcase and newspaper. He managed to the passenger side, dipping his head to greet his boss, and I winced when the buttons on his coat chinked on the surface of the door as it opened. He looked over then glanced at the lawnmower behind me with a reminder to cut the grass before it got too hot. I guess he realized I was otherwise occupied, because he paused and asked me the same question he always did when nothing else came to mind, "Well, what do you think?" Like I said, I was thirteen. I returned to reality, and moving toward the unpleasant certainty of a rusted lawnmower, I muttered back, "I think you need to apply yourself more at work."

Fast-forwarding forty years and twenty-four cars later, I am (finally) the proud owner of a 2009 Midnight blue Porsche Cayman 987. I immediately joined the Porsche Club of America (PCA - Reisentoter Region) and go to as many events as I can. It's something my wife and I can do together, though I readily admit to being the more immediate benefactor. Loosely translated, Reisentoter means "Giant Killer." Porsche will forever measure itself against more powerful rivals. And I admit to getting some satisfaction when they triumph against their over-sized, under-engineered adversaries. I've always been impressed with finesse over force in sports, business and cars.

Looking back to that summer morning, I realize this was a profound event that shaped my unique perspective on cars, Porsche and life itself.

I know I am not alone here; consequently the purpose of this column – to recount these events and share them with you, the reader. If you experienced a similar event in your life (or know of an occurrence that affected someone else), please reach out to me and share your Defining Moment.

A handwritten signature in black ink, reading "David Newton". The signature is stylized and cursive.

36th Annual Hershey Porsche Only Swap Meet Sponsored by Central PA Region

By Scott Duvall, Paula Gavin, & Dave Hathaway

Dave: I wasn't able to attend the Hershey Swap Meet last year, so I was determined to go this year. The good news was that I was able to go, the bad news was I needed to be back in Philadelphia by Noon for another function. So I got up at 4:30 AM and left my house at 5:30 AM. After a stop along the way to grab a quick bite to eat I arrived in Hershey at the swap meet at about 7:30 AM.



Not knowing what to expect I began to wander down the aisles filled with vendors selling all things Porsche. For a vintage Porsche owner you could find almost any part you needed. While I spent a fair amount of time looking at the offerings each vendor had displayed, my eyes kept on being drawn to the groups of Porsches both new and old that continued to arrive.

When I first arrived there were between 100- 200 Porsches parked either in the general parking area or in the Concours parking area. When I left at 9:30 AM there were probably 1,000 cars and they were still arriving by the droves. I ended up buying a souvenir t-shirt and some cleaning and detailing supplies from the Griot's Garage dealer. I love their products.

After making those two purchases I made a bee line over to the parking area and began to take pictures. The only way to describe what I saw was a "Sea of Porsches". On my home I passed hundreds of Porsches heading in the direction of the swap meet. Rather than bore you with more words I leave you with some of the photo's I took while at the swap meet.



Hershey Swap Meet- Continued from Pg. 19



Hershey Swap Meet- Continued from Pg. 20

Scott: Like Dave, I didn't go to Hershey last year either. I had planned on it, but as I recall, it turned into a rain weekend. This year I was pretty determined to make it and luckily the weather cooperated. I had been keeping an eye on Planet 9 as a contingent of Caymans from the Northeast were planning to make a run in with a planned meet up spot in Easton, PA. at around 10:00 am. With this in mind I already knew I'd miss Dave since he had to be back by mid-day. On Saturday morning I had an e-mail from Pistol Pete and heard that the Cayman run had fallen apart so we decided just to run out by ourselves. I knew Paula was coming in with the Delaware Region and figured we'd see her out there so we just hit it so we'd get back before the rain came in.

On the drive out I was thankful for the Escort as I found a few State Troopers hiding out. I think they knew about the swap meet and beefed up the speed traps. Arriving in Hershey around 10:15 am, we were quickly enveloped in the swarm of P-cars making their way into the parking area. I always get a kick out of seeing so many Porsches together. We had a nice time visiting all the booths that were set-up and you could obviously tell when someone had found a treasure they were looking for.

I particularly liked the car below because of its paint job. Thought it was really sharp, now, if I only had room for another car.....

Paula: My day at Hershey started early in the morning by meeting our friends from Delaware Region at Porsche of Delaware (aka Winner Porsche) for a back roads drive up to Hershey Park for the swap meet. Our caravan of about 8 cars made its way from Newark, DE into southern Chester County then through Lancaster County. We caravanned on winding country roads, steering around the many Amish Buggies and the inevitable horse exhaust. We made a brief stop at Dutch Wonderland to have a break with some coffee and doughnuts and meet up with a few more cars to continue our journey. Unfortunately, the threat of rain kept the total number of cars low. We continued from Dutch Wonderland and after a brief, unanticipated tour of downtown Hershey's residential areas, we arrived at our destination, the Central PA Region's Annual Swap Meet. We found an area of the parking lot to park together and just as we got out of the cars saw a commotion several rows ahead of us – a Carrera GT revving up! The day was off to a good start! Then it was off to the concours area! After that, we all set off on our own to wander through the stalls of merchandise and, of course, make a few purchases. The most fun, after the concours, was wandering around the parking and for sale lots to see the variety of Porsches which also made the trip to Hershey and to talk to a bunch of great people. Of note, all of the women at the swap meet that day did take note and laugh about a sight we not often see – a line out the door at the men's facilities and no waiting at ours! All in all, it was a very good day.



Shifts and Giggles

By Jeff Walton, Contributing Editor

Puzzling was my dream. Often times I ponder about my nightly mindscapes, the webs they weave, the spiders they create. Reality often eludes the sleeping mind and gives way to dimensions unknown. Such was the case not long ago, yet I still found a sense of familiarity throughout. Colors of orange and blue swirling around a seashell wrapped in wire dance in my head as smells of an ocean wisps pass my nose. Here by the beach the panorama is beautiful, it's half past the hour and I don't know if I'm in the Cayman Islands or along the Pacific Coast Highway, but images past in a blur as if I was Michael Delaney. Easy rider this is not, I'm planted with all four corners superbly sticking to the tarmac. Been here before I have. Only time will tell when this journey will end but as dusk starts to wash the gentle greys over the day I'm still wide awake in the fantasy. Xenon lights on – I can see for miles. Still I drive, faster and faster to a destination I have yet to reach. This is the life, not a care in the world, listening to the cool air rush past as I drive over the sweet flat highway of route six. Emotions are high, senses are stirring, and I start to press down that accelerator even further as that radio plays some forgotten song – “He’s the DJ and I’m the Rapper,” to be exact. Radar buzzer sounds as the red and blue lights bounce off my rearview and I know my ride is close to an end....but the dream continues.

“License and registration.”

“Sure no problem, officer....”

“Officer Althea Rae Janairo, so who’s the U-Boat commander?”

“It’s on my license,” not a good time to be cocky I realize.

“Where are you heading so fast?”

“About nine kilometers south of Ludwigsburg.

“Are you still at sixteen oh seven Easton Road.”

“Yes, so when’s the due date,” hoping that I don’t taste my socks because she certainly looks pregnant.

“The little guy is due September 14th and that’s on the DL.”

“That’s in two days. Married?” I ask because she’s hot, like cayenne hot.

“No and not interested.”

“Nice tat by the way.”

“It came from a truevision TGA of a macan.”

“Looks like a tiger to me.”

“You’re a funny man.”

“Funny like Jerry Seinfeld?”

“No, funny looking like Rodney Dangerfield.”

“Gee, tea for two just ain’t going to happen with her anytime soon,” I say to myself.

“So here’s your ticket.”

“Can I pay now?”

“Sure thing Ferdinand.”

I hand her a crisp Hamilton and because I’m brilliant at coin management, I reach into my cup holder and grab seventy cents in silver. She hands me back a ratty Washington and two copper Lincolns, then I ask, “By the way, what was the ticket for.”

“You averaged ten miles over the limit.”

“Speaking of averages, did you know ten is both the mean and median of two integers just one digit away in each direction?”

“Did you know it’s one minute to ten and that I don’t give a hoot,”

“Your watch is fifteen minutes fast.”

“That’s why I’m never late.”

“Either am I, that’s why I speed,” I say with a smile on my face.

Things go fuzzy and I wake up in a jail cell staring at Willie Nelson, only bigger and less teeth. He smiles and says, hey Super Junior, you’re my little puppy now. I scream. I wake. A dream, a dream, just a dream. I glance at the clock, 3:56 AM...I have twenty thousand three hundred and forty seconds before I hear my alarm again, so back to bed I go hoping this time around my two syllable ride can out run the fuzz.

Dreams are not always what that seem. The subconscious can take grip on things that you hold near and dear. In this little recollection of mine there are many references to the vehicles we all share in common. List as many as you can and send them to editor@rtr-pca.org. The first person who enters the highest correct total will win a new RTR jacket of their choice from our website. Executive board members need not apply.

RTR Events- Wine Tasting Dinner, General Warren Inne

By Jeff Walton, Contributing Editor
Photos by David Newton, Contributing Editor

Friday the 13th causes concerns for some people, probably the same people who don't walk under ladders, don't open umbrellas in the house, or drive their Porsches in the rain but for about 34 of us who don't suffer from friggatriskaidekaphobia it was a great evening out. This night was slated for our first food and wine dinner of the 2012 season and if you haven't been to one, read on. The location for our pairings (food and wine) was Malvern's historical General Warren Inne that has been around since the mid 1700's. The Inn provides ample parking, a multitude of dining spaces, and a tavern complete with Tom the bartender, oh and a few rooms for rent to define its



inn status.

7pm marked the social's start time and we gathered in the tavern to partake in a few libations and camaraderie prior to our din din. As we gathered around sharing stories, the valet attendants were giddy with the excitement of parking our cars even if it was just for a few feet from the entrance— spread the joy I say.



The dinner bell rang at precisely 8 o'clock and we were ushered into a beautiful private dining room. There was a very brief speech from our social chair, Wendy Walton, who was responsible for setting up our dinner and from there the first wine was poured.



A Pio Cesare 2007 Italian Chardonnay was paired nicely with our artisan salad with a Myer lemon vinaigrette. The chardonnay was crisp and fruity with hints of vanilla that went nicely with the red bell peppers and pickled cucumbers within the first course greenery. As we engaged in conversations with our table mates, the second course was delivered along with the next glass of juice from the gods. Mahi-Mahi (so good they named it twice) en Croute which reminded me of a sliced-in-half spring roll, was accompanied by an Australian Sav Blanc as we say, actually Nine Walks Sauvignon Blanc from Marlborough to be a bit more precise. I found the chili oil of the en Croute brought out the supple hints of citrus from within the down under bottle of squeezed grapes. The third course, the main event, entrée to some, was a



Wine Tasting Dinner- continued from Pg. 23



hearty grilled sirloin steak with veal jus, along with garlic mashed potatoes and brussels sprouts. Now some would turn their noses up at these much orphaned veggies, as so do I, but you never know until you've tried. I tried and my opinion still stands but washing them down with a Sata Digna Merlot from Chile made them more palatable. The merlot had flavors of plum and blackberry and created a very nice dancing partner with the carnivores' delight.



The last wine of the evening made an appearance with dessert, though I was a little late to the table for I was catching up with the orange and black's game two of the Stanley Cup Playoffs - who plans a dinner during hockey playoffs anyway? Well since the flyboys were in the lead I settled back down to partake in some chocolaty goodness, a bittersweet soufflé with Grand Marnier strawberries and that last glass of wine. Save the best for last they did. The Mollydooker (I'd buy it for the name alone) Red Meritage

had a deep thick beginning of spice and a finish that matched the chocolate of the soufflé.

As the final morsel of food disappeared from the plate we reflected on having such a nice dinner among companions and our many new found friends – a true social event inspired by our cars – and all for the low price of \$50 per person. Now some say the old inn is haunted by apparitions but on this night it was the haute cuisine that aspired our senses along with the properly chosen wines.

Please stay tuned for our next scheduled pairing sometime in the fall.





Please note terms:

Member classifieds are free to PCA members for occasional sales of personally owned items and run from date received for two issues unless cancelled. Porsche vehicles for sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for two issues; check for payment made out to "RTR-PCA" must accompany your copy. Commercial classifieds are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories. Commercial classifieds are available at a cost of \$20 per issue, limit 25 words. E-mail submissions to Dave Hathaway at editor@rtr-pca.org with "Der Gasser" in the subject line.

Porsche Items for Sale :

For your reading pleasure I have:

101 issues of 356 Registry from 1992 to 2009 plus Volume 10 Special Edition;

352 plus issues of Porsche Panorama from 1984 to 2012;

205 issues of Christophorus from 1973 to 2009.

Also for sale are Porsche calendars, some with Lucite frames and coins;

Never out of the box model cars—Autoart Porsche 917K Martini & Rossi Racing Team; GBTrack Porsche GT1 Evo 24h. Daytona 2001 Harry Bytzak/James Holtom; Burago Porsche 911 Carrera (1993) blue cod. 3060; and Burago Porsche 356B Cabriolet (1961) green cod. 3051.

For prices and more details, call 609-898-0844 or e-mail turbo2720@yahoo.com

1988 Porsche 944 Turbo S (951 S)

Original condition Turbo S
Very limited production with few unraced / modified cars still on the road. Silver rose with burgundy leather interior. Garaged and nice (not perfect) condition for its age. Only 85K summer miles. Will be eligible for classic / antique tags next year. 5 Speed transmission, stainless steel exhaust, high end audio. A/C needs work and the timing belt change is due.

Asking \$8,900 – Photos available on request.

Please e-mail Bert at Lbert54@yahoo.com



MARKTPLATZ continued from pg. 25

1999 Porsche Carrera:

_ Red with tan supple interior, 71K miles, good service history, TX car, good condition all around, 18" turbo twist wheels, new batt, water pump, coolant reservoir. Was going to be my track car, but change of plans. Never tracked. \$18.5K

Please call Ian Goddard at 610-442-0428 for more details



Porsche 996 Track parts available (to be sold after the car has been sold); B-K Bolt-in roll bar system \$800; (qty 2 sets) G-Force 5-point belts, almost new, \$375; 18" turbo twist Porsche wheels with near new Dunlap Star spec Diressa tires \$1000; 996 short shift kit \$100; St.Steel braded brake lines \$75; Heel/Toe polished pedal set, 4-pieces \$75; Strut tower brace \$100; (qty 2) Race seat adaptor kit with slider & sub belt attachment for 5 or 6 point belt system \$150

Boxster B-K roll-bar extender for 97 – 04 (needed if you are going to track the car) \$200

Please call Ian Goddard at 610-442-0428 for more details

Rally Master Wanted: Have you ever had the desire to be responsible for having numerous vehicles running hither and yon across the country side? If so, you should volunteer to be our Rally Master. If you're interested in becoming the RTR Rally Master please contact either Joe Ascher president@rtr-pca.org or Rita Hancock vicepresident@rtr-pca.org.

1999 Monaco Diplomat

_ 36' Diesel Pusher motorhome with superslide. 69K miles, 7.5KW diesel superquiet generator, queen pedestal bed, sleeps 4, air ride suspension, air brakes, just inspected 10.5+ mpg with trailer. \$39.9K. Please call Ian Goddard at 610-442-0428 for more details



Worried about IMS failure?



We have the **IMS Guardian** DIY Kit in stock, ready to ship. The only engine pre-failure warning system on the market for M96/M97 Porsche engines

The Kit includes a step-by-step DVD installation guide

Call 954.385.0330 **technolab**/PEDROSGARAGE
Florida Pre-Purchase Inspections (PPI)

FREE DIY tutorials and technical info on our website.

technolab
PEDROSGARAGE

We also offer: ECU Tuning, Bored TBs, HID/LED Performance Parts, Brake Caliper Restoration & Painting, AX & DE Magnetic Bras and Numbers, much more.

954.385.0330 • www.PedrosGarage.com



Riesentöter Region, Porsche Club of America

Picture Trivia



Anyone know some facts about this car? Looking for: Year(s) produced, Number built, BHP, and of course – What is it? If so drop a line to the Editor at editor@rtr-pca.org We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.

March Answer: The spider sculpture was done by Bill Secunda and the story is that when the track was going in the environmentalists complained, saying it would wipe out the local spider population. It didn't, so a spider was commissioned to ensure there was always one there.

April Answer: The tree house is known as the "Steam Punk" Tree House and was designed and built by Sean Orlando and the "5 Ton Crew". Originally built at the 2007 Burning Man event in Black Rock City, NV. It was moved to Dogfish Head Brewery in 2010.