



DER GASSER

JUNE 2012



From the Editor's Desk:

Starting in the next month or so Porsche will begin offering Panorama Magazine in digital format as well as in print format. I don't have the details on the format just yet, or on how it will be delivered, but hopefully, I'll have more information for you that we can publish in the next issue of Der Gasser.

In addition to this, I was browsing the iTunes App Store the other day on my iPad and searched for anything Porsche. I came across an app for the Porsche Christophorus Magazine. It was free so I downloaded it. Once it's downloaded a great icon with the Porsche crest is added to your screen. It's the digital version of the print magazine we are mailed six times a year, except way better and interactive. Much of the June/ July issue #356 is dedicated to the Porsche 356 Speedster. You can store multiple issues on your iPad. This must have started in October of last year as the first issue that is available in iPad format is October/ November 2011 Issue #352.

Well with summertime officially arriving, our committee chairs and speed council are hard at work planning club activities from social events to autocross and drivers education. There won't be any shortage of opportunities to enjoy each other's company as well as some spirited driving. All of the car clubs, enthusiast groups and car shows kick into high gear this time of year to take advantage of the warm weather.

There are several car enthusiast groups that meet most Saturdays around our area in Cherry Hill, West Chester and Doylestown. I've been going to as many of these informal meet-ups as I can in order to meet other Porsche owners, some of which are members of our club that I have not met before, as well as other exotic car owners. And then there are the other cars. While I'm obviously partial to Porsche, I never grow tired of seeing Ferrari's, Lamborghini's, Ford GT's and even rarer cars like the Spyker or the McLaren MP4-12C. I just love cars period.

At each of these get togethers, I always learn something new or see a new car. But most importantly, I meet a lot of really great car enthusiasts that share my passion and make getting up early on a Saturday morning worthwhile. So, if you have time on Saturdays before you start your errands and yard work, stop by and share your Porsche. And, if you bring a couple dozen doughnuts, I guarantee you will make some new friends.

Drive safe,

Dave Hathaway

Editor, PCA-RTR Der Gasser Editor



— Table of Contents —

Membership Report	4
Porsche of the Month	6
RTR Upcoming Events	8
DE Schedule	9
Autocross Schedule	9
Destinations	11
Porsche Car Care	12
Warminster AX	17
Father's Day Tribute	18
Jim Thorpe Trip	20
Spring Rally	21
Shifts & Giggles	22
Photo Trivia	24
Defining Moments	25
Marktplatz	26

— On the Cover —



**Derek Fasano, Warminster AX
May 6th, 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, Jeff Walton, and Dave Newton

Advertising: Dave Hathaway
editor@rtr-pca.org

DER GASSER

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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 Reisetöter and the Porsche Club of America.

June Anniversaries

25 Years

James Hartman

20 Years

Fred Bonsall
Harry Downing

15 Years

Joseph Evancich
Stephen Nell

10 Years

George Betz
Mike Dean
George Lewis
Jim Schwartz
Gregory Sprishen
Robert Turgeon

5 Years

Allen Egner
Scott Froggatt
John Gailey
Darren Johnson
William Krisovitch
Scott Lictus
Bill Noval
Joseph Pappano
Paul Regenscheid
Philip Tighe
Sunny Waters

RTR 2012 20 Year Fossils

Fred Bonsall
Jeffrey Corson
Bob Davis
Harry Downing
Peter Fitzpatrick
Frederick Heiler
Stewart Hirsch
Joseph Iacqua
Robert Lamb
Albert Linder
Michael Midash
Ernest Pescatore
Roy Porta
Barry Schwartz
Joseph Vesey
John Warren
Michael Zukawski



New Members

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

Member's Name	Town	Model Year	Vehicle Model	Month Joined
David Ball	Ambler, PA	2009	911 S	April
Richard Bellah	Wynnewood, PA	2008	Boxster	April
Rob Cherrington	Levittown, PA	2006	Boxster S	April
Joe Conn	Royersford, PA	2000	Carrera	April
William Cumby	Swarthmore, PA	2011	911	April
Stephen Deay	Malvern, PA	2000	996	April
Rick Flores	Whitehall, PA	2006	Cayman S	April
Craig Hayes	Glenmore, PA	2000	Carrera	April
Michael Lee	Union, NJ	2006	Cayman	April
Richard Lipow	Malvern, PA	2012	991	April
Brian Lortie	Paoli, PA	2006	997 C2	April
Jason Magness	West Chester, PA	1994	911 Turbo	April
Seth Newman	Meadowbrook, PA	2006	Cayman S	April
Greg Rabil	Malvern, PA	2006	Cayman S	April
Patrick Sullivan	Malvern, PA	1989	911 Targa	April

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 Riesentoter Region from other PCA regional clubs.

Member's Name	Town	Model Year	Vehicle Model	Transferred From
Christopher Beepot	Royersford, PA	2002	911 Turbo	Northeast
George Benham	Phildelphia, PA	1988	911	Keystone
Frank McKernan	Allentown, PA	2005	997 S	Oregon
Vincent Piazza	Valley Forge, PA	2010	Boxster Spyder	Northeast
Brad Stine	Allentown, PA	2005	911	Central PA

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: David Newton

Member Since: 2011

Model: 2009 Cayman

Miles when purchased: 5

Current Miles on the Car: 27,101

Exterior Color: Midnight Blue

Interior Color: Camel

Date Purchased: July 10, 2009

Dealership: Porsche of Conshohocken (Don Rosen Imports)

Equipment:

Standard 6-speed

17" standard wheels; Michelin PS2 summer (winter tires coming)

AM/FM radio with CD player

Cruise control

Modifications:

Dream 1 exhaust accumulator with chrome tips

Carbon Fiber Wing (40% larger than OEM)

Carbon Fiber Hood wrap and side mirror accents

Standard wheels painted gloss black with red calipers

Coming soon: GT3 style carbon fiber front splitter assorted interior trim

Notes:

I love this car. I've liked cars (and especially Porsches) all my life. But I may never sell this one. From the time I first saw a Cayman pull out in front of me and then peel off down a side road, I knew that I didn't just want this car I wanted a serious relationship. I thought I would get "British Racing Green" with the camel interior until I saw and test-drove this one. Midnight Blue is gorgeous. I see every scratch and ding; even with my eyes closed, but it's worth the fuss. I really had no idea of the other added benefits. Strangers stop and talk and it's not even awkward. I've met new friends from attending PCA/RTR events and am involved in the monthly newsletter. The biggest plus is walking out to the garage every day and smiling to myself. Did I say I love this car?



Porsche of the Month, Continued from Pg. 6



RTR Upcoming Events



Monthly Membership Meeting Schedule

Sat. June 16 th	Reading Phillies / Picnic
Wed. July 18 th	Porsche of Conshocken

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

Not Just for New Member Breakfast Has been Canceled for June

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.

Menu: <http://www.kcprimerestaurant.com/PA/location/KC/Prime/menus/KC/Prime/Brunch.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.

June Monthly Membership Meeting

Saturday, June 16th: RTR Family Picnic & Ballgame with the Reading Phillies

Special arrangements have been made for an evening with the Reading Phillies vs. Akron Aero's doubleheader as this year's RTR Picnic and June Membership Meeting. For \$12.00/person you will receive a reserved seat at the game, all you can eat BBQ ribs, chicken, sandwiches, hot dogs, baked ziti, corn on the cob, potato and pasta salads, cookies, watermelon, and more

Porsche Parking exclusivity from 3:15 to 4:00 pm. in the North parking lot, same as last year. After 4:00, parking lot is available to the general public.

A table will be set up outside third-base gate to receive your tickets and enter picnic area. We would like to have people receive their ticket and enter the gate between 3:45 and 4:00. Meeting to begin at 4:00 in picnic area. We will have 30 minutes, maybe a little more, for the meeting before having to share the picnic area with other groups. **PLAN ON ARRIVING ON TIME!** If you arrive after about 4:15, you will be required to wait and enter at main gates when they open at 4:30. Remaining tickets at 4:15 will need to go to the group check-in booth just outside the main gate. Latecomers will have to pick up their tickets there and you will miss the meeting.

Picnic buffet begins at 4:30 p.m. First game begins at 5:35 p.m. Second game begins 30 minutes after the first one ends. Fireworks will be after the second game ends.

Tickets will be available on <http://www.motorsportreg.com>

Social Events

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

Drivers Education

2012 DE Schedule.

June 8- 10, 2012

Track: NJMP Lightning

Registration Open Date: April 16, 2012

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

Autocross

2012 Riesentöter Autocross Championship

This Year's 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.

2012 Autocross Schedule

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

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

National Upcoming Events

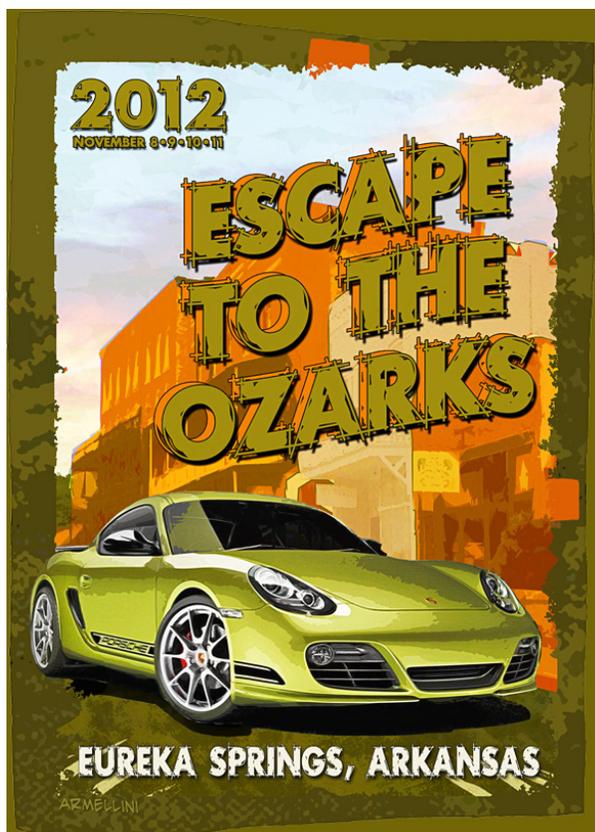
July 8 - 14, 2012



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 Closes June 22!! Sign up now so you don't miss out!!!



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.pca-escape.org/default.asp), 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>

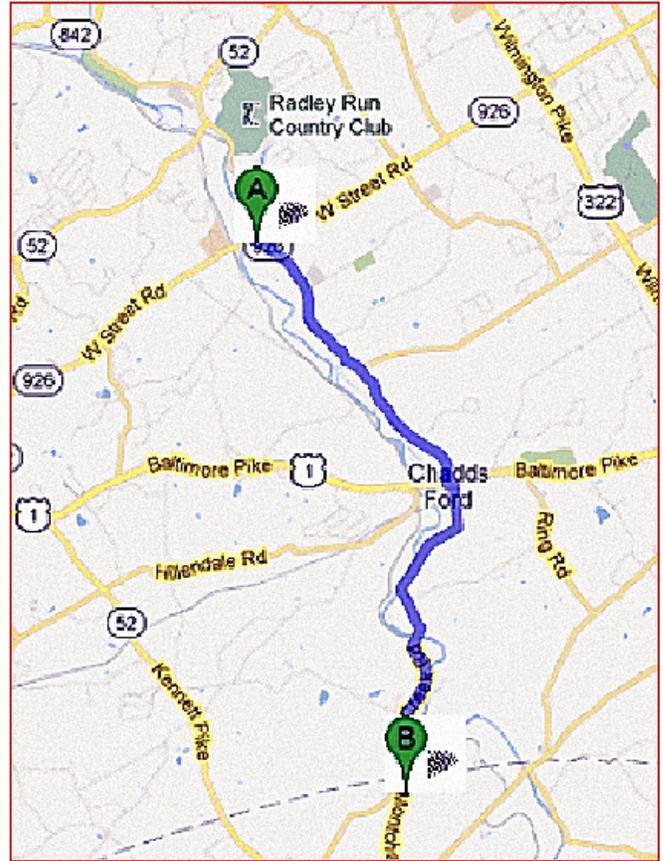
“Destinations”

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.

Creek Road, Delaware County, PA.

This month I wanted to share a stretch of road that I really have enjoyed running the Cayman down. I'm talking about Creek Road out in western Delaware County by Chadds Ford. For some reason, I enjoy the run south from Street Road down to Baltimore Pike better than running north. It's probably due to the way you enter the turns when you make the run. The road closely follows the Brandywine river and gives you a nice series of right and left turns to carve your way down. The only hazard to be aware of is bicyclists during the warmer months as you often can't see far past the upcoming curves. Other than that it's great fun to power through the curves. An added benefit is that right in Chadds Ford you have three restaurants to choose from to stop for a break. There's Brandywine Prime, Bistro on the Brandywine, and Hank's Place. All three can be crowded depending when you go. Personally, I like Brandywine



Prime better than Hank's and I can't speak about the other, as we haven't stopped in yet. Once you get done here, another good stopping point is Chadds Ford Winery which is close by, just south on Route 1. So, if you want to head out this way there's a few good spots to be enjoyed while you do some twisty's.



Porsche Care- Protecting Your Paint

By Larry Reynolds, Car Care Specialities

A paint protectant is nothing more than a clear, sacrificial coating for the painted, clear coated, powder coated, polished, chromed and almost all other areas of your car except the unpainted rubber trim parts. It is far better to have bird presents, insect remains, acid rain, ultraviolet rays, ozone, tree sap, road tar and all the other road hazards attack your paint protection rather than attack your paint. The paint protection may be refreshed with little effort and cost, whereas replacing paint will be financially painful.

There are two major types of paint protection products. The first is a wax which is an organic compound with Carnauba wax being the finest wax for automotive paints. The second major type of paint protection is a polymer sealant (read plastic) that is refined from either oil or natural gas.

CARNAUBA WAX

Carnauba wax is the protective coating of the leaves of the tropical Carnauba plant. Pure Carnauba wax is the consistency of a brick. To be useful as a car wax, solvents, lubricants, gloss enhancers and numerous other additives must be blended with the wax.



There are also numerous grades of Carnauba and the top grades are expensive, so a high content percentage may not tell the whole story. The top grades are #1 white and #1 yellow (no, it does not come in blue). The better waxes on the market are about 30% to 35% (post-melt) #1 Carnauba. The advertised percentage of Carnauba may not be all that it seems. Pre-melt and post-melt percentages tell two very different stories for the same

blend. Carnauba wax is sold in flake form much like corn flakes. Fill a one quart container with "corn flakes" of Carnauba wax and fill another identical one quart container with a solvent and then combine the two into a two quart container. The combination will only fill the two quart container to about three quarters. Pre-melt percentages state that you have 50% Carnauba and post-melt percentages state you have 35% Carnauba. If you see a percentage over 35% you are probably looking at pre-melt percentages.

A quality Carnauba wax will produce, in my humble opinion, the best depth of shine of any product on the market. You may also apply several coats of a quality Carnauba wax over a period of time without getting "wax buildup". Do not apply two coats of wax in the same day. The solvents in the second coat of wax will strip off about 90% of the first coat. Thus, for two times the effort, you will have about 1.1 coats of wax. To "layer" Carnauba wax, wait a few (4+) days between coats to allow the wax to harden off and then wash the vehicle with a very dilute car wash to "shock" or harden the wax. Now the solvents in the second coat will only remove about 10% of the first coat. Each coat will deepen the shine and add layers of protection to your paint. The downside to Carnauba wax is that a very strong car wash or dish detergent will strip your nice coat of wax. Always use the minimal amount of car wash in your wash solution to help your coat of wax last a lot longer. I use a half a capful in several gallons of water.

There are two forms of car wax, paste and liquid. They differ basically in the amount of solvents. Rock hard Carnauba is diluted with solvents to either the paste form or further diluted to the liquid form. When you apply a paste wax, the friction of application helps melt the wax and evaporate the solvents. A liquid wax contains significantly more volatile solvents that evaporate out when the wax is applied. A liquid wax will never give the same depth of shine or longevity of a paste wax. The excess wax, left over lubricants, excess bonding agents, solvent residues



and other goodies left over forms the "haze" that is buffed out to reveal the coat of wax. Paste waxes are difficult to apply by machine. If you wish to apply your coat of wax or sealant by machine, choose a liquid product. A good coat of wax will also add "depth of shine" and reflective gloss to the finish but cannot transform a neglected or abused paint from a pile of rubble into a Pebble Beach Concours winner. For a wax to be effective, it must be applied to a freshly washed and clean surface, as it will enhance the gloss as well as the defects of the surface. If you are not happy with the look and gloss of your paint, apply a pre-wax cleaner before you wax to insure maximum gloss.

CLEANER WAX

A cleaner wax offers the ability to apply a pre-wax cleaner and a coat of wax in one operation. One product is unable to perform either function as well as two separate products. Cleaner waxes are great to use when time is critical or the vehicle does not deserve a two step process.

POLYMER SEALANT

The polymer sealants tend to last longer, yet do not give the same depth of shine, as do the Carnauba waxes. As a general rule, depth of shine and longevity are opposite ends of the same scale. Polymer sealants are also usually less sensitive to strong car wash. They do seem to be somewhat more hydroscopic (absorb water and become cloudy) than the organic waxes. If you are using a polymer sealant on a European paint and have hazing or clouding issues, about the only thing that will work is to strip off the polymer and apply a coat of Carnauba based wax. There are also advertised, Teflon-based products on the market. It is my understanding that it requires a 600 plus degree environment to bond Teflon to your paint. Thus, unless you are applying it with a flamethrower, you may not be getting all you paid for. The polymer sealants will also tend to build up with several applications and this buildup may turn off-color over time. The solution to this problem is to strip everything off and start again.

POLYMER SEALANT / CARNAUBA BLENDS

Several companies have blended a polymer sealant base with a small amount of Carnauba wax. Carnauba wax and polymers do not like each other so any blend will have a very small amount of Carnauba.

It is said that some companies show the vat of polymers a picture of a Carnauba plant (just kidding, they dip a leaf into the vat). The object is to try to increase the depth of shine of the sealant while maintaining the longevity of the polymer.

APPLYING WAX OR SEALANT

Prior to applying any wax or sealant, thoroughly wash the car with a quality car wash to remove any dirt and dry thoroughly. One of the keys to applying any car wax or sealant is to apply it sparingly. Assuming that the paint has just been washed and dried and is free of grit and does not need glazing/polishing, apply the wax or sealant with a Blu-Velvet microfiber covered applicator pad or a 100% cotton terry cloth covered sponge or a foam type applicator pad.



An even better method of paste wax application is to use your fingers (this does not work well with liquid waxes or liquid sealants). Hold your fingers together to form an "applicator". Rub the wax thoroughly into the surface. Your fingers will give you the tactile feedback to let you know when the wax has been worked into the surface. The heat of your body will also melt the wax and help it flow onto the surface. This is NOT a situation where a little is good, so a lot must be better. Your paint will only accept X amount of wax or sealant. If you apply 100 times X then you will have to remove 99X in the form of dried powder. It will make waxing more difficult, require more buffing and create clouds of white dust.

Make sure the paint surface is cool. **Rule of thumb #1:** If you can hold your hand comfortably on the paint, then it is cool enough to wax. If you cannot comfortably hold your hand on the paint then it is too hot or cold to wax. Work in the shade, preferably in a garage. Get a small amount on your fingers (or cloth/pad) and apply to the paint surface, rubbing in a linear motion. Work into the paint in a front-to-back, back-to-front motion (the way the air flows over the car). Don't go around in circles the way dear old dad taught you. If you are using a pad and airborne grit gets under the pad, you have made sandpaper. If you are working in a circle, you have made a 360-degree scratch (or swirl mark). Since a scratch or swirl mark is most visible from a 90 degree viewing angle, a circular scratch is visible anywhere. If you work in a linear motion and scratch the surface, the linear scratch is only visible from a small viewing angle. Using only your fingers to apply wax will give you the tactile feedback to know when surface grit is about to scratch your paint.

Most waxes or sealants work best when this slight haze is allowed to dry. Complete the application on one section of the car such as the hood, trunk, fender, etc. Buff out the haze from this section with a microfiber buffing and polishing cloth or 100% cotton flannel cloth using a linear motion front to back, back to front, the way the air flows over the car. Certain waxes require you to buff immediately after applying to a small 12" X 12" section. Zymol and P21S are classic examples of this type of wax. If you allow Zymol or P21S to dry before buffing, you will need a belt sander to remove them (just kidding). If you allow these waxes to dry, simply apply a little more wax and the solvents in the new coat will help soften the dried wax and allow you to buff off the residue. Always read the directions on the can to determine the proper application method.

Buff the slight haze with a microfiber buffing and polishing cloth or a soft 100% cotton flannel cloth. Keep using new sections of your cloth, continually shaking the cloth to remove grit and change your cloth frequently. Repeat the application and buffing procedures. When the car has been completed, rebuffer the entire car with another clean cloth. The wax or sealant has had time to harden off and this extra buffing will bring out a rich, deep shine. If there are areas that are hazy or cloudy and you are using a Carnauba based wax, the wax has become hygroscopic and has absorbed a little water.

Mist the cloudy areas with a small amount of product like One Grand Showoff or Meguiar #34 and rebuffer. This should remove the clouding. In certain very high humidity situations, the wax may not dry properly. The cure for this problem is to allow the car to bake in the sun for a day or so and then rebuffer. The heat of the sun will usually dry the excess moisture and the buffing will bring out a deep shine.

All cloths you use on your car should be high quality microfiber with a microfiber silk edge binding or 100% cotton flannel and should be washed in the washing



machine using Micro-Restore Detergent or a detergent with no fabric softeners or bleaches. DO NOT add any fabric softener to the water. Dry in the dryer and DO NOT use a dryer anti-static towel as they contain coatings that are transferred to your car cloths and may cause streaks. If you have ever had your wax streak and you could not figure out why, your dryer towel was probably the culprit. These are some of my favorite waxes. There are positive and negative attributes to each one. There is no such thing as the "right" wax or sealant for every situation. If your car is a daily driver and is left out in the mud, rain and sun all day, then you may consider Blitx Wax for a great combination of depth of shine and longevity. If on the other hand you have a "garage queen" that sees sunlight on weekends only, you may consider using either the P21S, Sonax or Zymol waxes to achieve the best depth of shine. I have rated each product using a 0-10 scale for depth of shine (DOS) and 0-10 scale for longevity (LONG). These ratings reflect only my experiences with each product on my vehicles and are for reference only.

ONE GRAND BLITZ WAX ...The ultimate Carnauba paste wax that works equally well on all paint colors and types of paint. Blitz produces a deep "wet look", durable shine and protects against the harmful elements. Contains no cleaners or abrasives. Very easy to apply and very easy to remove, yet long lasting. Apply additional coats about a week apart to produce a deep, deep shine. This is my favorite wax for a daily driver. DOS - 9 LONG - 8

ONE GRAND CLEAN-N-WAX...A chemical based one step cleaner and wax that cleans, polishes and waxes in one easy step. Removes light oxidation and helps remove very minor swirls or scratches. Clean-N-Wax is an excellent product to maintain large surface areas such as RVs, tractor trailers, boats, buses, aircraft and fleet equipment. DOS - 6 LONG - 6

ONE GRAND SHOWOFF QUICK DETAILER...

A solution of liquid waxes and gloss enhancers to give your car that "just waxed" look. Mist on and buff off for a brilliant shine between coats of wax or to remove "water spots" after washing. DOS - 10 LONG - 0

P21S CONCOURS LOOK CARNAUBA WAX

...Produces, according to independent testing, the best depth of shine (100 out of 100) of any wax on the market and lasts a little longer than Zymol. Apply to a 12" x 12" area and immediately buff out. Does not chalk or leave residue on rubber trim. This is my co-favorite wax for a "garage queen" or a frequently waxed car. Multiple applications over a period of time will result in a super "wet look" that appears as if you could "dive in". DOS - 10 LONG - 4

P21S 100% CARNAUBA PASTE WAX...This new wax breaks the "carnauba barrier" with a 100% carnauba-base formula (meaning it has no helper waxes such as bee's wax). Until now all pure carnauba-based formulations were extremely difficult to apply and remove. The breakthrough technology employed by P21S 100% Carnauba Paste Wax means that it applies and buffs off with incredible ease. You may apply the wax to a larger area, allow it to haze and then buff off. The result is an absolutely incredible gloss, ultimate depth of shine and UV protection. You may layer several coats (a week apart) for an even more "looks like you can dive into it" deep

shine. Does not chalk or leave white residue stains on rubber, plastics or matt finish paints. This is an extremely forgiving wax. (This is my co-favorite wax for a "garage queen".) DOS - 10 LONG - 4

HARLY PASTE WAX...Made from the highest grade of Number One Yellow Carnauba, the worlds hardest and finest wax. Relatively easy to apply, yet a little difficult to remove. Contains no extenders, cleaners, admixtures or abrasives. This is a purist's wax. DOS - 8 LONG 8

3M SHOW CAR PASTE WAX...Contains both fluropolymers and carnauba wax to produce a durable finish. For best results, apply to a small area and immediately buff off; otherwise the wax residue may be somewhat difficult to remove. May cause slight clouding on certain European paints. DOS - 6 LONG - 7

MEGUIARS #6 CLEANER/WAX...A quality one-step product that will clean, polish and protect all in one application. Removes light oxidation, adds depth of color and leaves a durable finish without streaking. Safe for all acrylic, enamel, lacquer, urethane and clear coat finishes. DOS - 6 LONG - 6

MEGUIAR'S #20 POLYMER SEALANT...A blend of paint nutrients and polymers for maximum longevity and reduces static so paint won't be a "dirt magnet". Some European paints have had hydroscopic reactions (clouding) with this product. This is a great product for very dusty climates. DOS - 5 LONG - 9.5

MEGUIAR'S #26 HI-TECH YELLOW WAX...A blend of polymers, Carnauba and other waxes to provide maximum protection while enhancing depth of color. Will not streak or chalk on any previously cleaned and polished paints. It's available in paste or liquid. This wax will last on daily driver cars but does not give the shine of Blitz. It May cause clouding on certain European paints. DOS - 6 LONG - 7

MEGUIAR'S #34 FINAL INSPECTION...This is a lubricating, gloss enhancing spray that adds shine, slickness, depth of color and protection in one step. It's great for spot cleaning and maintaining a high-gloss shine between coats of wax. DOS - 9 LONG - 0

[SONAX PREMIUM CLASS CARNAUBA WAX](#)...

This all pure, number one grade, carnauba wax formulation applies and buffs off with incredible ease and is very forgiving. You may apply the wax to a small area, immediately buff off or apply to a larger area, allow it to haze and then buff off. The result is the ultimate depth of shine and UV protection. You may layer several coats (a few days apart) for an even more "looks like you can dive into it" deep shine. Does not chalk or leave white residue stains on rubber, plastics or matt finish paints. DOS - 10 LONG - 4

[SONAX NANO TECHNOLOGY LIQUID WAX](#)...

The Sonax chemists have developed the first workable nano-technology Carnauba Liquid Wax. The newly engineered micro fine wax particles will penetrate and seal the smallest paint pores to provide an unmatched layer of protection for your paint. Nano Technology Wax may be applied either by hand or machine. Briefly allow the coat of wax to dry. Buff off the haze with a Blu-Velvet Microfiber Buffing/Polishing Cloth to reveal the shine with no white residue. The cross-linking of the nano particles strengthens the bonds of the Carnauba molecules to increase the longevity of each coat of wax. If you wish to apply your wax with a machine, this is the product for you. DOS - 8 LONG - 7

[MENZERNA POWER LOCK POLYMER SEALANT](#)...

Power Lock offers the best longevity of any polymer sealant I have tested. The cross-linking polymers offer a maximum longevity and a surprising depth of shine for a polymer sealant. Apply a thin even coat by hand with a Blu-Velvet Microfiber Applicator or by machine with a soft, foam pad. Allow it to haze and then remove with a Blu-Velvet Microfiber Buffing & Polishing Cloth. DOS - 6 LONG - 10

[ZYMOL CARBON/CREME WAX](#)...

This Carbon formula is for dark colors. It is a totally abrasive free wax containing nutritive oils, enzymes and pure Carnauba to replenish both new and older paints. It may be used on chrome, alloy wheels, rubber or plastic trim and Plexiglas with no chalk residue or staining. This is the "pina colada" experience in a can. Produces arguably one of the best depth of shine on the market, but does not last.

Some have said it lasts about as long as it takes to apply it. DOS - 10 LONG - 3

[ZYMOL CONCOURS GLAZE - 8OZ JAR](#)...

A special Estate Blended Formula containing 47% (pre-melt) Brazilian #1 white and yellow Carnauba to provide possibly the ultimate depth of shine. Each container is hand poured, numbered and signed. Warm the wax in the palm of your hand and apply to a small area (12" x 12") and immediately buff off with a Blu-Velvet Microfiber buffing/polishing cloth or a soft, 100% cotton flannel cloth. Wax as often as you wish with no wax buildup. DOS - 10 LONG - 4

If you have any questions as to product usage, please do not hesitate to call. If we don't have the answers, we have vast information resources that do. We look forward to serving your car care needs. Please feel free to call if you have any questions, or need help selecting items.

Written by: Larry Reynolds, Car Care Specialties

e-mail: larry@carcareonline.com

www.carcareonline.com

Phone: (877) 796-8300

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Warminster AX Results

Our second Autocross has been completed and we've got some shots of the action and our raw standings. The event was held on Sunday, May 6th under partly sunny skies, but the action was fast and furious as Kermit and the Red Eye Special duked it out for top times.



Reviewing Times



Larry Durlofsky on track

The Raw times

<u>Driver</u>	<u>Overall Best</u>
Nick Betegh	46.857
Jonathan Arena	47.300
Jonathan Fox	51.322
Derek Fasano	51.498
John Bichnevicius	51.819
Vytenis Bichnevicius	52.862
Trevor Naidoo	54.183
David Nettleton	54.855
James Tricarico	58.633
George Hofman	63.890
Larry Durlofsky	64.349
Margaret Nettleton	72.458



Alex Compton training Maggie Nettleton



Nick with the Red Eye Special



Jonathon with Kermit on track

Father's Day Tribute

By David Hathaway

In honor of Father's Day I'd like to take this opportunity to introduce you to my father. He was born in 1932 in Chicago, IL to Ethel and Albert Hathaway, and he had three sisters. He served in the United States Army and was a decorated combat veteran of the Korean War. Besides his family, his love for cars was second only to his love of trains. My father worked for the railroads for most of his life and was passionate about preserving the history of this county's railroads. He was a longtime member of the Knights of Columbus and worked to feed families in need during the holidays. He also participated in programs to bring clothing and furniture to the less fortunate families in West Virginia, as well as to work with charities that help and honor our veterans.

In 1992 my father was diagnosed with prostate cancer. For close to 17 years the cancer advanced slowly and even went into remission a couple of times. Then in 2009 his condition worsened. On Christmas Eve of 2009 he was found in his home near death as a result of complications from the advancing cancer. My brother Mike drove out from Chicago and picked me up as I had a broken leg at the time, and then we went to Washington DC where my father lived.

Arriving at the hospital outside DC, our worst fears were confirmed. He had nearly died and he was not out of the woods just yet. Over the next few days the doctors were able to get him stabilized and he started to make a recovery of sorts. While in the hospital, the doctors gave us the news that his battle with cancer was coming to an end. They gave him only a few months to live.

After spending weeks in the hospital recovering he was moved to a nursing home for rehab for several months. It became clear he could no longer take care of himself and could not return home. I had to convince my father of this and that it was in his best interest to live in a long term care facility where he could receive 24-hour care and live in a private apartment. He moved into the long-term care facility in early March. Several of his friends lived there as well so that helped make the difficult transition easier.

During the past three months I had been taking care of my father's affairs from my home in Bucks County and

by driving down to DC each weekend to be with him and take care of his house. He had fantastic friends that also helped him when I was in Pennsylvania during the week. They even arranged for a group of his friends to come and have lunch with him each Wednesday and reserved a private dining room in the facility for this weekly event. Even the staff loved it when his friends came for lunch.

The combination of his friends and the warm family like atmosphere of the facility had such a positive effect on him that he began to rebound. It was now June and we were treasuring every additional month we got to spend with him. One weekend my brother flew in from Chicago to visit. I picked him up at the airport so we could drive out together to visit with dad. When we arrived my father wanted me to give him the three pairs of sweatpants that he had asked for the week before. I gave them to him and he asked how much they cost. I was all proud that I had acquired the three pairs of sweatpants for only \$15 at Wal-Mart and told him so. He went all crazy on me telling me that I had spent too much money on him. I was floored, but what came next was even more shocking.

After the brief scolding my father gave me over the costly sweatpants, my father picked up one of the racing magazines he had been reading from the bed. My father was a huge gear head and an avid racing fan. He even worked on a pit crew in the 1950's. Something in the magazine caused him to snap. He said, "You know what you and your brother should do when I die? You should each take \$100,000 out of the money I'm leaving you guys and each buy a really expensive car." Outside the bedroom I could hear my brother's jaw hitting the floor in shock. He had retreated there after the whole discussion over the sweatpants. I didn't know what to say, because this conversation was uncomfortable on so many levels. I had just received a tongue lashing about spending \$15 on him and now he was giving me the green light to spend \$100 grand. Not to mention I didn't want to think about him dying.

Several weeks later my wife and I were driving home on I-95 from visiting my father. I was pulling away from the tollbooth just across the Maryland State line in Delaware when I noticed a black sleek looking coupe in the lane to my right.

Father's Day Tribute- continued

As it sped up the rear wing extended. Wanting to catch a better glimpse of this car I quickly accelerated, once I was able to catch up I was able to identify the car as a Porsche Cayman. It was a beautiful car with really sexy and powerful lines. This was like no Porsche I was familiar with since I really had only had knowledge of the 911, 924 and the 928. When we got home that night I got onto the internet and started to research the Cayman.

The next day was a Sunday, this was the best day to go to the dealerships to look at cars without having any of the sales staff follow you around and pressure you. I went to Holbert's, which is now Porsche of Bucks County to look at the Caymans they had on the lot. I was able to get a better look at the car that had caught my attention the day before on I-95, and fell in love.

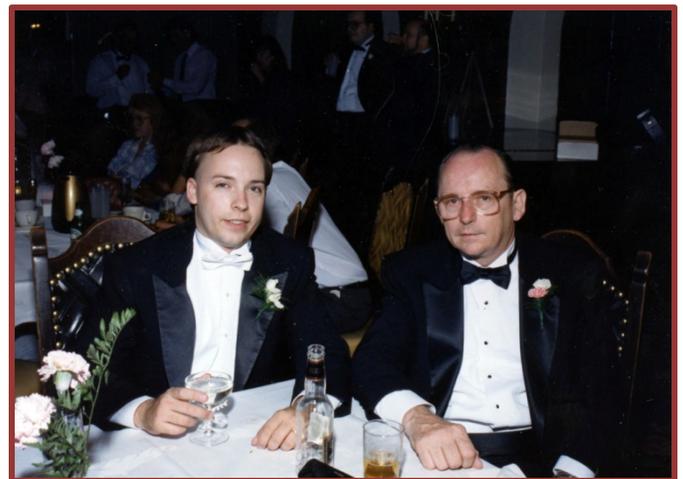
Over the next four months my father's health steadily deteriorated as the cancer attacked his body with a vengeance. He continued to fight, but he had almost no quality of life. His caregivers both at the long-term care facility and with Vitas Hospice were amazed at his resilience and his will to live. Hospice told me that I needed to have a conversation with him and tell him that it was OK for him to let go and that I would be OK without him. They said that he had told them that he was worried about leaving my brother and I and that was why he continued to fight. This was the most difficult thing that I had to do.

Several weeks later on October 28, 2010 shortly after 9:00 PM I received the call from Hospice that he had passed away while he was sleeping and that Hospice was by his side the whole time, and he did not die alone. It was hard to hear as I had just been with him a few days earlier and he was still fighting. I thought I was prepared for this, but I wasn't. Half of me wanted more time with him and the other half knew that his quality of life had been diminished to almost nothing and that he had fought the good fight for eighteen long years.

On Thursday November 4th, 2010 my father James Edward Hathaway was laid to rest in the pouring rain at Fairfax Memorial Park outside Washington, DC. He was buried with full military honors. Many of his friends came out to pay their respects despite the torrential rainstorm.

Over the next two months I focused on settling his estate and selling his house. I was making great progress because he had spent years preparing for this and I had ten months to better prepare also. The house sold in ten days. I took time out in December to take a final look at a Corvette and a Cayman. I needed a new car and this was the perfect time to take some test drives. I had wanted a Corvette all my life, but once I drove both of these fine cars, it was clear which car had stolen my heart, and which one was clearly the best car. I placed my order right away.

In April of 2011 I took delivery of my Cayman. As the salesman Joe Wirsbinski brought out my car from detail shop I began to feel the emotions of the past year coming to the surface. I had been excited about finally taking delivery of my new car, but now the realization of the events that made this day possible were hitting me hard. These were the defining moments that not only introduced me to the finest car I would ever own, but also to a hobby, and most importantly to new friends. As I took my first walk around my new car, I got choked up and teary eyed. My father who had only owned American made cars would have loved this car and appreciated the engineering behind it. I was sad that I would not be able to share it with him or have lengthy conversations about its merits. As I drove home for the first time in the Cayman all I was able to think about was that I was unable to thank my father not only for making this car possible, but for all that he did for me to make me a better person over the past 47 years.

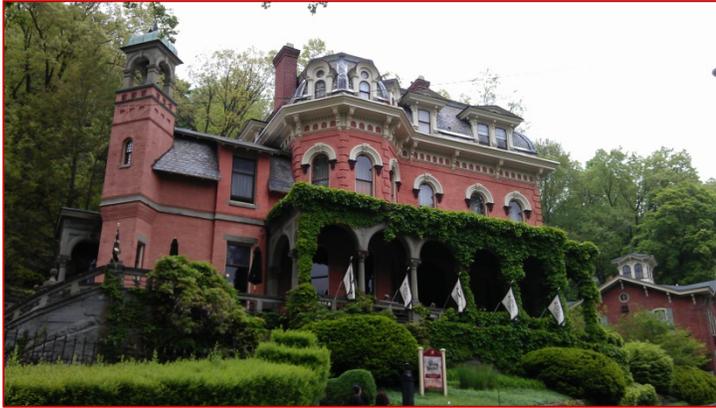


Dad, I miss you, and think of you often.
Happy Father's Day.

Jim Thorpe Trip

By Scott Duvall

On Sunday May 6th we had an enjoyable drive up to Jim Thorpe with about eleven cars in attendance. This year we didn't get rained on which was a big plus over the 2011 trip where we ended up pretty damp. The only down side this year was a forever wait at the restaurant for service, which was due to an unexpected staffing



shortage during our visit. Hopefully we won't run into this problem should we make the run again next year.

I always enjoy a visit up to Jim Thorpe because of the architectural style of the buildings. It's nice to see that so many of them remained, instead of being replaced with something drab and boring as happened in so many places in the 70's. This year we got a chance to tour one of the Packer mansions which was a great treat since I enjoy seeing the quality of workmanship from that era.

We also had a chance to stop in the train station and take a look at the various displays they had documenting the coal mining industry. I'm not sure if anyone went far enough up the main drag to see where the stream comes down the hill and right by a house only to disappear underground. The homeowners have



built a deck right next to it which must be a nice place to hang out on a summer day.

One of the other spots I've been wanting to check out is the stained glass studio, but we ran out of time again

this year and didn't get a chance to stop in. For those that joined us – Thank You – I hope you enjoyed your day despite the staffing issue at Crave. I hope we can make another run next year.

Porsche of the Main Line Road Rally

By David Hathaway

Porsche of the Main Line held their third annual road rally on Sunday May 6th. This was the second rally that I participated in. The first rally was actually my first PCA event last year and it was really fun. My wife Kim who was the navigator for the first rally wasn't available for this one. I asked my friend and fellow firefighter Corey Loux to take the right seat and navigate the route.

We arrived at the dealership at 8:30 AM to register and graze on the breakfast that the dealership had laid out for the rally participants. During registration we received a bag of goodies including a t-shirt for each of us. Also in the bag were three pages of directions and questions to answer along with a sheet to record our answers on. The showroom contained not only a number of Porsche cars on display, but also a Ferrari GTO, a Maserati and a McLaren MP4-12C. I love my Cayman, but I was drooling uncontrollably over the McLaren. I've seen this incredible vehicle on TV and on the internet, and even in my local Wawa parking lot a few weeks ago, but never had the opportunity to sit in one. All I can say is wow I want one bad.



After looking at the cars in the showroom and having some breakfast, Corey and I went outside to look at the cars lining up for the rally. While the majority of the cars in the rally were Porsches there were a few other cars as well. This was the first time that Corey had been around so many performance cars in one place. He was quickly learning the difference between each of the Porsche models, and listened intently as the other drivers talked about their cars. In all there were about sixty cars participating in the rally.

After a briefing by the rally organizer we were asked to get in our cars and prepare to start. We were told that we would be sent out in one minute intervals. The first car was sent out right on time at 9:45 AM. We were car number 15 so you can do the math.



While the directions were easy to follow we had some problems early on as some of the roads were a little confusing and the fact that we were both unfamiliar with the area provided for some entertaining moments. At one point there were several cars circling one another while they tried to get their bearings. The route was challenging and went through some really beautiful areas including running out to Lancaster County and back. We participated in some very spirited driving with another Cayman and an Audi R8 through the countryside. The only incorrect direction we were given was one of the last turns that would take us to the location where we were to have lunch.

Road Rally- continued

We should have taken a right, but the directions said to take a left. This led to a few moments of confusion while more than a dozen Porsches criss-crossed in front of one another while both drivers and navigators struggled to get their bearings. The local residents probably got a kick out of the whole thing as they watched these beautiful cars being driven by a bunch of directionally challenged out-of-towners. Once we figured out where we needed to be, which was verified by a line of Porsches headed in the same direction, we found the restaurant. After 98 miles (just a couple more than we should have drove), the rally ended at the Victory Brewing Company located at 420 Acorn Lane in Downingtown, PA. There we had a great lunch as well as other refreshments in a room that was reserved for the participants of the rally. Despite the glitch at the end the rally was a great deal of fun and really well organized.



Shifts and Giggles

By Jeff Walton, Contributing Editor

There are a few three word phrases that you don't want to hear when owning your Porsche, "License and registration", "Hello insurance agent," and lastly, "Out of warranty." All three of the phrases can invoke all sorts of dollar signs being withdrawn from your checking account. And yes I have heard all three in my brief span of ownership, some more than others. Like the time I was driving one night during Halloween and I hit a ghost. You think you would pass right through one of those things but the reality is, they leave one helluva mark, not to mention, you thought picking out leaves from those radiator grills of ours is a pain-in-the-you-know-what, try picking out M & M's, Hubba Bubba, and Sweet Tarts.... "Hello, insurance agent." Luckily my deductible was rather low and everything was right as rain and painted and buffed to its full glossy glory by one of the top automotive specialist in the area.

Now for some words of advice should you ever hear those immortal words uttered by one of those professional paid-by-us-through-our-taxes-officer-of-the-law, "License and registration," followed by, "Do you know why I pulled you over?" Never ever, trust me on this, never ever say, "Isn't that your job", "you smelled Krispy Kremes didn't you", "It's a Porsche and I let you pull me over", "No, but please, Sheriff Rosco P. Coltrane, do tell", or "why yes I do Mr. Police Guy, I was caught doing 51 in what was clearly marked as a 50 miles per hour speed zone, I was just coming home from the tire store when I suddenly realized, after I saw your pretty lights in my mirror that is, that my calibration for my wheels was not correctly set to eighteen inch tires, thus causing the discrepancy of the extra mile per hour between your radar gun and both my speedometers." See as it turns out, most police people take their jobs of raising money for the county, township, or state rather seriously and are not amused by you trying to make light of an otherwise potentially expensive situation. The best thing to do when you see those red and blues a flashing, try to find a nice scenic location to pull over because you'll be looking at your surroundings for quite awhile as the cop fiddles with his hat, cleans his teeth, tries to identify your particular p-car, is that a 997 or 991 or 911, practices his approach lines, makes sure you have no outstanding arrest warrants and that it is safe to approach the vehicle. During this 20 to 40 minutes to yourself, it's best to shut off the car, turn your radio off, if it's dark out turn your interior lights on, buckle your seat-belt, finish that last text of yours, hide all contraband such as illegally downloaded mp3's and mattress tags (for more information regarding the search and seizure amendment please see the critically acclaimed novel "Take the Fourth" available on Amazon by the very author of this

article), lower down the window, if you just ate garlic, pop a breath mint, grab your little packet containing your license, registration, those multitude of expired insurance slips, a pen, and place them on your lap, take the keys out of the ignition and place them in your hands and extend both hands out the window, and don't wave or smile to every passing car. Remain calm and be polite when they finally approach. Now revert back to your childhood days, remember when mom asked – "who set the house on fire?" Not a sound did you make. Same technique applies here. Utter not a single peep of guiltiness. Play the part of the wooden sidekick on the knee or the jock from high school when asked one of those train a and train b leaving the station type questions. Now most importantly take your reprimand like a champ, thank them for your lashings, apologize just once, and if you are lucky to get away with a warning, thank them again. If not, thank them for the ticket knowing full well you'll be armed to the teeth when you see them in court. And court you will go. Always go to court. The worst thing that will happen, you are found guilty and have to pay the exuberant fine, or as I call it, the speed tax which you already paid anyway and then it's just a wasted part of the day on your behalf. The alternatives are worth every penny. The cop might not show because of illness from eating re-refried beans at his favorite eatery the night before or he couldn't find his other shoe or you are ushered into a room with everyone that violated some sort of automobile ordinance within the past two weeks and you all plead guilty in one swoop of the gavel to disobeying a highway sign, no points on your license, and get a partial refund. Yes worth every penny.

Pennies that you will need when you hear... "sorry, that's gonna cost because your Porsche is two and a half days out of warranty", plus you'll need even more moola for medical expenses after they show you the bill for both your clogged fuel injectors and your clogged arteries. Yes, when that blissful, fearless time of your life passes at either fifty thousand miles or four years whichever comes first, certain parts of your anatomy may tighten a bit and that's understandable. With our high performance cars comes high performance parts and those parts usually don't come cheap nor do the hired hands that install those high performance parts. At this juncture in time you can do one of three things. First, sell or trade in your vehicle for pittance on the dollar and let some other schmuck worry about repair bills as you plop down a nice chunk of change on the newest Porsche has to offer with a brand new worry free warranty of course. Second you can park it, forever showing your children and later your grandchildren of the car you once drove and even later of

Riesentöter Region, Porsche Club of America

Picture Trivia

Anyone know some info about this photo? Hint: This was a prior RTR event. 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.



June Answer: The car in last month's "Picture Trivia" was a 911 GT1 Strassenversion, a street version of the homologated series of the 911 GT1 race car. BHP: 544. These were produced from 1996-98 with 23 being built. The photo was from the Porsche museum showing a 1997 version. Wouldn't you love to have one of those in your garage?

Shifts and Giggles- continued from pg. 23

not becoming the barn find talked about for years to come. Or you can drive, maintain, and repair when need be because deep down you know there are no true warranties in life and that everyone will eventually pay the piper. The most important aspect here is the maintenance, so change those fluids on a regular basis. Remember – Porsche, there is no substitute, and that goes for parts as well. Replace the worn parts, such as rotors, belts, spark plugs, and mirror glass, and yes this can be expensive as well but it will be beneficial in the long run.

You might even wanna start a little monthly fund so when that clutch does go or the air conditioner blows hot air you'll have your own little warranty nest egg on the side for repairs or bus fare should you choose not to fix.

So yeah it's not the end of the world if you hear any of these three word phrases when owning your Porsche....

unless of course you happen to hear all three at the same time to which I'll leave you with another 3 word phrase...
"may God speed."

Defining Moments — Events that inspired your passion for Porsche

By Contributing Editor David Newton

If you didn't have a chance to read my column in May's issue, this monthly feature presents the accounts of fellow Riesentoter members (and honored guests) in the events that inspired their interest in the finest sports cars on the planet. The premise of the column is that nearly all of us can trace our passion, infatuation and obsessions with Porsche back to a single event; a Defining Moment. Each of us has a unique story that often leads to the same outcome: ownership of the car we set our sights on from that very first experience.

Such is the case with Kristyne Haver, a Riesentoter member since 2010. Many of you know Kristyne from social events, most notably the annual picnic at the Reading Phillies Baseball Club where she works as the Controller. From a personal standpoint, last year's picnic was memorable for two reasons: it was my first PCA/RTR event and it was literally the hottest day of the year; 104 degrees at game time. Not that I can blame anyone for the weather. Kristyne loves convertibles, so it's not surprising she has a 2003 Boxster. She also owns a 2001 Pathfinder, which is more suitable for carting her and her kids' possessions around.

Kristyne grew up in Iowa; her interest in cars fueled much by her father who managed both a Ford and GM dealership. He was really more of a Harley-Davidson guy (which in context is perfectly acceptable), and many family vacations were spent hunting for impossible to find parts for his 1951 1200cc Harley. One summer when Kristyne was home from college, her mother convinced him to break from the usual scavenger trip to instead visit family in Connecticut. This compromise would still involve a more than 1000-mile trek across the country. While cruising through western Pennsylvania, a red speck appeared in the rear-view mirror and quickly filled the view. "Here comes a flyer!" declared her father as the wake of a red Porsche 911 nudged their car as it zoomed past. This was Kristyne's first encounter of the Porsche kind, as Iowa is not known as the sports car capital of the mid-west. An inquisition with her father ensued who revealed the make to be German (the family heritage). She proclaimed right then and there that some day she would own a Porsche. The story doesn't end there, however. Moments later the vacationers rounded a bend and there at the side of the road in the company of a Pennsylvania State Trooper was the very same sports car.

Her father laughed, as he was sure the Porsche was doing 90 mph when it passed them. This only solidified her earlier pronouncement.

As marriage and kids came along, her dream was delayed, but not forgotten. She would continue to follow Porsche, and was especially intrigued with Porsche's Tiptronic transmission when she read about it in 1990. For someone who learned how to drive on a standard transmission with "three on the tree" and never drove one since, this would be a great alternative to the inconvenience of a clutch without relinquishing gear control. But not just yet...

Fast-forward to 2010; the Pathfinder served amiably as a hauler, but the time has come for a second car to semi-retire the Nissan. With her mother in assisted-living, and Mom's beloved 2007 Buick Lucerne gathering dust in a garage in Florida, it seemed practical to package the Lucerne and some recent bonus money for the car she has today: an Arctic Silver Boxster with low mileage and the prerequisite drop-top. This was a genuine struggle for her as this was her mother's first new car. But when a co-worker inferred that she would look young driving a car that catered to seniors, Kristyne pulled the trigger on the Boxster and joined the PCA the next day. Although a Porsche 911 isn't in her garage now, and might not ever be (given the current relationship with her Boxster), Kristyne experienced an event that altered the course of her life that led to this very moment. A defining moment.

I know that many (if not all) of you have similar stories, and I encourage you to share them with your fellow members through this column. As I pointed out, I believe most of us can trace our interest in Porsche back to a single event or occasion that sparked our interest in the Porsche brand; such as the one Kristyne kindly relayed to me this month. Your moment was different. Maybe it was funny; perhaps it was scary or even bizarre. Some of you know exactly what it was and when it happened, while others never gave it much thought until now. But I bet if you think about it, you can convey a similar event that may be the reason you relate to your Porsche. That's where I come in; every month with another story shared by one of you.



MARKTPLATZ



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.



Parts for Sale

1 set (2) G-Force 5-point harness seat belts \$100.00 for set

1 set (2) Racing seats \$150.00 for set

1 Bray-Krause Roll Bar extension for Boxster \$150.00

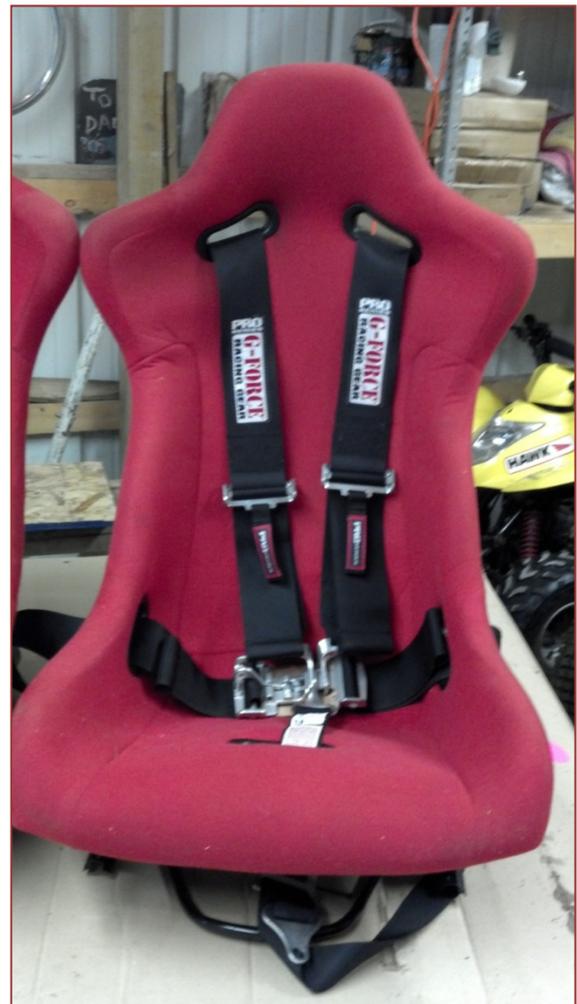
Pictures available

e-mail jimlederach@verizon.net

Jim Lederach

Pres

215 416 6077 cell



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; Stainless Steel braided 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



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



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