



DER GASSER

JULY 2012



From the Editor's Desk:

Here we are in the middle of summer and if you are like me you can't resist indulging in more car related activities such as watching racing, the Barrett-Jackson auto auctions, and attending the various car shows that take place around our region.

One of the region's best known auto shows is the New Hope Auto Show. This show is the oldest and perhaps the most well known auto show in Bucks County. It has become a showplace for some of the most magnificent antique and classic automobiles since 1957.

Last year Porsche began sponsoring the auto show with a display of Porsches, a courtesy tent, as well as personnel on hand from Porsche. Last year a privately owned Porsche Carrera GT was on display and will also return this year. Porsche will once again sponsor the New Hope Auto Show, which will be held on August 11th and 12th, at the New Hope Solebury High School in New Hope, PA. Here is a link to the website for more information: <http://www.newhopeautoshow.com/>.

I reached out to my local Porsche dealer Thompson's Porsche of Bucks County to see how our club could get involved. After speaking with a representative from Porsche and the marketing company that helps Porsche, we came up with a great idea. With the recent unveiling of the new Boxster, we would like to come up with a display at the auto show of Porsche Speedsters and Boxsters. Any Porsches that would be a part of this display would need to be in show condition and not be modified. We would need 3-6 cars depending on the available room. If you have a Porsche that you think would be perfect for the display, please contact me at editor@pca-rtr.org. I would need a photo of your car(s), along with a description and contact information. I would need these possible candidates ASAP so that I can get the information to Porsche for their approval.

This is a perfect opportunity for our club to further strengthen the bond between us and our Porsche partners; Porsche USA, and our local Porsche dealers. This bond would enable to also strengthen the Porsche brand as a whole and highlight the stunning vehicles and engineering marvels we are privileged to drive each day.

Drive safe,

Dave Hathaway

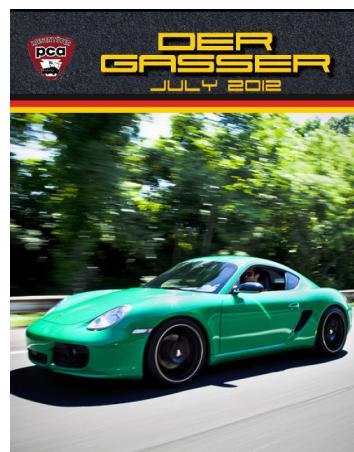
Editor, PCA-RTR Der Gasser Editor



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— On the Cover —



***Jonathan Arena, Crystal Cave Run
June 16th, 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.

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DER GASSER

A monthly publication of the Riesentöter Region

Porsche Club of America

July 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!

Membership Report

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

New Members

Member's Name	Town	Model Year	Vehicle Model	Month Joined
Steve Bishop	Reading, PA	2002	911/996	May
Jim Labert	Quakertown, PA	2006	Cayman S	May
Mark Minton	Villanova, PA	2013	Panamera	May
Ron Neff	Elkins Park, PA	2002	996 Turbo	May
Yarek Ostaniewicz	Newtown, PA	2011	911 Turbo S	May
Tom Pitcherella	Coatsville, PA	2009	911	May
Matt Weiss	Reading, PA	2006	911	May

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
Todd Cassidy	Reading, PA	2001	911 Turbo	Delaware
Tim Corle	Downington, PA	2002	911	Jersey Shore
Quang Dang	Allentown, PA	2007	Unknown	Central PA
Wayne DeSantis	Chester Springs, PA	1992	911	Central PA
Fred Himmelstein	West Chester, PA	2007	911	Delaware
Tom Maggiano	Philadelphia, PA	1980	911SC	Sequoia
Tony Panossian	Bethlehem, PA	2112	Carrera	Metro NY

July Anniversaries

<u>25 Years</u>	Richard Glazewski	<u>10 Years</u>	Kris Bartosiak Michael Kelly
<u>20 Years</u>	Barry Schwartz	<u>5 Years</u>	George Busch
<u>15 Years</u>	Malcolm Brown Christopher Loftus David Millman David Rubenstein Dave Toppin		Linda Erwin Bill Hubbard Alfred Krisch Robert Lefebvre Jay Ranalli Dahlia Sataloff Jerry Zeigler

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: Kristyne Haver

Member Since: 2010

Model: 2003 Boxster

Miles when purchased: 23,559

Current Miles on the Car: 50,249

Exterior Color: Arctic Silver Metallic

Interior Color: Black

Date Purchased: September 24, 2010

Equipment:

Remote Control Alarm System

Tiptronic S

17" Boxster S II wheels

Cruise Control

Hi-Fi Sound (digital) Package w/Speakers

AM/ FM Radio with CD player

Wheel Caps with colored crest

Porsche Windstop (deflector)

Modifications:

Porsche black and silver crest valve stem caps, new Michelin Pilot Sport All-Season Plus tires

Notes:

After the third “incident” in my defining moment trilogy, I began my quest for a Porsche two-seater convertible in earnest. Although I initially wanted a 911, I realized I wouldn’t be able to afford one with just my mother’s car to trade, plus my end-of-season bonus. But, I had a friend of a friend who had a Boxster and I liked its looks so I decided to go in that direction. My first requirement was the Tiptronic so I could learn to drive a manual transmission all over again (Baby steps, baby steps!), low miles, and less than 10-years old. My color preference was silver with black interior and top, but I would have considered white, black, or red as well. I found everything I wanted in a 2003 Boxster at Import Cars of West Chester on Autotrader within two weeks of my search, so I took the afternoon off and drove to West Chester in my mother’s Buick, traded it in, and paid cash for the balance. The deal was easy, but further dealings with the dealership over squeaky steering proved to be a hassle. They accused me of attempting to jury-rig it, insulting my integrity all the while, but they finally agreed to repair it. Two months later, it was squeaking again. This time, after a tragic collision with a stump not far from Joe Asher’s house last summer, the steering noise was taken care of permanently by Rich Christine and his crew at Thompson’s in Warrington. No current plans to trade in or trade up, but you never know. People in the club always comment about me having to drive so far to RTR events and meetings since I live in Mohnton, just southwest of Reading. However, I just love driving this car! And I always say, “It’s a car club. Isn’t driving the point?”



RTR Upcoming Events

Monthly Membership Meeting Schedule

Wed. July 25th Don Rosen Porsche of Conshocken
7:00 pm social hour with food and meeting follows at 8:00pm

1312 Ridge Pike



Wed. August 22nd CJ's Tire of West Chester 1309 Wilmington Pike
<http://www.cjtire.com/locations/west-chester.aspx>

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

Not Just for New Member Breakfast for July

Currently unscheduled but may firm up. Watch for an e-mail blast should this come together.

Social Events

3rd Annual Stoudt's Oktoberfest Oct 7

Oktoberfest fun on Sunday Oct. 7th we will be meeting in King of Prussia (TBA) at 10:30am and drive up to Adamstown to the Stoudt Brewery for a brewery tour and enjoy some great music, food, and fun! Tickets sold at the door. For more info visit their website for Oktoberfest at: http://www.stoudtsbeer.com/events_oktoberfest.html
RSVP to Wendy Walton at Social@rtr-pca.org

Chester County Scenic Drive, Dilworthtown Wine Festival, and Car Show Oct 14th

Please join us for a scenic drive through Chester County's beautiful horse country ending at the Dilworthtown Inn near West Chester for their annual Wine Festival and car show. We'll have premium "front row" parking in the car show area. More info, including ticket purchase options, will be available soon. Festival benefits Chester County Hospital. Questions, please contact Paula Gavin at membership@rtr-pca.org.

Black Walnut Winery Nov 11

Join us for a great drive to the Black Walnut Winery for a wine tasting of current and future vintages with delicious appetizers for all and a fine art and craft show. RSVP to Wendy Walton at Social@rtr-pca.org

Fall Wine Dinner - details coming in August!

Drivers Education

2012 DE Schedule..

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

Steve Meenan's DE Wrap

On Sunday as the 2012 NJMP Lightning event came to a close many people had some very nice things to say about the event. Many were thankful for what we do to put these events together. Well that thank you goes both ways. All of the track program officials would like to thank all participants and instructors for a superb event this past weekend. The weekend started off with an advanced day where participants had the opportunity to have over 4 hours of open track time. In addition to our advanced run groups the national Driver Education Chair Pete Tremper conducted our annual instructor-training program. This year we added 12 new instructors to our Reisentöter Instructor core. Congratulations to Nick Benz, Ara Chalin, Adam Kocse, Rob Mailand, John Myers, Eric Mayer, Gei Liem, Ken Boyd, Dan Yonker, Emrich Stellar, Shahin Zandfard, and Tom Kohler. All of these instructor candidates demonstrated throughout the day, that not only do they possess the necessary advanced driving skill, but they also demonstrated the exceptional communication and professionalism that RTR instructors are known for.

The normal Driver education event that took place on Saturday and Sunday was spectacular. There was only one incident all weekend and considering the number of participants that is something for all of us to be proud of. None of this takes place by accident. It demonstrates the maturity and discipline of all drivers staying within their limits and learning the proper technique to do so. I would also like to thank Jack Kramer for filling in and teaching the Saturday classroom sessions. In addition I would also like to thank Myles Diamond, Jim Mccombs, and the rest of those who helped fill in for our track chair Paul Walsac who was unable to attend due to a family function. In addition to the normal DE, Brian Minkin also conducted a new program "Introduction To Driver Education" This allowed participants to experience a taste of what DE is all about, and, it set the hook for many participants to participate in future DE events. The program was a hit, and is potentially something that will be implemented by PCA nationally. So if you missed it this year, be sure to join us next year at Lightning. It's a great track event that has grown to be one of the most popular on our DE schedule. The next event for RTR is Watkins Glen July 27-29th we still have space available but it's filling up quickly. So get on motorsportsreg.com and get signed up, get your room reserved, car teched and join us for our most popular event of the year at one of the finest racetracks in the United States. See you at the track.

Steve Meenan=====Rick Owens=====Brian Minkin=====RTR Chief Instructors

Autocross

2012 Riesentöter Autocross Championship

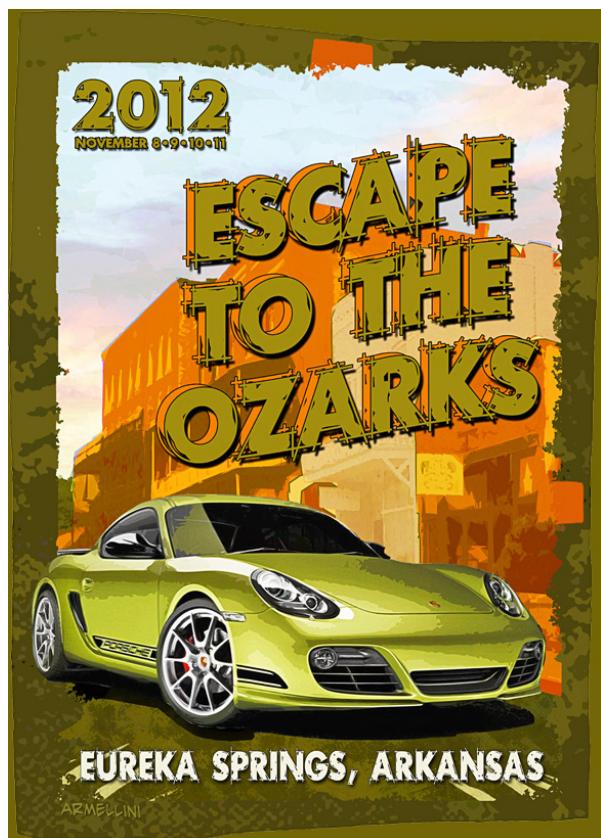
This Year's Championship will consist of 8 different Autocross races in the area starting in April, with driver's earning points based on how they finish within the club that count towards their season totals. The top 5 performances out for each driver will be counted for the final standings so those who cannot attend every race can still compete for the championship.

2012 Autocross Schedule

July 29th	Northern New Jersey at Giants Stadium
August	Planes & Porsches - Cancelled
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 Jonathan Arena at Autocross@rtr-pca.org.

National Upcoming Events



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](#), 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.

PHILADELPHIA

Well, here we are in July already and it's time for fireworks, cookouts, and heading to the shore. I've always loved the 4th of July, it seems to be the holiday that just says "summer's here." There's something special about this month, it's usually not quite a scorch like August can be. The evenings are great, it's nice to sit on the deck and listen to your favorite tunes and enjoy a cold drink. But let's head in town before it gets really hot and humid.

Philly is great for a visit, Boat House Row, the Art Museum, Center City, Independence Hall and restaurants of every description. There's so much to offer in this great big city, often times you kind of forget what's really there. This is the city where it all began with the Declaration of Independence on July 4th, 1776. Here we are 236 years later and there's still signs of what the old city looked like. Stop by the Old City Tavern on 2nd St., between Market and Chestnut. Great ambiance and reasonable menu with some interesting beers to try for those that enjoy trying something different. From there it's a short walk west on Chestnut to Independence Hall. Of course you could also cut north on 2nd and visit Elfreth's Alley. It's referred to as the nation's oldest residential street and dates back to the beginning part of



the 18th century. Let's head a little to the west because I'm starting to get hungry, probably since it's close to dinner as I write this.

For the foodies out there, we have to stop by an area on 12th and 13th between Walnut and Lombard. Here you can find the likes of Vedge, Caribou Café (Nice!), Tria, Farmer's Cabinet, Amis, 1200 Bank, Garces Trading Company and of course Vetri. Go online and check out some of the reviews at www.urbanspoon.com. We still haven't had a chance to go to Vetri but have tried Osteria (Both owned and operated by Mark Vetri) and really enjoyed the restaurant and the meal.

I do have to mention the Art Museum since we both enjoy a visit and walk about. Parking is tremendously easier since they built the parking garage. They've done a nice job of incorporating it into the landscape by burying it under a sculpture garden. The last show we visited was Van Gogh up Close. This was the only showing in the US. Very well done and because we went late in the afternoon we also got to attend Art after 5. If you haven't tried this you should if you're in the area. They had tables set up and were serving appetizers and serving drinks with a live band in the entry-way to the museum. You could even go out front and just relax there as well. The PMA has really come a long way and it's largely due to Anne d'Harnoncourt, who has unfortunately passed away. If you feel like staying for dinner there is a restaurant downstairs which is operated by Steven Starr. I wasn't overwhelmed by the meal but maybe it was a bad night.

I barely touched the surface of things to see and do but do visit our city because you will find something to enjoy. Enjoy the 4th, and think about what they embarked on those 236 years ago. Pretty brave move against an empire, and we have a lot to be thankful for.

Porsche Care - Cleaning Your Wheels

By Larry Reynolds, Contributing Editor Car Care Specialties

One of the questions I am most often asked is "What is the best way to clean my wheels?" The correct answer is use the least aggressive cleaning product/method possible. If you wash your wheels frequently and keep up with the accumulation of brake dust, a simple car wash solution may be enough. If you allow the brake dust to build up, then you must resort to stronger cleaning agents.

To discuss cleaning methods/chemicals, we should first discuss the agents that attack your wheels. The main culprit is brake dust. Brake pads are made from several components, including monofilament carbon fibers, sintered metal particles, Kevlar fibers and polymer-based adhesives. The brake pad adhesive is the root of most of our problems. When the adhesive residue (a component of brake dust) becomes wet, it turns acidic and will etch your wheels. The sintered metal particles, during braking, will become red hot and tend to "burn" tiny holes in the finish of your wheels. If you have small droplets that look like road tar on your wheels, this may not be road tar but may in fact be re-polymerized brake pad adhesive. These polymer adhesives flocculate and form droplets that wind up on the wheels, where they adhere with a vengeance. The only sure way to stop all this etching/burning/flocculating (sounds kind of kinky) is to refrain from using your brakes. Such a course of action is not usually desirable, even though some drivers are proponents.

One of the keys to maintaining your wheels is a coat of wax or polymer sealant. The wax or sealant acts as a sacrificial protectant. The damaging effects of red-hot brake dust, brake dust acids, pollution and ozone are unleashed upon the wax or sealant and not your wheel. Waxes will tend to melt with high temperature and need to be reapplied more frequently. My favorite is One Grand Blitz Carnauba Wax (10202). A polymer sealant will give better longevity but many brands tend to yellow over time. Menzerna Power Lock Sealant is the least yellowing and longest lasting sealant I have found.

There are several ways to clean your wheels. Choose the least aggressive method that will get the job done. A quality car wash/water solution is the least aggressive and will probably remove most of the dirt/brake dust from relatively clean wheels. My favorites are P21S Bodywork Conditioning Shampoo (10420) or Sonax Gloss Shampoo (10901) at a dilution of 1 capful per gallon of water to clean wheels. If car wash does not do the trick, then try a quality wheel cleaner.

My two favorite wheel cleaners are both made in Germany, P21S and Sonax. Be careful when choosing a wheel cleaner, as most of the popular mass market brands are highly acidic and may damage the finish on your wheels. The active ingredient in many wheel cleaners is hydrofluoric acid (the same stuff they use to etch glass). There have been lawsuits that allege that several mass market advertised brands are damaging to almost all wheel finishes. I get 2-3 calls a week from people who have stripped the finish off their wheels with highly acidic products. P21S and Sonax are both pH balanced and developed specifically for the delicate wheel finishes. They may not be as aggressive as other brands but neither will they strip the finish off your wheel.



The P21S Wheel Cleaners (10401 & 10404) are based upon specially designed pH balanced detergents that break the bonds between the surface of your wheel and the brake dust. The P21S High Performance (10401) formula is for wheels with minimal amounts of brake dust and the Gel Special Performance (10404) formula is thicker and stronger. The thicker/stronger formulation allows the Gel to cling better to the vertical surfaces of the wheel and the stronger formulation helps remove stubborn brake dust accumulations. Sonax Full Effect (10932) is a brand new, pH balanced formula wheel cleaner that is safe for all types of wheels. Sprays on fluorescent green and then turns red as it reacts with the iron particulates in brake dust making it easier to remove. The sintered iron particulates in brake dust are one of the more difficult components to remove from your wheels. This new formula attaches to the sintered iron particles creating a water soluble iron complex that allows the surfactants to rinse off easily.

Cleaning Your Wheels - continued from pg. 10

The P21S Gel (10404) works slightly better on some types of brake dust and the Sonax Full Effect (10932) works slightly better on other types of brake dust. We are conducting studies to try to link brands of brake pads with each wheel cleaner.

Wheel cleaners work best on a cool, dry wheel. Spray the cleaner on the wheel and work evenly into all areas of the wheel with a soft sponge, wash pad or dedicated wash mitt (Never use a wheel tool on the car as the sintered metal particles will scratch the paint). Try to smooth out any drips or runs so there is an even coating of cleaner over the entire wheel. Allow the wheel cleaner some time to work (3-5 minutes) and gently scrub the wheel with your sponge or mitt. Some areas of a dirty wheel may require gentle brushing with a soft wheel brush to dislodge the dirt.

If areas need additional cleaning, re-spray with wheel cleaner and gently brush. I repeat the warning, the keywords here "soft" and "gently". The finish on many wheels is acrylic enamel or a high-temperature lacquer that is relatively soft and may scratch. Once the dirt/brake dust is loosened, rinse thoroughly with water and dry.

Give your wheels a coat of a quality carnauba wax or polymer sealant to help protect them. If your painted and/or clear coated wheels are slightly faded or dull looking, 3M Imperial Hand Glaze (10101) may help clean the faded clear coat or paint. Apply the glaze to a Blu-Velvet Microfiber Applicator Pad (17856), gently rub out the clouding and buff off with a Blu-Velvet Microfiber Buffing & Polishing Cloth (17811). If this does not do the trick, put a generous amount of 3M on your applicator pad and add a small amount of P21S Metal Finish Restorer Metal Polish (10417) (about the size of your pinkie nail). Polish out the clouding with this combination. The P21S/3M combination will usually get the job done. When it has, follow up with a coat of quality Carnauba wax or polymer sealant.

If your wheels are anodized, the manufacturer may recommend a protective coating of petroleum jelly. I have tried this and have chosen to use a Carnauba wax instead. I found that the petroleum jelly attracted every dust particle within a half mile. Anodized wheels that have stain marks are difficult to restore. Most manufacturers do NOT recommend the use of any metal polish on anodized wheels. It will remove some of the anodization

and change the appearance slightly. If you can live with the removal of small amounts of the anodization and the slight appearance change, P21S Multi Surface Restorer Polish may help remove some of the stains. Test any metal polish on the back of the wheel before using. Once the wheel is polished, apply a coat of Carnauba wax or polymer sealant.

How do you determine if your wheels are painted/clear coated or anodized? The painted/clear coated finish is smooth to the touch and the anodized finish feels slightly rough. If you have any doubts, one method of testing the finish is to touch the tip of your tongue to the wheel. If you taste metal, it is usually anodized. If you taste almost nothing, it is usually clear coat. Your tongue is very sensitive to metallic tastes (I had a \$1.00 bet I could get you to lick your wheel.)

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.

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Porsche World Road-show

By David Newton, photo's taken by Jeffrey Walton

I sometimes think there must be something wrong with Porsche. Don't get me wrong, I'm not complaining. But would you loan out some of the finest machinery on this planet to the likes of someone like me? That's exactly what they did in June for three days in the blistering heat of the New Jersey Pine Barrens. I took the afternoon off from work and made my way to Millville, New Jersey, the site of one of the nicest tracks I've been to: New Jersey Motorsports Park (NJMP). I pulled up to the gate with veiled anticipation; not expecting much, as anything associated with the word "free" has to be tempered to avoid disappointment. The invitation came via email from Main Line Porsche, so I expected I might have to buy a car first. I was pleasantly surprised that they only wanted to see my driver's license. There are two tracks at NJMP: Thunderbolt and Lightning, with first-class facilities to satisfy even the most discerning of attendees.

Directed to the infield, I pulled into the parking area, docked my Cayman and was welcomed by Porsche and NJMP staff in an AIR CONDITIONED tent stocked with beverages and snacks. I was also relieved that some Riesentöter members and guests greeted me at registration since racetracks can be a little intimidating. In twenty minutes the production began with a short presentation from a bona fide Porsche instructor. He reviewed the Porsche World Roadshow schedule as well as other pertinent background, the proper track attire and other safety precautions. We would be broken down into groups for three separate events; rotating through each to spread the participant load among the instructors to achieve a balanced experience. In attendance were fellow members Jeff Walton and Rita Hancock with their guests Evan and Phil.

To my delight, our first event was Lead-Follow. It sounds simple but is actually a complex system of pairing off with a driving buddy to cycle through three showroom-new cars; the Panamera GTS, Carrera and Carrera S. Helmets and sweatpants were issued (for those of us showing up in shorts – rules are rules). We made our way to the Lightning track. A short bit of instruction was the only thing separating us from the shade of the staging tent to the air-conditioned cockpits of three amazing cars. I partnered with Phil, and we started off in the Panamera. I deferred the driver's seat to him; at about twice his age (an educated guess), experience has told me it's better to screw up after giving someone else the chance to do it first. We were staged into groups of three allowing for some separation between each cluster of cars, and

also an opportunity for us to switch seats. When each driver finished a lap, the pair moved back a vehicle and the last car moved forward. The track staff did a great job; I only got into the wrong car once.



I had test-driven the Panamera before as a loaner, and I was frankly underwhelmed. In fairness, it's only twelve miles in traffic from the dealer to my office, but I quickly learned this four-door "sedan" was a monster on the track. The engine has enough torque to ripple the asphalt, is rock-stable in even aggressive turns, and provides the driver with confidence to charge progressively to the next apex with the assurance of avoiding the guardrail. I assumed Phil had been doing this a while since he made it look so easy, but when I switched with him I discovered this was a tremendously forgiving car. And it's a SEDAN.

The base Carrera was next. I had never done anything in a Carrera except park them when I worked a few weddings at a golf course as a valet, and that was in my late teens some, err, let's say "a long time ago." Parking a Carrera is a bit like sniffing a sizzling steak on the barbecue; the aroma falls flat if you don't get to sink your teeth into some meat. Phil jumped on the accelerator as we had fallen back a little from the group. I thought I felt a slight whip at the rear as we negotiated onto the track. We easily caught up as the Panamera ahead of us was braking for the first turn. When I switched to drive on the next lap I experienced the same almost imperceptible snap from the rear tires as they bit down hard entering the track. I braked way too early on the first turn; fully 50 feet before it arrived. I jumped back on the accelerator coming off the apex too hard, but thankfully the Carrera wasn't going to embarrass me today. Acceleration was astounding, and braking hard will dip your passenger's helmet down over their eyes if they don't prepare for it.

Porsche World Road-show- continued from pg. 12

The last car of the group (I concluded) was saved expressly for me. They must have seen me eyeing it up when they staged us for the rotation. The Carrera S is as close to a sleeper as you will find in a car, and has an understated but perceptive air of class. There is something that makes this car look more aggressive than the base model. It's not like it has a giant whale-tail shooting up off the back or racing slicks bulging its hips. This car is wicked-fast. But the measure of any car on a track is how much better it makes you feel than you know you are. I've driven cars at this speed but not nearly with the same level of confidence. All I can tell you is that you have to drive this one to believe the engineering that went into it. A gorgeous, classic design with an understated interior and yet none of this matters the moment you mash down your right foot. On either pedal. Coming out of the last sweeping turn and down the straight to the pit, we both hit the magic 100 MPH on our respective runs. More importantly, the best production brakes in the world brought us safely into the pit as though we were pulling up the driveway. Astonishing.

We made our way to the next event; the Technology Drive. Yawn. Honestly, I could have gone home at this point and the two hour drive, gas and tolls would have been worth it twice over. The whole course is set up with weight transfer in mind. The purpose is to compare the starting, stopping and agility of the Hybrid-drive Cayenne and Panamera versus their V8 counterparts. Don't bother watching the movie; the V8 versions win this contest. The comparisons are impressive however when you consider the cleaner emission and improved fuel economy. I paired with Evan on this course. He took the instruction quite literally: squash down on the gas and bury the brake. Stay between the cones. And that he did. Much better than I did, but in my defense I was pondering how I could negotiate my way back to the Lightning track.

Finally was the autocross course; a scaled-down track depicted by cones in essentially a parking lot. The emphasis is on driving skills; enter the corner with the right attitude and exit smoothly to prepare for the next turn. But there was a surprise waiting for us at the staging tent: three examples of the not-yet-in-showrooms Boxster S with an instructor sitting in each of them. I'm not a big convertible guy. Not that it mattered in this heat as they weren't running them topless.



The Boxster feels like the most balanced of the cars I drove. I have a Cayman so this didn't really surprise me as they share the same engineering and driving philosophy. On the track, I'll take the Carrera S without thought. Unless I have to pay for it, and that's where the Boxster comes in. Fewer beans but a blast to drive. I got into the passenger seat; exchanged introductions with the instructor and off we went. I purposely refrained from the quest of another adrenaline rush, or so I claimed to my fellow Riesentöter friends who noted that I was slow enough for my teacher to exit the car without spilling his coffee. But I wanted to learn everything I could. On a sharp right hair-pin turn, he told me to look out his window instead of the windshield. He gave me only two other pieces of direction, but they were spot-on and I walked away feeling encouraged enough to consider Autocross as a consequence of my experience.

Getting out of the car, I realized my afternoon was coming to an end. We parted at the registration tent and made our way back to our original rides, physically and emotionally spent. I learned more this afternoon than I had ever expected. It made me appreciate my Cayman more than I had already, and encouraged me to consider this as an introduction to other related activities like Autocross and perhaps even the PCA Driver's Education. I was glad to have an opportunity to attend this magnificently organized event, and whenever Porsche wants to again relinquish keys to these breathtaking cars, you can be sure I'll be first in line.

RTR June Monthly

Membership Meeting

at the Reading Phillies

By Scott Duvall

June 16th marked this years RTR family picnic and membership meeting. It was held at the First Energy Stadium in Reading and featured a double header against the Akron Aeros. Special thanks go out to Kristyne Haver for making all of this happen. We kicked off with our meeting at about 4:15 pm with close to 30 of us in attendance. After we finished with business it was time for an outstanding meal consisting of BBQ ribs, chicken, hot dogs, baked ziti, corn on the cob, salads,



run in the second inning cutting the Phillies lead by one. In the fourth inning things started to come unraveled for Reading when Akron scored another two runs to take the lead. The Phillies worked on a comeback in the sixth inning when they managed to tie up the game 4-4 with two additional runs. The seventh and eighth inning remained scoreless for both teams and then the Aeros had it all their way. The ninth was all theirs when the Phil's pitcher allowed four walks and the 2 runs that would end the game with a 4-6 loss to the Aeros.

I'm glad we went and got to see this venue and enjoy and evening with our fellow RTR members. Good Stuff!!



cookies, watermelon, and more. Having never been to the First Energy Stadium before, I found the seating arrangements along the 3rd base line to be really nice. The view was excellent, nice and close to the field. The food and beverages were close to hand, and we were with good friends. What better way to spend a Saturday?

The first game saw Reading score the first run in the second inning, but things evened up in the fifth inning when the Aeros scored on a sacrifice fly. Reading answered back in the seventh inning with a walk-off home run by Brandon Tripp, winning the first game 2-1.

In the second game Reading scored first with two runs in the first inning thanks to a double that brought home two of their base runners. Akron scored a



Thanks Again Kris for a Great evening!

Defining Moments → Events that inspired your passion for Porsche

By Contributing Editor David Newton

Brian Minkin is well known in PCA and Riesentöter circles and has been a member since 1995. He has held RTR board positions (most notably Club President), has maintained several other roles and is currently Co-Chief Instructor. Due to the myriad of titles he's held over the years, I felt compelled to ask how long an average tenure is. "You can burn out in three to five years," he responded without hesitation (or regret for that matter). It speaks to the dedication, hard work and passion required to sustain our club. He clearly enjoys his contribution. Brian attends mostly DE events with his wife Terry who was also RTR secretary for several years, and remains active at many events today. In fact, Brian confessed their first "real date" was an Autocross he invited her to, and she was put right to work registering the event!

Brian owns an automotive interior repair business in Springfield, Pennsylvania. His current stable of cars include a 2008 Cayenne S, a 2002 Boxster, a 1995 993 track car, a 1994 race prepared (former IMSA) 965 and a Ford F250. That's some garage if you ask me. I rode shotgun in the 993 when I had the fortune of being instructed by Brian at Summit Point last fall while attending the (now replaced) "Taste of the Track" program, which I recounted in a previous Der Gasser.

Like many, or even most of us, Brian grew up around cars. He was born in this area but moved to northern Virginia in his early teens, then moved back in his thirties. Early on he was a British car guy and owned a 1967 Austin Healey 3000 Mark III, one of my all-time favorite sports cars. He talks about his cars like family members; proud of all of them and accepting of their faults and shortcomings as he knows that they were born as they are. You can sense instantly in conversation his passion for racing. He has done Autocross and has been deeply involved in the DE program for more than a decade.

His first car was a Datsun 1600 convertible. Rare and a piece of junk (his words). Clutch woes, cooling system issues, head problems. A car you can never beat; the best you can do is walk away breathing. Our chat covered the topic of Japanese manufacturers copying the best of the cars we love; reengineering and refining them until they in many ways surpassed the originals. I enjoyed this exchange as I remember when Toyota, Datsun/Nissan

and Honda were the automotive equivalent of leisure suits; technically functional, but nothing to take too seriously.

Back in 1976, Brian was into cycling; "10-speeds" as they were called then. One of his cycling friends was Scott, a BMW motorcycle racer and fellow motor-head. Scott garaged a "gorgeous" Porsche 1972 911 S. As Brian painted his impression to me, I could picture its aggressive attitude. Flared out, deep dark blue with black interior, Recaro seats with five-point belts. Fourteen inch wheels in the front and fifteens in the back. He described the Porsche like someone else would depict the Italian Alps.

After staring at this beautiful piece of automotive engineering, he turned to his friend, "Any chance I can get a ride?" Scott could drive the hell out of this car. Through the back roads of the Baltimore countryside they went. The handling, acceleration and braking were astonishing. He depicted the day and the particulars of this nearly forty year old event with the vivid detail of this morning's headline. The thirty-minute test drive set off a chain of events that changed his life forever. Brian immediately put the Austin Healey on the market and bought a 1967 Porsche 911 (admittedly sold 10 years too soon given their climb in value thereafter). Never looking back, he made it a point to tell me that he has always had at least one Porsche in his garage since then. He had been to a track event in the early 1980's at Summit Point, but started Autocross in the nineties (coinciding with joining the PCA), and then track events beginning in 2000 to the present.

There are those who believe we are born with our talents and skills. That somehow the atoms and neurons that distinguish who we are and what we become are all there under the surface waiting to be molded into the fabric of our character. And while that may be true, it sometimes takes a singular event to alter the course of our destiny. As it did with Brian back on that particular day in 1976.



Defining Moments continued from page 14



Technically Speaking- Tires at High Speed

By Pedro Bonilla, Contributing Editor PCA GCR

Tire inflation specs are based on what the manufacturer considers “normal” driving conditions.

But, because of the cars we drive and the Club we belong to, many of us have the opportunity to go beyond “normal” driving conditions at the track during the Driver Education events organized by our PCA and other auto clubs in the area.

Let's try to put it in perspective.

Even though we tend to think that properly inflated tires are perfectly round, they truly aren't.

Because of the weight they carry (vehicle, fluids and passenger(s), the bottom half of the tire's sidewalls bulge and the tread flattens where it contacts the road.

But on the top half of the tire, the sidewalls straighten out and the tread curves back into its molded round shape. This difference in shape between the top and bottom halves of a tire is known as “deflection”.

This deflection will occur with every revolution of the tire, so picture this:

A 225/45/ZR17 tire could be considered a standard front tire in a Boxster, Cayman or Carrera. This particular tire has a 25 inch overall diameter and after doing the math we know that this tire will turn approximately 807 times every mile. At 25 miles per hour this tire will roll 5.6 times per second, at 70 mph (speed limit on the Interstate) it will roll 15.7 times per second and at 140 mph (speed right before braking for turn 17 at Sebring) the tire will roll a daunting 31.4 times every second. This means that the tire is changing its shape from its unloaded to its loaded state and back every 3/100th of a second.



This constant tire deflection plus the friction of the tire against the road (track) generates tremendous heat build-up in the tires.

Since the tires are filled with air (or nitrogen) which is a gas, Boyle's Law demonstrates that if the volume of gas is maintained at a constant, its pressure is directly proportional to its temperature, therefore your tire pressure will go up as the tire gets used, and the faster the tires spin, the higher the temperature and therefore the pressure will build up.

The rule of thumb is that the tire's pressure will increase by 1 psi for every 10° Fahrenheit increase in temperature, or 1 psi for every 4 minutes of use during the first 20 minutes of operation.

All of the above basically say that the faster you go, the higher your tire pressure will be.

So, when we're at the track or Auto Cross we must keep in mind that we will have a tire pressure increase as soon as the tires start to heat up. This will alter our car's handling, so we need to carefully monitor the pressure throughout the different sessions during the day.

But how do we know what the ideal pressure is?

We should generally start with the recommended pressures from the car's manufacturer. Then, the tires will tell us if they need more or less pressure.

Most modern high-speed rated tires have special markers to show us the optimal tire patch.



This triangle tells us where the edge of the optimal tread wear should be.

Tires at High Speed- continued

As you can see above, the wear is a little short of the marker, meaning that we have too much pressure.

Dropping a couple of pounds of pressure and then hitting the track again gives us the optimal patch, as seen below where the edge of the wear is right to the tip of the marker.



Also, always keep in mind that you should never inflate beyond the tire's maximum pressure, stamped on its sidewall.



Keep an eye on your tire's pressures and ...

Happy Porsche'ing,

Pedro

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A photograph of a white Porsche 911 race car with the number 23 on the side, parked in a garage. The car has "ALVIN JOE RACING" and "BBS" sponsorship logos.

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Shifts and Giggles

By Jeff Walton, contributing editor



Kevin Ilsen of Bryn Mawr!!!!

Kevin will be sporting a new RTR 50th anniversary jacket (his choice) for correctly identifying 27 out of 35 Porsche references in my little dream sequence from the May's edition of this very column. Most of you thought I was pretty much off my rocker and just passed on the chance to actually win something, people do win; just ask any of the winners of Publisher's Clearing House or even Kevin next time you see him at one of our regional functions. So to get on with it, here is May's column with the answers highlighted for your convenience.

Puzzling was my dream. Often times I ponder about my nightly mindscapes, the webs they weave, thespiders¹ 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 wire² dance in my head as smells of an ocean wisps pass my nose. Here by the beach thepanorama³ is beautiful , it'shalf past the hour⁴ and I don't know if I'm in theCayman⁵ Islands or along the Pacific Coast Highway, but images past in a blur as if I wasMichael Delaney⁶. Easy rider this is not, I'm planted with allfour corners superbly sticking to the tarmac⁷. 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 thecool air rush past as I drive over the sweet flat highway of route six⁸. 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"⁹, 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 Janairo¹⁰, so who's the U-Boat commander¹¹?"

"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 Ludwigsburg¹².

"Are you still at sixteen oh seven Easton Road¹³?"

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

"The little guy¹⁴ is due September 14th¹⁵and that's on the DL¹⁶."

"That's in two days¹⁷. Married¹⁸?" I ask because she's hot, like cayenne¹⁹ hot.

"No and not interested."

"Nice tat by the way."

"It came from a true vision TGA¹⁹ of a macan²⁰."

"Looks like a tiger²¹ to me."

"You're a funny man."

"Funny like Jerry Seinfeld²²?"

"No, funny looking like Rodney Dangerfield²³."

"Gee, tea²⁴ 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 Ferdinand²⁵."

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 Lincolns²⁶, 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 direction²⁷?"

"Did you know it's one minute to ten²⁸ and that I don't give a hoot,"

"Your watch isfifteen minutes fast²⁹."

"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, heySuper³⁰ Junior³¹, you're my little puppy now. I scream. I wake. A dream, a dream, just a dream. I glance at the clock,3:56³² AM...I have twenty thousand three hundred and forty seconds³³ before I hear my alarm again, so back to bed I go hoping this time around my two syllable ride³⁴ can out run the fuzz.

Shifts and Giggles- continued from page 19

1. Spiders – all the Porsche Spyders.
2. Colors of orange and blue swirling around a seashell wrapped in wire – Gulf racing team 917 driven by John Wyer.
3. The panorama is beautiful - Panorama Magazine, published by PCA.
4. Half past the hour – time frame from below puts you at 9:30 in this part of the dream – reference to 930 Porsche 911 turbo 1975-1989.
5. Cayman Islands – this is a layup for the Cayman.
6. Michael Delaney - Steve McQueen's character in Le Mans (featuring the orange and blue 917) and his Porsche from this movie just sold for 1.375 million.
7. Four corners superbly sticking to the tarmac – a reference to the 4S all-wheel drive models.
8. Cool air rush past as I drive over the sweet flat highway of route six – reference to air cooled flat six engine.
9. "He's the DJ and I'm the Rapper" - song by DJ Jazzy Jeff and the Fresh Prince --mentions Porsche in the song
10. Althea Rae Janairo is the birth name of Tia Carrere (sounds like Carrera, though spelled differently)
11. "So who's the U-Boat Commander?" - quote from Risky Business about his father's 928 taking a dive in the lake, hence the whole reason he needs to make money.
12. Nine kilometers south of Ludwigsburg – is Stuttgart Germany, home of Porsche Museum.
13. 1607 Easton Road - Porsche of Bucks County (aka Holbert's)
14. Pregnant with little guy and not being married – James Dean's famous Porsche 'Little Bastard' a 550.
15. September 14th – for the 914 Porsche made from 1969-1976.
16. DL – Roman numerals for Porsche 550.
17. "That's in two days." - today is September 12th or the 912 Porsche 1965-1969.
18. "... she's hot, like cayenne hot." - another layup – Cayenne.
19. Truevision TGA - a raster graphics file format often referred to as TARGA.
20. "... of a macan" - Macan, the new SUV, it was going to be call Cajun until the Germans realized how we pronounced it.
21. "Looks like a tiger to me." - Porsche AG was contracted to design Germany's Tiger tank for WW II, but a competing design was chosen.
22. Jerry Seinfeld - noted Porsche enthusiast.
23. Rodney Dangerfield - several models have been derided as "The Rodney Dangerfield of Porsches" by various critics -- the 914, the 928, the 944, etc...
24. Gee, Tea – reference to the exotic Porsche GT.
25. Ferdinand - Ferdinand A. Porsche, designer of the 911 (RIP, Ferry!)



Goodie Store News

Kristyne Haver who chairs our “Goodie Store” and the awards committee has established a new online “goodie store” with Lands’ End. You now order a wide array of apparel as well as selection of tote bags, hats and other promotional items that can be embroidered with the Riesentöter logo. As of right now the you can get our standard Riesentöter logo, in the future Kristyne hopes to have the Riesentöter 50th Anniversary logo available on these items also. Please use the following instructions on how to order Riesentöter merchandise:

Step 1: Go to this web site address: www.landsend.com/business

Step 2: Register and set up your own account

Step 3: Download our logos into your personal logo library

They have created two sizes of our main logo, one is 3” x 3” and is more detailed and appropriate for tote bags, and possibly men’s clothing. The other one is 2.25” x 2.25” and is appropriate for women’s clothing, polo shirts, etc. The following info is needed to download the logos.

Nickname: RTR 3in

Logo number: 1263163

Customer number: 5042945

Nickname: RTR 2.25in

Logo number: 0139522

Customer number: 5042945

After the logos are downloaded to your library, click on DONE and you are ready to shop! Please note that some types of bags, and the promotional items are only available in minimum orders. Also, some promotional items will also have to have the logo set up differently which will incur a set up charge. If we find members want a certain promotional item, we may consider doing that. It will cost \$8.50 to add our logo to any item. If members want something on the consumer side with our logo on it, they will have to call (800) 587-1541, instead of ordering online, but it is possible to do it. For ordering by phone you will need the customer# 5042945, and the logo#1263163 for the 3” x 3” logo, or 0139522 for the 2.25” x 2.25” logo. If you have any questions about ordering Riesentöter merchandise from either the Lands’ End online store or the PCA online store, contact Kristyne Haver at marktplatz@rtr-pca.org.

DE New Intro Program News

Saturday July 28th - New Intro to Driver Education Program at Watkins Glen - Have you considered Drivers Education, but are not sure if you want to take your car on a race track? The Riesentöter “Introduction To Drivers Education” program is a way for interested drivers to explore Drivers Education without enrolling for a full event. This is a 1 day event where you will:

1. Have an introductory classroom presentation about Drivers Education, safety and the skills and knowledge required to drive your car at high speed on a racing surface.
2. Participate in “Grid Tech” with your car where you will learn what safety issues are looked at before allowing a car on the race track.
3. Drive on the track for the 1st time behind a pace car at parade lap speeds to become familiar with the track.
4. Drive your car with an RTR instructor along with you for your 1st session at speed. You will be on the track only with other introduction students and the instructor will teach you how to safely drive your car at speed.
5. Join your instructor in their car as a passenger in one of the instructed run groups to observe how all the knowledge and skills you have learned are applied to drive consistent safe laps at speed.

Many more details are available on website, www.rtr-pca.org or please contact Brian Minkin bminkin1@comcast.net (215-519-4140).

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.

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

Pictures available

e-mail jimlederach@verizon.net

Jim Lederach

Pres

215 416 6077 cell





Riesentöter Region, Porsche Club of America

Picture Trivia



Anyone know why this model never went into production? Or did 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.

June Answer: Last month's picture was taken when the RTR visited the Mercer Museum in Sept 09 during Doylestown's Univest Bike Race and the Doylestown Arts Festival



Happy 4th of July!!