



DER GASSER

JULY - AUGUST 2013





From the Editor's Desk:

At the National Porsche Parade that was held in Traverse City Michigan this past June, awards were presented for numerous activities that were held at the parade as well as for regional PCA club initiatives. These initiatives included websites and newsletters.

Our newly redesigned Reisentoter website received an award for the best overall regional PCA website. Jeff Walton and his website design team worked very hard to redesign our website, and Jeff continues to spend a great deal of time frequently updating the website and adding new features. That being said, please join me in congratulating Jeff and his team on the award for the fantastic new RTR website.

Der Gasser was also entered into the national newsletter contest. We were asked to submit two issues from 2012 for judging. Judging was done by class which was determined by the number of members in each regional club. Our class is comprised of clubs with the largest membership rosters. Our class contains regional newsletters that are well established and have previous award winners with editors that have been serving their regions for many years.

Our newsletter finished near the bottom of our class, but not for the quality of our content, but for technical editing issues such as font usage and page layout. Some of these issues have been addressed in our 2013 issues. The judges thought that our monthly features such as "Porsche of the Month", "Destinations", "Defining Moments", "Shifts and Giggles", and "Technically Speaking", were interesting and well written. The judges did comment that they would like to see more articles from a wider cross section of the members of our club.

When it was all said and done the judges provided us with nine pages of feedback, both praise for our content and suggestions for improving the readability and layout of *Der Gasser*. The *Der Gasser* team greatly appreciates the time and effort that went into the evaluation and providing feedback on our efforts. This feedback will enable us to provide our members with an even better newsletter going forward. We are already looking forward to next year's contest and implementing the suggestions of the judges. I would like to give a special thanks to Wendy Shoffit who serves the Porsche Club of America as Chair for the Newsletter Committee. Wendy set up the contest and oversaw the whole process as well as recruited a panel of judges made up of past newsletter editors. Wendy has also been a sounding board for ideas and has a wealth of knowledge and experience that she freely shares.

Lastly, the one issue besides our content that we received high praise for, was our decision to move *Der Gasser* to all digital delivery in multiple formats. This is something that many regions are finding very challenging to do. On behalf of the entire *Der Gasser* team, thank you for your support and patience over the past two years.

Drive Safe

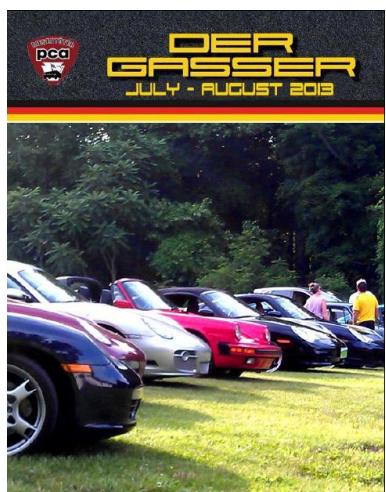
Dave Hathaway
Der Gasser Editor



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— On the Cover —



RTR Family Picnic
Photo by Scott Duvall



DER GASSER

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the Riesentöter Region
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Updating Your E-mail

In order to make sure you receive your monthly issue of *Der Gasser* as well as club e-mail blasts out to the membership about upcoming events and club news, please update your e-mail address. The e-mails that we send out are not sales oriented, and are strictly for the benefit of our membership. This database is for Region use only and will not be released to other parties.

Use the following instructions to update your e-mail address:

Go to the Porsche Club of America Web site at www.pca.org.

Sign in through "MEMBER LOGIN."

Then go to the "MEMBERSHIP" tab and scroll down to "MEMBER SERVICES."

Click on "MEMBER RECORD."

Click on the pencil icon to the right of your information to edit.

Once you updated your information then scroll down and click "SAVE."

In the "MEMBER RECORD" area you can also update the rest of your contact information and information on the Porsche(s) you own, as well as view your membership status including when you joined the PCA and when your membership expires. As with your e-mail address, all information is kept confidential and is not shared with anyone outside the PCA.

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

Advertising in *Der Gasser*

Der Gasser is the monthly newsletter of the Riesentöter PCA Region. During the first week of each month *Der Gasser* is sent digitally to our membership of approximately 1,400 Porsche owners and enthusiasts. The newsletter is produced in color and contains dynamic digital content such as video and hyperlinks.

Advertising is limited to Porsche and automotive related vendors who offer services and products that would benefit our members and enhance the overall Porsche experience. Advertising rates are as follows:

Full page ad for one year: \$1,650, plus two free banner ads on the website

Half page ad for one year: \$1,275, discount on website two-banner ad package for \$250/ year

Quarter page ad for one year: \$975

Artwork must be submitted in jpeg file format and can be changed each month at no additional charge. If you are interested in advertising in *Der Gasser*, please contact Dave Hathaway at editor@rtr-pca.org.

Advertising on our Web Site

Opportunities to advertise on our website www.rtr-pca.org , are also available. A two- banner ad package can be purchased for \$500 per year or \$50 per month. For file size requirements and placement details, contact our webmaster Jeff Walton at webmaster@rtr-pca.org.

Membership Report

Submitted by Paula Gavin, Membership Chair



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
Richard Bartolacci	Easton, PA	2006	Carrera 4	July
John Bolger	Chalfont, PA	1999	996	July
Alex Brozyna	Richboro, PA	2005	Boxster	July
Jared Chirico	Philadelphia, PA	2013	Cayman	July
James DeMarsh	Philadelphia, PA	1982	911 SC	July
Harry Jarrett	Coatesville, PA	2007	Boxster	July
Barry Lerman	Phoenixville, PA	2011	Boxster S	July
Scott Marlowe	Merion Station, PA	1990	Carrera	July
Mike Olenick	Doylestown, PA	2009	Carrera	July
Ravi Patel	Audubon, PA	2001	Boxster	July
Paul Truitt	Glen Mills, PA	1984	911	July
Loretta Weathers	Easton, PA	1991	911	July

Transfers

Antonio Atakan	Philadelphia, PA	2013	991 C4S	Northeast
Sean Baker	Coatesville, PA	2006	Cayman S	Northern NJ
Michael Ellan	Hatfield, PA	2006	911	Northeast
Nate Mayers	Norristown, PA	1987	928	Schattenbaum
Serge Small	Berwyn, PA	1987	911	Gold Coast



July Anniversaries



50 Years

Charles Horwath

20 Years

John Kessock
Robert May
Steve Schueren

10 Years

Josh Dodd
Jeffrey Milet

30 Years

Fred Michels
Bill O'Connell
Wyatt Vorters

15 Years

Guy Ayers
Leslie Brun
Mark Huntsberger
William Kiesel
Steven Kowalke
Steve Sader

5 Years

Robert DiPietro
David Drucker
Kevin Fleming
Gary Gallo
Marino Messina
Berlin Robertson
Fred Slack

25 Years

Frank Harrison

Porsche Register Groups- updated

By Dave Hathaway, Editor

During the past year or so members of the *Der Gasser* team joined the Cayman Register as the four of us have Caymans. The Cayman Register is an online forum and community for owners of Porsche Caymans and is a special interest group of the Porsche Club of America. The Cayman Register is just one of many such Porsche Register groups that have been formed to provide communities for owners of specific Porsche models.

While each group is unique just as the Porsche model they represent, they are very similar in the sense that they have a host of technical information and history on each Porsche. They also have robust online user forums and communities that are home to passionate discussions, debates and Q and A. Some of the groups even host events throughout the county or regionally. The Cayman Register recently held a trip for Cayman owners who wanted to visit the Frank Lloyd Wright house Fallingwater in western PA. Both Scott Duvall and David Newton along with their wives joined in on this trip. The Cayman Register also holds a "Cayman Invasion" each year where Cayman owners get together for a DE event as well as social activities. This year's event was held at the Mid Ohio Race Track from May 10-12, and was co-sponsored by the Potomac and Maumee Regions of PCA.

The Cayman Register group is a great example of additional Porsche special interest groups that interact with the PCA as well as the Regional PCA Clubs. It also is an example of how the experience of owning and enjoying your Porsche can be enhanced by connecting with others who share your passion for the very same Porsche you collect, use as a daily driver or track car. Here is a list of the Porsche Register groups that have active websites that you can visit and join.

356 Register: <http://porsche356registry.org/>

911 Carrera 3 Register: <http://911carrera3.com/carrera-3-0-registry/>

911E Carrera Register: <http://www.911e.org/>

911 SC Register: <http://911sc.pca.org/>

911T Register: <http://www.911t.org/>

912 Register: <http://www.912registry.org/>

912 PCA Register: <http://912register.pca.org/>

914 Register: <http://914.pca.org/SIGsiteIE.html>

924 Register: <http://www.924.org/>

968 Register: <http://www.968register.org/>

Boxster 986/ 987/ 981Register: <http://boxsterregister.org/>

Cayman Register: <http://www.caymanregister.org/>

Carrera Cup USA Register: <http://www.carreracupusa.org/>

Carrera RS Register: <http://www.rsamerica.net/>

This webpage is hosted on the National PCA website and lists some of the groups shown here. It also lists a few that do not have websites, but have other contact information. <http://www.pca.org/Regions/RegisterGroups.aspx>

RTR Upcoming Events

Submitted by Wendy Walton, Social Chair



Saturday September 28th

The September membership meeting will be held at the Philadelphia Naval Shipyard. Our meeting will follow after a trip to the [Simeone Museum](#). We will meet at the museum located at 6825 Norwitch Drive in Philadelphia, at 10:30 am and then afterward at the [Fretz Kitchen Showroom](#) at 12 Noon, in the Navy Yard where they will be grilling up some fine treats. The Fretz Kitchen showroom is located at 4050 South 26th Street in the Philadelphia Navy Yard.

Sunday October 6th

RTR's Annual Stoudts Octoberfest Drive & Dine on Sunday, October 6th with a behind the scenes tour of the brewery by Mr. Stoudt. General tickets are \$8.00 but package tickets are also available at the door. We will meet in King of Prussia in the parking lot near Nordstrom's Rack at 10:30am we will leave promptly at 11am. To learn more about tickets, food, and Octoberfest info, visit the Stoudts website at [Error! Hyperlink reference not valid..](#) Please RSVP to Wendy Walton at social@rtr-pca.org.

Saturday Dec. 7th

Please save the date and mark your calendars now for the RTR Holiday Party, which will be held at The Chester Valley Golf Club at 6:30pm. Details on registration will be coming shortly.

Regional Events

17th Annual Radnor Concours d'Elegance

The 17th Annual Radnor Concours d'Elegance will be held on September 6, 7, and 8, 2013, at Radnor Hunt, 826 Providence Road in Malvern, PA.

Schedule of events during the weekend:

Friday September 6, 2012

6:30 PM- BBQ at the Radnor Hunt

Saturday September 7, 2012

8:00 AM to 2:00 PM- Chester County Road Rally

6:30 PM to 10:30 PM- Black Tie Gala, Silent Auction and Art Show Preview

Sunday September 8, 2012

10:00 AM to 4:00 PM- Radnor Concours d'Elegance

11:30 AM to 2:30 PM- VIP Luncheon served in the clubhouse

The road rally on Saturday September 6, 2013 will be held rain or shine. The cost of participating in the Rally \$125 per car (includes the driver and navigator) and includes a lunch at the end of the Rally finish line. The Rally will be divided into two classes: Classic for the older cars and Sports for the newer cars. The event consists of a series of questions along with stops at various sponsors to collect a sealed envelope with a playing card. The cards will be used for a poker hand that will be used to break ties. Trophies and prizes will be awarded to both the driver and the navigator of the winning cars in each class.

For complete details and updates on this event, visit their website at: <http://radnorconcours.org/>

Regional Events- continued

Proceeds from the Concours will benefit the Thorncroft Equestrian Center in Malvern, PA. The mission of Thorncroft is to help build the physical, emotional and mental well-being of all people, particularly those with special needs, through establishing of an atmosphere of cooperation, respect and a love of the equestrian environment. For more information about Thorncroft, visit their website at: www.thorncroft.org.

Porsches at PJ's, Blue Bell, PA

Porsches at PJ's is a peoples choice car show that is held in the back parking lot of P.J. Whelihan's Pub and Restaurant located at 799 DeKalb Pike in Blue Bell, PA.

Here is a link to the restaurant: <http://www.pjspub.com/bluebell/>

This year the event will be held again on Saturday September 21, 2013 starting at 10:00 and ending at 2:30 PM. There is a \$10.00 entry fee to register your car in the show. All of the proceeds benefit the Juvenile Diabetes Research Fund. David Schamerhorn, President of Autowerks9.com is the event's organizer. Please RSVP and register to participate in this event by sending David an e-mail to david@autowerks9.com.

People Choice Award judging will take place starting at 11:00 AM and close at 2:00 PM. Awards will be given out in the following classes:

- Peoples Choice Award
- PJ's Choice Award
- Water Cooled Porsche
- Air Coooled Porsche
- British Manufacturer
- Italian Manufacturer
- Asian Manufacturer
- American Manufacturer

Visit the events website for more details: http://www.autowerks9.com/ecommerce_autowerks_022.htm

Please come out to support a great cause and show off your Porsche.

Charity Car Show, Greenville, DE

The Delaware Region PCA is once again hosting their Greenville Crossing Car Show this September to benefit the Boys and Girls Club of Wilmington on Saturday September 28, 2013, from 10 AM until 3 PM. The show will be held in the Greenville Crossing Shopping Center parking lot, located at 4001 Kennett Pike (Route 52) in Greenville, DE.

This is not strictly a Porsche show - there is a German section, Italian section, and a British section. Pre-registration is mandatory if you'd like to show your car (space is limited). Details, including how to register your car (it's free!), can be found at: <http://delawarepca.net/Greenville.php>. This link will also take you to other links with photo's from previous year's shows.

If you're not able to show your Porsche, then come out to enjoy the show and the cars on display, as well as help the Delaware PCA Region with their annual charity event. Questions, please contact Paula Gavin, membership@rtr-pca.org.

PCA Upcoming Events



2013 Porsche Escape: October 24-27, Los Angeles, CA Sheraton Fairplex Hotel and Conference Center

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. It is a great opportunity to show off your car, see old friends, make new ones, and enjoy the good will and fellowship of other Porsche owners. All this without the pressure of: "Did I miss that speck of dirt?" or "Is this the fastest line through the track?" or "Was that a rally landmark?"

Typically a long weekend, such as Thursday through Sunday, Escapes usually consists of banquets, driving tours, drives to local area attractions and perhaps a "People's choice" car show. Other activities may include an "off road" event for our Cayenne enthusiasts. There may also be organized group lunches or free time (either day or evening) to allow you to explore area restaurants and culture on your own. Memorabilia of the Escape or the local region may be available for purchase at a Goodie store. The primary goals are to provide a fun venue for club members to congregate and show off the highlights of a new part of the country.

The fall is a great time to visit Southern California; the weather can't get any better for driving your Porsche. If you so desire, it is possible to drive from mountains with over eight thousand feet of elevation to sandy beaches, all in the same day! The deserts are beautiful, with crisp comfortable days, and bright clear blue skies. This is the perfect time of the year for our apple orchards as the apples are ripening on the trees, and are sweet and juicy. It's a perfect time to go picking your favorite variety after a beautiful drive. Or, take a drive along either the Southern California beaches, or Mulholland Drive.

There are numerous world-class attractions within an hour's drive of Pomona. The host hotel, the Sheraton Fairplex Hotel and Conference Center is within ten short miles from Ontario International Airport. The local mountain resorts are just one hour away, and the deserts of Joshua tree a short distance further. Any number of beaches are accessible from our host location, again all within an hours' driving time.

The people who run the Fairplex in Pomona are eagerly looking forward to helping us host a first class event, including access to the National Hot Rod Association Museum in Pomona, where we will be having our escape dinner.

Please visit the 2013 Porsche Escape website <http://escape2013.pca.org/> for full event and lodging details.

The San Gabriel Valley and Grand Prix PCA Regions are looking forward to hosting the 2013 Escape!



Drivers Education

Submitted by Paul Walsack, Track Chair



2013 DE Schedule

August 20, 2013
Track: NJMP Thunderbolt
Registration Open Date: June 24, 2013

Safety Tech Date: Aug. 10

Possum Hollow
481 Schuylkill Road
Phoenixville, PA 19460
(610) 933-6868

September 13-15, 2013
Track: Pocono (Full Course)
Registration Open Date: July 15, 2013

Safety Tech Date: Sept. 1

Knopf Automotive
3401 Lehigh Street
Allentown, PA 18103
(888) 437-9168

October 18-20, 2013
Track: Summit Point
Registration Open Date: August 19, 2013

Safety Tech Date: Oct. 5 at

Meehan Transmission
1938 North Broad Street
Lansdale, PA 19446
(215) 885-5123

All registrations are through www.motorsportreg.com

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

Tech inspection Rules

In order for you to bring your car to the track to participate in driver education events you must make arrangements to have your car tech inspected. Tech inspections must be completed no more than two weeks prior to the event.

Riesentöter Members: must have their Porsche inspected by an authorized Riesentöter Tech Inspector.

Driving Instructors: must have their car inspected by an authorized Riesentöter Tech Inspector for each event.

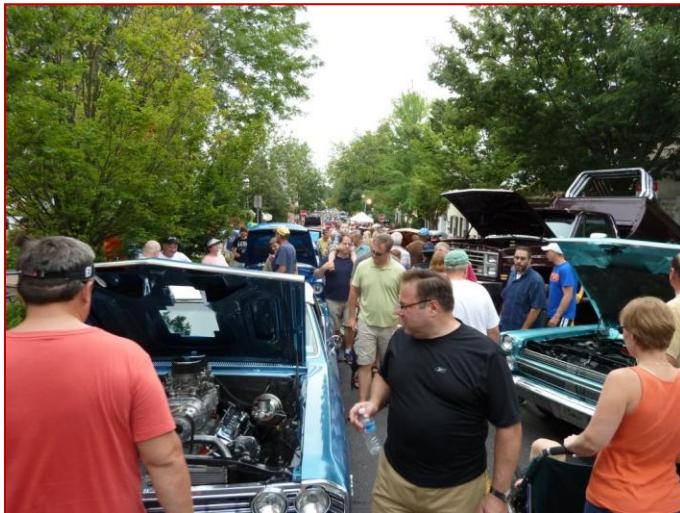
Non-Riesentöter PCA Members: must have a technical inspector authorized by your region inspect your car. Please have our RTR Tech Form signed and stamped. The RTR Tech Form is available on our web site.

Non-PCA Members: If you reside within twenty-five miles of Philadelphia, your car should be tech inspected by a certified Riesentöter tech inspection facility or at our tech session (see above). If you reside in the state of Pennsylvania but outside the 25-mile radius of Philadelphia, your car can be inspected at a certified Pennsylvania inspection facility. If you reside outside of the state, your car must be tech inspected by a professional repair facility that specializes in your marque. A RTR tech form is required, which must be signed and have the car VIN on the form along with a receipt for the services rendered.

Doylestown at Dusk

By David Newton, Contributing Editor

I almost didn't attend one of the best car shows I've ever been to. And I'm including the local standards such as the New Hope Auto Show and the Das Awkscht Fescht in Macungie. Although I'll go anywhere that displays cars (even the mall), I know the difference between a quality exhibit and an impromptu parking lot display. This event was an extraordinary example of the former, and I nearly missed it.



Participants and onlookers alike wander the streets freely.

I'd heard of Doylestown at Dusk, but it wasn't until Donna and Michael Broderick began to organize a Riesentöter contingent that I started thinking about going. We used to live just south of Doylestown and visited many times, so we were familiar with the area and surrounding attractions. Doylestown is the seat of Bucks County with many restaurants and eateries, as well as other interests such as the Mercer and Michener Museums. It also offers a range of stores and shopping.



Michael Broderick and his 1988 M491 (Turbo Look).



From left to right: Michael Broderick, Dave Hathaway, David Newton, Bryan Papillon and Mike Andrews.

I signed up pretty early; as we got closer to the date, I expected the interest level to rise as things typically do with events like this. The attendee list was still rather skimpy however, and it wasn't getting better as we got closer to the date. I'm not sure if it was the time of year (people away on vacation), or the location, but I thought Doylestown would have been fairly central to our region. Either way, Saturday, July 20th rapidly approached; since we lost out on group parking (which depended on the turn-out), I was starting to wonder if it would be worth going.



Detroit big-block bulging out of this black beauty.

Donna and I fired emails back and forth leading up to the show. Where should we meet? How early do we need to be there? What about dinner? I became determined to sign up as many RTR members as I could, but everyone was busy or out of town.

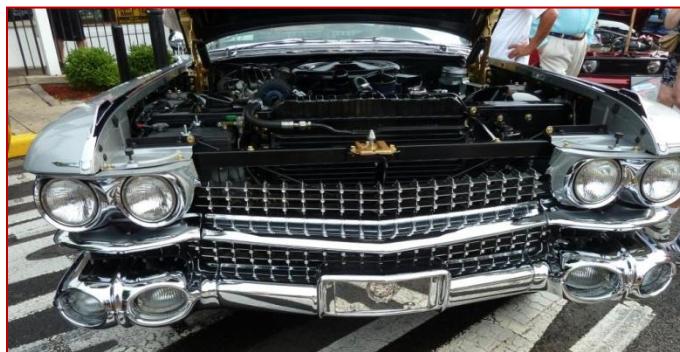
Doylestown at dusk- continued

Finally, it was down to just me and Donna and Michael, but I was able to enlist Bryan Papillon (see Dec-Jan Der Gasser "Defining Moments") in a last-minute scramble. Bryan and I had attended other events together, so all I had to say was "car show" and he was in.



Bryan Papillon arrives in his 2011 Carrera GTS.

As the weekend approached, Bryan and our respective "better halves" arranged to attend the show and have dinner at one of the eateries there in town. But on the Friday eve of the event, an email blast drove what I thought might be the last nail in the proverbial coffin. Violent storms were expected specifically during the show time (um, DUSK), so the event was delayed until Sunday. Big problem. Christine and I rise with the roosters, so the thought of coming back late Sunday night and then getting up just hours later to drag ourselves to work made our attendance less than promising.



A grill worthy of any living room.

We had all planned on dining together anyway, so we decided to go out Saturday night anyway. Which we did, and had a great time (with near zero indication of dubious weather by the way). But at least Bryan and I

arranged to go to the show the following day without our dates; we'd just bolt early enough to get back at a more reasonable hour (since dinner at the event was now off the table... so to speak).



A unique hotrod missing only the Munsters.

At 2:30 Sunday afternoon (for the second day in less than 24 hours), Bryan and I met up in Skippack to make the run up to Doylestown together.



The greatest Chevrolet ever made; arguably the best year too.

Rather uneventful with the exception of my missing the 611 exit off the glorious 202 bypass. No, seriously, I used to trek up and down that corridor before they opened it, so the word "glorious" is not at all superfluous.

Luckily, Bryan has GPS in his Carrera, so he guided us back to the southern entrance where pre-registered attendees were parked immediately as promised. Since Bryan had not registered yet, it took only twenty minutes or so to get him signed up and

Doylestown at Dusk- continued



One of the largest convertibles ever made.

parked; unfortunately, on the other side of the event at the top of the hill. But for \$15 we had VIP parking right in the middle of the action. Perfect.



Perhaps the nicest hotrod example at the show.

Getting there early was not only necessary, but fortunate, as we got a chance to see a diverse array of cars arriving. There were thundering muscle cars, exquisite exotics and scores of special interest makes and models. We began wandering around, chatting it up with the other attendees, and marveling at this amazing assortment of machinery.

Ironically, the storms predicted for Saturday arrived less than an hour after we got there. In full force I might add; the skies darkened and the winds whipped through the streets as dozens of attendees scrambled to cover their cars. Thankfully, the wayward weather blew through in about thirty minutes; just enough to tick us off.

The sun reappeared as quickly as it left, and the event resumed its clamor. Remember when you were a kid and would stomp an ant-hill just so you could see them instantly re-organize and rebuild?



A lucky pooch protected from the precipitation.

That's what these show participants reminded me of; micro-fiber cloths and bottles of speed-shine came out of trunks and containers like six-shooters from a holster. Before long, the event was back in full swing. If you had been late to the show, you might not have known it rained.



As mentioned, some very unique entrants.

My guess was that there were more than 300 cars, and thousands of spectators. Three blocks of traffic were diverted as we wandered freely through the swarm of car enthusiasts of all ages. Families, organized clubs and individual entrants strolled the sidewalks and streets. You'd never know the show date had changed; it was well attended with enthusiastic fans.



A row of Camaro examples lined the north of town.

Doylestown at Dusk- continued

Porsche was quietly represented, including Mike and Bryan's Carreras, a pair of white Caymans to compliment my own, and even a custom 356. I parked next to a stunning 1969 Camaro SS 396, the owner of which chatting pleasantly to me as if we had gone to the same high school.



A Camaro SS 396 in a rare color (Photo Bryan Papillon).

Dress code was the typical shorts and t-shirts, but the occasional Concours jacket and tie, next to a gown with sequins showed up here and there. Most of the crowd dressed for the weather, which was now pleasant.

The diverse collection of cars and owners was simply delightful. I think the event catered more to my age group, since I grew up in the sixties and day dreamed of muscle cars and their ancestors. I saw everything from babies in strollers, to teens in jeans, and even a few folks with walkers and wheelchairs.



A custom 356; possibly a kit.



An ornament adorns a chromed hood (Photo Bryan Papillon).

Bryan and I met up half-way through the event with our Riesentöter brethren Donna and Michael, and later ran into Der Gasser editor Dave Hathaway and his charming wife Kim, as well as Mike Andrews. We had been a few hours on our feet by now, so we



David Newton's 2009 Cayman (photo Donna Broderick)

walked back up to Bryan's Carrera parked coincidentally in front of the infamous Hickory Kitchen (formerly Smokin' Lils). Christine and I had eaten here a few times, so I could recommend the food with a clear conscience. As the name(s) suggest, this is smoked barbecue at its best. No frills; just good food in a clean environment. Doylestown at Dusk was about as good of an event as you could put together, even with the last-minute change.

A truly unique show; there were examples of American iron with a splash of exquisite exotics and sports cars. Some older sedans and custom trucks. Even a Delorean complete with Back-to-the-Future "Flux Capacitor" was on hand to please the spectators. From the subdued stock, to the tricked out Hotrods, no one could possibly have been disappointed.

2013 Porsche Parade

By Michael Langer, RTR Member

The Porsche Parade in Traverse City, Michigan was a must do for us this year. It has been at least 30 years since we took a family vacation to the Cherry Capital and had a blast. We had to return. We planned to take the week off but then my wife informed me that she needed to work on Friday, the second to the last day of the Parade. We could still make it happen but the drive back would be straight through affair.

Another requirement was imposed, must have AC. My 84 Carrera is still waking up from a long nap and AC has not been a priority. OK, plan B and I slapped new Super Sports on the 997 and we were off.

We arrived at the Grand Traverse Resort late in the afternoon Sunday and we were greeted by a welcoming tent, another friendly group of volunteers at reception and then we quickly met new friends at the welcome party that night. The highlight of the welcome party was Porsche unveiling the 50th anniversary 911. The anniversary model is scheduled to be introduced at the Stuttgart auto show in September, however, the new model was flown over for the Parade and made quite a splash. The 1963 classic donated to the event by Haggerty was moved off the stage and the 2013 model moved on, very well done! See photo below.



The anniversary edition has some retro features which are cool including Fuchs style wheels and retro seats. Production will be limited to 1963 cars.

Monday featured the Concours which was outstanding this year. Over 200 cars on display thanks to the new "street" category. All cars were smartly displayed on the fairway and it was an education watching the judges in action.

I am not a Concours guy but fully appreciate the hard work and owner dedication to preparing and showing collector cars... every one spectacular in my book.



Anniversary Edition of the 911.



2013 Porsche Parade- continued

The other Monday event for us was the Michelin drive and compare "mini autocross". New 911S models with Super Sports and it was a good hands-on demo for the cars and tires. As mentioned, I purchased a set for the trip and I am very pleased so far and a nice improvement over my PS2's.



Tuesday was Rally day for us, well sorta. We decided not to sign up for it due to past stressors of doing TSDs. We did want to hit a checkpoint or two and take pictures, so we ended up following the course and my wife did a fantastic job of navigating. We did about 2/3rds of the course without missing a beat. The biggest challenge was staying focused on the road and directions given the beautiful scenery around Lake Leelanau.

Tuesday night was the Concours banquet and what a fun night. Met more new friends from Florida, New York and Texas, enjoyed the awards, hearing from Porsche and Peter himself while enjoying a very nice meal. Select Concours winners had their cars in the banquet room and during the evening, Porsche introduced the new GT3 which was driven to the front of the room. Spectacular and they did not need to shift once (the new GT3 is PDK only).

We were up early Wednesday for our driving tour of Sleeping Bear Dunes. What a ride and a great bunch of folks. The park was incredible and we saw deer, wild turkey and a lot of nice cars making the drive. The tour ended at a beautiful country club for lunch and then we had to hustle back to the hotel for the wine tasting. All local wines were featured and another well executed event by Parade volunteers. Our last night was highlighted with dinner in town and walking along the streets of downtown Traverse City.



Being our first Parade, I have to say that we are hooked. Monterey is hopefully in our plans for next year. Highlights for the Traverse City Parade would have to be all the fine folks we met, the exquisite cars, the new Porsche models, the fun events we experienced and the incredible hospitality of all the Parade volunteers. Short story, the Parade had a car wash set up. I was told to bring my wash stuff which was totally unnecessary. The wash station had buckets, soap, towels and even spray detailer all with the concierge service of a volunteer asking which soap do you prefer? On Wednesday I thought it a good idea to give her a quick bath. While drying off, I started up a conversation with a nice guy drying his green 356. Come to find out I was talking with Bill Cooper who lives maybe 3 miles from my house. Incredible! We couldn't meet at cars and coffee at our local Starbucks but at the Parade wash station. By the way, Bill came in 4th for the trivia contest and is a wealth of knowledge for everything Porsche (and Corvairs too).

Porsches for Pediatrics

by Jeff Walton, Contributing Editor

Coca Cola Park was the backdrop for our first ever Autocross event for the Pediatric Cancer Foundation of the Lehigh Valley. The Riesentöter Region together with our sponsors (American on Wheels Museum, Autowerks9, Cabot Cheese, Cardinal Camera, Cars and Coffee of the Lehigh Valley, Cindy Ernst, C. Leslie Smith Jewelers, Entertainment Services Group, Fabspeed, Freddie Frederick Entertainment, Iron Pigs of Lehigh, Lehigh Valley Martial Arts, Philadelphia Phillies, Specialty Cars of Allentown, The Reading Fightin Phils, The Thompson Organization, and Zeke Zelker) raised right around \$10,000 for PCFVL - the kids and their parents THANK YOU for your generosity because when it comes down to it... that's what this day was all about.



As for the autocross event itself it did go through its share of trials and tribulations. The course was designed by Nick Betegh and was later dubbed the LeMans endurance version of Autocross with average times (when we got them) around a minute and a half from start, to a left turn, hard right, slalom, hair pin right, through the double cones, sweeping left turn, aka the loopty loop, back through the double cones, through the chicanes, back down the hill around the lower lamp post braking hard, to make another left and onto the second the lot, make a hard right, another left, hard brake and hard left through the Iron Pigs Corner, mini slalom, before sweeping through a set of double cones and skidpad, back through the double cones and onto the finish line. Whew! If you thought that was a lot to read try driving it or even walking the course prior to the starting group. There were plenty of places to get some speed as well as learning how your car really handles. Me, being a very novice AX'er found the course worth its money in both time and challenges though I have no times to show for my runs. For you see, our timing gear had some problems with interference from a neighboring cell phone tower.

The gear worked for some of the early runs, but once people started texting their pastors about not making Sunday services because the Autocross was in town, things went a little hairy and the communication between the timing gear were being lost. Yes this was frustrating at times and the Minkins stepped up to the plate to help out greatly since our autocross chair went into surgery the Friday night before the event. In the end we went back to the stone age with a walkie-talkie and a stop watch if you elected to have your times done manually – most however just took it for what it was worth and practiced their car handling techniques during fun runs (no timing needed).

While the autocross was in full swing, spectators perused the vendor area, bought some old stock RTR shirts that were on sale for \$5 apiece, placed bids on the silent auction, took a few chances at the raffle prizes such as a gift basket from Capital Grill, a Meguiars detail kit, a bottle of bubbly, and had their faces painted. The show and shine area was huge but being the first event at the Iron Pigs we had very few cars, however the kids seemed to really enjoy getting up close and personal with the automobiles there.



Porsche for Pediatrics- continued

Photos by Dave Hathaway

Once the toys were all put away, we were invited up to the club house for a reception and hot hors d'oeuvres which consisted of porgies wrapped in bacon (yes you read that right), mini enchiladas, mini cheesesteaks, coconut chicken, and for the life of me I can't put my finger on the other choice of delish. Once everyone went up the elevators and had their first drink in hand, Joe and Brian addressed the crowd to give their thanks to all the sponsors and many red shirt volunteers who helped make Porsche for Pediatrics a very successful charity event. Chuck Smith and his son passed out tokens of appreciation to all remaining AX'ers in the form of nicely etched pilsner glasses. They were to be handed out to all the winners in each class but since the timing got hosed they became very nice mementos for a fun filled day.

We are taking our lessons learned and are already starting to plan next year's event. Thank you, all who sponsored, volunteered, patiently waited to autocross, showed and shined, placed bids, spectated, and hosted. Through all your generosity, time, and effort the Porsches for Pediatrics is helping their parents who are experiencing a very difficult time in their lives and every little bit helps. Thank you. Thank you. Thank you.



Porsche for Pediatrics Course Photos

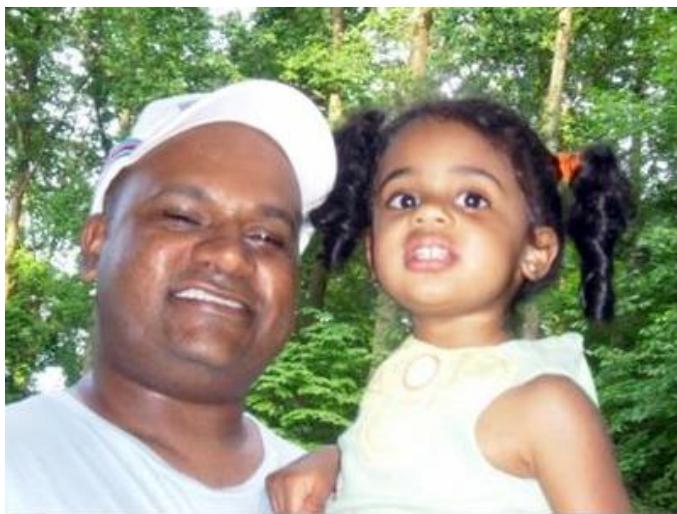
Photos by David Papillon



RTR Family Picnic

Articles and Photo's by Jeff Walton, Contributing Editor

So far this summer has been strange weather wise, hot of course but also dreary, rainy, cloudy, partly cloudy, mostly cloudy, and even chilly at times. Well Wendy our social chair couldn't have dialed up a nicer day in June to host our good ole fashion Riesentöter Family Picnic (with the emphasis on "family"). The weather was simply gorgeous and the evening even better if you can imagine. The event was held on June 22nd at the Valley Forge Volunteer Firehouse's Picnic Grove and the start time was 5 pm (later for a reason - we will get to in a moment).



Prior to the start of the picnic, Rich Bitner hosted his first rally called "Rally to the Que" (ending at the barbecue – now you get it). The rally started a 3 pm in the Eagle Tavern's parking lot and traversed through the country side, through Glenmore, Hopewell, St. Peter's Village, and Kimberton. Both drivers and navigators had to pay close attention to the turn-by-turn directions while having to take photo ops along the way. As a precautionary measure there were places of interest where the teams would have to stop and pick up a playing card for a best hand poker, you know in case of a tie. It turns out we did have a tie, mileage wise, and the two winning teams Steve Foxman and Diane Foxman in their 2007 Boxster. Al Kaufmann and Eva Kaufmann in their 1984 Carrera, each up with a gift certificate to the Kimberton Inn. In the end it really wasn't about the competition but a nice drive to get the picnic. So after Rich got his feet wet, you can be sure the next rally (hopefully in the fall) will be full of competitive spirit.

As the cars started to arrive I helped park them in the field in order to form a semi-circle for optimal viewing pleasure. The rally cars met with Rich to turn in their proof while others went to check in at the reservation desk. We milled around, talking with both old and new friends and took plenty of photos while we waited for the food to arrive. Midway between 6 and 6:30 dinner was served. The menu consisted of a whole roasted pig, filled with bread and sausage stuffing, roast beef sandwiches with peppers and horseradish if you preferred, hot dogs with all the necessary trimmings, melt in your mouth creamy mac and cheese, plus two different kinds of salad. There was Dogfish Head 60 minute IPA on draft, as well as bottled water, and an array of carbonated beverages.

Once dinner ended under the covered pavilion, we had a very brief Riesentöter membership meeting where we talked up Porsche for Pediatrics, our big charity event coming up on August 4th. Afterwards, once the stomachs had settled, it was time to dig into the car themed desserts. They were all scrumptious but Wendy Walton took home the award for best dessert with her Car-key Lime Pie. In addition, the McMorn family won the door prize, a basket filled with an array of goodies for the perfect movie night; the entire Fast & Furious DVD series, wine, wine glasses, candy, popcorn, etc... T-shirts were given to all children along with blue, green, and red tongues as they slurped up on sno-cones.



RTR Family Picnic- continued

Once the sun dipped below the trees and twilight was upon us, people moved to the field and their cars, for the second half of the picnic was about to begin. We had created almost the perfect setting for a drive-in movie, complete with big screen, rear projection, and an awesome sound system, hence why we started late and parked in a semi-circle. Our members sat on blankets, on pop-out chairs, propped up with pillows against their cars, or even sat in their cars for the first feature, Disney's Cars. During the first showing Wendy passed out bags of fresh popped popcorn and glow bracelets and apparently they weren't just for the kids. It was an awesome sight to behold, with plenty of smiles to go around. The majority of our members left for the kids had grown tired but there was a good amount who stayed to watch the second feature, Steve McQueen in LeMans, which sounded spectacular I must say.



We had close to a hundred people who showed and everyone enjoyed themselves so much, they have already been asking what movies we are showing next year... well Disney's Cars 2 for sure. Thank you to all of you who showed and had lent a hand in one way or another. I would personally like to thank those who stayed for the final credits and helped me stow away the equipment in the midst of headlights, it was a much gracious offer.



Saga of the Green Porsche

By Bruce Wakefield, CPR Vintage Porsche Restoration

A beautiful Irish Green Porsche Targa came to us from an owner who wanted to fix two half dollar size blemishes in his freshly restored Porsche.

Upon inspection I had to report to the owner that the blistering paint was a result of improperly prepped sheet metal before paint was applied. Actually the blisters were the result of rust beginning to form on the sheet metal before the paintwork was started during his "bare metal" restoration. I asked if there were any photos of the car during the multiple stages of restoration. Unfortunately there were no photos. Photographing is a most important part of documenting your restoration project.

What we had to recommend to this owner based on what we could see under the blistering paint was enough to make a grown person cry. To eliminate the potential of more blistering it would be necessary to strip the Porsche to bare metal again. The owner consented.

The next few photos show the terrible metal work or lack thereof, that was presented as a "restoration."

What is the best way to repair rust?

Let me start this explanation by saying that I was learning the body trade in the late 50s. This was an interesting time in the evolution of automotive metal work in the new car construction. Going back to the early beginning of car construction on assembly lines, the sheet metal used in body panel stampings was much thicker than it is today. Since the late 20's and early 30's where it was not uncommon to see sheet metal on cars that was 10 and 12 gauge metal.

Most body panels were 14 gauge. Connecting body panels was achieved by fixing the steel panels to a wooden body skeleton with nails and or screws. Accident damage was repaired by hammering out the dent and metal working the area until it could be filed smooth. The addition of Lead applied to the metal provided another way to smooth the panel before painting. Lead soon became an accepted repair method. Experienced leaders also became body artists in customizing metal bodies. When I came on to the car scene in the late 50's sheet metal was much thinner so the hammer and dolly technique was an art, too much was a bad thing. Wood skeletons were gone. Body panels were welded together and exterior seams were leaded.

The practice of attaching panels was being done by the form of "spot welding" Somewhere along in the late 40's fiberglass car bodies were "experimental". In the early 50's "Bondo" (a plastic body filler) was making its debut, and has been misused ever since.

Not to say that new technology hasn't improved many aspect of automotive body work, but if we take a look at the old school methods we might get an understanding of what works and why. Going on the premise that back in the 50's a body repair was done to be permanent. Today insurance companies consider an auto body repair permanent if it lasts 2.5 years or less. Dissimilar materials rarely stick to each other forever. Plastic body filler isn't permanent, over time it lifts, puckers, shrinks, or peels. When was the last time you saw lead crack chip or peel on an auto repair. Enough said about smoothing body work techniques, remember "less is best."

That brings us to the last tidbit of metal body work, or the art of welding and panel fitment or replacement. There should be no argument that the best repair to a metal car body is the exact body panel replacement attached in the exact method done by the factory. Let's say you have a rusted out quarter panel on a 1965 Porsche Coupe. In my opinion the best way to fix the rust is to remove the complete quarter panel, call the factory and order a OEM quarter panel and attach it with spot welds following the factory weld map, the roof seam gets lead and the trunk seams get a touch of sealer. Well you and I know that there are a few flaws in that procedure, primarily it is next to impossible to get OEM panels for older cars. So we are stuck with aftermarket panels that may not be the same gauge or of the same stamping quality of OEM panels.

Even when working with complete aftermarket panels they can be still be attached just like the factory did it. Often we find that a lot of shops don't have the same spot welding equipment as the factory. Consequently, other welding methods are and can be used. Bear in mind that the more heat that is applied to a metal panel the more "oxidation" occurs. Yep heat causes metal to oxidize. Isn't the rust or "oxidation" the reason we are doing this in the first place? Remember in the welding repair process you will need to assure yourself that where heat was applied to weld the metal, you are able to clean up the metal and treat it so that the oxidation process is stopped or slowed as much as possible.

Saga of the Green Porsche- continued

What if you have to repair metal and no complete panels are available, what then? Well this is where many opinions enter into the "what's right, what's wrong" arena. Many body guys think that butt welding replacement panels in is the only proper way to go. Others still use a "lap" seam to put partial panels on existing sheet metal. First let me say that butt welding eliminates the pocket between two panels that traps moisture and creates rust. But I must say it takes a very skillful welder to butt weld a big patch panel into existing sheet metal without causing a lot of distortion. The more distortion, the more body filler is needed, now you have a whole different set of problems.

Lead goes a long way to "seal" the lap joint. Bottom line... either method can work well, both methods have pluses and minuses, sometimes you just have to trust the advice of the guy doing your work. Document it with photos.

Well we have looked at spot welds and the types of welds but we haven't discussed the type of welding equipment. Whether it is electric stick or wire feed, Mig or Tig, or gas and stick, good results can be had by any experienced welder with any choice of welding process.

Remember when it comes to any filler "less is best". As an alternative is the overlay of panels, as we discussed this method puts two pieces (one on top of the other) using a 1/2 inch lap seam. The lap seam gives moisture a place to start oxidation. If you can seal both sides of the seams you will slow the possibility of oxidation occurring.

Don't forget that the factory uses a type of "lap joint" when they spot weld panels together. When performing a lap weld on an external panel, I will always sweat the seam with lead when the welding is complete. Lead goes a long way to "seal" the lap joint. One thing to be mindful of in the "good old days" we worked on body panels with the "less heat" approach. Braze was one such method that used less heat than arc or gas welding. When we were finished brazing a panel it was most always smoothed with lead before painting. I don't ever remember problems when doing this type of repair. In recent work we notice that the plastic fillers have a tendency to "lift" or separate from braze material over time. This mystery of separation seems to be due to the flux residue in the brazing process.

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Shifts and Giggles

By Jeffrey Walton, Contributing Editor



Route 76. That's pretty much all I have to write in order to conjure up seething, clenching teeth, extending middle fingers, and hours upon hours, days, weeks, even years of wasting away while waiting for people just to get the hell out of your way. Some call it a parking lot; some call it the Surekill while others go one step further and call it the Surekill Distressway. We all know it as the road by the river or Schuylkill Expressway or as one lady behind me on a plane stated – "The road our basketball team was named after it" (no lie). Built in 1949 it was considered a mind-blowing feat of engineering... because as soon as it opened it was deemed inadequate for mass transit even back then. Now add over 60 years of urban sprawl and not one ounce of expansion and you have one reason to wait for the flying car or never visit Philly again.



This small piece of road is a major artery of getting to and from the city of Brotherly Love and it needs angioplasty, maybe triple bypass surgery, maybe even a total transplant, because it's the biggest stress creator in the lives of over 163,000 daily commuters. We all know way to well, all the expected delays: the Conshohocken Curve, the KOP interchange, the Vine Street Expressway, Girard Avenue, or the two other exits and entrances to this nightmare and they can happen at a blink of an eye at any time of day be it noon or 3 in the morning. There is no rhyme or reason to the madness. We all know how it boggles the mind being caught in the world's largest slinky, going from 55 miles per hour to a complete dead stop as if someone miles ahead of you just decided enough is enough and turned off their vehicle in the middle of the road and had a cigarette break. Then like the rays of the sun between parting clouds you are back up to 55 miles per hour for... fifteen seconds followed by a complete stop again. Boggles the mind it does.

It boggles the mind when you look around as well. You see people, shaving, texting, sleeping, applying eyeliner and lipstick, drinking their Starbucks, reading the Inquire, eating an Italian hoagie, dancing, singing, swearing, doing anything but the driving thing. Look around and you will see the calm and collective without a care in the world, those are the ones doing forty-five in the fast lane. You'll see two wheeled organ donors riding down the middle of the road between cars or vehicles riding the shoulder for the exit that is still five miles away. Then you have the people who are mesmerized by the pretty blues and red lights on the opposite side of the median or the people who think getting exactly one car length ahead of you are the winners in some kind of race. There are weavers and bobbers, stoppers and goers, and it can get frustrating at times. Basically what the Schuylkill boils down to, dare I say, everyone slower than you is an idiot, everyone faster than you is some kind of a jerk.

Luckily for me I don't have to travel this road very often, only when I get a craving for a Starr dining experience or just want to do a little finger calisthenics and when I do, dare I say, I contemplate owning an automatic... noooooooo. I also contemplate what it would take to fix this road. I've heard stories of double decking, charging a toll, or maybe even widening it but I believe there is no fixing this road. Maybe what they should do is yes, double decking, but instead of having another set of roads above, place those maglev trains, you know the trains in China that float on magnets. Those things speed at about 250 mph. From King of Prussia to Center City in about 3 minutes... that would be worth the price alone. Think about it; build a circuit with only 4 stops, KOP, Center City, the sports complex, and the airport. Give the people a reason not to drive and they will probably take it instead of sitting in traffic for hours on end. That would leave me to my thoughts and my manual transmission and King of Prussia to Center City in the exact same 3 minutes... okay maybe closer to 4. In the meantime I'll take the Blue Route into the city... you know the one where the road that gets smaller the closer you approach our once nation's capital... brilliant engineering yet again.

Sidetrack- Gas Volatility

By David Newton, Contributing Editor



We are all too aware of the high price of fuel, especially in more recent years. Only in the past decade has gasoline begun to rank as a significant household expense here in the US-of-A. It had been downright cheap when compared to other world economies. But as a current investor in premium fuel, I have become nearly obsessed with gas pricing. Before you tell me to stop complaining and focus my energies (pun intended) on more fruitful endeavors, let me put context around my concerns...

I have two vehicles in my household that require premium fuel; my year-round Cayman and my wife's Acura RDX. Both obtain an average of approximately 20 miles per gallon (my Cayman does slightly better, and the RDX not quite so). My one-way commute to work is 32 miles; Christine's is 42 miles. Doing the math, that works out to approximately 150 miles a day, or almost 40,000 miles a year. And that doesn't include weekend, vacation or errand travel. At 20 MPG, that's 2000 gallons a year; at today's price-shopping rate of nearly \$4.00 per gallon, that's \$8,000 a year, \$666 a month, \$155 a week, or \$30 per day. That's just to get our sorry butts to work.

I think I could basically live with this fact as simply a fiscal household cost; the price of doing our family business. Like the value of milk soaring because the cow-union is on strike, or any other number of commodities that rise and fall in reaction to the market, climate or other economic condition. I guess what bothers me about gasoline pricing though, is that we always seem to know why the cost rises quickly, but never the reasons prices do not retreat when these conditions revert back to the normal state prior to the increase; or at least not as rapidly.

I certainly get supply and demand (hey, I took economics in college); when an item is abundantly available, demand is then reduced and prices drop, which encourages consumption. Conversely, prices increase when demand is high and will also spike in heavy traveling months, because frankly, we'll pay. Then there's the cost of crude oil; gas goes up and down with the barrel. All of this I understand.

But what I can't seem to wrap my brain around is the near instant reactivity to the news of price increases compared to the relative sluggish return when the event normalizes. We have all heard the news reports of skyrocketing prices of gas at the pump; in a perfect world, we should also hear of the related plummeting prices when economic gravity normalizes.

Raise your hand if you remember watching the news report of plunging gas prices...See? Only one hand went up, and she's four years old and just has to go to the bathroom. After some research though, it turns out that with most other consumables, prices rise faster than they fall. This is sometimes referred to "asymmetric price adjustment." Consumers shop around for better deals when prices are rising, but when they begin to fall, the relative interest diminishes allowing the comparative price to hold, dropping more slowly as retailers hang on to profit margins. It's apparently human nature. And therefore maddening.

A perfect example of this occurred last winter when prices jumped in reaction to speculators concerned over some now forgotten economic condition. The price climbed twenty cents almost overnight; approached and then hovered just under four bucks and then finally began to fall. Slowly; like a balloon dropped down a stairwell. When it recovered half of the original rise, I became somewhat less active in finding the station with the best cost-to-octane ratio, proving the previous point; even a deal-chasing miser like me falls into the complacency of market changes and corrections.



So I decided to focus my efforts on something even less worthwhile: identifying the comparative cost difference between regular and premium gas. Using the same scale I mentioned earlier, I spend \$700 more annually because I use premium gas. Assuming that I in fact need to pump liquid gold into my tank (an argument for another day), is the higher cost related to the actual expense of refining the extra octane, or am I getting bilked by the oil industry who assumes that I have the ability to pay them what is perceived as the increment value?

The gap between the two fuel types has nearly doubled in the last few years. At first you might think that makes sense as gas prices have also doubled. But the relative cost of refining gasoline and the associated price of additives is what should be evaluated since the doubling of gas prices has nothing to do with those overheads. Refining gasoline is no more costly than it was ten years ago (adjusting for the comparative inflation). As consumers, the logic seems plausible even if not based in calculable fact.



So, I remain a price shopper. I also make active use of the iPhone app GasBuddy, a simple and free application that allows one to find the prices of gas near the location of your choice. It is supported by thousands who report prices by octane on a regular basis. So for now, I remain no closer to the rationale for the price of gasoline than I am for the price of corn or hog futures... maddening.

On Display: Eddie Camm

By David Newton, Contributing Editor

Every once in a while I am reminded that when it comes to cars, I am an amateur to the core. I do appreciate everything about my car; love driving and taking care of it. I like hanging out with car-people (Porsche fanatics especially). I haven't taken part in very many of the PCA driving programs, but I really enjoy the benefits associated with being a Riesentöter member, especially the socially oriented ones.



But when I have conversations like the one I just had with Eddie Camm, I realize how comparatively mediocre my passion is. I met Eddie at the member's meeting held at Porsche of Conshohocken earlier in the season. Jeff Walton (RTR VP) introduced us, and we walked outside to check out his gorgeously finished 1991 944S2 Cabriolet. I immediately commented on the color; a rare and unusual blue that reminded me of the original shade of my first car; a 1965 Mustang. I had mistakenly painted over it in a generic metallic blue and the character was never quite the same.



Eddie's Porsche is Cobalt Blue Metallic, an optional color and one of very few brought into the country that year. Since the previous owner had allowed the paint to deteriorate, Eddie had the car completely repainted to the original color, and now it looks like a proper P-car.



I was immediately taken by Eddie's enthusiasm; or rather his near obsession with the 944. Many of us have restored cars to their former glory in one form or another, or maybe even personalized them to reflect a certain character. But whether or not you like this model, color or style, you have to appreciate the effort that Eddie put into this amazing project. As we talked, he conveyed a profound depth of knowledge in its history, and walked me through the steps taken to arrive at its current state.



Eddie doesn't track his car. A BMW friend ribs him about it, but even from our short conversation, I just don't see him taking the chance. And he'd be the first to tell you that too. Like most of us, he pushes the pedal down once in a while, but he's invested too much to risk it on the track; and I'm not talking dollars here (he might correct me given all that he's done to it).

At this point, he'd rather go to car shows, take day trips, and show off his car to the many folks who show the interest. He and his girlfriend Ann like to drop down the 944S2 top and cruise around whenever they get the chance. He gets too many compliments and would rather stick to these activities, at least for now.

On Display- continued

should mention that he said he wouldn't mind tracking someone else's car, so if any of you are in the position to accommodate, he's right there in line after me.



So how then did he come to own this fine example of German engineering? Well, this wasn't his first Porsche. That was a 924 Turbo, which he subsequently sold, and went on a brief hiatus. He soon bought a 1989 944S2 Coupe. The woman he purchased it from had bought it off the showroom, but oddly didn't drive a stick and therefore learned on this car. She was very particular though, keeping all the service records, so Eddie knew the history. He kept that car for several years, but it met with an unfortunate accident. He then bought a triple-black 1990 944S2 Cabriolet, but that was broad-sided later and the frame was bent beyond restoration.



Finally, he began searching online, and ran across the 1991 944S2 Cabriolet you see here. Don Rosen (now Porsche of Conshohocken) was the seller. He test-drove it, and got a decent price by out-bidding against a girl who was understandably disappointed. Those are the

breaks with this kind of purchase; winner takes all. It was actually a trade-in by someone who had bought it there new, so all the maintenance history was there as well. It was in very good mechanical condition, but it wasn't garaged so it needed some work (dash, seats and other cosmetics). But it did have the 10-speaker Blaupunkt option and was otherwise very sound.



I asked him what work he did to the car after he bought it; the question seemed to be more what he had *not* done. That's the thing with cars in general; there is a life-cycle that repeats itself over the years. From the day the car roles out the factory door, it begins an inevitable decline. Items are replaced (often in clusters – no one knows why), then the clock gets re-set and the process begins all over again.



Starting with the obvious, he installed a new top. From there, he replaced the worn buckets with a great set of power seats harvested from a 928 donor. Next came some mechanicals: the shifter, clutch and pressure plate. Top end work, valve guides and a new chain tensioner and chain. A main seal leak was repaired.

On Display- continued



He then focused on upgrades; replaced the stock rotors with Zimmerman cross-drilled units. He found a set of 17" Cup 2 wheels with Continental tires to sweeten the deal. Then another leak; replacing the power steering rack and pump system, then the belt, pulleys water pump; you get the idea. In some respects, this is a new car.

What's next? He plans to repaint the brake calipers, install SS brake lines and change or repair the trunk carpet. He also wants to refurbish the instrument cluster since the lights are losing their luster. Oh, and the dash too, if he can find a suitable replacement.



Eddie conveyed all of this to me from memory mostly, but with a rare depth of sentiment. This car has been a labor of love; every moment clearly cherished. But, I saved the best for last; that gorgeous blue. During the transformation, he attended a car show (sponsored by the Roxboro Ridge Runners), and saw a Shelby Cobra kit-car with a truly beautiful paint job.



When he asked the owner about it, they said it had been done locally by "Doctor Ralph," but inquiring further, it cost him around \$25,000. Now granted, it was hand rubbed, but that's a lot of coin to cover *any* car. Well, he ended up speaking to Ralph and his son Franco, and the superb paint job you see in these pages is the end result.

It's a year-round driver, but he keeps the mileage down by using his 2000 Integra coupe and his girlfriend Ann's 2010 Jetta Wolfsburg Edition (although getting it out of her hands can be difficult). On any given sunny day, you can see the two of them cruising around with the top down. Although he doesn't have a garage for his car, Eddie is careful to keep it covered and away from the elements as much as possible. Maybe that's one of the reasons it looks so nice.

Take a look and judge for yourself!



Boxster S- First Impressions

By Stu Ockman, RTR Member

Hi all. I wanted to check in again with an update after 1,600+ miles in eight days driving through Europe. Wow! What a difference between the 2014 Boxster S and my 2004 Z4 3.0 with premium and sport packages. The handling is uncanny; the PDK is even better. Driving through Italy with the temperature in the high 80's every day, the ventilated seats are a must have (and you can use the heated seats and the ventilated seats at the same time -who knew). PASM is also a must-have on the Italian roads. If I'd been driving the Z4 with the run-flats, I think I'd need two new kidneys by now. The exhaust sound, even without PSE, is more than enough for me (in a good way). It's a nice reminder that I'm not driving a BMW anymore!

When I was first shown the car by my instructor, Axel, after an hour on the track in Leipzig, the first thing Axel did was grab the key and attempt to lower the top from outside the vehicle. I had to remind him that the feature is glaringly absent on US Spec vehicles (Porsche, if you're listening, please make this right).

Now a couple of surprises (or reminders). First, I'm having to relearn some behaviors. Most important is finding a comfortable place for my left leg since the front wheel wells are much closer to the seats than in a Z4. My legs are a little too close together for comfort in a few positions. Next is finding a way to enter and exit without dragging my butt on the seat bolster. I'm getting better and better at both of these, but it will take a while. I was also surprised by the amount of wind noise at high speeds (I haven't gone above 110mph yet since I'm still breaking her in – gone over 4200 rpm less than a ½-dozen times so far, all caused by inadvertent kick-downs).

I'm pretty convinced that the Boxster S will be the first car I've owned where I'll never be able to figure out all the features. This may be due to advancing age, lack of instructions (or poor instructions) in the owner's manual, or just the fact that all the computers involved make everything too complicated. I need to take a lot more time to RTFM, and a three-day seminar might not be a bad idea either. Here are a couple of unsolved questions right now: why the Fantasia DVD is recognized by PCM but I can't get the soundtrack to play; and why certain .mp3 files play fine while others don't play at all?



Here are comments from the cockpit: the seats are phenomenal (close to 200 miles and five hours driving per day and my wife is hardly complaining at all – amazing), the analog speedometer is useless (as others have pointed out). I'll annotate an old post in red below to go into a little more detail about the options:

Here's the final build for pickup in Leipzig on July 1st. ETA in SE PA, Late August.

· Boxster S – moving from a Z4 3.0 so I'm used to the extra power. **Best decision I made since I'm one of the more aggressive drivers in the world (I think I've only been passed three or four times while in Italy, and I'm still breaking her in).**

· White with Blue top and Luxor Beige partial leather interior – never owned a white car but wanted the blue top and beige interior so my choices were either white or blue (since the Z4 is blue, I decided to go with white this time; also, saved a little money). **Though I didn't make this decision to save money, I highly recommend white (especially if you need the money for other options). It seems to be very popular over here. We dropped by a Porsche dealer that we spotted along our route in Italy (a very fancy operation), and of the seven new cars they had on the showroom floor, five were white (Boxster, Boxster S, Carrera Turbo, Cayman and Panamera Hybrid) and the other two were black – amazing.**

First Impressions- continued

- Premium Package (Wind Deflector, Auto Climate Control, Heated Seats, Auto Dimming Mirrors, Bi-Xenon Headlights w/PDLS and Headlight Cleaning System)/14-way Power Sports Seats with Driver Memory – once you're used to super-adjustable power seats, it's hard to give them up. Even though I'm a lightweight, I found the 18-way sports-plus seats a little too confining; also, saved a little money. **Another great choice. I like to be able to move around a little when I drive so the 14-way seats are perfect for me.** And, they're especially useful in Italy where you need to look around the car in front of you to see if it's safe to pass on two-lane roads. I just slide all the way to the left with my back on the bolster which would be a little uncomfortable, if you could do it at all, with the sports-plus seats.
- Burmester Surround Sound System with Infotainment Package – listened to the Burmester in a Panamera Turbo. I've never heard a car audio system before where, when you turn up the volume, that's the only thing that goes up. Fantastic, distortion-free sound. My dealer can't wait to hear it in a Boxster, nor can I. In theory, it should be able to compete with the wind. **We'll see. For an audiophile, this is a must; even if you have to get a second mortgage. The only caveat is that I haven't figured out whether speed-sensitive volume is included with the Burmester (actually it's not but there is an alternative which I'll try out tomorrow).** If listening to a recording with a wide dynamic range, I'm constantly fiddling with the volume control, especially at high speed. Fortunately, the multi-function steering wheel puts the volume control under my left thumb, so adjusting the volume is easy as pie.



· Deletion of Model Designation – I always wanted to get nothing for nothing. Couldn't pass up the chance. **To me, this is a much nicer look. YMMV.**

· Park Assist (front and rear) – I like to parallel park in a space six inches longer than the car (or less) at times. It's nice not to have to do it by touch. **I'm not sure visibility is quite as bad as others have suggested, but it's not great either; making this very close to a must have (unless you never use reverse).**

· PDK – my Z4 has SMG, and I love it. I decided a long time ago that I'd rather shift gears with my right foot than my left.

Surprisingly, it actually took me longer to learn how to shift gears with the accelerator pedal than it did to drive with a clutch (I learned the latter on an MGA Twin-Cam). And, it's much more rewarding. [As I mentioned in an earlier post, you control the shift points and gear selection by applying, or letting up on, the gas]. As an added bonus, my wife can bring in the Boxster for service or use it in an emergency. **I knew going in that I would love the PDK and that it shifts much quicker than the manual with any driver behind the wheel. What I didn't realize until I'd driven PDK for a while is that it selects gears better than at least 95 percent of manual or PDK drivers that are shifting on their own, JMO.** When I had Porsche's Boxster S out on the track (sport), I never touched the paddles and never found myself in the wrong gear either going into or coming out of a corner. I haven't had to shift a gear in my own Boxster S yet (1,600 miles of driving on all types of roads including the Bavarian, Austrian and Italian Alps and the Dolomites). That means the sports steering wheel with the paddles would be wasted on me which is a good thing since the multi-function wheel is a must (see above).

· PASM/PTV/Sport Chrono – I'm an aggressive driver and plan to get on the track at least once a year, so any options to improve handling are money well spent in my book. **PASM provides a superbly comfortable ride in normal mode on all road surfaces. I won't try sport or sport-plus until after the break-in (some time on Wednesday in Sicily).** The car corners like it's on rails so I'm pretty sure I'm seeing the benefit of PTV already. If not, I'm sure I'll see it on my return to the States. Haven't exercised sport chrono yet either, but it sure is a nice clock.

First Impressions- continued

- Power Steering Plus –spoiled by this feature in the Z4; plus, see parallel parking above. This is another must-have feature for me, especially maneuvering in Italian towns with streets about a foot wider than the car. If you have to go with white paint to pay for it, do it.
- 19-inch Boxster S Wheels – see aggressive driver above. I can't tell you how many rims I've bent or broken on the Z4 (once both passenger-side rims split in half along the circumference just by hitting a soft shoulder – run-flats are a b*tch). The more rubber I have between the road and the rims in the Philly area, the happier I am (plus, I save a little money). Not much to say here except they turn very nicely (and very quickly).
- Seat Ventilation – this is a new one for me; never tried it, but I like the idea of having a dry back and seat in the summer, and the reviews are good. One of the pleasant surprises. Now, if I could only remember to turn them on every time I start the car.
- Smoking Package – this time I get something for nothing. As with others, I like the look of the lid and the convenience of having an outlet in that location. Am using the outlet for my Garmin GPS while in Europe (perfect for it) though the car came with European maps, a 250 euro option thrown in for free (unfortunately, it won't do me any good in the States and won't be there once the car is delivered to Conshohocken Porsche).
- Multi-function Steering Wheel – I've gotten used to this on my Z4. And, I don't need the paddles (see shifting with accelerator, above). I was worried about how easy it would be to use the rotary knobs. It turns out, it's easier than anything I could imagine. Great design by Porsche.
- Voice Control – this one I'm definitely ordering blind. I decided to take a shot in case I liked it. I've used this twice so far. I've pushed the button and said 'radio,' and it turned on the radio (with the top down at speed). The jury's still out on this one.
- 6-disc CD/DVD Changer – since I'm going with the Burmester, it's easy to rationalize. I can put six movies in the changer and listen to the soundtracks in surround sound – Fantasia is the first one I have in mind.

If I had to cut back anywhere, this would be the first thing to go though I may change my mind when I'm back in the States. Right now, I'd just like to be able to listen to the soundtrack of one movie, but I only brought the Fantasia DVD with me, and the PCM complies with the DVD region code standard (five free changes over the life of the device). Region codes must be changed by the dealer, and there is no way to tell which region code is set without hooking it up to a dealer's computer.

· European Delivery - Leipzig – track time in someone else's car outweighs any other consideration here. If you have the time and a little extra money, jump at the chance! The trick is to find a dealer that won't try to pass the \$3,000 dealer cost on to the customer. You do have options here, if I understand the program correctly. You can buy from any dealer in the US and have the car delivered to any other dealer in the US, so if you're having trouble finding a good price, try calling Dominick at Porsche of Conshohocken. He sells Porsche's all over the US, and I still can't believe the price they quoted - it was that good. Of course, I can't guarantee you'll get the same offer, maybe I just look like a nice guy; but Dominick may save you a few thousand dollars, too.

That's it. And, just like everyone else who has ordered a Porsche, I can't wait until I take delivery here in the States. It was worth the wait. I haven't stopped smiling, yet.



MARKTPLATZ

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Riesentöter Region, Porsche Club of America

Picture Trivia

Anyone know any details about this Porsche?. 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 a 1965 356sc, owned by Wayne Flegler and featured as Porsche of the month in our September 2012 issue. Modifications included: 3.0L 911 engine with 915 transmission limited slip, 911 vented rotors and calipers, Bilstein shocks, Entire rear suspension is 1982 911, Exhaust is Bursch headers with supertrap mufflers, among many to make this beautiful outlaw

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