

DER GASSEER

MARCH / APRIL 2016



Riesentöter Region
www.rtr-pca.org

DER GASSER

March / April 2016

RIESENTÖTER



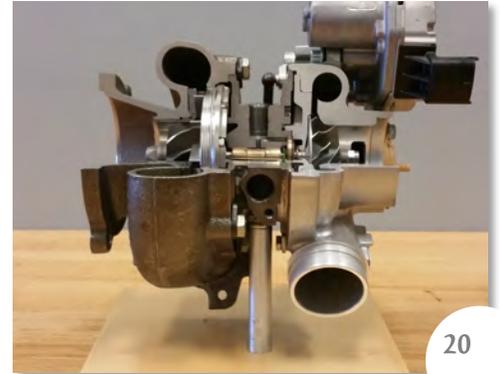
THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA, RIESENTÖTER REGION



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COVER @Tech Tactics 2016
Photo by Heather Roller





2016 Event Calendar

March

- 5-6 Tech Tactics East, Easton, PA*
- 16 Membership Meeting @RDS Automotive
- 24 Happy Hour @Harvest, Glen Mills, PA
- 26 Tech Inspection @Vintage Motorsports

April

- 9 Car Control Clinic, Blue Bell, PA
- 9-10 DE @ Shenandoah — Summit Point, WV
- 14 Happy Hour @TJ's, Paoli, PA
- 16 Hershey Swap Meet Caravan, King of Prussia, PA
- 17 Autocross, Hershey, PA
- 20 Membership Meeting @Dougherty, West Chester, PA
- 24 Blow Out the Cobwebs @PJs Pub, West Chester, PA
- 30 Tech Inspection @Dougherty, West Chester, PA

May

- 7 Detail Day, North Wales, PA
- 15 Autocross, Atlantic City, NJ
- 13-15 DE @Pocono North, Long Pond, PA
- 21 Street Survival @MCCC, Blue Bell, PA
- 28 Road Rally, locations TBD
- 29 Monte Carlo Breakfast @La Locanda, Newtown Square, PA

June

- 5 BYO Dinner @Wyebrook Farm, Honey Brook, PA
- 11 Tech Inspection @Mike Tillson Motor Cars
- 19-25 Porsche Parade, Jay Peak, VT*
- 24-26 DE @NJMP Lightning, Millville, NJ

July

- 9 Tech Inspection @Dougherty, West Chester, PA
- 8-10 RTR PCA Club Race, Monticello, NY
- 16 RTR Picnic, Phoenixville, PA
- 22-24 DE @Watkins Glen, Watkins Glen, NY
- 23 Mecum Auctions Caravan, King of Prussia, PA
- 29-31 Annual Road Trip, Bedford, PA

August

- 6 Street Survival, Blue Bell, PA
- 25-28 Run For The Hills XIV, Keystone, SD*
- 27 Tech Inspection @Porsche of Lehigh Valley

September

- 9-11 DE @Pocono Southeast, Long Pond, PA
- 9-11 Radnor Concours d'Elegance, Malvern, PA

October

- 1 Tech Inspection @Meenan Transmission
- 14-16 DE @Summit Main, Summit Point, WV

November

December

- 7 Phil-a-Frunk
- TBD Annual RTR Awards Banquet & Holiday Party

*Denotes a national PCA event.



By Jeff Walton

Vom Präsidenten (From the President)

Interesting bit of news at the national level... not that any of you would know this because it seems national runs its own game and doesn't tell members much information when it comes to the Executive Council or National Committees. When is the last time you read anything in Pano on the inner workings of our club? It's a bit rare for the president to even write an article for Pano, though I have to admit I was surprised by the March edition. Do you even know who is the national president? I'll give you a hint, it's not the man seen trotting all over the states and to Germany within the fine pages of Pano...no, that man is our past President, Manny Alban. If you don't know the answer to my question visit the national website, PCA.org, and while you are there be sure to update your email or mailing address just in case.

Anyway, the national news is that this past January, the first of two of the national meetings for the EC and National Committees was held in Atlanta. At the board of directors' meeting no votes were cast. Not one, for anything. Why? Well it finally dawned on the EC, that proxy votes are deemed illegal in the District of Columbia when it comes to votes from each board member. Proxy

votes were gathered by the zone representatives and the zone reps would cast votes on behalf of each regional president. I have only signed one proxy and that was my first year...I didn't know any better. See. Riesentöter knew proxy votes were illegal as of two years ago and with the help of Blue Ridge Region this year, the EC finally saw the light. Board members may only vote two ways: at a meeting (live, conference-call, teleconference); or by written unanimous vote -- meaning proxy voting was never a determined way of voting at a board meeting by the board of directors. When asked when the last time there was a valid quorum of board members, the answer - probably the late 60's.



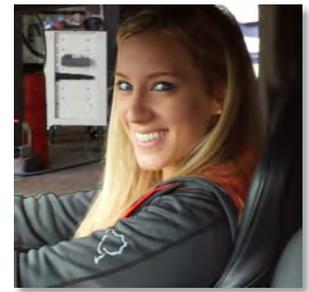
Think about that, everything that was ever voted upon, be it budgets, additional committees, policies, and such, by proxy vote really doesn't hold water at the national level. Justifications

by the letter of the law in this case is rather slim. So it will be interesting what steps will be taken to rectify this situation. I will keep you all posted. And if you ever have any reservations, questions, or concerns on how our region handles things, give us a shout.

Jeff Walton

President, Riesentöter Region, PCA
president@rtr-pca.org





By Heather Roller

Editor's Note

A lot has happened since our last issue – we watched a GT4 break 400-wheel horsepower at the Fabspeed membership meeting, enjoyed a Farm Freeze run at Wyebrook, where we lucked out with warmer than usual temperatures, visited the 130,000 sq. ft. Porsche North America Training Center at Tech Tactics East, and had made-to-order schnitzel from the Flying Deutschman German food truck at the RDS Automotive membership meeting in West Chester, PA.

What inspires you? What concerns you? What are the car goals and ambitions that keep you going? Send us your photos, stories, and even ideas for future articles to editor@rtr-pca.org.

Heather Roller
 Der Gasser Editor
editor@rtr-pca.org

Separate from our Riesentöter events, many of you have been traveling individually to attend race or concours events. A few of us have been staying up all night streaming online Formula One web casts to watch Mercedes take the win at the Australian GP. Others are watching movies like "No Limits" - an inspiring documentary of how an Italian racing driver, Alex Zanardi, returned to F1 just two years later, just recently racing in the 24 hours of Spa.

The point here is – we're all "car people" at heart and our love for Porsche brought us together. As a member of the PCA we want to hear from you.

Above: Membership meeting at Fabspeed motorsports

Bottom Left: Schnitzel at RDS Automotive Membership meeting

Bottom Right: Wyebrook Farm





Porsche Club of America, Riesentöter Region
Executive Board Members 2016



The Porsche Club of America started in 1955 with only 15 members and now boasts over 113,000 members nationwide. The second region to be founded—Riesentöter (loosely translating to Giant Killer auf Deutsch) serves over is a whimsical reference to the race track might of the smaller Porsche over the larger Corvettes, Ferraris, and Jaguars of the day. Sixty years later, club activities continue to be managed by volunteers with a passion for Porsches and who understand that above all else—it's not just the cars, it's the people.

President*	Editor*	Technical Chair	Historians
Jeff Walton	Heather Roller	Larry Herman	William & Debbie Cooper
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* Voting Privileges

If you'd like to contribute to the Porsche Club of America's mission of safety, education, comradely and fellowship or see an open position that you may be interested in, please send us an email us at editor@rtr-pca.org.



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With the first issue of DER GASSER released in February of 1959 and consisting of a single folded sheet, we've since come a long way in highlighting the members, Porsches, and events that make our Riesentöter region so unique. In order to keep our content fresh and exciting we welcome your photos and editorial content on Porsche related events and topics of your choice. Additionally, please visit us online and follow us on Facebook to connect with your fellow Riesentöter members on social media and our online technical forums.

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PRINT EDITION INFORMATION

We are pleased to announce that Der Gasser is available in printed format for those who wish to receive a professionally prepared hard copy. The service is available for an additional fee through RTR's vendor Magcloud.

The cost of each issue will vary depending on how many pages each contains. An example issue of 26 pages costs \$6.20. Shipping is an additional \$1.56 for a total delivered cost of \$7.76. Delivery of your printed version will take 1-2 weeks via USPS first class mail.

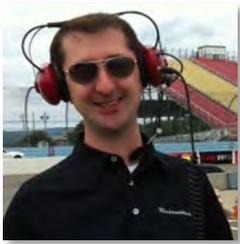
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- Searching by publication name Der Gasser will bring up all of the issues that are available to print and order.

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Membership Report

By Corey McFadden, Membership Chair

Please join us in welcoming our new members. If you know another Porsche owner that hasn't joined PCA yet, encourage them to do so. See you at an event soon!!!

David Barry New Hope, PA
1985 928S

Alexey Bocharnikov..... Warwick, PA
2004 911 GT3

David CapuanoExton, PA
2011 911 Carrera

Marcus Congdon..... Coatesville, PA
2010 Black Cayman S

Adam Dick..... Southampton, PA
2007 Atlas Grey 911 Turbo

Darrel Dundore Chalfont, PA
2007 Basalt Black Metallic 911 Carrera S Cabriolet

Michael Fisher Jenkintown, PA
1987 Silver 911 Carrera Targa

Josh Fishman..... Yardley, PA
2008 Meteor Grey Metallic 911 Turbo Cabriolet

Benjamin Fong..... Norristown, PA
1977 Black 911S

Sam Giamber.....Coopersburg, PA
2004 Seal Grey 911 Carrera

Rick Goracy..... Landenberg, PA
2014 White Cayman S

Scott Haldeman.....Newtown, PA
1998 Black 911 Carrera Cabriolet

Matthew Hammond.....Downingtown, PA
2012 Basalt Black Metallic Panamera

Matt Hunter.....Wescosville, PA
2015 Guards Red 911 Carrera 4

Graham KaplanChester Springs, PA
2002 Artic Silver 911 Turbo

Philip King.....North Wales, PA
2009 Black 911 Carrera 4S

Robert King.....Elverson, PA
2005 Gray Boxster

Phillip LeoneMalvern, PA
2008 Silver 911 Carrera S

Ralph Markarian.....Kennett Square, PA
2015 Black Panamera GTS

John Murabito.....Newtown Square, PA
2015 Metallic White 911 Carrera 4S

Paul Nichele..... Jeffersonville, PA
1988 Black 944S

Joe Nyahay..... Eagleville, PA
2007 Black 911 Turbo

Sonny PatelChurchville, PA
2016 Black Boxster

William Pierce Harleysville , PA
2013 Black 911 Carrera S

Aaron Polak.....Wynnewood, PA
2013 Red (Soon Amethyst) Panamera GTS

Larry Rebelo.....Horsham, PA
2016 Blue 911 Turbo S

Hiroshi SekiyaSchwenksville, PA
2009 Blue 911 Carrera S Cabriolet

Eric Suber.....Yardley, PA
2016 Silver Cayman

Anthony Tammaro Conshohocken, PA
2008 Black 911 Carrera 4S

David Verrecchia.....Newtown Square, PA
1999 Silver 911 Carrera

Jeffrey WamboldMacungie, PA
2002 Red Boxster S

Meredith WatkinsWayne, PA
2002 911 Carrera

TRANSFERS—Welcome to RTR!

William & Susan Kemp..... Philadelphia, PA
2013 Cayenne Turbo (From Mid Ohio)

Thomas Nagy Malvern, PA
2001 Black Boxster (From First Settlers)



RTR Membership Milestones



50 Years

Charles Keller

35 Years

Terrence Malloy

Craig Rosenfeld

30 Years

David Bernbaum

25 Years

Michael Bodner



20 Years

Joe Amato

John Panizza

15 Years

David Dembe

Aaron Driben

Jeffrey Fetterolf

Jeff Haas

Burt Kinn

Thomas Mack

Peyton Montgomery

Douglas Terry

10 Years

Michael Angelillis

John Baldoni

Ken Boyd

Maarten Pesch

Carlos Torres

William Truhe

5 Years

Keri Ames

Bob Baker

David Belzner

Joe Benko

John Blagojevic

Mark Gibbons

Rick Ghenn

Sam Halaby

Dave Hathaway

Rick Lathrop

Iris Moore

Mike Mosenson

Chris Nieminski

Richard Rosenbaum

Richard Selvaggi

Jeffrey Totaro

Steve Triber

Joe Turner

Jeffrey Zern



Below: Orange is the new black, GT3RS at Tech Tactics 2016





Member Highlight

David Mizrachi

Interview by Heather Roller
Photos by David Mizrachi



Can we trade places? David Mizrachi is living his dream (and many of ours) with his dealership garage filled with beautiful European sports cars.

What's among David's favorite cars to drive daily? We find out after chatting with him for the March/April issue of Der Gasser.

Where are you from?

I grew up in Clarks Summit, PA near the Poconos but I've been living in the Philadelphia area since 2000.

What do you do?

I own Automobili Limited, a pre-owned European car dealership.

How were you first introduced to the Porsche marque?

In our town, there were only a couple--and I mean like two or three--Porsches. I always knew about them as long as I can remember, but my first experience riding in one was when I was about 10 or 11 years old. My father's friend bought a Blue 1984 928S. I remember sitting in the passenger seat and seeing the glove box. I couldn't see over it because I was too short. But I remember how fast it felt and the sound was great too.

How long have you been a member of Riesentöter?

I joined about two years ago.

What prompted you to get involved and what's your favorite thing about the club?

I decided I wanted to try doing some HPDE track events. I also wanted a subscription to Panorama magazine. Most importantly I wanted to connect with those that share my passion for p-cars

What are the Porsches you currently have or have previously owned?

Currently I own a 96 C4S coupe an 84 911 Targa and an 88 928 S4 5-speed.

I've recently parted with a GT4 (hands down one of the best cars I've ever owned or driven), a Macan S and I just sold my 74 911 Targa.

Separately from those, had scores of Porsches from 80s 944s up to GT3 RS models through my dealership and have enjoyed experiencing them.

Have you done any modifications/restorations (and what's the current state)?

My 96 really didn't need much but this winter I had a major engine-out service done including head gaskets, valve cover gaskets, O-rings, rear main seal, clutch and tons of other stuff. I also had the wheels straightened and refinished to factory spec and had the car ceramic coated by UDrive Automobiles in West Chester.

What's your favorite way to drive your Porsches (track, autocross, rally, etc.)?

I definitely enjoy rally driving but honestly I just love being on the back roads in Chester County on

Above: David with his wife Samantha at the 2015 Radnor Hunt Concours

Right: Targa outside of the Automobili Limited garage



a Sunday morning. The air, the scenery, the open road and the sound of the flat six behind me--there's nothing like it.

What do you drive daily and why?

I am fortunate that I am able to drive different cars almost every day but weather and inventory dependent, I'm usually in a 911, a Cayenne or a Panamera.

What are your car goals for 2016/ how do you see cars in your personal future?

One goal is to do at least one HPDE event this year with PCA. My schedule didn't allow that last year. In the years to come I would like to stay active and do at least two events per year and I also would like to participate in Phil-a-Frunk this year.



Can you tell us more about EuroCarsCertified.com?

The idea behind my dealership is to offer cars that meet higher criteria than other independent dealers. A lot of independents go to auctions and buy random vehicles that have been picked through several times before they hit the auction. They bring them in, detail them and put them for sale without doing much, if any, reconditioning or repairs. All of my vehicles are hand-picked by me and are fully reconditioned cosmetically and mechanically. Most are local new-car trades, private sellers or local off-

lease vehicles. Rarely do I buy at auction unless I can be 100% sure that the vehicle is of the highest quality.

What inspired you to start the business?

I have loved cars since I can remember. My first word was "truck." I knew I wanted to be in the car business and I found the niche that worked best for me. I enjoy meeting other enthusiasts and my enthusiasm and passion for the cars I carry makes them easy to sell.

Above: Chester County sight-seeing

How has it grown over the years?

When I opened the business in 2007, I engaged in the wholesale end of the business, buying in volume and placing them with other dealers or exporters. While this was a great business plan at that time, the supply of used vehicles drastically dropped in late 2009 and 2010. Around that time I began to look for the cleanest cars I could find and offer them for sale to the public on the internet at a fair price. I found that there was a big gap in the

Left: At Watkins Glen Racetrack



market for quality used cars sold by independents. The highest quality cars were those that were certified by franchise dealers. I realized that if I could offer a comparable product at a discounted price, I could capture a portion of the market and really save my clients money. And that is what I do today.

Thoughts on hybrid technology?

I think Hybrid technology is definitely the future for motor vehicles, if not completely electric vehicles. While I personally am not crazy about them, there is a definite need for this technology and I believe manufacturers are doing the responsible thing by investing in this technology.

If you could have any Porsche what would it be?

That's not a fair question. Does anyone really have only one favorite Porsche?

What are your favorite (auto) blogs, (auto) apps, or people to follow on social media?

I follow a bunch of Porsche, BMW and Ferrari blogs. No one comes to mind specifically.

What are some of your other hobbies?

I love cars, so virtually everything I do is car-related. I do enjoy reading about history, watching the History Channel and world music. But mostly I just love cars.

Do you have any kids or pets (same thing, right)?

My wife and I have a 15 month-old son named Charlie and a Teacup Maltese named Max.

What's your favorite food?

I'm a sucker for anything chocolate.

Any specialty beer, wine, or scotch recommendations (you know us-Riesentöters love our Dine & Drive events)?

I'm not a big drinker but I never say no to Jack Daniels, Jim Beam or Seagram's 7.



If you'd like to be featured in a future issue of Der Gasser, please write us at editor@rtr-pca.org.



Oddities At The Concours

By Wayne Fitzgerald

In early March I attended the Amelia Island Concours d' Elegance for the fourth year. The show is located in Northeastern Florida on the manicured golf course of the Ritz Carlton. It is held over a long weekend and is filled with a lot of activities, auctions and driving experiences. This year for the first time there was vintage racing at a local airport. I believe I have become jaded over the years because I think to myself, "I've seen it all", but just when my smugness kicks in, there is some car that I have never heard of or a variant of a standard model that I never knew about.

There are five auctions held in the days before the Concours. This is a great opportunity to get up close and learn more about "rare autos." I never knew that Porsche made a jeep-like vehicle in the late fifties that was used by the Army. It was called the 597 Jagdwagen, and had a flat 4-cylinder engine and 4-wheel drive.



Above: Jagdwagen

There were only 71 made and only 50 are thought to exist. The vehicle at auction was part of Jerry Seinfeld's collection and was in perfect condition. Seinfeld sold \$21 million worth of cars that weekend. I thought that the Cayenne was Porsche's first off road vehicle, other than the Paris to Dakar racers. You could have also purchased a 1973 Porsche 917/30 CAN-AM Spyder from Jerry's collection, one of the only six produced, for \$3 million.



Left: 1973 Porsche 917/30 CAN-AM Spyder

At the Bonham's Auction, I was surprised to learn that there was a car made in Israel at one time. It was called the Sabra and a total of 379 were produced between 1961 and 1968. Who knew?



Above: Sabra Israeli Car

Bonham's also sold the most expensive car at auctions that week, a 1937 Bugatti 57SC Sports Tourer, for \$9,735,000, a record!



Left: The record setting 1937 Bugatti 57SC Sports Tourer that sold for \$9,735,000!

Their auction also featured over 30 pedal cars and these were something more in my price range.



One of the oddest cars I viewed that weekend was a 2008 Porsche 911S. Not unusual you say...this one had "center drive". Someone had spent over \$75K and 300 man hours moving the steering wheel and the center stack to the left about 18 inches to create the "center drive" experience. The front seat slid to the left to allow better ingress and egress. In case you are wondering, they moved the cup holder to a location behind the shifter. Apparently you can find this Porsche on YouTube.

Following A Rising Star In The Porsche GT Cup Series

By Rich Bitner

Keep Your Eye On The Prize

My wife, Heather, and I made our race vacation back to my old stomping grounds on the streets of downtown St. Petersburg. I have a personal attraction to this event, as I was involved with the early days when it was an SCCA sanctioned TransAm event. The circuit was longer then with a couple chicanes and I was working with the promoter on the track logistics, building the track and working with the risk management firm. To say we were excited would be an understatement.

This race featured the IndyCar series, Pirelli World Challenge, USF 2000, Pro Mazda and Indy Lights series. A full menu with no more than 20 minutes downtime between events.

We made it a point to locate the World Challenge paddock on day 1, Friday, to check out the GT, GTA, GTS and GT Cup entries.

Some familiar faces were there, like Patrick Long, who with Patrick Dempsey, took 2nd at Le Mans in 2015 in a 911 RSR. We also found Bucks county's own Colin Thompson, who moved from the Cup series over to McLaren GT series.

I spotted a newcomer Cup car sporting the number 17 undergoing a laser four wheel alignment. Piquing my curiosity, we walked into their garage and were greeted by a fellow named Bob. Very gracious



and very enthusiastic about his driver, we became fast friends. Especially when we proudly told him we were PCA members. Little did we know he was the driver's Father! Father?

While talking all things Porsches, this young guy pops out of the trailer and comes over to us picking up on the tail end of the conversation. This super friendly young guy was Bob's son, Alec Udell.

Alec, like most, started in karting at the age of 5. In 2011, he entered the professional racing scene at age 15 as the youngest licensed driver in the history of the Pirelli World Challenge. Okay, we're interested now.

At the end of the 2015 season, Alec had won 13 races and finished on the podium 13 times, finishing fourth in the championship even after missing a few races.

His return this year in the PWC GT Cup, is with Euroworld Motorsports and GMG Racing. Enough background, back to the races...

The family took us in for the weekend. His grandparents, his mother, Kim, and Bob provided us with a weekend to remember. During Friday's practice session, the Bent-



ley entry tapped Alec's right door, remember the laser four wheel alignment? All checked out fine and he was ready to run.

For those not familiar with the series, GT Cup cars roll off well behind the GT, GTA and GTS cars. Alec wasted no time taking a position away from Preston Calvert on lap 2 in race one. Alec finished P2. Frustrated he didn't take the win, his attitude was very positive now focusing on race 2 Sunday.

RACE 1 RESULTS:
1st: Soan Ury
2nd: Alec Udell
3rd: Preston Calvert

It seemed that everywhere we went off track, we continued to run into Alec and his family. They went out of their way to make sure we knew they were there.

Sunday, following Juan Pablo Montoya's heroic pass in turn 1 to win the IndyCar race, it was Alec's turn to take to the track. That morning we found out he woke up with a migraine and 102 degree temp, but insisted on racing—talk about commitment!

Race 2 held more excitement for the Cup series. Alec, starting 3rd, again wasted no time chewing away at the clock to take advantage of every curb at every turn. GT entry 00, driven by Grey Fegus, had a most bizarre shunt resulting in his beautiful flat six sitting on the track.

Once they went green again, one of the GT McLaren entries, driven by Austin Cindric, was tapped at turn 1 and did a 180 into the wall on the driver's right. Fortunately he was fine, and after a couple of full course caution laps, they bunched up and the race was a sprint to the finish.



Alec raced his heart out and found himself finishing second for the final results identical to the first: **Sloan Ury, Alec Udell and Preston Calvert.**

We made our way to the podium for the celebration. When Alec was handed his second 2nd place trophy, he spotted us as he raised it and positioned his arm with the prize right at us. Jumping off the podium, he approached us to share in his happiness.

Heather, handing him her race hat and a pen, asked for his autograph. He smiled, and as he





signed the hat, Heather said "I want to be able to say I knew you when". His smile got as big as that Cup car!

What a special guy. What a special family.

And who was standing on the sidelines watching the podium celebration? Patrick Long, who finished fourth after a valiant drive in the GT class. That evening, once again, as Heather and I were heading to the car to dinner, we hear a voice say "Hi Heather!" Sure enough, it was Bob and Kim, Alec's parents. As Heather was telling them how much she enjoyed the race and how Alec drove the wheels off the Cup car, we heard a very happy "Thanks!" There was Alec. That great smile included.

Bottom line, racing is family, all about family. And if you've never attended a professional event, try it.

Remember . . . membership has its privileges!

Follow Alec on Facebook and do your best to get to Lime Rock May 27, 28, 2016.





The PCA High Performance Driver's Education program is designed to allow participants to safely explore the limits of their vehicle and skills on track.



Have you considered Drivers Education (DE) but are not sure if you want to take your car on a race-track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter "Introduction to Drivers Education" one-day program is a way for interested drivers to explore Drivers Education without enrolling for a full event.

- Full One-Day Event
- One-on-one In-Car Instruction
- Classroom Instruction
- Safety, Flags and Track Etiquette
- Four Sessions (Approx. 60-80 minutes track time)

\$100 First-Time Rate

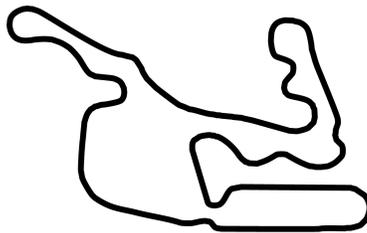
2016 DE Schedule

Submitted by Marty Kocse, Track Chair

For additional information, please visit our website, and Motorsportsreg.com. **All events are now open for registration. Early registration (4 weeks prior) guarantees a 10% discount.**

The RTR website contains information on registration, track profiles, forms and manuals, safety tech info and an updated schedule. Contact information for the track chair and members of the Speed Council can be found on page 6 of this newsletter.

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



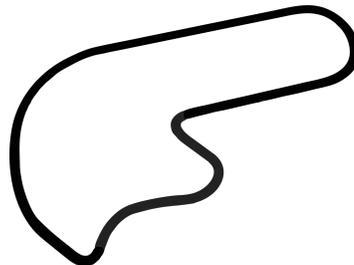
April 9-10, 2016

Summit Point, Shenandoah Circuit

Registration Open Date: February 1st

Safety Tech Date: March 26th (9am-11am)

Safety Tech Location: Vintage Motorsports



May 13-15, 2016

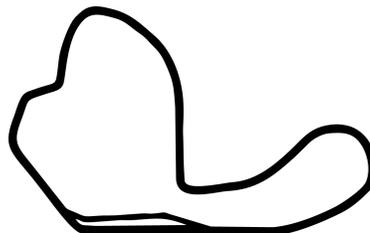
Pocono Raceway, North Course

NOTE: Friday (13th) - Advanced only.

Registration Open Date: February 1st

Safety Tech Date: April 30th (9am-11am)

Safety Tech Location: Dougherty Automotive



June 24- 26, 2016

NJMP, Lightning Raceway

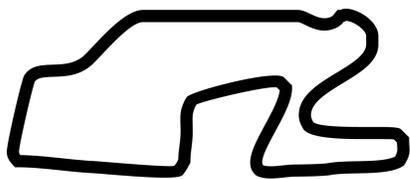
Registration Open Date: February 1st

Safety Tech Date: June 11th

Safety Tech Location: Mike Tilson's Automotive



2016 DE Schedule (Continued)



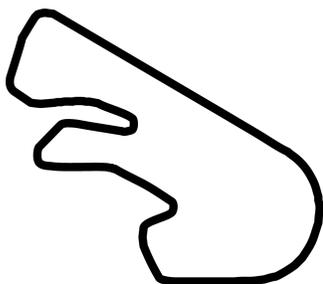
July 22-24, 2016

Watkins Glen

Registration Open Date: February 1st

Safety Tech Date: July 9th (9am-11am)

Safety Tech Location: Dougherty Automotive



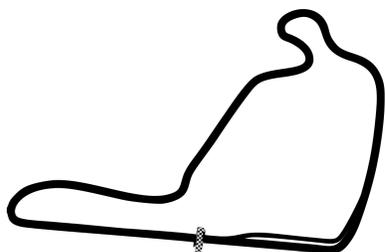
September 9-11, 2016

Pocono Raceway, Southeast Course (new larger configuration)

Registration Open Date: February 1st

Safety Tech Date: August 27th (9am-11am)

Safety Tech Location: Porsche of the Lehigh Valley



October 14-16, 2016

Summit Point, Main Circuit

Registration Open Date: February 1st

Safety Tech Date: October 1st (9am-11am)

Safety Tech Location: Meenan Transmissions -Lansdale

Questions?

Contact RTR Track Chair Marty Kocse by e-mail: track@rtr-pca.org.





Tech Tactics East 2016

By Heather Roller

Event Highlight

I didn't make it to Tech Tactics last year but was able to hitch a ride with a few club members out to the Porsche Training Center in Easton, PA this March for a few lessons on purchasing project cars, proper buffing techniques (hint:



we're all doing it wrong), and new PCM 4.0 technologies. I was also able to catch a brief glimpse of the club coupe racecar in her satin nightgown – ooo la la! The 130,000 square foot training center was opened in 2009 by Porsche to support East Coast operations – designed for training up to 600 Porsche sales and service technicians each year and improving parts distribution to dealerships with delivery times of overnight or same day. Thanks Porsche, we love you too!

Right: Janis Joplin and her 356 that recently sold for \$1.76 million

Below: Club Coupe Race car pre-unveiling

The day began with lots of coffee (and pastries I was pretending weren't there) followed by an introduction to the team members and speakers by Steve Hoffman – the National Tech Chair for Porsche Club of America. The stage was then turned over to a few initial speakers prior to separating the group into smaller topic-specific groups.

The Newton Surprise

Jim Newton of Automobile Associates followed the introduction with his presentation that encouraged listeners to be yourself and follow your dreams – dreams that involve

building your perfect auto, regardless of how freakish or horrific the results may be, citing Janis Joplin's 1964 356 which sold for \$1.76 million in December of 2015, and was the highest price paid for any Porsche 356 at auction. Was this because of the butterfly murals, celebrity ownership, or the simply the fact that it's a 1964 356?

What intrigued me the most about Jim's presentation was his extensive knowledge on Concours level detailing – the exact placement of rear badging, the gap distance on bumpers, even model specific trim screws! We were re-



mindful that you can learn all of these things through a photograph – and to contact your local shops prior to making an expensive mistake. Even if you're sure you don't want a pre-purchase inspection, you may be overlooking the details – which can mean the difference in thousands of dollars. Do your research!

Barn Find 101

John Paterek's presentation of restoration projects included lots of before-during-after photos, audience props that showed the value of choosing the right cleaning products and years of expert knowledge in Porsche restoration projects. The re-occurring theme of the day was the importance of having a pre-purchase inspection done, even when you're buying a complete junker. Someone selling a vehicle may or may not have been given accurate details about the vehicle, or those details may simply be incorrect. Save yourself some money (and risk) and call your local shop for a PPI. An interesting moment during John's presentation was when the audience fell





Top Left: You never know what you may find under all those layers of old paint and Bondo filler

silent as he showed us the proper way to buff our cars. Apparently key is to buff the car in a straight back and forth motion, NOT in circles. Also – an old cotton t-shirt works best and micro-fiber towels tend to be the worst. Micro-fiber towels pick up and carry very fine dust and dirt particles and move them from one area of the car to the next, finely scratching the paint with each swipe – and many of us are not washing those micro-fiber towels after



Left: Buyer beware, do your homework before buying as-is

each use which makes this problem even worse. For the love of black Porsches everywhere... please start using old cotton t-shirts!

Porsche Connected Car (PCM 4.0)

One of my favorite topics of the day – and definitely one of the most thought-provoking: the Porsche Connected Car overview was well presented by Mike Steele of PCNA.

Technology integration into new cars is a hot topic these days, and while sales and marketing wants to promote a vision of seamlessly connected capabilities and services, developers and security analysts are constantly trying to ground them with the realities of such convenience. Ac-

ording to experts in the information security community, the automotive industry is still considered to be years behind with respect to security vulnerabilities. Examples can be seen with the recent Nissan and Chrysler mistakes and a quick search on the topic yielded a YouTube video detailing how hackers were able to easily exploit a 100% stock passenger vehicle.

Now that we have *that* stage set – let's go back to the pretty, fluffy sales stuff. Mike started off by explaining how today's cars provide navigation, POI search, traffic, and weather. In the future this will look more like emergency, vehicle health monitoring, and convenience services such as social media and music streaming. With all of the connected systems and applications, Porsche plans to create a web portal for future activation and management of connected services.

The new PCM in the 991.2 will have a 7-inch frameless glass screen with a capacitive touch screen, multi-touch gestures, and proximity sensor. It will include an LTE module for wireless internet access that includes a SIM card reader, wireless access with Wi-Fi hotspot and will support 4G data connectivity. The new PCM will also connect to online services with the PCM Connect App, Apple Car Play, and will have online navigation with real time traffic information. Real-time traffic information is currently sourced from social traffic data aggregator INRIX (similar to the popular WAZE app only without the cop notifications). Additionally, Porsche has added a second display of Google Earth and real time traffic notifications in the instrument cluster so eyes can stay focused on the real challenge - looking ahead for potholes and bad drivers.

Porsche has partnered with AT&T to provide a 3GB/3-month data trial for customers to try its new Porsche Car Connect program, which is a system that provides access



Bottom Right: PCM 4.0 features a secondary Google Earth display so your eyes don't wander too far from where they should be.

New PCM Feature	PCM 3.1
✓ Full glass display	✗
✓ Capacitive touchscreen (with proximity sensor)	✗
✓ Freehand text entry	✗
✓ (2) SD – memory card reader	✗
✓ LTE telephone module with 4G data	✗
✓ WiFi Hotspot function	✗
✓ Online navigation with Real Time Traffic Information	✗
✓ Porsche Connect App compatible	✗
✓ Apple CarPlay	✗
✓ Services updatable	✗



to vehicle information via smartphone app and provides features such as airbag deployment notification, vehicle theft detection, and breakdown service capabilities. In the future Mike envisions the ability for Porsche to prompt you (via Porsche Car Connect) with a notification asking if you'd like to temporarily program the ECU for additional horsepower or performance settings remotely and on-the-fly based on location services or event check-ins.

As a techie this presentation raised a lot of questions – is Porsche actively learning from the security mistakes of other auto manufacturers? Will sales reps be able to effectively communicate all of the technological complexities that surround these new features? How will the evolution of remotely controlled vehicle technologies impact the aftermarket performance shops and used car dealers?

I only caught a glimpse of the tire and oil technology presentations but was able to join the warehouse tour to watch in awe as employees zipped around the perfectly organized rows of Porsche parts on hoverboards, working to fulfill orders. I received more than one comment on how squeaky clean the facility was, and with the facility having been open for roughly seven years now, that is impressive. We left with a bag filled with posters, product samples, a USB drive with presentation copies, and a Tech Tactics t-shirt. Easy to say – we'll definitely be attending next year. Thanks Porsche Training Center for hosting a great event!



Reminder: RTR Detail Day is Saturday, May 7th!

Starting Line

I've always taken great pride in how my cars look. But I also have a lot going on, so I can't focus on my vehicle investments as other enthusiasts might. You will therefore never find a Q-tip or extension mirror anywhere near my cars. Don't get me wrong; I like a meticulously detailed machine as much as the next guy, but only if someone else can do the work. Ironically, I've worked very hard to avoid the effort many spend to get that showroom look, and enough people asked me for my detail system that I wrote this tutorial for the time-minded novice who doesn't want to compromise, but will do so if no one can tell the difference.

It's All Black and White

My 2009 Cayman was a Midnight Metallic Blue. When all duded up, I could look into that deeply dark reflection and see my soul. But I also spotted every nick and scratch, every ding and imperfection – with my eyes closed and in my dreams. I could watch pollen collect on the surface like accumulating snowflakes on a window ledge. Road film found its way to my rocker panels faster than I could find second gear.

The fact is, darker colors are more difficult to maintain – scratches are more visible, and flecks of lint and dirt can't hide in the clearcoat. The tradeoff is that darker colors look awesome with a thorough detail. But whether your car is Midnight Blue or Arctic White, you can make it stand out and get noticed, with limited effort.

The first thing you have to do is accept the fact that a car begins its descent into filth the moment you sign the sales agreement. From that point forward, you are simply hanging on to threads of optimism. And the longer you own your car, the more difficult it is to keep it looking new. Not unlike ourselves; we can be occasionally convinced that we're young and striking. But the mirror is our daily barometer, so

accept the inevitable – you can't stop the aging process. But with a little effort, your ride can look pretty damn good for a night on the town. Here's how I do it.

Prepping for the Storm

I'm a detail surgeon. I don't mean I think of myself as some kind of detailing savant; I always wear surgical gloves. They're disposable, protect your hands from grime, wax and cleaners, and will save your knuckles once in a while. Mechanics have been using them for years. I also don't wear loose-fitting medical scrubs, but if this is something that appeals to, by all means go for it. Being comfortable and weather compliant will make the job a whole lot easier. But if you're sporting a parka, you picked the wrong day for the job. It's best to wait for a sunny day well into the fifties before tackling a detail. Cleaning products in general tend to react poorly as temperatures drop or approach dew point. You can theoretically use a temperature controlled space, but unless you have paint-booth lights, I can guarantee you will miss things that'll look obvious when you get out into natural light.

Car Wash



The purpose of washing the car is to remove the gunk you don't want *under* any products you put *on* your car. I employ two buckets; some will say you need up to five. I use a two-gallon bucket to clean the wheels first, because I dry my car after I wash it, and rinsing off the wheels would require a re-dry. No matter what you use for scrubbing your wheels, tires and wheel wells, *never* mix them up with what is reserved for the rest of your car. It's ok if I use my old washing mitt for wheel-and-tire duty, but never the reverse. What comes off

the tires and wheels is not ok to rub around on the paint.

I start with the rear wheels and then do the front since they collect more brake dust. Use plenty of water. Now is not the time to save the planet; clear water is the best insurance against scratching, and facili-

tates a thorough clean. I hold the hose in one hand and (while flooding the area with water) clean with the other. I attach a six-inch section of cut hose so that my grip is always around the connection and only rubber can touch the paint. Whether you use a mitt or sponge, microfiber is the way to go. It picks up and contains tiny particles that would otherwise cut your paint. Don't stop with the water unless you are done scrubbing. This is good practice when cleaning the balance of the car as well.

After the wheels and tires are cleaned and rinsed, I fill a five-gallon bucket with water and soap designed to wash cars. Dish soap removes any wax you have protecting the paint, so when that's the intent, I suggest Blue Dawn. I'm not married to the brand, but it was recommended to me once, and since I don't use a lot of it, I have enough to wash a battle ship.

Others will tell you to omit soap entirely, using only pure water. I disagree; soap has properties that trap dirt as it's extracted from the car, and also has a slickness that can prevent micro-scratches. I also recommend one of those grit strainers in the bucket that keeps the sinking particulates away from the cleaning mitt, and therefore away from my paint.

It seems obvious to me but I work from the top down. Water, it turns out, is highly affected by gravity, and will get to the ground (along with the dirt) as fast as it can. I wet the entire surface areas: roof, hood, and trunk (again, using lots of water). With the surfaces clean, I rinse thoroughly. Then, I start on the front. Here's where I break with convention. I use a separate sponge with a netted honeycomb nylon covering which is great at removing bugs and flecks of road tar. Some consider this an abrasive. Most car noses are pretty durable, so I'm taking a chance in the name of efficiency.

When the front is complete and rinsed, I move in one direction around the car. Working a panel at a time and making sure I cover everything with lots of water (do you sense a theme here?). I rinse the entire car again. For those like me without a water softener in your home, dry from the top down using a microfiber towel or chamois to reduce water spots from calcium and other minerals. I use a portable leaf blower which helps the water exit areas it tends to collect in. I generally do the car washing late in the evening on one day and let it dry more completely overnight. This sounds a bit overkill, but even a little water residue will interfere with polishes and other protectants.

Claying Around

I'm going to insert this next step here although it's a periodic process. I'll assume "claying" is not in your detailing arsenal as it wasn't in mine until recently. If you own a daily driver like me, you should clay your car at least once a year. The process takes about an hour depending on the size of the car. At first it seemed a bit hokey to me. "Lessee, I'm going to rub this chunk of silly putty all over the paint, and the surface will suddenly be as slick as Mobil 1." Well, yes - I was initially skeptical too.

I'm not going to get into the different types of clay to use. I'm guessing the grade is more important than the brand. You can usually buy a kit that comes with a spray bottle of lubricant, the clay and detailed directions. I use Griot's Speed Shine (more on that later), using the same pattern I did when washing. Apply the lubricant liberally and rub a flattened piece of clay quickly back and forth in a "bumper to bumper" direction. Continually fold and flatten the clay inward with each panel. Wipe dry with a microfiber cloth. I start with



the hood, roof and trunk, and then each panel from the front fender all the way around. I do the nose last since that's often the worst section, and I'm less likely to be rubbing bug parts all over my car. The premise behind claying is that it picks up minute contaminants and pollutants that embed in your paint. I now know that it works - very well.

There's one caveat with claying that's essential to mention. The clay will get slippery from the lubricant (particularly when wearing surgical gloves), so it's easy to drop. If it hits the ground, that's it. You need to trash it. Don't pick it up and try to pick out shards of debris. There's no such thing as the five-second rule here; it's not like you dropped an Oreo in the kitchen when no one was looking. Imagine what a tiny chip of stone or chunk of asphalt would do to your paint? That's why I never start a claying process without a back-up supply. The odds are too tempting to defy.

Always Use Protection

If you just clayed your car, used dish soap to remove old wax, or it's been a while since you otherwise polished it, now is the time for protectant. You have a basic decision to make now, and I'll only be of limited help. You can apply a wax such as a fine carnauba or you can use a synthetic polymer. There are quality levels of each and I won't get into the debate as to which is better. It's your choice, but

either way, you need a good protectant now that you've stripped away what was there. Personally, I swear by Zaino Z2 for clearcoat paints.

Although newer carnaubas and other wax products are a lot easier to use these days, my search is now over. I have tried virtually every commercial paint protectant on the planet from Turtle Wax to hand mixed natural waxes. Nothing beats this stuff. And I use so little of it; as Zaino says, more is just a waste. I use the hardener additive which allows for successive coats. Like most other polishes, the more layers you use, the better your finish will look. I wipe it on using one of their applicator pads, let it haze and wipe it off. There's no powder, no residue no machining and no elbow grease. I always follow up with a Griot's blue microfiber Speed Shine cloth to do a final buff. Zaino lasts as long as any wax and it's easy to apply. As far as I know, their products are only available on-line, but they ship quickly and customer service is first-rate.

If I don't need a protectant, I polish it up using my favorite spray-'n-shine product (Griot's Speed Shine), which is designed to quick-ride. I use it because of its easy to apply secret in us-shine, other than you'll want to employ two types of microfiber cloths. The application cloth should have a shorter nap so as not to soak up the product, and to catch loose debris not visible without a microscope. The second cloth (Speed Shine cleaning cloths are a good choice), is to buff to a luster. This process should take between twenty and thirty minutes with very little effort. I have occasionally used Speed Shine between car washings; be careful here, the more film on the paint, the more the risk. In this case, I'll overload to keep the surface wet and lower the risk of scratches.



Free Wheeling

Wheels and tires are up next. It's frustrating because even a few miles of brake dust will mess them up. Your best defense against the horror of brake dust is dark wheels. Since I have just washed the wheels, it's relatively easy to polish them. I use Griot's Speed Shine for this process, selecting a well-used cloth (I'll toss it afterward). Spray evenly on the wheel surface; try to avoid a direct hit on the rotors. You can alternatively spray directly to the cloth and then apply. I use a cleaning pattern so as not to miss anything (such as

starting and ending at the tire valves. Soaking an edge of the cloth with Speed Shine and swirling into the wheel lug orifice will un-gunk it. Alternatively you can use foam applicators (Griot's has many sizes).

If you didn't take my earlier suggestion of wearing surgical gloves, now is the time for regret. Once I've done all of the wheels, I spray a healthy amount of Speed Shine on the now well-used cloth and go back and apply to the tires. After this process the microfiber cloth is now beyond saving (or washing, for that matter), so in the trash it goes. I have now used the same cloth for the paint, the wheels and the tires. In fact they likely started out as the previous detail's glass wipes. This is part of my "regressive recycling" campaign.

Department of Interior

No one looks in there, so who cares, right? Wrong. What's the first thing you do when you walk by an awesome looking car? You take a peek through the glass; you know, cup your hands around your eyes to seal out the reflection. What conclusion would you draw if there were fast food bags and coffee cups strewn about the cabin? You'd be disappointed, right? Probably shrug your shoulders and presume the owner is some rich dude with a bad comb-over and smells of cheap cologne. A clean interior is the sign a good detailer. And the dirtier the inside is, the less the outside can compensate for it.

The best path to a clean interior is to keep it that way in the first place. Not to sound judgmental, but if you're collecting trash in the passenger seat and wedging food containers in that convenient intersection of the windshield and dash, you might consider recycling cars. My first recommendation is to maintain two sets of car mats. One for daily use (I suggest the factory set), and one for periods of increment weather - the entire winter here in the original northern colonies. I don't condone the practice of placing the bad over good as a shield, since stacking floor mats is a futile and even dangerous practice. Just keep the extra set handy so it's easy to swap them out. This will save you a lot of work since most of the muck and grime that enters your car comes in from your feet.



A conveniently located dust buster is your best bet in maintaining the interior carpeting. You can buy one for twenty-five bucks and it takes a half a minute to suck out the immediately visible stuff. The first thing I do whenever I get in my car door is do a quick touch-up. It may seem obsessive, but the more often you observe this practice, the easier it will be when you have to call in the heavy artillery. You'll need the power of a quality shop vacuum to draw the dust

and imbedded pebbles out of all the crevices that you can't get with the dust buster. DO NOT use attachments on any part of the dash; even the brushy-thing. I speak from my own experience - you can lose or damage knobs, scratch GPS screens and even dash material (leather or vinyl).

For cleaning mats, it's best to remove them from the car and put them on a relatively flat and clean surface. Use the upholstery device on your shop vac and run it slowly in each direction. If you find yourself trying to muscle the tool with the vigor one reserves for rough-sanding hardwood, it's time to replace them. Tough salt stains can be removed using a 50-50 mix of water and white vinegar. WARNING: air out the mats completely (at least a full day) in the sun and fresh air, or your car will smell funky for a long time. Worth the wait in drying time though, as this process is the only way I know to remove a winter season of salty and briny grime.

Before returning your mats to the foot wells, use the crevice tool to thoroughly extract debris throughout the rest of your car. Don't forget under the seats, and don't saw back and forth; you'll end up flicking debris about the cabin and wondering why the side you just did is dirty again. And if you hear the sounds of shrapnel drawn up through the vacuum hose, you should stop reading this and consider a professional detail service. Or start taking the train.

Mad Dash

You know what my secret is for the dash and instrument cluster? A Swiffer Duster. Laugh if you want to, but one quick trip around the controls and components with one of these utensils and it'll make a believer out of you too. For cleaning and polishing up the dash, leather and vinyl, I recommend the use of Windex Wipes. This is my go-to product. I use them for everything, and not just in the car.

Mirrors and glass, cluster housings, upholstery, steering wheel and dash - almost anything. I clean tools with them. I wipe down wheels, clean the gunk around emblems and remove brake dust from my hands. They're convenient, storable and disposable.

I mentioned the interior first, but it's sometimes best to detail the inside at the end just before you polish the windows. While I'm contorting myself into different positions to get into those deep and dark crannies, I'm at the same time drawing pictures on the door

panels and sills with the soles of my Nikes (another great use of the Windex Wipe by the way). Focusing on these basics will reduce the time and effort it takes if I ever need to bust out the serious chemicals. I'm not a big fan of protectants and coatings for the interior. Oh, they look very nice and shiny, but the last time I tried a protectant on my car seats, I almost lost a passenger from the slick when taking on a spirited corner.

I do Windows

The glass is always done last; even though I'm risking my interior with now sweaty limbs and dirty clothes and sneakers, virtually all the products I've used on my car are not meant for glass and can leave a residue or film that contributes to streaking (although Zaino Z2 has surprisingly little affect). Glass should always be done in the sun and above sixty degrees. The sun is for reflective perspective; you can't clean what you can't see. Also, the faster the evaporation of the product, the less streaking occurs. A cold windshield doesn't provide enough heat to aid in the process.



I have used all the typical methods and materials for glass. I've tried newspaper, combinations of ammonia, alcohol and water. Oddly, Windex Wipes are great for mirrors but they aren't the best option for a windshield. Of all the products I've wasted money on (and I have a cabinet full of them), I keep coming back to Stoner's Invisible Glass.

It sprays on as a foam that stays in place, wipes off easily and when buffed with a microfiber tight-weave glass cleaning cloth, leaves a streak-free shine.

The outside glass is fairly easy; even with tree sap, bugs, tar and road rash, I can always use a glass polish. When called for, I apply Griot's Fine Glass Polish, which works well to get all the gunk and micro-chips from the surface. You'll see and feel an immediate difference. But the *inside* of the cabin is what's difficult. A

heated interior releases "outgases" from plastic and vinyl that adheres to the surface like a layer of Crisco. And it's really hard to get off; even using glass polish. Not to mention that glass polish can leave a powdery residue that has to be removed afterward. Like any surface, it's best to clean glass regularly. But even then, I wrestle and twist; muscle and contort and still have to clean and re-clean.

My Secret Weapon

There is nothing as aggravating as staring into a big streak in the





my car for too long, this process is a detailer's miracle. I'm still shaking my head in disbelief.

Before the show

Somewhere immediately prior to parking at an event, I pull into the shade away from dust and tree sap. I call this my staging area. Although I can technically perform these last minute tasks in the spot where I'm displaying my car, product overspray can soil the scene and look kind of trashy. Like eating in bed; it's one thing to wolf down a hoagie while watching Rocky VI, but another to assemble the ingredients and build my sandwich there. So I find a nice spot and haul out my de-

center of the windshield having just spent the afternoon detailing my car. Conversely, crystal clear windows are the mark of the detailing sage; giving up at this point is not an option. I have spent the better part of my life mastering this craft and it wasn't until a recent summer that I became privy to a trade secret I will share with you now. I heard of this simple method years ago, but I was skeptical for many reasons.

What is this magic glass cleaning product? Super-fine (0000) steel wool. What?! Won't that scratch the glass? Can't it damage window films? The answer is no and sort of. Glass is one of the hardest of man-made substances and is non-porous. Super-fine steel wool is the abrasive equivalent of 2000 grit sand paper (which is used successfully on automotive paints). If your windows are factory tinted, no worries. Factory tint is part of the makeup of the glass. Conversely, steel wool should never be used on aftermarket window film.

A nice bonus about using super-fine steel wool is that it's dry. I suggest getting the pads that are bundled and sold at most hardware stores. Verify the superfine (0000) grade. I take one of the pads and with an open palm, rub very lightly on the glass surface in a circular motion to promote coverage (since this procedure leaves no trail or residue). After doing the outside, I use a Swiffer Duster to remove the very fine particles of the land on surface much since being hard). done, you can Invisible Glass as earlier described. When done thoroughly, this process removes everything but the glass itself. If you keep up with your glass cleaning, steel wool will not be necessary often. But when I've neglected

tailer's road-kit; a plastic cleaning tote with a handle and two divided bins that not only contain my collection of concoctions, but protect my Porsche from potential spillage.

The first weapon I draw from my holster is Griot's Undercarriage Spray.



This product wets and blackens plastic housing, springs, shocks; basically everything in the wheel wells. I inevitably get some overspray on the ground, and since it's oil-based and takes literally days to dry, I just move my car away when I'm done. Why do I use this product? Pure aesthetics; it makes anything it comes in contact with look new. It blackens dirt and grime long enough to fool everyone into thinking I was under there all week with a toothbrush and a bottle of Mr. Clean. I simply apply a few squirts of this liquid magic, wipe off any overspray and I'm set. Before I move on to the next step, I use any one of the aerosol foaming tire dressings available at any auto supply store. Why the foaming type? For a few reasons;

the first of which is that I can easily see where it's applied. Secondly, I have the option of letting it evaporate on its own (which will leave a glossy shine), or wiping it down with a disposable rag which will leave a nice flat-black look. It depends on my mood.

With the tires, wheels and wells out of the way, it's time to Speed Shine the car. I give all painted and plastic surfaces the once over with Speed Shine. I try to keep overspray on the glass to a minimum. This entire process should only take a few minutes. Griot's makes Speed Shine cloths in a pop-up container (thank-you), which can be used instead of the spray bottle if you don't have to concern yourself with overspray or spilling in transit. They are also great for spiffing up wheels and tires or cleaning most anything else you might have missed earlier.

Now a final application of Stoner on the exterior glass. Technically, you should move into the sun, but as long as you finish with the



tight-weave glass cleaning microfiber cloth, you should be ok. You could also do this step in the display area. The last thing to do is to whip out the dust buster. I use the Red Devil brand due to their patented crevice tool that folds out like a pocket knife. If you spend more than 30 seconds a side touching up the foot wells, you either did something wrong in your detailing process or you should consider a smaller car.

Finally, it's time to move into position in the show or event. I always keep one of each of my microfiber cloths for application, buffing and glass on hand for emergencies. Like many detailers, I also own a California Duster; one of those devices with soft waxy fibers that picks up pollen and fine dirt particles like a lint roller. I don't use it unless I'm embarrassed into it, as the hardest part now is ignoring the temptation to continue the detail process and miss out on the event I came to enjoy. My Porsche now looks as good as most of the other cars there; won't likely pass the Q-tip test, so I just fold out my chair, pop open a Diet Coke and appreciate the show. I suggest you do the same.

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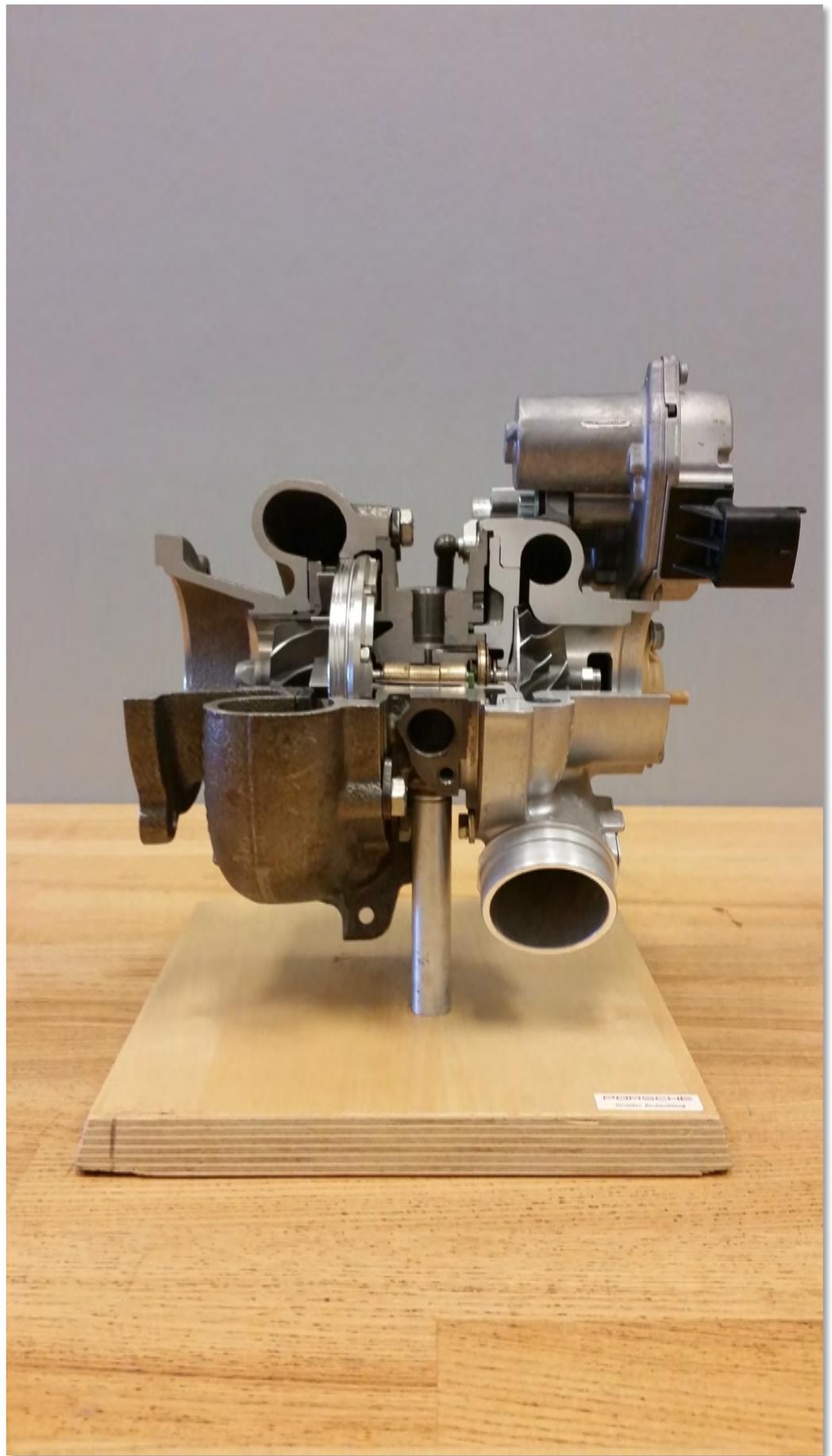
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Right: Engine segment used for training Porsche technicians at PCNA's Easton facility.



Sidetrack: Driving Influence



By David Newton

Since venturing into the world of writing, I've been asked what my influences are. I was a muscle car junkie as a teenager, progressed into the world of exotics in my twenties and thirties, and have followed Porsche throughout – a brand that has always intrigued me as a challenger to many genres. My transition from the cubic inches of Detroit iron to the technical proficiency and finesse of Porsche design and engineering was due at least in part to the fact that I've always rooted for the underdog – the automotive version of David and Goliath. As an active member of the PCA Riesentöter region, the German translation of which is "Giant Slayer." How fitting.

Demographically, I define the mold in that I acquired my first Porsche (a 2009 Cayman) in my fifties, just as the silver hairs on my head began outnumbering the brown. With considerable deliberation, I recently traded the Cayman in for a Porsche Macan S, and I will forever ponder the next achievement to emerge from Stuttgart.

But what inspired me to express myself in literary form is a bit more complicated than the hardware that stirs my soul. I long ago discovered that verbal exchanges begin efficiently in my brain, but often take a detour prior to exiting my mouth and lose their sensibility. The writing process makes it easier to resolve these mishaps, as self-imposed editing is the great equalizer in the arsenal of any author. Writing provides near infinite opportunity to craft and recreate – all that is required is the right mixture of talent and time. It allows me to shape my thoughts and (ultimately) convey

exactly what I intended to.

A representative product of the seventies, I subscribed to the car magazines of the day with the broadest appeal. These included Hot Rod, Road & Track, Car and Driver and Motor Trend. Sure, there were other more prestigious publications, but these were most readily available with expressive images to spark any kid's imagination. Ted West was a recurrent author whose articles I searched for throughout these and other periodicals. He wrote about the greatest road racers that ever lived in an era that will never be repeated. His works were impeccably constructed; never pompous. I met him for the first time at Phil-a-Frunk (he authored the Panorama feature) – yet another highlight of that evening for me in particular. I also read everything I could by Peter Egan. He is the Jerry Seinfeld of columnists in that 'Side Glances' of Road & Track, present common subjects and events, and blend in



just the right measure of humor or thought-provoking interpretation. Suddenly his viewpoint becomes pertinent to the reader, be they car enthusiasts or not.

I will continue to digest the contributions of these two authors because they are continuously relevant. I've never read anything from either of them that I didn't like, and if I had ten percent of their collective writing talent, I'd be doing this for a living.

My greatest influence from a technical standpoint came from my junior college journalism professor Al-

fred deProspero. Regrettably, I remember little about him other than his profound effect on my writing style, which has evolved over the many years since. deProspero advocated an editing technique that stuck with me forever. Limit what you say, but impact what is said. Don't over-describe a subject or event by using more words; pick the one word that is perfectly descriptive. I imagine this came from his days as a beat writer for a major Philadelphia newspaper when columns were measured by the inch.



He encouraged a practice of incessant re-writing. I affectionately refer to this as "literary thinning". Recording thoughts in as much detail as effectively describes the experience, then extracting everything that is not critically necessary - addition by subtraction.

I am humbled by works of my idols and other literary icons, but my own unique experience is nevertheless essential to the final product. A point of view adds character and interest, especially in the written word. Without perspective, you simply have news.

Perhaps the most influential dynamic of contribution to my own literary soup is the environment I was raised in - the time, my family and friends, and the cars that roamed my neighborhood block. Because nothing leaves a more lasting impression than the vivid images, sounds and smells that appear the moment I close my eyes and remember.



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“Shifts & Giggles”

By Jeff Walton

In the immortal words of Gloria Gaynor...“I will Survive”... and just how I did that in the 70's and early 80's is beyond me. I'm not talking about the disco seventies and the cocaine era, I was way too young for that hot mess. I'm talking about how I survived daily errands with mom, dad, or long ass vacation

trips with the grandparents all in the cars of yesteryear. By all means of safe driving back then - I should have been a worm's next meal by now, though I did see my life flash by more than once. I remember distinctly leaning against the passenger door of my father's Chevy pickup truck...gold and white were the colors. We were going around this uphill curve when all of a sudden - the door opens...I was halfway out staring at the passing macadam when a strong force yanked me back into the cab literally by my britches. It was my dad's hand. There was no warning light on the dash that said door ajar, there were no seat belts, if there were, we weren't wearing them. there were no child safety locks, it was a truck...just a truck. And now I look back on the truck and still ask myself “How did I survive?” and not just the open door incident. I remember riding in the back of that thing - in the bed,



sitting on the wheel hump, or full blown standing up, with my arms on top of the cab, going over bumps and going around curves with a smile a mile wide. It was fun for a kid, we didn't have the full grasp of the consequences probably because we didn't have a fully developed frontal lobe. Now that I have one....oh my god - how did I survive?

How did I survive the years of riding in the backseat without airbags or ABS or being forced to use seatbelts? We sat in the very back of a station wagons with our feet hanging in the open back window. We shoved complete baseball teams in that wagon, with friends and equipment to boot. We shoved all the siblings into that wagon, a powder keg just waiting to happen, all while the parents tossed idle threats like, “don't

make us turn this car around”, after they would hear a barrage of “stop touching me,” “mom, dad, he hurt me,” or “she's still looking at me.” How did I survive?

How did I survive my trips with the grandparents? Sure they were slow and methodical in their driving abilities and they didn't take all the siblings at once, just a cousin or one other sibling which was smart on their part but still to this day those trips will invoke night-

mares...even daymares just thinking about them. The grandparent's car of choice...but of course...a Buick....gold and gold interior...what's with this gold color anyway? I would sit in the back seat and die a slow death....well very near to death...not out of boredom but it was close. There were no smart phones, or handheld entertainment systems, no DVD players, nope, none of that, if you didn't want to actually die of boredom you played the alphabet game or license plate game or I spy or some other stupid game where only you knew the rules....again boredom was not the near cause of death when I road-tripped with the g's. The slow and painful death in my case was actually a serious cause for concern and still is to this day...and that was secondhand smoke. The road-trip would start by loading the car in the garage, once loaded, the key was cranked, the windows lowered as to let the fumes cascade over the mildewed interior, and slowly the garage door would open. It was a well-choreographed routine, for when the car was slowly inching out of the garage, the windows were being shut, the air conditioning set to cold and recirculating (as to not let any fresh air in), and the lighters would touch the sticks between their lips, in my grandfather's case a log, aka cigar, all before the car was placed into drive. My next breath of fresh air would only come if they needed gas or one of the green kids in the backseat saw their breakfast again...it was usually the latter and usually within minutes of the starting line...go figure.

Oh to be a kid again, strapped and cocooned into a child's seat until you are eighteen with the world at your fingertips not even knowing how you got from point A to point B because you are too busy texting your friends that are right next to you. I have to ask myself..."how will they survive?" But then I realize they will survive through technology unlike us who survived by the seat of our pants.

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SEATS FOR DE

Selling a few seats that I used in DE. Recaro Profi SPG 2008 \$300, Recaro Pole Position 2007 \$300, Sparco Halo Pro ADV 2011 \$250. Recaro's are in great condition, Sparco is in good condition. Recaro side mounts and sliders are also available. Contact goldie83@ptd.net for photos and more information.

BRAKE CALIPERS

Selling a pair of front 1984-88 brake calipers fully refurbished. Contact Tony at tchecko@msn.com or 610-308-7112 for more information.

WANTED

Looking for an early 60's to 80's Porsche 911 or 930 Turbo. Also interested in a 356 coupe or convertible. Will consider any condition. Please contact Paul at pmb.klein@gmail.com.

CAYENNE WHEELS

Set of four Porsche Cayenne Wheels, fair condition, size 19x8.5, 10 spoke, five bolts, missing center caps. Asking \$150. Contact Heather at heather.roller@gmail.com for photos and more information.

PORSCHE BOOKS

Selling Porsche and race related books for pickup at my house or will ship upon request. Please reference the classifieds section at the RTR forums at rtr-pca.org/forum for complete listing of available books or contact dapplestein@msn.com for more information.

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WHEELS AND TIRES

Victor Equipment Turismo wheels, 18 x 8J, black gloss with chrome lip; Michelin Pilot Sport A/S Plus 235/40/ZR18 91Y M/S tires, manufactured in the 39th week of 2009. No cracks with only 2000 miles max on tires. TPMS units installed. I put these on my '09 Cayman S on December 1 and removed on April 1 of each year but drove the car less than 300 miles each winter. PRICE \$600. For photos or more info call Rich Devaney (Gilbertsville, PA) at 484-390-1945 (cell). Reason for sale: bought new winter wheel/tire combo for my 981.

20" CAYENNE SPORTDESIGN WHEELS

Good used condition without TPMS. 9J x 20 ET 60, 275/40 R 20 Y. Part No. 955.044.602.11. Will throw in free High-sided rear loadspace protector with sale. Tires are high mileage. Photos: <https://www.pca.org/classified-ad/310062>. Contact: scotwithers@hotmail.com

FREE PANO/EXCELLENCE MAGAZINES

I have moved and no longer have the storage space for my back issues. Panorama 1995-2010 and Excellence 1987-2009 (From 2nd edition). All mostly in good to very good condition. Three very heavy boxes. Contact Ray at rkissner@aol.com or (610) 647-4051.

WHEELS

Four 18" rims (third party) and four winter M&S Pirelli tires for a Cayenne. Three tires almost full tread, one

tires around 1/4 life. Selling due to having bought a GTS model Cayenne with larger brakes. Original cost approx. > \$2000. Contact Peter Hunt by e-mail at: peterhunt@comcast.net.

WHEELS & TIRES

4 wheels and tires mounted; Victor Equipment Turismo wheels, 18 x 8J, Black gloss with chrome lip; Michelin Pilot Sport A/S Plus 235/40/ZR18 91Y M/S tires manufactured in 39th week of 2009; No cracks with only 2000 miles max on tires. TPMS units installed. I put these on my '09 Cayman S on December 1 and removed on April 1 of each year but drove the car less than 300 miles each winter. PRICE \$600. For photos or more info call Rich Devaney (Gilbertsville, PA) at (cell) (484) 390-1945. Reason for sale: bought new winter wheel/tire combo for my 981.

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Clean, secure, heated storage space available for up to 10 cars. The facility is located on my home property about 5 miles from the Quakertown interchange on the NE Extension of the Turnpike and close to Routes 100 & 29.

One car or more. The space would be shared space, storage only. Access would be by appointment at mutually agreeable day/time. Electric service is available (and included) for battery tenders.

In addition to being on my property, with someone home days, nights & weekends, a portion of the upper floor is occupied by a local newspaper publisher, so someone is actually on-site during

the day as well. I use a portion of the space to work on my own cars and I would also be checking up on things daily.

If a club member or a referral is interested in storage, I am looking to rent at a an annual prepaid rate of \$480 (\$40/mo). I'm really just looking to offset some of my costs.

This has been occupied exclusively by other Riesentöters over the last six years and I would like to keep it in the family so to speak. References available. I'm happy to answer any questions; please contact me and I'll get right back to you.

Contact: chris.barone@gmail.com or (215) 205-2526.

Below: RTR membership meeting @ Fab-speed Motorsports.



Where have all our artists gone? Send us your drawings! editor@rtr-pca.org





Watch out for giant bugs on your way to Hershey this spring, and be sure to bring that netted honeycomb sponge with you to remove them once you arrive!

Photo credit: David Raab, taken just West of Kansas.

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