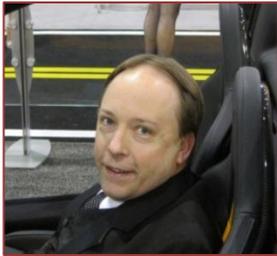




DER GASSEER

JUNE 2013





From the Editor's Desk:

I subscribe to Flatsixes.com which is a great blog about Porsches. I recently received a blog post entitled "Emergency Responders Cut the Top Off 1967 Porsche to Rescue Driver."

As an emergency responder and a Porsche owner this naturally piqued my curiosity on several levels and I had to read it. One was that I have had to use hydraulic rescue tools including the "jaws of life" to extricate one driver from a 911 several years ago. We don't take using these tools lightly and only do so when there are lives at stake, and this is the only way we are going to get someone out of the vehicle due to the damage from the collision. Many of my fellow firefighters are car buffs like me and do not take pleasure in causing further damage that would render the vehicle not only unusable, but also unsalvageable.

More importantly, the blog illustrated the need to use your seat belts and any other safety devices that are part of your Porsches. The article stated that " Police are blaming speed for an accident that left a 60 year-old driver of a 1967 Porsche 911 in serious condition. According to New Hampshire State Police the driver was travelling to fast to handle a section of curves on Route 16 in Dummer, NH. The police say he lost control of his Porsche, scraped a telephone pole and then slammed into a tree head-on. The driver sustained serious injuries and the 911 was equipped with lap-belts only. Rescue crews then had to cut the roof from the 911 in order to extricate the driver from the car and get him to the hospital."

The blog then went on to say "We know a number of you have classic Porsches and have similar lap belt set-ups. As much as we don't like to play with originality, if you're only driving with a lap belt, please consider updating to include a shoulder belt as well."

I'd like to support what was said in the paragraph above about upgrading older seat belts to include shoulder belts. In addition to this I've even heard individuals in the exotic car communities say that they have disabled seat belt warning systems, airbag systems, or don't wear seat belts at all. Really?? I've also heard them say it's inconvenient or it's a bother. Again I say, really?? Safety is everything. Being seriously injured or dead is even more inconvenient.

Drive Safe

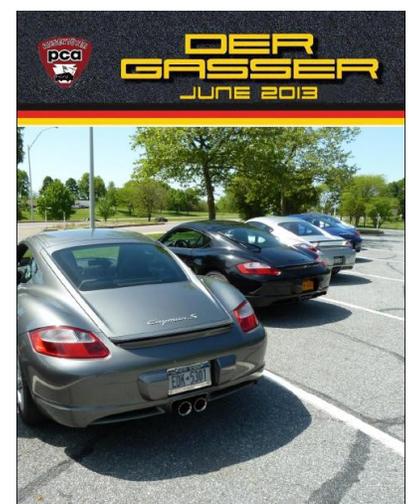
Dave Hathaway
Der Gasser Editor



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— On the Cover —



**Cayman Register Members
En-route to Fallingwater
Photo by David Newton**



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DER GASSER

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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

<u>Member's Name</u>	<u>Town</u>	<u>Model Year</u>	<u>Vehicle Model</u>	<u>Month Joined</u>
Phil Bickett	Newtown, PA	2006	Cayman	May
Scott Biddle	Malvern, PA	2005	997	May
Dave Crozier	Yardley, PA	1979	911 SC	May
Chris Flocco	Yardley, PA	2013	Boxster	May
Jay Kimball	Lansdale, PA	2000	Boxster	May
Tom Kulzer	Newtown, PA	2012	911 Turbo	May
Robert Landis	Allentown, PA	1989	Carrera 4	May
Chris Nagele	Philadelphia, PA	2013	911 4S	May
Jerald Ochsner	West Chester, PA	2008	911 4S	May
Neil Peritz	Ambler, PA	2010	911 C4S	May
Leonard Salmieri	Brookhaven, PA	2013	Boxster	May
Dave Yucha	Berwyn, PA	2008	911	May

Transfers

Kim Champy	Phoenixville, PA	2007	Carrera	Delaware
Bernard Tellner	Pineville, PA	2013	Cayenne	Northeast
Jos Loayza	Allentown, PA	2004 & 2007	911's	San Diego



June Anniversaries



50 Years

Robert Lorrilliere
Anthony Williams

30 Years

Ronald Kellett
Paul Thompson

20 Years

Ronald Banas

15 Years

Miles Dechant
Leland Peltier

10 Years

Timothy Hussar
Charles Kozo
Joe Kucinski
Frank Mayer
Jim Sangiorgio

5 Years

Jerrold Atwell
Denny Craig
Michael Fischer
Michael Forester
Harlan Glebe
Glenn Hunsicker
John Kelly
David Marra
Roy Vernik
John Vidoni
Kevin Waldron

Porsche Register Groups

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/ 981 Register: <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



Friday, June 14 : Dave Redmond has set up a RTR Happy Hour at The Landmark Americana @ 5:30pm-til ??? in Wayne, PA. Come join us to get together and talk about your favorite topic with good friends.

<http://www.landmarkamericana.com/ml-home.html>

Saturday, June 22nd: RTR Family Picnic & Member Meeting on Saturday June 22nd at 5 pm

Come join us for a traditional RTR Family Picnic on Saturday June 22nd at 5 pm (see details on the website about the fun drive to the picnic!). This year our Family Picnic is all about **Family!** Bring the kids and the grand kids too! The picnic will be held at the Valley Forge Volunteer Fire Company Grove located at 630 Valley Park Road in Phoenixville, PA 19460. We will hold the picnic under a roof and we will have a great spread of food including roasted pig, roast beef, hot dogs, mac & cheese, salads and sides. There will be beer on tap as well as soda and water. We will have snow cones for the kids too! We are bringing back our dessert contest so bring your favorite car themed/named desserts for judging and sharing! The cost is \$5.00 for adults until May 4th, after that the cost per adult goes up to \$10.00 for adults. Kids under the age of 12 are free. Please sign up on www.motorsportsreg.com. The deadline for tickets is June 16th but please sign up early! We hope to see you there for this fun event.

Interested in a Rally to the BBQ? Please show your support as a few Riesentöter members have combined forces (John O'Brien and Rich Bitner) to bring our region a Rally that will end at our [family picnic](#). Please RSVP to rbitner@verizon.net to join the fun.

Rules:

- Each entry must have a driver and a navigator
- Obey all posted speed limits
- Digital camera or smartphone with camera is needed
- You must present a photo of your car at the designated "Photo Opp" locations.
- This is not a timed event.
- Finish the rally with all required photos and the least total mileage, you're the winner!

Start:

- Eagle Tavern 123 Pottstown Pike Chester Springs, PA
- First car released at 3:30 pm
- Come early and enjoy the Eagle Tavern with your fellow PCA members!

Finish:

- Valley Forge Volunteer Fire Company 630 Valley Park Road
- Enjoy the RTR Family Picnic

Saturday July 20th: Doylestown Car Show. We're organizing a group trip to the show. Registration is now available at www.doylestowncarshow.com where you can also find more info for the show. If interested in joining us and parking together, please contact Donna Broderick at mdbroderick@verizon.net no later than June 20th and mail registration fee of \$15 payable to Heart of Bucks Inc to Donna at 2395 Valley Rd. Jamison, PA 18929

Saturday Dec. 7th

RTR Holiday Party at The Chester Valley Golf Club at 6:30pm. Details on registration coming in the fall.

RTR Goes to Niagara Falls -August 9th, 10th, & 11th

Please join us for a trip to Niagara Falls this summer with two nights in East Aurora, NY. We have a wonderful weekend planned for our RTR members with hotel, dinners, and tours. Please have a look at the tentative itinerary and websites below for all the great details!

**PASSPORTS ARE REQUIRED for viewing the falls from the Canadian side and lunch with our group

Friday August, 9, 2013

Meet at 9:15am at Nordstroms Rack Parking lot (310 Goddard Blvd King Of Prussia). Leave PA by 9:30am sharp. (You can also do the drive on your own if you do not want to caravan. We have a great route and stops that we can share with you!). We will hand out the route and scheduled stops when we meet. Trip time is about 6-7hrs.

Arrive at The Roycroft Inn <<http://www.roycroftinn.com/>> in East Aurora, NY. This inn is done in the arts and crafts style three room suites are \$195.00 per night and Cottage rooms are \$165.00. There is a discount with Triple A.

Cocktail party at 7pm with the Niagara Region of PCA.

Dinner at the inn in private room at 8pm (individual checks will be issued per couple).

Saturday, August 10th

Breakfast on your own.

Leave the inn at 9:30am to go over the border to Canadian Falls.

Arrive at falls, park, and 2 1/2 - 3 hrs to visit fall attractions, do Maid of the Mist, Walk Behind the Falls, shop, visit casino, etc...

Meet at 1:30pm for late lunch at The Keg <http://www.fallsviewrestaurant.com/> restaurant which overlooks the falls.

Leave at your own time to visit some of the local wineries or the charming town of Niagara on the Lake.

8pm dinner at Rick's on Main <http://www.ricksonmain.com/index.html> down the street from the hotel. We have a private room for our group. Individual checks per couple.

Return to inn for live music in the bar lounge or retire for the night.

Sunday, August 11th

Breakfast on your own.

If you didn't visit the Roycroft Art Campus across from the inn to view and or buy one of a kind hand crafted mission style art pieces here's your chance!

Return to PA on your own. Route available with a stop in a small town which has antique shops along the whole Main Street.

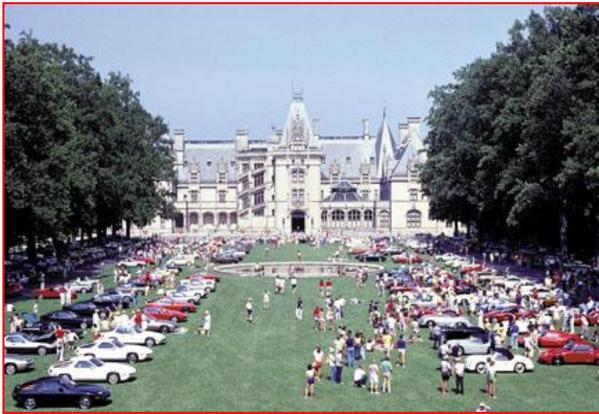
If you are interested in joining us for this fun filled adventure to the Falls please contact Wendy Walton at: social@rtr-pca.org for hotel booking info since a limited block of rooms are on hold for us and will go fast!

PCA Upcoming Events



2013 Porsche Parade: June 23-29, Traverse City, MI

Grand Traverse Resort



Parade is the "big" Porsche Club event of the year: our annual national convention. Parade has a potpourri of activities and club members from all across North America come together for this once a year extravaganza to participate in a week of competitive events, to socialize and enjoy their cars, with seminars and tours adding to the event's variety. For many club members, Parade is their big vacation for the year. It provides them with an opportunity to see new parts of the country as well as to visit with PCA friends that they only see once a year, at Parade!

The term "Parade" evolved in August 1956, when 64 enthusiastic entrants gathered at a suburban

Washington, D.C. motel for four days of Porsche enjoyment and friendship. A "parade" of Porsches through the countryside caused everyone to refer to the event as the Parade and the name has stuck. The current size of our convention makes a true parade of cars logistically difficult but we still do it when we can, and it is always a sight to see. Additionally, there are many other events to keep you occupied, please see the other pages in this section to get an idea of all the fun waiting for you.

Besides entrants, representatives from the Porsche factory in Stuttgart, and from Porsche Cars North America also attend, along with numerous automotive-related spokespeople. *Porsche Panorama*, the official magazine of PCA (and occasionally other national publications) publicize the event and the results.

Any member in good standing is welcome to attend the Parade and enter the four major competitive events. Along with them, CAFP and JPP members may also attend and compete in the four competitive events. CAFP (College Age Family Program) are children of members 18-24 years old. JPP (Junior Participate Program) are children of members who are 16-17 years old. Other immediate family members are also welcome and encouraged to attend, however they may not enter the four major events. Complete details on entrant eligibility may be found in the [Parade Competition Rules](#).

Parades are typically held in the summer, and each year the Parade moves to a different part of the country. Locations range from downtown locales to remote resort areas. Each year is unique. If you would like to see a Parade in your local area, please contact the [National Parade Committee Chair](#)

The Parade is a full week of fun that contains everything great about PCA. Come out and enjoy the party!

Registration for the 2013 Porsche Parade is open. All registrations entered by midnight Thursday, March 14 will receive equal and highest priority. There will be no paper registration. If you do not have access to the online system, call Kathleen Behrens, Parade Registrar, at 503-579-3423, and you will be able to register over the phone.

It is extremely unlikely that the Parade and competitive events will be over-subscribed (sold-out), but many of the tours will be limited in the number of people/cars we can accommodate. Sign up early to ensure you get a spot!

www.pca.org

Drivers Education

Submitted by Paul Walsack, Track Chair



2013 DE Schedule

June 7-9, 2013

Track: NJMP Lightning

Registration Open Date: April 8, 2013

July 26-28, 2013

Track: Watkins Glen

Registration Open Date: May 27, 2013

Safety Tech Date: July 13

Dougherty Automotive

17 Hagerty Blvd.

West Chester, PA 19382

(610) 692-6039

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.

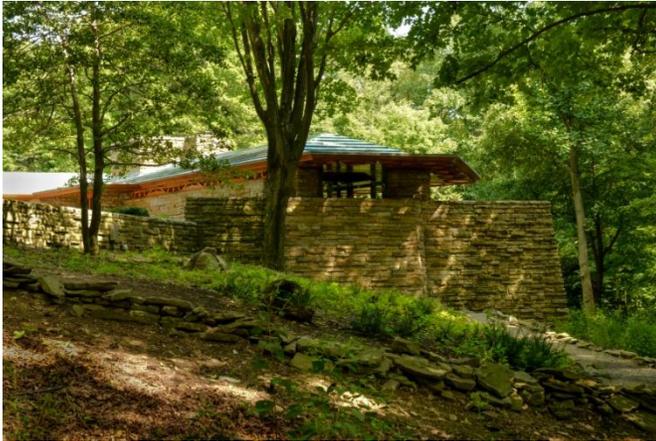
Non-Riesentöter PCA Members: must have a technical inspector authorized by your region inspect your car. Please have our RTR Tech Form signed and stamped. The RTR Tech Form is available on our web site.

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 marquee. 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.

Sidetrack

by David Newton, Contributing Editor

The dictionary defines “sidetrack” as a diversion from the main issue or concern. I chose this as the title for a new monthly column because I’ve been looking for a way to express my sometimes-atypical perspective. So in future issues expect me to present a side-story on the wineries at Watkins Glen, or a background and history of the Hershey Swap meet, or perhaps my opinion on automotive paint colors. Der Gasser covers the meat-and-potatoes of our club activities; Sidetrack will be a diversion from the main course.



This month’s premiere features a side-trip from the excursion we took with some friends from the Cayman Register to Fallingwater, the Frank Lloyd Wright creation southeast of Pittsburgh. If you haven’t read Scott Duvall’s Destinations column later in this issue, jump ahead and do so, as I might otherwise lose you. Go ahead. I’ll wait...

As the Cayman contingent departed Fallingwater for the long drive to Deep Creek Lake (across the southern border of Pennsylvania into western Maryland), my wife and I took a much shorter (but scenic) route to the “other” Frank Lloyd Wright house in the vicinity, Kentuck Knob. Knowing we might never otherwise get the chance, we decided not to miss the opportunity to compare this informal home designed by the renowned architect, to his artistic creation we had just toured.

Kentuck Knob is one of two Frank Lloyd Wright constructions in western Pennsylvania. Fallingwater is clearly designed for visual impact; a work of art built into the surrounding natural landscape. Whereas (except for the lengthy wooded entrance), it is possible to view Kentuck Knob without really noticing the design. From a short distance it could pass for many other single-level homes built in the nineteen fifties. In many respects, it reminds me of my grandparents’ house in Delaware County. That may actually be a point worth noting; Mr. Wright’s influence on design can be seen in many of today’s existing homes, particularly in the Prairie, Craft and California Contemporary styles.

The “House at Kentuck Knob” (as it was originally referred) was commissioned by I.N. and Bernadine Hagan, owners of Hagan Dairies in Pittsburgh, which remains in existence today (their ice-cream was available at the visitor center). Designed on a hexagonal footprint, it is a small one-story Usonian dwelling; a term Mr. Wright used to depict some sixty homes he created with a simplistic craftsman-like style. Often built on odd, inexpensive lots it was intended to be generally affordable. To that end, Kentuck Knob is both modest and majestic; some of the most gorgeous views of the Pennsylvania countryside and woods surround the home.

The driveway was purposely intended to meander into the property. When you left, you followed another route, which provided two distinct experiences. The house was made of local sandstone and tidewater red cypress. The original copper roof has long oxidized a pastel green. We arrived on a simple, crushed-stone courtyard enclosed by several car-port bays. Frank Lloyd Wright did not believe in garages for any of his home designs as doors promoted clutter. His observation is at once odd and accurate.



Built in the mid-fifties at only 2300 square feet, with three bedrooms and two baths, this might have been considered a modest home at first glance, even in that era. With an original budget of \$60,000, by the time the house was finished, that shot to \$100,000. Consider a typical home with similar amenities at that time would be well under ten grand.

We entered the house into a decidedly small foyer that opened into a lofted great-room. Mr. Wright called this design method “compress and release; first compressing, and then releasing the occupant into a comparatively larger space, giving the illusion the room was bigger than it was. This was both a design style and philosophy that can be seen in most of Frank Lloyd Wright homes which tend to have narrow hallways and tight spaces.

Sidetrack – continued from pg. 11

There were also other interesting tricks to make the home feel larger. Many of the windows were frameless making it seem like you could reach out and touch the trees; integrating the exterior with the inner space. Seating was generally closer to the floor, once again giving an illusion of height and volume. The main living area felt much longer than it was. The “floating” fireplace was a Frank Lloyd Wright signature in nearly all of his residential creations; however, always original to the home and never duplicated anywhere else. In the middle of the room, and placed on an angle, it anchored the entrance, simultaneously pulling you from the far end of the living space into the dining area.



Air conditioning was available at the time Kentuck Knob was built, but it was not considered necessary due to the eaves of the roof that stretched widely outward offering protection from the summer sun as well as harsh weather. In addition, the kitchen was a massive tower that released heat as it rose upward. The underside of the eaves had a unique arrangement of hexagonal portals that allowed light to pass through to the flagstone porch floor that ran nearly the full length of the house. This created an interesting pattern from which you could tell the hour of the day depending on where the light was shown; the spots of light moved toward the windows as the day progressed.

Kentuck Knob was purchased in 1985 by the Lord and Lady Palumbo who furnished it with many original Frank Lloyd Wright furniture pieces; although much of the furnishings were built-in. This was for two reasons. The first was that many were structural to the house. But the main reason was that Mr. Wright preferred to “client-proof” the home. He was very particular about his work and the placement of the furniture within them. Usually written into the contract, the owners were not permitted to change placement, and if they did, it is said that Mr. Wright would return them to the proper location when he visited.

To my fascination, we found that Frank Lloyd Wright came to Kentuck Knob only once. This was during

the construction phase when he was 89 years old! It is said that after attempting to invite him to their home when it was completed, the Hagans determined Mr. Wright was too busy with his current work on the Guggenheim museum, so they began making some changes to the placement of furniture and artwork as well as some minor renovations, much of which could be reverted back if he were to return to the property in the future.

My parents had seen Fallingwater in the early eighties; my father was an architect and he spoke of Frank Lloyd Wright with the reverence one might reserve for the Pope. I had come across some photos from their trip not too long ago, so when Scott and his wife Leslie suggested this excursion, we said yes immediately.

Interestingly, two of Mr. Wright’s structures in Pennsylvania are right here in the Philadelphia area; Beth Shalom Synagogue in Elkins Park, and the Suntop Homes in Ardmore. Known as the “Ardmore Experiment” the intent was to reproduce the Usonian vertical quad design as a way to maximize density in suburban dwelling. It unfortunately failed due to construction costs and neighborhood concerns with the perceived population rise. I was fortunate to have done some repair work on one of the homes’ fireplaces about the time my parents made their visit to Fallingwater.



A visionary years ahead of his time, many of his more memorable works were completed after an age where most men have retired and were baiting hooks or playing golf. Each of these structures is worth a visit from an historical significance alone. But any visitor can appreciate the artistic simplicity that represents a Frank Lloyd Wright creation. His style continues to be copied in home and furniture design more than fifty years from his passing in 1959. Kentuck Knob was the last residence he built. I was fortunate to visit the property and see it completed; which is more than he could say. See you next month...

May Member Meeting at Knopf's Porsche

By Jeff Walton, Contributing Editor

Photos by Dave Hathaway and David Newton

Hey hey hey it was a Wednesday in May and that meant our membership meeting was held at Knopf's Porsche in Allentown and what a nice meeting it was. Our hosts and planners for the event were Maureen and Jim Sangiorgio - so huge kudos go out to them for pulling out all the stops. The room behind the dealership was decorated with balloons and linens in Riesentöter colors, which helped set a festive mood along with mouth drooling rides by Porsche. We had grilling treats by Smokin' Smitty's that consisted of grilled chicken, pasta salad, roasted potatoes, and salad, along with drinks to quench that thirst. And since May was Cayman month, a cake was supplied for dessert with the appropriate next generation 986 smack dab in the middle to be consumed by the 120 members who made the trek to Knopf's.



Once everyone had a full tank of gas we got down to business with our monthly fanfare. Introductions were had and the chairs took to their agendas. A ton of people focused on the words of our editor, for the Knopf meeting was the last place to enter our members' only raffle for a day at the Monticello Motorsport Club. After Dave gave his spiel along with the disclaimers, though he didn't talk in that ultra high pitched fast paced voice most radio announcers use, more entry forms were completed and tossed into the box that was guarded by brinks security, okay maybe it was guarded by just some scotch tape. The winner would be drawn after the meeting... coming up shortly. Paul our track chair talked about going in circles at speed, Joe, the president spoke highly of Knopf's for putting together a nice event, Wendy talked of our fast approaching wine dinner and family picnic



and the filling up fast Niagara trip, and our Zone 2 rep, Tom had some very nice words about our region along with information on the Baltimore Grand Prix. Our newest member of the executive board was introduced; Dave Nettleton, autocross chair, and he urged all to come out to the next event and to come join the fun for Porsche for Pediatrics on August 4th at Coca-Cola Park.



Once we all had our say, we gave the floor to Rolf Kittzlitz who is from Porsche Cars of North America. Rolf brought with him a presentation on the newest member of the Porsche family... the next generation Cayman. The presentation was very informative and talked in detail about the underlying technologies Porsche used to pull off such a fine automobile. The slides showed cutaways of the exterior of the Cayman along with the engine, which comes in two flavors - the 2.7 or 3.4 liter versions. Questions were asked and the very knowledgeable Rolf answered. Once the twenty minute presentation was over, all eyes focused on the box that was guarded by scotch tape.

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It was time for our raffle. Since our very first membership meeting this year we have been collecting entries for a day at Monticello. The more meetings you came to, the more entries you received (one per meeting). Again it was time. The box please. Drum roll please. Who was going to be the winner, the one who would spend a day with a private instructor at the all inclusive private racing country club, the one who might get to rub elbows with some celebrities, the one who would be the luckiest Riesentöter member of them all? This was it. The moment had come. The winner was... hand goes into the box, searching for the right piece of paper... anticipation... feverish... the hand comes out of the box... the winner... the winner... the winner is Chris Morganheira. Huge applause... and the winner was in the house. Even bigger applause. Our editor team went to congratulate him and moments later emerge to state there was a problem. Well not really a problem but the fact was Chris Morganheira had declined the invite since he just relinquished his only track car and Monticello wouldn't be very much

fun in a Honda Accord. An executive decision was made and another winner would be drawn. Chris Morganheira was then awarded an RTR jacket as a consolation prize. So once again we had to pick another winner. Again anticipation... the hand goes in the box, the hand come out of the box... and the real winner was David Emmerson. Again applause but this time he wasn't in the house... so just to be safe a third winner was selected in case we had a similar problem... you know sort of like if the real beauty queen poses for Playboy, the runner-up is then deemed the winner. Our third place winner Kelsey Low took home a jacket as a parting gift as well.

So please join us for more excitement at the next membership meeting which coincidentally will be taking place at our Family Picnic on June 22nd in Valley Forge – please RSVP (a lost art I know) and come join the fun. For more information check the RTR website.



Knopf Porsche is located at 3401 Lehigh Street in Allentown, PA. (610) 439-1555. You can visit their website at: <http://www.knopf-auto.com/index.htm>.

Technically Speaking - Porsche Ceramic Composite Brakes

By Dave Hathaway, Editor

Some of you may not even know if you have Porsche Ceramic Composite Brakes (PCCB), so if you don't go out and look for this:



If you have these yellow brake calipers on your Porsche then you have Porsche Ceramic Composite Brakes. Next you say so what and what are they?

Most brake systems on most vehicles on the road today use brake discs made of cast iron. Porsche does also, and those brakes are some of the most exceptional brakes made for any vehicle, period. But what Porsche along with many high performance auto manufacturers also offer are very advanced Ceramic Composite Brakes.

Porsche Ceramic Composite Brakes (PCCB) use a cross-drilled, carbon fiber reinforced ceramic disc with special composite pads. During manufacture, the basic disc molding (made from a carbon-fiber and polymer mix) is silicated (made into a silicate compound) in a special high-vacuum process. Like Porsche's conventional discs, the PCCB parts are cross-drilled and directionally vented as shown in this cutaway illustration.

A PCCB brake disc weighs 50% less than its cast-iron counterpart despite considerably larger dimensions.

GermanCarFans.com



Like a competition-bred conventional system, the ceramic outer disc is mated to a steel inner "hat." PCCB brakes use specially developed six-piston calipers on the front and four-piston calipers on the rear.

The PCCB pads offer a high coefficient of friction for moderate pedal efforts and unusual consistency of friction characteristics across a wider range of operating temperatures than is available with Porsche's conventional brakes. Several different pad compounds are available for street and various levels of track use.

Another key benefit of PCCB is its exceptional durability. While the actual rate of wear on all brake components--particularly pads and discs--is entirely dependent on individual driving style and vehicle usage, comparison testing reveals a much longer life expectancy with PCCB than with conventional braking systems; as long as 160,000 miles or more under normal driving conditions. It is important to note that racing and other extreme driving can significantly reduce the life expectancy of any vehicle component. After any driving event, have the vehicle, including all PCCB components, thoroughly checked and replaced as necessary.

PCCB systems are expensive to order for a new Porsche or to retrofit. By far the most cost effective way to get them is to simply check the option box when ordering your Porsche. The price of all the individual parts comes to near \$25,000, but some the upgrade kits can be cheaper, which is still considerably more than the option cost. On the Cayman and Boxster the cost for PCCB is \$7,400, and on all the other models it costs \$8,520 to order.

The \$7,400 or \$8,520 question is whether they are worth the extra money? The online Porsche forums have a wealth of information on this topic as well as some spirited debates. Most seem to say that the PCCB systems are better for road driving than for track driving. Clearly, even with the advantages in durability and fuel economy, one doesn't choose PCCB in order to save money. This is one case where it will really pay off to do your homework if you are considering ordering a new Porsche with PCCB.

Oh, and if you went out to the garage or driveway and found out that you do in fact have PCCB on your existing Porsche, you now know you have great brakes that will last you a long time, but know that when they do wear out, it will be an expensive repair bill.

“Destinations”

by Scott Duvall, Assistant Editor

Photos by Scott Duvall, David Newton, & Peter Moy

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

Donegal, PA

Where in the world is Donegal, PA? Well, it's a bit south-east of Pittsburgh right off exit 91 on the Turnpike by the beautiful Laurel Highlands. This is where the Newton's and we ended up after signing on for a trip out to Frank Lloyd Wright's Fallingwater House with some of the PCA Zone 1 Cayman Register folks. As Dave mentions in his PCA Register article, it can be well worth your while to occasionally take a peek at what's going on in the register forums that you may be interested in. There is a wealth of information as well as various meets and trips that cater to particular Porsche models.

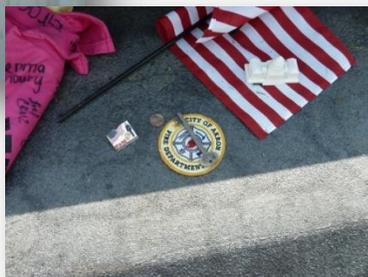
I've been paying attention to the other Zones that are adjacent to ours since I enjoy New England so much. When I saw the trip going out to Fallingwater start to get organized I jumped at the chance since I've always wanted to see the house. We planned on a meet up at Panera's in Allentown for everyone to converge on early Friday morning. When we got there we noticed a Boxster in the lot and everyone assumed it belonged to someone from our group. Not so, I imagine the owner was a bit surprised when he came out to leave and found himself surrounded by Caymans. After introductions and a quick breakfast we began our trip west, heading down Rt. 78 to 81

towards
Chambersburg.

We stopped for
lunch in
Chambersburg



and since we were planning on changing over to Rt. 30, decided that we had time



for a stop at the Flight 93 National Memorial out by Shanksville. If you ever have time you should plan a visit as the Park Service has done a fine job of putting together a meaningful memorial and telling the events that led up to the tragic loss of the 40 passengers and crew on 9/11. For more information and directions visit here:

<http://www.nps.gov/flni/index.htm>

The rest of the trip to Donegal went by fairly quickly with the driving highlights of the day being some of the twisties and hills on route 30. We all ended up staying at the Holiday Inn Express which was a good location for a base as it's close to a few good restaurants. One being Out of the Fire Café, where we ended up for dinner on our first night there. Here's a link if you find yourself looking for a good meal out that way: <http://www.outofthefirecafe.com>. We had a nice time with the group at dinner and pretty much made a short night of it in anticipation of the next day's travels.

Saturday morning we met up, fueled and started out for Fallingwater. We were fortunate to have another beautiful day for driving and walking the grounds for

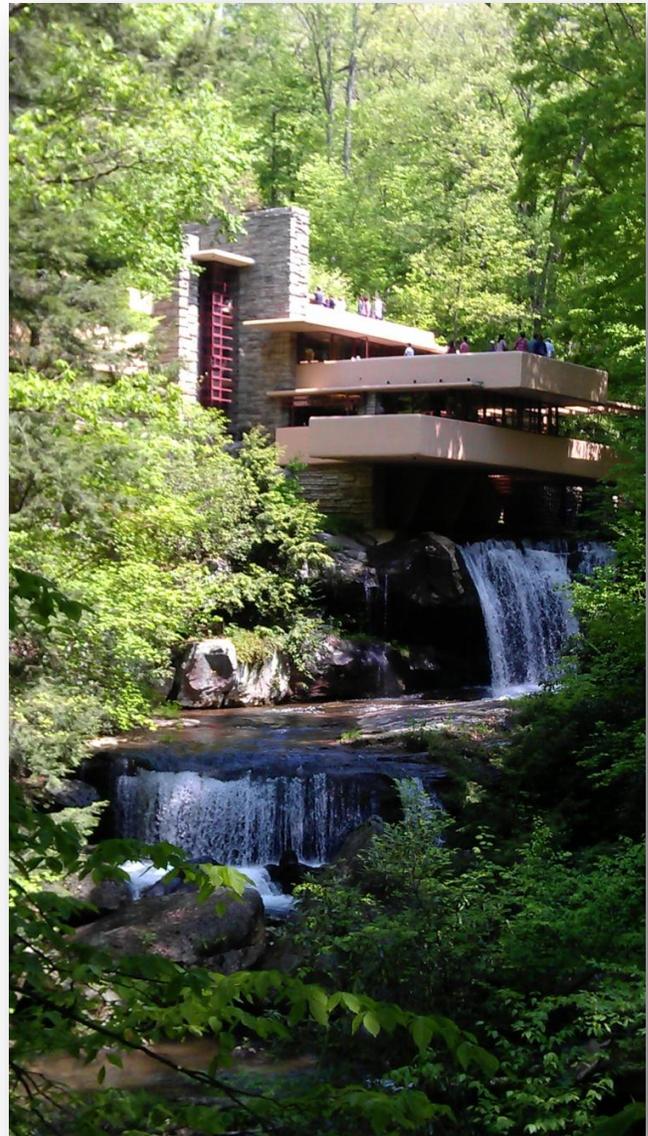
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our tour. Fallingwater is back a small twisty road through the woods until it opens up into the parking area. Of course we parked in formation so that we could get a nice group shot. Peter Moy, who set-up the trip, was also our primary photographer. He shot tons of photos on the road and also some video which you can see here:

<http://caymanregister.org/showthread.php?t=32089&page=8>



The tour of the house was absolutely fascinating, being able to see how FLW designed the house to make use of the natural elements at hand and blend the home into the landscape was really enlightening. For instance, in the great room he had a stairway built which went down to the river that had a hatchway that could be opened in the summer. This allowed the cool air above the river to flow up into the house helping to cool it. The central tower that supported the structure has windows on two corners that allow a breeze to be captured also improving air



circulation inside. One of the other interesting (there were many) features was the stepped canopy over the walkway from the main house to the guest house. It is in an arc under compression from both ends which allows it to only have supports on its outer edge. If you're interested in the house there's more info here: <http://www.fallingwater.org/>

After our tour we took a run down to Deep Creek Lake in Maryland. The route was chosen to take advantage of some very nice twisties and hills. For the most part the run was great, except when we had a line of Caymans stuck behind a feller pulling a huge boat trailer over one of the back roads. Once we were clear of the boat we were able to open it up and have some fun. We also had a stretch of nice broad sweepers that you could just power through into the

Destinations-continued from pg. 17

next one. Down at Deep Creek Lake we found a deli to stop and get lunch before running back up to the hotel.

One thing that I really liked about the planning for the trip was that each car had a radio. This enabled us to be in quick communication when we needed to for things like the tail end car's getting stuck at a light or hey, I need to make a stop, or warn about a speed trap. They came in extremely handy and I think this really added to the group experience being able to communicate on the road. Special thanks go out to Pete for setting up the trip and Lillian for planning our dinner spots and taking care of reservations. It was really fun meeting other Caymanites from so many places. We had folks from NY, Conn, NJ, and PA on the trip and it's still true – It's about the people, Good times, Good people, who could ask for more.

Now you can go back and read David's article, he's been waiting.



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A Father's Day Tribute

By David Newton, Contributing Editor

My earliest memories of my father are not the clearest; but there are some as vivid as a reflection in a still pond. I don't know exactly how old I was, but I'd come downstairs in the early morning hours and "help" in his preparation for work; the news broadcasting through the ear-plug from his transistor radio as he organized his briefcase for the day. I admired the symmetry. Everything had its own place. Dad was a marvel of organization and balance.

I'll never forget his hat; the small bright green feather stuck in the band. This was what he wore to work. Work defined Dad. He left the house every day, and returned that night. And though I didn't know where it was, "work" was where Dad went. And the end of his day always brought the same greeting as he came through the door, "How...dy!", (in a never-identified cartoon character's voice).

I recall the animated conversations at the dinner table about his office cohorts "Sam" and "Bob" and "Tom". How we drank so much milk that he was going to buy a cow, or at the very least install a tank in the attic and drop a hose down over the table. I still don't know if he was serious about that, but if anyone could take on such a task, it was my Dad. He was in his element when a project was underway; the family room addition, revamping the kitchen and the motorhome vacation to California. As an architect, there were always maps, drawings and blueprints involved. We never had to worry what was supposed to happen next. It was all in his plan.

He could sketch anything. He simply transferred what was in his head to paper; the felt-tip pen cap always in his mouth as he had stopped smoking when we were too young to remember; that's just where it ended up. At the stage when I was preoccupied with G.I. Joe, he drafted a hand-grenade for me (at my begging). The intricate impressions and angles came to life on the folded napkin. The pin, the handle, the weight. I saved that drawing for years; I wish I knew where it was today.

Dad and I were closest in High School in the seventies. I guess it was a time when we shared a lot of interests. Football, camping, gadgets. It was then that my interest in cars amplified; he and I shared many conversations about Bob's 911, or Sam and his 914. He faked a disinterest in owning a Porsche; there were six kids to feed. Besides, he always said he owned the original (we had a VW bug at the time). But whenever

Bob or Sam pulled up the driveway, he would walk around and blow out a soft whistle. He wasn't with us when I bought my Cayman; sometimes I feel gyped out of his reaction.

When I worked at Sears he'd stop by and wander in the hardware department while I was next door in Small Appliances. He'd come by to get my discount card, but often went home without buying a thing. Dad looked after me. When Christine and I started dating I'd come home from being out too late and find him on the couch with our family dog Ben (he always pronounced it "Bee-en" – with that same cartoon voice). Though he never admitted to waiting up, Dad always went to bed when the last one of us came home. He and Ben always looked content together. Ben seemed to recognize his importance and Dad appreciated the respect.

Later on, college, work and our marriage took me away from home. It's life. You grow up, out and away. But I often found myself coming back when there was something I needed to work out. He didn't always know the answer, but I learned from his unique perspective to the problem. Today, I often find myself using the same approach he never knew he taught me. And for that and so many other things, I wish him a Happy Fathers Day every year, in my own way.

I guess it's my analytical nature that causes my skepticism regarding religion, divinity, heaven/hell and the afterlife. I suppose I can partially attribute that to him, though he wouldn't want to hear me say it. There are all these answers to theological questions I haven't thought to ask. So maybe it would be hypocritical of me, but now that he's gone, I know that I prefer to think of him somewhere now... on the couch, his hand dangling over Ben on the floor, waiting for all of us to come home.



Saturday Morning Cars

By Dave Hathaway, Editor



Each Saturday morning across the country car buffs of every make and model get together at pre-determined locations to share their love of everything automotive and show off their recently washed and detailed rides. Porsche owners frequent these ad-hoc get-togethers along with the other proud automotive badges such as Ferrari and Lamborghini.

Our area is no exception and at least two events are held near us each week. I make an effort to go to several of these gatherings in our area each month. They are places not only to meet like-minded gear heads, but are also places to meet some really interesting folks, and for some it serves as a place to network. Members of RTR frequent these events and the numbers of Porsche owners who attend these gatherings continues to increase, with new faces and cars each week.

Scott Hause, owner of a Zermatt Silver 1986 Porsche 951 (aka 944 turbo), has put together a website www.saturdaymorningcars.com that has a calendar that lists the various events around our area. The website also has a photo gallery that as of this writing features over 2,600 photos. You can also sign up for Scott's weekly newsletter and event announcements. You can also follow Saturday Morning Cars on Facebook and Twitter.

Weekly events that are being held in our area include:

Cherry Hill, NJ

Parking lot of the Starbucks / Houlihan's
2050 Route 70 West, Cherry Hill, NJ
2nd and 4th Saturday of the Month
8 AM- 11 AM

Reading, PA

Parking lot of the Starbucks
2113 State Hill Road, Wyomissing, PA 19610
2nd and 4th Saturday of the Month
8 AM- 11 AM

Princeton, NJ

Parking lot of the Starbucks in the Market Fair Plaza
3535 US 1, Princeton, NJ
1st and 3rd Saturday of the Month
8 AM- 11 AM

There are a few rules that each event asks attendees to follow:

- 1) Please do not park in the first row of parking spaces adjacent to the stores.
- 2) Please obey all posted parking signs and, especially, leave any handicapped spots open for those who may need them.
- 3) Please do not lay down any rubber when leaving the parking lot !!!!

Doylestown, PA

Bucks County Exotics www.BucksCountyExotics.com
Barn Plaza Shopping Center parking lot in front of Starbucks on Route 611
1745 South Easton Road, Doylestown, PA
1st and 3rd Saturday of the Month
8 AM- 10 AM

Technically Speaking - Electronic Stability Control

By Pedro Bonilla, Contributing Editor Gold Coast PCA Region

Electronic Stability Control is known by many acronyms and names, such as: AdvanceTrac, Dynamic Stability Control (DSC), Dynamic Stability and Traction Control (DSTC), Electronic Stability Program (ESP), Vehicle Dynamic Control (VDC), Vehicle Stability Assist (VSA), Vehicle Stability Control (VSC), Vehicle Skid Control (VSC), Vehicle Stability Enhancement (VSE), StabiliTrac and last but not least, **Porsche Stability Management (PSM)**.

But what is it?

A vehicle's Electronic Stability System uses on board computers to control each individual wheel's brakes and assists the driver in maintaining control of the vehicle by keeping the vehicle headed in the direction the driver is steering, even when the vehicle nears or reaches the limits of road traction.

When a driver attempts a sudden corrective maneuver, for instance to avoid a crash or because (s)he misjudged the severity of a curve, (s)he may lose control if the vehicle responds differently than expected as it reaches the limits of road traction than it does in ordinary driving.

This loss of control can result in either the tail of the vehicle **spinning out**, or the front of the vehicle **plowing out**.

As long as there is sufficient traction, an experienced track driver could maintain control in many of these conditions by using countersteering (momentarily turning away from the intended direction of the car) or ... turn right to go left.

Generally, in panic situations with the vehicle beginning to spin out of control, average drivers would be unlikely to countersteer like a race driver, to regain control.

To help the driver in such a predicament, Porsche Stability Management (PSM) or any other form of ESC uses automatic braking of the individual wheels to adjust the vehicle's heading if it departs from the direction the driver is steering. Therefore it prevents the heading from changing too quickly (spinning out) or not quickly enough (plowing out). ESC cannot increase the available traction. It only affords the driver the maximum possibility of keeping the vehicle under control and on the road in an emergency maneuver using just the natural reaction of steering in the intended direction.

But Porsche has gone way beyond the requirements for ESC by the introduction of PTV (Porsche Torque Vectoring) for manual transmissions and PTV Plus for cars equipped with Porsche Doppelkupplung (PDK).

PTV and PTV Plus are optional systems which increase the dynamic performance and stability of the car by varying the distribution of torque to the rear wheels. These systems include a mechanically locking rear differential.

As a function of steering angle and steering speed, accelerator pedal position, yaw rate and vehicle speed, PTV and PTV Plus are able to improve steering response and steering precision by specific braking of the right or left rear wheel.

To be more precise, this means that when the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis. This results in a direct and sporty steering action as the car enters the corner.

At low and medium vehicle speeds, PTV and PTV Plus significantly increase agility and steering precision. At high speeds and when accelerating out of corners, the rear differential lock ensures greater driving stability. With PTV, the differential lock is regulated mechanically; with PTV Plus, it is regulated electronically and the torque distribution is infinitely variable. Whichever system is fitted, it interacts with Porsche Stability Management (PSM) to improve driving stability on a range of surface conditions, including the wet and snow.

Some people complain that all of these "nanny" controls are taking away the fun of driving but at least in Porsche's case, you can switch off the function (PSM). Well, almost. Porsche's PSM remains set to intervene if the vehicle brake is applied and ABS assistance is required.

One great feature of PSM is engine drag torque control (EDC), **brake pre-charging**. If you suddenly release the accelerator pedal, PSM automatically prepares for your next action: the braking system is pre-charged so that the brake pads are already in light contact with the rotors and maximum braking power is achieved much sooner. When brake assist detects a panic braking situation it generates the optimal braking pressure required for maximum deceleration. Neat stuff!

To Restore or Not to Restore

By Bruce Wakefield, CPR Vintage Porsche Restoration

Every Porsche enthusiast knows that the investment in a vintage Porsche has increased dramatically in the last decade. By all indications the purchase prices of the 356, long hood 911 and 912's will continue to increase well into the next decade.

So here is the perplexing situation that many face whether looking to purchase a Vintage Porsche or those who own one; at what point does it not, NOT, make financial sense to consider a full restoration on the Porsche of your dreams? Rarely is it possible to purchase a "fixer-upper", pay to have it correctly restored and end up with a Porsche worth more than you have invested in it.



The vintage 356 or 901 body is not only a thing of beauty but a joy to drive. The sights and sounds from the driver's seat of a vintage Porsche is enough to renew the soul, at least on a temporary basis. When answering the hard question of "how much will it cost to restore?" It is always helpful to know a little about the owner's expectations and intended use for a restored Porsche. Not because the restoration price changes but it gives a perspective on how the car will fit into the owner's life. A concours Porsche needs to be approached differently than one that is driven regularly. Likewise it is not beneficial or cost effective to do a "bandage" restoration. If you can't afford to restore a Vintage Porsche to factory standards, don't do it. Do the metal work, body preparation, and final paint correctly in the beginning? Put off new chrome, interior, and trim if you need to budget the restoration process. If you can do some of the restoration work yourself all the better. What you do in the restoration process yourself should be "factory standard" as well. Don't cut corners! If you are not sure yours or someone else's "restoration" work is adding value to your Porsche, ask for advice.



The cost to go backwards to correct poorly done work is expensive and surely reduces the investment potential of your Porsche.

As to restoration cost, a couple of points: It is impossible to provide a restoration quote without seeing the car. Sometimes pictures help but they are not as revealing as being able to inspect each car to assess its needs. The most costly part of a restoration is resolving and restoring "rust" issues, metal work as it is called. Metal work is the only part of a restoration process that is different from one car to the next. Consequently the cost to un-rust a car will vary one car to the next. A full restoration in the best case usually costs more than the car is worth in the current market.



A good rule of thumb is to look spend 10 to 15% above the current market value on a restoration project. Hopefully, as the value of Vintage Porsche's continue to rise the restoration cost done today will prove to be a good deal in the future. Unfortunately a 912 is the same 901 body as the 911 and costs the same to restore. What may be a bargain to restore a 911S would not be a good bargain for a 912.

To Restore or Not- continued from pg. 21

Even though 912 resale values are increasing at a higher percentage rate than the 911, it will never be worth as much. Once you start the restoration, make sure to keep a detailed written and photographic journal, start to finish. Documentation will demonstrate the quality and craftsmanship that went into your Porsche restoration.

Case in point: Silver 356 S90 Coupe. Due to the extensive body deterioration restoring this Porsche would be a labor of love.

The Red 356 S90 Coupe just sold for \$87,540.



Bruce Wakefield is the owner of CPR Vintage Porsche Restoration in Easton, MD.

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Shifts and Giggles

By Jeffrey Walton, Contributing Editor

Signs, Signs, everywhere a sign and you can probably fill in the rest of the lyrics from the Five Man Electrical Band but they do have a point, especially on a drive. Look around, there are a bunch of signs that just make you wonder and scratch your head and ask why, why do we need a sign?



Why do we need a sign for, say, deer crossings? You know the old question, do deer even know that's where they should cross but I have other questions as well. Like how many deer sightings does it take to

constitute a sign in the first place? Do they have someone sit in a chair beside the road and count? If so what's the magic number? Two? Ten? Two hundred Twenty-two? Or do people actually call the township and say, hey I saw a deer cross the road at Main and Buckwater, I think we need a deer sign there? Why not a bear sign? I'm sure bears cross the road as well, same with elk and rabbits and squirrels and geese, though I have seen a turtle crossing sign, which begs the question who puts turtles on the list to have a special sign for crossings? Why not the raccoon or Chip and Dale or the lazy possum?



Then there is my least favorite, the Draw Bridge sign. Now I hate this sign because my artistic abilities are not on par of even a first grader, that's why I always keep a box of 64 Crayolas and a Bob Ross video in

the car with me. Most of the time my bridge looks something like what a drunk Picasso would paint left-handed while being hung upside down during a rain storm but that's not the point. I guess my biggest question is who do I to submit my drawing to after I have completed my task? You'd think they would put that information on the sign but no. Now I have a trunk sized box filled with my drawings of bridges that I'm afraid to toss because I know one day a knock will come to my door and ask me to produce the Egg Harbor Bridge for the day of June 18th, 1994. I'm also afraid, to the untrained eye, this maybe mistaken for the London Tower Bridge of '98 that I did after one too many pints of the good stuff.



Some signs are downright creepy. Take the Watch Children sign, in this day and age a mother will call 911 faster than QVC running out of the Juicer 1000 when you even glance in the direction of her kids, so how am I

even to obey this sign? If a mother isn't around how long do I watch them and why am I watching them in

the first place? Is it to keep them safe while they play kick the can with a rusty can of corn or to make sure they are coordinating their outfits properly? Oh, and what if there are no children to watch, how long do I wait until some show up because obviously I have to wait for more than one or else it would say Watch Child.



Falling Rock, that's another good one. Ever since the 50's people have been predicting the fall of rock, yet it's still here right along side of rap and country. Why not a sign for falling Nasdaq or sky divers or acorns or bird

droppings or blue ice from airplanes, you know, something that naturally falls from the sky (meteorites don't count)? Again why does rock get its own sign? I have actually never seen a falling rock unless I'm the one dropping it. I think it's quite rare and if it is so rare again why put a sign up in the first place? You might as well create a sign for Dodo Bird Mating Area or NASCAR Spectator with Teeth. Another thing, what if I don't own a convertible or have a sun roof, how do I know a rock is about to fall on me, and should I drive faster or slower when I approach this sign?



Hidden Driveway. Huh? If it's hidden how am I supposed to find it? If they wanted hidden then why are they telling me about it? Batman would be pissed.

Then, there are the miles per hour signs scattered everywhere, 15, 25, 55, 70. The thing that really gets me is when a cop pulls you over for disobeying this particular sign. It's not like they were following you for the entire hour so how do they really know your miles per hour? I could have traveled 50 miles in thirty minutes and stopped for thirty minutes at one of those seedy rest stops along the turnpike... how far did I go in an hour? 50. How many miles did I cover per this hour? 50. So why should I get a ticket for 100 miles per hour, when clearly I only went 50? Something's fishy around here with their math skills I'll tell ya.

There are many more signs I have problems with, like Road Slippery When Wet... real genius with that sign maker, or Yield to Oncoming Traffic - I'm coming towards them, they are coming towards me... who the hell is yielding to who? But I'll visit them at another time. Until then, wait for green... a green what? I still have no clue.

Wyebrook Farm Wine Dinner

Articles and Photo's by Jeff Walton, Contributing Editor

Amidst the rolling hills of Chester County lies a farm, yes a farm, there are still some of those around believe it or not. Now on this farm there are some pigs e i e i o and also grass fed beef and free range chickens and oh my god are they delicious. So if you are vegetarian, vegan, or someone that doesn't eat food that casts a shadow you may stop reading right now and wait for my next article entitled Targas and Tofu - There are Substitutes.

Moving on.

The farm I'm talking about is Wyebrook (pronounced why brook) Farm, located in Honeybrook and was the site of our June 1st Riesentöter Region's wine dinner with a twist - more on that later. A few of us started at the Penn State campus in Great Valley and made the trek on country roads that took us through Kimberton, over a covered bridge into Birchrunville, and past Glenmoore. From there we crossed route 82 made the first right on Lewis Mill Road and banged a right onto Wyebrook Road where the entrance was the first driveway on the right. The driveway is long and runs through the pastures, past the farm house, and ends at a beautiful stone bank barn that was the picturesque setting for our dinner.

Upon entering the fully air conditioned barn you knew you were in for a real treat. Long rustic tables were set simply with an array of wine glasses, linen napkins entwined with the menu and a fresh radish, bottles of champagne chilled in silver bowls patiently waited for the first popped cork which wasn't long after we arrived, and to top it all off was the stellar view of the farmland that all the food for this evening's dinner originated.



Also in the bank barn is their butcher shop which they restocked and kept open just for our members. For purchase was a plethora of farm goods ranging from cheeses, fresh produce, to endless cuts of beef, pastrami, pork chops, smoked bacon, and the mouthwatering list goes on and on. Our members' edible souvenirs were stored in refrigeration until our departures.

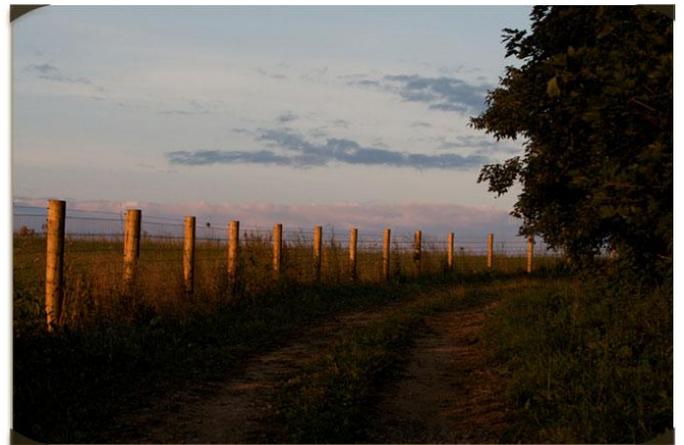
At 7pm we took our seats and starting popping the corks to the wines that we had brought for this was the twist - it was a byob wine dinner. Our members had a fine selection of wine from Napa, Sonoma, France, Argentina, Italy, you name it, we probably had a bottle from there. Then Dean Carlson, the gentleman farmer whose barn we sat, welcomed the more than thirty diners and divulged his rationale for leaving Wall Street after fifteen years in order to pursue his love for agriculture. He also mentioned that his parking lot should always look like that - pointing to our arrangement of German engineering. After his brief bio, he went to work, and helped to prepare our meal - he is a very much a hands-on guy.

Wyebrook Farm Wine Dinner- continued



Now Wyebrook Farm is not a restaurant, however they do have a small café open on the weekends through September, and every now and then they offer a special pre fixe dinner. Our social chair, Wendy, persuade Dean to do just that, though it really didn't take much persuasion as "Porsche Club" seemed to be the magic words. Our dinner's first course was wood grilled asparagus, pickled onion, over field greens with the lightest and tastiest vinaigrette. This was followed by handmade parpadelle with a pork shoulder ragu and every bite was as scrumptious as the first. The pasta melted in your mouth and the ragu was spot on. The main entrée was not to be missed. Slow roasted beef shank, new potatoes and spring vegetables blended well in the rich stock. Dean's wife sister-in-law provided the dessert. The strawberry rhubarb pie was a fitting end to an evening in the county. The night came to end and the reviews were in, "5 Star", "Delish", "Fan...tastic", "A definite do over." So to those of you who missed it, you really missed out but fear not because we are definitely doing it over....next year June 7th.

So mark your calendars (hold off on the RSVP until 2014) but I'm telling you now there will be little room for I know everyone that who dined at Wyebrook Farm will again be with us next year.



To learn more about Wyebrook Farm and for a calendar of events, visit their website at: <http://wyebrookfarm.com/>.

Wyebrook Farm is located at 150 Wyebrook Road in Honey Brook, PA 19344. The phone number is (610) 942-7481.

MARKTPLATZ

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Riesentöter Region, Porsche Club of America

Picture Trivia

Anyone know any details about this car?. 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.



May Answer: Last month's picture was a Porsche 804 and was a Formula One racing car produced in 1962, following the 718 and 787. The flat-8 air-cooled engine powered car developed 180 hp at 9,200 rpm gave Porsche its only F1 wins as a chassis maker, at the 1962 French Grand Prix, and at the (non-WC) Solituderennen at Castle Solitude in Stuttgart, both by Dan Gurney. The cylinder dimensions were 66.0 x 54.6 mm giving a displacement of 1,494.38 cc.

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