



DER GASSEER

JUNE - JULY 2014



Aus des Präsidenten

(From the President)

You snooze, you lose as the saying goes, and lately that's the way our social program has been going. Wendy (our Social Chair) has been doing such a fantastic job in filling our calendar with all sorts of events, though some have proven to be a bit more popular than others. As a direct correlation, we have been experiencing sellouts and creating waiting lists as a result. Our drive and dine to Wyebrook Farm filled to maximum capacity in just under two weeks, and with just over two months to go, our trip to Annapolis has 70 Riesentöters caravanning to the Maryland city – this too is a filled to the brim with members waiting on the sidelines. In an ideal world, all events would be open so all can join but logistics make that impossible – there are only so many hotel rooms and restaurants can only accommodate so many people; that's just the facts. Now we do have events where we are surely open to all (like the upcoming picnic), but here again we would ask you to RSVP as soon as possible because there are certain things we do need to know up front so we can let the caterers know just how many people to feed and how much popcorn to buy.

So the moral of the story is the early bird gets the worm, or in these cases the rib eye or hotel rooms at special discount rates. If you do have a slight inkling that you would like to attend one of our many events, click those RSVP buttons to save your slot, so Wendy has an idea of interest and logistics. And if you do click those buttons please show up, we would love to see you and if any unforeseen circumstances should arise, please let us know as soon as possible as we might have other members waiting in the wings to fill your slot.

Now keep an eye out on our ever changing calendar because happy hours pop up, as well as special last minute things; you just never know what is lurking around the next date. You will also notice I placed links to our some of our neighboring clubs who have interesting events as well. Pocono is celebrating their 40th anniversary in July, and Delaware just had a guest speaker, Bret Lunger of Formula One fame at one of their meetings.

Be a part of your club and join your fellow Riesentöters!

Drive safe and drive every day,

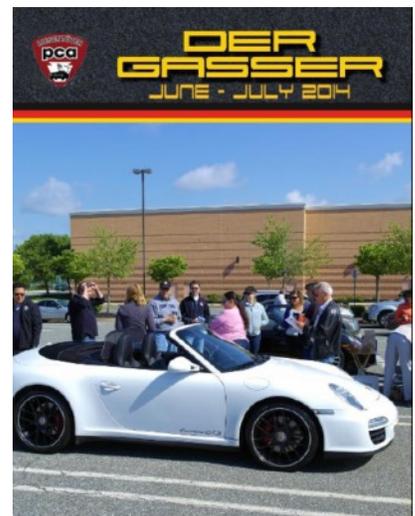
Jeff Walton

President, Riesentöter Region, PCA

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— On the Cover —



RTR Members prepping for the Grounds for Sculpture run.

DER GASSER

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From the Editor's Desk:

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As I mentioned in a previous column, when I purchased my first Cayman I was certain I would have it for a long time since I couldn't understand why there was such a large number of Porsche owners who regularly traded in their Porsches so frequently. In just three short years after my initial purchase, Porsche offered the new 2014

Cayman S and I fell in love with it. And as many of you know, I took the plunge last year and traded my 2011 Cayman in on a new 2014 Cayman S and became one of the frequent Porsche customers that I previously couldn't understand.

Since the purchase of my 2014 Cayman S, Porsche has been launching new vehicles, updating others, and teasing us with visions of future vehicles to come. In recent videos highlighting the 919 Hybrid that will be marking Porsche's return to Le Mans, several quotes in each of them really inspire me and speak to what Porsche is all about. Here are some examples:

"The 919 is the carbon fiber incarnation of all that we are."

"The 919 is the racing laboratory for all our visions."

"Our ceaseless quest for performance with maximum efficiency."

In one of the videos Porsche says that by racing in Le Mans they "gain experience that can be felt in every Porsche." By looking at the technology that came from the stable of Porsches such as the variants of the 917, 962, and the 911 GT-1, you can understand what Porsche is saying. Outside of Le Mans you can look at the 959 and the Carrera GT for new technologies that helped shape future Porsche vehicles. Even now, the 918 that hits the streets soon, contains technology that will certainly trickle down to upcoming Porsche models.

The automotive news media is filled with stories on the new Cayman/ Boxster GTS, the Macan, 4 cylinder Porsche engines that are in development for multiple Porsche platforms, turbo charged engines, a new entry level speedster below the Boxster that resembles the 356. My favorite story includes the new spy photos of a new Cayman GT 4 that may actually showcase what the Cayman is really capable of.

Where am I going with all this, and what does it all mean? First it means that I understand why so many Porsche owners trade their cars in so frequently. They do it to in order to have the latest and greatest Porsche technology. As Porsche says "there is no substitute." Second (and most importantly), it means that I will want the latest and greatest also, and that will mean I'm going to need a lot of money. Ultimately it means I may be sleeping and living in my 600 hp 2025 Porsche Cayman GT 6 in my golden years.

Drive safely,

Dave Hathaway
Der Gasser Editor

Editor's Notes

Photos, Photos, Photos

If you have event photos, don't hesitate to send them in to:
editor@rtr-pca.org

If you attend an event and want to write up a short piece describing it, we'd appreciate it. We can't attend everything so your help, helps fill in the blanks. We'll edit and let you proof before we publish so rough input is fine.



Membership Report

Submitted by Paula Gavin, 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!!!

Frank Barr	Holland, PA	1986 944 Turbo
Jay Butler	King of Prussia, PA	2000 911 Cabriolet
George Camp	Spring City, PA	1998 Boxster
Jack Darnell	Downingtown, PA	2010 Boxster
Danny Hernandez	Coopersburg, PA	2004 911
Brian Itterly	Harleysville, PA	2006 911
Mike Kelly	New Hope, PA	2011 911 4S Cabriolet
Todd Kleinman	Newtown Square, PA	2007 Cayman
Steve Kradel	Wyndmoor, PA	2008 911 Turbo Cabriolet
Pierre Lacroix	Bryn Mawr, PA	2006 911 S
Mark Mintzer	North Wales, PA	1995 911 C4
Stanley Muravchick	Wynnewood, PA	2014 Cayman S
Scott Smith	Gladwyne, PA	2014 911 50th Anniversary Edition
James Wood	Cherry Hill, NJ	2009 Cayman

RTR Membership Anniversaries

35 Years

Skip Corey

25 Years

Nagle Bridwell
Grace Ng

20 Years

Randa Bonsall



15 Years

Jerry Bronstein
John Heley
Bodo Knochenhauer

10 Years

Adam Kocse
Marty Kocse
John Randolph

5 Years

Joseph Anisko
Diane Conley
Lynn Cortner
Ron Davies
Gregory Lutz
Jenha Tighe

Julia Anisko
Don Conley
Margaret Davies
Thomas Kohler
Dave Strother
J. Eric Valencia

Vicky Woodard

Upcoming Events

Submitted by Wendy Walton, Social Chair



July 19, 2014 **RTR Family Picnic**

The annual RTR family picnic will be held on Saturday July 19, 2014 at the Valley Forge Fire company Picnic Grounds, located at 630 Valley Park Road in Phoenixville, PA. Additional info will be posted on our shortly web-site www.rtr-pca-org.

July 26, 2014 **Mecum Auctions**

RTR will be gathering for a road-trip to see the famed Mecum Auctions since they are in our neck of the woods (actually Harrisburg but close enough). We will meet at 7:30 am at the AMC parking lot in King of Prussia, wheels up at 8:00 am. The cost is \$20 to view the auctions plus any subsidiary expenditures you may accrue by scratching an itch or waving to a friend. Additional details for this event will be posted on our website www.rtr-pca.org.

August 1-3, 2014 **Annapolis, MD Road Trip**

Come join us for another great weekend road trip this summer to Annapolis, Maryland with your friends at Riesentöter.



Thursday, November 6, 2014 - 12:00am to Sunday, November 9, 2014 - 12:00am

Escape 2014 to Magical Orlando

The PCA 2014 Escape to Magical Orlando will be headquartered at Walt Disney World November 6 - 9. Visit the PCA website for more information.

Riesentöter Autocross



Autocross is a sport of trying to navigate your car through a defined course of pylons usually on a large parking lot, faster than your competition. Autocross courses are set up using soft orange traffic pylons, which will not damage your car.

Autocross is a safe way to push your car at its limit. You not only learn how to handle your car at speeds that you drive daily, but you also:

- ✓ Gain confidence in your driving ability
- ✓ Learn the limits of your car's brakes
- ✓ Learn correct seating, hand, and feet positions
- ✓ Learn the limits of your car's tire adhesion

Finally, Autocross is a social gathering of new and old friends and **LOTS OF FUN!**



2014 Autocross Cup Series

Race 1-----April 6-----Philly SCCA Warminster
Race 2-----April 20-----Central PA PCA Hershey
Race 3-----June 22-----Lancaster Corvette Manheim
Race 4-----July 13-----NNJR Met Life Stadium
Race 5-----August 10-----Lancaster Corvette Manheim
Races 6 to 8: Scheduled later

Questions: autocross@rtr-pca.org



For Sale

2006 Porsche 911 Carrera S Cabriolet

Immaculate condition. First place winner 2010 *Concours d'Elegance*, Riesentöter Region, PCA. Loaded with many Porsche installed extra features, including full leather interior, Bose sound system, stabilizer bars and summer and winter tires with rims. Only 6,250 miles on a new 3.8 liter engine.

This Porsche is extremely rare in that when the soft-top is conventionally stowed, two people can install the Targa-type top in its place in thirty minutes. No special tools, skills or alterations to existing mechanical systems are required.

Porsche mechanics have faultlessly serviced and main- tained this Carrera S. Complete maintenance records and manuals are available. This Guard Red Porsche is a rare beauty, an eye pleaser and a standout in any crowd.

Serious buyers only please.

Price: \$53,000

Phone: 610-642-7424
robtruit@comcast.net



Porsche of the Month

R
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P

Each month we will be featuring a Porsche owned by one of our members. If you are interested in having your car featured in an upcoming issue of Der Gasser, send an e-mail with the description of your car using the format shown below along with one or two pictures to: editor@rtr-pca.org. The file size should be no larger than 1 MB each in size. We'll edit the photos to fit the page.

the sports car life with BMWs. Over the course of several years I cared for a couple of M3s, a Z4 and a 1990 E30 (still in my "stable"). Not completely satisfied, I'd still now and then



I'm Gary Gallo a five-year PCA member, whose interest in sports cars developed at an early age growing up in Wisconsin. My father would routinely take me to visit the local sports car dealer, Lakeshore Motors, to gawk at the Triumph TR3's, TR6's and Sunbeam Tigers for sale. He never did buy one, but we went on a lot of test drives. My first car at the age of 16 was 1967 VW beetle. It would be too many years later that I purchased a Porsche. In the late 90's I purchased a 1987 Targa; white over black. This car was on the front lawn of a neighbor in Yardley, Pennsylvania, my home from 1985-2008. I was on my way to the Philadelphia Auto show with my young son. On return from the auto show we stopped to look at the Porsche. A few days and conversations later I purchased the car. What a blast, nothing like it I'd say, the feeling was (yes), a true sports car through and through! I joined the Schattenbaum Region of the PCA and enjoyed the car for several years. Then life events took over and I sold the car (yes, an error in judgment).

Regrouping in the early 2000's I got back into the

look for a Porsche. Fast forward to 2011, my brother in Lambertville, NJ calls me to let me know there's a gentleman with a 2000 Boxster for sale, excellent condition, low miles, well cared for. This gentleman was very knowledgeable about the car, in the market for a Boxster S and a Ducati Aficionado. After a test drive, no PPI and some negotiations the car was mine. It's a great car, balanced; quick and with the top down, nothing like it, that real sports car feeling again! The car is arctic silver metallic over black leather, 17" Cup 3 wheels, and wheel caps with colored crests, Porsche/Becker CD-radio, Michelin Pilot Sports. I joined Riesentöter (PCA applied my Schattenbaum tenure to my membership, thus although recently joining RTR I'm granted the 5 year designation).



Porsche of the Month - cont.

Enjoying the Boxster, reading Der Gasser, Excellence and Panorama all rekindled the 1987 pursuit. So, I looked and looked in all the usual places with not a whole lot of luck. I did spy an ad in Excellence for a 1986 Turbo within driving distance of Hatboro, Pennsylvania (my current home). I drove over to check it out; it was a beast, heavily modified by S Car Go in San Rafael, CA. Yes, well known and in good condition, but over-the-top for me. No deal happened so I continued my search. Well, there it was on eBay Motors, a 1987, 911 Coupe, cherry red, black leather, 98,750 miles. A full description of important service work performed on the car was included in the write-up. A ton of pictures including those from a 2008 glass-out re-paint in original factory color and all service records. CARFAX OK; no accidents. The car was originally in Texas, then California, now residing in Ohio (garaged, not driven in winter). I live 485 miles from this car so I called the PCA Region President in Ohio to inquire who I should commission to perform a pre-purchase inspection.



He recommended someone and I called him. He noted that he was extremely busy at the time and asked where the car is. I told him, and he said: "Oh, very good reputable dealer/seller/Porsche mechanic/30 year PCA member; in fact I often recommend him to do PPI." Oh boy, is this a fox guarding the hen house scenario? After several conversations with the seller and a compression/leak-down test with good results (performed by him at no charge) I phoned again and suggested a deal... So, long story short, I bought this fantastic machine. Option codes C02, catalytic converter; 018, sport steering wheel/elevated hub; 158 Blaupunkt Reno radio (replaced with Kenwood AM/FM single play CD KDC-S3009 35w x 4); 395, light metal wheels, forged; 473, power seat, left; 650, sunroof. The paint code is L80F.

Back in Pennsylvania I brought the 911 to a highly experienced Porsche mechanic and asked for a PPI (post-purchase inspection)!!! All is well and I'm currently a happy owner of a 1987 Porsche 911.

There's nothing like it, indeed a true sports car. I'm not planning any modifications save for perhaps a sport muffler and cat bypass. There you have it, a confirmed air cooled and water cooled Porsche gearhead. My Dad is proud of kindling this spirit in his son.



RTR Rally



By Jeff Walton, President

Hey hey hey... it was the third of May and we started an RTR rally on this very day. It's been awhile since we had a good ole fashion rally in these neck of the woods, and Bill O'Connell (one of our past presidents) decided it was time as well. Bill organized just about every aspect of this rally and dedicated his time to giving a fun-filled day to our members.

The day started off early as with most rallies so as not to clog up the roadways with a bunch of Sunday morning drivers on a Saturday. Doors of La Locanda Italian restaurant (our starting location) in Newtown Square opened at 8 am and had array of deep-fried colored sugary holed-out dough along with coffee, OJ, and cranberry juice. Everyone who registered received a coffee mug and canvas bag from the fine sponsors of Barbour. Bill then instructed the participants on the rules of the rally, along with precautions of speed traps, potholes the size of craters, and bikers (I think they were worth 20 points apiece if I not mistaken). At 9 am the first car was off.



We had about 25 cars that attended the rally, everything from 911s and Caymans, to 944s, and 914s and they were set off into the wild every 2 minutes; each with a driver and navigator. The person in the passenger seat was given a five-page document with specific directions that they had to relate back to the driver. Amidst the list of directions were various questions the team needed to answer. Questions ranged from what creek are you crossing; to what year was the grant of land established. The route itself covered about 50 miles through Delaware and Chester Counties with some gorgeous scenery and houses to pass the time between clues.



It took roughly two hours for the first car to roll back into the La Locanda parking lot and from there most of the rally'ers were back within an hour after that with answers in hand. The Riesentöter family had a private room where a buffet of tilapia, raviolis, chicken marsala, and Caesar salad awaiting the hungry bunch. While Bill went through the answers, we dined, drank, commiserated on Pennsylvania's lack of macadam-filling abilities, and how much fun we had during the drive. It turned out that Riesentöters are a smart bunch for more than half had all the correct answers, which led to simple game of 21 to determine the winner.

The winning team of Joe and Shelia Piernock participated in a new Porsche Macan though many confused it for a "Honda Pilot" for some reason... in actuality it really didn't matter what you drove as long as you were an RTR member. So even if your Porsche is still in the garage from winter or in the shop you are welcome to join us at any event we have on our schedule.



RTR Rally - cont.



That aside, Joe and Shelia took home a set of engraved imperial pint glasses, a Tag Heuer umbrella (and you thought they only made watches), and a really nice pair of Barbour jackets.

Again, big thanks go out to Barbour for supplying the gifts, Bill for taking precious time to put on the event, and La Locanda for the beginning and ending location. The next rally is not yet on the books – maybe we'll try one on the same day as our picnic but I guarantee you'll have to put on your thinking caps as it won't be as easy (though it will be just as enjoyable). And special thanks for all who participated – it really makes all the time and effort placed into these events worth it to our volunteers.



DE - Watkins Glen

By Ofer Tal, RTR DE Enthusiast

The weekend we were all waiting for is finally here! We will not mind the four-plus hour drive, we will not mind taking an extra day off to get there on Thursday. We will be smiling and excited all the way to "The Glen"! Yes, we are going to arguably the most exciting race track in North America – Watkins Glen International (WGI).

The "Mecca of North America" as it is sometimes called by its many fans, is located among the most beautiful hills at the southern tip of Seneca Lake in upstate New York. It offers two different track configurations that are more or less the same since 1971. The short configuration eliminates a track section called the boot "loosing" corners six, seven, eight and nine for a total of seven corners. NASCAR uses this shortened version since their return to the Glen in 1986. Unlike the NASCAR drivers, we love corners so we will work harder to complete and maneuver our cars through all eleven turns that stretch over 3.45 miles!

This track offers high performance DE enthusiasts everything we like – sharp, fast, blind turns, up and down hills, long straights (to show off those ponies sleeping under the hood), huge elevation changes and intimidating blue rails on each side of the track. Well, enough talking... let's get on the track!

We start with a steep downhill blend lane. We turn right and drive along the track as cars already in session pass us on our left. Must remember to stay right or one of them might push us off the track. We briskly accelerate up to track speed, staying all the way to the right, inside the yellow blend line painted on the pavement and stay there all the way up to the apex of turn two (the entry into the esses).

As we roll down the blend line, we check the mirrors to make sure no speeding car is coming from corner one, get up to speed as much as possible and upshift before the right hand turn two because we do not want to upshift in the middle of the esses. Turns two, three, and four are linked together. A fun and fast uphill right-left-right collection of turns better known as the esses follows corner two, so it's important to nail the apex correctly and carry as much speed as possible through the esses.

As we start the climb uphill, a left turn is fast approaching. We will quickly sight the apex red and white curbing on the left side of the paved track and smoothly transition left towards the

apex. Smoothness is key here. We are going fast and will transition right immediately after, so if we are not smooth, the car will swing like a rocking chair and we will lose speed leading to one of the track's fastest sections. As we transition left towards the apex, we will maintain our throttle and look at the top of the hill on the right. We must not have any abrupt lifting of the throttle in the esses as we may end up spinning like a Hanukkah dreidel.

As we hit the Apex for turn three we are already looking ahead to turn four. We spot the apex curbing on our left and smoothly (again) transition to the right side of the track for the turn four apex while slowly increasing our speed and excitement. Some experienced drivers with high powered cars like to short shift into the next higher gear and go flat out through corners three and four in a higher gear.

What's the most important corner on a racetrack? The one that leads to the longest straight! If you take that corner correctly and carry more speed on exit, you get to carry that higher speed for a longer distance. Well, corner four is the most important at WGI as it leads to the long back straight! The back straight is the fastest section of the track. We're already fast at the exit of turn four and now an open track to give it all... floor it!! Man, I'm excited just thinking about it! I remember the first time I hit 130 mph where the wind noise was so loud I remember thinking to myself "so that's what REALLY fast sounds like!"

Our seven seconds in heaven is quickly coming to an end as we approach the "bus stop". No, there is no bus and you better not stop! Cars flying at speeds well over 110mph are fast approaching behind you. Track officials added the "bus stop" chicane to the back straight in the spring of 1992 after a few brutal accidents occurred where cars got airborne from carrying so much speed. Well, for once I am happy I'm a bit slower...

To pass the bus stop quickly, we must first brake hard in a straight line before entering. A quick downshift as we keep our focus deep into the bus stop. We will try to make one big swooping right-left-right turn. We must be smooth again with the steering and be patient with the acceleration. As we track out to about one car width from the left side of the track we will begin looking around the curve to the right as turn five is right around the corner.

Turn five is a downhill swooping right hander also known as the "Outer Loop". This is a blind, fall away late apex right sweeper. It starts right at track out of the bus stop about 3/4 of the track width to the left, and we do a very slow but tightening line toward the late apex.



Watkins Glen - cont.

As we finally see the apex, don't forget to smile! Because we're about to floor the throttle again as we track out all the way to the left edge of the track carrying speed downhill, in a section many call "the chute", heading towards turn six and transitioning the car back to the right side of the track.

Brake! Brake! Brake! I remember my instructor yelling in my helmet. Folks who take corner six too fast end on the blue bushes! Bushes? What bushes? The blue rails about seven feet from the edge of the track are nick named "the blue bushes". Well, I don't want any blue bushes kissing my red paint, so I hit the brakes. As I'm back at normal speed, I end turn six (a.k.a. "The ankle of the boot"). As we continue to go downhill we need to spot the apex around the corner and turn in smoothly, slowly tightening our radius. Hit the apex and spot the track-out point and slowly get back on the throttle. We better first make sure we'll make the track-out. We do not put tires off the track here, these blue bushes look very eager to kiss every passing car!

Ok... we passed the "blue kiss of death" and have a bit of time to enjoy the throttle again as we are going downhill and transition the car to the left side of the track again for turn seven - "The boot's toe." Light braking here and a downshift is needed as turn seven is the beginning of a steep uphill section. The apex is most of the way around the corner. Smoothly turn in. At the apex, gradually floor it for full power as the car pushes you up the steep hill. Make sure to check the flag station at the top of the hill to make sure there is nothing ahead of you in the blind downhill section ahead.

Trusting that flag station, we zoom by the top of the hill and quickly decent into turn eight - "The boot's heel." Brake! Brake! Brake! I yell at myself. No need for the instructor to figure this one out as a wall of tires is waiting for those who fail to obey simple logic. We turn hard right for the late apex; simple uneventful corner. But maintain patience for the late apex or the drivers behind me will get on my butt before turn nine.

Turn nine doesn't have a nick name. So I'll give it one - the roller coaster. Why? Because just as when you ride a roller coast where the rails are headed to the heavens, all you see are clouds. That's what you see heading up the hill to turn nine - clouds. We want to hit the brakes and make sure there is still pavement under the car, or

it would not end nicely. So instead we will just trust the instructor and follow directions to complete this off-camber and very late apex blind turn. We must not squeeze on the throttle until we can see the track-out point and are sure we will leave the blue bushes to someone else. We must be precise; there's very little room for error here.

After a short straight to catch our breath it's back to cornering. Turn ten is a fast left-turn almost ninety degrees. Most drivers tap the brakes here before smoothly turning in. We have to make sure we get all the way down to the apex on the far side of the track (the curb is "dented" at the apex, allowing a little bit of additional steering to be added just around the apex), and then track all the way out to the other side at the red-white curbing, smoothly adding more power. Every inch counts on this one.



Next is the second most important corner. It leads to the second longest (and another thrilling) straight. And like all good things, this long straight doesn't come free. Have to work our way through turn eleven. It's a right-hander turn, with the outside concrete wall very close to the edge of the track at the exit. Maybe two feet of room for error! Discipline is required to not apex this turn too early. We must be sure to be flat out at the apex. The ideal line here is tricky. There is not as much grip

on the concrete patch as there is on pavement, however the proper line goes on concrete patch and not getting on it is difficult to say the least. "Use all the track as you track out. You paid for it!" my instructor jokes as the car accelerates to track out point, and I am a bit concerned about the fast approaching wall.

At last as the left side of the track comes to an end, I point the car in a straight line on the front straight toward the next turn. We are fast approaching the start/end flag station positioned above the track.

We're headed to turn one. Remember, the blend line starts after turn one and into turn two, so we are not done with a full lap here. We are fast approaching on the front straight, well over 100 mph by now! And what is that? The track drops about forty-five feet in elevation from start to finish and turns in ninety degrees right in the process. Scary! Your breakfast wants to go up as you zoom through this corner. It took me few laps to get comfortable through this one. But once you get, there is no thrill like it! "The Ninety" as most call is one of a kind, and is a major reason for what makes The Glen so special.



SHIFTS & GIGGLES

BY JEFF WALTON, CONTRIBUTING EDITOR

Blame you PennDot !

for I have rimmed, it's been ninety days since it last snowed.

Where are we, on the Moon? I've seen potholes the size of craters. I've seen better roads in war-torn countries. I have seen not one orange vehicle put an ounce of macadam down. I think a PennDot truck is rarer than a 356 speedster, rarer than a front-engine 911, rarer than a Cayenne off road. I know this past winter our state was at Defcon 1 on salt levels, thanks to Mother Nature and us being so far from a major ocean, but I haven't heard of a tarmac shortage... or did I miss that bit of news? I remember hearing about the Florida fruit shortage and the Play Station 4, but not tarmac. Yet there seems to be a tarmac shortage. Just one look around and potholes, potholes, potholes!

Potholes everywhere!

There are potholes that have swallowed not just thousands of Pirellis, Michelins, and Bridgestones as well as Fuchs, Forgeline, and Champions, but entire cars to boot; they are so deep I've seen the Gates of Hell and the molten core of the Earth. I've seen potholes where it was safer to take a chance and face certain airbag deployment with a head-on collision than to drive into the abyss that's in my lane. And I've seen them everywhere, every corner, straightaway, and bridge; hell I almost landed in the Schuylkill River a few times, even on busy multi-lane throughways such as 76, the Blue Route, the Turnpike, 422, and 95. There isn't one safe patch of asphalt left in our state of Pennsylvania... I lied... my driveway is safe... so safe I don't want to leave it for fear of staggeredphobia. Staggeredphobia is the fear of being left in the wild with nothing more than a 12v air compressor and a can of fix-a-pinprick-of-a-hole-and-not-some-missing-big-ass-chunk because I have no spare. Yes it's scary to have been diagnosed, and my therapist says the only way I can be cured is to... well let's not go there shall we? So I buckle up and face my fears.

Then I get mad, not scared for I realize I pay about \$1.90 every time I fill up my car at the pump in state road tax and for what? Endless construction on 202? Roads that go nowhere? Oh I know, for the sheer enjoyment of honing my skills at autocross during normal driving conditions. Pothole, left. Pothole, right. Pothole, left. Pothole left and right... @\$%&*. Time to call the Triple or if you are lucky, Porsche Roadside Assistance, and then wait and wait, and wait some more. Then it's time to dip in my bank account and I get even @\$%&*er.

But I have a theory. My theory is that PennDot and TireRack are one in the same. It's a conspiracy I tell ya. Look it up, you'll see. Making money hand over fist I tell ya. Don't fill a hole and sell a tire or rim instead. Brilliant I tell ya. And on top of that pay a state tax for that new tire or rim... that's called double dipping my friends. It's a vicious circle and to show my protest I will now be driving with my hazards on everywhere in the state of Pennsylvania because it certainly is a hazard driving in these parts these days.



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2014 Autocross Cup Series

by Trevor Naidoo, AX Council Member

April marked the start of the 2014 Autocross Series with a kickoff party hosted by Craig and Cynthia Nichols at their home. It was quite a large turnout of both old and new Autocrossers. In customary fashion there was an Autocross cake at the event designed by Craig:



The next day was the first event of the Autocross Cup Series at Warminster Community Park. We had close to 20 RTR attendees. It was great to see several new faces from the club giving Autocross a try. Below is a picture of cars lined up in the grid with the drivers gripping the steering wheel in tense anticipation of the starting line sendoff. There are a few Riesentöter cars in the front row.



It was great to get out and exercise our cars after such a long winter. After a long day at Warminster a few Autocrossers adjourned to the Brick House Tavern in Willow Grove (which has become a tradition after the Warminster AX), for a post event debrief. After getting the taste of AX again, round two of the Cup Series couldn't come fast enough.

Round two was at another favorite venue; Giant Stadium in Hershey, Pennsylvania hosted by the Central PA PCA on May 4th. The weather made for an interesting

morning of racing with light rain on and off. Below is a picture of our Autocross Chair, Dave Nettleton struggling to maintain his seating position and to keep his lunch down as he tests the limits of his car.



After a hard day of racing, the RTR contingent was rewarded for our efforts. We cleaned up pretty good at the trophy presentation. Below is a picture of the Riesentöter trophy winners in their respective classes. Missing from the picture is Nick Betegh who had the fastest time from the group.



After such a successful day, we definitely needed to celebrate. We discovered that the new Troeggs Brewery was within a couple miles from Giant Stadium. We immediately adjourned there for the post race debrief and celebration. It was an excellent choice; great food and beverages!

Our next event wasn't scheduled until June 22nd. It was just too long to wait after having so much fun at the first two events. The Autocross Council decided that it was necessary to add another event to the roster. Warminster Community Park was added on June 1st hosted by the SCCA. It was a beautiful sunny day; definitely evident that summer was almost here.

2014 Autocross Cup Series (cont.)

RTR

Below is a picture of Anthony Verratti whipping around turns with a g-force sensation that rivals the wildest roller coasters in his beautiful Boxster. Anthony caught the Autocross bug at event number one earlier this year. Picture courtesy of Jean Verratti.



Points are awarded to RTR members at each event. The best 5 of 8 results are summed toward the championship. Our 2013 Autocross champion (Dan Ruble), is currently leading the championship after three races. It's a pretty tough battle this year. Nick Betegh typically fares pretty well is under tremendous pressure from Dan Ruble. I think this could be the year that Nick could lose his crown. There is an intense battle for third place. The next two events include a June 22nd date in Manheim (hosted by the Lancaster County Corvette Club), and a July 13th event at Metlife Stadium (hosted by the Northern New Jersey Region of the PCA). If you would like to give your Porsche a little low risk exercise, come out to the next event. For more information visit the website, or email the autocross chair, Dave Nettleton, at autocross@rtr-pca.org.

Autocross is more than cars, cones and time, it's also about getting together with like-minded people and sharing our common passion and developing new bonds. Here are a few Autocrossers doing just that at Warminster:



Intro to DE or How to Drive in a Downpour

By Dave Hathaway, Editor

All through the week leading up to the DE event on Friday at Pocono Raceway, the weather forecasters were calling for a significant rain storm that could bring up to four inches. I was getting a little concerned on Wednesday, so I sent our Track Chair (Marty Kocse) an e-mail inquiring what would happen if this rain storm would come to fruition? Marty said that it would go on as scheduled and that DE events run during the rain as long as there is no lightning. I guess I knew the answer to my question before he answered it, as the last DE event at Summit Point was also run in the rain. That time it held off until after lunch, and the number of drivers gradually decreased as the rain picked up in intensity until the decision was made to wrap up early for the day.

Friday morning came and I watched the radar before I left my house at 5 am to start my drive up to the track. The radar looked ominous with lots of intense rain represented by bright yellow and orange. It hadn't started when I left my house in Buckingham, but it was following me closely as if it were a living entity. Finally I made it to the Pennsylvania Turnpike where my battle to stay ahead of it came to an end. It rained steadily all the way up to the track.

Once at the track, we waited a short time at the gate and signed in before being given the OK to go ahead into the infield area of the track. I followed the other cars ahead of me until we reached the paddock area and the garages. By this time the precipitation had let up until it was just misting. Members of the Speed Council were busy providing direction to drivers regarding parking, registration, and tech inspection. Marty was trying to get a bunch of picnic tables moved that were in the middle of the parking lot, to make room for the large number of cars that were expected for Saturday. While they were being moved by track employees, the rain began to fall much more heavily.

I made my way over to registration where I completed the necessary paperwork and acknowledged that my helmet had met the required safety requirements and was checked at the last DE event. After that it was on to have car inspected for the final time before actually driving my first laps of the day. That also meant emptying car of everything that wasn't attached that could fly around or end up as debris on the track in the event of an accident. Once the car was emptied and the inspection was completed I went on to attend the drivers meeting.

At the drivers meeting, Marty briefed the drivers in all the run groups on the schedule for the day and (as always) spent time emphasizing safety. This time though, he also discussed how the heavy rain would further effect our day on the track. It was clear that our speeds would be greatly reduced, especially for novice drivers such as myself. My concern was not for the whether or if I could reach high speeds in the rain, it was stopping or even braking when required.

The last stop before the track itself was the classroom with Brian Minkin as the instructor. Brian would conduct two classroom sessions for drivers participating in the Intro to DE run group as we'll as the blue and green run groups. In the first classroom session, he covered the basics of the drive line and the concepts of braking and weight transfer, well as using the throttle. In the second session he revisited the topics covered in the first session, and built on those concepts.

After a short wait, I was introduced to my instructor for the day; Adam Kocse. Adam gave me some last minute instructions, and then an earpiece that is connected to a contro box between us, and then to a similar earpiece that he wore. This setup allowed Adam and I to communicate with each other while on the track. I slid the earpiece under the side of my helmet until it rested over-



This is how hard it rained for much of the day.



My Cayman S in the garage sporting number 704.

my ear and then tested everything before I started the car. Additional preparations included making sure my seatbelt was buckled and both windows were rolled down completely. Yes, I said that the windows were to be rolled down rain or not. This is done so that the driver can issue passing hand signals out the window. This is also done to make it easier for someone to remove either the driver or the instructor in the event of an accident.

Now we were ready to roll out to the track for the first set of laps in the deluge. By now it was really raining hard. I make my way out to the track under Adams guidance; slowly at first as I built up confidence in the adverse conditions. Adam encouraged me to give my Cayman S more throttle (in short, I'm going too slow). I explain to Adam that I'm still uncertain about my cars ability to stop under these conditions. He instructed me to speed up and then brake hard before entering a turn. I decide to trust him as I'm certain he wouldn't give me instructions that were going to get him killed as well. I guess I never had reason to apply the brakes so forcefully in such heavy rain, so that was the cause for my apprehension. After reaching about eighty miles per hour I aggressively applied my brakes, and low and behold nothing bad happened. My Cayman S just came to nearly a complete stop before I began to apply the throttle again. I knew that my car was a marvel of automotive engineering, but really never tested it before under conditions like this. Driving in the rain was a leisurely affair up until now, and I never knew what my car was capable of until those last few moments. After that, my confidence built slowly as I developed my driving skills and learned the drive line in the rain. Don't get me wrong, I maintained a healthy respect for the wet weather and the effect it was having on both the track and my car, I was careful not to get over confident.



DE veteran and RTR Safety Chair Dan Rufer comes really, really prepared

With the first set of laps under my belt I was feeling much better and Adam was a great instructor who pushed me when I needed pushing, and was very supportive and complimentary when I was getting the drive line right. We took a short break in the dry conditions of the garage before going out for the second set of laps. I was much more comfortable and focused practicing what I was being taught and learning the drive line. The flaggers signaled it was time to return to the pits as our second session was over. With this it was time for some lunch.

After lunch the rain continued its relentless assault on the track. So much so that the decision was made to suspend driving for a while due to flooding especially going into several of the corners. A couple of times Marty and his team took a ride around the track to inspect the condition of the track. After the rain started to let up and an hour or more of rain delay, the flooding receded enough to allow driving to begin again. All of the run groups were able to get in the last two sessions of laps for the afternoon. While our speeds were down from normal dry conditions, I still reached just over 95 miles per hour in the rain. It wasn't the fastest I've ever driven, but it sure was faster than I ever thought I would or could drive in the rain.



Several of the participating Porsches under cover in the garage. Photo by Dave Hathaway

So you ask what I learned from my DE day at Pocono? First and foremost how to leave my comfort zone and do so safely. If you remember, I didn't want to go and drive in the rain because I thought it would be too dangerous. It might have been if it weren't for my instructor Adam and the excellent DE team. They minimize the risks and teach you how to get the most out of your car safely while having fun at the same time. Secondly, I always knew I bought a special car that was chocked full of mechanical miracles and engineering marvels, but I never truly put it to the test or myself for that matter until now.

Sidetrack – A Practical Car

by David Newton, Contributing Editor

I've learned one thing over this past winter; every family should own a practical car. You can have all the garage charms you want, but at the end of the day, you need to have at least one reliable mode of functional transportation. Although I drive my Porsche Cayman year round, more than three inches of the white stuff and it's just a badly performing snowplow. On days like these we use our Acura RDX, dropping my wife at her office and then continuing on to mine. We're fortunate that she's on the way, because this winter has been brutal and we've had to do it a lot.



All-wheel drive is ideal; not necessarily a truck or SUV, but something dependable that won't get stuck in an inch of snow or mud, or bottom out when you have to divert down some unexpected back road detour. Referring to my Cayman as a daily driver might not be strictly accurate, but close enough to stretch the truth. But this winter we've had to rely heavily on my wife's car, and being without it is a royal pain in the seat (as we discovered when it was at the body shop for six weeks).

The snow, rain and other slop makes four-wheel driving all but required in these conditions. An ice storm a while back would've otherwise stranded us had it not been for our SUV. It normally serves as her car during the week, our weekend hauler and a savior on dubious days of inclement conditions. And the beauty of full-time four wheeling is that you don't have to think too much about it. Just point and shoot.

A practical car isn't just for getting through the muck however. It's for errand running, people hauling and parcel carrying. It's the car you take to get groceries and pick up the dry cleaning. It's the one to drive to dinner with your friends. It's the transportation you use for vacation and the vehicle that gets you to the hardware store when you run out of tools in the middle of a project; the car you use when it's pouring when you just detailed the garage queen.

With just two cars in our family I can only take so much practicality. Thankfully, the RDX is spirited enough that I won't die of boredom, but sensible



enough to take on four adults, or cart an entire bedroom suite back from IKEA. And it supports my original premise; a practical car is a necessity to supplement the more frivolous garage options, be they Porsche, BMW or even Subaru. But it's meant to complement your habit, not become its own.

So it needs to be left alone. Modifications, customizations, alterations or amendments of any kind fly in the very face of practicality. Look at this car the same way you do your khakis, loafers and golf shirts. You can wear them to church and sport them to the pancake breakfast. They'll do at the mall, and no one will mind if you show up at the block party barbecue in them. They're the very definition of utility; everyday use and ordinary functionality. Just like this car should be.



Let's face it. Aftermarket gizmos are the gateway drug. The moment you customize, the minute you alter, the second you amend, this utilitarian becomes something more than what you bought it for in the first place; a simple means to an end. You're better off leaving the wrinkles in your khakis, the scuffs on your loafers and your practical car out in the elements making room for other garage residents. So get used to the distinction and I promise you'll be much happier for it.

Grounds for Sculpture or How I got a Flat

By Jeffrey Walton, President

The beauty of art truly lies in the eyes of the beholder. I often find myself wondering why a certain piece of so-called art is taking up valuable wall-space in a museum. Now I get why the Mona Lisa or The David are art, what I don't get – why is an 8 feet by 8 feet sheet of canvas painted just plain vanilla white, art? Is it an unfinished work by Picasso or is it a polar bear in a snowstorm or is it a picture of everything or nothing at all? But please, please tell me why it cost close to a million dollars... and if you like that one I have an even bigger piece of canvas for you painted in all black – I call it "Inside an Oil Pan", price is slightly less than the one in white. Yes, art means something different to all of us and you don't have to visit a stuffy building, sit on a hard bench, and pretend to stare in glorious admiration at the beauty and depth of an air-conditioning vent that is next to the nearsighted work of Monet in order to appreciate it. Instead you could have gotten in your Porsche and driven with us to Grounds for Sculpture where you could walk outdoors within the unstuffiness beauty of nature and admire all sorts of chiseled, molded, engraved, casted, or carved works of art.

On Saturday May 17th, a beaut of a day, about 20 of your art-loving members (or some who just wanted to tag along for a drive and get something to eat), met at our usual gathering spot in King of Prussia at 9:30 am. Coffee and muffins were provided prior to our uneventful trip to Hamilton, New Jersey...okay I lied about uneventful; please read my Shifts and Giggles for more info. As we scurried our



way through the Ratz Restaurant – btw who in their right mind names a restaurant Ratz; it makes me want to open one right across the street called Cockroaches or Salmonella – ok back on track... we paid our \$15 admission for the privilege to walk and roam around the 42 acres of well-manicured lawns and of course – sculptures.

There are over 270 works of art nestled into the picturesque setting of an old abandoned racetrack.

Grounds for Sculpture - cont.

With every turn there was something unique to ponder, whether it was a round melted meteor or a 40-foot tall statue of Marilyn Monroe. There were works from Magdel-

created dazzling effects to the senses. As we departed I realized I wanted to return for I know I didn't fully grasp all its wonders.



After strolling the grounds, all of us except me (I waited for a flatbed's arrival), caravanned to Bill's Olde Tavern just a few miles away. Now this is just hearsay for I wasn't there, but I heard through the grapevine for \$13.99 per person you really got your money's worth with a three-course lunch that was scrumptious to boot and no rats to be seen. I'm sure (again I wasn't there) that during the dining our members got into heated discussions of their favorite sculpture and lively debates on just what is art anyway, then reverted right back to what we know are true works of art – our Porsches.

ena Abakanowicz to Glenn Zwegardt and everyone in between. There were works you could touch and climb and there were works marked in red, meaning please admire with your eyes only. They were made of wood, marble, stone, plastic, and again, almost everything in between. There were even some that reminded me of the white canvas. In the fact any one of us could have created it. They were all shapes and sizes. Some were easily found while others were hidden amidst the landscape, which made finding them a delight.

Oh and speaking of landscape, the walkways and pathways snaked their way through thick dark bamboo, gardens of flowers and stone, and over waterways; the lushness and opulence probably outclasses even Versailles. The juxtaposition of sculpture and landscape



Technically Speaking- Automatic Stop Start

By Chris Andropoulos, Tech Editor, Santa Barbara PCA Region



Those of us fortunate enough to have driven a late-model Porsche may have noticed a peculiar trait: the engine automatically switches off when the vehicle is stopped! This is by design, and is yet another fuel-saving measure necessary for Porsche to exceed the latest U.S. and European Union fuel economy standards.

Much of the impetus of Porsche's auto start/stop system is due to differences in U.S. and EU government fuel economy test procedures. The EU test cycle includes more idling time than the current U.S. EPA test, and the time spent at idle weighs more heavily on fuel consumption and CO2 output figures compared to the U.S. MPG test.

Shutting off the engine while stopped in traffic will certainly reduce the amount of fuel consumed. With an auto start/stop system, Porsche claims that fuel economy is improved by up to 10% in the EU's urban test cycle, and 5% in the "extraurban" cycle that consists of a mixture of highway and city driving. Whether the auto start/stop system translates into real-world fuel economy gains is entirely dependent upon how the vehicle is driven.

At the heart of the auto start/stop system is a special absorbed glass mat (AGM) battery. This type of battery uses completely sealed cells that contain a sponge-like fiberglass material to absorb the battery electrolyte. A traditional automotive battery uses "flooded" cells that are surrounded by the electrolyte when filled.

AGM batteries are spill-proof and tend to be more durable than wet cell batteries, and are more suited to frequent deep discharging cycles from the heavy loads imparted by modern vehicle electrical systems. They do require care when charging, so the modern Porsches thus equipped (all Panameras, 2011-up Cayenne, 2012-up 911 and Boxster/Cayman models) have a special computer controlled charging system to ensure optimum AGM battery charge. These charging systems will usually only activate the alternator during periods of coasting or light engine load as a further fuel-saving measure, since the alternator does create a slight drag on the engine while charging.

When the auto start-stop system is activated, it will not function until the engine reaches full operating temperature, which occurs quickly after cold starts in modern Porsches due to their efficient thermal management systems. In PDK or Tiptronic-equipped vehicles, the engine will automatically switch off when the car is stopped with the brake pedal depressed. The system warning light in the instrument cluster will be

illuminated while the engine is switched off. If the battery has enough capacity, any electrical accessories like the radio, climate control, and lights will remain activated. As long as the brake pedal remains depressed or the shift selector is in "P," the engine will remain off. Once the brake pedal is released, the engine will automatically restart.

Increasingly rare manual transmission equipped Porsches will turn the engine off when the vehicle comes to a stop and the transmission is shifted into neutral (a sensor in the transmission housing is used) and the clutch pedal is released. Once the clutch pedal is depressed, the engine will restart.

Frequent engine stopping and starting can rapidly drain the battery, which is much of the reason for using the robust AGM battery. A special heavy-duty starter motor is also used to cope with constant activation. A DC to DC converter supplies a steady voltage supply to the vehicle electrical system, as battery voltage dips while the engine is restarted. This prevents possible damage to voltage-sensitive electronic control units.

An "intelligent" battery sensor is built into the negative battery cable to monitor the battery's state of charge. The vehicle's electrical system control unit constantly monitors battery voltage and electrical load. If the voltage drops below a predetermined level, the auto start/stop system is deactivated until the battery is recharged to an acceptable level. The sophisticated charging system will increase the alternator's output and rate of charge to achieve this. To prevent damage to the battery sensor, the negative cable of a battery charger or jumper cable should never be connected directly to the negative battery terminal. Instead, a body ground should be used as outlined in the owner's manual and on the warning sticker in the battery compartment.

The auto start/stop system will also be disabled if the air conditioning needs to be activated to cool the cockpit to the desired temperature, or if the heating system needs a higher coolant temperature to maintain cabin temperature or defrost level. If the engine temperature is too hot, the engine will restart to circulate coolant in an attempt to cool the engine. Also, if there are any vehicle electrical system faults present, the auto start/stop system will deactivate. If the system is unable to activate for any of the above reasons, the system warning indicator in the instrument cluster will illuminate in amber.

Continued on page 29

Wyebrook Farm Dinner

by David Newton, Contributing Editor

Wyebrook Farm is located in the heart of Chester County farmland. They sell what they produce, and offer on-site dining. I've been there a few times and I can't imagine anyone being disappointed. The farm itself is charming, with gorgeous views of rolling hills, a bank barn with aged timber beams and a stone interior with climate controlled comfort.



Riesentöter members share food and company

There's also a main house on the property that is used for events, and a small building that serves as a crash house for employees working double shifts. My wife Christine would like to transplant their fabulous herb garden to our back yard, and there's a large courtyard behind the barn with seating for outdoor dining. They serve meals all day on a varied schedule you can view on their website. Sign up on the mailing list so you don't miss anything; they keep you informed without spamming you every time they crack an egg. Speaking of eggs, theirs are delicious; they'll put your local grocery variety to shame.



Wyebrook Farm's gorgeous herb garden



Meandering route to Wyebrook Farm

As lovely as Wyebrook Farm is, the journey there was even better. Ok, not better but pretty close. Twenty-some cars gathered at the Penn State Great Valley campus parking area and exchanged pleasantries; meeting new friends and greeting old ones. Signing the usual I-won't-sue-anyone-if-I-plow-into-someone waiver, we got the "just in case" directions from our organizers (Jeff and Wendy Walton) and single-filed out of the parking area.



Members rendezvous at Penn State Great Valley Campus

Following a route that could have only been planned by a Porsche club, we carved our way through much of Chester County. After the initial mile, not a straight section could be found that measured more than the length of a football field. Not that anyone was complaining as after all, this is why we bought our Porsches. A bright colored line of Carreras, Caymans, Boxsters and a few non-conformists snaked along the route laying down a blurred vapor trail.

Christine and I live in Chester County, and we passed within a few miles of our house, yet I traveled back roads I had no inkling were there to experience. We cruised along Fairview Road through Glenmoore; a particularly nice segment in pretty good shape (considering the harsh winter). I use this section as my personal testing ground; many different flavors of undulation and elevation changes that make for a great run even close to the speed limit.

Wyebrook Farm Dinner (cont.)



The view from the Wyebrook Farm Balcony

The drive would have been perfect had it not been for a farmer in a pickup truck that pulled out between us just after Conestoga Road. One by one our fleet crossed the intersection, but by the time we got there, a significant gap had established between our Cayman and the Boxster now disappearing from my view. Just after we traversed Conestoga, the dual-wheeled behemoth jostled out in front of me and began a tortuous crawl along the best stretch of Fairview, blocking me from seeing any signs of our group.

While I concede the driver had as much right to the road as I did, I might have expected he'd have noticed the line of Porsches disappearing ahead of him, and the similarly designed vehicles now filling his mirrors. I'm not judging, but if it were me, I'd have pulled over to allow the strays an opportunity to re-join the herd; being a farmer, you'd think he could relate.



Porsches fill the Wyebrook parking lot

When we finally arrived, we packed the parking area and meandered down to the courtyard where we were welcomed with a champagne toast. The courtyard is on the lower half of the bank barn that serves as the outdoor dining area and the stage for live bands and various outdoor events. The upper portion of the barn is the market area where they sell all the fresh meats, poultry, eggs and vegetables and is also

where we would dine. There is a balcony looking out over the courtyard and beyond into the pastures of the farm. A toast in the courtyard overlooking the Chester County countryside welcomed the guests and allowed time to wander the property. As a resident of the region, I sometimes forget what a beautiful landscape this area provides its residents; it's truly breathtaking.



A Champagne toast in the courtyard before dinner

The evening was BYOB, and corks were popping everywhere. A three-course dinner ensued; asparagus soup followed by a bourbon-rubbed steak. The meat was cooked to perfection and the flavor was outstanding; it's what I've come to expect from Wyebrook Farm, but I continue to marvel at the difference a farm-to-table meal provides the palette. Much like driving a Porsche versus a Celica, the quality of the fare is immediately discernable. There's a pause at the first bite when your taste buds realize they have come across something extraordinarily superior.

Dessert was unusually sinful; a dense chocolate brownie infused with bacon. I was surprisingly apprehensive as I would ordinarily put bacon on my cereal if not for the judgment of my peers. But I'm glad I persevered, as it was really quite good. For those opposed or otherwise limited, Wyebrook served their infamous gelato. I should have had both.

An evening with friends ended too soon, one by one you could hear Porsche engines light up the night as taillights disappeared down the gravel driveway. A wonderful event we look forward to doing again.

If you would like to experience incredible food, meticulous and attentive staff, and a farm property unmatched in this or any area, go to their website and check out their schedule: <http://wyebrookfarm.com/> My guess is you won't be disappointed either.

The long-term reliability of the auto start/stop system is unknown. The system is automatically deactivated if any electrical system faults are detected, so the chances of a system failure that would result in an inability to start the engine are remote. The system is hard on the battery and starter, and only time will tell if they are durable enough for frequent urban use. Many European market vehicles from other automakers have used such a system for years. Because most automakers source items like starters and batteries from the same pool of suppliers, the heavy duty items used in Porsches should be very durable. If you do not like your car dictating when its engine runs, you can always switch the system off! In the US market, it is possible to manually deactivate the auto start/stop system. Unlike similar systems from other automakers, Porsche's system remembers the driver's desired setting so it does not have to be activated or deactivated every time the engine is initially started by the driver.

Please note terms:

Member classifieds are free to PCA members for occasional sales of personally owned items and run from date received for two issues unless cancelled. Porsche vehicles for sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for two issues; check for payment made out to "RTR PCA" must accompany your copy. Commercial classifieds are available to businesses within the Riesentöter region for the sale of Porsche cars, parts, or accessories. Commercial classifieds are available at a cost of \$20 per issue, limit 25 words. E-mail submissions to Dave Hathaway at editor@rtr-pca.org with "Der Gasser" in the subject line.

ZONE WHEELS for SALE - SET of 4 List Price for these rims is \$5550. Two 8.5" X 19" fronts and two 11" X 19" rears. Rims come with mounted Michelin Pilot Sport tires 235/35/19 and 295/30/19 which are included as part of the package. Due to a fitment issue with rear rims, I have a tire rub issue (Narrow Body 911); rear tires need replacement for safety reasons. Front tires have less than 2500 miles. Wheels are in excellent condition with only one small curb rash on front rim. Asking \$1700. Contact: jdellikat@hotmail.com

Tires for Sale:

I recently purchased a new 911 and have 2 almost new - less than 200 miles- Pirelli P Zero 295/30-ZR20 tires from the old one. My new Porsche is equipped with ZR19 tires. I am hoping someone in the area is looking for these tires. I am asking \$550 for the pair. If you have any questions or you would like to purchase these tires, please contact Mary Riker by e-mail at: rikerspa@aol.com

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Riesentöter Region, Porsche Club of America

Moto -Trivia

This month we're looking at a nice quartet of RTR Caymans. Anyone know who owns them? 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.



Last Issue's Answer: Last month's question was correctly answered by Vi as the 2009 997 Turbo on the left and a early 80's 956 on the right. What they have in common is that they were each the first of their type to have the PDK transmission.



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