



DER GASSEER

APRIL 2014



Aus des Präsidenten

(From the President)

If this winter was any indication, the spring will definitely be monsoon season, so I might trade my Porsche in for a boat. Actually, I was driving a boat this past March when my vehicle was in the shop for a bumper cover repair (long story but it had something to do with a closed road and snow). I was given a Dodge Charger as a rental, with 28k and some change on the old odom, was fire engine red with a black interior, and 4 doors. Nice car per se; it has some fine styling cues from the long ago muscle cars of the past but it still had four doors. I have to admit it was rather roomy in the plastic infused cabin where the seats held you like Jell-O and the knobs fell off with every turn.

Now I'm not saying Porsche doesn't have its share of quirks. Look no further than to the new GT3's and their optional pizza ovens being wired to the wrong fuse, thus providing a slight crispness to the overall feel of the car. But I can live with Porsche's design decisions because they seem to choose function over cost any day of the week.

Now I could go on and on about the differences between my Cayman and the Charger and I won't. Hands down the Cayman wins in every category but price, which brings to mind the old saying – "you get what you pay for." Having driven this boat for the better part of two weeks my appreciation for all things Porsche never waned. In fact it grew to a new level of admiration; I missed my precise steering, my stop on a dime brakes, my hairpin handling, starting the car with my left hand, and shifting through the gears on my manual transmission with my right. Most of all I miss that sense of pride of owning one of the best all around sports cars.

And even though I didn't have my Porsche for what seemed like eons, I still managed to find the camaraderie of our Riesentöter family at our various events which proves my point from last month – if you are a member, just show up, this is your club.

Drive safe and drive every day,

Jeff Walton

President, Riesentöter Region, PCA

DER GASSER

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— On the Cover —

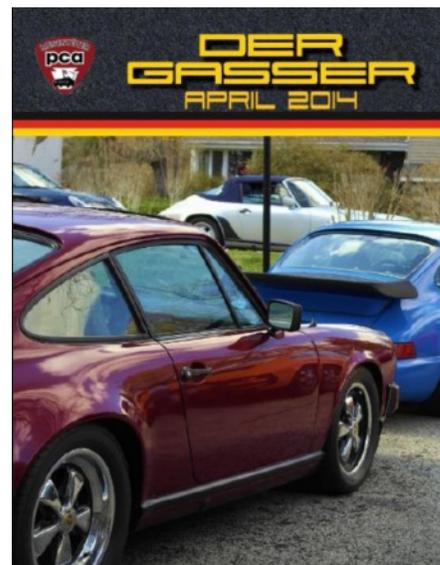


Photo at the AX Season Kick-off by Craig Nichols

DER GASSER

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From the Editor's Desk:

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One evening after a reunion at our firehouse in 2012, the caterer (who was friend of mine named Dawn) saw my Cayman in the parking lot of the firehouse and commented that she loved Porsches and had always wanted to drive one. I smiled at her and said how would you like to drive mine? She got a big grin on her face and said she would love to but she was afraid to. It

didn't take much convincing to get her to slide into the driver's seat. I got in the passenger's side and proceeded to give her a quick tutorial on the controls and the instrumentation. After a few minutes of instruction she started the engine and put it into gear. She was initially disappointed that it did not have a manual transmission, but the PDK quickly won her over. She warmed up to the paddle shifters even more quickly.

Even though Dawn's test drive lasted only a few miles through the Bucks County countryside, she got very comfortable with the Cayman almost immediately. While accelerating and pushing the car a little more she commented on the beautiful sound of the engine behind her head. When we returned to the parking lot of the firehouse, Dawn was smiling from ear to ear and said, "that was really fun". She admitted that she had always wanted a 911, but said she would gladly drive the Cayman on a daily basis instead. Dawn thanked me for allowing her to drive my car and for making one of her dreams come true.

On March 14th of this year Dawn passed away after a short battle with cancer. She passed quietly at home surrounded by friends and family. Our mutual friend Camille and I remembered Dawn and the events of that evening in the fire house parking lot just two days after she passed away. Camille told me that Dawn really loved driving my Porsche that evening and had even told family about it just before she left us. It was comforting to know that the events of that evening had made a lasting impression on Dawn and provided her with good memories.

Many people look at our Porsches and recognize them for their fine engineering and performance, and assume they will never have an opportunity to experience them up close and personal other than at a car show or a walk through a Porsche dealership parking lot on a Sunday morning.

When the opportunity presents itself like the one I had, make the most of that opportunity to share your Porsche with others. You never know when you will make a difference in someone's life and leave them with a lasting memory.

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 congratulating our members who have reached a milestone anniversary in their PCA membership. See you at an event soon!!!



20 Years

Paula Fisher
Michael Fries
Paul Nederostek

15 Years

John Connolly
Tom Dymant
George Fentress
Nancy Hunsicker
Jeffrey Hunt
Renee Hunt
Suzanne Krause
Dewayne Laird
Deborah Matt

10 Years

Marilyn Brickel
Sandor Ferenczy
Jackie Gilberg
James Kittredge
Paula Montemuro
Francis Newell
Drew Nurenberg
Graham Place
Beverly Place
Steven Ryave
Nancy Watt

5 Years

Tom Boyd
David Brandt
Rosemary Brandt
Mark Bowie
David Donohue
Jodi Donohue
Roger Farber
Allison McConnell
Kevin McConnell
David Trimble
Ryan Welty



Upcoming Events

Submitted by Wendy Walton, Social Chair



April 23, 2014 **RTR Membership Meeting**

The April membership meeting will be held at Porsche of Conshohocken located at 1312 Ridge Pike in Conshohocken, PA. Socializing starts at 6:45 pm, food and beverages will be served. The membership meeting will start at 7:30 pm.

May 3, 2014 **RTR Spring Rally**

The first rally of the year will be held on Saturday May 3, 2014. The rally will start at 4989 West Chester Pike in Newtown Square, PA. Additional details will be posted on our website www.rtr-pca.org.

May 21, 2014 **RTR Membership Meeting**

The May membership meeting will be held at Knopf Automotive located at 3401 Lehigh Street in Allentown, PA. Socializing starts at 6:45 pm, food and beverages will be served. The membership meeting will start at 7:30 pm.

June 7, 2014 **Wyebrook Farm BYOB Dinner**

The Wyebrook Farm BYOB dinner will be held on Saturday June 7, 2014 at the Wyebrook Farm located at 150 Wyebrook Road, Honey Brook, PA 19344. For more information on the Wyebrook Farm, you can visit the website at: www.wyebrookfarm.com. Additional details on this event will be posted on our website www.rtr-pca.org.

June 18, 2014 **RTR Membership Meeting**

The June membership meeting will be held at Porsche of the Main Line located at 4005 West Chester Pike in Newtown Square, PA. Socializing starts at 6:45 pm, food and beverages will be served. The membership meeting will start at 7:30 pm.

July 19, 2014 **RTR Family Picnic**

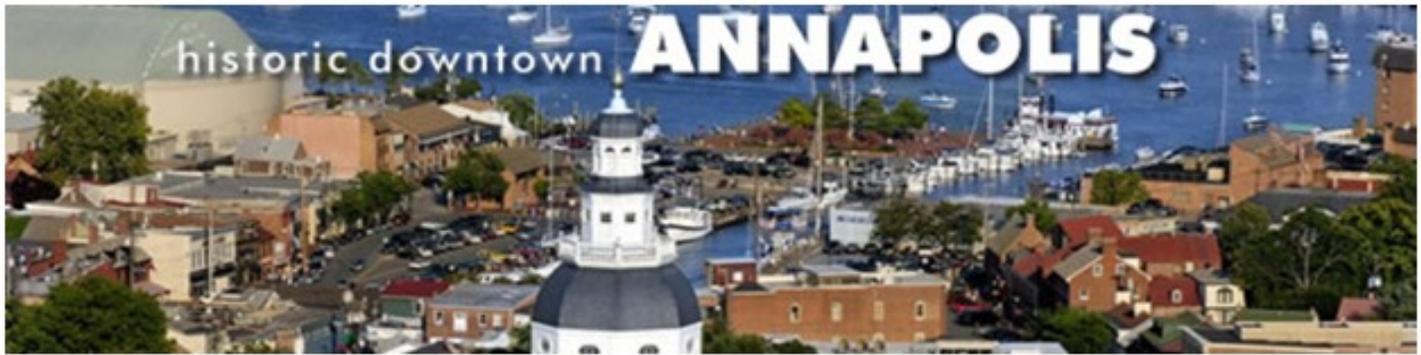
The annual RTR family picnic will be held on Saturday July 19, 2014 at the Valley Forge Fire company Picnic Grounds, located at 630 Valley Park Road in Phoenixville, PA. Additional info will be posted on our shortly website www.rtr-pca.org.

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 **RTR Trip to Annapolis, MD**

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



August 1-3, 2014

Come join us for another great weekend road trip this summer to Annapolis, Maryland with your friends at Riesentöter. See our scheduled itinerary below. We hope you can join us!

There is limited space available, so RSVP at your earliest convenience.

Friday, Aug. 1st

9:30am-meet at Nordstrom's Rack parking lot in King of Prussia in front of theater.

10am sharp - departure (a stop will be made for lunch on the way).

In the Afternoon arrive at The Loews Hotel Annapolis. Check in and have some free time to recharge and have a look around the area.

5:15pm - meet in lobby to walk to Pusser's Caribbean Grille where we will learn how to make their famous Painkiller cocktail.

Cocktail hour followed by dinner at 7:30 pm.

Special room rate of \$169 per night
\$12.00 per day parking (in/out privileges)

Email Wendy Walton social@rtr-pca.org for information on how to book your room

Saturday, Aug. 2nd

Breakfast on your own at hotel or nearby restaurants.

9:30 am - Meet in Lobby to go on special behind the scenes tour of the Naval Academy followed by lunch and a boat tour of the bay area.

Afternoon on your own to recharge and explore.

6 pm - meet in the lobby to head out to the Chart House for cocktail hr and dinner.

Evening to stroll downtown, visits pubs, listen to live music, or just call it a night.

Sunday, Aug. 3rd

Breakfast on your own, check out by 11 am.

Explore downtown galleries and shops and head home at your leisure.



Upcoming Regional Events

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April 19th, 2014 Hershey Swap Meet

The Central PA Region of the Porsche Club of America is once again bringing its world-famous Porsche-Only Swap Meet to Hershey, Pennsylvania, on Saturday, April 19th, 2014. This is without exaggeration the largest event of its kind on the planet. It typically brings nearly 650 vendors, around 1,000 Porsches, and over 6,000 visitors from all over the world together in Hershey every year. Visit their website for more details. www.cpa-pca.org/swap/2014.html

THE MUST-DO PORSCHE EVENT OF 2014! in beautiful Monterey, California



The graphic features a central circular logo with a silhouette of a tree and a car on a road, set against a sunset background. The words "PORSCHE PARADE" are arched over the top, and "Monterey" is written in large letters below. The dates "JUNE 15-21, 2014" are at the bottom. The background shows a marina with many sailboats.

- Autocross
- Concours
- Rally
- Tours
- Tech Sessions
- Social Events
- More!

Legendary Monterey!

Registration opens March 11, 2014 so start planning now!

Learn more and register at parade2014.pca.org

June 20- 22, 2014

Zone 2 Club Race and Advanced Drivers Education Weekend

The 2014 Zone 2 Club Race and Advanced Drivers Education Weekend will be held on June 20- 22, 2014 at the Virginia International Raceway (full course). Registration for both events will be through www.Motorsportsreg.com. Tech forms can be found on the PCA Zone 2 website www.pcazone2.homestead.com.

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



April 20, 2014

The second autocross event of the year will be held on Sunday April 20th. Arrival time is 7:30 am and registration starts at 8:00 am. The event will be held at the Giant Center located at 550 Hershey Park Drive in Hershey, PA. This event will be held the day after the Hershey Porsche Swap Meet and is sponsored by the Central Pa PCA Region. For more information on this event and registration, visit www.motorsportsreg.com.



2014 DE Schedule



April 25- 27, 2014 Track: Summit Point Registration Open Date: February 24, 2014	Safety Tech Date: April 12 at	Vintage Motorsports 153 Pennsylvania Ave. Malvern, PA 19355 (610) 970-7800
May 16- 18, 2012 Track: Pocono North Registration Open Date: March 17, 2014	Safety Tech Date: April 21 at	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
June 11- 12, 2014 Track: NJMP Lightning Registration Open Date: April 14, 2014	Safety Tech Date: May 31 at	Tillson Motorcars 2097 North 63 rd Street Philadelphia, PA 19151 (215) 473-6400
July 25- 27, 2012 Track: Watkins Glen Registration Open Date: May 26, 2014	Safety Tech Date: July 12 at	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
August 19, 2014 Track: NJMP Thunderbolt Raceway Registration Open Date: June 23, 2014	Safety Tech Date: Aug. 9 at	Innovative Racing Technology 319 Commerce Court #101 Limerick, PA 19468 (610) 639-6724
September 12- 14, 2014 Track: Pocono South and East Registration Open Date: July 23, 2012	Safety Tech Date: Aug. 30 at	Knopf Automotive 3401 Lehigh Street Allentown, PA 18103 (888) 437-9168
October 17- 19, 2014 Track: Summit Point Registration Open Date: August 18, 2014	Safety Tech Date: Oct. 4 at	Meenan Transmissions 1938 North Broad Street Lansdale, PA 19446 (215) 855-5123

For additional information, please visit our [website](#), and [Motorsportsreg.com](#).

The RTR website contains information on registration, track profiles, forms and manuals, safety tech info and an updated schedule. Contact information for the track chair and members of the Speed Council can be found on page 3 of this newsletter.

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

Porsche of the Month

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

Owners: Joan Rohrbach & Art McHugh
Member Since: 2004
Model: 1985 911 Carrera
Current Miles on the Car: 138,300
Exterior Color: Iris Blue Metallic
Interior Color: Champagne Leather
Date Ordered: March 2013
Date Delivered: (picked up) March 2013
Dealership: Private sale

Equipment:

Leather Dash
16" Wheels
Momo Steering Wheel
Wevo Shifter



Notes:

Being of modest means (Art with his 1986 944 Turbo, and Joan with her 1987 924S) we always thought there must be something to those 911's that we don't know. 2014 looked like the year we might try to acquire one after we got our credit card situations under control. While trolling on Pelican Parts in March 2013, we saw a preponderance of red and black, Targas and Cabs, when Mark Malin's Iris Blue Metallic '85 Carrera (in Scottsdale, AZ) popped up on the screen. We both had an "Oh MY!" moment. There were tons of photographs: underneath, engine, doors open, wheels, etc., etc., and the car seemed to be in extremely nice condition. Art said, "I'm sure it's sold, but send him an email anyway." So we did. Mark replied that he had people coming to look at it, but the car was still available. A former cycling teammate of Art's, (Mike Budjnoski - owner of Rayco Eurospec Motorcars in Kingston, PA), said if there was anything he could do to help us, let him know. So we contacted his wife, Martina (who does finance and insurance for the dealership), - not an easy task on a 29-year-old car! Joan sent an email to Mark, asking if Art could call him to explain our situation. With his approval, Art contacted him, said we had money and were looking for a car. We obviously liked his a LOT. He explained, at that point, he was showing the car for a German buyer the next day, another prospective buyer was coming the day after that, and there were two more to call if those deals fell through. After deciding that we really wanted the car, Art called Mark over his coffee on an early Saturday morning, explaining that we were trying to slide into the #1½ spot before the afternoon tire-kicker was to arrive. Mark told Art he should let the afternoon guy see the car (to be fair), and Art agreed because if he was guy #2 and got gipped by guy #1½, he'd be mad.

At that point, he asked Mark to let us know what happened so we wouldn't sit on the fence. Later that evening, Joan was checking emails and a message from Mark changed our lives. The message stated that everyone loved the car, but no one brought money, and if we were still interested, call him. So Art did! Nervously explaining that we'd like to have a pre-purchase and inspection (PPI) done on the car at Scottsdale Porsche (to which he agreed), Art sent him a deposit to hold the car. Made arrangements with Scottsdale Porsche; they looked at the car and it passed inspection. Meanwhile, Joan secured a rent-a-car and plane tickets in order for us to acquire the 911. Being Joan's first plane flight **ever**, this was getting more exciting by the minute. To fill the time until our departure, Joan saved the 20+ photos on to a screensaver in order to tease us for 2 weeks until we saw it in person. With money in his account, paperwork and a temp tag in our luggage, we hopped in our Nissan Versa rent-a-car for the one-way drive to Philadelphia Airport. An uneventful flight brought us to Phoenix Airport, where we met with Mark's brother (since Mark was out of town), who drove us to see our new baby! Upon arrival, he opened the garage door; there it sat, all shiny, full of gas, and ready to go. After only an hour and a half in Phoenix, we drove north to Sedona, on to Flagstaff, and headed east on Route 40, starting our 2600 mile drive toward home. Nothing like a 3-day drive to bond with your new car! We found it's a wonderful machine; a pleasure to look at, and now we know what all the hubbub is about. Three weeks after our return home (at the Hershey swap meet), someone left their business card on the windshield letting us know they were willing to buy if we were willing to sell. At that point we knew we'd made the right decision.

Sidetrack – Please Wash Me

by David Newton, Contributing Editor

I don't know about you guys, but both of my cars are disgusting. The dirty snow, salt and brine have coated the surface like fudge on gelato. I am admittedly over-sensitive to the dirt that collects on my vehicles; but they are filthy by anyone's standards.



I've always been pretty good about keeping my garage residents clean. The SUV normally gets a bath every other week or so, and the Cayman even more often. This is not because I don't care about my wife's RDX, but the color is a shade of graphite that doesn't show much dirt. Sprucing up the cars is generally reserved for weekend duty when Christine is running errands, so it's not easy to clean a car that isn't there.

This winter has been particularly brutal on all metallic complexions. I have cleared my driveway so many times the shovel is worn to a nub. And I have a BIG driveway; two bays wide and 70 feet long. That's roughly 2000 square feet of asphalt. With my postage stamp yard, I literally have no place to stockpile the snow. My snow blower can handle up to a foot, but mysteriously pooped out just before the Big One this year; great timing. So I have solicited my own labor, and am now an investor in the makers of Advil. I've been taking two with my multivitamin at breakfast most of the winter.



What this means for the devoted detailer is that there is no place to wash. I do have my favorite touchless car wash, and it knocks off the heavy stuff. I'll sometimes use it before a hand wash; removing the dense film prior to being caressed by a microfiber washing mitt.

And I couldn't even drag out the hose when the temperatures went up, because the runoff forms Lake Woebegone at the delta of my driveway. I have considered using one of the concrete bays at the neighborhood carwash, but I have a boatload of cleaning apparatus to haul up there with me, and as I said I own a Cayman and the Frunk is limiting. It's still an option, but I'd rather take care of the cars in my own environment; one that is (normally) set up for it.



I should mention that the frequency by which I wash my cars (particularly the Cayman) borders on criminal; it's not how many times a week or month that they are cleaned, but how often per mile. It's regrettably easy to calculate. I drive my Porsche about 10,000 miles a year and average a car wash a week; more in the summer and less in the winter. That's just less than a wash every 200 miles, or somewhat more than once per tank of gas; a bit embarrassing.



I still cringe getting into a filthy car when it's this bad, and I'm self-conscious getting out of either car in public. When I run into someone I know, I feel the need to explain or make excuses. I know they don't care. They may wonder why I do, or they just look for exits from the conversation. Although a warming trend has begun, it has brought rain. So another weekend will pass as layers of film collect on my cars. And until this godforsaken weather breaks, I remain at the end of a very short rope.

Side Track - continued



Photo by Michael Langer

Yes, this is a photo of a Porsche. ARRRGH!

At least we can identify that this is indeed a Porsche, Spring **IS** coming.



Photo by Joan Rohrbach

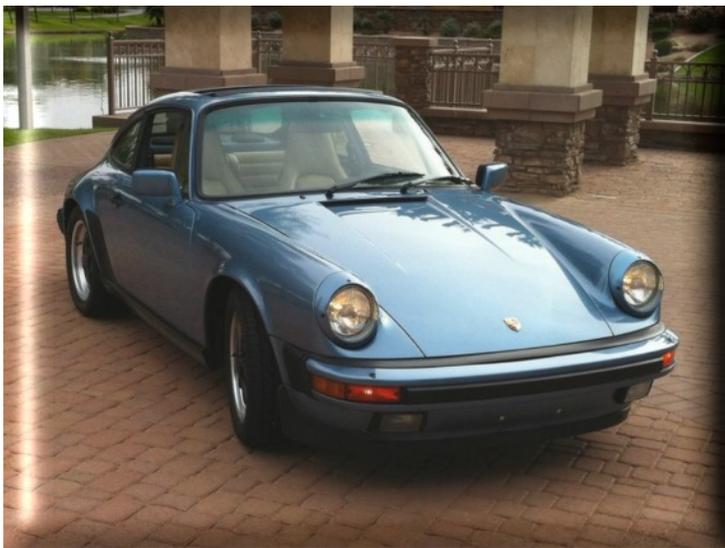
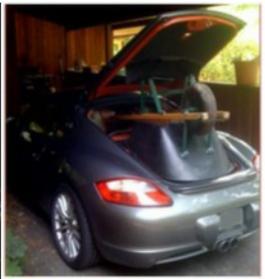


Photo by Joan Rohrbach

Now this is more like it! Another shot of our April Porsche of the Month as is the photo above.



SHIFTS & GIGGLES

BY JEFF WALTON, CONTRIBUTING EDITOR

Kids today....

how many of you vowed you would never utter those words? Well there are exceptions to every rule and I'm not going to talk about their body art or piercings or wearing computers on their faces or their narcissistic tendencies regarding social media or even their gluten and peanut allergies. What I want to talk about is something that is lacking and no I'm not taking about respect for their elders, I'm talking about their lack of yearning, a yearning that was embedded deep within me at an early age. This yearning was to be free, to be allowed to roam the neighborhood without a care in the world; leaving the house in the morning only to return in the evening letting our imaginations run wild. This roaming naturally led to a yearning to go farther, which naturally led to the yearning to drive, to drive a car, my own car and explore the world on my own.

I could remember the days of old, counting the days, which turned into years, until I would be able to get my driver's permit, and then true freedom - my driver's license. The counting started around the age of eleven but my infatuation with the automobile was distilled way before that. It probably started when I was a little tyke with my first Fisher Price plastic auto and later moved into Matchbox Cars and (of course) Hot Wheels, and using my own imagination of car chases gone awry. Later, this yearning was cemented in my life when we moved to an old farmhouse and on the property there was this ginormous barn - a barn where my father collected cars like I collected Hot Wheels. He would fix them and sell them for a quick buck or two and I would help where I could. There was nothing truly amazing, just Chevy trucks, Novas, 60's thunderbirds and what-not; oh and my Mustang and Cougar in which I had illusions of grandeur with the thought of rolling into the student parking lot all hot-rodged out on the very first day I got my license. But no, that ride was reserved for my parents' 74 Grand Torino station wagon - medium lime metallic green mind you - though pea green in my mind.

But like I said before, leading up to that day

was a yearning to drive and to drive anything I could get my hands on. As a kid I had all the typical modes of kid-like transportation at my fingertips: sneakers, roller skates, big wheels, green machines, skateboards, bikes, mini-bikes, go-carts; basically anything with wheels. I'm forgetting one on purpose because it wasn't really a mode of transportation as it was a chore. When you have five and a half acres of fields that are trimmed to golf-like quality you packed a lunch when you had to cut the grass - so it was definitely a chore. It was a chore I hated because it took an entire day out of a dwindling summer vacation but over those thousands of acres of fresh cut grass I honed my driving skills all while pretending to be A.J. Foyt, lapping other drivers at Indy. I learned steering by maneuvering around rocks, ruts, and roots, I learned acceleration and the faster I went the faster I got done. I learned braking, shifting, turning radius, slope gradients, cornering, fuel consumption, geometry, weight ratios and I learned all of this prior to learning to drive a car. I learned all of this way, way before I even turned 16, and I did it without a joystick or gamepad in my hand. I learned by actual tactile feedback and true consequences unlike today's youth that thinks they can barrel down a highway at seventy-five, hit the median, bounce off a tractor-trailer, hit another vehicle head-on, and walk away by hitting the reset button.

It's a fact that the youth today isn't as interested in driving as the older generations. There could be many reasons for this like the codling of our youth, wrapping them in bubble wrap, striving for academic excellence at every waking hour, and taking away their rite to just be a kid... and doing chores. Or maybe it's because they are too busy being chauffeured to soccer, field hockey, recitals, baseball, boy scouts, pirate themed birthdays, and school, that how they get there is unimportant to them. They sit with their headphones on or watching the back of a headrest with the latest Pixar classic in constant loops. Their lives are so structured they don't have the freedom to roam without purpose.

Shifts & Giggles - continued

So maybe they look at driving as a chore or just a method to get from point A to point B and they see no fun in it; they don't see the freedom that driving can bestow on them later in life and that really is a shame. Now looking around I do see exceptions to that rule, and I have to look no further than our Riesentöter family, but overall the yearning to be free and to drive is subsiding. Hell, even the car manufacturers are taking more and more responsibility away from us. Manual transmissions are all but gone, cars brake themselves, they even drive themselves.

We need to wake up the youth before it's too late, before we are mindlessly shuffled to work and home via some elaborate electronic roadway system. We need to bestow that forgotten yearning to roam the countryside with no purpose. We need to teach them that taking the long way is sometimes a more magical experience as you explore parts unknown. We need to give them the freedom of the open road and to just drive before some computerized voice states - "You have reached your destination," and you didn't do one damn thing except open the door and get in.



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Technically Speaking- Direct Fuel Injection

By Chris Andropoulos, Tech Editor, Santa Barbara PCA Region



Every vehicle that Porsche currently offers is powered by a direct fuel injected (DFI) engine; even the Cayenne Diesel features a high-pressure diesel injection system that is very similar to gasoline DFI. Fuel economy standards in the US, European Union, and elsewhere are ever increasing, and most automakers have switched to smaller, more efficient DFI gasoline engines that are often turbocharged. The average DFI engine consumes 10-20% less fuel than a comparable engine with conventional port fuel injection, while offering increased performance. This month's tech column will examine how DFI offers such benefits, and will discuss service and reliability concerns as well.

To fully understand DFI, a brief recap of traditional port fuel injection is instructive. Porsche itself was a pioneer of electronic fuel injection (EFI), offering it as standard equipment in the 4-cylinder 914 of 1970. In a typical EFI system, an electric fuel pump draws fuel from the storage tank and pumps it to the fuel injection rail(s) mounted on the engine intake manifold. A mechanical fuel pressure regulator determines the fuel pressure, and is mounted either in the engine compartment or inside the fuel tank in newer fuel systems. The fuel injector valve of each cylinder is mounted upstream of the intake valve(s), between the fuel rail and intake port.

Each fuel injector contains an electrical solenoid that opens the injector valve when signaled electronically, allowing pressurized fuel to spray in a fine mist from the injection nozzle and into the intake port. Each injector is activated during the beginning of the intake stroke of its corresponding cylinder; the vacuum in the cylinder draws the air/fuel mixture past the open intake valve(s) and into the combustion chamber, where the mixture is compressed and ignited by the spark plug as in any gasoline engine.

An electronic control unit (known as the Digital Motor Electronics control unit or DME in Porsche-speak) contains drivers that activate each fuel injector at the specified interval. The DME control unit monitors input signals from various electronic sensors that measure intake air quantity and/or intake manifold vacuum, engine RPM, throttle position, engine temperature, and more. Based upon these input signals, the DME determines the optimal quantity of fuel to be injected during each intake cycle by altering the amount of time that each injector is open (known as pulse width). The desired air/fuel ratio for optimal combustion

during any operating condition can be maintained for maximum performance and low exhaust emissions.

Electronic fuel injection offered vastly improved fuel efficiency and performance when compared to traditional carburetors and mechanical fuel injection systems. Porsche used EFI in all of its vehicles from the mid-1980s onward, as did most other manufacturers. Advancements in electronics and computing power during the ensuing decades allowed forever more efficient and responsive EFI systems. Despite the new heights of gasoline engine power output and efficiency achieved during the 1990s and 2000s, there were stringent fuel economy standards on the horizon that EFI engines simply would not be able to meet.

By the 2005 model year, Volkswagen/Audi had introduced the first volume-production DFI system on its 2.0T turbocharged 4 cylinder engines. In typical fashion, Porsche first put its own DFI system through its paces on the race circuit by installing it in the RS Spyder prototype racecar of 2005-2010. Porsche's production DFI system debuted in the 2008 model year Cayenne. The 2009 911 Carrera (997) and Boxster S/Cayman S (987) models followed suit (the base 2.9 liter 987 retained port injection), along with the 2010-2012 911 (997) Turbo. All Panameras use DFI, as well as all 2012 981 Boxster/Cayman and 991 911 models. The recently introduced 991 GT3 brings DFI to Porsche's racetrack-ready thoroughbred model.

Despite the meticulous engineering and careful calibration of modern EFI systems, a small amount of fuel is wasted during each injection cycle. When fuel is injected behind the intake valves, a small amount of fuel condenses on the interior walls of the intake ports and cylinders.

DFI systems inject the perfect amount of fuel directly into the combustion chamber of each cylinder, which maximizes fuel efficiency. The finely atomized mist of fuel creates a cooling effect in the combustion chamber, analogous to the evaporation of sweat from human skin. This allows for a higher compression ratio and improved engine performance. The fuel cooling affect is a particular boon to offsetting the extra heat produced in the combustion chambers of turbocharged engines.

Due to cost and technological limitations, DFI was not feasible in mass-produced engines until recently. The main barrier to DFI had been the extremely high fuel injection pressures required to inject fuel directly into the intense environment of a combustion chamber while maintaining fuel atomization and a precise spray pattern. Conventional EFI fuel pressures are typically in the 30-60 PSI range, while direct injection requires considerably higher pressure of 500-2,000 PSI!

Technically Speaking - continued

To achieve such high fuel pressure, gasoline DFI systems use an engine-driven mechanical fuel injection pump to pressurize the fuel, much like that of a diesel engine.

Similarly to a conventional EFI system, an in-tank electric fuel pump delivers fuel from the tank to the engine, typically at 60-75 PSI. Most Porsche DFI engines feature a single high-pressure fuel pump driven from the end of one of the camshafts. The high pressure pump has either three or six pistons to pressurize the fuel to the extent required for direct injection, which is usually about 500 PSI at idle, and almost 2,000 PSI at maximum RPM. A pump-mounted, electronically controlled flow valve regulates the volume of fuel flow from the injection pump to the high-pressure fuel rails. Fuel pressure sensors on both the low and high-pressure circuits ensure that both are within specification at all times. The DFI fuel injectors like the one shown above, on Porsche engines are solenoid valves, but are much heavier duty than conventional injectors. Because of the massive spring pressure required to hold the injector valve closed against 2,000 PSI of fuel pressure, a full 75 volts are required to open the injector! The DFI electronic control unit contains voltage boosters to increase the required output voltage from the nominal 12-14 volts of the vehicle's electrical system. The cycling of the heavy-duty injectors is the source of the diesel-like clatter that is sometimes audible from gasoline DFI engines at idle.

Another advantage of DFI is its capability of multiple fuel injections per cycle into each cylinder during certain engine running conditions, as the fuel injection is not dependent upon being drawn in by the intake stroke of each piston. Porsche's DFI engines use either double or triple injection during full throttle at lower engine RPM to optimize combustion, and then switch to a large single injection pulse at higher engine speeds. When the engine is cold started, a second, late fuel injection pulse at the end of the compression stroke is used to rapidly heat up the exhaust and achieve quick catalytic converter warm-up. This allows for elimination of the secondary air injection system that was necessary for rapid catalyst warm-up on previous EFI Porsche engines (except on the 997/991 Turbo and the new 991 GT3).

Besides the precision injection pump and high-tech injectors, the DFI electronic control unit is largely responsible for the increased cost of producing a DFI car. Because of the multitude of fuel injection strategies possible, the amount of processing power and software programming is increased exponentially over that of an EFI/DME control unit. The advanced microprocessor and aforementioned voltage boosters for the injector drivers dictate that the control unit be mounted on a heat sink for heat dissipation.

Porsche's DFI systems have proven to be largely reliable thus far, likely because the system was race-proven before its installation in road cars. There have been some failures of the Cayenne/Panamera high-pressure fuel pumps while under warranty, but this problem is not widespread. If high-pressure fuel pump failure occurs, the engine will continue to operate via the low pressure circuit in a reduced output "limp-home" mode.

One advantage of traditional port EFI systems is the ability to clean the backsides of the intake valves with either the injected fuel or by using fuel injection treatments such as Techron. In DFI engines, carbon deposits from oil vapors present in the intake manifold can build up on the intake valves. Severe carbon deposits can impede the flow of intake air, which causes rough engine running and reduced power output and fuel economy. The required repair is to remove the intake manifold and clean the carbon from the intake valves, either manually or with a walnut shell blaster. This is a common occurrence in VW/Audi and BMW DFI engines in particular.

Thankfully, carbon buildup does not seem to be prevalent in Porsche's DFI engines thus far. This is probably due to Porsche's superior intake and breather/crankcase ventilation designs. Manufacturers' long oil drain intervals are also culpable in the severe carbon buildup problems of Porsche's German rivals. It is strongly recommended to change the engine oil every 5,000-7,500 miles or once a year. This prevents the oil from becoming acidic, which can increase blow-by emissions and creates the potential for increased carbon buildup on the intake valves.

Spark plug maintenance is also critical in DFI engines. Everything in a DFI combustion chamber is designed for a perfect burn of the air/fuel mixture, from the piston shape to the fuel injector placement and spray pattern to the spark plug location. Optimal DFI combustion depends on a precise spark "kernel" from the spark plug to provide a uniform burn of the fuel; a worn spark plug may not be able to provide this. Spark plug replacement intervals of modern EFI engines had increased to 100,000+ miles due to advances in spark plug technology, but the precision requirements of DFI engines have changed maintenance requirements. Porsche's spark plug replacement intervals are 40,000 miles for normally aspirated engines, and 30,000 miles for turbocharged engines.

Chris Andropoulos serves as the technical editor for the Santa Barbara Region's newsletter "Der Auspff" and is the Service Manager and a technician at Schneider Autohaus in Santa Barbara. Chris is a lifelong Porsche "nut" and is fascinated with and knowledgeable about all Porsches, from 356s to the latest GT3s. When he's not racing his daily-driven 944 Turbo at PCA and POC track events, he can be found enjoying the beaches, ocean, and mountains of beautiful Santa Barbara.

Amelia Island's Concours d'Elegance

By Wayne Fitzgerald

The first weekend in March is always a good time to escape winter's cold and experience spring, if only for a few days. In the beginning of March is when Amelia Island's Concours d'Elegance is held in Florida. If you have never attended, you should mark your calendar for next year when they will celebrate their 20th Anniversary. On Sunday, the car show is held on the 10th and 18th fairways of the Ritz Carlton Golf Course, but there are many fan activities leading up to the big event. There are three auctions on Friday and Saturday, with previews held the day before. At each of the three auctions about 100 cars are up for sale. This year I attended my first auction preview at Gooding and Company. I arrived in Florida on Thursday morning, looking for one special car, a 1956 BMW 507 (one of only 252 manufactured). When I was in college, I was the tech-inspector for the school's sports car club when we held an auto-cross event. I had a brief ride and got to examine this very car in 1974. When I was checking the auction site, I saw a name I recognized; it was the name of the car's previous owner. I knew I had to revisit my past.



For those of you who aren't familiar with the 507, it was built from 1956 to 1959. It was an aluminum block V-8, 2 seat convertible, and BMW built it to compete with the 300SL "Gullwing" Mercedes-Benz. The 507 was designed by Albrecht von Goertz who also designed the Datsun 240Z. Elvis Presley owned one and gave one to Ursula Andress who starred alongside him in *Fun in Alcapulco* (1963).

There were many others beautiful cars in Gooding's three large tents. The star of the auction was a 1968 Porsche 907 Longtail. One of 8, it was the first Porsche ever to win a 24 hour endurance race. It sold for \$3,630,000.



There was a 1959 Porsche 718 RSK that sold for \$3,300,000.



Also auctioned off, was a 1973, 911 Carrera 2.7RS Lightweight. It was beautiful in a white and blue livery and more affordable at \$1,402,500.



Amelia Island's Concours d'Elegance - continued

While there were other Porsches for sale at Gooding, none were as appealing as the 1963 356 Carrera 2 Coupe, and it could have been yours for only \$550,000.



While at the auction, I was introduced to Weldon W. Scrogam, (G & W Motorwerkes, Ltd.) the man who would be judging the Porsche division at Sunday's Concours. I felt badly that I did not make it to the RM auction preview the next day, but family commitments had me 3 hours further south. I missed seeing a 1986 Porsche 959 "Vorserie" go for \$687,500 and a 2005 Porsche Carrera GT in a striking, yellow hammered at \$487,500.



The star of the RM auction was a stunning 1939 Delahaye that sold for over six and a half million dollars.



There are so many more activities than just drooling over expensive cars. There were tours that drive you around the Island with other vintage cars. There were test drives where you could check out the latest offerings from anyone of a half dozen high end car makers. Then there was the Porsche Driving Experience where you would drive your Porsche in an autocross at the airport and then be given a ride along" with a famous racer in a new car down the runway at speed. Ahhhh...maybe next year!

If none of this sounds appealing, you could attend one of two lectures. One was about "The Great Offy Drivers" moderated by Indy 500 Winner Johnny Rutherford with a panel of drivers to include Parnelli Jones, Al and Bobby Unser, who have won in Offenhauser powered cars and David Hobbs, British former racing driver. The other seminar was "The Merchants of Speed"; the panel included Ray Evernham, an American consultant for Hendrick Companies, Bobby Rahal and Bob Tullius long time race car drivers, among others. There were also book signings, cocktail parties and a dinner for Jochen Mass, 2014's honoree.

Not everything had an admission fee. On Saturday morning there was "Cars and Coffee" on the golf course where attendants could bring in their classier, exotic cars (over 250 in all) for the public to view. Oh well, maybe next year.

On Sunday, I returned to Amelia Island bright and early for the "big" day. There were over 300 amazing cars on display, everything from a 1960 Fiat Jolly "the Beach Car Class", to a brand new McLaren P1 along with 15 other famous McLarens. There was something for everyone. Packard concepts cars were there and the "Plastic" Porsche with the fiberglass-shelled Zuffenhausen Racers, from 904s to 907K, two 908s, a 909, a couple of 917s and last but certainly not least a 956 and a 962 from all over the globe they gathered, even one from the Porsche Museum. Also making its first U.S. appearance was the new 918; there was even a new Macan.



Amelia Island's Concours d'Elegance - continued

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One of the vehicles that I found to be the most interesting was a wooden "Buck", the form that Italian custom coach builder, Zagato, used to hammer out and hand make each 2003 limited edition, Aston Martin, with the accompanying complete car beside it. Twenty five vintage motorcycles were also on display.



After



Before

Included in this field were a few select vendors distributing everything from British magazines to women's fashions and designer telescopes.



I saw, as I walked the show, many "celebrity judges" mingling about from Peter Brock to Derek Bell to the Keno Brothers from Antiques Road Show. Did I mention the vintage fly-over of a Lockheed Electra (Think Amelia Earhart)? What a day! If you can find your way to Northern Florida next March, I would be happy to join you for this wonderful long weekend.

That afternoon back to reality, I climbed into my wife's Honda Civic and drove non-stop back to Philadelphia in 13 hours; Florida is closer than you think!

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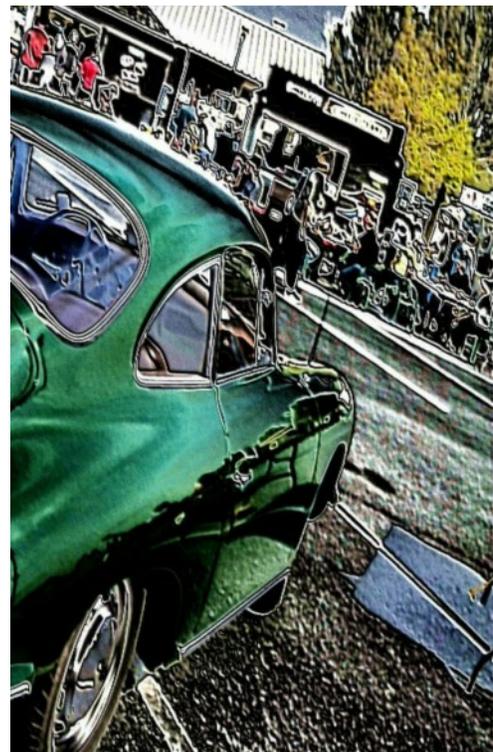
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Modifications

By Dave Hathaway, Editor

Three issues ago I started a new feature that would highlight some of the modifications that I've been making to my 2014 Cayman S since I purchased it last October. The modifications that I'm gradually making can be done to most other Porsche models. My hope is that my efforts can inspire you to explore the options that are available to you to further enhance your Porsche by showing you what's possible.

Additional future modifications that I'm considering include adding a third radiator, new performance muffler from FabSpeed, as well as exploring the 3.8 liter 911 engine swap package that is being offered by BGB Motorsports out of Florida. Before jumping into any of these modifications I need to do quite a bit of research and long term planning. Making significant changes of this type can affect the resale value of the vehicle and Porsche dealership may not be able to certify it for a trade in. So I need to weigh my options and decide how long I will be keeping the car for before embarking on any of these projects.

One of the selling points I made to my wife when I had decided to buy my first Cayman was that it actually a great deal of storage space for a sports car. We had never owned a car without some sort of backseats no matter how minimal they were. So when my wife saw my salesman actually get into and fit in the "frunk" of the Cayman, she was amazed. While I have not put a wheel barrow in mine like Jeff Walton, we have used the Cayman to bring home a large amount of paper goods like paper towels and toilet paper from shopping sprees at Target. We have even used it for several long road trips with plenty of room for luggage and the occasional purchase made along the way.

While the storage areas in the Cayman are generous, they are somewhat unprotected and require some finishing. Luckily this can be accomplished with a few purchases and very little effort. And like many of the modifications I'm doing, they are relatively inexpensive. Again these modifications are available for many Porsche models. Technically speaking these are modifications since I'm not altering the performance of my car, I'm simply enhancing my car. Call them what you will, but here is what I did to my storage compartments.

The first thing I did was to purchase a custom "frunk" lid liner from the Lid Liner Corp. This company did go by the name Das Schild. The company has moved to Florida, but manufacturers the same high quality merchandise as they did before. The parts they make are often referred to as "the missing part". Once you see what I talking about you instantly ask yourself "why didn't Porsche just put these on every car?" The front storage compartment known affectionately known as the "frunk" is missing a

piece that would prevent luggage and purchases carried there from puncturing the metal hood if this area is filled just past capacity. This is where Lid Liner comes in.

Lid Liner makes lightweight ABS liners that easily attach with clips to the underside of the hood. When I say easily, I mean under 5 minutes with no tools. Not only does this liner protect your hood, its looks great. It looks like it should be there, hence the "missing part" reference.



Here is a photo of my 2014 Cayman S before installing the lid liner.



Here is the hood with the lid liner installed.

Modifications - continued

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I think in the time it took me to write this sentence, I was done installing it. Now I can close my "frunk" without worrying about puncturing the hood and it looks great. This costs about \$200. Lid Liner offers this product for the following Porsches:

911 Model Years 1974- 1998

986 Model Years 1997- 2004

996 Model Years 1999- 2004

997 Model Years 2005- 2009

Boxster Model Years 2005- 2009

Cayman Model Years 2005- 2009

981 Cayman Model Years 2014- Present

981 Boxster Model Years 2012- Present

991 Carrera Model Years 2012- Present

Prices vary by model and the in the case of the Boxster there are actually two pieces, one for the front and one for the rear. You can purchase the lid liner directly from Lid Liner Corp. or buy them from SuncoastParts.com.

Continuing with the "frunk", I made two more enhancements to that storage area. First I added the front trunk liner shown below.



This luggage compartment liner is made of high-density black polymer that is water proof and washable. It comes with sides handles so you can lift it out easy. You can purchase this liner at SuncoastParts.com for about \$200, and it is available for the following Porsche models:

981 Cayman Model Years 2014- Present

981 Boxster Model Years 2013- Present

991 Carrera Model Years 2012- Present

991 911 GT3 Model Years 2014 and newer

991 911 Turbo Model Years 2014 and newer

Lastly for the "frunk" I added the Mobil 1 Oil Bag shown in the above photo. This bag is zippered and will fit one quart of oil along with a rag. It also has Velcro on the back so you can easily attach it to any carpeted area without permanently mounting it. You can purchase this at your dealership or at SuncoastParts.com for less than \$15.

For those of you with a rear storage compartment like my Cayman, protecting it is just as easy. Once again I found a great solution from Suncoast Parts. I ordered the Rear Trunk Liner. This liner is made from a water proof washable flexible plastic. It fits snugly in the rear truck, but can be removed quickly for cleaning or to lighten the weight of the car at a DE event. This item is available only for the newer (2014 and newer) Cayman models, and can be purchased for about \$135.

Modifications - continued



For about \$415 or less (\$550 for you fellow Cayman owners) you can not only protect your storage compartments and any cargo you transport, you also in my opinion enhance the overall look of your Porsche. After I purchased all of these items I couldn't for the life of me figure out why Porsche doesn't sell these items except for the Mobil 1 Oil Bag, at the dealerships. Heck I would have bought these items the day I picked up my car. But then again these items would be a perfect storage package as an option when you order a car. Have fun accessorizing your Porsche.



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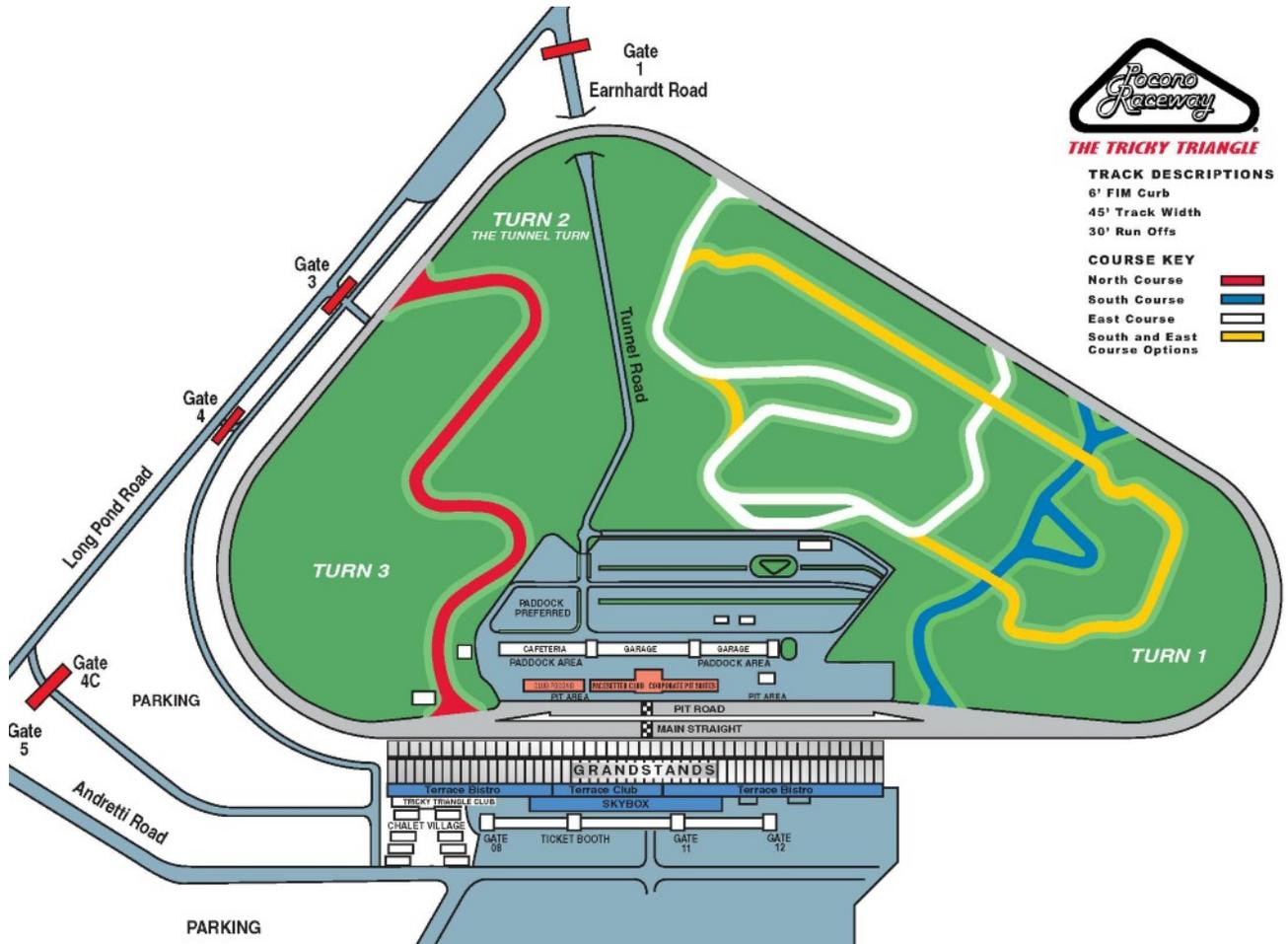
Drivers Education- Pocono International Raceway

Ofer Tal, RTR DE Enthusiast

For our next track outing, we are heading to the "Tricky Triangle", better known as Pocono International Raceway, which is located in the heart of the Pocono Mountains (our home turf). I never understood why they called it the Tricky Triangle, but for me the trickiness comes from the weather. You never know what the weather will be until you get there, and sometimes it could be that while the sun is shining at the paddock, it rains on the track. At first, I was scared of the rain. How can you do a High Performance driving at high speed when it rains? The two don't go together. I

As you enter the race track through the same gates NASCAR and Indy teams enter, it feels different. This is not some small track venue - this is Pocono, where the Pros drive! And it shows everywhere. There's the track entrance decorated with Hall of Fame names, the never-ending grand stands with almost 77,000 seats sitting by the track like a 6-year old playing cars, the victory lane stage (yes, I took a picture or two here) and the stock race cars parked nearby. You just feel it everywhere; this is the real thing.

Sessions are about to start. You slowly roll the car past



was wrong, and I learned just how much here, at Pocono on a stormy, rainy and foggy day, as I pushed my RWD drive car through the twisting corners of the Pocono North track, and learned to appreciate what the car can do and how much I, as a driver, can do with just a little bit of confidence. Since then, I consider rain driving a separate aspect of Driver Education and actually looked forward to it as I climb the Pocono hills toward the Tricky Triangle.

the \$8-a-gallon race fuel station towards the session starting point. One last safety check and the green flag is waved. Starting on the wide banked NASCAR portion of the track you get a first hand appreciation of how wide the NASCAR tracks are; these things are huge! As you accelerate and quickly hit the 100 mph mark it still feels like 70 mph on the highway. That's because the track is so wide and objects on your sides are passing at a relative slow pace. This all ends abruptly as you end the banked section and get about a foot from the concrete and fence barrier at 130 mph aligning the car

Pocono - continued

car to the left of the track to begin entry into Corner One. You're so close to the fence you can hear the poles whistle through the open window: wish-wish wish. A second later you pass the big black and white lettering P-O-C-O-N-O and the yellow "Sprint Cup Series" sign and can't help but think this is just like Days of Thunder! But unlike Cole Trickle (Tom Cruise) I'm not watching racing on ESPN - I'm doing it!

No time for daydreaming as the fast right hand Corner One is here. At such high speed, turn smoothness is key; no sharp movement or the car will feel like a baby's cradle swinging from side to side. You're off the wide NASCAR track and onto a much narrower road course. Once the car is aligned to hit the apex and the entrance to Corner Two is in sight, its back to the throttle for just a second or two. And then the first real test for the brakes; hard on the pedal, downshift while entering the corner. Corner 2 is a late apex right hander corner. Patience is the key here. If you don't have it, you will stroll along the track inner edge for a good two seconds at a Prius-like speed. This drove me nuts the first few times, until I listened to my instructor and waited for the right moment to turn "into" the corner. Once I started getting the thumbs up from my instructor and began exiting the corner at higher speeds, that corner quickly earns the title "my favorite of the track".

The late apex straightens out the exit path of the car, allowing me to apply the accelerator earlier. This increases my exit speed, and in effect, lengthens the straight which allows for higher speed at the end of the straight. So now, as the car comes out of the corner aimed at the exit cone is the moment we all love! Foot in all the way on the gas to wake up our sleeping ponies and they never fail to put a smile on my face. I just love that roaring sound! The straight section following Corner Two is a great passing opportunity. And while I was giving plenty of pass signal while learning to master the corner, it is now time for me to take some passes from all those still stuck in Prius-mode.

Like all good things, everything comes quickly to an end because Corner Three is here and it is time to hit the brakes again. Align the car on the right side of the track and start your turn at your mark. This turn has some markings on the pavement to help newbies like me align the car perfectly to hit the apex and out cones. I'll take that...

As the car accelerates coming off Corner Three, there's only a short straight to gather speed and it becomes a test of quickness in shifting from straight acceleration into brake cornering. Corner Four is a hard right, late apex turn. To maximize the speed you aim the car to enter the corner as if you are going to have an agricultural experience in the open field surrounding the track. As you follow your instructor for the first time (aimed at the fields) you are certain he had a few too many shots the night before. But past experiences taught you to trust these guys. At the last possible second, as your instructor screams "turn now" hoping you haven't closed your eyes and your left front is about to kiss the green grass, you break the wheel hard right and begin your corner, followed immediately with an acceleration.

Next is an off camber stretch, half straight, half curved, which means that the road slopes towards the outside of the turn. It makes the car want to slide towards the outside and your tummy feel like there is nothing under the car. The off camber corner combined with a concrete wall at the far end of the upcoming NASCAR track make this last corner of the lap a bit scary. Don't want to take it too wide and leave some paint on that pretty NASCAR wall.

And as for the Tricky Triangle, I learned that is for the three different turns; turn one steeply banked and has the fastest entry speed, turn two (the tunnel turn) is more like a high speed kink than a turn, and it has a bit of banking, and turn three is the longest and flattest turn on the track. Three completely unique turns with different apexes and approaches to getting through each corner. So, that's why they call it the "tricky" triangle. Can't wait to do more of the Triangle when the club returns in September!



MARKTPLATZ

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

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If you have any questions or you would like to purchase these tires, please contact Mary Riker by e-mail at: rikerspa@aol.com

1999 Porsche Boxster

Arctic Silver/black/black, 5-speed manual transmission, traction control, 7" Boxster wheels, HD factory suspension, remote alarm, 46,668 miles, dealer maintained w/ records, original owner, garaged, no snow, new mats, bra. The car needs nothing. Asking \$12,800 OBO. Fred Bonsall, Bethlehem, PA, (610) 866-0505, fbonsall@bsaia.com.



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Riesentöter Region, Porsche Club of America

Moto - Trivia

Anyone know any details about this car? Looking for production years and it's replacement. 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 picture was correctly identified by Vi as a 993. These were the last of the air cooled 911s and the body was penned by Toni Hatter.



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