

DER GASSEER

September 2014



Riesentöter Region

www.rtr-pca.org

Aus des Präsidenten

(From the President)

As president of Riesentöter, one of my jobs is to represent our club on a national level. I have learned that things can get quite murky when dealing with the National Executive Committee and their lack of openness towards policy making. If you have read our meeting minutes from the past months (posted on the forum for all to see), you can see Riesentöter is trying to create a charitable foundation (501c3) in order to play a bigger role in teaching our teens to become safer drivers through the Street Survival program. We are trying to model this after the very successful BMWCCA Foundation. We seemed to have hit a brick wall at the national level but as John Paul Jones once stated – “I have not yet begun to drive,” or something to that effect.

Anyway, the point I want to stress – this is your club and that the Riesentöter Executive Board is committed to serving you and your members. We are an open book, and we encourage you to read our meeting minutes to find out what is happening behind the scenes. We also encourage you to ask questions, express your concerns, and entertain us with your ideas. We encourage you to come to our monthly meetings where you can engage many of the executive board members in one-on-one conditions. We are also available through email, or at many events that speckle our calendars.

Just keep in mind that we are volunteers and we are human; we can't move mountains alone. Many people love to complain, but very few actually want to roll up their sleeves and get down to business. Case in point – I know many of you would love to see Der Gasser in your mailboxes again, but unless we get a volunteer to track down \$30,000 plus a year in advertising to offset the cost of printing and delivery, please continue to click and read Der Gasser on our award winning website – (BTW, we won first place in our class at this year's Porsche Parade).

Drive it like you own it,

Jeff Walton

President, Riesentöter Region, PCA

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— On the Cover —



2014 911 taken by Scott Duvall at Porsche of the Mainline.

DER GASSER

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From the Editor's Desk:



Like some of you, I was lucky to be invited to attend the Porsche World Road Show in Millville, New Jersey at NJMP this past month. This was the third year that I attended, and each year there are new Porsches to drive and I came away with not only having learned more about the Porsche lineup of vehicles, but a better appreciation for all things Porsche further strengthened.

This year was even more special as we were able to drive four very exciting new models: the Cayman GTS, Boxster GTS, 911 Targa, and the Macan. All four of these cars were amazing. The Macan much to my surprise drives like one of the sports cars in the Porsche lineup, and is a great smaller SUV. I think that there may be one in my wife's future. The iconic 911 Targa looks amazing with or without the top, but the showstopper is when you see the how the top retracts into the rear; what an engineering marvel. We were able to drive one on the track, but not with the top down. There was another one that was on display that was used to demonstrate the roof system. I could sit and watch the roof go up and down all afternoon (I know, I need to get a life). This is another Porsche I could see my wife in, say in sapphire blue.

The last two cars (the Cayman GTS and Boxster GTS) were really the ones I wanted to drive on the track and very badly. Since I was unable to find a guest who was available to go with me, this meant I would get to drive twice the number of laps as everyone else had a guest in their car. While I couldn't really tell the difference in power between my Cayman S and the Cayman GTS (the Cayman GTS has 10 additional horses), the difference was evident in the appearance of the new GTS. The front is framed by a new grill area, and lights with trim in black. The rear of the GTS has a diffuser (that I understand) can be fitted to the Cayman S. See where this is going? The interior is adorned with seating in a combination of leather and Alcantara and deviated red stitching. The headrests and the door guards wore the GTS badge. The back hatch had the Cayman GTS badge are black. When I ordered my Cayman S, I wanted the deviated stitching in red and the back hatch badge in black also, but was I told those options were not available. Now I know why as Porsche hadn't announced the GTS as of yet. I liked the GTS a lot, but I will be eagerly awaiting the rumored Cayman GT 4.

Put a bug in your dealer's ear about getting on the list for the World Road Show next year because it is the ultimate test drive.

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!!!

Richard Canupp	East Stroudsburg, PA	2007 911 S
Mark Derienzo	East Hampton, NJ	1982 911 SC Targa
Mike Doyle	West Reading, PA	2004 911
Jim Gibbons	Ambler, PA	1984 911
Richard Gould	Phoenixville, PA	2006 911 S
Jeffrey Grove	Shillington, PA	2014 Cayenne
John Hines	Souderton, PA	2014 Cayman S
Lynne Kehoe	Philadelphia, PA	2014 Boxster
Barry Kriebel	Allentown, PA	2013 Boxster
Shu Lin	Reading, PA	2014 Cayenne
Bill Linke	Media, PA	2012 911 Turbo
Mark Mattson	West Chester, PA	2011 Boxster S
Robert Palidora	Penllyn, PA	2003 Boxster S
Ian Quillman	Baltimore, MD	1980 911 SC
Mike Ruotolo	West Chester, PA	2004 911 Cabriolet
Stuart Topal	Kennett Square, PA	2003 911 4 S
Robert Turgeon	Newtown Square, PA	1996 911

RTR Membership Anniversaries

30 Years

Donald Cox
Jody Tzirlin

15 Years

Reinhardt Baudy
Kenneth Lopolito
Karen Mcelroy
Mary Miller
Terry Minkin



10 Years

Craig Adams
Wilson Borden
Mitch Bowling
Bruce Goldenberg
Trisha Hessinger
Russell Santangelo
John Stewart
Geoff Whaling

5 Years

Ginny Angus
Alexander Bilowitz
Steven Bolden
Jake Brightbill
Ruth Karras
Rebecca Malek
Pete Peluso
David Rivas
Brian Rothenberger
Harry Wallaesa
Scot Withers
Rebecca Withers

Upcoming Events

Submitted by Wendy Walton, Social Chair



September 27, 2014

Member Breakfast and Member Meeting

A member breakfast and meeting will be held on Sunday September 27, 2014 at Wyebrook Farm located at 150 Wyebrook Road in Honey Brook, PA. You've been to their BYOB wine dinners with us... now it's time to come out and join us for a breakfast membership meeting in the heart of Chester County. Breakfast starts at 9 am followed by a brief meeting and maybe a tour of the farm. Plus, the butcher shop will be open for us to take full advantage prior to opening for the public. You can RSVP to vicepresident@rtr-pca.org.

October 5, 2014

Stoudts Oktoberfest

Come join us for our annual trek to the Beer Gardens of Stoudts for their celebration of Oktoberfest. Experience the German food, music, and of course their suds. As always, we will leave from the AMC Theater parking lot at the KOP around 12 noon. Stoudts is located at 2800 North Reading Road, Adamstown, PA. You can also partake in hunting for that priceless antique, as Adamstown is the antique capital of the world.

October 10-12, 2014

PCA Club Race

RTR will be sponsoring the PCA Club Race that will be held at Monticello Motor Club located at 67 Cantrell Rd, Monticello, NY. Additional information on the race will be posted on our website www.rtr-pca.org.

October 11, 2014

Porsches, Exotics and Classics Car Show

The Porsches, Exotics and Classics Car Show will be held on Saturday, October 11, 2014 at P.J. Whelihan's located at 799 DeKalb Pike in Blue Bell, PA (rain date is Sunday, October 19). This is a people's choice car show. All proceeds will be going directly to the Eastern PA Chapter of the Juvenile Diabetes Research Foundation. For more information about the show and how to enter your car visit www.autowerks9.com RTR is helping to support this event and is looking for volunteers to help out before and during the event. Please contact David Newton vicepresident@rtr-pca.org for more information.

October 12, 2014

Dilworthtown Wine Festival

Please join your fellow Riesentoters for a scenic fall country drive through Southern Chester County's Hunt Country on Sunday October 12th. We'll have twisty roads, see some historic farms and stables, and, oh, more twisty roads. The destination for our drive will be the Dilworthtown Inn just outside of West Chester for their annual fall wine festival and car show, benefitting Chester County Hospital. New this year, in addition to the many wines, shopping, silent auction opportunities, and food offered, there will also be a tasting of a few craft beers from Iron Hill, Mackenzie's, and Victory Brewing. Details on the festival as well as advance ticket sales can be found here: <http://www.chestercountyhospital.org/cchfdn.asp?p=1210>

Now for the details -

Meet at the Dilworthtown Starbucks, 1353 Wilmington Pike, West Chester between 9:15 and 9:45 and head off for the 1 1/2 hour drive following a brief drivers meeting. We'll have special parking in the center of everything in the car show area! General admission tickets are \$40 in advance (\$45 at the door) or VIP tickets are available for \$100. Note that members are responsible for their own ticket purchase.

An option to do just the drive is also possible if time doesn't allow you to stay for the festival.

The tour runs rain or shine!

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



2014 DE Schedule

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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.

Road Trip: Annapolis

by David Newton, Contributing Editor



Annapolis Waterfront

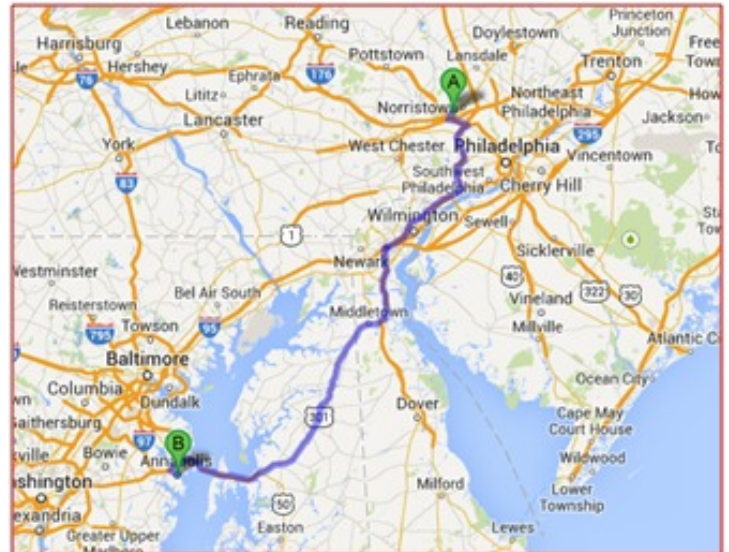
One of the main reasons Christine and I are active members in the Riesentöter club is the available social activities that speckle the days of the calendar throughout the year. Most are small investments of time; an evening Happy Hour or an afternoon car show. But some are full-blown excursions that require quite an investment of time, not only on the part of the organizers, but of the participants as well. Such was the case in the first week of August with a sold-out trip to the charming bayside town of Annapolis.

Riesentöter registered more than 30 cars; seventy or so of our most adventurous members. Likely due to the success of last year's Niagara trip, this event took no time at all to sell up. Christine and I had missed the jaunt to the big falls, so we blocked our calendars early to make certain we'd not lose the slot this time around.



Riesentöter members gather for the caravan

We gathered mid-morning in our usual King of Prussia meet-up location to collect last-minute updates, directions, and take some group pictures. At 10 am, engines lit up and in neat procession (as neat as that many cars can be), we made our way down 476 South and then to I95. Initially a rather tedious ride, but hang in there with us as it got better when we found our way through the Delmarva Peninsula via creative routing in Delaware.



Taking not quite the shortest distance between two points

At first the weather hung in there with us, but as we approached our site for lunch it began to spritz. Not a downpour, but enough for the convertibles among us to pull over and raise the roof.



Lunch break at Bridges on the Eastern Shore

Road Trip: Annapolis (cont.)

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Bridges Restaurant on Kent Narrows of the Eastern Shore might just be the perfect location for a laid-back break; tucked away like a well-kept secret. Casual on a covered porch we sat and enjoyed the setting, in no hurry as there was plenty of time...

Enjoying food, beverage and company



I'm not sure what happened in those two hours, but when we left the restaurant, our contingent hit traffic approaching the Bay Bridge that spanned miles. An annoyance that probably meant more to the clutch-leg of stick drivers than that of the PDK and Tiptronic owners, but being in the former group, I was relieved when it eventually opened up. We soon arrived at our destination; the Loews Annapolis Hotel. Mid-afternoon arrival meant immediate room availability. Dinner wasn't for a bit, but the hotel had a nice lounge; we met there before grouping for dinner.



The Loews Annapolis Hotel

When it comes to destination travel, the real estate adage "Location, location, location" holds true. We

could walk about anywhere from our hotel, and so we did. Dinner was just down the hill on the waterfront at Pusser's. We were treated to a demo creation of their specialty drink, the "Painkiller" (a concoction of rum and other assorted medicinal ingredients), and then had a delightful meal on the bay. If you needed a weekend to decompress, this place certainly qualifies.



Pusser's... home of the infamous "Painkiller"

After dinner, we took a walk around the pier to work off the calories, and poked around the shops and boutiques. The tranquil skies melted toward dusk as we wandered easily back to the hotel.



The charming waterfront view from Pusser's

That might have been the end of an otherwise relaxing evening as we were all winding down from our dinner and stroll, but a group of us entered the hotel lobby and settled into the lounge area where we noticed a large Scrabble board. Before I describe the events of the evening, I will first dispel the rumors;

Road Trip: Annapolis (cont.)

yes, your author was comped a room that night for his board game prowess. No, I did not cheat.



Scrabble: a game of cunning, intellect and dumb luck

As I mentioned, the Scrabble Board sat there in the lounge with signs of a game in progress, but not a player to be found. Before long, one of our party noticed "RTR" was a word on the board. At that moment, a delightful woman emerged from nowhere and commented that "RTR" wasn't a word. We begged to differ, sighting house rules. To which she remarked it was her house (as she was the hotel manager). A challenge was issued, and a game ensued. The stakes got higher as a free room for my win was to be paired against lord-knows-what if I lost. I will confirm my hotel invoice proves my victory and that she was gracious in defeat; a close game down to the wire.



Naval Academy Armory now used for events and ceremonies

The following morning brought us a private tour at the historic Naval Academy. I can confidently say

this was the highlight of the weekend. I presumed to be educated; maybe even surprised by something unknown to me. But more, I was entertained beyond expectation by a veteran tour guide who could not have been more charming. The obvious love of his craft came through in every aspect of delivery. It made our visit personal; intimate. He began by asking if we could detect his southern accent; "South Bronx!" to be exact. The tour was off and running...



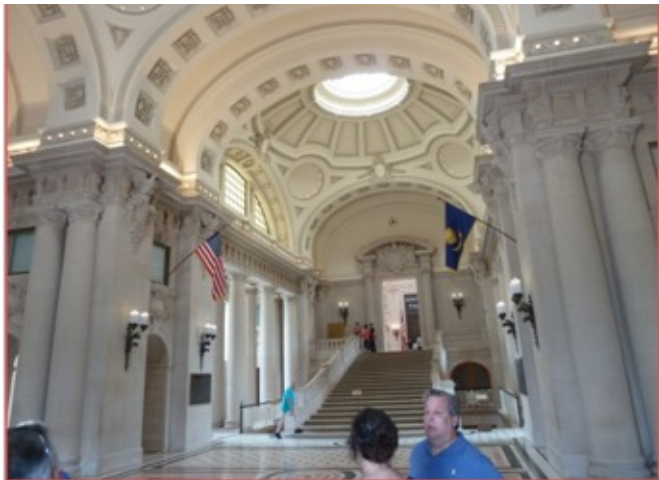
Our animated Naval Academy Tour Guide

The United States Naval Academy was established in 1845 and has grown to 338 acres (mostly over filled in land). We learned not only about the history of the school and many of its famous students, but also about the traditions and foundation for the future. We were privileged to tour the grounds; the old armory, the Navy Chapel and crypt where the well-preserved remains of John Paul Jones are interred. We strolled on Captains' Row where the esteemed officers are quartered and witnessed a wedding at the Chapel.

One of the highpoints of the tour was Bancroft Hall; the largest dormitory *in the world*. It is home for the entire Naval Academy brigade of more than 4000 midshipmen in 1700 rooms. Count those zeroes again folks, because that's no error. The structure is massively impressive and architecturally stunning. It houses the student body, officers, chaplains, and the USNA band. Within the walls are a general store, laundry, uniform store, cobbler, bank, gymnasium, and full medical and dental facilities. And it's been updated with a complete data communication network of more than 1600 miles of wiring. The dining facility (King Hall) feeds all resident meals three times a day *simultaneously*. It even has its own zip code!

Road Trip: Annapolis (cont.)

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Dorm life at the Naval Academy

Our tour ended where it began at the Visitors' Center and we parted for an afternoon on our own. It was past lunch by this time, so a group of us decided to refresh ourselves in town at the historic Middleton Tavern. Wandering the stores and shops by the water, by the time we found our way back to the hotel it was later in the day. The predicted rain had held off; a drop here and there but no need for umbrellas. The morning at the Naval Academy had caught up with us so we relaxed for a bit before our dinner excursion.

One of the nice things about Annapolis is its size; big enough for sightseeing, shopping and establishment hopping, but small enough to walk most of it. Or in our case, to partake in the free trolley service as we'd hiked enough for one day. Dropping us off at the pier, we strolled over the Spa Creek Bridge to the Chart House. We had left a bit early to get a good start



The Naval Academy Chapel hosts numerous weddings

and scope out the place. We had enough time to relax and plenty of friends to do it with. Dinner arrived in short order, and we arranged ourselves at our reserved tables. If you weren't aware (I wasn't), Chart House has 28 locations around the country. The Annapolis venue is an historic boathouse with beautiful views of the boats, dock and bay. A peaceful setting, great company and the best prime rib I've had in memory. We left by water taxi and caught the next trolley back to the hotel; a long but fantastic day.



Christine and I had to exit early the next morning and missed the Cars and Coffee some of our membership enjoyed. Annapolis is just over two hours from our area; the same distance as many shore points. But it offers much more than sandy beaches. It can unwind you like a watch spring and offers the visitor much to do. Or nothing at all; the choice is yours.

I Scream, You Scream

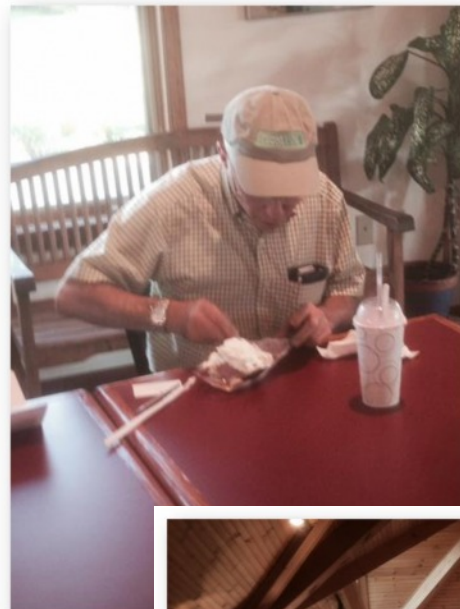
By Jeff Walton, RTR President

We all scream for ice cream, and with Labor Day fast approaching holding on to the little bit of summer we had left was probably why we had a great turnout for our first ever Ice Cream Happy Hour. Members as far as Quakertown and the southern reaches of Delaware County came with kids in tow in order to partake in the scrumptious frozen treats offered by Chester Springs Creamery at Milky Way Farm. The farmstead has 103 acres tucked away off the main route of 113 in Chester Springs and offers fresh eggs, milk, vegetables, and of course, ice cream. The Creamery started in 2001 and has been a destination for bribing kids and adults alike into being good and eating all their dinner ever since.



The happy hour started right at 5:30 and we were asked to park in the field along the pastures. As did most, it seemed it was definitely a day to eat backwards and enjoy your dessert before your dinner – I certainly did. At about 6:30 we were at full swing with a field of about twenty Porsches; everything from a 1965 912 to a few 2014 Boxsters. It was a lovely array of cars that even the other ice cream lovers not in our club strolled through in wonderment. Our members (thirty-five plus) chit-chatted about their cars, strolled the farm to see the ducks, goats, sheep, and cows, and entered the creamery to sample the succulent blend of sugar, milk, and various tidbits of homey goodness.

The ice cream is worth every mile you place on the odometer no matter where you may live. Each flavor is created by the cow that produced the milk for that particular ice cream, such as Duchess's Chocolate Supreme, Claire's Cookies n' Cream, Vicki's Vanilla Fudge Ripple, or Belle's Blueberry Cheesecake. The list seemed endless, but I made a fast choice supplied by the Duchess and Classic's Rich Coffee in a waffle cone.



Supreme and rich could not have better describe it. Now Stu Ockman on the other hand played his cards right... we stepped up to the plate and ordered a banana split (a staple in any Ice Cream Shoppe) accompanied by a milkshake to help wash down the whipped cream and chocolate sauce – that's how you enjoy a Riesentöter Ice Cream Happy Hour.

As the sun started to set and the hot air balloons floated in the distance, we said our goodbyes to our family members, Porches, and to the lovely summer that was nearing its end. It was a good day.

Porsche World Roadshow

by David Newton, Contributing Editor

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You can argue the virtues of Porsche as a company; the quality and significance of their vehicles in the automotive marketplace. You can dispute Porsche domination in racing, or their impact in commerce as a leading manufacturer of sports cars. After all, these topics are debated everywhere, in the media, in the showroom, and on racetracks around the country. What you can't dispute (with any sense of rationality) is that Porsche knows how to put on a show. More specifically, the Porsche World Roadshow (PWRS).



Porsche World Roadshow welcome tent

The PWRS is a joint effort between Porsche, their dealer partner network and advertisers. Without the dealer relationship, the event has little meaning. Porsche branding is nothing if the network of dealers isn't there to provide support and service. And without this alliance, without the invitation provided to me by Porsche of the Main Line, I would not have had the chance to drive these outstanding cars.

To provide a little background, I am not unfamiliar with the PWRS, but I am no less appreciative. This is my third year attending the event held at New Jersey Motorsports Park (NJMP) in Millville, NJ. And each year they somehow outdo the previous.



The crowd-pleasing Macan in an outdoor showroom

The event is by invitation only. Four of us set out on an early Sunday morning in August. Our eight o'clock rendezvous at the Starbucks in Dilworthtown Crossing (a favorite meeting place, and location of the West Chester Cars and Coffee) was due more to restless enthusiasm than necessity. Our team consisted of me, fellow Riesentöter members Corey McFadden and Bryan Papillon with his son-in-law, David DiCecco. We had an uneventful drive, and arrived in Millville more than an hour early (which suited me just fine); a quick breakfast would fuel us up for the day.

The NJMP parking area looked like a surplus lot for Porsches of all makes and models, so being prompt had its rewards. We registered first, and then watched as 911s, Caymans, Boxsters and assorted other non-Porsche iron filed in. We could hear the earlier session run through their paces as our own anticipation peaked.



A parking lot display of Porsches

Porsche World Roadshow (continued)



Macans and Panameras poised at the autocross course

The format seems to change slightly every year, but there is consistency in the delivery method. The large welcome tent dedicated to the tasks of registration, refreshments and presentation is more of a portable conference facility, complete with hard flooring and air conditioning. We assembled in the theater area to receive some initial instruction and precautions. Even though these cars are built for the track, there is an inherent danger that comes with combining speed, power and (mostly) novice operators on a racetrack. The message was clear; be safe. Be aware. Be focused. A fun day can turn to something much less, if just one driver deviates from these directions.

Our 2014 Porsche test fleet for the NJMP Lightning track



Every year I sit on one side of the theater room, and every year they split the group in half, and I end up on the track first. Not that I mind the Autocross course, but if I died in the middle of this event, I'd be pretty ticked not to experience the track session.

Adrenaline pumped as we approach the station to collect helmets (for those without) and listen to the Porsche instructors give us final directions. The format is simple; you pair up into three cars in the following order: the Boxster GTS, the Cayman GTS, and the 911 Targa 4S. You drive in a lead-follow format for one lap, and ride as a passenger on the next. Then you move back to the next car in line and repeat. The pair in the Targa moves forward to the Boxster GTS; and so it goes... three cars, six laps.



Drivers anxiously wait as instructors provide input

The line order is determined by chance; once again I drew the lucky sparkplug and began my rotation in the Targa 4S. I would follow in sequence in order of my car preference, with the Cayman GTS as my last ride. I say lucky because I have only a passing interest in the Targa. I know from previous years the laps are progressive, the first two used to find the racing line and braking points at reduced speeds.



Co-driver Corey McFadden ready for our first lap

Porsche World Roadshow (continued)

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My impressions? The Targa 4S is a pleasant car and I have no doubt Porsche will sell a pile of them to those who enjoy a convertible, but want the stability and comfort of a hardtop. But it *feels* larger than it looks; and something about the Targa subtracts from the Carrera image as a hardcore sports car.



The Targa 4S in frozen operation

Moving up to the front of the line to the Boxster GTS was more my speed. We were windows-and-tops-up for this session so that the cars are kept clean and to hear the Porsche instructors over the radio. It definitely detracted from the top-down experience, but I was quite impressed by the lack of wind noise. It felt like any hardtop I've driven on a track. Corey and I wasted no time selecting Sport Plus for aggressive shifting, and we opened the Sport Exhaust for that incredible sound. The popping exiting the rear pipes when decelerating was awesome; like cranking up the base on "Play That Funky Music" by Wild Cherry. Made you want to dive into every corner.



Bryan Papillon and David DiCecco in the Boxster GTS

Finally, we transitioned to the Cayman GTS, the car with the most potential of corrupting a five-year relationship with my 2009 Cayman. I have been anticipating this moment since its announcement, approaching the Roadshow with veiled anticipation.

I have no expectations of owning this car; I barely got into the one I have now as the price point starts at 20 grand more. But I want one, badly. I don't normally like red for a car color. It feels too much like bringing a fire engine to a knife fight. But this is a blood red. And with the black accents and a slightly lower profile than the stock Cayman, this car looks angrier than a wasp. But on the track, it's more tactful. It negotiates turns like a politician, and you leave each corner with the impression you brokered the deal.



The Holy Grail... the Cayman GTS

I bought my 2009 Cayman because of the stunning design and handling of a go-kart; nothing rational on the road is flatter in a corner. In the Cayman GTS at NJMP, each turn came and went with little fuss or drama. This was my last run, but speed was not my intent. I needed to understand this car on an intimate level, the acceleration, lateral force and braking. There were only two areas that tested the brakes. Turn seven is a hard left; an inside elbow tucked into the center of the track that occurs just after the infield bridge. Braking hard is a requirement. But otherwise, just a tap here and there was all I needed until I brought her back into the pit.

For the first time in five years, I am doing the numbers in my head; unfortunately, the math just isn't working out. But I'm in serious trouble. I want this car in my life, not for a date or an affair. I want to run off with her. Don't misunderstand, I love my 2009 Cayman, but I lust for the Cayman GTS.

Porsche World Roadshow (continued)

The track portion of the event was over, and we moved up the hill to the autocross course. I could have gone home at this point so that my day ended with a lasting memory, but I wanted to see what the Macan was all about. I don't want to anger the Porsche engineers who insist this is not the Cayenne's younger sibling. They maintain the Macan genes are closer to the 911.



The Macan holds its own on any autocross

For comparison purposes, the Macan has no rival. My wife has an Acura RDX, and that might be the closest match. It's compact, versatile, practical and fun. But the comparisons can stop right there. When I settled into the Macan, it felt like I was positioned in the cockpit of my Cayman or a 911. Great visibility, but you're not surveying the road like the operator of a Peterbilt. We drove the Macan Turbo, and this thing steps out. The handling is nothing short of astonishing, accommodating four adults and their weekend luggage.



The Macan clam-style hood

There are two fascinating design points on the Macan that I would be remiss without mentioning. The first are what Porsche refers to as Side Blades. They serve a singular function: the personalization of your car. There are infinite options from Carbon Fiber to contrasting colors; your choice, and that's the point. The second feature is the clamshell styled hood. This is something you have to see to believe and understand. The hood is a single piece of aluminum that when raised, exposes the entire engine bay north of the tires (including the fenders), very cool and even practical design.

Not that I wasn't impressed with the Panamera 4S that was paired with the Macan on the Autocross, but I've driven it before, and I don't get it. It has a huge V8, makes great noise, and is extremely confident. But to me, the Panamera and the Macan serve the same almost functional purpose, and I prefer the Macan.



The Porsche Turbo S launches from the Lightning pits

The final stage of the event was a hot lap on the Lightning track in the 911 Turbo S, with a Porsche instructor driving all-out at 100% of the car's ability. This is 90 seconds of OMG; astounding acceleration, unimaginable cornering, and braking that loosens your fillings. Fortunately, the instructor hands you a thumb drive with a video of your personal experience, because all I could do was hang on. I'll restate now what I said in the opener: Porsche knows how to put on a show.

I leaned back in Bryan's SUV on the ride home and wondered if Porsche had spent their money wisely. But consider this: had it not been for my experience at the PWRS, the GTS would be just a souped-up Cayman, and the Macan a compact SUV alternative to our RDX. Instead, they lead my list of new car choices. And I know where to go when I'm ready to write the check.

DE - Pocono

By Ofer Tal, RTR DE Enthusiast

Pocono weekend: some of us like to drink one flavor of beer, and some of us like many different beers. Those who like one flavor, appreciate the familiarity of it. That first moment that the familiar taste kisses your lips, is the greatest moment of all. Ahhhhh... you smile to the world. This is what I have been waiting for. For others, the unfamiliarity of a new beer is what excites them. "Let me try it," is usually what these folks say. They taste it and then dig into their memory in an attempt to locate a similar taste from their past. I am a bit of both. While I have my favorites that I like to return to, I also like to try new beers, enjoy the difference, and feel the excitement of something new.

For people like me, we have Pocono in September. I call it, "Variety Pack Weekend."

Just like a six-pack variety, it has everything for everyone. A great six-pack is a sample designed to be a perfect selection appealing to any crowd and all palates. Similarly, Pocono offers a variety of tracks, corners, straights and breaking zones to satisfy all drivers and their unique need for speed.

This close-to-home Pennsylvania track is completely designed around the NASCAR series, and the facilities are pretty old, but the pavement was just recently redone and is in excellent condition. That's all we care about anyway! While most of us are excited to corner hard in the three different interior road course configurations, some might join us this weekend simply to satisfy their need for speed on the larger, faster, wider and famous NASCAR "tricky triangle"...

We start with the familiar Pocono track we met back in May. It is a great way to get into the groove. But to make sure you don't get too comfortable, we will drive it backwards! We start with a quick sequence of two late apexes right-left. We will stay out to the left, clip the apex and move to the next turn entry point within seconds. It is tempting here to turn in early, as it seems like you will run out of track in a second, but great drivers show great patience - this is the time to show it. We wait and wait, and it was worth it; fast corner through the turn, track out to about mid-track 'cause here comes turn three already. We align the car with minimal wheel adjustment in a perfect straight line for smooth breaking. While we go hard on the breaks towards the entry cone, our eyes are focused all the way right to the upcoming passing zone, planning how and when to pass slow drivers

ahead. We accelerate quickly through the straight and use it to pass a car or two.

We're done with the passing and back hard on the breaks. Vision and planning is key on this late apex again. We must use the entire track in entry and then slowly tighten our line to clip the apex at the most perfect timing. It takes a few laps until you get that tightening move nail down, but once you get it, you feel like an artist. No time to enjoy that, as we got to immediately align the car for the next turn.

This turn is the slowest on the track but the most important one. Why? Because it leads into the longest straight. Whatever exit speed we will have here, we will carry it for a loooong time. Must get this one right! We clip the apex slowly, rattle a bit as the car transitions from the infield back to the main NASCAR track, then unwind the steering wheel and at the same time the car accelerates and we use all of the track (almost to the point where it feels like we are going to scratch that yellow Sprint advertisement on the concrete wall circling Pocono). The concrete echoes the engine noise, letting us enjoy the symphony. Yeah! Love this music!

Now it's all about flooring it. Gently but quickly we push that right pedal as deep as the floor will let us. To make sure we don't think this is a quarter-mile sprint, Pocono placed a banked wide turn for us. The car is angled about 10 degrees and it seems the instructor next to me just shrunk a bit, but it sure helps carry the speed and momentum through this never ending turn. As we exit, we are headed to the outside concrete wall again and have a chance to upshift for even higher speed. We roll quickly along the fenced concrete wall until we hear that familiar wish-wish-wish noise.

Well, like all good things this fast straight comes quickly to an end. If you're too busy enjoying it, there's a bunch of orange cones along the wall to remind you that you need to start breaking for exiting the NASCAR track and back into the infield. As we start slowing down, we check the flag station at the connection between the two tracks. If there's someone on the track, and we come in carrying all this speed from the NASCAR track run and we don't slow down, it could make up for some ugly fireworks.

We turn wide right in a long sweeping right and fast turn. Hit the apex and back to the gas. This next corner is a tricky one. It seems as if you should just go straight up, and there's many cones around so it's hard to get if the one in front is the exit from the corner we just past, or the entry to the one we are going into.



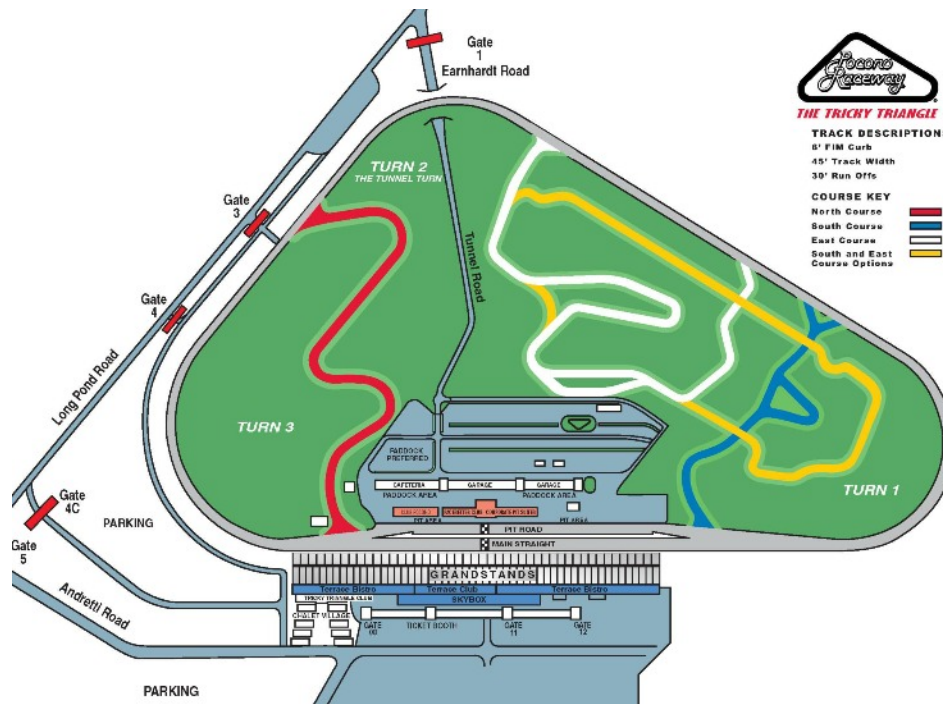
Pocono - cont.

I'm looking to see if my off-track marks from last year are still around. I got confused here, and went flower picking on the side of the track. Luckily, this portion of the track is very forgiving with open wide fields of grass around, although I am not sure my instructor is that forgiving for the near heart attack I gave him.

So as we exit turn seven where we got off the NA-SCAR track and back into the in-field, we accelerate. And although the terrain seems flat, the car's nose here it totally pointed to the clouds. We must pick our bearing before starting to climb. We locate our marks and step on the gas. Whoops, we're over the top, and after we are sure the car's rear is back on the ground we make a slight right gentle adjustment while gradually pushing the car faster towards our next corner.

Although the next corner is not followed by a long straight it is very important as it sets us up for the next corner, which is followed by a long and fast straight. So we better get this one right. We use this to gather some more speed and roll along the track's right side. A bit of braking here, and we turn hard left toward our apex. As we clip the apex, we will track out to about mid track, and then maintain our turn angle in a long crescent until exactly the next entry point. If we did it right, the transition right towards the long straight will be smooth and easy. If we didn't, we will need some braking or steering adjustment and won't hit the straight as nicely. We learned already that with practice comes smoothness, and after few laps we go through that sequence pretty nicely. From here, it is a drag race to the turn one again. Luckily for me, this is where the family is standing and watching. Best place to show I can go fast in a straight line!

Now it's time for that variety package. As we all get familiar with the track, the club lets us try something else for a change. We lined up the car to go out again but in the other direction! Where is this going? We will be riding the full "tricky triangle?" How fun is that? Or is it?



We start at turn one. A 14 degree banking turn (the steepest of this track) modeled after the now defunct Trenton Speedway that closed in 1980. We quickly learn to use the marking on the pavement to exactly position the car for best results. We maintain high speed through the banked turn and then hit the gas for the long straight towards turn two. Turn two (also known as the "tunnel turn" as the entry

tunnel into the racetrack goes under it, is like an Indianapolis Motor Speedway Turn banked at nine degrees. We use the marking on the pavement again to quickly pass this one too, and on our way to the last corner. Turn three is similar to the Milwaukee Mile, the oldest operating motor speedway in the world (opened back in 1903). It is a flatter turn banked at only two degrees, but stretches over a longer distance. This turn also leads to the longest straight of the triangle "the base". As we lap around and around, we learn to take it faster and faster, some of us at speeds in excess of 130mph! For desert, we get that long base to test our nerves at high speeds. I satisfied my need for speed at 145mph but every year there's the urge to prove to myself I can go just a tiny little bit faster. Can't wait to see what will be the magic number this year!

SHIFTS & GIGGLES

BY JEFF WALTON, CONTRIBUTING EDITOR

Close your eyes...

And picture the largest existing land mammal you know. Now picture the natural color of that animal. Now call me Kreskin; the color you are thinking of is gray, because if there is a bigger land animal than an elephant please let me know. Okay now picture a Ferrari, any Ferrari. Chances are your Ferrari is red, Ferrari Red to be exact. Now close your eyes again and picture a Porsche. And the color of the Porsche you thought of is, drum roll please... I haven't a clue but the color is probably what is in your garage at this very moment, either that or silver. I guess thinking about it more, the natural color of a Porsche is silver although Porsches do come in a variety of colors, so color really is a matter of taste unless you own a Ferrari, then you have no choice in color or taste for that matter (that's a joke son, said in the manner of Mr. Leghorn).

The color of a Porsche can be as unique as the individual who drives them. For me, I don't care too much for red cars (including Ferraris) – sorry Mr. Editor. Don't get me wrong, Porsches look fantastic in red; it's just that red cars are targeted more by the local law enforcement because they stand out. Okay so that's not completely true. The fact is, more silver/gray cars get pulled over because silver/gray is the most popular color in the automobile industry, simple statistics really... plus I can attest to that fact based on first-hand knowledge. Okay, so red is not for me based on some deep seeded mental reason I don't wish to talk about at the moment so I'll move on. I love the color black on a car, and the majority of my prior Porsche cars were black... but I have learned from my mistakes and my breaking back, because after two minutes of being washed... they were dirty again – what's the point?

Now I love all those vibrant 70's colors... the bright blue, the orange, the Kelly green, even the Big Bird yellow; but still not for me... though put a gun to my head and I had to choose... Flyers Orange my friend. So just why oh why did I choose the most popular color in the automobile industry for my p-car? Because I wanted to be with the

in-crowd, the hip, the now, I didn't want to stand up and shout – "hey look at me I have a Porsche." I wanted to blend in, go unnoticed, hide in plain sight. The color gray relates to formality, knowledge and inner-wisdom, insight and reflection. In actuality I picked the color based on my interior... the interior was decided upon by my wife, everything else was left to me. I first decided the dark metallic olive would look fantastic with my terracotta interior, and if the color in the dealership looked anything like the color on the build-a-Porsche website, that's what I'd be driving. It didn't. Not even close. Up close and personal it looked black, and as mentioned earlier... lesson learned. I picked the next best match IMHO. Meteor Gray. And yes, it is my humble opinion and I could care less what you think. Sure this exterior color is a dime a dozen, and looking at Google Earth you couldn't pick it out of a parking lot even at maximum zoom. But it looks super clean, even after months of no washing. And like Oreos and Milk, it goes with my wife's interior of choice – so put that in your tailpipe and smoke some rubber.



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Sidetrack – Down the Hatch

by David Newton, Contributing Editor

My Cayman celebrated its fifth birthday in July. In dog years this would be the prime of its life, but applying that logic to a car is more complicated than simple math might suggest. After five years and just under 60,000 miles, I consider my car to be middle-aged... much like I reason myself to be, as I'm now in my fifties. I'm aware that there are a ton of Porsches out there with a quarter million miles on their ticker, and likewise folks who live to be 100. But I also know that some have blown up the day after their warranty expired. This can happen to cars too. 😊



Like my own daily strains, every mile on my Cayman brings more wear and tear. As with people, aging automotive machinery starts gradually, peaking after a few years, and then the inevitable decline begins which we attempt to delay (knowing that we are all ultimately victims of Father Time). The rapidity of that descent depends on a lot of variables. Frequency and diligence of maintenance are an obvious factor, as is hard driving. Prolonged protective storage in a garage can be argued either way as some say cars need their exercise too. The point is that we age, no matter how much we do to prevent it.

I'm convinced that each pothole, every rumble-strip, speed bump and frost heave takes a progressive toll on any car; a collection of damaging activity that rattles parts and panels that were designed to come apart in the first place. Therefore, you are bound to witness the goblins of squeaks, clanks and thumps no matter how careful you are in your preservation attempts. Much as I recognize this, a steady click or an occasional but maddening squeak will drive me bonkers. So I'm now going to share with you how I go about isolating these abnormalities using my patented troubleshooting process I call Progressive Logic.



The easiest and most noticeable irritant to identify usually occurs in an obscure location somewhere in the cabin. We've all heard them before. Some folks aren't particularly bothered by them, and suggest turning up the radio to simply drown them out. I propose these are the same people who walk around with a string of toilet paper stuck to their shoe, or have a blot of mustard on their chin from a hotdog they had for lunch yesterday.



Last winter I began to notice such a noise; a creaking sound from behind my head, somewhere in the hatch area. I also noticed as the temperature increased, the noise would diminish, and on particularly balmy days, would vanish entirely. This is the first lesson in troubleshooting: try to duplicate the affect whenever possible, and be aware of the conditions when the annoyance occurs. Whatever the specifics are, they are important to your discovery so don't ignore them.



Now that you can replicate the sound and have isolated the conditions, the next step is to search Porsche forums like Planet 9, Rennlist or (in my case) the Cayman Register. These are just a few of the best online resources that offer enormous assistance. If it's happening to you, it's likely bothering others also. Make sure you use a precise search phrase; "hatch noise" is not nearly as effective as "creaking from hatch when cold." This can save you a lot of time.

Sidetrack – Down the Hatch (continued)

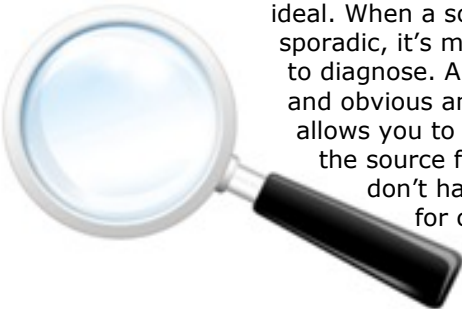
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Once you've narrowed your search, be careful to read between the lines of the posts. You don't want to begin a plan of attack only to find that the "creak" you heard is not exactly the same "squeak" that the forum poster referred to. When you are sure the discussion thread pertains precisely to your issue, you can decide how to strategize your next steps.



In my particular case, the problem was pretty obvious. Unknown to me at the time, the Cayman has rubber bumpers on the corners of the hatch lid which can be raised or lowered independently to offset slight variations in pressure around the hatch seal when closed. With extreme temperature changes, the plastic interior panels around the hatch expand and contract causing the creaking sounds. With the lid closed, I was able to duplicate the noise by quickly pressing and releasing the corners from the outside. Extending the bumper on the side that creaked, I noticed an instant improvement, so I adjusted both sides a little at a time until the noise vanished. Finally, I test-drove the car to ensure the sound didn't return.

If you come up empty searching the forums, you'll have to troubleshoot it yourself, such as I had to do when another cabin noise developed a few months ago. I noticed an intermittent tapping sound from behind my left ear in the hatch area when traversing rough terrain. It came from the driver's side; the bigger the bump, the more evident the sound. It became progressively consistent over time. This is



ideal. When a sound is sporadic, it's more difficult to diagnose. A constant and obvious anomaly allows you to determine the source faster as you don't have to wait for conditions to change.

Here was my plan: Empty the back of the car completely (including rear cubbies, cargo net and flexible curtain divider); basically anything not nailed down. I assumed that the noise would be eliminated, and attempts to replicate it by test-driving for a period of several days (over varying conditions and terrain known to cause the noise), would prove me correct.

If the sound persisted, I'd examine the hatch frame and surrounding housing. If not, I'd reinstall the curtain divider and repeat the exam. If I still couldn't detect the tapping, I'd replace the cargo net and echo the testing. Now the car would be back to stock and still (hopefully) not making the sound. This would be the best result as I could now blame items stored in the cubbies and under the cargo net.

But I was even luckier than that. Reinstalling the curtain divider and performing a lengthy test, the tapping reappeared; worse when rolling over bumps on the driver's side, but always coming from the left immediately behind my head. I pulled into a lot and flipped the driver's seat forward, stared perplexed into the empty cargo space. The curtain frame (it turns out) was less than an inch off of the rear engine bulkhead trim on the driver's side. I reached back with my finger and, "tap, tap, tap!" A couple of black rubber furniture protectors strategically attached to the bulkhead and another final test, bingo... no more ticking sound!



So, by carefully following a series of steps, and not rushing through the process, I eliminated that annoying sound and enjoy my Cayman once again. I know that some of you sympathize with me, and are nearly as relieved as I am. Those of you that don't care, are free to carry on with that blot of mustard on your chin.



What a Croc: The Cayman Story

by David Newton, Contributing Editor

I'm not proud of it, but there was a point in my life when I lost interest in cars. I stopped going to shows and events, let my magazine subscriptions run out, and even traded my 2003 BMW 325xi for a 2006 Hyundai Sonata (sad, but true). I still liked to drive; always preferring to captain the ship than to ride shotgun, but I lost the passion. I don't know, maybe it was an inverted mid-life crisis, or perhaps I just thought it was time for me to pursue other more meaningful interests. Either way, I generally turned my back on a life-long obsession.



For a while at least, it seemed like I wasn't missing much. And forgoing hobbies and interests frees up a lot of time. My checking account remained balanced, the grass was mowed every week, and the grocery list was kept to just a few items. I was generally content, if not a bit bored. And then one day she appeared out of nowhere; a stunning vision of flawlessness. First in my peripheral, and then immediately in front of me; close enough to discern her sleek shape. She entered the intersection, turned her hips and disappeared down a side road. I was with a friend who thought I'd had a stroke. In mid conversation I just stopped and stared; the light turned green and I sat there paralyzed.

It lasted just a few seconds, but the impact of that moment would reignite a passion I had left on hiatus. That was the summer of 2007 and I had just seen my first Porsche Cayman (or more accurately), the first time I *remembered* seeing one. I recorded a million images in that instant, burning them into my permanent memory.

Deliberately positioned between the Boxster and the legendary 911 Carrera, the Cayman filled much more than just a hole in the marketplace. It allowed mortals to dream; a possibility of something exclusive and tangible. Though familiar, the Cayman had lines and curves that were uniquely compelling. And it

spoke to an undiscovered market of which I was unknowingly a member. True, the Boxster also appealed to the Porsche entry-level audience, but you're generally a convertible guy or you're not. This is an important concept because if you really wanted a Porsche (but you hated wearing baseball caps and felt uneasy on public display), you had to make the jump to a 911. And that was quite a leap for many. The Cayman on the other hand (completely new, while remaining surprisingly classic), was more affordable; and unmistakably, without question, a Porsche. With a price point just a blip of the throttle above the Boxster; the Cayman closed the gap for an entire market segment of potential enthusiasts.

Some would argue that Porsche dropped the ball with the Cayman; they should have increased the power to complement its extraordinary design. Conspiracy theorists alleged that would have challenged her older sibling, the 911 Carrera. And Porsche would never threaten its corporate flagship. The Cayman is first and foremost a mid-engine, rear wheel drive sports car. With all other things equal, there is no better configuration for optimized power, agility and speed. But Carrera devotees pointed to a lack of breeding. After all, the 911 just turned 50, which is an eternity in automotive terms. With years of engineering, testing and refinement behind her, the Carrera does have an unmistakable heritage.

Maybe that's why some Porsche purists feel threatened



by their younger sibling. The 911 had humble beginnings that developed the basis of legend, and perhaps the Cayman rides a bit on those coattails. But in fact even Porsche continues to look at the Boxster, Cayman and Carrera as distinct and separate markets; which would ordinarily put this issue to rest. In support of this assertion, independent studies show owners of these models are actually different customers, or at least at different times in their automotive lives.

What a Croc (continued)

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Introduced in the 2006 model year after two years of development and marketing, Porsche never intended for the Cayman to be merely a Boxster coupe. The first generation Cayman and the second generation Boxster shared the same platform and many components. But oddly, more parts on the Cayman were common to the 911 than the Boxster. Nicknamed by owners as the "Croc," the Cayman name was a deliberate misspelling of a reptile in the alligator family, the Caiman; many think this designation was chosen for the similar profile.

In a marketing move bordering on genius, Porsche introduced the "S" version prior to releasing the base Cayman almost a year later. This was somewhat unusual but became a standard for future releases from Porsche (witness the recent Macan debut). The entry level Cayman was marginally cheaper with reasonably comparable performance. By offering this version well after the S model was launched and subsequently delivered, it opened the floodgates to those (like me) with somewhat lesser means but plenty of pent up desire; marketing brilliance.



Things cruised along smoothly with brisk sales and continued positive press. You would think Porsche might have left well enough alone (at least for a few more years when original owners might look to upgrade). But in 2009, the second generation Cayman was unveiled. It was available in the base and S models, and often referred to as more of an improvement than a new and distinct production run. Cosmetic changes were subtle at best; you really had to know what to look for to tell them apart. But the significance of this year was the technology beneath the skin. The engine was all new; still a flat six, but problems with the intermediate shaft in the former motor were resolved with this edition. The drivetrain was lighter overall, had fewer moving parts, and produced more horsepower with better emissions; a huge improvement over an already capable car.

The most significant mechanical enhancement was the introduction of Porsche's new PDK automatic shifting transmission; the Porsche "Doppelkupplung" dual-clutch gearbox. The PDK can replace a manual transmission straight-up. No driver can shift as fast, and even seasoned racers have agreed it's the best Porsche transmission ever made. It's essentially a computer controlled seven-speed standard gearbox. And if you're worried this new technology won't pass the test of time, it's been around at Porsche in their racecars for a quarter century.



Without being more technical than I'm capable, the PDK effectively chooses the current gear and sets up the next one. The computer reads operator input, anticipating the next gear in milliseconds. The PDK has modes the driver can freely select for optimum performance in any condition. It can also be shifted manually using steering wheel paddles, but honestly this is really more of a distraction. Select the mode you want and let Porsche technology do its thing so you can now focus on braking, steering and accelerating. Speaking as an old-school manual transmission guy who pooh-poohed any automatic as a gearbox for the lazy, the PDK will be in my next Porsche should I be fortunate to own another.



What a Croc (continued)

Porsche produced the Cayman R in 2012 which took the already capable Cayman S and reduced weight by using aluminum and other lightweight materials. The radio and air conditioning became options. Porsche used their lightest 19-inch wheels and the very expensive, highly desirable Carbon Fiber seats. The suspension was lowered and poised on stiffer springs. Finally, the Porsche Aero Kit with larger splitters and a fixed rear spoiler eliminated the telescoping feature for additional weight savings. Interior and exterior cosmetic features further separated the Cayman R from the Cayman S versions which made it visually aggressive to match the performance gains.

The Cayman has established itself on the track as a formidable opponent. The Cayman Interseries endurance cup race featured 2009 – 2011 Cayman S models in near stock configuration and was generally driven by their owners. The contest features cars with throw-back colors and designs derived from a Porsche bygone era. At most tracks now, there's no longer a 911 dominance as the Cayman proves a superb power to weight ratio, challenging all but the turbo Carreras. Combine that with a lower entry cost, and you fill a serious gap in the racing market for enthusiasts with the means to compete.



Earlier in 2013, Porsche released what they refer to as the third generation Cayman. This is a somewhat controversial description in that the two versions described above as Generation 1 and 2 are often portrayed as the same production model since the designs are virtually identical. I will take sides with Porsche in that there was such an enormous leap from the earlier drive trains that the 2009 – 2012 models deserve their own classification. I'm not alone in this opinion as popular Porsche support sites such as Planet 9 and the Cayman Register routinely separate these model years as Gen 1 and Gen 2. Who am I to dispute the experts?

The Gen 3 Cayman was based on the third generation Boxster released the previous year. Like the Boxster,



the new Cayman has a longer wheelbase, but is lighter and more powerful than its predecessor. Also similar to the Boxster, the Cayman was produced in two versions; the Cayman and Cayman S with both manual and PDK gearboxes. The Cayman was built with increased stiffness; so for all intents and purposes, the Boxster is a smidgen less capable on the track. More power does not mean less proficient, as the new Cayman models boast an increase in fuel efficiency of 15%. Performance does not suffer with this reduction in fuel consumption; quite the contrary. Top speeds of 165 and 175 mph for the base and S models respectively. A PDK equipped model is heavier by more than 60 pounds, but with lightning-fast shifts and improved acceleration, the manual gearbox can only boast a slightly better top speed in both models. Stability is superior to the Gen 2, largely due to the longer wheelbase and stiffer carriage.

Controversial electro-mechanical power steering now replaces the old hydraulics. Many have criticized this move, and the jury is still out on that upgrade with two camps of opinion; those that love the new feel, and those that loathe it. Other technical features like PTV brake-induced vectoring and active transmission mounts stiffen in cornering with response to driver input. Frankly, I haven't experienced "brake-induced vectoring" (that I know of), but I've learned to trust not to question what Porsche engineers do, as their motivation is always vindicated in the final product.



What a Croc (continued)

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This summer, the Cayman GTS was introduced. I was fortunate to drive one at the Porsche World Roadshow (see feature in this issue). It boasts an even more powerful engine with a slightly lowered suspension. The motor produces 340hp and gets to 60mph in well less than five seconds with either transmission choice, and tops out at just under 180mph; a truly capable and refined car. Not to mention it comes standard with a lot of options a discerning buyer will appreciate. Like PASM (Porsche Active Suspension Management), sports seats and exhaust, launch control and two sports modes (with the PDK option), the Sport Chrono package, leather and Alcantara interior as well as 20 inch wheels, and some unique exterior accents.



The Boxster and Cayman GTS models were announced and released at the same time, which suggests that Porsche has leveled the branding of these models going forward. This should make planning a lot easier for customers, where previously your guess was as good as mine when it came to product releases. So where does this put the Cayman in Porsche's grand scheme? While there will forever be comparisons between the mid-engine Cayman and the Carrera, there is little doubt the 911 will remain the corporate cornerstone; the product that eternally and undeniably defines the Porsche vision. But you have to at least consider that the top of the line Cayman GTS is still comfortably more than ten grand less than the base 911.



When the Boxster originally debuted in 1996, it was considered a risky strategy that paid off in dividends by introducing an untapped market to the Porsche brand, appealing to new enthusiasts in a way that didn't upset their existing clientele. At the same time, the Cayman generated a push-pull effect on its other siblings; challenging the 911 to be worthy of the additional investment, while the Boxster enjoyed the benefit of associated value. At the very least, the Cayman revitalized Porsche through passionate design, uncompromised engineering and ingenious marketing at a time when entire brands were exiting the States due to the change in the economic automotive climate.



The Cayman could be considered responsible for a whole new class of devotees; those with an obsession for design, an insistence on quality and an appreciation for value... all without alienating existing customers. How so? As a Cayman owner, I am not the first patron to have said I would think about owning a Boxster (although I don't care for convertibles). I also learned to ultimately respect the 911 for its incredible capability, even though it doesn't speak to me the way the Cayman does. This is at least partly why some people think the Cayman may have ultimately saved Porsche. And for me personally, if not for the Cayman, I might still be content driving around in my Sonata; with an impeccable lawn and balanced checkbook.

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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Moto - Trivia

This month we're looking for model, production years, and total produced. If you have the answer, 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 photo shows 2.0 liter boxer engine for the 911 used from 1963 to 1969.



