

Das Herz von Dixie



July 2020



A COVID Spring for HOD

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President – Dave Schroetter
 VP-Membership – Jim Cambron
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Cover Photo Credit: Fran Witt

President’s View from the Pitwall

by Dave Schroetter



Augmented Reality Comes to Your Porsche Technician

What is Tech Live Look and how does it benefit the technician and ultimately the customer? Think of them as Google Glasses for the Porsche dealership service technician, except these devices, unlike their ill-fated predecessors, actually work. A pair of the glasses costs a dealership \$3,250 along with a monthly fee.



Live Look R-7 smart glasses, expanding your Porsche technician’s reach.

A service technician at Porsche of Huntsville will put on the ODG (Osterhout Design Group) R-7 smart glasses and connect through the AiR Enterprises software platform with the Atlanta-based Porsche technical support team 190 miles away. Via high-definition live video from the glasses,

the support team sees exactly what the technician is seeing. The expert at PCNA HQ can project step-by-step technical bulletins and schematic drawings onto the display inside the technician's glasses, as well as take screen shots and enlarge images for better visibility. The technician can open and view documents hands-free while working on the car.

The glasses have advanced projection technology, including a high-resolution video camera. A mechanic's flashlight illuminates the darkest nooks and crannies under a vehicle's hood or other difficult-to-see areas. Earphones and mic enable the dealership tech to speak with experts at PCNA headquarters. The new technology enables precise recalibration of cameras to specific distances and heights to capture needed images.

Porsche says Tech Live Look is reducing the time required to identify technical problems and perform challenging repairs by as much as 40 percent. Doug House, technical support manager for PCNA, directs the four specialists who staff the hotline at the headquarters in Atlanta, along with 11 regional field representatives who work with Tech Live Look. "Our response time to a dealer is about 45 minutes," House told Fixed Ops Journal. "The average call length is about 11 minutes. With Tech Live Look, you can see what the guy is talking about instead of relying on him to describe it to you."



A technician at PCNA Atlanta remotely looking over the shoulder of a Porsche dealership technician.

In the past, especially difficult problems were handled by submitting a request in which the service technician would describe the issue, giving Porsche information on the vehicle and telling them what had been done so far. Porsche would contact them by phone, with some back and forth via electronic forms. Naturally, it was a time-consuming process. Because they now communicate live through the glasses, the technicians at PCNA now have a chance to see precisely what the dealership service tech sees. Porsche can supply a service bulletin through the glasses so the tech can follow explicit instructions without having to look at a computer screen on a desktop on the other side of the service bay.

This is especially helpful with new technology such as hybrid and EV systems working safely on the new, high-voltage systems is a must. These new systems require knowledge that was generally more familiar to an electric company's high-voltage linemen. It permits precise measurements of high-voltage batteries on electric and hybrid vehicles.

According to Klaus Zellmer, President and CEO of PCNA; “Tech Live Look is the kind of digital innovation Porsche values because it raises the quality of the customer experience. By solving issues faster, our dealer partners can get their customers back into their cars with less disruption. And overall service quality increases as we share our expertise more efficiently between our experts and dealer technicians.”

Porsche is one of the two centers of engineering within the VW Group. If the system works and cuts down the length of time an owner loses to service appointments, I expect this technology will land in the service bays for Bentley, Bugatti, Lamborghini and even VW dealers eventually.

From your Nominating Committee

By Fran Witt

The recently formed Nominating Committee (NomCom) is actively working to identify potential candidates for the 2021 officer slate. We want to encourage everyone to seriously consider becoming more active in our club, whether it be in an elected position or participation on one of the committees. Individuals who are actively involved through an elected position or committee develop a real sense of ownership in the club and that is good for everyone!

We already have a good cadre of people leading our club and we want to continue that momentum. Our club is only as good as its leadership! But we need new people with

new ideas to help make our club more interesting, fun, attractive, and to generate more membership. We also want to develop a pool of experienced leaders that we may draw upon in the future. There is an incredible talent pool within the HOD and applying these talents within our club will make it even better.

Now, a little about the positions we are trying to fill. First, candidates for any elected position must be a primary member in good standing. All elected positions are a one-year term with the exception of the Club Historian; that is a four-year term. The Historian position is currently filled through 2022. That means all other positions are open for the upcoming election—President, Executive Vice-President, Vice-President for Membership, Secretary, and Treasurer. Our goal is to have an embarrassment of riches with multiple candidates for the positions! We believe a little healthy competition will make our club even better.

The time commitment varies with each position, as you may expect. Probably the busiest position is President, and one that should be worked up to, and the least demanding is Vice-President. But each elected position is critical to the smooth functioning of the club. The elected positions comprise the Executive Board which meets quarterly or as needed. So, with this in mind, will you consider throwing your hat into the ring? Even though it may be the first time you’ve considered this, there is

plenty of expertise and help available to ease the transition into the new job.

If you are interested and want to submit your name as a candidate for any of the open positions, or if you have more questions, please send an email to the NomCom Chairperson at witt1610@gmail.com. The sooner the better! Don't miss out on a great opportunity!!

From Your Editor

By Scott Witt

Welcome to *Das Herz von Dixie* in the time of COVID. I tried to stay with that theme for our cover photo this issue: a Porsche sheltering in place, face-masked but stuck in the house, waiting for permission to go out in the world. Sad.



Our lives have been turned upside down since the end of January when the President ended entry to the United States from China due to growing concerns about the coronavirus spread in Wuhan. By the end of March, 32 of 50 states had gone into some sort of lockdown, some (a lot) more than others. In any case, it's been more ups and downs and twists and turns than driving your Porsche on the Tail of the Dragon.

Our infectious disease experts demonstrated a scary lack of knowledge in their discipline as they sought to develop some kind, any kind, of strategy. The Corona virus was not very infectious, and then it was. Masks were

necessary, and then they weren't, and then they were. The models were reliable (the UK Imperial College model that predicted more than 2 million deaths in the US is what got all this started) and then they weren't. At all. The virus was everywhere and dangerous, and then not so much. Six-foot social distancing was good, then it was 18 feet, then we were back to 6 feet (1.8 m).

Meanwhile, in Europe, social distancing was 1.5 m for Germany, 1 m for France, 2 m for the UK, 0 m for Sweden and in Russia, it was "stay back or else." And the World Health Organization (WHO) says 1 meter should do it. Different viruses over there, I guess. Or maybe they're reading different studies than we are.

Churches were closed, but liquor stores turned out to be essential...who knew? Your Mom and Pop business had to shut down, but crowding into big box stores somehow fooled the virus. We needed to put ourselves into voluntary house arrest to keep us from overwhelming medical services, and when that didn't happen, we needed to continue because...well I don't really know. People were dying, I guess. Luckily, we don't worry about the flu fatalities or we'd never see each other again.

Confused? How is that possible with so many experts at hand?

As a result, on March 16th, the HOD Executive Council decided to suspend most of our activities and we are just now, in late

June, beginning to carefully restart. But our leaders were creative, and in early May and early June, instead of our normal breakfasts, we did food collection for our North Alabama Food Bank charity in the Marriott parking lot at the Space and Rocket Center. We made a haul! And it was fun!



Dave Schroetter's Porsche gulping down food donations. Note Dave's stay-away stick in foreground.

Präsident Dave was there with his 6-foot carpenter's rule to make sure we all stayed in our own orbits. Some had the foresight to bring chairs and tables to plant in the parking lot, and that worked out fine. And of course, there were free donuts for all.



Coffee and donuts and good company at the Space and Rocket Marriott on food donation day.

What's next? Who knows? We all need to go at our own pace in deciding what we're comfortable with, whatever the easing of restrictions allows. I've noticed that some of us are a little older and it appears that there actually is additional risk attending to those who are older and/or are dealing with significant co-morbidities (bet you never thought you'd know what the heck that means before all this started).

Another issue will be finding venues that are ready to deal with our relatively large group, but rest assured that we are working on that. Socializing is good for your mental and emotional health (sadly neglected and negatively impacted in the solutions offered during the crisis), so we'll do what we can to get things back on track. Fran and I have been out to a few restaurants here in the past weeks and they are working hard to make it a safe and healthy experience. All the servers are masked, good separation between the tables, lots more outdoor dining...it's getting better.

And there is some good news in all this. Jim Cambron, our VP for Membership, reported in May that for the first time, HOD has more

than 400 members...402 to be precise. More and more folks are making sure that they have affiliates for the primary memberships. It makes a difference, especially in terms of finances for the club. So, if you don't yet have an affiliate for your primary membership, get hot! It can be anyone; doesn't have to be a family member or relative. It's free to them. Friends are fine. You can do what you need to do on the pca.org website.

Meanwhile, it's elbow bumps instead of high-fives, keeping your little bottle of hand sanitizer full and at hand, and having your antiseptic wipes at the ready.

Bits and Pieces

PCA SIM Racing

By Scott Witt

PCA SIM (simulated) Racing is something I've been hearing about for a while. This is basically racing a Porsche on your PC. A few years ago, you could kind of do this with most any console-type game controller, but the technology has advanced to the point where you can now sit in a room in your home, in a seat with steering wheel and pedal controls, and drive Porsches at some of the world's great race tracks, all online. There is an ongoing PCA SIM racing competition that you can race in, as well as

eDE, electronic Driver Education. Pretty cool.

I didn't know too much else about it, so Fran and I signed up for a PCA RegionFocus webinar and spent an hour or so learning about it. Let me give you some of the high points.

PCA SIM racing is part of a larger online SIM racing cohort that includes, for example, NASCAR. Many SIM racing activities are hosted by iRacing.com, and that's a good place to go and start looking at the wide world of SIM racing. SIM racing is open to spectators, too. To get an idea of what a SIM race looks like, go [here](#) to see Porsches SIM racing at Road Atlanta in April. The racing starts at about the 12-minute mark and if you wait long enough, you'll get a look at the racing from inside the cockpit.

PCA SIM racing is for:

- PCA Club Racing drivers who want to learn tracks
- Members who want to sharpen their driving abilities and Situational Awareness (SA)
- Members who can "practice" out of season
- Members who can't drive in real events but enjoy competing
- PC Junior participants
- Spectators to the broadcasts

There are four driver classes:

- PCA Challenge Class for novices

- PCA Sport Class
- PCA Club Class
- PCA Pro Class

As your skills and experience increase with practice and racing, you can move up through the classes.

It turns out that active pro racing drivers actually use SIM racing to learn tracks and practice their skills and they are quite positive about the direct connection between what they can accomplish with SIM and their performance in real-world racing.

As I mentioned earlier, there is electronic Driver Education available for free to PCA members who register for SIM racing. This activity is modeled directly on regular PCA HPDE training and emulates the same concepts in SIM racing. Instructors train and provide orientation to drivers and provide one-on-one driver training on- and off-track. With this training, you can begin to try your hand at racing.

So, how do you get started in SIM racing and what's it going to cost?

- 1) Look over the PCA Sim Racing website <https://pcasimracing.com/>
- 2) Confirm your computer meets iRacing requirements (info [here](#))
- 3) Purchase an iRacing subscription, cars, tracks (info [here](#))
- 4) Sign-up for the League <https://register-simracing.pca.org/>
- 5) Accept your invitation on iRacing to the PCA Sim Racing League

6) Sign-up for eDE sessions

<https://pcasimracing.com/ede/>

7) Join the PCA Sim Racing Discord server (info [here](#))

8) Join for practice sessions (schedule listed on the Discord server)

Here is a list of six things you'll need to get started:

- 1) Desktop or laptop computer running Windows 10 ([if not owned ~ \\$1000](#))
- 2) 27-inch (or larger) high resolution monitor ([~ \\$350](#))
- 3) Driving wheel & pedals set ([~ \\$300](#))
- 4) Headset with microphone ([~ \\$100](#))
- 5) Comfortable seat (without rollers!) or consider a cockpit
- 6) Wired Ethernet Internet connection (no WiFi) with at least 5-10 MB (download and upload)

As with most things in Porsche life, you can always spend more, and some of the “rigs” experienced drivers use can get pretty pricey. Below are some pics of more advanced rigs. As they say in the SIM racing game, the cars aren't real but the racing is!

I don't know if there are any PCA SIM racers in our region, but if you are, please let me know. Maybe you can help me put out more good info on this. It sure beats spending a million bucks a year (that I don't have) to compete!



Let's Have Dinner (and Breakfast) (and Lunch, too)

Well, we didn't have much in the way of meals together this quarter as we covedided (I'm claiming I invented this verb) our way through the pandemic. Finally, on Thursday June 11th, we did our annual Porsche display on the green in Providence in the evening. It was great!

We had 16 cars there and most folks brought blankets, chairs, and tables to have a nice *al fresco* dining experience, whether with a picnic they brought or with takeout from many of the fine restaurants in the village. The conditions were just about perfect: temperature in the 70s, a pretty sunset and lots of folks meandering around taking a look at the cars. At least one of the merchants was excited to see something,

anything, happening on the green. It's been a while, apparently.



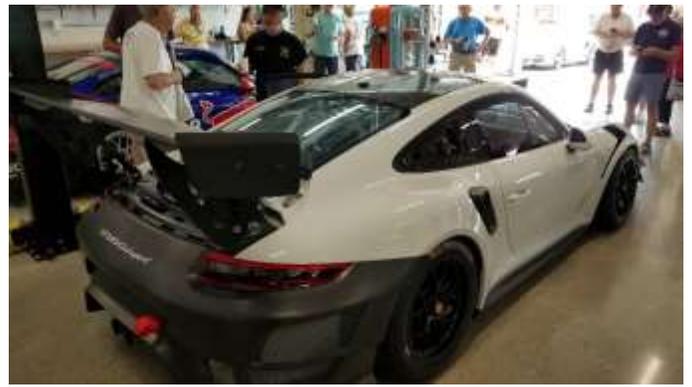
Perfect evening with people, cars, and food on the green in Providence. Maybe we should do this twice a year!



Chuck with his Hot-n-Ready pizza, ready to share with Gil and Carl.

Technical Sessions

No technical sessions this period, but we did have a Porsches and Coffee event. Joe Still, our very own club racer, opened up his Toy Barn on June 20th for us to come on over and take a look at his new race car, an absolutely stunning GT2RS Clubsport. Yowza! His is #96 of only 200 made.



GT2RS Clubsport. *Wirklich ausgezeichnet!*

A lot of us, maybe 40 or 50, filled up his parking lot and overflowed into the street, guzzled hot coffee and noshed on donuts while we wandered around the barn taking a look at all the great cars. In addition to the new GT2RS, which Joe fired up so we could enjoy the music of that beautiful engine, there was also Joe's regular race car, the 991.2 Cup Car, for us to take a look at. And in the Japanese side of the garage, there was the Miata that Joe and his partner race. Life in the fast lane, indeed!



Brooke Bayuga in Joe's 991.2. "Joe, I found your steering wheel!"



Milling about smartly at the Toy Barn.



My *artiste* shot of a pensive Joe through a hole in his frunk lid.

What You Might Not Know About Porsche

- Porsche reports that the number of manual shifters ordered by customers continues to decline, in favor of the PDK. Less than 10 percent of Europeans are ordering the 3-pedal cars, but a little more than 20 percent of Americans are still buying the stick. In fact, the American market is the largest market for the manual transmission.

- Sir Alec Guinness warned James Dean one week before he died not to get into his new Porsche 550 Spyder or “You’ll be dead in it by this time next week.” And so it was.
- OK, this isn’t about Porsche, and I’m glad it’s not. The BMW M5 engine is so quiet that fake engine noises are played through the speakers in order to remind buyers of their cars’ performance levels. The car stereo’s digital signal processor is linked to the engine management system and simulates the sound of a twin-turbo V8 in sync with the engine RPM.
- Why are we not on this list? And what’s going on with Subaru? The top 5 cars that get tickets in the U.S. are 1) Subaru WRX, 2) Pontiac GTO, 3) Scion FR-S, 4) Toyota Supra, and 5) Subaru Tribeca.



- And finally, the 918 Spyder, Porsche’s most recent supercar seen above, did have some options for buyers. Porsche offered two metallic paint colors: Liquid Metal Blue and Liquid Metal Grey. You could pick one and it

would only set you back \$65,000. The good news was that you could add a cupholder for only \$949.00.

Best Part: Driving Your Porsche

On Saturday, June 27th, Dave Schroetter led us on a tour that ended at Goose Pond Resort on Lake Gunterville. We left from the MAPCO gas station on 72E, made a nice loop northward and then came back down for dewatering at Dave's home.



**At Dave and Anne Schroetter's for a head call.
Way better than a gas station bathroom!**

If only the CDC had been there, they would have been so proud. Dave and Anne had separate *Badezimmer für Männer und Frauen*. We all wore masks and washed our hands on the way in and on the way out. Perfect!

From there we continued on to finish the tour at Goose Pond. The drive was about 100 miles and the roads were a dream for Porsches. Twists and turns, ups and downs, with the roads in fairly good shape and

mostly dry. I would definitely do that drive again.

The plan was to picnic at Goose Pond but the weather had other ideas and a nice squall blew in about the time we got there and didn't show any signs of going away, alas. Plus, there was some kind of fishing tournament going on and there were hundreds of trucks with trailers parked everywhere. So, we said our goodbyes, shook off our umbrellas (did you know Porsche makes umbrellas, too?) and headed home.



At Goose Pond Resort, in the rain, without the picnic. Still, a great drive!

Down the Road

Down the road, we're starting to offer more activities as we try to ease back from effects of the pandemic.

On July 25th, Regan and Beth Carlile will lead a tour south of town to the Grill at Trident Marina at Smith Lake.

We'll still do food donations at the Marriott Hotel parking lot at the Space and Rocket Center on the first Saturday until we can find a venue for our regular Saturday morning

Pitstop breakfasts. As Dave mentioned in a recent emailer, the Blue Plate Café on Memorial has become a casualty of the pandemic and is now closed.

Stay tuned to the weekly emails for updates.

Member Articles

Patriots, a Porsche, and the Soviets

By Jeff Souder

Soviet military intelligence had photos of me and my platoon. Without a doubt. I know this because I saw Soviet spies take the pictures. Though certainly uncommon, being the target of a Soviet spy camera was not unexpected for a Soldier in my line of work at that time in Europe. But the fact that the Soviets also had pictures of my wife and my Porsche is a whole different story.

(Probably best told over beers, this is a story I will have to tell on paper until we can again socialize properly!)

While stationed in Germany in the late '80s, I was assigned to the first of many Patriot air defense battalions that were eventually deployed to Europe. The Patriot system was comprised not only of incredibly capable missiles, but also of a brand-new type of radar system using technology never before seen in an air defense system. Our operating area near the Fulda Gap – one of the areas along the border between East and West Germany where NATO anticipated a

possible Soviet attack – meant we were of great interest to the Soviets.

Not many persons outside of Europe knew about them, but those who were stationed there during the Cold War might remember the Soviet Military Liaison Mission (SMLM) personnel and their vehicles we were all trained to identify, collect information regarding and, in certain instances, [attempt to detain](#). These trained military intelligence analysts were authorized by agreement between NATO countries and the USSR to travel throughout unrestricted areas of Western Europe to monitor NATO troop activities, ostensibly to improve relations and build trust among the countries. NATO also had similar teams in the USSR. The unrestricted areas in which SMLMs were allowed were typically main transportation routes and the areas in and around major cities.

It was no surprise to anyone, however, that the SMLMs often “got lost” and wandered into restricted areas that often included military training areas and bases, defense manufacturing plants, border areas, and other sensitive places. It was in these areas that military members were charged to attempt to detain or dissuade and report the intelligence agents.

As such, it was not uncommon to see SMLMs skulking around our Patriot training and wartime deployment sites. Our instructions were always to report everything we could about the cars, their occupants, and

their activities to the EUCOM MI (European Command Military Intelligence) detachment absolutely as soon as possible after the sighting. It is important to note that military folklore always said that the SMLM cars were hot rods with special racing suspensions, high capacity gas tanks and heavily modified engines so they could get away from anyone attempting to track them. If you saw a SMLM team, you had to gather as much information as quickly as possible before they sped away. I always hoped I would get the chance to catch a spy or at least see one of their super cars up close.

One late fall day in 1987, I was checking on a section of my platoon, which was emplaced near the top of a mountain just inside a tree line. The property was formerly a small ski school and a couple of the beginner slopes were used as pastureland and remained fairly clear of trees. While I was inside one of the vans talking with my Soldiers, one of the perimeter guards called to tell us he had spotted a SMLM vehicle at the bottom of the slope and he could see long telephoto lenses sticking out of two windows. I immediately told him to run down and either detain them or chase them off and I and two others jumped out of the van and took off down the slope after him, running absolutely as fast we could.

It was not a heroic sight to behold. Were it a scene from a movie, we would have looked like Charlie Sheen, Mel Gibson and maybe Tom Hanks gracefully running Chariots-of-Fire style down the steep ski slope as the bad

guys ran away, leaving their gear behind. Nope. Not even close. Instead, it was a scene of three normal young dudes weighed down by helmets, M-16s without ammo, full canteens, MRE-stuffed pockets, gas masks strapped to their thighs, dressed in charcoal-lined chemical protective suits trying for all they were worth to stay on their feet as they half ran and half rolled down the mountain. While all of this was going on – seemingly in slow motion – the spies calmly remained in place, snapping pictures.

Click...click...click.

By the time we arrived, they had sped away and left nothing behind but lingering exhaust from that supposed race engine. Didn't smell like race fuel either; smelled like oil smoke. What a disappointment.

Initially angry that they had escaped, we later laughed at how we must look in the pictures back in Moscow: freeze frame stills of a bunch of jokers stumbling down a mountain looking mad as hell and completely out of control. We were all determined that the next time we saw a SMLM, We Would Get Them.

Just over a year later, I got my second chance.

Among the many cars and motorcycles I owned those three years I lived in Germany was a '77 924. It wasn't very fast and some might say it wasn't very pretty, but it was mine and I went everywhere I could, as fast as I could! It was a very rare Reseda Green

model with a chocolate brown interior, and it is the reference car for that color pictured in [Rembow](#).

In early 1989, my soon-to-be wife Trisha and I were driving south from Giessen on the A5 one Saturday evening on our way to a Brigade formal dinner ball in Darmstadt.



A young, squared-away Jeff Souder and his smashing wife-to-be, Trisha.

Traffic was moderately heavy for that time of the weekend and we were in the middle lane south of Frankfurt when I saw a SMLM car go by us in the fast lane. I remember it was an ugly green Russian station wagon of some sort. Didn't look all that fast to me. I told Trisha it was our duty to tail them and collect as much information as possible, and I think she responded with some comment about not going too fast and that I wasn't James Bond, but I really don't remember (even way back then I didn't really pay attention to her comments about my driving). So, I downshifted and off we went, weaving around slower traffic, calling on everything

that car had to offer...maybe all of what? 125 pure Audi - I mean Porsche - horses in European trim?!

We eventually caught up to them and they moved to the middle lane to let us by. As we pulled alongside, I distinctly remember telling my wife to check them out because I was in uniform and thought the longer I could pretend I didn't notice them as we slowly crept by, the more information she could collect before they were spooked. But much to my surprise, rather than letting me pass they chose to match my speed and began ogling and taking pictures of Trisha who, I must admit, was looking super fine in her evening gown!

She said something like "Hey! These guys are making 'kissy faces' and wagging their tongues at me while taking pictures and waving!" My surveillance plan foiled, I looked over and gave them my most evil 007 look and then tried to accelerate away. And couldn't! Though I had that pedal mashed almost through the firewall and my 924 was giving me its all, it wasn't Bond's DB5 and it just didn't have enough muscle to escape that Soviet spy wagon. The Soviets appeared to just casually cruise along next to us, matching our slowly increasing speed, laughing at our predicament. It was almost as if they knew my personality: neither I nor Bond would ever slow down to let bad guys go by and I needed to get to a phone so I could report my spy sighting!

We went on like this for what seemed like a couple of minutes before - horror of horrors - my beloved Porsche decided to burn a hole in the number three piston. With the wanna-be Mr. Bond and his hot Bond Girl drastically slowing in their smoking car, off the Soviets went, hands and arms out of both sides of the station wagon, saluting us with every hand gesture known to man.



Jeff's Soviet station-wagon chaser.

As we limped to the ball on three cylinders, I was furious not only that the SMLMs had beaten me again, but that they had done it in a station wagon! To make matters worse, my Porsche had let me down and had caused what was surely an embarrassment I would take to my grave. I was so mad at that car!

My anger did not last long. After all, the car didn't leave us on the side of the Autobahn. It got us to a phone so I could report the SMLM sighting (an hour or so too late, but oh well), and it got us to the ball just in time for us to party all evening, just like Bond and his leading lady!

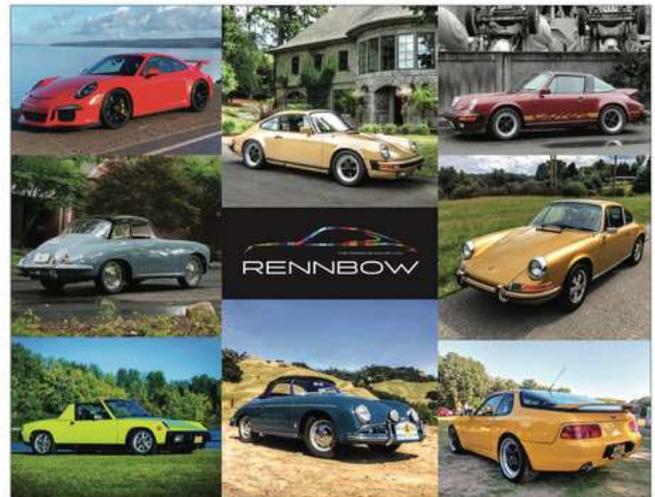
I ended up rebuilding the engine and learned a lot in the process. Then a couple of months later I sold it to buy something

newer and faster and more reliable: an '88 Mustang GT that was way more fun on the Autobahn, but not as 007 cool, for sure.

Wish I could tell you I look like Sean Connery, I was driving a Ruf 911, the Soviets couldn't get away, and instead they blew their engine trying, but alas, life hands us few victories as sweet as that!

Hmmm...Maybe I'll tell that one when we meet for beer...

Below is an ad from PCA for Rennbow. The site has more Porsches than you can count, and almost every color ever used on a Porsche (505 colors and 4557 pictures). An interesting way to while away a rainy afternoon. www.rennbow.org



See Thousands of Porsche Images in over 500 Colors.

Rennbow, the Porsche Color Wiki, is the largest collection of Porsche images on the Web, all organized by color. It's interactive too, you can upload images of your car and make them part of a database of over 4,000 images that grows every day. Each color has commentary about the color and a rareness rating. Rennbow is also the home of Porsche Color-centric content that is updated regularly.

Visit Rennbow today, bookmark it, and share it with your friends via social media.

SEE ALL THE COLORS: Rennbow.org



PORSCHE CLUB OF AMERICA