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July 2020

Official Publication • PCA-Chicago

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Talking Concours: Virtually  
Friction Circle: Theory





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**On The Cover:** Photo by Neil MacDonald

Top photo: by Jeff Brown  
Bottom left: by Neil MacDonald  
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# Return to Normalcy

The new normal is evolving as we speak. Social distancing, face masks, outdoor activities, and most importantly, respect for people no matter what color or origin. Remember, “It’s not just the cars, it’s the people,” and it’s more important than ever. We have a great Region and we want to grow and continue to create events for Porsche sports cars, SUVs and sedans, along with engaging all age groups. Your input and ideas are most welcome and appreciated.

Again, I want to thank all the first responders and essential workers for their sacrifices and efforts to support our daily lives. I’d also like to recognize Alan Cook, who transitioned his Pet Pad business to face mask production to support first responders initially, and which are now available to the general public.

Hopefully, those who were significantly impacted by the shelter in place orders are starting to recover. Hats off to all the parents who had to learn how to become teachers and do the home schooling while still working; I don’t know how they were able to do that and still find time to work. You have my utmost respect for stepping up and learning a new skill in a brief moment in time.

The next bit of good news is that the Chicago Region now has an online **Goodie Store**, which you can visit at <https://chicago.pcawebstore.org/>, and where you can purchase Chicago Region merchandise. It’s an opportunity to upgrade your wardrobe!

Looking forward, we anticipate that July’s activities should resume with (naturally) some safety precautions in place. This includes social distancing and other measures to reduce exposure to COVID-19. Details will be outlined on the web and on the Club’s Facebook page prior to the event, and are based on current governmental guidelines.

Enjoy your summer, get out and participate, catch up with old friends, and meet new ones. I hope to see you soon at an upcoming event.

Regards,  
Bob Rath



“ We have a great Region and we want to grow and continue to create events for Porsche sports cars, SUVs and sedans, along with engaging all age groups. ”

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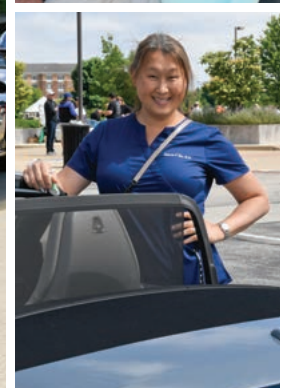
# Porsches & Pastries:

by Stanley Sangdahl

## Finally, The Season Begins!

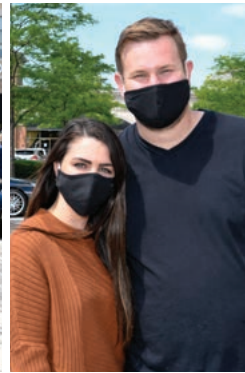
We couldn't have asked for a better day to kick off the 2020 summer season with our first Porsches & Pastries at Labriola in Oak Brook. Because of the pandemic, the enforced idleness of the winter season has continued in overtime, but it finally appears to be thawing.

*continued*



# Porsches & Pastries continued

Bright sunshine together with cool temperatures brought out the Porsche faithful in large numbers. Word of our gathering had spread beforehand, and we were joined by many other exquisite and exotic auto marques such as Ferrari, Lamborghini, Audi, and Aston Martin. The Porsche contingent dominated, though, with just about every model from the venerable 356 to the newest addition to the line: the Taycan. Yes, there was even a Carrera GT present to woo everyone with an engine sound that just can't be described. In all there were approximately 200 cars parked in the lot at any given time, and many stayed well past the scheduled 11:00 close of the event.





Nothing can bring people together in such camaraderie like the passion for the automobile that we all share. In closing, let's not forget to thank Labriola for being so accommodating to everyone.

Thanks all! 🍷



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# How Hard Could It Be?

## All Things Time, Speed, and Distance Related

by Stephen Olson



**Priorities, priorities, priorities.** When I started Rallying many years ago, I didn't appreciate the importance of priorities in PCA-Chicago Region Club Rallyes; In fact, I didn't appreciate the importance of learning any Rallye rules. In the very first Rallye I ran, my father was my partner, and I made the critical error of failing to insist that we first attend the Club's excellent spring Rallye school. As a result, neither my Dad nor I had a clue what the difference was between a "main road rule," a "route instruction," or the role that priorities played in executing the rules and instructions. Predictably, it didn't take long for my Dad and me to get lost and, in frustration, we gave up and didn't even finish the Rallye.



Sharon and Steve Olson (l) with Susan Shire and Steve Raschbaum (r).

Dialing ahead several years, my wife Sharon became my Rallye partner, and we took a different approach. Being a CPA, she was very analytical and good with numbers, and there are a lot of numbers in Rallyes. We attended the Club's Rallye schools and received excellent guidance from Club icons and mentors such as Phyllis Harwood, Dan Gallagher and Susan Shire. We quickly came to understand that while Rallying is a very

*continued on page 12*



competitive sport, it is also a great equalizer: dollars and raw power do not decide the outcome, and any team competing in any car can win its class. Unlike track events, where thousands of dollars can be spent on registration, tech inspections, car prep, maintenance, and repair, the total amount invested to participate in a Rallye can simply be the cost of a stopwatch, a clipboard, and pencils. And Rallying doesn't cause excessive wear on the car.

Having said that, while a Rallye *car* may not be exposed to excessive wear and tear, Sharon and I quickly discovered that the relationship between driver and navigator *can* be subjected to, shall we say, a certain amount of wear and tear. Over the course of years serving as Rallyemasters, both of us understand well that the Rallyemasters' objective is to get participants to fall for traps, and thus deviating from the official Rallye route or official Rallye time. In a TSD Rallye, for example, the teams know the official speed (CAST), but they don't know the official time or distance. To reduce frustration and to avoid permitting the Rallyemasters to outsmart us, Sharon and I found that it helped to establish defined cockpit duties (and also practice a little patience).

My duties as the driver include vehicle preparation; reviewing the general and supplemental general instructions; attending the driver's meeting; safely operating the vehicle during the Rallye; maintaining the CAST (staying on time!); and helping to observe route landmarks, signs, and turn points. Sharon's duties include reviewing the generals and supplementals; attending the driver's meeting; managing the post-it notes and stopwatch; reading, interpreting and confirming each instruction out loud; and observing course change markers and turn points (staying on course!).

So, back to priorities. Rallyes have been described as board games, where the Rallye route is the board and the car is the playing piece. That may be true, but inherent in successfully playing the board game is understanding not only the interplay of route instructions and main road rules, but also the priority among the different classes of instructions and rules, which changes from Rallye to Rallye. For example, when participants are told to "follow the main road rule, unless a route instruction takes you in a different direction," they are being advised that





the route instruction takes priority over the main road rule. And even within main road rules, priority is critical. If an “onto” has a higher priority than “left at T,” and the team comes up to a T intersection at Smith with an active “Right onto Smith,” whether the team turns left or right is based entirely on priority.

It takes time, practice *and* patience to become familiar with how this interplay works on the road. Sharon and I have been doing Club Rallyes for over 20 years and are fortunate to have finished first the past four seasons. Yet, on any given Rallye and in relation to any given instruction, we can easily scratch our heads and debate what we should do. That’s what makes each Rallye fun and challenging at the same time.

The Chicago Region has one of the



best Rallye programs in the country, as evidenced by how well our members perform in the national Porsche Parade Rallye event. Anna and Andy Skura are also doing a fabulous job as the Club’s Rallye coordinators, so when we actually do start the season, Rallying remains a wonderful way to visit with longtime

friends, build new relationships, and enjoy our Porsches on entertaining and challenging road courses.

The COVID-19 pandemic reminds us again that Club membership really is about the people, and not just the cars.

In closing, Sharon and I encourage you to take full advantage of this great opportunity to participate in all things time, speed, and distance related, PCA-Chicago Style! 🍷



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## Talking Concours: *Virtually, Actually!* by Henrique Regina

As with most other matters so far this season, the COVID-19 pandemic forced the cancellation of our Chicago Region Concours events, thus leaving the faithful with no forum to display their pristine cars. More importantly, though, we also

had no means to ask questions, exchange detailing techniques, or identify “best” products from trusted sources. In response, we realized that currently available technologies would allow us to meet remotely, but safely: enter the “Talking Concours” Zoom

meetings, open to all of you who are interested!

*Talking Concours* is held bi-weekly on Thursdays at 7:30 p.m., and is hosted by Club member Michael Grove. The first meeting, on May 14, was more of an intro session, but also served as our first Concours social event since February’s Chili Tasting and Car Care Clinic. It also allowed Zoom newbies to get acquainted with the software and set-ups.

The second meeting, held May 28, was more structured, and bifurcated between a

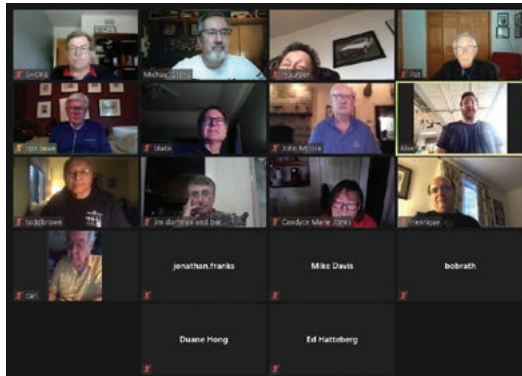
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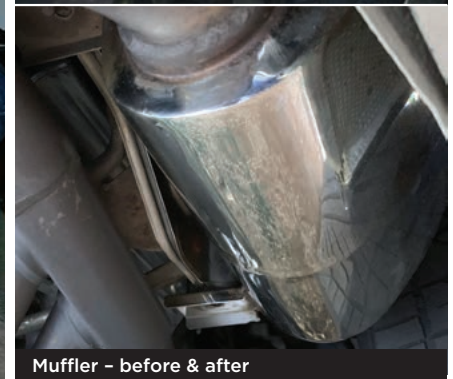
tech segment and a “featured car” segment. First, Concours master Pat Yanahan demonstrated how to repair a small paint chip, using display graphics analyzing the components of car paint, and then explained the proper way to apply, polish, and touch up damaged paint. I’m sure new-to-Concours participants got worried when Pat said, “then you take 2000 grit sandpaper and . . .,” but no worries; a good correcting compound and an orbital polisher, carefully used, will bring back paint to a showroom shine with little effort.

The first “Featured Car” was my very own 2002 911 Carrera 4 Cabriolet, in arctic silver with black interior. I reviewed the history of the car, its condition when I purchased it in 2011, and my own use of many of the techniques discussed by Pat and other PCA-Chicago Concours participants at previous Concours schools over the years. Over time, I improved the condition of my 996, and in 2017 I took first place overall in Concours.<sup>1</sup> During the session I went into more detail on how I was able to bring back some dirty stainless steel mufflers and exhaust tips to almost new condition.

*continued on page 20*



Exhaust tips – before & after



Muffler – before & after

<sup>1</sup> See <https://pca-chicago.org/scene/SceneJuly18.pdf>, at page 19, for a short article about my show experience with that car!

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Our third meeting (on June 11) again featured a tech session by Pat Yanahan, who spoke about restoring leather seats and interiors to their original condition, and how to maintain them in that condition for decades. The featured car for the week was a yellow 1974 914 2.0L, now owned by PCA-Chicago member Alex Block. This car had been purchased in 1980 by Alex's father, himself a long-time Club member, who subsequently sold the car in 1995. Years later, Alex decided he wanted the 914 back in the family and began a search to find the car, which he

eventually located in Pennsylvania. With a few more years of gentle persuasion, Alex convinced the owner to sell the car back to him. Since then, Alex has been restoring the car as a tribute to his late father, and is himself an active and successful participant in the Club's Concours program.

In closing, please join us for future *Talking Concours* meetings as we share additional detailing techniques, and highlight other featured cars for your viewing pleasure. See you then! 🍷

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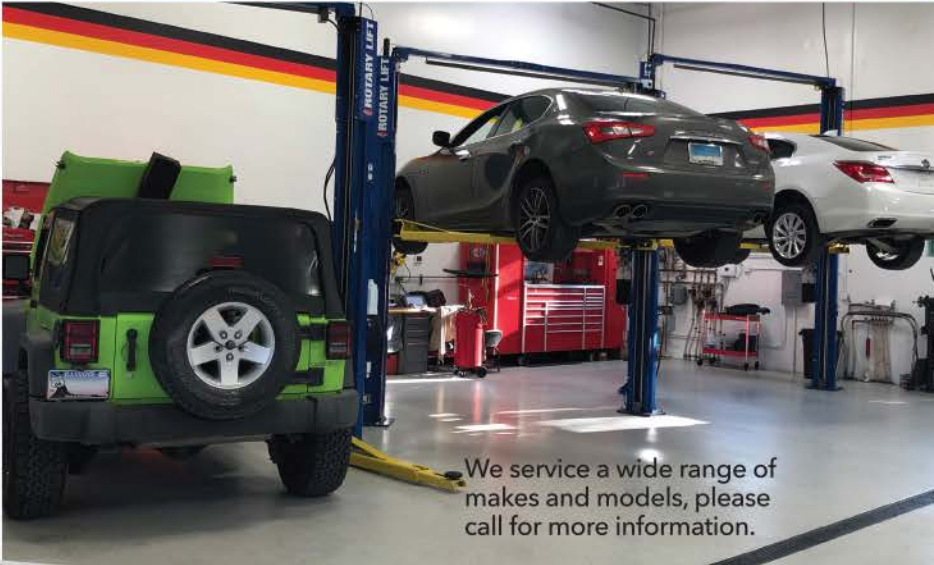
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# The SOCIAL SCENE

by Steve Kuk

Special Travel Edition



Kathy and I are looking forward to seeing all of you as soon as we can, and also hope to get some additional fun and safe events planned to make up for the ones we gave up earlier this year. Since the Club hasn't held many (?!?) social events so far this season, I thought I'd use this issue to pass along some tips on getting guidance from PCA-National (<https://www.pca.org/>) and the Regions to plan and inform your travels around our great country.

When Kathy and I travel, we typically look at our route and then check it against PCA's Zone and regional maps (<https://www.pca.org/events>, and Region Boundary REV 18-03-18 Zone Maps.pdf). Next, I send emails to the Zone Representatives for the Zones we'll be traveling through, and ask for their advice on what to see, roads not to miss, and whether there are any events going on during our travels.

While I'm at it, I also usually ask for the names of some of the regional board members we could contact to get additional local guidance and tips. Using the Club's event



calendars and the network of friendly Club members has added so much to our travels, and you don't have to be driving your Porsche while traveling to join in the PCA fun.

In the last article I wrote for *The Chicago Scene*,<sup>1</sup> I mentioned that our annual travels to see The 24 Hours of Rolex began in 2014. What I didn't mention was how much better our first trip down there turned out by reaching out

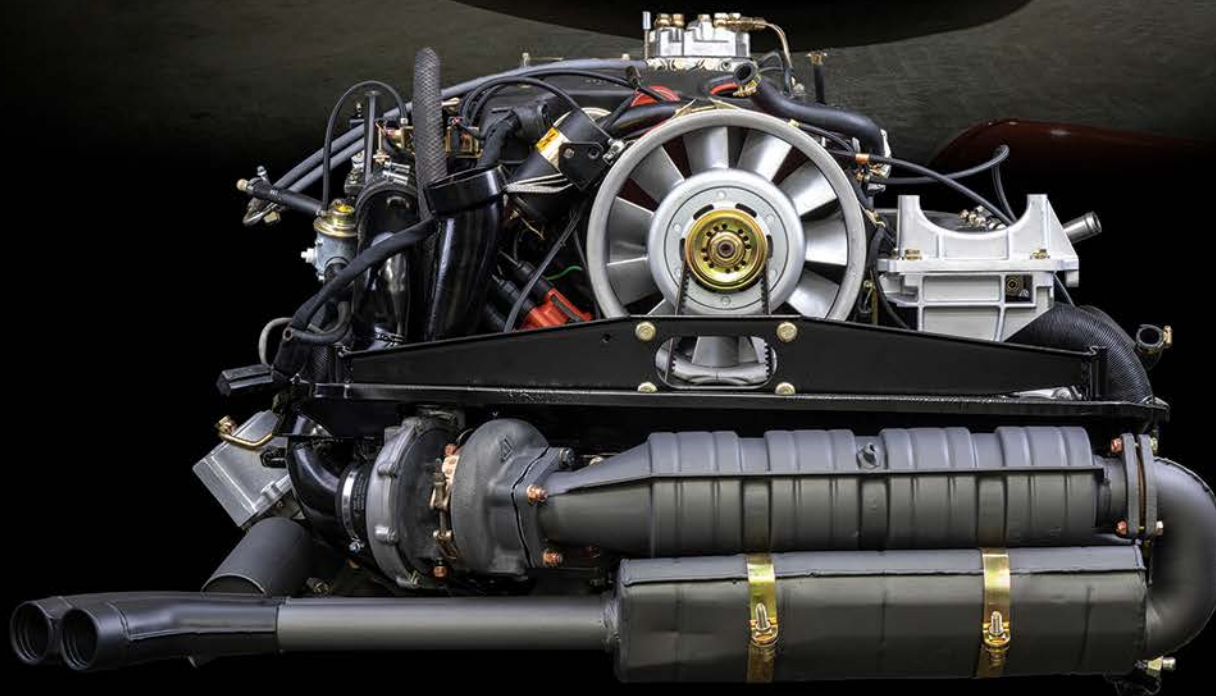
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<sup>1</sup> <https://emailer3.pca.org:443/UploadFiles/FINALREV202005ScenewLinksvFINR11.pdf>.



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to the PCA network. I contacted the Zone 3 Rep as well as regional Club representatives for the Hurricane, Coastal Empire, Carolinas, Ocmulgee, and Peachtree Regions for advice on upcoming events in the Carolinas and Georgia during our travel times; and did the same with regional Club members for the Crown, Citrus, and Space Coast Regions for upcoming events in Florida.

We're so glad we did: we were invited to attend a special art exhibition at the North Carolina Museum of Art in Raleigh, called *Porsche By Design: Seducing Speed*.<sup>2</sup> It had been going on for nearly a year by the time we became aware of this event, and we noted that it was set to close before we could get there. Folks in the Hurricane Region told us, however, that they had worked out an extension for the exhibit. I can't tell you how glad we were to spend a few extra hours going out of our way to see this once-in-a-lifetime event.

Back on the road again, we found ourselves on the way to a pizza party held in connection with the Peachtree Region's Track Day at Roebling Race Track, which is located just outside of Savannah. The next day we were invited by the Crown Region in Jacksonville to attend a "Drive and Dine" event. And the next morning after that, we traveled to the Space Coast Region in Florida to attend their "Cars and Coffee" at



While we were down visiting with the Space Coast Region we had rolled back over a storm sewer cover and cracked our cooling system. I called the president of the region and he gave me a local shop he had worked with for his cars. We had the cooling problem fixed very quickly. While the engine was out we had them replace the water pump and the IMS bearing. We got it all done in 3 days.



the Merritt Island Yacht Club. I'll tell you what: there is something so very special about being among new PCA friends, talking about all things Porsche, drinking coffee, and seeing dolphins leaping out of the water.

But wait! There's more! With the help of a new friend from the Citrus

Region we got into the Brumos Suite at the Rolex 24 at Daytona. I was also toting my copy of *Seducing Speed* in my backpack, just in case we bumped into some notable someones associated with those cars and events depicted in the book. And sure enough, in walked a well-known Brumos Team driver named

<sup>2</sup> <https://ncartmuseum.org/exhibition/porsche-by-design-seducing-speed>. Once there, we also picked up a coffee table book about the exhibition, so if you'd like to see it, send me an email, or just order your own copy through the Museum.



Hurley Haywood, one of the great endurance drivers of all time. Kathy and I spoke with him for a while, and he was gracious enough to sign our book and let us take a few pictures of him with us. In short, it was a great day made even better by being among new Porsche friends!

Well, I guess that wraps it up for now. In the meantime, and until we meet again, Kathy and I hope you stay safe, and when you do start to travel again, that you reach out first to the PCA Zone and Region reps for advice and travel tips.

Take care, my friends, we look forward to seeing you all very soon. Best always,  
— Kathy and Steve 🍷

## 2020 EVENT CALENDAR

### JULY

- 17 Blackhawk (Novice Day) – Pending/TBD
- 18 Concours, Potter’s Picnic – Pending/TBD
- 19 Rallye School – Pending/TBD
- 26 Rallye – Pending/TBD
- 31 Autobahn DE – Pending/TBD

### AUGUST

- 1 AX (Sponsored by Midwest Performance Cars), Boomers Stadium – Pending/TBD
- 8 Ice Cream Social, Superdawg
- 9 Concours, Randhurst, Mount Prospect
- 15-16 Gingerman DE
- 23 AX, Tire Rack
- 30 Rallye

**Important:** Due to current state public safety concerns, please check the Club’s latest eBlasts and the website for updated information

For up-to-date details, please check:

<https://pca-chicago.org/cms/news/event-schedule>

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# Friction Circle // Theory to Practice

by Dana Comolli



The term "Friction Circle" is one that anyone bitten by the DE bug is bound to run into as part of his or her quest to become a better driver. It is discussed in many books on performance driving and is often a topic of discussion during novice classes at DE events; as those of you who have attended a DE event at Blackhawk Farms Raceway, you already know that I cover it in our BHF classes.

As a refresher, the Friction Circle is a graphical way to describe how the trade-offs work as tire grip is allocated between braking, acceleration, and cornering, at any given point on the driving surface.

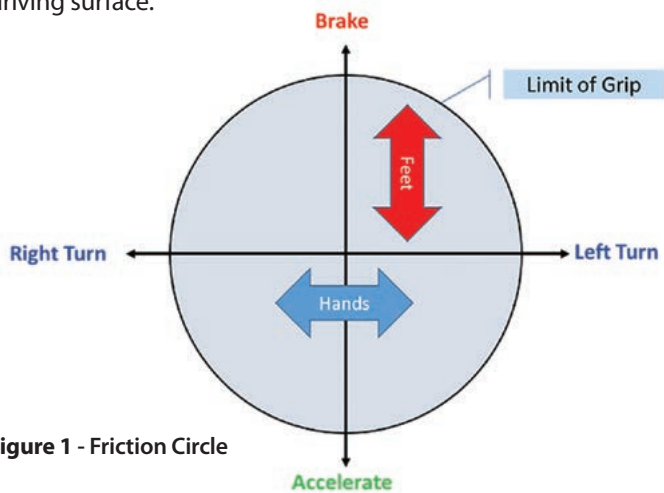


Figure 1 - Friction Circle

The edge of the circle represents the limit of grip (friction) that the tires can provide. The concept was developed by Mark Donohue in the late 1960s as part of seminars he gave at the Road Racing Drivers Club, where he was advocating for the use of a concept called trail-braking, which at the time was highly controversial. The Friction Circle was used to explain how and why you could safely brake and turn at the same time.

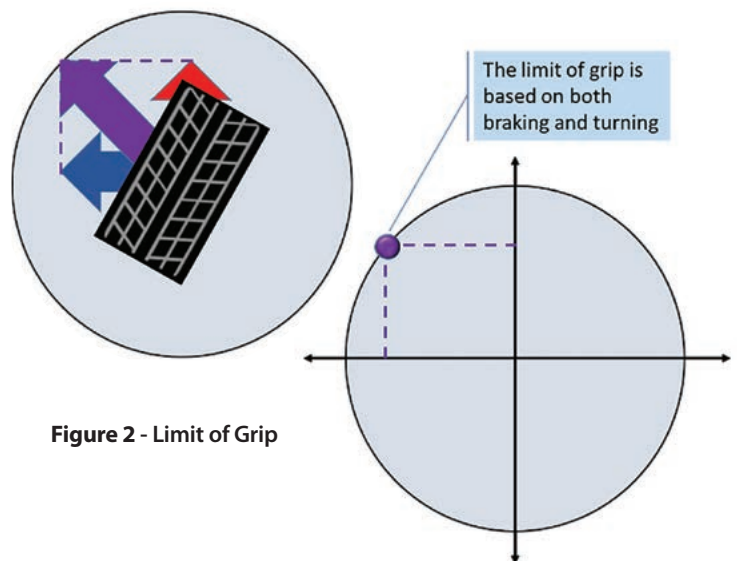


Figure 2 - Limit of Grip

continued

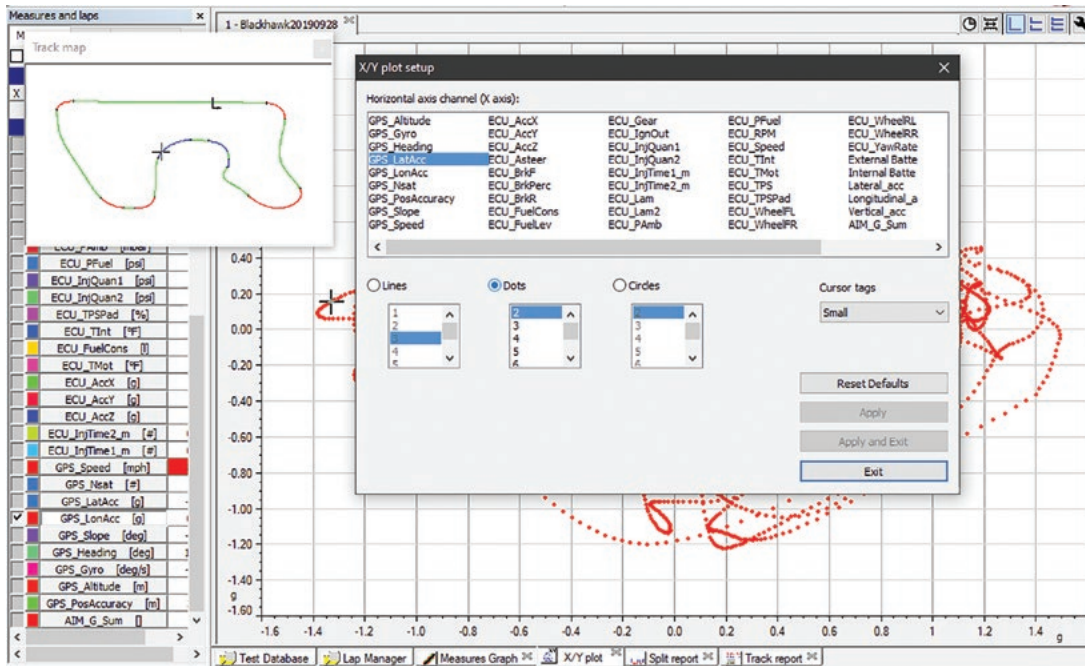
Recall that I discussed the Speed channel of your data software in my last article and how it can be used to improve your driving.<sup>1</sup> In this article, I'll discuss how to use the Lateral and Longitudinal Acceleration channels of your data software to implement the equivalent of a Friction Circle, and use it to show where you may not be taking advantage of all the grip that's available to you.

Once again, I'll be using AIM's SoloDL and their Race Studio Analysis software, although any similar device and application will work. The data is from the same two laps at our 2019 Blackhawk Oktoberfest event that were analyzed in the previous article.

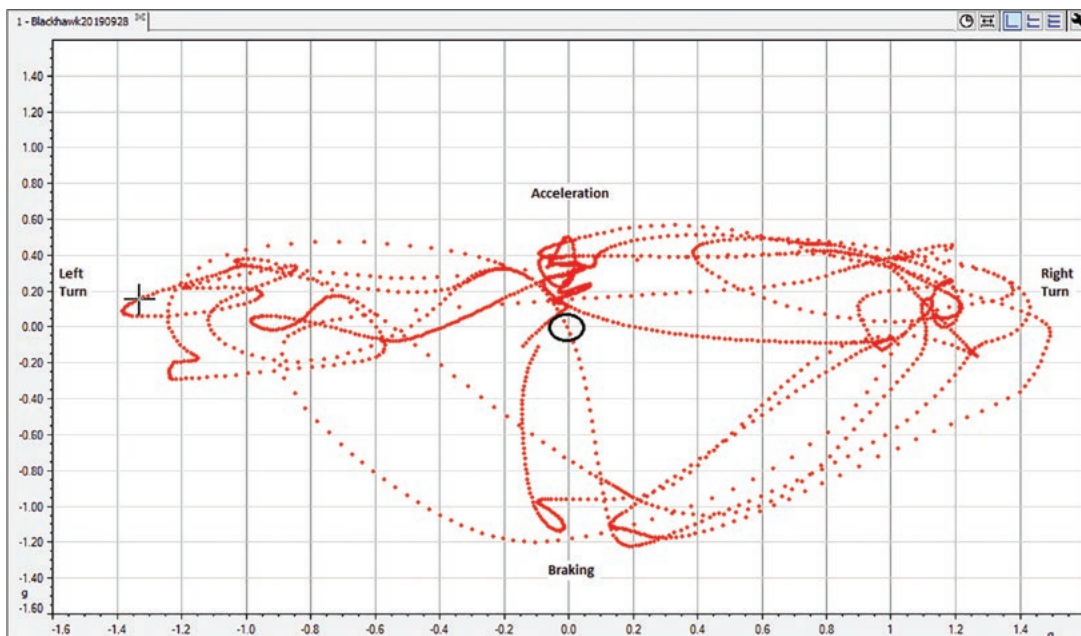
I'll be using an X/Y Plot to display Longitudinal Acceleration (Braking/Acceleration) versus Lateral Acceleration (Turning).

**Figure 3** shows how this should be configured in the Race Studio Analysis software.

Because this is a graph of acceleration from the point of view of the car, rather than friction, the graph is inverted from a Friction Circle as shown in the labeled version of the chart in **Figure 4**. I've identified the zero point (the black circle) for reference. The unit of measure is g-forces (1g = the force of gravity at sea level, 32.2 feet/sec<sup>2</sup>), which translates to 21.95 mph per second.



**Figure 3 -**  
X/Y Plot Configuration



**Figure 4 -**  
X/Y Acceleration Chart

<sup>1</sup> <https://pca-chicago.org/scene/SceneMay20.pdf>, at p.27.

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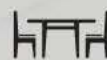
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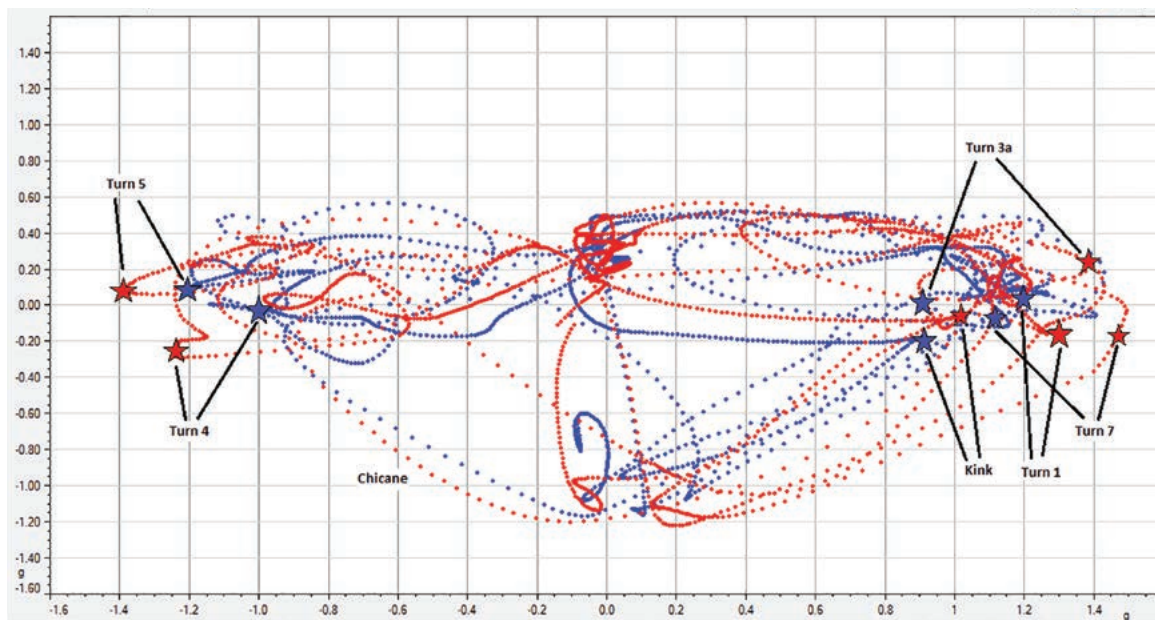
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What can we learn from the chart in **Figure 4**? First, you can slow down a lot faster than you can accelerate. This makes sense, especially since this is a chart of a lap in the middle of the session. Going back to the Friction Circle, the idea is to keep the forces as close to the edge of the circle as possible. You can see on the lower portion (braking and turning) that in general, this is the case. Nevertheless, it's clear that there is some room for improvement, since the shape of the friction "circle" is more of an oval. For reference, the left cross-hair in the diagram above is positioned immediately after a late apex at Turn 5. The peak to the left of the left cross-hair is the late apex.

Let's overlay the two laps from the last article and see how they compare (**Figure 5**).



**Figure 5 - Overlaid Laps**

The first thing we can see in **Figure 5** is that the blue lap (the slower one) is using far less of the available grip. The blue dots do not extend as far down in the lower left and right sections of the chart, nor do they extend as far left or right. A prime example is Turn 7. The difference is around 0.3g between the two laps. An even greater difference is at Turn 3a. These represent a significant difference in the use of available grip. Looking at the other highlighted turns shows the same types of differences.

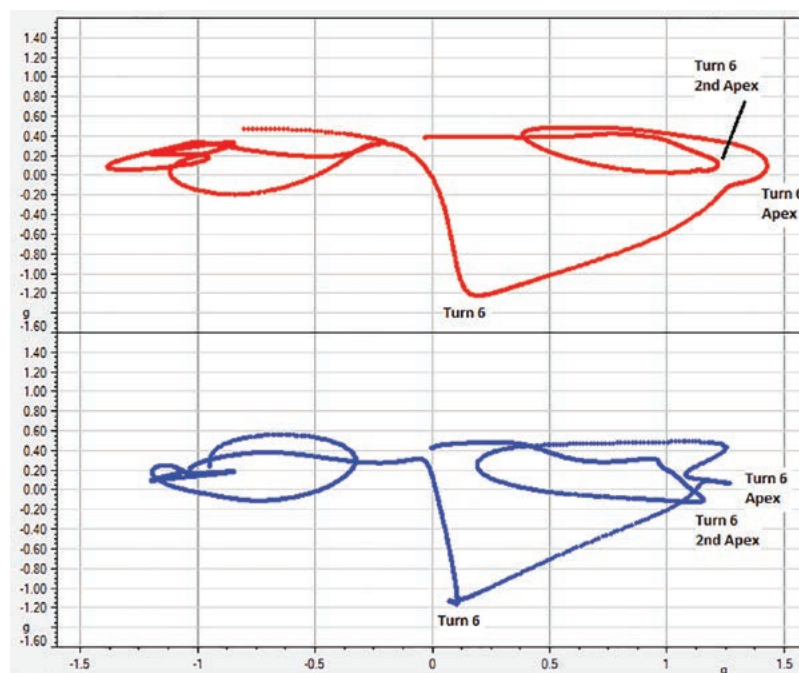
Zooming in on the handling of Turn 6 (**Figure 6**) is especially educational. You may want to go back to the previous article for more context.

As you can see, the entry to Turn 6 shows a big difference in transitioning from braking to acceleration. It also shows a lack of smoothness at the first apex for the blue lap and a consistently

greater use of both lateral and longitudinal acceleration in the turn through the second apex for the red lap. This is consistent with what the speed trace showed.

Far from being simply a theoretical teaching concept, the friction circle can be used to identify those areas on the track where we are not using available grip—which translates to speed—that can be easily identified through the use of telemetry systems widely available to all of us drivers.

By using this technology, each of us can get the most out of our cars, and become better and safer drivers. 🏁



**Figure 6 - Focus on Turn Six**

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## AMG: The Club's Charity of the Year for 2020

by James Drury


I want to take a few moments to introduce you to the not-for-profit organization that the Club is supporting this year: Automotive Mentoring Group, also known as "AMG." (No, not *that* AMG!)

AMG was started about 26 years ago by Alex Levesque. His mission was then, as it is now, to provide at-risk youth and members of the community with a real alternative to gangs and unemployment through the art of classic car restoration. To that end, AMG provides mentoring not only in trade-related skills, but also provides social and emotional learning, job opportunities, emotional intelligence, and holistic supportive resources.

AMG is on the front lines of a proactive fight against gang violence. Alex literally takes gang members (men and women) off

*continued on page 36*





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the streets. Alex told me that many members of the general community want to ignore the gang problem, in the hope that it will just go away; it will not. Alex takes these young men and women and teaches them a trade that they can use to provide themselves with a productive life skill in the automotive field. Beyond those skills, however, AMG's program also provides these youngsters with the support necessary for them to obtain their high school diplomas, enroll in college, and obtain jobs and apprenticeships in the automotive industry and beyond.

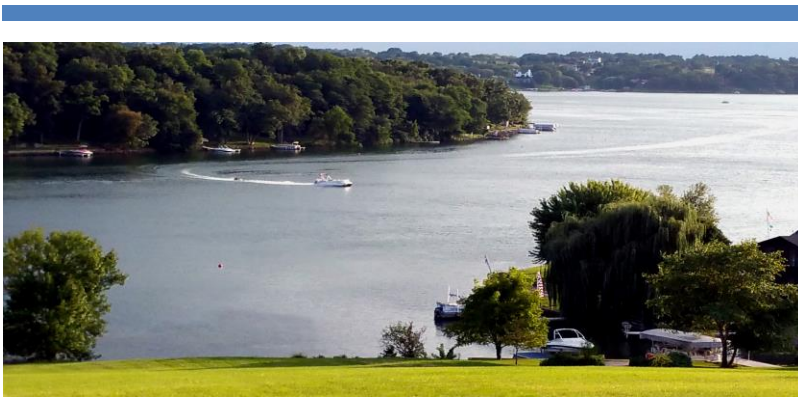
AMG's mentors come from a variety of backgrounds, including law enforcement officers, fire fighters, and other emergency responders, to name just a few. Each AMG mentor also believes in the vision of AMG, and you may even have spoken to one or more of them yourselves: some of the Marines who have attended our annual Dinner Dance are AMG Mentors, which is how AMG was brought to the Club's attention.

A few final thoughts as we get our Club's event season under way. Right now, AMG is restoring a 944, and later this year, after





the shelter-in-place restrictions are modified or lifted, we're going to have a Porsches & Pastries event at their facility, which is located at 6522 Lavergne Avenue, in Bedford Park, just south of Midway Airport. Take a ride to see what Alex has built, and I think you'll be impressed! Details will follow from Bob Rath through upcoming eBlasts, but in the meantime, you can get more information by visiting AMG's website at [www.automotivementoringroup.wordpress.com](http://www.automotivementoringroup.wordpress.com), or call me personally at 847.867.2165. 🍷



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Gary Shellhouse  
Managing  
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by Pat Yanahan

## Interior

This is the second of a series of articles on how to care for the cosmetics of your Porsche or other cherished autos in your garage. There are many options available to you and we will present our favorite based on what has worked to bring interiors to show winning condition. Most of the major brands of cleaning material work well but be sure to test on a small area before doing the entire surface.

### Don't panic, it can be fixed or repaired

The interior of the car gets the most wear and tear, with the exception of the engine. Like the rest of your Porsche, it is made with high-quality materials which must be maintained. With even older cars the interiors can usually be saved through good cleaning/conditioning or even re-dying back to the factory color. In case replacement is required there are several fine suppliers who can provide kits for seats, carpeting and dashes. However, there are also some excellent craftsmen in the Chicago market that can do outstanding and affordable custom interior work.

Do I have leather or vinyl seats, side bolsters, trim? What about Alcantara? Alcantara is a tradename given to a composite material used to cover surfaces and forms in a variety of applications. It can be described as an artificial substitute for suede. Vinyl is a man-made material and has a memory where leather is natural and recovers slowly. The easiest way to tell the difference is with your fingernail. Press into the material with your fingernail to make a deep impression. When you remove the pressure and the material bounces back immediately to shape then it is vinyl. If it responds slowly it is leather.

Seats take the most wear, particularly the side bolster that you rub every time you enter or exit. These wear to the point where they look worn-out and even need to be replaced. If the material is not cracked then just that section can be cleaned and dyed back to new condition. Even the complete leather seats can be saved if the leather is not cracked and separated. There is a great supplier of leather cleaning and matching color dye and with a lot of patience a novice can usually do a good job. Leather interiors must be conditioned a couple of times each year. With an open car that gets a lot of sun, once a month is suggested.

The carpets are high grade material and most of us use floor mats to protect the wear points. But they do get dirty and should be vacuumed regularly. If the matting (worn area) is obvious then a good shampoo along with a very gentle wire brushing can bring it back to almost new appearance.

Most dashes are vinyl but some are leather. They dry out and even crack. Aftermarket suppliers offer a total cover but there are local suppliers who will come to your garage and fill the cracks and re-dye the material so it looks as new and will last for years.

On older Porsches, the headliner starts drooping with age.



*A fifty year old full leather interior restored to national award-winning condition.*

They should be replaced by a professional but the material kit is available from several sources. This is especially true of older Targas.

Mom always had her favorite technique for cleaning windows. There are multiple products for cleaning glass but the secret is to do it in the shade and put a fluorescent drop light inside the passenger compartment. This specific lighting will show all of the dirt and smudges. A microfiber cloth works far better than Mom's old newspaper.

*The following cleaning solutions are not necessarily the most expensive and have proven to work well.*

### Vinyl and Leather

**Lexol Leather Conditioner** (brown bottle) is good and inexpensive for regular maintenance. If your leather is in bad shape then here is a company that offers professional grade cleaner, conditioner and color dyes to match your interior: **Color-Plus Leather Restoration System**, [www.colorplus.com](http://www.colorplus.com). **Vinylex Protectant** works great on vinyl and plastic surfaces. To clean Alcantara go to their web site for specific cleaning suggestions: [www.alcantara.com](http://www.alcantara.com).

### Carpeting

**Folex Carpet Spot Remover** is available at Jewel and is a great cleaner and inexpensive. A new product that has been used by several of our members with great success is **Würth Activ-Clean**. Although a fabric cleaner, I accidentally used it on my aluminum engine case and it even removed the grease. Don't do this; there are better products for cleaning engines.

### Windows

**Invisible Glass** seems to be the best so far. Used with the fluorescent light and microfiber clothes it works great.

### General

**Würth Rubber Care Silicone Free** cleans and leaves a nice deep and dull final finish. An optional utility product for rubber trim and tires is **Vinylex Protectant** in the blue plastic bottle. And to end, our favorite is **Simple Green** for cleaning anything. This is biodegradable, will not damage any surface, safe on skin and will clean the floor if you spill it. 🍷

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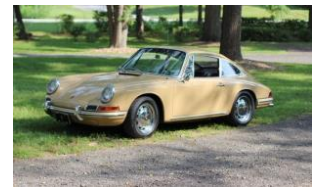
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**By the mansion on the hillside  
Red sports car comes driving down the road  
And pulls into the driveway  
And a story does unfold.**

– “High Summer,” Van Morrison

If you close your eyes, what do you imagine as the color of that red sports car? I’m sure that yours is different than mine. There is, however, an empirical system developed by X-Rite Pantone that coldly calculates color, as viewed in perfect daylight, as a series of numbers on an axis of L\*a\*b cH. Yet how each of us interprets color is as different as what kind of sports car was pulling into Van Morrison’s *High Summer* driveway.

There is no such system to determine what is passable as a sports car; our definition has changed over the years. The original concept was simple: small, light, and nimble, with two seats and a rag top, designed as an afterthought and to be used only in an emergency. The result, poetically, was tagged variously as a spyder, spider, cabriolet, speedster or convertible.

To make forward progress it needed three pedals on the floor. It required—it *demanded*—involvement. The 4-speed gearbox became 5, which became 6, 7, and now 8. An engine of 4, 6, 8 or 12-cylinders was placed under a long hood. Or sang from right behind the driver’s ears. Or was it hung out behind the rear axle? The resulting image of a sports car really becomes focused from and by *your* point of view.

Whatever else, though, a sports car always needed to be something better than just transportation. It needed to be expensive, (somewhat) uncomfortable, and impractical as a daily driver, but it also had to be the best tool for the job. It was an idea, an emotion, an *experience*. And it had to have leather. Lots of leather.

Over time, Porsche developed a keen social conscience and by 1988, had begun the move away from harmful, solvent based lacquer paints. By 1991, all models throughout the marque used an eco-friendly water-borne paint application system, and thus we passed into the world of clear coat paint exteriors. Continuing, we’ve also moved away from interiors looking like a baseball glove and processed from caustic, vat-dyed leather, to a more eco- and cost-friendly sanded leather surface, with sprayed on pigment to insure a consistent color. With Porsche now making a serious number of cars, the interiors correspondingly demanded a serious amount of top quality leather, meaning a serious amount of cattle. And *that* requirement came to be viewed as no longer sustainable. About this same time there evolved in Germany a social consciousness that

*continued*

## IN 2008:

- The Governor of Illinois, Rod Blagojevich is arrested on federal corruption charges including conspiracy to commit mail and wire fraud, and solicitation of bribery.
- Not one to be outdone, Bernard Madoff is arrested by federal authorities on charges of running a massive, decades-long Ponzi scheme, swindling thousands of investors in what became the largest financial fraud in history.
- CitiGroup, the nation’s largest bank, along with other financial institutions report a fourth quarter loss of \$9.83 billion, caused by failing sub-prime mortgages.
- Not to be outdone, GM reports the largest loss ever recorded, at \$38.7 billion.
- Another one not to be outdone, Michael Phelps surpasses Mark Spitz in Gold Medals won at a single Olympics, winning eight.

### Technology From 2008:

- With the Windows monopoly broken, Apple’s iPhone begins its domination of the market.
- Twitter and FaceBook explode onto social media, and an application, not an infrastructure product, becomes profitable.
- The “Cloud” becomes mainstream and the Amazon Kindle debuts eBooks.

**Music:** Alicia Keys, *As I Am*; Josh Groban, *Noel*; Lil Wayne, *Tha Carter III*; Eagles, *Long Road Out of Eden*; Taylor Swift, *Taylor Swift*; Kid Rock, *Rock N Roll Jesus*; Coldplay, *Viva La Vida or Death and All His Friends*; Carrie Underwood, *Carnival Ride*; Garth Brooks, *The Ultimate Hits*

**Movies:** *The Dark Knight*, *Indiana Jones and the Crystal Skull*, *Kung Fu Panda*, *Mamma Mia*, *Quantum of Solace*, *Iron Man*, *WALL-E*

## BEST QUOTES OF 2008

**“Theatre actors look down on film actors, who look down on TV actors. Thank God for reality shows or we wouldn’t have anybody to look down on.”**

– George Clooney, explaining the pecking order of actors

**“No one wants to see an old hooker.”**

– Julia Roberts, on turning down the chance to star in a sequel to *Pretty Woman*, Ms. Roberts at 41 years old at the time

**“When I have my photo taken, I don’t say ‘cheese.’ I say ‘sex.’”**

– Carla Bruni, wife of French President Sarkozy



viewed tanned cow hides as unethical, and soon this Green Party put pressure on the marketplace for a vegan alternative. At about this same time, China soared to become Porsche's number one market, though a market either unaware of or uninterested in the cachet value of sporty leather interiors.

So cometh the rise of a patented synthetic microfiber textile fabric called Alcantara. While once available sparingly through Porsche's Exclusives and Tequipment catalogs and reserved for its high performance Turbo and GT models, the 2008 Special Edition Orange Boxster was the first Porsche to cover nearly *everything* with this animal-free, sustainable fabric which uses 80% less energy to produce than leather. And still manages to maintain its race-inspired heritage.

Perhaps after all this time, after all the challenges, and all the miles, the biggest compliment to Porsche is, "You haven't changed a bit." And who can argue with that? ■

## In 2008:

- Federal Reserve interest rate:** 2.25%
- Yearly inflation rate:** 0.1%
- Unemployment:** 13.2%
- Year end Dow Jones Industrial Average:** 8,776 (33.84%)
- Average income per year:** \$40,523
- Minimum wage:** \$6.55/hr
- Average cost of a new house:** \$238,880
- Average monthly rent:** \$800
- Cost of a new BMW 328i:** \$35,300
- Eggs per dozen:** \$1.29
- Loaf of bread:** \$1.67
- Gallon of milk:** \$2.66
- Postage stamp:** \$0.42
- Gas per gallon:** \$3.39
- Movie ticket:** \$6.95

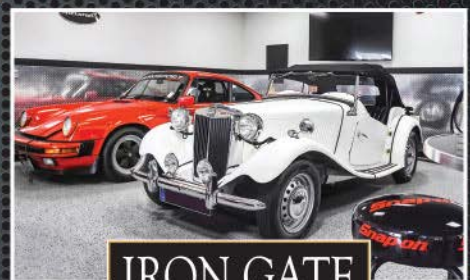
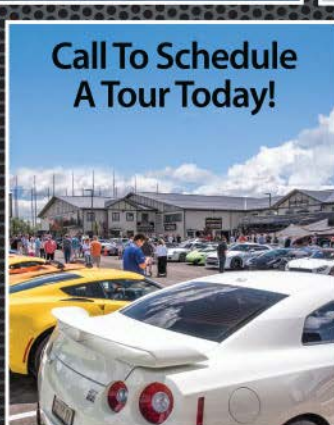
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