

Chicago Scene

April 2009



The Official Publication of the Porsche Club of America - Chicago Region

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Jim Jacisin explains the fine art of concours cleaning at the Concours School and Chili Tasting

photo by Neil MacDonald

Photographers: Neil MacDonald

Contributing to this issue: Jack Stephensen, Ed and Debby Leed, Pat Yanahan, Peter Faehnrich, and John Miller

2009 EVENT CALENDAR

Apr			
	19	Rallye School	Loeber Motors
	26	Autocross School	Maywood Racetrack
May			
	1	Board Meeting	VFW Park Ridge
	3	Rallye 1	
	6	Blackhawk DE 1 - Experienced and Novice	Blackhawk Farms Raceway
	17	Autocross 1	Tire Rack
	22	RADE - Novice & Instructors Day	Road America, Elkhart Lake, WI
	23 - 24	RADE (Road America Drivers	Road America, Elkhart Lake, WI
	30	Charity Car Show - New Member Meet &	Bollingbrook, IL
Jun			
	5	Board Meeting	VFW Park Ridge
	7	Autocross 2	TBD
	8	Autobahn Drivers Education	Autobahn Country Club
	21	Concour 1	Long Grove
Jul			
	8	Blackhawk DE 2	Blackhawk Farms Raceway
	10	Board Meeting	VFW Park Ridge
	12	Autocross 3	Maywood Racetrack
	19	Rallye 2	
	26	Concour 2 / Potters Picnic	Fischer Estate
Aug			
	1 - 2	Gingerman DE	GingerMan Raceway, South Haven, MI
	7	Board Meeting	VFW Park Ridge
	8	Golf Outing	White Pines
	9	Autocross 4	TBD
	14	Blackhawk DE 3	Blackhawk Farms Raceway
	16	Rallye 3	
	23	Concours 3	Geneva, IL
Sep			
	4	TRAC 09 DE - Test & Tune	Road America, Elkhart Lake, WI
	5	TRAC 09 DE, Club Race Practice, Concours & Party	Road America, Elkhart Lake, WI
	6	TRAC 09 DE & Club Races	Road America, Elkhart Lake, WI
	7	TRAC 09 DE & Club Races	Road America, Elkhart Lake, WI
	11	Board Meeting	VFW Park Ridge

	13	Autocross 5	Maywood Racetrack
	18	Blackhawk DE 4	Blackhawk Farms Raceway
	20	Rallye 4	
	26	Charity Car Show - New Member Meet & Greet	
Oct			
	3	Blackhawk Octoberfast	Blackhawk Farms Raceway
	4	Blackhawk Octoberfast	Blackhawk Farms Raceway
	4	Concours 5	
	9	Board Meeting	VFW Park Ridge
	18	Rallye 5	
Nov			
	1	Concours Judging School	TBD
	6	Board Meeting	VFW Park Ridge
	8	Fall Tech Session	TBD
	15	Bears Football Social	
Dec			
	6	Dinner Dance	TBD
		New or changed event information	
		Event Information in this issue	

Chicago Region Board Meetings

8:00 PM

**Park Ridge VFW Hall
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Park Ridge, IL
(corner of Higgins and Canfield)**

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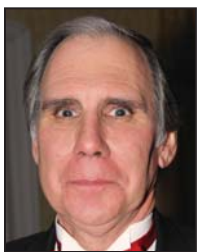
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Ken Hold

On-line Registration

http://register.pca.org
(ClubRegistration.net)

President's Letter

Jack Stephensen

photo by Neil MacDonald

April is a great month of the year. Winter is finally giving up it's grip and spring is starting to remind us how nice the weather can be. It is also the time when we hold some really important events. These events are our instructional schools where we have a chance to share our passion and demonstrate great ways to enjoy your Porsche. The real enjoyment of this Club is participating in events and finding out just how much fun you can have in a Porsche!

The first School is our annual Rallye School. It is being held at the courtesy of our long time rallye friends Loeber Motors in Lincolnwood. This school happens to be pretty close to my heart. Karen and I have a great time rallying and have made lifelong friends because of it. The rallye experience is one way to enjoy the car with a partner. It also allows you to experience roads that you would normally not have an occasion to drive.

Contrary to common belief, a rallye is NOT a race. A rallye is a puzzle that applies rules, definitions and instructions to guide you on a defined route, in a prescribed amount of time. The prescribed amount of time is calculated based on distance and speed (where the speed is commonly at or below the posted speed signs). The car closest to the perfect time is the winner. The rallye school provides the basic foundation for learning the rules and definitions. Eventually skills in communication and attention to detail will be developed as well. Although a fair amount of time and diligence are required to become an expert rallyist, a rallye is as competitive as you want it to be. Initially, the fun is enjoying your car, the roads, the season and your partner on the most scenic roads in Illinois and Wisconsin.

The next school is the Autocross School. This is held at Maywood Racetrack. Here is where we start to teach car dynamics as a beginning step towards learning how your Porsche performs. Ed Leed runs the school. Terms such as late apex, early apex, tire patch and threshold braking will be explored. From the classroom, it is out to the parking lot. Three exercises

await you there. Coaches will guide you through a skid pad exercise, a shalom, and a braking exercise. At the end of the day, the three sections will be tied together in a full autocross course where there will be an opportunity to practice your new found skills. The one definite thing that will be learned is that autocrossing is a blast!

The Autocross School sets the basic skills for moving on to the Driver's Education (DE) Events. The month of May brings the first Novice DE Event held at Blackhawk Farms Racetrack just outside of Rockton, IL. Once again, the day begins with a classroom session where everyone is paired with an instructor. The Chicago Region has a great set of instructors, the majority of whom have earned recognition as National Driving Instructors. With this classification, they are able to instruct for any region in the country. This core group of driving instructors is one of the Region's great strengths and operates under the guidance of our Chief Driving Instructor, John Ruther. John has continued to develop and sustain a tremendous program. The goal of the DE Program is to learn how to drive your Porsche safely on a race track. It is here where you can fully start to appreciate what a Porsche is all about.

The most difficult part about all of this is overcoming the hesitancy in attending an event. It can be rather intimidating for someone new to the Club. However, there is one thing that we all have in common. We were all in the same situation at one point in time. The Club is committed to providing quality events that are safe and educational. We all share a huge amount of satisfaction when we are able to pass our passion on to a new member. Please come out and find it out on a first hand basis!

I am excited to announce that the Juvenile Diabetes Research Foundation is the charity chosen by the Board for 2009. It was not an easy decision for the Board to make. Phil Burn brought in the Cystic Fibrosis Foundation and Kori Kwak presented Immerman's Angels. Both made moving presentations and are worthy benefactors. We thank them



Jack Stephensen (left) thanks Kerry Terlep from Westmont Porsche for their hospitality at the Concours School/Chili Tasting

for taking the time to make their presentations.

Pat Yanahan will be the charity coordinator for this year. He has great ideas for fundraising efforts, including having Junior Concours judges help at our Concours. We are really looking forward to Pat's involvement.

Northstar Motorsports was the venue for our annual Spring Tech Session. John and Jeannie Ruther opened up their store for the event. Peter Faehnrich and Kori Kwak taught us how to change and bleed brakes. John brought a guest to discuss data acquisition tools. Thanks to Peter, Kori, John, Jeannie, and all their staff for a great afternoon.

We also had the St. Patrick's Day party at Molly Malones Restaurant. It was a great event and I would like to thank Shannon Gallagher for organizing a great evening.

As the year gets rolling, please come out and try an event. It is what the Club is all about ... and you just might like it!

Fischer Motors TEST/TRACK DAY
at GingerMan Raceway
South Haven, MI

Friday, April 17, 2009

9:00 - 5:00

\$200 per person

Pre-payment / pre-registration is advised

Fischer Motors
22221 North Hillview Drive
Lake Barrington, IL 60010

Event info - Rick 847.304.8822

CHANGE OF ADDRESS

Names(s) _____

PCA Membership #(s) _____

Old Address _____

NEW ADDRESS _____

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e-mail address _____

Send to: Debby Leed, 37 Lakeview Drive, Barrington, IL 60010-1949 or Leedlast@sbcglobal.net

Chicago Region Board Meeting Minutes

Respectfully Submitted by James Jacisin

Porsche Club of America Chicago Region Board Meeting Minutes February 6, 2009

Voting Board Members Present:

Jack Stephensen, Neil McDonald, Keith Clark, Chuck LaMantia, Ed Barnicle, Cindy Jacisin, John Ruther, Todd Conforti, and James Jacisin

Coordinators Present: Carl Walstad, Brian Beierwaltes, Pete Hackenson, George Schaefer III, Peter Faehnrich, Scott Lynn, and Shannon Gallagher

Members Present: Marty Bour, John Collier, Kori Kwak, James Drury, Bonnie Yanahan, and Patrick Yanahan

Meeting Called to Order by Jack Stephenen at 8:10 PM Park Ridge VFW Hall, Park Ridge, IL

Secretary: Jim Jacisin

Jim presents, with minor corrections, the January 09 minutes to the board for approval. Motion to approve: Ed Barnicle, Second: Jack Stephensen, Approved unanimously.

Treasurer: Neil McDonald

Neil advises that we are entering the expense outlay portion of the 2009 season. Deposits have been made for Autobahn Country Club, Road America Drivers Education, GingerMan, Autocross sites, and our first social at Molly Malones.

- Board discussion follows regarding direction for the 2009 Dinner Dance. Neil will provide a more detail expense report from the 2008 Dinner Dance. Motion to accept: John Ruther, Second: Cindy Jacisin, Approved unanimously.

Charity 2009: TBA

Lead by Patrick Yanahan, a presentation follows with guest Patrick Ready from JDRF for consideration as this year's charity. A question and answer forum follows detailing and highlighting the Juvenile Diabetes Research Foundation. With Mr. Yanahan and Mr. Ready excusing themselves from the room, a

discussion follows with points for and points against choosing this as our 2009 charity. Jack suggests we delay this decision to see if any other members come forward.

President: Jack Stephensen

Jack thanks all presenters that spoke at the General Membership meeting. An overflow crowd enjoyed themselves at Dave & Busters. Jack reports that the new Zone Rep, Ken Hold, has been invited to the St. Patrick's Day Party immediately following the President's Meeting. Jack further reports that he is introducing a New Member Coupon, which will be sent via e-mail to engage and welcome new members.

Vice President: John Ruther - No report.

Autocross: Bob Rath - No report.

Timing & Scoring: George Schaeffer III, Pete Bukantis - No report.

Road America: Keith Clark/Chuck LaMantia/Pete Hackenson

Chuck reports a contract has been come from Road America to the Chicago Region indicating a 7.5% cost increase. Led by Chuck, a thorough discussion follows involving John Ruther, Neil MacDonald and Keith Clark.

- Chuck further reports, due to deteriorating track conditions during the 2008 Memorial Day RADE event, Road America will extend a 50% day rate credit for the inconvenience. Chuck reports his wishes to offer a rebate for those who attended this 2008 event, applicable to the same members who participate in the 2009 event. Chuck expects this credit to be \$45.00 applied to these returning entrants. Chuck motions that a credit of \$45.00 be extended to those who full paid at RADE in 2008 and register to participate in the RADE 2009 event. The refund method is to be determined at a later date. Second: John Ruther Passes: 6 Ayes, 2 Nays

Blackhawk Farms: Todd Conforti Contracts have been signed. The

Octoberfest Dinner location is being discussed. Shannon Gallagher reports that securing room blocks will be difficult for the Octoberfest weekend. Todd reports that clubraceregistration.net is now active.

GingerMan: Scott Lynn - No report

Autobahn: Chris Inglot - No report

Chief Driving Instructor: John Ruther - No Report

Insurance: Keith Clark

Keith reports the Tech Session and Concours School/Chili Tasting events have been ordered.

Concours: John Diwik

Jack report for John that the Barrington Concours has been cancelled.

Rallye: Ed Barnicle

Ed reports that once again Loeber Motors will open their doors to host the Rallye School on April 19th. He reports the first Rallye, 'Forest Gumption' will be held May 3rd.

Social: Shannon Gallagher

Shannon reports that the St. Patrick's Day party on March 14th will be held at Molly Malones in Forest Park. She will bring her Irish Dance troop to Molly Malones to add an authentic flavor.

Membership: Mike Haas - No report.

Safety: Todd Conforti

Todd reports that so far 2009 remains incident free.

Technical: Peter Faehnrich

Peter reports the first Tech Session will be held at Northstar Motorsports.

- He reports Pole Position group has volunteered to provide Tech for Novice Day at Blackhawk Farms raceway.

- Kori Kwak reports that there will be a Women's Only evening at the Porsche Exchange. Wine and cheese will be served.

Goodie Store:

Minutes ...

Jack reports that Chicago Region members are buying online items posted at our region's website.

Chicago Scene: Susan Shire
Jack Stephensen reports in Susan's absence, that all Coordinators and articles are up to date.

Sponsorship/Dealer Liaison: Brian Beierwaltes
Brian reports that the Porsche Exchange will once again sponsor Blackhawk Farms race days. The Exchange has

reported that this involvement has netted direct new car sales.

Historian: Dan Gallagher - No Report.

Webmaster: Carl Walstad
Carl reports that in spite of a few glitches, the new layout format has been well received.

Old Business: None.

New Business:
The rising cost of the Dinner Dance has

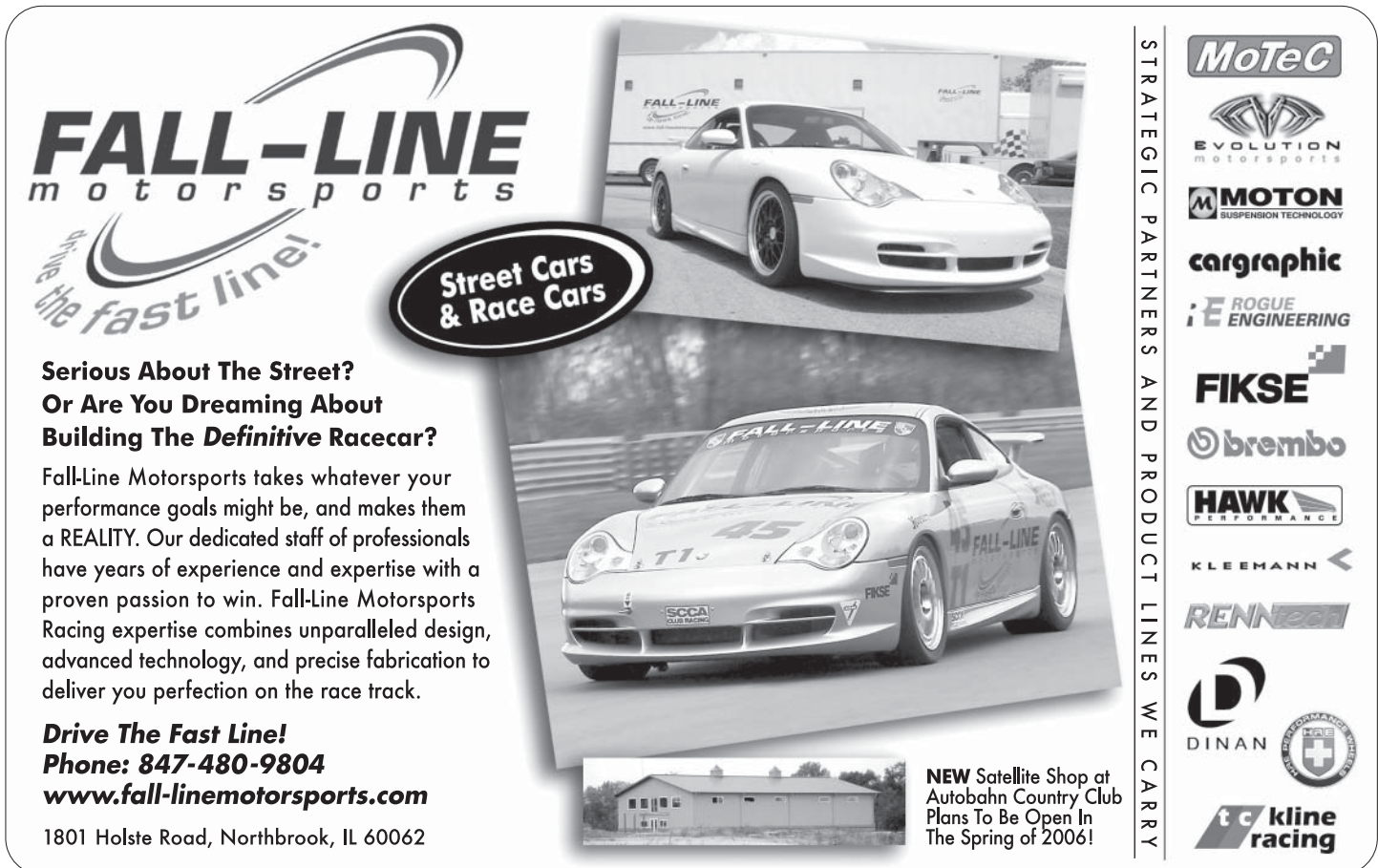
sparked discussion on the direction of this event. Cost cutting methods are discussed along with the parameters of this event. The consensus is that the black tie formal format will continue.

Next Meeting: Friday, March 6, 2009
Motion to Adjourn: Cindy Jacisin,
Second: Chuck LaMantia, Approved:
Unanimously
Adjournment: 10:18 PM

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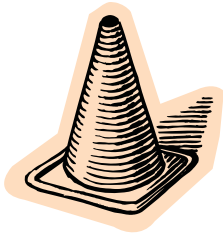
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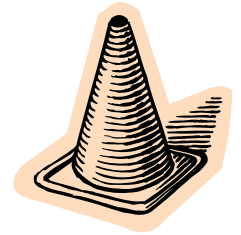
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Autocross Driver School

Sunday April 26, 2009

Maywood Park - 8600 W. North Avenue (Mapquest: Melrose Park 60160)



If you plan to participate in our Chicago Region Autocrosses or in our Driver's Education events at Blackhawk Farms Raceway, Road America, Autobahn and GingerMan, you should attend this first driving event of the year. Chaired again by Ed Leed and Christy and Ed Russ, our Autocross Driver School is a fun, must event for new members and anyone who just bought his or her first Porsche! This driver education event is an excellent opportunity for all 16 to 18 year olds in PCA's Junior Participant Program to gain some safe hands on experience behind the wheel of their parent's Porsche. For Junior Participant Program info and waiver forms, log on to www.pca.org/members and click on library.

What is an Autocross? An Autocross is a low speed competition event requiring precision and skill as you negotiate a tight course marked by rubber pylon cones. From tight, low speed slalom sections to short bursts up to 50 or 60 MPH, the action is fast and furious. Quick reflexes and finesse are more important than huge horsepower. An Autocross abuses your nerves more than your Porsche, so it will not destroy your budget or your Porsche. However, please be aware that Autocrossing may be habit forming and lead to doing things with your Porsche that it was designed to do.

We offer a ninety-minute class discussing the fundamentals of high performance driving. Following the classroom session, you will receive personal instruction at the skid pad, braking practice, slalom and ninety degree turn exercises. Finally, we will coach you as you drive a complete Autocross course at your own speed. Times will not be taken because this is an educational not a competition event.

Time	8:00 AM	Technical Inspection Opens in the West Parking Lot (Park your car here)
	8:00 AM	Registration Opens in Maywood Park building (Walk from the parking lot)
	9:15 AM	Classroom Session (Tech Inspection of entrants' cars will continue during class)
	11:15 AM	On Track Driver Instruction at skid pad, slalom, turn and braking areas
	12:15 AM	Lunch (Box lunch provided)
	1:00 PM	On Track Driver Instruction at skid pad, slalom, turn and braking areas
	3:00 PM	Autocross Course driving with on-track instruction

Pre-registration is required: lunch is included in the registration fee and must be ordered in advance. Our deadline for ordering box lunches is Wednesday, April 22th. Entrants registering after April 22 or registering on the day of the Autocross School at the event site will not have lunch available.

Please be prepared to display a valid driver's license. Snell 2000 approved or newer helmets are required and a few loaner helmets may be available. Northstar Motorsports, one of our Scene advertisers, can provide you with the properly sized new helmet and other safety equipment you need.

First Driver	\$45.00 Member	OR	\$45.00 Non-Member Guest - Member Must Be Present
Second Driver	\$20.00 Family Member	OR	Non-Member Guest - Member Must Be Present
Or	\$45.00 Member Sharing Car With Another Member (Each register as two First Drivers)		

Please pre-register by mail. Email registration is okay with check mailed separately.

Checks payable to PCA-Chicago Region

To: Ed Leed 37 Lakeview Dr. Barrington, IL 60010 Email Leedlast@sbcglobal.net

Questions? Call (before 9:30 PM please) Ed Leed at 847-382-6911 or Ed Russ at 847-444-9116

Driver 1 _____ Member/Guest _____ Phone Number _____

Driver 2 _____ Member/Guest _____ Phone Number _____

Total Enclosed \$ _____



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2008 911 Carrera 4S Coupe
Black/Black
2008 911 Carrera S Coupe
Signal Green/Black

2008 Cayman S
Black/Black
2008 911 Carrera 4S Cabriolet
Midnight Blue/Tan
2007 Cayman S
Silver/Black

2006 911 Carrera S Coupe
Red/Black
2005 Cayenne Tiptronic
Silver/Black
2004 911 Carrera 40th Anniversary GT
Silver/Black

2004 911 Carrera C4S Coupe
Grey/Black
1998 911 Targa
Silver/Black
1997 911 Carrera S Coupe
White/Black

Membership News and Anniversaries

Debby and Ed Leed, Membership Database

April Anniversaries

1972	Richard A. Patterson	Linda Patterson	1998	Dennis Austermeier	Martina Brasic
1972	Larry J. Smith	Sheri Smith	1998	Lawrence A. Gonzalez	Donna F. Gonzalez
1974	Chester T. Szerlag	Judy Szerlag	1998	Brian E. Hughes	Shahin Dejay
1975	Petr G. Chadraba	Emily Chadraba	1998	Thomas L. Spence	Patricia Spence
1975	Richard M. Ward	Bryan R. Ward	1999	Deborah M. Martin	Mike Martin
1977	George Rudawsky	Julie G. Rudawsky	1999	Jeffrey U. Price	Scott Price
1978	Eric Henderson	Sue Henderson	2000	James H. Russell	Kay J. Russell
1979	Richard McCord	Karen L. McCord	2000	Mario Cairo	Elizabeth Cairo
1982	Dennis Hiffman	Barbara J. Hiffman	2000	William E. Siegfriedt	Corky Siegfriedt
1983	Arthur N. Nystrom Jr.	Carol Nystrom	2000	Perry C. Putz	
1984	Ronald L. Goldstein	Adam Goldstein	2000	Carson G. Greene	
1984	Thomas F. Kerrigan	Peg Kerrigan	2000	Morgan Raines	Kristy Raines
1984	Timothy M. Green	Gerlinde Green	2000	Maurice L. Breunig	
1985	John M. Damas	Nancy Ann Damas	2000	Keith Walz	
1985	James E. Barzyk		2000	Andrew M. Szavay	Jaime Szavay
1986	Russell L. Melton	Berni Melton	2000	Gary L. Lorenz	Shawna Lorenz
1986	Thomas W. Beihoffer	Denise Boklach Beihoffer	2000	Ted Lavizzo	Diretha Lavizzo
1986	Hyde C. Perce	Ann Perce	2000	Ronald S. Cushing	Tom Jenkins
1989	Rob Larson	Ann Larson	2000	Stephen J. Pokorny	Tammy Kohl
1989	Steve Heim	Gloria Heim	2001	Spero P. Adamis	Nicholas Giuliano
1989	Louis C. Serpico	Suzanne Serpico	2001	Charles R. Burnside	Pamela Burnside
1990	Glenn M. Stazak	Mike Bednar	2001	William G. Elliott	Carol Elliott
1990	Michael B. Gallagher	Tessie Gallagher	2001	Raymond VanderHulst Jr	Linda VanderHulst
1992	John L. Winter	Jonne Winter	2001	Thomas Tan	Danwen Tan
1992	Charles E. Reiter III	Catherine C. Reiter	2003	Robert M. Rath	Anna Rath
1992	Gordon R. Roth		2003	Scott J. Humphrey	Kathleen Humphrey
1992	Dr. Martin Bour	Cynthia Bour	2003	Ted Eisses	Donna Eisses
1993	Robert A. Habermann	Charlie Habermann	2003	William Abney	Marylean Abney
1993	Dr. Bruce A. Rohner	Dawn Moll	2003	Glenn M. Cackovic	Christina Cackovic
1993	Christopher Kuehnle	Suzanne Pentak Kuehnle	2003	David R. Rabjohns	James Rabjohns
1994	Robert A. Benziger	Marla K. Benziger	2003	Michael D. Best	Amy G. Best
1994	Scott Varwig	Harry Varwig	2003	Roger Angelkorte Jr	Margaret L. Angelkorte
1994	Anthony P. Morelli		2003	Robert J. Heniff	
1994	J. Ericson Heyke	Eric Heyke	2003	Bryan R. Mitchell	Mary Mitchell
1994	R. Richard Brown	Donna M. Brown	2004	Ted S. Barber	Melissa Barber
1995	Jonathan M. Garrett	Kristine Garrett	2004	Joe L. Princis	Susi Princis
1995	Bart Crosby	Jill Crosby	2004	Robert A. Oberwise	Vi Oberwise
1995	Markian B. Lewun	Daria B. Lewun	2004	Rob O'Donnell	
1995	Louis Morabito	Terry Morabito	2004	Ariel G. Trajano	Dante Gruezo
1995	Peter W. Rooney MD	Marcie Rooney	2004	Jeffrey Szidik	Rob Szidik
1996	Kenneth F. Lindgren	Steve Lindgren	2004	Robert J. Zaborowski	John Zaborowski
1996	William A. Frame	Lorie C. Frame	2004	Jeff S. Goldman	Terry Nagel
1996	Edward J. Olinger	Barbara Olinger	2004	Martin Schlatter	Nina Schlatter
1996	Donald R. Michalek	Karen L. Michalek	2004	David A. Bernstein	Jenell Bernstein
1996	Merriel Shadlow	Dena Shadlow	2005	Jordan M. Fisher	
1997	Rod E. Trautvetter	Nancy Trautvetter	2005	Chad M. Ness	Janelle Ness
1997	Anthony G. Shaneen	David Shaneen	2005	Jim Waldman	Lynn Waldman
1997	George J. Schaefer III	Rich Piasecki	2005	Shauna C. Stephens	Robert Bloss
1997	Mark Lundstrom	Jody Lundstrom	2005	Mark G. Kaschube	
1997	James C. Hopp	Nancy Hopp	2005	Martin Yohanan	
1997	Shawn D. Young	Kristy Young	2005	John M. Rusch	Mark J. Rusch
1998	Peter Froehlich	David Strong	2005	Tony Zamudio	Rene Zamudio
1998	Michael A. Steele	Michael A. Steele Jr	2005	Lilia A. Chacon	

Anniversaries ...

2005	Ben Thongsai	Dan Thongsai	2007	Dominique Sangdahl	Stanley Sangdahl
2005	Gary Pavlik	Linda Pavlik	2007	Scott R. Redding	
2006	Alex Donatelli	Julie Donatelli	2007	Wallace Tripplett Jr	Ronald S. Tripplett
2006	Richard Sorock		2007	Marcello Togneri	
2006	Timothy A. Schryver		2007	Rebecca A. Jenrow	Paul Jenrow
2006	John Z. Lee		2007	James M. Neis	Iлона S. Neis
2006	Michael T. Hughes	Crissy Hughes	2008	Tim Corcoran	Joanne Corcoran
2006	Jack L. Winger	Kenneth Winger	2008	Brian C. Plamann	
2006	Michael J. Scussel	Linda Ann Scussel	2008	Claudia Mosier	Jai Clark
2006	Bennett G. Powell	Carin Powell	2008	Richard McGoniagle	John S. Bonnesen
2006	Arthur D. Jones	Arthur D. Jones III	2008	Robert J. Donnan	Samantha Donnan
2007	David D. Tang	Brandon Tang	2008	Paul S. Scriba	Kristie Scriba
2007	Mark A. Kostko	Irene Kostko	2008	Maria B. Sobczak	Thomas Sobczak
2007	David E. Sorensen	Frank Sorensen	2008	James J. Napoleoni	Jeff Napoleoni
2007	William N. Howard		2008	Jonathan P. Wernquist	
2007	Clarke L. Caywood	Mary Caywood	2008	Neal R. Nenadovic	Ralph Neumann
2007	Lou Plevritis		2008	Christine Clarke	David McCann
2007	Charles A. Nozicka	Nancy Nozicka	2008	Derek Cheuk	
2007	Kathleen L. Peterson		2008	Roger Ewing	
2007	Geoffrey J. McHale	Geoffrey J. McHale, Jr	2008	Donald M. Bergman	
2007	Bruce R. Benedetto	Sue Benedetto	2008	Bryan Doyle	
2007	James L. Hauser	Pamela Hauser	2008	Douglas E. Wilson	Christi Wilson
2007	Robert S. Wallace	Madonna Wallace	2008	Ken Mandell	Laura Mandell
2007	Robert L. Shaver	Jackie Shaver	2008	Robert T. Cowan	Tim Dugan
2007	Aaron Stoddard	Melanie Stoddard	2008	Bruce L. Maxwell	Lori Maxwell
2007	James D. Wilson	Pamela Wilson	2008	M. Daniel Hefner	
2007	Jay B. Hinshaw		2008	Barry Kray	
2007	Matt J. Morse		2008	Austin W. Battaglia	Elizabeth Battaglia
2007	Bartosz Tchorzewski	Kasia Gil	2008	Jim M Tomczyk	Dandy Tomczyk
2007	Nathan A. Kolovich	Amy Kolovich	2008	Chris Gorog	
2007	Jason T. Benson	Michael Krupka	2008	Frank Torchia	
			2008	Chris I. Chung	

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Tech Corner

Peter Faehnrich

NOVICE DAY AT THE TRACK

So you have signed yourself up for a day at the track and your thinking "Now what?" That can be prefaced by either "What did I get myself into?" or "Bring it ON!!"

The morning of a track event can make your day very hectic if you feel rushed and unformed. You will be unaware of your surrounding and in an unfamiliar routine.

Here are some suggestions to make you feel comfortable in the morning:

1. Review your tech sheet in advance. Do not wait till the day before to inspect your car. Most shops/mechanics are busy, so schedule accordingly. It is the driver's responsibility to make sure the car is properly prepared for the track. Try to have everything ready the night before, that way you won't forget your clothes, helmet, etc.
2. Empty your car out. Before coming to the track, remove unnecessary items from interior that you will not use at the track i.e., baby seat, garbage, cd's, change, etc. The less you have in the car when you arrive to the track, the less you have to clean out when you are at the track. Be sure to look under the seats!
3. Give yourself plenty of time to arrive to the track. Don't be rushed. You can usually get into the track at least 30 min before registration and tech open. Check your gas tank level; a typical car will go through almost a full tank!
4. When you arrive at the track, stake out a point in the grass where you will park your car. Go ahead and empty any unsecured items from glove compartment, door pockets and visor. Bring large plastic bags to store your belongings in. I would bring several bags in case it rains.
5. Register (either at start finish building or tech barn).

Leave your car parked at your grassy spot while doing this. Bring your wallet and id to registration.

6. Now bring your car to the NOVICE tech lane. Have a cleaned out car, with your signed tech sheet and helmet ready to be inspected by a TECH TEAM MEMBER.
7. Return your vehicle to your chosen grassy spot. Now all you have to do is attend the DRIVERS' MEETING and meet your instructor.

I hope this simple overview helps you feel more informed about your first morning at a track. Now ... just smile and enjoy!!

The Tech Team

Peter Faehnrich
630.476.2267
bbmotersports@ymail.com

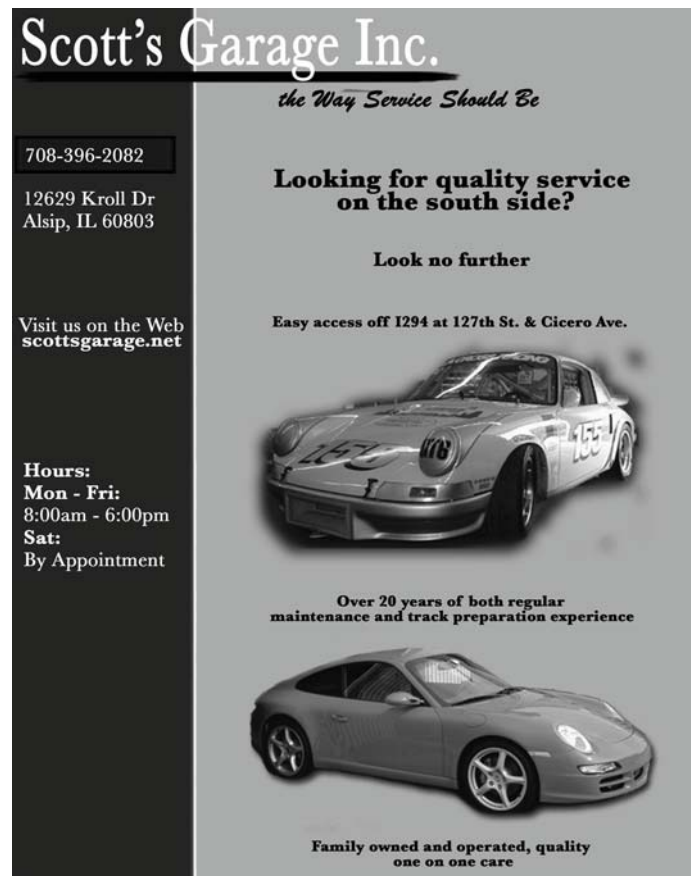
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The MidShip Report©: Auto (no) Show

John Miller [John-M1 @ ML1Media.com] Copyright 2009



This was the only flat 6 engine/car on display at the recent 2009 Chicago Auto show. I look forward to the Chicago Auto (which occurs annually in early February) with great anticipation. Ideally, the show would have made for an excellent 'First Hand Report' in Scene magazine, with principle focus, naturally being on Porsche ... if there had been any Porsches to photograph or write about. The ML1 team went to the show on Media Preview Day. Porsche Cars did not. Although, to be fair, the Chicago Auto Show utilizes local dealer participation for staging the displays rather than purely corporate efforts. And while there was no official comment from Porsche regarding the no-show at Chicago, I did find this blurb about Porsche (not) exhibiting at the Toronto Auto show (which occurs at the same time as the Chicago Show): Porsche Cars Canada stated 'it won't have a display at the Toronto auto show in 2009 as it re-evaluates its marketing strategies'. Porsche had already skipped the Detroit show, which meant no major mid-western auto show presence this year.

The Chicago Auto Show media day kicked off with a speech by John Krafcik, the head of Hyundai Motor America. His opening comments acknowledged that the US Auto industry has a horrible reputation ... that many Americans would rather go to the dentist than step in an auto showroom. He talked about concepts that many others do, but backed it up with numbers and results at Hyundai. He used words like accountability, consistency, quality, and customer opinions. He spoke about 'green' initiatives, both at Hyundai and industry-wide and candidly admitted that no one is manufacturing their 'green' vehicles in sufficient volumes to influence the company CAFE (fleet fuel economy) numbers. He also was vocal about cost versus quality: for a manufacture to skimp on \$100 worth of interior materials to hit a cost target is a strategy that can only backfire when it spawns customer dissatisfaction.

While Porsche evaluated it's 'strategies' without making a Chicago appearance, Ferrari, Lamborghini, and Lotus were

.... 'sort of' present at the Chicago Show. The pictures tell the stories as much as words.



Ferrari's under ... plastic? A local dealer brought several marques including Ferrari and Maserati, fenced them off, covered them with plastic, and didn't have any staff for opening (media) day.



Lamborghini's under ... cotton? Not much better here, either. A local dealer brought several cars, but had them draped in black car covers, obscuring all but the outline. Although, here too, there were no staff for opening day, there also weren't any 'fences' ... or at least not when the photo was taken. By mid-day, a building crew arrived and was assembling fences around the cars.



The Lotus's (or Loti?). Ahhh, no fences, no covers, (still) no representatives, but at least the cars were open ... except ...

the cars had their alarms set so each time someone stuck their head through the open roof or opened the door, shrieking ensued. Not the way to endear yourself to the media.



There were plenty of highlights at the show. SMART had an excellent display, staffed by knowledgeable, friendly reps. SMART told me they moved 24,622 cars in 2008. Still, I'm not convinced. The cars realistically cost from 15 to 18 thousand, seat only two, and return 36 MPG. Across the show floor, Honda had a very nice Civic 4-door model that achieved 29 MPG, seats 5, and was listed for sale at \$15,500. Lost in irony was Mercedes Benz displaying directly across from SMART (Smart is a division of M-B). Just steps from the \$15,000 SMART was the \$495,000 Mercedes SLR coupe. Naturally, 'Green' projects were everywhere. Mitsubishi had the MIEV on display – a stylish electric car that looked complete, but was still identified as a Concept car. Same for Saturn - an interesting looking pure electric, but still in the Concept stages. Chevy continues to show its soon-to-be-produced pure-electric Volt car ... again, no without actual release date.



And Dodge cleverly stole the green spotlight by showing the Dodge Circuit, a very stylish all electric vehicle. Claiming a 150 -200 mile range and a 0-60 performance in under 5 seconds, the Circuit looked appealing. It also looked familiar. There were trade-mark Dodge styling cues - the big grill, the Ram badges ... but a close look revealed the truth. The Dodge Circuit is a Lotus Europa (an Elise/Exige variant no

currently for sale in the USA) with an electric powertrain ... and a different grill. That's not a bad thing, but lends doubt to whether this will ever see mass production.

Perpetual Auto Show

Immediately prior to the Chicago Auto Show, I was on a short break in Las Vegas and took in what has to be the best value in auto museums anywhere: The Auto Collections of Las Vegas, Nevada at the Imperial Palace Casino. It bills itself as the 'world's largest classic car showroom', and the price is free. The collection varies from month to month, as many cars are for sale and do sell. This month sported a nice mix of sports cars, including these two Porsches.



The latter of the two is 1973 911 RSR, reputed to be a Peter Gregg's Daytona RSR, and was available for sale for a cool million dollars.



The highlight of the display however was unquestionable the Jags. Its rare enough to see a Jaguar XKSS, but to see one

MidShip ...

next to a genuine D-type and a special ultra-light E-type road racer....the Auto Collections 'show room' may have an unrefined, industrial feel to it, but these cars shine like the Sun even when the shop-grade fluorescent lights are turned off.

Red Light District: Follow Up

Last month I went on a rant about the weed-like growth of Red Light Cameras in our entire metro area, with special note of two grossly unfair placements regarding right-on-red-turn cameras, one of which is in Schaumburg at the intersection of Meacham and Woodfield roads near the mall. The net result of that installation: The City issued 7000 tickets in a six week period and proudly points to a windfall

of 700,000 dollars in fine payments. \$700,000.

There are two significant updates to this story: 1.) The City of Schaumburg now reports the red light camera generated nearly \$1 million in fines over the last 75 days, and 2.) The City of Schaumburg decided to turn off the red light camera at that intersection for the right-turn monitoring. According to the Daily Herald newspaper, city officials say more than 10,000 tickets were issued at \$100 each and 98 percent of these were for turning right on red without coming to a full stop. Schaumburg officials contend the camera was never intended as a major revenue generator.

Do you suppose the City of Schaumburg reads the MidShip Report? How about Porsche Cars North America?

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RALLYE ONE: FOREST GUMPTION May 3, 2009

Spring has sprung and its time to pull the covers off your beauty and hit the road. Join us for a fun-filled day that will take you over the river and through the woods and through the woods and through the woods.

For the first rallye of the year, Rallyemasters Dan & Peggy Gallagher have teamed up with Shannon to create an exciting event that proves life, or at least a rallye, really is like a box of chocolates - you never know what you're gonna get. Not to worry - you won't need a trail of breadcrumbs to find your way out of the forest. That said, even the best of you will need to watch out not to lose the forest for the trees.

Registration Opens 10:00 a.m.
Driver's Meeting 10:30 a.m.
First Car Off 11:15 a.m.



Start & End Location: Rafferty's Pub & Restaurant 708).246.3188
 10901 W. Joliet Road Countryside 60525

Rallye Car Fee: **\$25.00**. You may drive a non-Porsche, but its some mighty pretty road to waste on a lesser car.

Please make your check payable to PCA Chicago Region and send your registration form and check to:
 Shannon Gallagher 2418 N. Seminary Avenue, Box 4, Chicago, IL 60614.

Email questions to Shan_Gallagher@yahoo.com or call 415.225.7571.

Joliet. Rafferty's is about 1/2 mile down on Left. From the North, take 294, take St Louis Exit. After toll, follow the middle fork to Joliet Road. Proceed East on Joliet app. 1.5 mi. Rafferty's is on Right. From the South, take 294. Exit St Louis Exit but stay to Left for Wolf Road. Turn Right on Wolf. Continue 1/4 mi then turn Right on Joliet. Proceed East on Joliet about 1 mi. Rafferty's is on Right.

FOREST GUMPTION RALLYE REGISTRATION FORM

Driver _____ Member _____ Guest of _____

Phone _____ Email _____

Navigator _____ Member _____ Guest of _____

Phone _____ Email _____

Car Model _____ Car Color _____ SOP Equipped Novice

1st Rallye? _____



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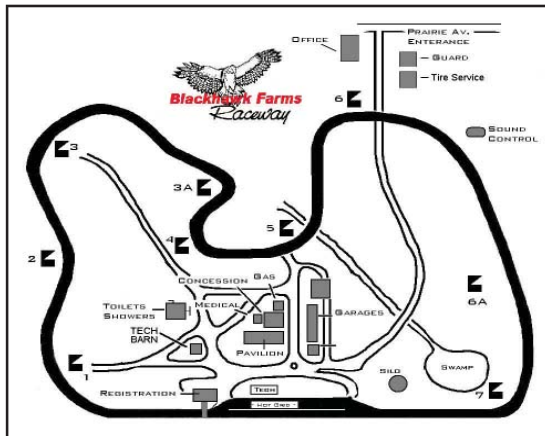
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This year we will have four weekday events plus our two day Oktoberfest weekend event at Blackhawk.

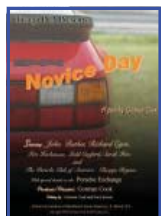
The season begins Wednesday May 6th with our **Novice Day** event. This event is dedicated to the novice driver. It is the event to attend if you are new to the club. We typically have 40 or more novice drivers at this event so in addition to learning how to handle your car, it is a great way to meet fellow club members.



This year's calendar does not provide ample time to have an **Experienced Only** event at Blackhawk before RADE (Road America Drivers Education), so we will also be incorporating an experienced group at our Novice Day event. This group will be open to all who have previous track experience but have not reached the Instructor level. This group will sell out so register early.

Blackhawk Farms is a 1.95 mile private circuit racetrack located in South Beloit, Illinois on a 219-acre farm. www.blackhawkfarms.com.

The other weekday events are open to all drivers from novice to experienced. Run groups will be based on driver experience. A separate novice group with both on track and classroom instruction will also be provided.



New members, please view the Novice Day video by Gorman Cook at PCA-Chicago.org

The season ends with the Oktoberfest two day weekend event. This is open to drivers with previous experience only. No novice instruction will be provided. Weekend event includes pig roast Saturday and pizza party at the track Sunday.

Register online at www.clubregistration.net or link through PCA-Chicago.org.

Want more information? Contact Todd Conforti Email: tlcontrols@aol.com Phone: (847) 254-1527

BLACKHAWK

DRIVERS EDUCATION 2009



Mandatory clothing for all drivers at this event includes: a Snell SA 2000 or 2005 Helmet, long sleeve cotton shirt, long pants, socks, all made of non-synthetic materials, and closed toe shoes. Recommended but not mandatory are: driver's suit, driving gloves, driver shoes and a protective neck brace all made of Nomex or similar fire-resistant material, and a properly mounted fire extinguisher.

You will be required to show a valid drivers license along with a valid PCA Membership card at registration. If you or your car does not pass Tech Inspection, you will not be able to drive. You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

2009 Blackhawk Schedule and Fees

Register online at www.clubregistration.net or link through PCA-Chicago.org.

Please, only one check per event.

Wednesday May 6 Blackhawk DE I - Novice day

This event is open to all drivers but with an emphasis on the novice driver. Dedicated instructors will provide the novice students with a full day of instruction including classroom sessions. New this year we will have one group open to experienced drivers in addition to the novice and instructor groups.

Novice and experienced drivers:

\$185 members / \$200 nonmembers

Instructors \$30 if driving (instructing only – no charge)

Second driver of same car \$90

Wednesday July 8 Blackhawk DE II

Friday August 14 Blackhawk DE III

Friday September 18 Blackhawk DE IV

These events are open to all drivers from novice to experienced. Run groups will be based on driver experience. A separate novice group with both on track and classroom instruction will be provided.

\$185 members/\$200 nonmembers

Second driver of same car \$90



Classroom instruction by Ed Leed

October 3 & 4 Blackhawk DE V - Oktoberfest Weekend

This event is open to drivers with previous experience only. No novice instruction.

Both days: \$380 members / \$410 nonmembers

One day: \$200 members / \$215 nonmembers

Second driver both days \$200

Second driver one day \$100

Extra Dinner ticket \$30 Adult, \$10 kids 6 to 12, kids under 6 free.

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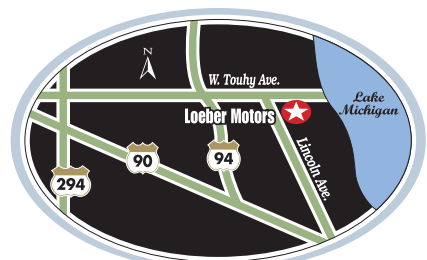
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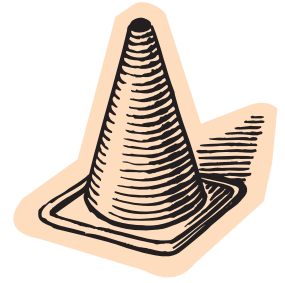
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Autocross #1

May 17th at Tire Rack

South Bend, Indiana



EVENT INFO

EASTERN DAYLIGHT SAVINGS TIME ZONE

9:00 - 10:00 am Registration and Tech
 10:15 am Tech closed
 10:15 am Driver's Meeting
 10:30 am First car off
 3:30 pm Trophy Presentation

This event is the first autocross for this season. This is a track with many variations and challenges. It will again be hosted by the generous folks of Tire Rack who will also assist with setting up a very challenging and fun course. It should be fast and fun.

Come out and join us for our first event.

Cost:

Driver #1 \$35.00 Member
\$40.00 Non-Member Guest – Member MUST be present

Driver #2 \$15.00 Family Member
\$40.00 Non-Member Guest – Member MUST be present
\$35.00 Member sharing car with other Member

Awards will be given according to the top PCA Chicago classifications.

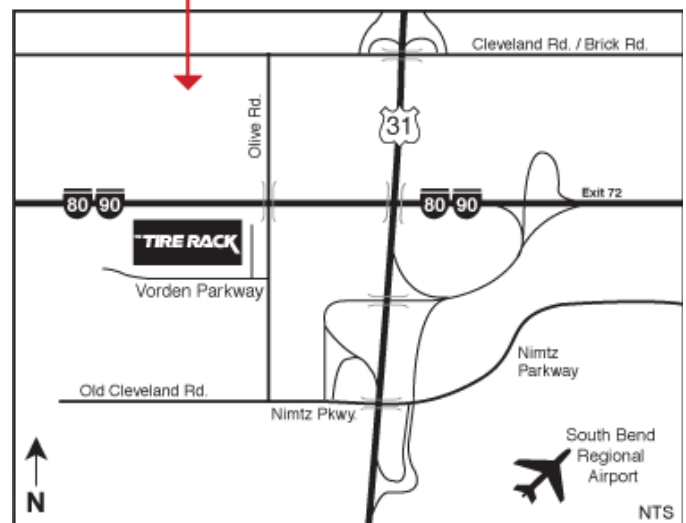
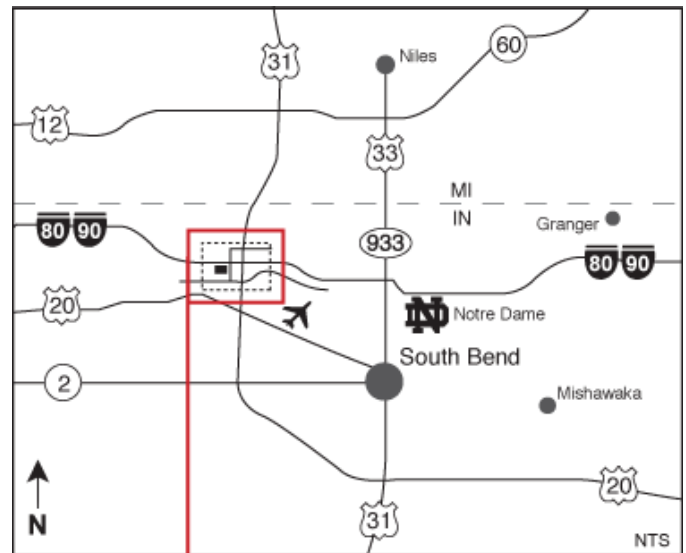
Register: www.register.pca.org (ClubRegistration.net)

GENERAL RULES: Required - Snell 2000 helmet or later, full-length pants and long-sleeved shirts are recommended, socks and full shoes. Member may bring one guest. Guest may drive member's Porsche or a another sports car. Associate Member driving a non-Porsche is considered a Guest. Maximum two drivers per car. Member **MUST** be present with Guest. Only first car driven will trophy. Valid driver's license at Registration

Questions ?

Bob Rath 708.927.0400
 bobrath1@sbcglobal.net

Mike Rende 708.957.3944
 Michael.Rende@va.gov





Road America Drivers' Education 2009

Friday, May 22 – Sunday, May 24, 2009

Registration for this event is open to all Porsche sports car vehicles and drivers *including new Drivers' Education participants*. Pre-registration is required for this event, as on-site registrations will not be accepted. This is a Porsche sports car only event. Novice drivers, who have never been on a road course, are strongly encouraged to attend the Autocross Drivers School, as well as, Novice Drivers School at Blackhawk Farms Raceway. Novice participants are limited to 50 drivers.

Registration for this event, and all PCA Chicago events, will be on-line only
 Access www.register.pca.org (ClubRegistration.net) for registration and price schedule for this event
 Email questions or additional information requests to:
 Mary Anne Nowakowski at nowakowskim@permapipe.com

On-line registration begins March 16, 2009

Registrations will not be accepted after May 14, 2009

No refunds for cancellations after May 14, 2009

Cancellations must be in writing, or by email, and a \$25 processing fee will be deducted from all refunds.

All event confirmation materials will be e-mailed to participants from the registrar.

Information for Novice Drivers

- Novice drivers will begin their weekend by attending a mandatory *Novice Orientation Meeting on Thursday evening, May 21 at 8:00PM sharp* at Siebkens Resort located on Elkhart Lake. Friday, May 22, will be devoted **EXCLUSIVELY** to new Drivers' Education participants and their instructors.
- Friday, May 22 will include novice classroom instruction, car control exercises, and on track time with an assigned PCA Instructor.
- Professionals from the Skip Barber Program will be available for instruction and coaching on Friday, May 22
- Saturday, May 23, and Sunday, May 24 includes further track time with experienced drivers included

Information for Registered Instructors

- Must be available Thursday evening, May 21 for orientation meeting, as well as Friday, May 22 for student

Information for Experienced Participants

- On track days are Saturday, May 23 and Sunday, May 24

Information for All Participants

- 24 hour ingress and egress, as well as, on-track camping is **NOT** available for this event
- Mandatory drivers meetings each morning at 7:30AM
- PCA Chicago Region Tech Inspection sheet is required for this event
- Harness Rules for 2009 is required for this event.
- Saturday and Sunday format is four run groups, with Run Group 1 as the most experienced, and Group 4 with new Drivers' ED participants
- The event registrar will assign car numbers. Car numbers must be a minimum of 8" tall on the hood, and 6" tall on both sides of the vehicle with 1 ½ "stroke. Car numbers cannot be displayed on the windows.
- Car numbers are to be provided by the participants.
- Permanent car numbers can be obtained from Ed Leed at leedlast@sbcglobal.net
- YOU! Are responsible for meeting all personal and vehicle safety and technical requirements
- Maximum Road America noise restriction level is **103 decibels**, as well as, Rules of Road America will be enforced
- Approximately two weeks before the event, participants will receive a confirmation packet via email that will include complete event information, and a copy of the *Rules of Road America*.
- The *Rules of Road America* specifically states that "All motorized or non-motorized skateboard, scooters (the type you stand on), and roller skates are NOT permitted anywhere on Road America grounds."
- The Rules of Road America do not allow bicycles to be ridden in the competition paddock

- You must have a valid driver's license to operate any vehicle, including bicycles, within Road America property
- Road America will assess yearly (2009) Pit Vehicle passes for any unlicensed pit vehicle - Registration Agreement, payment and Sticker will be available at Event Registration
- Road America has indicated that there will be NO ELECTRICITY available on the premises for 2009 except in the pit lane and upper (RV) paddock
- Road America track gates will open at 7:00 AM on Saturday, May 23 and Sunday, May 24
- Please note that the Road America track gates will close promptly at **7:00 PM on Sunday, May 24**, and everyone must vacate the property prior to that time. Gates will close at 8:30 PM on Thursday - Saturday.
- Returning this year is low speed track touring, time permitting, on Saturday and Sunday. This is your chance to take the family out in the family minivan, SUV, or Cayenne and show them the beauty of Road America! We will ask for a minimum of \$10 donation for this privilege, with all proceeds going to charity.
- Are you hesitant to put your car on the track but are curious about the event, join us at the track as a volunteer! A great way to learn about any Chicago Region event is to volunteer to help out. We are always in need of volunteers at track events to help out in registration, at tech, or on grid, and, it's a great way to make new friends and see lots of great cars.
- A listing of places to stay is provided in this newsletter. Please note that we have a block of rooms reserved for the Chicago Region Porsche Club at various inns in the Elkhart Lake and Plymouth, Wisconsin area. Accommodations with room blocks are indicated on the "Places to Stay" sheet.

Safety Requirements for All Participants

Safety is the Chicago Region's greatest priority and an active requirement for all participants. Reference the Chicago Region Tech 2009 Sheet for additional information. Brief only highlights include:

- Snell Approved SA2000 or newer helmet is required (Motorcycle M helmets are NOT acceptable)
- Mandatory clothing includes long sleeve cotton shirt, long pants and socks, and closed toed shoes. All articles of clothing to be made of non-synthetic materials.
- Recommended, but not mandatory, include drivers suite, driving shoes and gloves made of Nomex or similar fire resistant materials, and HANS Device
- Group 1 vehicles require a 5 or 6-point harness with proper race seat and must be equipped with a roll bar or roll cage.
- Group 2 vehicles require a 5 or 6-point harness with proper race seat. Rollover protection is highly recommended, but not required.
- Group 3 vehicles may run with stock seats and belts. This is a change from previous years where a harness was required for this group at Road America.
- Group 4 vehicles may run with stock seat and belts
- 993's and earlier cabriolets must have a race-approved roll bar or cage, bolted or welded to the vehicle
- 993's and earlier cabriolets without roll protection may not participate in drivers' ED events

Event Pricing (see www.register.pca.org for complete event pricing list)

- Novice Driver, 3 Day: \$475
- 2nd Novice Driver in Same Car, 3 Day: \$280
- Instructor 3 Day: \$395
- Experienced Driver, 2 Day: \$395
- Experienced Drive, 1 Day Only: \$240
- 2nd Experienced Driver in Same Car, 2 Day: \$240

R.oad A.merica D.rivers' E.ducation 2009 Committee Members

Pete Hackenson	Event Co-Chairman	847-655-4461	P.Hackenson@comcast.net
Chuck LaMantia	Event Co-Chairman	847-417-6685	chuck.lamantia@msn.com
Mary Anne Nowakowski	Event Registrar	847-929-1831	nowakowskim@permapipe.com
John Ruther	Chief Driving Instructor	847-304-5515	john@northstarmotorsports.com
Peter Faehnrich	Tech Coordinator	630-476-2267	bbrmotorsports@ymail.com
Todd Conforti	Safety Coordinator	847-254-1527	TLCcontrols@aol.com

Join us over **Memorial Day Weekend** at **Road America** for one of the best track events of the season!

Pete Hackenson and Chuck LaMantia
R.A.D.E. 2009 Event Chairmen

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Pickup and delivery service available. Loaner vehicles.

SAVE THE DATE: SATURDAY MAY 30, 2009

RAIN DATE: SUNDAY MAY 31, 2009

PORSCHE AT THE PROMENADE



CHARITY CAR SHOW

Please join us for our first ever Porsche car show for charity at **The Promenade**. This is a non-competitive car show. A "People's Choice Award" will be presented at the end of the day.

New club members are encouraged to come out and show their Porsches.

All proceeds to charity. Event shirts will be provided to all exhibitors. Porsche Cars North America (PCNA) and local dealers will also have exhibits.

Do you own an interesting or unique Porsche? Perhaps a classic **356**, a pristine **914**, a unique **924**, a Concours **944**, a clean **968**, a remarkable **911**, a tantalizing **Turbo**, a race car, a **Carrera GT** or **Porsche tractor**? Well, clean it up, get it to **The Promenade**, and exhibit your car for charity. Meet other club members, socialize, check out the beautiful Porsches, enjoy lunch at one of the many restaurants, and enjoy a beautiful Spring day.

Entry fee is \$25.00 per vehicle, and the entire fee goes to our charity. Times, directions and additional details will be forthcoming in future advertisements. Contact John Diwik for additional details: 630-270-5439.

Concours School and Chili Tasting

photos by Neil MacDonald



Autocross #2

Sunday, June 7th at Rockford Speedway

Loves Park, IL

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9:00 - 10:00 AM	Registration and Tech
10:15 AM	Tech closed
10:15 AM	Driver's Meeting
10:30 AM	First car off
3:30 PM	Trophy Presentation



This event is the 2nd autocross for this season. It is the **first Tri-Region event** and is sponsored by the Central Wisconsin Region. You will be able to enjoy the high banks of the Rockford Speedway. It is a unique layout that provides an opportunity to drive on the banked oval along with some interesting challenges on infield. It should be fast, fun and challenging.

Come join us for our second event and meet other Porsche Club members from other regions.

Cost:	Driver #1	\$35.00 Member \$40.00 Non-Member Guest – Member MUST be present
	Driver #2	\$15.00 Family Member \$40.00 Non-Member Guest – Member MUST be present \$35.00 Member sharing car with other Member

Awards will be given according to the Tri Region Classifications. Year end points will be according to PCA Chicago classifications.

GENERAL RULES: Required - Snell 2000 helmet or later, full-length pants and long-sleeved shirts are recommended, socks and full shoes. Member may bring one guest. Guest may drive member's Porsche or a another sports car. Associate Member driving a non-Porsche is considered a Guest. Maximum two drivers per car. Member MUST be present with Guest. Only first car driven will trophy. Valid driver's license at Registration

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Michael.Rende@va.gov

Location: **Rockford Speedway** is located at 9572 Forest Hills Road seven miles north of downtown Rockford, just two miles west of Interstate 90 at the intersection of Forest Hills Road and Highway 173 in Loves Park, Illinois

From the West – Hwy 20 (bypass) East to Meridian Rd. North 8 miles to Latham Rd. East 8.1 miles to Rockford Speedway.

From the South – I-39 North to Hwy 20 bypass/I-90 west (Madison). Then follow "From the East."

From the East – I-90 West/North to Riverside Blvd. (Exit 66). West 1 mile to Perryville Rd. North 5 miles to Hwy 173. West ½ mile to Rockford Speedway." OR Take the Hwy. 173 exit from I-39/90 (\$0.60 toll at the exit) and go west on Hwy. 173 for about two miles and you will see the track on the left side at the corner of Hwy. 173 and Forrest Hills Road.

From the North – I-90 South to Rockton Rd. West 1 mile to Hwy 251 South. South 6.6 miles to Hwy 173. East 1 mile to Rockford Speedway. OR Take the Hwy. 173 exit from I-39/90 (no toll to pay at the exit) and go west on Hwy. 173 for about two miles and you will see the track on the left side at the corner of Hwy. 173 and Forrest Hills Road.

60 Years of Porsche Sports Cars

Courtesy of PCNA

2008 is the 60th anniversary of Porsche and the story is a remarkable one of a very small company becoming the most profitable automobile manufacturer in the world.

Made in Germany: The Porsche Success Story

60 years ago the cornerstone was laid for the family-operated industrial company, whose rise from modest beginnings to become one of the most important sports car manufacturers in the world no one back then would have ever foreseen.

On June 8, 1948 a new chapter in automobile history began. For on this day, the first Porsche prototype with the vehicle identification number 356-001 received its official approval and homologation for road service. "It all started when I began looking around and just could not find my dream car. So I decided to build it myself," said Ferry Porsche - and to this day, this genius and pioneering spirit has shaped the philosophy of the company.

However, in the past six decades, Porsche has not only experienced peaks, but also troughs. Yet thanks to efficient production methods, clear branding and innovative models, such as the 356 and the 911, Boxster and the Cayenne, the once small sports car specialist quickly transformed into one of the most successful and profitable automobile manufacturers in the world.

"Today, Porsche is stronger than ever. We have the broadest and most appealing automobile model range in the history of our company. We have our costs and our processes under control and thus ensured our independence for the long term. We have always seen ourselves as David who must stand up to the Goliaths in this industry. This self-image has shaped us throughout the years – but it has also made us successful," explains Porsche CEO Dr. Wendelin Wiedeking.

When Wiedeking took over management in 1992, Porsche had reached the peak of its most serious economic crisis ever. The company was in danger of losing its most valuable asset - its independence. Porsche was suddenly ripe for takeover. The situation had to be handled immediately. And the shareholder families Porsche and Piëch told the Board that they would lend their support.

Wiedeking and his Board colleagues not only had the Boxster produced, but also brought about the company's turn-around through other economic measures. Under the generic terms "lean management" and "lean production," new organizational and production workflows were introduced and the company's hierarchy and process structures were reorganized from top to bottom. It did not take long for the internal efforts to improve productivity and the newly developed model line to have a positive impact. As early as 1995, Porsche was back in the black and began

to assume a leading position by breaking new revenue, sales and earnings records annually.

Not only the balance sheet, but also the reputation of the Porsche brand reflects the company's exceptional position. For the fifth time in a row, top German managers from all industries selected Porsche AG as the company with the best image in a survey from "manager magazine." The prestigious quality study "Initial Quality Study" of the American research institute J.D. Power ranked Porsche in first place for multiple times. And the J.D. Power "Appeal" Study confirmed that the Stuttgart-based sports car manufacturer had, for the third time in a row, been ranked by American customers as the most appealing brand.

Over these 60 years, Porsche has worked very hard to achieve this special image, mainly through its most varied innovations and also, in particular, in the area of environmental protection. Porsche engineers are never satisfied with only meeting current environmental regulations passed by lawmakers. It has always been their goal to exceed them. Porsche vehicles should also set an example when it comes to environmental protection. So, as early as 1966, the first authorized emissions test in Europe was performed using a 911. Not long after, a separate department was established that also tested the emission values from vehicles produced by other manufacturers.

Porsche develops new technologies not just to improve driving features, but also to continuously optimize the cars for environmental sustainability. In the last 15 years, Porsche has succeeded in reducing the fuel consumption in its new cars, and thereby also CO₂ emissions, by an average of 1.7 percent annually. With regard to engine performance, Porsche currently already ranks among manufacturers with the lowest CO₂ emissions. And by 2012, the fuel consumption in Porsche vehicles is going to be reduced by a further 20 percent – new innovative engine technologies and the hybrid drive for the Cayenne and Panamera will make this possible.

Former Chancellor Gerhard Schröder once said: "Porsche is a model for Germany." By this, he was not only referring the company's engineering ingenuity which the company stands for, he also meant the David principle with which Porsche, as a small automobile manufacturer, has been able to keep up with the Goliaths of its industry over the last 60 years. With the quality seal "made in Germany," its rejection of subsidies as well as its sense of social responsibility toward its employees and society, Porsche has unflinchingly pursued its own path.

This includes Porsche's step toward a new future in September 2005: its majority holding in Volkswagen AG. With almost 31 percent of the voting share capital, Porsche is now the largest shareholder in VW. During the course of

this year, its share will be increased to over 50 percent. The goal of this path is clear: Under the umbrella of Porsche Automobil Holding SE, not only will growth for Porsche and Volkswagen be ensured thanks to their proven development and production partnership over the decades, but also the independence of both companies. And the Chairman of the Board, Dr. Wendelin Wiedeking promises that in the anniversary year of the Porsche sports car: "Porsche will remain Porsche in the future. Just as Volkswagen will remain Volkswagen. That is the recipe for success."

Let's learn more about these historic six decades.

Back to the Future

From the "No. 1" to the Panamera

The first automobile to bear the name Porsche, model 356 "No.1" was developed 60 years ago. Due to World War II, the Porsche KG was moved from Stuttgart to Gmünd in Carinthia, Austria and there, in July 1947, Ferry Porsche began constructing a 2-passenger Roadster in a former sawmill. "My father fulfilled a dream with this project," explains Dr. Wolfgang Porsche, now Chairman of the Supervisory Board of Porsche Automobil Holding SE. The first Porsche sports car was based on the Volkswagen developed by Dr. Ing. h.c. Ferdinand Porsche.

In February 1948, construction of the chassis was completed for which a sleek Roadster body made of aluminum was produced. To test it out, the Porsche 356 "No.1" competed in the Innsbruck City Race on July 1, 1948 and won its class right off the bat. The production of a small batch of the model 356/2 continued into the second half of 1948. Just like the prototype "No. 1", the Porsche 356/2 was also built with an aluminum chassis, which was designed by Erwin Komenda, Director of Body Development. Praise came from all sides for the first ever Porsche sports car. Even the father of Ferry Porsche was satisfied. "I would not have changed a single screw," he said as he returned home after being held as a POW during the war. "Coming from my father, that was true praise," remembers Wolfgang Porsche. By 1950 there were 52 models of the Porsche 356/2 in Gmünd, which were available in Coupé (hardtop) and Cabriolet (convertible) configurations. However, the temporary production plant did not allow for the company to further expand. So management decided to move the company back to Stuttgart in 1949.

In a rented factory, production of the Porsche 356, which was now built with a sheet steel body, began in March 1950. The production goal was a modest 100 cars a year. Yet success emboldened Ferry Porsche with the realization of his vision of "driving in its purest form." Just 10 years after its launch, more than 25,000 sports cars had been produced, by 1965, that number rose to 77,766 units of this model alone. After just 15 years, this Porsche sports car was already considered a classic.

The new sports car idea – the 911

By the mid 50's, one thing was clear to Ferry Porsche: The technological edge of the Porsche brand could only

be maintained with a completely new design. In the end, increasingly powerful sedans besieged the 356, whose technology was based on the Volkswagen. As planning officially began in 1957, the key data for the 356 successor defined by Ferry Porsche had been established. The air-cooled boxer engine in the rear was to remain, in addition, the new sports car had to have more output and running smoothness, road holding had to be improved as well as the interior and the trunk space enlarged. "A set of golf clubs has to be able to easily fit in it," was one of Ferry Porsche's requirements.

The one thing that was not agreed on was the design. By 1960, after several internally as well as externally prepared studies, Ferdinand Alexander, the oldest son of Ferry Porsche, demonstrated a promising solution, yet his father decided against further developing the four-passenger "T7" in favor of a "T8" hatchback Coupé with a 2+2 seat configuration. Despite this, the 25-year-old Ferdinand Alexander Porsche specified the direction: "A good product has to be discreet. Design is not fashion," he said. From 1962 onwards, under the project name model 901, a sports car was developed with features that were already designated for the 356 and which are mandatory even nowadays at Porsche: A fast and reliable sports car that can be driven every day, yet is also socially acceptable and retains its value.

For the 901, the frame and chassis were completely redesigned. So it was decided, for the sake of trunk space, in favor of rack and pinion steering as well as space-saving wheel suspensions using the McPherson principle. Engineers replaced the outdated floating axle in the rear with a modern semi-trailing arm axle. When it came to the drive, the choice also fell to a newly designed aggregate. Under the supervision of Ferdinand Piëch, the nephew of Ferry Porsche, an air-cooled 6-cylinder boxer engine with an axial blower, dry sump lubrication system and two overhead camshafts were developed. It stood out due to its versatility and was continued in its basic form until 1998.

Porsche introduced the road-ready prototypes of the 901 at the International Automobile Exhibition in Frankfurt on September 12, 1963 and successfully tested it in the following months. On September 14, 1964, the first mass-produced 901 rolled off the production line. In October, the production-ready model was presented at the Paris Motor Show – yet afterwards the Stuttgart sports car manufacturer had to change the name of the model line. Since the French manufacturer Peugeot owned the rights to the 901 number sequence, Porsche's 901 became the 911 – three numbers that became big numbers and were to go down in history.

From the beginning on, Porsche understood that with the 911 it was constantly raising the bar for fascination and drive performance. In 1965, the 911 Targa followed and was impressive as a "safety convertible" with its stationary roll bar and removable folding roof. In 1972/73, Porsche produced a very special high-performance sports car with the 911 Carrera RS 2.7. As a weight-reducing homologation vehicle for motorsports, it is still considered

60 Years ...

one of the most coveted models ever produced. The next milestone in the product history was the 911 Turbo which was launched in October 1974 as a new top-of-the-range model. As the world's first mass-produced sports car with boost pressure-controlled turbo engine, the 911 Turbo was the fastest mass-produced automobile of its time. The 911 from the "G series", built since 1973, shaped the "look" of this model, particularly due to its safety bumpers, up to the end of the 80's.

The 959 has a special position in the evolutionary history of the 911. Porsche used it to show the competition everything that was possible in automotive engineering in the 80's. Powered by a 450 hp, "boxer"-type engine with water-cooled cylinder heads and sequential twin-turbochargers, the high-performance sports car easily exceeded the 300 km/h limit (186 mph). The electronic suspension, the program-controlled all-wheel drive and the aerodynamically optimized body became the trendsetting features for later Porsche sports cars. A total of 292 units of the "Über-Porsche", which had first been introduced as the "Group B" study in 1983, were produced between 1986 and 1988. It went down in automobile history as the perfect sports car.

The 911 stays – with new ideas always added

No sports car is as technologically groundbreaking as the 911. "Better always works," that is the motto of Porsche engineers, who, in 45 years, have developed and improved the most varied models of this sports car. And customers know to value it – they have remained true to the 911 in all of its evolutionary phases and will continue to do so.

Though production of the "G series" 911 models of the Carrera and the 911 Turbo was halted in July 1989, thus marking the end of an era, a new generation of the successful model was waiting in the wings. In November 1988, on the 25th anniversary of the 911, Porsche launched the all-wheel drive Carrera 4. Highlights of the model, internally referred to as the 964 model, were, among others, the new 3.6-liter engine as well as a new and improved aerodynamic body with front and rear bumpers made of synthetic materials and an automatically expandable spoiler. During the course of the 1990 model year, the 911 Carrera 4 (model 964) as well as the 911 Carrera 2 (model 964) were offered as a Coupé, Targa and Cabriolet.

Traditionally equipped with a broad body and large rear spoiler, Porsche introduced in 1990 the third generation of its turbo 911 with the 911 Turbo (model 964) in 1990.

Throughout the course of the 911 model history, one innovation followed the next. The 911 Carrera model 993, which was unveiled at the Frankfurt IAA in 1993, distinguished itself due to its refined aluminum chassis, a harmonious design as well as a revised and improved 3.6-liter boxer engine. The 911 Carrera Cabriolet (model 993) was launched in 1994 at the Detroit Motor Show. The Tiptronic S automatic transmission with two shift paddles on

the steering wheel of the 911 Carrera ensured a new Porsche driving sensation starting in the 1995 model year and onwards. A further generation of the 911 Turbo (model 993) was presented in March 1995 in Geneva.

A highlight of the all-wheel super sports car is the twin turbo engine equipped with the OBD II emission control system, which, in its time, was considered the lowest-emission mass-produced automobile engine in the world. Another highlight of this model was the hollow-spoked aluminum wheels used for the first time in automobile mass production. The 911 Carrera RS (model 993) offers pure sportiness at 300 hp and an outstanding performance weight of 1270 kilograms (2794 lbs). The above model is exceeded only by the Porsche 911 GT2 (model 993), which is powered by a 430 hp twin turbo engine. After the four-cylinder 968 model and the eight-cylinder 928 model were discontinued at the end of the 1995 model year, Porsche unveiled other interesting options for this sports car classic with the 911 Carrera 4S (model 993) and the 911 Targa (model 993) in September 1995. A new innovative feature of the "Targa" was the glass roof that retracts behind the rear windshield.

One year after the successful market launch of the Porsche Boxster, the new "911 Evolution", the new 911 Carrera (model 996), was launched at the IAA in September 1997. This was the first sports car to be powered by a water-cooled, four-valve, six-cylinder boxer engine. The design interprets the classic line of the 911 in an innovative way and distinguishes itself through its low drag coefficient of 0.30. As a further stage in its product campaign, Porsche introduced the 911 Carrera 4 (model 996) with permanent all-wheel drive in the fall in Paris. In addition to the Coupé and Cabriolet variations, buyers could now choose between a 6-speed manual transmission and the 5-speed Tiptronic S.

In early summer 1998, Porsche introduced the 911 Cabriolet (model 996) at the Geneva International Motor Show (Automobilsalon), which was the world's first convertible car available with side airbags suitable for convertibles. As a successor of the 911 Carrera RS (model 993), visitors to the Geneva International Motor Show gazed in astonishment at the 911 GT3 (model 996). The sporty GT3 with dry sump lubrication system and a separate oil tank designed as a sporty niche model also went on the market as a club sport model for the racetrack. The 911 Turbo (model 996) launched at the Frankfurt IAA in 1999 was able to be purchased as the first Porsche turbo generation with the 5-speed Tiptronic S automatic transmission.

At the same time, Porsche unveiled a new world of innovation with its Porsche Ceramic Composite Brake or "PCCB". At the beginning of 2001, the company added to its product line a new top model with the 911 GT2 (model 996). With 462 hp and 620 Newton meters (457 foot-pounds), the 911 GT2 is so far the most powerful mass-produced sports car ever produced by Porsche. The new 3.6-liter engine of the sleek 911 Carrera (model 996) has impressed fans since September 2001 with its variable valve stroke and 320 hp power

performance. The product line was also expanded with the all-wheel drive 911 Carrera 4S and the 911 Targa. A new model series of the 911 GT3 was available from dealerships from March 2002 onwards. The engine performance of this extreme sports car with the dominant rear wing rose to 381 hp thanks to an increase in rpms.

In late summer 2003, a Porsche 911 Turbo convertible (Cabriolet) was again available on the market for the first time since 1987. The street-approved Porsche 911 GT3 RS was additionally available for use in motorsports. Another exclusive model for open-air driving arrived on the market in October 2003 – the 911 Carrera 4S Cabriolet. In the luxury market segment, Porsche expanded its product line in 2004 by adding the 911 Turbo S Coupé and 911 Turbo S Cabriolet models. Features of the new “S” models were the increased engine performance as well as the now standard PCCB ceramic braking system. The market launch of the newest generation of the Porsche 911 Carrera took place in July 2004. Internally referred to as the “997 model”, it was initially available in the 911 Carrera as well as the 911 Carrera S models. At the 2005 Detroit Motor Show, the Cabriolet model initiated a second stage in the model campaign of the now sixth 911 generation. Like the Coupé, the 911 Cabriolet was also available in the Carrera and Carrera S models. Since fall 2005, the Carrera 4 and Carrera 4S have been members of the 911-model family. At the 2006 Geneva International Motor Show (Automobilsalon), Porsche unveiled the current 911 Turbo (model 997). The newest top-of-the-range model in the 911 series was the first mass-produced automobile equipped with a turbocharger with variable turbine geometry (VTG).

Next to the 911 Turbo, the new 911 GT3 was unveiled to the world public in Geneva. Its 3.6-liter naturally aspirated engine developed a performance of 415 hp, which corresponds to a specific liter output of 115.3 hp. This means that the GT3 has set a new record in this engine size class for street-approved series sports cars with a naturally aspirated engine. From October 2006 onwards, it has also been available in the 911 GT3 RS model. The variant of the GT3 reduced down to 1375 kilograms (3031 lbs) serves as the basic and homologation model for use in various racing series.

With the 911 Targa 4 and the 911 Targa 4S, Porsche presented two additional variants of the 911 series in November 2006. The most marked features of the two all-wheel sports cars are the large glass roof and the rear window that opens.

In September 2007, Porsche launched the new 911 Turbo Cabriolet. With the open-top model in the 911 series, the now 20-year tradition of the 911 Turbo with the classic fabric top has been continued. The 911 GT2, the fastest and most powerful street-approved Porsche 911, has been available on the market since November 2007. Its 3.6-liter twin turbo boxer engine has a 530 hp (390 kW) output at 6,500 rpm.

A VW Porsche – with mid-engine

Porsche and Volkswagen – that is a chapter in and of itself.

After Professor Ferdinand Porsche invented the VW Beetle, his son Ferry later spent many years continuing development work for Volkswagen. The most noticeable “baby” born of this relationship in the 60’s was the VW Porsche 914. Ferry Porsche wanted to offer a sports car below the 911 in order to appeal to younger buyers. So, using as many identical parts as possible from VW series production, Porsche developed a two-passenger mid-engine sports car with a four and six-cylinder engine, which was sold from April 1969 onwards by the “VW-Porsche-Vertriebsgesellschaft mbH”. While designing the new model, the Stuttgart engineers had to overcome a particular obstacle. The 914 was supposed to be compatible with the VW product portfolio and recognizable as a Porsche – without competing with the established 911. That is why the 914, distinguished by sleek and clear body lines, was not formally launched without debate. The mid-engine configuration was also selected with regard to technical points. On the one hand, it offered an optimal use of space in a smaller vehicle size, on the other hand, the concept ensured a reasonable weight distribution at a low center of gravity.

Further benefits were the existing, construction-related, crush-collapsible front and rear zones, which, in combination with the integrated roll bar, became a convincing sales argument. At a basic price of less than DM 12,000, the VW Porsche 914 turned into a bestseller and was the highest sold German sports car at the beginning of the 70’s. By the end of production in 1976, a total of 128,982 units of the VW Porsche 914 had been built.

The transaxle era – with the 928 as “Car of the Year”

The first sports car to be selected as “Car of the Year” was the Porsche 928 – in 1978. And the emergence of this car became a story in and of itself. In the beginning, Porsche was commissioned by Volkswagen to build a successor to the VW Porsche 914. The goal was a new sports car concept whose manufacture, maintenance, and replacement parts costs were meant to be considerably lower than those of the Porsche 911 due to the use of VW series aggregates and parts. After the first blueprints, VW decided in favor of a design proposed by Porsche with a water-cooled, four-cylinder, front-mounted engine and a transaxle transmission on the rear axle. The development order “EA 425” was already in preparation for series production when Volkswagen AG stopped the project in 1975 due to reasons related to model policy.

However, Porsche was so convinced by the quality of its own development that the Stuttgart company acquired the production-ready design itself and put the sports car on the market at the beginning of 1976 under the name Porsche 924.

Through the use of numerous components from the Volkswagen Group, the 924 assembled at Audi in Neckarsulm was able to be sold at a basic price of DM 23,240. Due to global demand, production increased by July 1976 to 80 units per day so that at the end of the fiscal year, 48 percent of vehicle sales had come from this entry model. By the time production of the 924 S was discontinued in

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1988, 150,684 units of this model had been produced. The concept of the 924 with its transaxle design and the water-cooled, four-cylinder, front-mounted engine was continued by the follow-up models, the 944 and 968, up until 1995. Overall, 325,231 vehicles in this four-cylinder series were produced.

As a luxury touring sports car, these models were used as a basis for the 928, which emerged in 1977. In addition to a V8 light-alloy engine, the aluminum chassis and the track-correcting "Weissach rear axle," Porsche entered a new era in chassis design with the 928 – with success. Experts praised the car, it received awards, and the demand for it among customers was huge. By 1995, a total of 61,056 units of the 928 in its numerous variants had been built.

Boxster and Cayman set new standards

Even the experts at Porsche were surprised by the demand for the two-passenger Boxster, which was so high that there were already 10,000 orders for it before it came on the market. In fact, in 1996, the Stuttgart-based sports car manufacturer set a new performance and safety standard in the roadster market segment with this car. And so the convertible mid-engine sports car, whose design is reminiscent of the legendary 550 Spyder race car model, was enthusiastically and equally accepted by the media, dealers, importers and customers right from the start. The Boxster combines the dynamic qualities of a sports car with unlimited everyday suitability. An electric system rapidly opens and closes the convertible roof in only twelve seconds. In August 1999, the Boxster 986 series underwent a facelift, which included, in addition to a larger 2.7-liter cubic capacity engine, the powerful 252 hp Boxster S, which was driven by a 3.2-liter aggregate. A second generation of the Boxster was introduced at the 2004 Paris Motor Show (Automobile Salon) with the new Boxster as well as the Boxster S (987 model). The Boxster series welcomed new family members in 2005, the Porsche Cayman S and, in 2006, the Cayman – a sporty mid-engined Coupé whose price was between the Boxster and the 911.

A high-performance athlete: the Porsche Carrera GT

For readers of the magazine "auto motor und sport", one thing was immediately certain: This is the sports car of the year. Right away, they ranked the Carrera GT, which was unveiled to the public on March 3, 2003 in Geneva, first in its category in the 2004 survey for "Best Cars". Both the carbon fiber chassis as well as the ten-cylinder naturally aspirated engine in the high-performance sports car were based on pure race car technology. Its driving performance was just as extraordinary as the design. The Carrera GT accelerated from 0 to 200 km/h (124 mph) in 9.9 seconds and reached a top speed of 330 km/h (205 mph).

The high-performance sports car was built in limited quantity in the Porsche plant in Leipzig – the 612 hp powerful V10 naturally aspirated engine came from the Zuffenhausener engine plant. The Carrera GT was unveiled

on September 28, 2000 as a production-ready study "Carrera GT" at the Paris Motor Show. A total of 1,270 units of the Carrera GT were produced until the model was discontinued in May 2006.

New paths off-road: the Porsche Cayenne

Guests to the official grand opening celebration of the "Porsche Leipzig GmbH" had a surprise in store. German Chancellor at that time, Gerhard Schröder, turned the last screw and Porsche CEO Dr. Wendelin Wiedeking presented on August 20, 2002, before its world premiere at the Paris Motor Show, the sporty SUV, the Cayenne. Porsche has successfully paved a new path with this vehicle. The Cayenne most recently put its sporty qualities to the test in 2007. At the Trans-Siberia Rally, across 7,100 kilometers (4400 miles) in one of the hardest off-road marathons in the world, three Porsche Cayenne S Tran Siberia vehicles landed in the top three spots. Seven Porsche Cayenne S placed in the top ten.

In 2002, the series, built in cooperation with Volkswagen, included the eight-cylinder models the Cayenne S and Cayenne Turbo; a six-cylinder model was added in 2003. The 521 hp Cayenne Turbo S followed in 2006.

Four years after its introduction, Porsche AG launched the second generation in December 2006. The new models – the Cayenne, Cayenne S and Cayenne Turbo – are fitted with low-consumption, yet powerful engines with direct fuel injection (DFI). For the first time, Porsche installed its new Porsche Dynamic Chassis Control (PDCC) to complement the Porsche Active Suspension Management (PASM). With the GTS, the company added an accentuated sporty member to the Cayenne family at the end of 2007. The new model stands out due to its special chassis and suspension as well as an eight-cylinder naturally aspirated 405 hp engine with direct fuel injection.

By the end of the decade, Porsche plans to offer the sporty Cayenne SUV in a model with a hybrid drive. The six-cylinder gasoline engine with direct fuel injection (DFI) and an electro-machine will be combined in the Cayenne hybrid. Thanks to additional measures, Porsche is envisioning consumption of 8.0 liters per 100 km (3.4 gallons per 100 miles) in the New European Driving Cycle (NEDC) by market launch.

The future has a name: Panamera

The next milestone for Porsche is the year 2009 with the introduction of a four-door Grand Turismo Panamera. In August 2005, the Supervisory Board and the Executive Board of Porsche AG decided to go ahead with the development and production of this fourth model series. Like the Cayenne, the Panamera will be produced in the Leipzig plant. In addition to considerably expanding production capacities, this new series will create about 600 new jobs in the Leipzig plant and about 400 jobs will be created in Zuffenhausen and Weissach by 2009.

The broad and flat body of the Panamera gives it proportions

that make it look both dynamic as well as compact. At the same time, the interior design and layout convey an entirely new sense of space. The bucket seats in the front are sporty and comfortable and the headroom is noticeably generous, allowing driver and passenger to travel in comfort, style, and, if desired, at speed. In the elegantly modern cockpit made of high-quality materials, the driver will be able to experience those very sporty and unmistakable drive dynamics that are typical and expected of Porsche. The new Grand Turismo Panamera will enjoy its world premiere in 2009 and will initially be introduced to the market with reliable drive concepts. A hybrid version will follow later on depending on the market situation.

60 Years of Porsche Sports Cars – the Chronology

- | | | |
|------|---|---|
| 1948 | The first sports car bearing the name Porsche, the 356 “No. 1” receives its official approval and homologation for road service in June. | |
| 1950 | Porsche KG returns to Stuttgart-Zuffenhausen and begins serial production of the Porsche 356 in a rented factory | |
| 1951 | Professor Dr. Ing. h.c. Ferdinand Porsche dies on January 30 in Stuttgart. He is buried in Zell am See in Austria. | |
| 1953 | The Porsche 550 Spyder celebrates its debut at the Paris Motor Show. | |
| 1956 | The 10,000th Porsche 356 is produced just in time for the 25th anniversary of the founding of Porsche. For the first time, the Porsche 550 A Spyder is the overall winner at the internationally advertised World Championship Race, the Targa Florio. | |
| 1960 | During its first race season, the Porsche 718 RS 60 celebrates its overall victories at the Targa Florio and the 12 hours at Sebring. | |
| 1963 | With the Porsche 356 C, Porsche introduces the last development stage of the now already legendary sports car. | |
| 1964 | The Porsche 911 presented the previous year under the name “901” goes into mass production. Due to its extraordinary design and its excellent drive performance, the Porsche 904 Carrera GTS impresses the public. Like the 911, it was also designed by Ferdinand Alexander Porsche. | |
| 1965 | The Porsche 911 Targa is introduced as a “safe” Cabriolet or convertible, which is mass produced from 1966 onwards. | |
| 1967 | After success of the Porsche 906 Carrera 6 the previous year, the Zuffenhausen factory team managed three victories at the Targa Florio. Porsche | |
| | | posts its first overall win of the legendary 1,000 km race at the Nürburgring track. |
| 1968 | | Porsche posted its first overall win at the 24 hours of Daytona with the 907-8 model and was able to repeat its previous year’s victories at the 1000 kilometer race at the Nürburgring and at the Targa Florio. In Rally Sport, the Porsche scored its first victory with the 911 T at the Monte Carlo Rally. |
| 1969 | | The mid-engine VW-Porsche 914 is introduced at the IAA in Frankfurt. Besides the Monte Carlo Rally and the Targa Florio, Porsche wins the Team World Championship for the first time with the 908/02 and the new 917. |
| 1970 | | With nine out of ten possible victories, Porsche once again secures the Team World Championship. At the 24 Hours of Le Mans, Hans Herrmann and Dick Attwood celebrated their first overall victory in the Porsche 917. |
| 1971 | | The first departments move into the new development center in Weissach. In motorsports, Porsche is once again able to sew up the 24 Hours of Le Mans and the Team World Championship. |
| 1972 | | With Ferry Porsche at the helm of the Supervisory Board, Porsche KG decides to turn the company into a stock corporation. The Porsche 911 Carrera RS 2.7 arrives on the market as an athletic, top-of-the-line model. |
| 1973 | | “Dr. Ing h.c. F. Porsche AG” becomes the official company name entered in the Commercial Register. The 911 series in the so-called “G-Series” is introduced with safety bumpers. In the Canadian-American Can-Am racing series, the Porsche 917/30 is once again dominant after its predecessor the 917/10 had won the title the previous year. |
| 1974 | | With the 911 Turbo, Porsche introduced at the Paris Motor Show the first mass-produced sports car in the world with an exhaust gas turbocharger and boost pressure regulation. |
| 1975 | | The Porsche 924 is the first Porsche car to be produced with a front-mounted engine in a transaxle design. Porsche is the first automobile manufacturer to use hot-dip galvanized body sheets as standard. |
| 1976 | | The Porsche race cars 935 and 936 are double world champions in the Team and Sports Car categories. |
| 1977 | | Succeeding the 911, the Porsche 928 takes new roads in terms of technology and design. In addition to Team World Championship title, Porsche wins the 24 Hours of Le Mans yet again. |

60 Years ...

- 1981 The transaxle model program supplements the Porsche 944 with the powerful 163 hp four-cylinder engine. In Le Mans, the overall victory of the Porsche 936/81 is the crowning achievement celebrating the company's 50th anniversary.
- 1982 With the 911 SC Cabriolet, Porsche offers an open-top version of the sports car classic. With the 956/962 models, Porsche wins a total of five team, manufacturer, and driver world championships between 1982 and 1989.
- 1984 Porsche's TAG turbo engine triumphantly powers the McLaren MP4/2 Formula 1 sports car to the finish line. With a total of 25 Grand Prix victories and three world championship titles (Niki Lauda and Alain Prost), the Porsche engine became the dominant motor of the Formula 1 circuit between 1984 and 1986. In addition to the Team World Championship, Porsche wins its first Paris-Dakar Rally with the 911 Carrera 4x4.
- 1985 The high-performance, sports car prototype, the Porsche 959, is unveiled at the IAA. From its twin turbo boxer engine with water-cooled, four-valve cylinder heads to its electronic suspension and all-wheel drive, as well as its sleek and aerodynamic body, Porsche's 959 showed the world the future of automobile engineering.
- 1986 An environmentally friendly race series is set up called the Porsche 944 Turbo Cup. After already winning the Pharaonen Rally in 1985, the Porsche 959 wins the Paris-Dakar Rally in 1986.
- 1988 On the occasion of its 25th anniversary, Porsche launches its newly designed 911 Carrera 4 (964 model) with all-wheel drive.
- 1989 The Porsche 911 Carrera becomes available with a new kind of automatic transmission called the "Tiptronic". While racing in central Ohio, Italian race driver Teo Fabi wins the first CART victory for the Stuttgart company in the Quaker State Porsche with a March chassis.
- 1990 Ferry Porsche is appointed honorary Chairman of the Supervisory Board. Ferdinand Alexander Porsche follows his father as the Chairman of the Supervisory Board of Dr. Ing. h.c. F. Porsche AG.
- 1991 Porsche is the first manufacturer in Germany to equip all its models with driver and passenger airbags as standard features. As a successor of the Porsche 944, the Porsche 968 becomes available in either Coupé or Cabriolet models in late summer of 1991.
- 1992 Dr. Wendelin Wiedeking is appointed spokesperson for the Porsche Executive Board. Under the generic terms "lean management" and "lean production," new organizational and production workflows are introduced and the company's hierarchy and process structures are reorganized from top to bottom.
- 1993 At the Detroit Motor Show, Porsche presents the study of an open Roadster with a boxer mid-engine: the Boxster. At the IAA, Porsche introduces a completely redesigned 911 Carrera (model 993). Dr. Wiedeking is appointed Chairman and CEO of the Executive Board of Porsche AG.
- 1995 With the OBD II emission control system, the 911 Turbo goes on to become the lowest-emission, mass-produced vehicle in the world. In addition to the 911 Carrera 4S, the 911 Targa with a retractable glass roof was a welcome addition to the product line. A small number of the Porsche 911 GT2 are produced.
- 1996 The one millionth Porsche rolls off the production line, a 911 Carrera is produced as a police car. After only three and a half years of development time, the production of the mid-engine Roadster-Boxster is started.
- 1997 Under the motto "Evolution 911", Porsche presents a new generation of the 911 Carrera (model 996). For the first time, the 911 series is powered by a water-cooled, four-valve, six-cylinder boxer engine.
- 1998 With the 911 GT1, Porsche celebrates a double victory at Le Mans and can now post a total of 16 overall victories for itself.
- 1999 Porsche adds a very sporty model to the 911 series with the GT3. As the Boxster S, an even more powerful version of the mid-engined Roadster is launched on the market. The Porsche Ceramic Composite Brake (PCCB) is presented as a new global innovation.
- 2000 At the Paris Motor Show, Porsche presents its study of a high-performance sports car for the road in the form of the Carrera GT. Ground is broken for a new Porsche factory in Leipzig.
- 2001 The 911 GT 2 creates a new performance peak in the Porsche product portfolio. The updated Porsche 911 Carrera receives a 3.6-liter engine with a variable valve stroke. The 911 Carrera 4S as well as the 911 Targa are available as new model variants.
- 2002 The Cayenne is introduced as the third Porsche model series, a sporty off-road multi-purpose vehicle. The plant in Leipzig enjoys a grand opening and begins production of the Cayenne.

The enhanced Porsche Boxster achieves lower fuel consumption and emissions while simultaneously increasing performance thanks to new VarioCam technology.

corporation, a Societas Europaea (SE), is preceded by spinning off the operating business to a 100 percent subsidiary called Dr. Ing. h.c. F. Porsche AG.

2003 Series production of the Porsche Carrera GT begins in Leipzig. A total of 1,270 units of the 330 km/h (186 mph) fast super sports car are produced by 2006. Besides the new Porsche GT3 and GT3 RS, the 911 Turbo Cabriolet and the 911 Carrera 4S Cabriolet are added to the product line.

In its constitutive meeting in July 2007, the Supervisory Board of Porsche SE appoints Dr. Wendelin Wiedeking as CEO and Chairman of the Board and CFO Holger Härter as the Deputy Chairman.

2004 The sixth generation (model 997) of the sports car series is introduced in the form of the 911 Carrera and 911 Carrera S. In addition, the second generation of the Boxster is introduced.

2008 The constitutive meeting of the Works Council of Porsche Automobil Holding SE is held in January. Uwe Hück is appointed as Chairman of the company and group Works Council of Dr. Ing. h.c. F. Porsche AG. In March, the Supervisory Board of Porsche Automobil Holding SE approved an increase in its interest in Volkswagen AG to over 50 percent.

2005 Two additional models followed with the 911 Carrera Cabriolet and the 911 Carrera S Cabriolet. The Porsche Cayman S with a six-cylinder boxer mid-engine was introduced at the IAA. Moreover, the model range was expanded with the 911 Carrera 4 and the 911 Carrera 4S in the Coupé and Cabriolet versions. The purchase of interest by Porsche in Volkswagen AG is announced in September. With the acquisition of over 20 percent of the voting capital, Porsche becomes the largest single shareholder in the Wolfsburg-based VW Group.

Production figures 1948 to 2008

2006 In addition to the new 911 GT3, the 521 hp Porsche Cayenne Turbo S sets a new performance record. The new 911 Turbo with a twin turbo boxer engine and a variable turbine geometry (VTG) was introduced at the Geneva International Motor Show. A powerful 245 hp Cayman basic model is added to the Boxster series. Additional innovations are the 911 GT3 RS as well as the 911 Targa 4 and the 911 Targa 4S. The new models Cayenne, Cayenne S and Cayenne Turbo receive lower fuel-consuming and more powerful engines with direct fuel injection. In the American Le Mans Series, the sports prototype Porsche RS Spyder won a championship in the LMP2 class.

Year	Vehicles	Year	Vehicles
1948	10	1979/80	31,138
1949	42	1980/81	28,015
1950	369	1981/82	32,640
1951	1,364	1982/83	45,240
1952	987	1983/84	44,773
1953	1,601	1984/85	50,514
1954	1,868	1985/86	53,625
1955	3,684	1986/87	50,715
1956	4,284	1987/88	32,183
1957	4,342	1988/89	30,196
1958	6,570	1989/90	32,362
1959	6,450	1990/91	26,157
1960	7,499	1991/92	19,137
1961	8,617	1992/93	12,483
1962	6,907	1993/94	16,789
1963	11,353	1994/95	18,079
1964	10,368	1995/96	20,242
1965	9,989	1996/97	32,390
1966	8,410	1997/98	38,007
1967	11,399	1998/99	45,119
1968	14,199	1999/00	48,815
1969	14,832	2000/01	55,782
1970	30,352	2001/02	55,050
1971	28,827	2002/03	73,284
1972	34,722	2003/04	81,531
1972/73	43,098	2004/05	90,954
1973/74	33,021	2005/06	102,602
1974/75	19,563	2006/07	101,844
1975/76	22,025	2007/08	51,878 (1st six months)
1976/77	40,186	Total:	1,783,913
1977/78	36,031		
1978/79	39,400		

2007 Porsche presents the 911 Turbo Cabriolet as an open top model within the 911 series. With the 911 GT2, the fastest and most powerful street-approved Porsche 911 is launched. The new Cayenne GTS emphasizes the exceptional position of this successful series in the SUV segment.

The Supervisory Board of the Porsche AG selects Dr. Wolfgang Porsche as its new CEO and Chairman of the Board. Porsche Automobil Holding SE, Stuttgart, is entered in the Commercial Register of the Stuttgart court of jurisdiction in November.

The most important Porsche innovations since 1948
 1948 The first Porsche, model 356 No. 1 has an aluminum chassis as well as crankcase and cylinder

The company's conversion to a European stock

60 Years ...

- heads made out of light alloy.
- 1951 From Porsche ring synchronization, over one million transmissions are produced annually under license by 1968.
- 1953 The four-cam engine model 547 (“Fuhrmann engine”) is presented.
- 1955 With the Porsche 550 Spyder, the mid-engined concept finds its way into Porsche mass production.
- 1962 The Porsche 356 B is available with the three-point belt system and locked backrests. As the first mass-produced Porsche, the 356 B Carrera 2 is equipped with interior-lined disc brakes.
- 1963 The Porsche 901 (as of 1964: 911) is introduced with distributed safety steering.
- 1964 The aerodynamic synthetic body of the Porsche 904 Carrera GTS has a drag coefficient value of 0.33.
- 1965 The 911 Targa is presented as the “safety Cabriolet” with a permanent roll bar.
- 1966 The Porsche 911 S 2.0 is the first mass-produced car with ventilated disk brakes and light alloy wheels.
- 1970 The VW Porsche 914-6 receives magnesium rims as a standard feature.
- 1972 Introduction of the Porsche 911 Carrera RS 2.7 as the first mass-produced car with front and rear spoiler.
- 1974 Porsche 911 Turbo: First mass-produced sports car in the world with boost pressure controlled exhaust gas turbo charger.
- 1975 Porsche is the first automobile manufacturer in the world to introduce the hot-dp galvanized body as standard.
- 1977 Technical highlights of the Porsche 928: Soft front and rear, Weissach axle, V8-light alloy engine, transaxle design.
- 1978 The Porsche 911 Turbo comes equipped with intercooler as well as a four-piston braking system and locking brake disks.
- 1981 Production start of the Porsche 944 with electronic fuel injection (Motronic), first heated oxygen sensor in the world.
- 1983 Porsche is the first manufacturer worldwide to introduce the dual-clutch transmission in a Group C race car in the 956 model.
- 1985 The Porsche 959 combines program-controlled all-wheel drive, dampening and level adjustment, synthetic material exterior, turbo engine with sequential chargers and intercooler, titanium piston rods and 6-speed transmission.
- 1985 The 4-valve technology as well as the ABS (Anti-lock braking system) become standard features of the Porsche 928 S. Use of the Sekuriflex windshield glass as well as worldwide use of door reinforcement.
- 1986 The Porsche 944 Turbo is the first European automobile in a US configuration to be equipped with driver and passenger airbags. Catalytic converters are installed as standard components in all model series (excluding the 911 Turbo).
- 1988 The Porsche Carrera 4 receives all-wheel drive, metal catalytic converter, extendable rear spoiler, recyclable front and rear bumpers, engine with dual-ignition and an aerodynamically optimized vehicle underbody. The automatic transmission system, the Tiptronic, is also available as an optional feature.
- The Porsche 928 S4 is available with tire pressure control system and Porsche limited slip differential (PSD).
- 1990 All Porsche cars are equipped with asbestos-free brake pads and clutch linings as well as gasket rings.
- 1991 Porsche is the first manufacturer in Germany to equip all left-hand models with driver and passenger airbags as standard features. The engine in the Porsche 968 receives VarioCam camshaft adjustment system.
- 1993 Multi-link rear suspension in a light design with chassis sub-frame in the Porsche 911 Carrera.
- 1994 Dynamic driving all-wheel system, comprising all-wheel drive, automatic brake differential and driving dynamic limited slip differential in the Porsche 911 Carrera 4.
- 1995 The Porsche 911 Turbo with twin turbo engine is the first car in the world to be equipped with On-Board-Diagnosis II (OBD II), friction-welded hollow-spoked tires and a lightweight spoiler cover in enhanced RTM technology.
- Introduction of a new Targa roof concept with large electrically operated glass roof.
- The Porsche 911 Carrera is equipped with a

VarioCam system (combined with a dual resonance intake system).

- 1996 Introduction of the Porsche Boxster with mid-engine, electric roof and the largest luggage compartment of any Roadster. High safety standards were implemented in this model.
- 1997 Presentation and production start of the completely new Porsche 911 Carrera with rear water-cooled, six-cylinder boxer engine. A consistently light design is realized in this model.
- 1998 The Porsche 911 Cabriolet is introduced with side airbags each with a 30-liter volume as standard.
- 1999 The 5-speed Tiptronic S as well as the Porsche Ceramic Composite Brake (PCCB) are features that can be ordered for the Porsche 911 Turbo.
- 2000 The intake side camshaft device VarioCam is enhanced to include an intake valve lift shifting system in the 911 Turbo.
- 2001 The Porsche 911 GT2 is equipped with Porsche ceramic composite brakes (PCCB) as standard.
- 2003 As a high-performance sports car, the Carrera GT introduces numerous innovations in automobile mass production. Among others: carbon fiber chassis and component carrier, ceramic composite clutch (PCCC), magnesium separated wheels, seats from a carbon-aramide fiber combination, ball-bearing-mounted Flexball gear cable.
- 2006 The sixth generation of the 911 Turbo is the first mass-produced automobile with a gasoline engine equipped with a turbocharger with variable turbine geometry (VTG).

Development concept for customers worldwide

The "Ingenious" Family Porsche

Besides building and assembling sporty luxury automobiles, over the years Porsche has acquired the reputation as one of the most renowned and multifaceted engineering service providers in the world. This business field, which is operated under the umbrella of Porsche Engineering Group GmbH in Weissach, can be traced back to the oldest predecessor company of today's Porsche AG. On April 25, 1931, Ferdinand Porsche founded an engineering office called "Dr. Ing. h.c. F. Porsche Gesellschaft with limited liability, construction and consulting for engines and automobile manufacturing" (Dr. Ing. h.c. F. Porsche Gesellschaft mit beschränkter Haftung, Konstruktion und Beratung für Motoren- und Fahrzeugbau), and had the name entered in the Commercial Register. His tireless passion for research and invention still continues to inspire the work of all Porsche engineers in all areas.

Within just a few years, the Porsche engineering office

in Kronenstraße developed into a hub for automobile technology. The company developed a 16-cylinder race car for the Auto Union in 1933. Its mid-engined concept became trendsetting for modern motorsports. At the same time, the engineering office was busy designing – at the opposite end of the spectrum, you might say – a reasonably-priced compact car for Zündapp and NSU. In 1934, Porsche was commissioned to design and develop a "car for the people" or a "Volkswagen." The scope of the project also involved planning the factory building in Fallersleben, today called Wolfsburg. During World War II, other vehicle models were designed based on the Volkswagen which were intended for military purposes. In addition to developments such as the "VW military utility vehicle" or "Kübelwagen" and the "VW amphibious vehicle," designing tanks also counted among the tasks of the Porsche technicians.

After the war, the Porsche engineering office, which had relocated to the Austrian town of Gmünd, Carinthia, attempted to acquire new orders in the automobile sector. Yet most of the orders that came in were for water turbines, cable winches, ski-lifts, guards used for harvesting machinery as well as different types of tractor vehicles based on the "Volkstraktor," which were also developed and sold under the Porsche name. In 1946, the Italian company Cisitalia awarded Porsche KG numerous development contracts. Under the management of Ferdinand Porsche's son Ferry, besides a small tractor and a water turbine, the all-wheel drive Grand Prix race car model 360 as well as a two-passenger mid-engined sports car were designed.

However, at the same time, Porsche continued to develop products for customers. Its most important client into the 70's was Volkswagen AG, with whom a broad cooperation agreement had existed since 1948. In Stuttgart-Zuffenhausen, engineers worked on numerous detailed improvements for the VW "Beetle", which was produced in Wolfsburg and for which VW paid a licensing fee to Porsche. Porsche was also involved in the development of the follow-up model to the successful "Beetle". As part of its commission for Volkswagen AG, Porsche developed numerous prototypes that would prove trendsetting for the passenger car product portfolio of the Wolfsburg company. The high point of this cooperative relationship was, among others, the VW Porsche 914 as well as the Porsche 924, both of which were developed in Weissach as projects commissioned by VW.

Weissach – how a development center came to be

The small engineering office in Kronenstraße in Stuttgart does not exist anymore. Today there is a development center in Weissach. Yet many engineers who work there are still working in accordance with the principles of Professor Ferdinand Porsche. It is not enough to have an idea. Porsche engineers must also be able to implement it. Or: Those who believe that there are no limits to technology may not focus their attention only on things that do not yet exist. After all, improving on already existing solutions also requires inspiring and inventive ideas.

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It was soon clear that the company needed its own test track in order to be able to “experience” all conceivable driving situations under realistic conditions without an audience viewing from the sidelines. The highway from Stuttgart to Heilbronn, which initially served as the test distance, was not sufficient, nor was the nearby Malsheim Airport, which had been used since 1953. In October 1961, ground was broken for a test track between the towns of Weissach and Flacht in the county of Böblingen, exactly one year later, access roads and a skid pad were approved.

Because the development division could not be expanded to include engineering, testing and design departments in Zuffenhausen, the company decided to move this area of operations elsewhere. In February 1969, construction began on the first section of what is now the development center in Weissach – 25 kilometers northwest of Stuttgart-Zuffenhausen. In the summer of 1971, development operations with the engineering, testing, and design departments moved into the new building. Three years later, after expanding to include test benches, shops and labs, the development center’s office building was also added.

The development center next underwent expansion in 1981 when, besides its own engineers, development clients from the global automobile industry also pushed for greater capacities in emissions testing and optimization. So, in late fall of 1982, the “Measurement Center for Environmental Protection” with an independent test building and a floor space of 5,500 square meters with completely new test benches was opened. In this building, the microprocessor-controlled exhaust roller dynamometer test benches record the real driving resistances of the respective car, which can drive reproducible test cycles at any time with statistically guaranteed measurement accuracy. A climate compression chamber permits it to perform emissions and fuel consumption tests, but also many other tests under a broad climate and peak range. The high standard of emissions research in the Porsche Research and Development Center was also a reason why Audi, BMW, Mercedes-Benz and Volkswagen, together with Porsche, founded the “Automobile Industry Emissions Center” in January 1996 in Weissach.

Customized solutions: Porsche Engineering Group

This idea is also part of the company tradition and was simply continued in Weissach: Porsche develops not only its own sports cars, but also the most varied car projects for clients. From a Linde forklift truck to boat and aircraft engines and even the Harley Davidson engine. The company now naturally does this kind of work more consistently than when Professor Ferdinand Porsche was starting out – it is pooled in the Porsche Engineering Group GmbH (PEG) with headquarters in Weissach. Since 2001 it has overseen all global development projects for clients. Porsche Engineering supports its customers from the concept phase to serial production along the entire product development process, which includes the development of components, systems,

modules and complete vehicles. Whether project scopes include styling, bodywork, engine, transmission, suspension, electrics and electronics, or total vehicle development, modern testing equipment – the customer gets customized solutions.

Thanks to Porsche’s distinct development network, the Porsche Engineering Group (PEG) can take advantage of the services of its subsidiaries. With the pooled know-how of this sports car manufacturer in the background, even when it comes to the smallest components, Porsche always has the overall vehicle in mind. All test equipment and test benches in Weissach can be used in the development process. Process workflows and structures in the Weissach Research and Development Center are laid out such that all the components and test equipment ranging from the individual test benches to test grounds can be provided for customer projects.

Milestones in Porsche Customer Development 1948 to 2008

- | | |
|------|---|
| 1948 | Grand Prix race car model 360, commissioned by the Italian automobile manufacturer Cisitalia, is completed in 1948. It was powered by a 1.5-liter, twelve-cylinder engine with compressor turbo charge with power transmission handled by a manually activated four-wheel drive. |
| 1952 | Porsche KG is awarded a major development contract from the American automobile manufacturer Studebaker. During the two-year partnership, Porsche develops the 542 model – a modern four-door sedan that never makes it into mass production due to the lack of capital from the American side. |
| 1954 | As part of a bid invitation from the Germany military, Porsche develops an amphibious all-wheel vehicle called the Porsche 597 “Jagdwagen”. Although the “Jagdwagen” proved to be technologically superior, the contract goes to the automobile and motorcycle manufacturer DKW because of labor market policy reasons. |
| 1955 | Commissioned by Volkswagen AG, Porsche design engineers work on a 672 model, a compact car study with rear-wheel drive. A flat six-cylinder underfloor engine is designed to power this prototype. |
| 1956 | The Porsche-Diesel-Motorenbau GmbH Friedrichshafen begins with the licensed production of tractors and stationary engines under the name Porsche-Diesel. About 120,000 tractors bearing the name Porsche are produced by 1963. |
| 1959 | During the German Industry trade show in Hanover, Porsche presents a complete aircraft engine product line. The performance range starts with 65 hp 678/1 model to the 678/4 model with 75 hp starting output. |

- 1960 Conceived of as a potential successor to the VW Beetle in a notchback and hatchback variation, an order comes in from VW to design a test car under the 728 model (EA 53).
- 1961 An order placed in 1958 to develop a combat tank led to the construction of the “Leopard” 814 model in 1961, of which 2,400 units are produced for the military. The armored recovery vehicle 807 model is developed between 1961 and 1966.
- 1971 In the summer, development operations, which included the engineering, testing and design departments, begin moving from the Zuffenhausen parent plant into the new development center in Weissach (EZW). During subsequent years – in addition to multiple engineering designs for Volkswagen – projects such as the compact four-cylinder engine for the Spanish automobile manufacturer Seat are completed here as well as a complete compact car for the Russian state-owned company AvtoVAZ (Lada).
- 1973 At the International Automobile Exhibition in Frankfurt, Porsche introduces, as part of its “long-term car research project” (FLA), a vehicle study designed for a twenty-year service life.
- 1974 On September 20, work on two building sections of the Weissach Development Center are completed and the test benches, shops and labs are inaugurated. All development work is now performed at a central location where client orders can be processed.
- 1975 The project called “SAVE” (Schnelle Ambulante Vorklinische Erstversorgung – Fast Ambulatory Pre-Hospital First-Aid Care) consists of developing an innovative emergency vehicle system which includes an emergency vehicle with a mobile rescue unit and is further developed in various project phases up to 1984.
- 1976 The unrealized Volkswagen development order EA 425 for a follow-up model to the VW Porsche 914 results in the decision to launch on the market the already production-ready front-mounted engine sports car under the name Porsche 924.
- 1977 Commissioned by the Federal Ministry for Research and Technology, the “O.R.B.I.T” fire department system is built at the Weissach Development Center. The purpose of the research project is to support fire departments with advanced technological equipment.
- 1979 Hidden behind the internal name model 995 is the study of a future sports car commissioned by the Federal Ministry of Research and Technology. The concept of the four-passenger study focuses on fuel consumption, safety and noise emission.
- 1981 In cooperation with the company “Airbus Industrie”, Weissach engineers begin to design ergonomic cockpit configurations for Airbus passenger aircraft. Under the Porsche project name model 2603, the development order lasts from 1980 to 1984.
- By using the boxer engine from the 911 model series, a Porsche aircraft engine called the PFM 3200 is developed for small aircraft. The engine is distinguished by its low fuel consumption, low noise emission and simple operability.
- During the period from 1981 to 1984, the Weissach Development Center works for the first time on the design of a new model family of Linde forklift trucks whose design is based on the newest ergonomic findings and marks the beginning of a long-term partnership.
- 1982 The Measurement Center for Environmental Protection is the first independent exhaust emissions test center in the world and is opened in the Weissach Development Center in late fall of 1982.
- 1983 A Porsche dual-clutch transmission (PDK) developed in Weissach permits shifting between speeds without interrupting traction. This transmission is first tested in a Porsche 956 in 1983.
- The “TAG Turbo” engine, commissioned by the British race team McLaren International and financed by Saudi Arabian businessman Mansour Ojeh, celebrates its premiere in the McLaren MP4 Formula 1 race car. With a total of 25 Grand Prix victories and three World Championship titles, the “TAG-Turbo made by Porsche” advances to become the dominant Formula 1 engine between 1984 and 1986.
- 1984 Commissioned by the Russian state-owned enterprise AvtoVAZ, Porsche develops the Lada Samara. The robust compact car with front-wheel drive is designed particularly with the Soviet road conditions in mind.
- 1987 The Weissach Development Center is expanded in 1987 to include a modern crash facility with permanently installed control and monitoring technology. In addition to the Porsche sports car, cars from other manufacturers are tested by customer order.
- 1988 The Porsche sports car model 2708 developed for the American CART series is a completely new

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- design with aluminum-plastic-Monocoque. The engine is a methanol-powered V8 race engine with 750 hp.
- 1990 Porsche AG begins assembly of the Mercedes-Benz 500 E in the spring. The order from Mercedes-Benz AG includes the construction of the bodysell and final assembly, in addition to wide-ranging development work.
- 1991 The 3.5-liter twelve-cylinder Grand Prix engine developed by Porsche is available exclusively to the Footwork-Arrows race team for the 1991 Formula 1 season.
- 1993 As part of a working partnership, Audi and Porsche develop a high-performance sports stationwagon under the name "Audi Avant RS2". The "Avant RS2" is produced at the same time as the Mercedes-Benz E 500 in the Zuffenhausen production plants starting in October.
- 1994 Commissioned by Adam Opel AG, Porsche client development begins work on the complete vehicle development of the compact van Opel Zafira in accordance to the specified concept.
- Porsche AG works with 19 other manufacturers on an international presentation in the Beijing World Trade Center The C88 family car introduced is a vehicle study independently conceived of by Porsche specifically for the Chinese market.
- 1996 In October, "Porsche Engineering Services GmbH" (PES GmbH) is founded with headquarters in Bietigheim-Bissingen. The 120 engineers at the new subsidiary are meant to reinforce the client order business at the Weissach Development Center.
- 2001 The Porsche Engineering Group GmbH (PEG), a 100 percent subsidiary of Porsche AG, officially begins its new operations on August 1. PEG is responsible for worldwide control and marketing of customer developments.
- 2002 A high point of Porsche's collaboration with the American motorcycle manufacturer Harley-Davidson is the "Revolution" engine model developed and made ready for production by Porsche and which has been in use in the Harley Davidson "V-Rod" since 2002.
- 2008 Porsche Engineering tinkers with new and unusual ideas for car and industrial products – under the strictest of confidentiality for the sake of the client. New drive concepts form a development focal point at the Porsche Engineering Group. Porsche engineers have dedicated themselves to and further

specialized in the field of alternative drives, such as hybrid and electric engines.

60 Years of Porsche Motorsports

Celebrating victories, racing into mass production The number of victories that Porsche has racked up is naturally impressive: 28,000 wins in the last 60 years. Eight world championships in endurance races, three world championship titles in Formula 1 (as engine supplier) as well as 16 Le Mans overall victories are impressive proof of motorsports competence and know-how. And yet the hunt for trophies in almost every category of automobile racing is not the measure of all things for Porsche. The technical discoveries and findings as a result of motorsports involvement were and are, for Porsche, just as important as 1st, 2nd, or 3rd place. This is because motorsports has enabled Porsche to gain important development know-how for automobile mass production. The philosophy is sports cars for even better sports cars. For Ferry Porsche, this is even reflected in his philosophy. "Life itself is like a race that is marked by the start and finish lines. Whether our participation has a certain value is defined by what we have learned during the race and how we have applied that knowledge," he once said.

From the beginning on, Porsche used motorsports both to attract attention to its cars as well as test new technologies under tough racing conditions. Not even three weeks after receiving its one-time official approval and homologation for road service, the Porsche 356 "No. 1" won its class on July 1, 1948 at the Innsbruck City Race and had thus successfully passed its first performance test. Additional victories from Porsche 356 Coupé variants were not long in coming. In the international arena, the small German sports car manufacturer was able to attract attention in 1951 when the French drivers Auguste Veuillet and Edmond Mouche won the 24 Hours of Le Mans with a Porsche 356 SL in the cubic capacity class of up to 1.1 liters.

In addition to numerous victories in national sports car championships, Porsche also enjoyed several international successes. In classic races such as Le Mans, the Mille Miglia or the Carrera Panamericana, the light, nimble and reliable Porsche race car 356 and 550 models ranked among the certain contenders for a class victory. Already by the middle of the 50's, the young company had racked up more than 400 race victories.

In addition to its factory racing team, client racing also ranked as one of Porsche's most important areas of activity right from the start. Since the days of the 356, Porsche race cars are valued by private client teams all over the world. Today, Porsche is one of the largest race car manufacturers in the world. Both sides benefit from this wealth of experience: Porsche develops competitive Bolides so that client teams are successful and simultaneously gather new findings for automobile mass production.

In 1990, Porsche had the idea of creating its own race series

with a focus on the 911 sports car legend while at the same time strengthening client car racing. Thus, the Porsche Carrera Cup Germany was born. In this race series, Porsche offers absolute equivalent opportunities for all teams and race drivers both in the seven other worldwide Porsche Carrera Cups as well as the Porsche Mobil 1 Supercup. Porsche provides technical and organizational support even on the racetrack.

From class victory to overall winner

The Porsche domain was always motorsports with prototypes and sports cars because there is a close relationship between this sector and mass production. Unforgettable are the many successful Porsche race cars such as: the 550, 718, 804, 904, 906, 907, 908, 910, 917, 935, 936, 956/962 and 911 GT1 up to today's RS Spyder. Many of them have celebrated major victories on all important racetracks in the world both with factory teams as well as professional private teams.

In the 50's and for the most part, in the 60's, Porsche appeared with race cars of less than a 2-liter cubic capacity and was subscribed to class victories worldwide. Yet in 1956, Umberto Maglioli achieved an overall victory for Porsche in its 550 A Spyder in the Sicilian Targa Florio against a seemingly unbeatable competitor. In 1957, Edgar Barth placed first in a major German race, the Formula 2 race at the Nürburgring, which was begun around the same time as the Formula 1. He was faster in his Porsche 550 A Spyder than the competition with its Formula Monoposti.

In 1960, Porsche posted the first of so far 18 overall victories in Sebring/USA with Olivier Gendebien and Hans Herrmann behind the wheel of a Porsche 718 RS 60 Spyder.

In 1958, Wolfgang Graf Berghe von Trips won the European Hill Climb Championship in a Porsche 718 RSK. And in 1962, Dan Gurney placed first in the Formula 1 French Grand Prix in Rouen behind the wheel of a Porsche 804. IN 1964, one of the most beautiful Porsche race cars secured its sixth overall victory in the meantime at Targa Florio – the 904 Carrera GTS designed by Ferdinand Alexander Porsche. The list of overall victories grew longer and longer. At the 24 Hours of Daytona, Porsche celebrated in 1968 a brilliant triple victory with the Porsche 907-8. In the same year, Hans Herrmann and Jo Siffert won the 12 Hours of Sebring in front of Vic Elford and Jochen Neerpasch, and Gerhard Mitter was the Hill Climb champion for the third time in a row – with eight victories in eight starts.

Right from the start, the 911 also had to put its performance capability to the test: In 1965, Porsche sent an almost series 911 2.0 to the starting line at the Monte Carlo Rally. A race victory against the competing rally cars was basically almost impossible, yet Porsche employees Peter Falk and Herbert Linge demonstrated the potential of the 911 with a class win and a surprising fifth place finish in the overall class category. The 911 was able to demonstrate its reliability in many other rally starts in subsequent years. It won almost all major races, including the World Rally Championship. In the

1970 Monte Carlo Rally, it even managed a hat trick; in 1984, Porsche won the Paris-Dakar Rally with the 911 Carrera 4x4, and two years later, the 959 boasted winning 1st, 2nd and 6th places.

The Porsche 911 shined on the race track even more than in rally racing. One milestone was the 911 Carrera RS 2.7, whose series production as a homologation vehicle was initiated in fall of 1972. The 911 Carrera RS was the starting point for many 911's with race car attributes. In 1973, a Carrera RS won in Daytona and Sebring against much superior GT cars and prototypes. The overall victory of the 911 Carrera RSR during the last Targa Florio in 1973 was also outstanding when it left behind all prototypes at this leading WC race. In 1974, right from its start, the 911 Carrera RSR Turbo 2.1 placed second behind pure race car prototypes in Watkins Glen and in Le Mans. Based on the regulations, the turbo engine had only 2142 cubic centimeter capacity (130 cubic inches) – its performance however reached an impressive 500 hp. This was the predecessor of the "911" variants 934 and 935, which, among others, brought the Team World Championship title back to Zuffenhausen.

In 1977, the 911 proved again the versatility of its concept. In the small car division of the German race car championship, Porsche caused considerable excitement in the middle of the 1977 race season when Weissach engineers used the successful Porsche 935 as the basis for a 750 kilogram (1650 pound) light version, lovingly called "baby," with a 1.425-liter turbo engine. Even during its second race, the 380 hp Porsche 935/77 won in Hockenheim with a 52 second lead. Another extreme was the Porsche 935/78 "Moby Dick" from 1978. Designed for the highest speed, it was recorded in Le Mans at 366 km/h (208 mph). Its up to 845 hp, 3.2-liter six-cylinder engine distinguished itself through a forward-looking feature: For the first time in the history of the Porsche 911, the engine was designed with water-cooled cylinder heads.

Porsche – the endurance specialist

Le Mans is the magic word for motorsports enthusiasts. The race around the clock, 24 hours long, is impressive because this race requires not just the highest speeds, but the greatest possible reliability and endurance. Porsche has become a legend when it comes to endurance classics, with 16 overall victories.

It all started in 1970 with Hans Herrmann and Richard Attwood behind the wheel of the Porsche 917 KH. The following year Gijs van Lennep and Dr. Helmut Marko brought the title back to Zuffenhausen. Penske Racing Team won the Can-Am Championship in the turbocharged Porsche 917/10 in 1972. One year later, Mark Donohue was victorious in the Porsche 917/30, the most powerful race car of all time with an 1,100 hp engine. Porsche racked up other Le Mans overall wins with the Porsche 936, which was driven by Jacky Ickx and Gijs van Lennep in 1976 and, in 1977, by Jacky Ickx as well as Jürgen Barth and Hurley Haywood. A

60 Years ...

further overall victory in the Porsche 936/81 followed in 1981 when Jacky Ickx and Derek Bell were first to cross the finish line in the classic endurance race.

Porsche motorsports in the 80's was particularly successful with the Group C prototypes Porsche 956 and 962. In 1982, Porsche won a Le Mans triple victory with the Porsche 956. From 1983 onwards, as the client sports car also began racing, the Porsche 956 continued its series of victories and dominated the Group C race series.

Seven overall victories in Le Mans, ten triumphs in Daytona and Sebring, five manufacturer and team world championships as well as four championships in the American IMSA series made the Porsche 956/962 the most successful race car of its time. In addition, Porsche enjoyed great success as an engine supplier for Formula 1 between 1983 and 1987. The 1.5-liter turbo engine developed in Weissach for the TAG McLaren team wrote racing history with 25 victories and three world championship titles.

The 911 GT1 was developed for factory team racing in 1996. For the first time at Porsche, a sports car with a carbon fiber chassis came into use in 1998. As the crowning event of the 50th anniversary of the Porsche's sports car, a 911 GT1 was first to cross the finish line at the 24 Hour Le Mans race and, in 1998, collected Porsche's 16th overall victory.

With the RS Spyder sports prototype, Porsche took part in the American Le Mans Series (ALMS) starting in 2005. Even when it first raced in California's Laguna Seca, the Porsche RS Spyder won the pole position, lap record and class victory. During the third season run in central Ohio, the Porsche RS Spyder achieved a double victory on May 21, 2006 with the American Penske team. For the first time,

an LMP2 class racecar achieved a first overall victory in the ALMS. The Porsche RS Spyder finished off its first complete LMP2 season by winning the manufacturer, team, and driver categories. And 2007 was even better! With a sensational series win, the Porsche RS Spyder turned the American Le Mans Series on its head. With eleven wins in twelve races, among them, eight overall wins and outstanding stability, the RS Spyder was the dominant car.

What Swabian understatement in sports look like was demonstrated in Le Mans in 1983 when nine Porsche's were among the top ten finishers. Back in Zuffenhausen, the winning names were inscribed on the Winner's Cup in sequence with the added comment: Nobody is perfect.

Most important victories and championships

Team World Championship - 14

Endurance Driver World Championship - 8

IMSA Supercar Series - 3

German Race Car Championship - 6

European Hill Clime Championship - 20

Formula 1 World Championship (Driver) (McLaren with the engine designed and built by Porsche for TAG) - 3

Formula 1 victories (McLaren with the engine designed and built by Porsche for TAG) - 25

Formula 1 victories (as engine suppliers) (together with the victory in Rouen in 1962) - 26

Daytona (24 Hours) - 20

IMSA Supercar Race - 15

Le Mans (24 Hours) - 16

Sebring (12 Hours) - 18

Targa Florio - 11

American Le Mans Series - 1

Monte Carlo Rally - 4

Paris-Dakar Rally - 2

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Pat Yanahan, *Concours Coach*

Those terrible chips and abrasion on the front paint of our Porsches drive us crazy and makes us think its time to go to the shop for a complete front end paint job. But you don't have to be a concours fanatic to fix them yourself. The tried and true methods of fixing paint chips, polishing out scratches and swirls by hand have served me well for many years. Doing it all by the meticulous application of paint with micro-sponge tipped applicators and a steady hand took hours and hours – but, it worked and the concours judges could not find them. Going to Spring garage sales with my bride was never a chore since I was always hunting for old and well-worn diapers and cotton receiving blankets. No need to spend money on microfiber cloths since they were initially very expensive. If all this old technology worked, why change?

Well the new technologies have made things better and easier.

Paint chips and road rash

If you have deep chips or scratches then you must still build the paint up to the near surface by filling with paint using the micro-applicators. These E-Z Dabbers are available from E Z Mix at www.ezmix.com. Color paint in small bottle quantities are available at your Porsche dealer or Paint Scratch at www.paintscratch.com. If you have an older Porsche where the paint has faded due to age and sunlight then this is not the correct source. Taking a gas lid or torsion bar access cover to a professional auto paint supplier like Ketone Automotive in Broadview, IL, is the best route. They will computer color match to your faded color which will be dead on. The minimum quantity is one spray can which will last you for years.

But for most chips and surface road rash on the front bumpers and hood lip the Dr. Color Chip product is just fantastic and fast. I have used it on a few cars now and can attest to its validity. The instructions require a little modification but are very clear and the kit contains everything you need. Before you start you must remove all of the wax from the area. A good liquid dish soap washing followed by using a good silicone and wax remover is an absolute requirement. The basics of the product are that you fill in the chip or spread the paint over the rash area, let it dry and then using the supplied solvent you chemically sand the excess paint off with the solvent applied to a clean rag. After it dries (I like overnight) you can use the supplied microfiber cloth to polish it to a shine. It may take a few application tries to blend it in perfectly, but it does work.

How to make it shine

I must admit I work in the advertising business and sometimes see that some product claims may be stretched a little bit. It is not the wax that makes the paint shine - it is the

polishing. The wax is protecting the polished surface which we really need in this area with hard water and acid rain. I still suggest polishing and waxing by hand and moving the cloth in the direction that air flows over the car in motion. Most of our cars are not that big to do it by hand and for some of us it is good physical therapy. But what about those micro scratches and spider webs from the previous owner who took your beautiful car though commercial car washes? Or did the kids wash it with dirty rags. And if you have a black or dark car it really stands out - at least to you. Well technology is here to the rescue!

The recent commercialization of orbital polishers that are good and affordable has made power polishing almost error-free for all of us. With circular polishers we amateurs could burn the surface of the paint. The orbital path of the new polishers' literally guarantees that you won't damage the paint. Polishes come in varying degrees of abrasiveness so you must buy the correct polish and progressively go from coarse to fine much like using sandpaper on wood. You can buy kits with the orbital polisher, polish and buffing wheels from retailers like Griot's or Autogeek.com. I really like the Porter Cable 7424 machine since it is a rugged brand of industrial equipment. At either of these suppliers web site you will see fantastic videos that show you how to do it. They put together kits with everything to get you started and expect to spend \$175 to \$250 for something that will last you for years. Again, remember to try this on the family car first. It works on single stage (older Porsches) as well as the newer clear-coated (two stage) paint systems. As many cars as I have done the old way, I was amazed at the quality and relative speed of this process. A hint: don't try to do the whole car in one session. I break the car up into three sessions: front fenders and hood, then the doors and lastly the rear fenders and engine lid. This project spread out over three separate days will still keep it fun. Remember to mask the chrome, crests and scripts with masking tape just to make it easier to clean up when you are done waxing.

Which Wax?

My common observation is that most of the cars I see at events have too much wax on them. The wax is to protect the finish after polishing not to be the sole source of that magic shine. In fact, a lot of show cars do not have any wax on them at all. Again it is the polishing and hand detailing that is the key. Light applications of wax maybe twice a year is enough. Put the wax on very thin or even dilute it with water. I use a wet rag and a spray bottle of water (distilled) to keep the application spread out thin and even. To remove the wax for the final step you can use your new orbital polisher with the white buffer wheel or good clean old cotton rags OR a microfiber cloth. I have had great success using old cotton towels to remove the excess wax and then do a final wipe with the microfiber cloth. Just keep rotating the

cloth surface to a clean area so you don't pick up any dirt. So again which wax? Most of the products are good. It is how you use them that make the difference. A carnauba-based wax is available from most of the better brands. McGuire's, Malm's and P21 are my favorites. For you with new cars that have a clear coat the new polymer waxes are just fantastic. I did Bonnie's wagon years ago with a new polymer product from Zaino www.zainobros.com and it still beads up in the rain. This was recommended by Van Larson and you can see how great his 911 looks. Be sure to follow the manufacturer's instructions to the letter and you will realize great results. Just stay away from the late night TV commercial super-duper-special car waxes.

Old rags vs. microfiber?

Well I am finally admitting that the new microfiber cloths have merit. They are made from a fiber combination of polyester and polyestaramide at about 1/200th the thickness of a human hair. As you can see the thread is super fine and it is perfect for picking up the excess polish or wax at the very end of your project and it does not scratch. I still like the old cotton for getting the polish or wax off first and then switching to the microfiber for the very last step.

Does all this really work?

Yes it does. I just finished wet-sanding the top of my 356 to

remove the orange peel and scratched finish. This car was painted over 15 years ago but the shop never wet sanded and polished it out. So I used all of this new technology on my old car and it looks like glass. I was so impressed that over several weeks I did the entire body. Yes, I will still keep my 3M Imperial Hand Glaze and Blue Magic metal polish for spot work but it's time to move on to the new technologies.

So go drive them

Our good friend Harold Beach would always tell me: "Go drive it, it's going to last longer than your will!" With the combination of great paint jobs from the factory and these new technologies you can drive them the way you really want. Don't worry we can always bring them back and make them look like new without a total new paint job. A project like this does not take a lot of time and makes a winter go by fast.

Disclaimer - The author has no business or financial relationship with any of the manufacturers of the products mentioned in this article. His real job is with an international marketing consulting firm that specializes in high technology products and services. There is no guarantee implied with any product and he suggests that you try any new technique on the family car first before approaching your prized Porsche..

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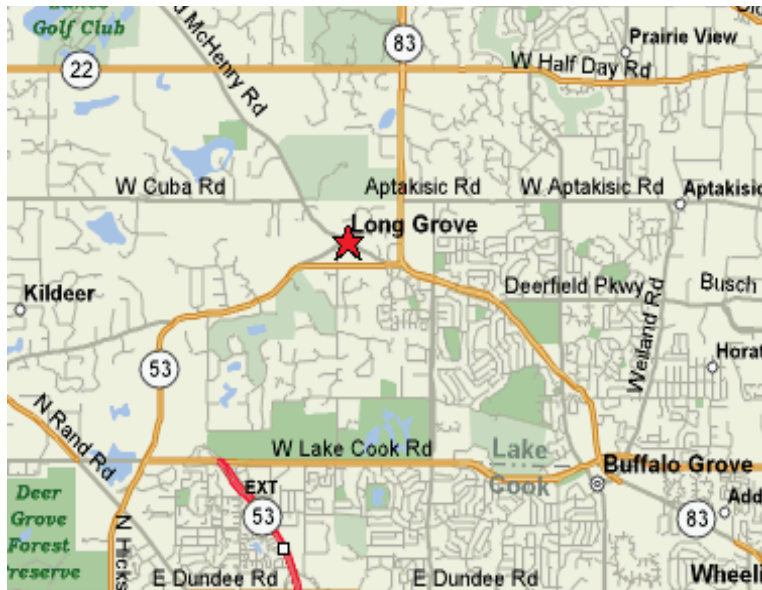
PORSCHE

Concours One Father's Day June 21, 2009

11:00 am – 2:30 pm

Towner Green across from the Village Tavern

Historic Long Grove, IL



One of our most popular Concours sites, we return to Long Grove for our first Concours of the 2009 season. This will be an exceptional opportunity to enjoy historic Long Grove, IL with your family, and its great restaurants, taverns and unique stores. A fun day for all!

Go to WWW.LONGGROVEONLINE.COM for directions, shopping, Father's Day lunch & dinner reservations, and everything else Long Grove has to offer.

10:00 Cars arrive for final preparation.

11:30 Judging begins, lunch at Long Grove restaurant of your choice.

2:15 Awards will be presented.

- Class A: Exterior, Interior, Trunk, Engine and Undercarriage
- Class B: Exterior, Interior, Trunk and Engine
- Class C: Exterior, Interior and Trunk
- Class D: Exterior and Interior
- Class E: Exhibition style of interior & exterior. Visual inspection only.
- Novice: For fun and 1st time participants only. Judged to Class C standards.

R.S.V.P. with registration form and \$25.00 entry fee to:
Checks payable to: **Chicago Region-PCA**

Mike and April Milhouse
2514 Spruce Road
Homewood, IL 60430

Questions? Call 708-922-9623, before 10:00 pm
E-Mail: miketennis7@comcast.net

Concours Entrant	Phone	E-mail
PORSCHÉ Model _____ Body Style _____ Year _____		
Class (circle)	A B C D E	Novice
Amount enclosed:	\$ _____	

PCA Chicago Region 2009 Tech Inspection Sheet

NAME: _____ DRIVER CLASS: _____ RUN GROUP: _____

MODEL/YEAR: _____ CAR COLOR: _____ ENG. DISP.: _____ CAR #: _____

Driver Classes: Green (prior C) is least experienced, progressing to Yellow, White & Black the most experienced.

Pass Fail **!!! TO BE INSPECTED BY ENTRANT PRIOR TO EVENT !!!**

Inside

Harness Requirements!

- ___ 1. **HELMET - SNELL SA 2000 or later required for all Track Events** including Autobahn, Blackhawk, GingerMan and Road America. Full face required for all open cars. **(Snell SA sticker must be attached inside)**
- ___ 1a. **HELMET - SNELL SA or M 2000 or later required for all Autocross events**
Full face required for all open cars. **(Snell SA or M sticker must be attached inside).**
- ___ 2. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials. Arm restraints required for All Open Cars.
- ___ 3. **SEAT BELTS - Novice, Green, Yellow & Autocross**, may run with stock seats and belts.
White Group requires a 5 or 6-point harness with proper race seat, rollover protection highly recommended.
Black Group requires a 5 or 6-point harness with proper race seat **AND** rollover protection (see item 5).
All securely anchored, Metal-to-metal, with large diameter washers on both sides of floor mounting holes.
Harness and Seats must be equipped the "same" for Driver and Passenger side (Instructor).
- ___ 4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. AFFF or Halon recommended.
- ___ 5. **ROLL PROTECTION (DE)** - Roll Bar, Cage or Extender using "broomstick rule" Required for Black Class. The same Roll Protection is **highly recommended** for other Classes. Arm restraints required for all open cars.
All Cabs in all classes (except Boxsters & 996 and later Porsche) must have Roll bar or better.
- ___ 6. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
- ___ 7. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, mats, etc. Spare secured properly (spare adds to the structure of certain Porsches).
- ___ 8. **AIR BAG EQUIPPED CARS** - No Obstructions in front of Air Bag (s).
- ___ 9. **WINDSHIELD** - No major cracks and functional wipers with good blades.
- ___ 10. **MIRRORS** - At least one side (two highly recommended) and one securely mounted rear view mirror.
- ___ 11. **GAS CAP** - Gasket intact and cap tightened.
- ___ 12. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.

Outside

- ___ 13. **FRONT SUSPENSION** - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; Axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition.
Warning: 944/968 MUST Check Ball Joint & Control Arms for cracks and binding caused by excessive lowering, larger sway bars and track usage.
- ___ 14. **REAR SUSPENSION** - No excessive looseness. Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber on any car.
- ___ 15. **WHEEL BEARINGS** - Correct adjustment, check for play and proper lubrication, no damaged or burnt bearings.
- ___ 16. **BRAKES** - Sufficient brake linings or pads. No rubbing, cuts or abrasions in brake lines. Check rotor condition.
Brake pad thickness must be checked periodically for 2mm minimum thickness throughout the high-speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh Competition pads properly bedded in.
- ___ 17. **WHEELS** - No cracks. No bends. All lug nuts must have 94 - 96 lbs. torque. Valve stem must have airtight cap. Hubcaps and Center Caps must be removed for DE. Steel lug nuts highly recommended for DE.
- ___ 18. **TIRES** - In Good condition. No cracks or bulges. ZR or better required (HR for Autocross only). Minimum tread depth of 3/32" on contact patch area (race tires or shaved performance tires must have as least 1/16" tread wear marker depth and No Cord Showing). Seek an experienced driver with like car/tires for hot/cold tire pressure.
- ___ 18. **BRAKE FLUID** - Level up, must show in reservoir. **All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high-speed event. If another high-speed event is run less than 90 days prior to this event, then the fluid must be flushed AGAIN before running.**

Engine

DE Only dB Limits!

- ___ 20. **BATTERY (IES)** - Securely fastened and in good condition. No acid leaks or corrosion. Check fuel lines under battery trays on 914's. The Positive (+) Terminal on All batteries must be covered by cap or tape.
- ___ 21. **ENGINE** - Check for odd sounds and satisfactory exhaust (**103dB limit at all our DE tracks**)
- ___ 22. **DRIVE BELTS** - Tight and in good condition.
- ___ 23. **LEAKS** - No exhaust leaks or leaks of any fluid - oil, gas, brake, or coolant.
- ___ 24. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
- ___ 25. **BRAKE LIGHTS** - All bulbs on both sides and center brake light (if so equipped) must be functional.

In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car, its occupants and the venue facilities as a result of any such failures. I acknowledge that at all times; I remain solely responsible for the safety and roadworthiness of my car.

I hereby certify that I have no physical or mental problems, which could jeopardize any others or me if I participate in this event.

ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE, WHICH WARRANTS COMPLIANCE.

DRIVER'S SIGNATURE: _____ DATE: _____

WITNESS TO DRIVER'S SIGNATURE (Inspector): _____ SERVICE STAMP _____ DATE: _____

Revised Jan 10, 2009

The Mart

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- PCA Members may place ads of a non-commercial nature at no charge in The Mart. The non-member, non-refundable fee for this service is \$20.00 for three months. The check should be made payable to PCA Chicago Region.
- Ad material must be received by the 5th of the month for publication in the next month's issue, is subject to editing, and will run for three months. After the initial three month period, the ad must be resubmitted. Ads and photos may be submitted by e-mail.
- Ad limit is 75 words or less. All photos submitted must be in digital format, may be tiff or jpeg but must not exceed 1 MG.

For Sale - PORSCHEs

1973 914 roller. No engine or transaxle. very solid car; had a 6 cylinder engine; yellow/black interior. great track/ autocross car; lots of spare parts included. Jim 630.420.7155 or m71911@aol.com (J/FMA)



1976 914 Malaga Red/black leather seats; 79K mi; orig a calif car built by the owner of Munks (MI) w/2.231cc eng/44 PMO carbs/78 stroker crank/100mm pistons & cyl's/37mm exhaust valves/286 degree camshaft; thermo-statically cont oil electric aux oil cooler; runs very strong; rebuilt 9K mi ago incl susp; stored indoors. \$7,800/OBO - must sell ASAP. Alvaro 248.631.7660 or zamoraal@aol.com (J/FMA)

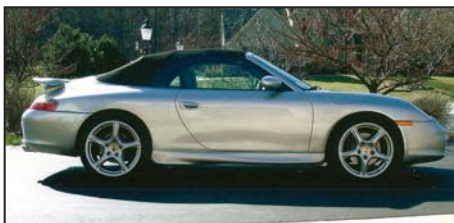


1979 911 Polar silver/black int; 62K mi: engine/trans/suspension rebuilt 5K miles ago (Porsche dealer mech); eng upgraded w/carrera chain tensioners/ SC cams/993 head studs, andial intercooler, K27 turbocharger, stainless steel headers and muffler; very nice clean car; \$31,000/OBO - must sell ASAP. Alvaro 248.631.7660 or zamoraal@aol.com (J/FMA)

1980 911 SC Blue/leather int/sunroof; 50K mi; RS susp; 5 sp sport susp; rear spoiler; no AC; 46 mm Webers; SST dual exhaust/heat exchangers; polished fuchs; air cooled brakes; very nice/must sell now! \$15,000 firm. Tom 815.954.4541 (AMJ)



1987 944S 190 HP; strong 5 spd; 99 K mi; runs great/looks good; reg service performed; Recent: timing & balance belts/water pump/t-stat/all seals on front of engine; R-brakes; caliper rebuilt/painted incl emergency pads; has larger sway bars/Koni adj shocks; Black metallic paint good/couple rust spots showing; Lipstick red interior-a special color; 7 spoke rims with forged dish pan/used Firestone tires available/ also couple boxes of parts/manuals/ receipts for massive amount of parts. \$5500 (negotiable!) Must sell! Mike Rende fasttalkii@aol.com 312.569.6798 or 708.957.3944 eve. (J/FMA)



2002 996 Carrera Cabriolet Arctic silver/graphite grey leather/black top; 6 spd, 20K orig mi; factory aero kit; 07 19" OEM Carrera Classic wheels colored center crests; Bose sound/CD changer; xenon headlights/dual heated

power memory seats lumbar support/ Porsche crest headrest; white gauges; rear defroster, Porsche alum pedals; Well equipped/pretty/mint! Stored winters; No abuse/track events. Older PCA member/non smoker enthusiast. \$36,900. Leon 262.646.8050 (AMJ)



2004 GT3 Artic Silver/Black 7.6K mi; Lexan backlight/carbon fiber Euro rear bumper/RS wing; ceramic composite brakes/H&R progressive rate springs/ Lgtwgt single mass flywheel; Fabspeed tuned headers; 200-cell cats/muffler bypass; RS engine mounts; Euro seats, Brey-Krause alum harness mount; Momo steering wh; B&M titanium shortshifter; Weltmeister pedals; more fact options/tweaks (250lbs lighter than standard GT3). \$74,500 Andy



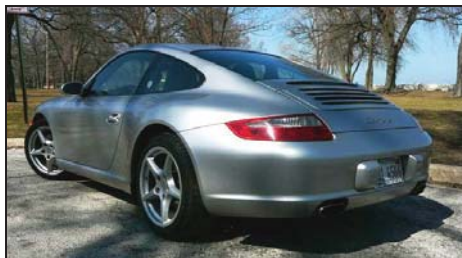
847.482.0442 or 847.219.2964 (MAM)
2004 GT3 Silver/Black: J Class Winner!/+ track records at Barber, Road Atlanta, Road America, Sebring & Mid Ohio; Bi-Xenon Headlamp Package; Saftey Devices complete roll cage welded to frame/JRZ shocks/2 way radio/E.R.P. monoball bearings; complete fire system w/elec switch; custom exhaust saves 34

Mart ...

lbs/ BBS Wheels/Brembo rotors/much more. \$79,9500 Private party sale. Mike 847-372-9911 (MAM)



2004 996 X50 Twin Turbo Speed
Yellow/black leather int; Navigation/Bose/Memory seats; Carbon fiber steering wheel/shifter; speaker surround; e-brake; Leather airbag w/silver crest; silver hood crest; Belstein PSS9 coilover adj susp/H&R adj rear sway bar/EVO alloy diverter valves/3M front vinyl bra/997GT3 shifter mechanism & brake ducts; custom painted black metallic orig wheels/Kinassis GT2 size wheels w/newer Michelins Pilot sports also available; 3M invisashield front cover; all books/keys/window sticker. \$63,000/OBO - must sell ASAP. Alvaro 248.631.7661 or zamoraal@aol.com (J/FMA)



2006 Carrera Coupe Artic Silver Metallic/black leather; 30.6K mi; 6 spd; power heated seats; TPMS; Bi-Xenon headlights; winter tires incl (off wheels); warranty - 2/10; Always garaged. \$48;900. Jamie Adler jiadler@aol.com phone numbers by request (AMJ)



2007 987 Boxster S Silver/black int; 10K mi; Tiptronic; Premium Bose Sound System; auto climate control; heated/power seats; always garaged/covered; never driven in rain; 18" wheels; all records/exc cond/warranty. \$35;000.

Ken Stonecipher 309.383.2353
kstone@mchsi.com (AMJ)

For Sale - TIRES/PARTS/MISC

Wheels/Tires
SSR GT10 9X10 rear/19X8.5 front/NO curb rash, perfect/new condition/-3K mi/Rear



Michelin PSP 295/30 19X10/Front Toyo PXT 245/35 19X8.5; 17" Kumho V710 Track only tires/245/45 front/275/40 rear/3 laps only. Larry Pitcher 847.707.2162 (AMJ)

Winter Tires Set of 4 (11/08 Tire Rack) w/1K mi; Michelin Pilot Alpine PA2 frt tires -> 235/40R18/rr tires -> 265/40R18; Front tires sell for \$209 each/Rear tires \$274 each; Will sell frt pair \$300/rr pair \$450/both pairs \$725; Will deliver free within 50 mi of Deerfield, IL. John 847.373.5956 (AMJ)

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Wheels Four C2 Turbo style wheels/caps for 87 911 Turbo; front wheels 7 1/2"x17" (fit 225/45/17 tire) 23mm offset /rear wheels 9"x17" (fit 265/40/17 tire) 15mm offset; Sold car/need wheels; \$650/OBO. Jeff 312.953.0478 or email jschup-pel@uchicago.edu (AMJ)



Tires & Parts (2) 285/30R18 93Y Bridgestone RE050A/brand new rear tires/never mounted \$300 pair; OE suspension parts for 02 996 C2/struts & springs \$200. Mike 847.265.6146 (AMJ)

Race Car 996 Cup Parts Recaro Pro Racer Hans Seat/Slider & Side Mounts/Brand New (paid +\$1600) \$995; SRF Brake Fluid \$50 per liter; Oil Filters 996.107.225.53 \$10; Bumper Cover 996.505.984.93/GT3 Cup '02 & up (paid



\$1,375) \$995; 996 Cup Car Underbody Plastic new Porsche Motorsport. Call for list. Andy gtc213@gmail.com (AMJ)

Parts Brey-Krause R1035 Alum harness mount \$675; Brey-Krause R9014 Camera mount for harness mount \$125; 996/997 Cup Car rear view mirrors \$295 pair; Odyssey PC 925 lgtwgt battery \$50; Porsche sub-belt mount bar (1) \$60; FIA tow hook \$25. Andy 847.482.0442 or 847.219.2964 (MAM)

For Sale - TRAILERS

2005 H&H 18' Speedhauler hydraulic lift, open trailer; tandem axle; 17K lbs; elec brakes; radial tires new 07, large equipment box optional. \$1,800. Mell Wostoupal 847.564.7799 (AMJ)

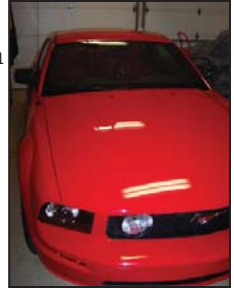
For Sale - OTHER



1976 Jensen Interceptor III Convertible British Racing Green/tan leather/real wood burl dash/Woolton carpets; Orig/classy/sporting GT-class car hand-built in UK 1966-1976; 440ci Chrysler V8/ bullet-proof auto trans/JIII provides

Euro styling/dependable Detroit muscle; only 76 convertibles produced worldwide/1 of 34 in US; Previous owner 16 years/detailed repair history; Economy/college kids forces sale; \$34,500/OBO. Frank Creamer frank.creamer@tpi.net 847.867.9036 (MAM)

2005 Ford Mustang GT Coupe Premium Torch Red Clearcoat/Crimson Red Leather; 4.7K mi; 4.6L.3V OHC V8 Eng/5 Spd Man Trans; Skaker 1000 Watt Audio Sys/internal subwoofer; 17" Bright Machine Cast Alum Wheels; Package A Paint/rust/Leather/Sound shields; Int upgrade pkg; rear decklid spoiler; Flawless Car. \$18,770 Mike Milhouse miketennis7@comcast.net 708.922.9623 (MAM)



For Rent - WINTER STORAGE SPACE

Storage indoor/heated/alarmed storage; mo-mo \$200/mo; 5 months \$900; year round \$2000/yr. Perfect Power 847.465.8837 perfectpower@sbcglobal.net (MAM)

Indoor garage, heated, one space at 450 W. Huron/Chicago; 24 hr access/ \$210.00 mo. Richard at rindyke@sbcglobal.net (MAM)

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Aungahh!

9 magazine

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www.9magazine.com

P R E S S R E L E A S E

Happy Spring!!

It's time to get our cars out and joy in the Chicago Region Porsche fun!

The letter to the right came to me - didn't know if any of you might be interested.

Susan and Steve

Goodyear Tires Porsche Cover Car Search

Goodyear Tires has teamed up with independent tuner and classic Porsche publication 9magazine to search out for the best Porsches in America.

"We are looking for not only the unrestored, concours cars, but the daily drivers and the tweaked Porsches as well" commented Brian Minson, Editor of 9magazine. Goodyear Tires and 9magazine will be selecting more than a dozen cars to be featured in the magazine during 2009-2010, these selected cars will receive a set of new Goodyear Eagle tires in the size desired by the Porsche owner. The tires will be shipped directly from Goodyear Tires to the car owner prior to a feature photo shoot, the only cost for the car owner will be mounting and balancing.

Featured cars will grace the cover of 9magazine and have their unique story of the Porsche and driver written. "This is a great opportunity for every Porsche owner to not only get hooked up with a great set of new shoes, but show off their pride-n-joy" added Minson.

Deadline for submitting a 100 word description and two or three photos of the Porsche is April 30th. Submissions should be sent to editor@9magazine.com or to 9magazine, Goodyear Tire Promotion, 20 East White Mountain Blvd., #A5-356, Lakeside, AZ 85929

Aungahh (a-uun-gaaa), n. [Skip Barber Racing School].

- 1 The sound of the motor of a car as the clutch is depressed, the brakes applied, and the throttle "blipped" to effect a heel and toe downshift.
- 2 Editor's column

The Chicago Scene (ISSN 10564195) (USPS 0006-381) is the monthly publication of the Porsche Club of America (PCA)-Chicago Region, printed at PressTech, 959 Lee Street, Des Plaines, IL 60016-6545. Periodic Rate Postage paid at Des Plaines, IL. USPS Subscription is provided to members of the PCA-Chicago Region. PCA dues are \$42.00 annually, of which \$12.00 is for the subscription. The Chicago Scene is available on-line at www.pca-chicago.org

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All copy and advertising material must be received by the 5th of the month for publication in the next month's issue and will be published on a space available basis. The editor reserves the right to refuse and/or edit all materials submitted for publication.

Articles are preferred in Word format. All photos submitted must be in digital format. All digital photos should be taken at the maximum resolution the camera allows (minimum 300 dpi). Photo file format may be tiff or jpeg but must not exceed 2 MG.

Commercial Advertising Rates (quarterly)
Business card: \$80.00 One-quarter page: \$185.00
Half-page: \$275.00 Full page: \$470.00
Covers: not currently available

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Jim Bacus, one of our customers, at our latest event...Our custom GT3 graphics hitching a ride.

This could be you. But only if you bought your car at Napleton Porsche of Westmont.

Our Porsche driving events.

Throughout the season, we will be holding events at the Autobahn Country Club in Joliet. This private racing facility is one of North America's most challenging race tracks. From the novice to the seasoned driver, you will have the chance to find out what makes your car legendary. Your day will begin with a continental breakfast followed by a classroom session. Then we take it to the track. And you're taught by professional instructors, directly from the Porsche Driving School. We can't promise to make you famous, but we can make you a better driver.

Upcoming event dates: June 28th, September 18th, October 11th



MOST IMPROVED winner of the day: Nicki Sangdahl
FASTEST TIME OF THE DAY winner: Robert Byrnes

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PORSCHE

Chicago Scene

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