



PDK Technical Meeting

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FVR Calendar of Activities

FOX VALLEY REGION— 2009 ACTIVITIES

February 3 Tuesday, Shell oil teleconference @ Bergstrom Porsche.

February 21 Saturday, "LeMans" movie night @ at Andrew & Elise Opicka's. Chili and snacks.

March 3 Tuesday, Dinner and meeting @ Terry Fritz's store in Manitowoc. Guest speaker will be Mary Lou Haen from Road America.

April 7 Tuesday, Dinner/ social in Shawano area. Hosted by Al Kuck

April 18 Saturday, Veterans hospital event with MKE region.

May 1-2 Friday & Saturday, High Mileage event at LTC and WIR. Hosted by Joe and Peg Homel. This is a charity event and volunteers are needed!

May 3 Sunday, National Railroad Museum event @ National Railroad Museum in Green Bay. Dinner at Title Town Brewery. Hosts are Andrew & Elise Opicka.

May 5 Tuesday, Spring Opener @ Jim & Linda's Supper Club in Pipe, WI. 5:30 – 7:00 PM social, dinner from the menu at 7:00 PM. Hosted by Laura Prellwitz

May 15 Friday – SVRA Vintage Cars at RA

May 16 Saturday – Family Tailgate Party (free admission) RA.

May 16 Saturday – Possible auto tour in the Green Bay area.

May 17 Sunday – Fox Valley Road and Track Classic. Hosted by Roy Fine. This is a charity event for Multiple Sclerosis

February 2009



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From your President

Dear Members,

Greetings Everyone! I hope 2009 is off to a positive and successful start for you! In a few more days we will be at the halfway point of this winter from h*ll and can hopefully start making plans to get our cars back on the road soon. I think I will have an extra strong appreciation for spring and summer this year!



I'm glad to hear from several of you that publishing our 2009 calendar early in the year has been of help in planning which events you will try to attend this year. I think we all have hectic lives with multiple responsibilities, so it's good to know that by giving some of you extra lead time that perhaps you will be able to join us for a few more events this year. Many members have told me they are adjusting vacation schedules and work days in order to participate in certain events of interest. Wow!! Those who are hosting those events will be extremely pleased to know that. There's no higher compliment! I look forward to seeing the momentum of enthusiasm that we built in 2008 continuing to grow in 2009. We had record attendance at nearly every event last year.

Although winter in Wisconsin is not ideal Porsche conditions, we've tried to come up with some creative alternative events to keep our club active. Thanks to **Andrew Opicka** for planning the Shell oil teleconference February 3 at Bergstrom Porsche (see information elsewhere in the newsletter) and for "movie/date night" Saturday, February 22 at the Opicka residence in their home theatre. We will watch the classic Steve McQueen movie, "LeMans". I'll be bringing a big pot of my infamous home-made (don't light a match!) chili and other snacks/refreshments will be provided. If want to just come for food and to socialize, that's fine too. We'd like to see you!

A special note of appreciation goes to **Lori Richter** for selling a technical manual left from the silent auction on E-bay and earning over \$30 for our region. Thank you, Lori, for helping us out with your account!

Another thank you goes to member **George Payne** for the donation of the book, *Porsche 911, Perfection by Design*, authored by Randy Leffingwell. We sincerely appreciate your thoughtfulness and generosity. The book will be in our central library located at the Auto Clinic (owned by membership secretary **Gordon Skog**) in Neenah. There is no charge to ever check out books and you may keep them for as long as you like. We've never lost a book yet, so thanks for the 100% return rate! During the doldrums of winter, check out a book and having fun reading/learning more about Porsche.

I would like to remind members to please continue to promote our region to other Porsche owners if you have the opportunity. **You** are our best reference and strongest influence on potential new members. Due to the economic conditions, we've lost several members because of loss, changes, or relocations of jobs; car maintenance expenses, etc. Additionally, car sales overall are diminished, so the pool of potential new owners/members isn't as large as in previous years. Despite all those conditions, our membership did increase last year; and most of those new members were referrals from current club members. Thank you!! Let's keep our club growing!!

"Get out and try something new with the Fox Valley Region Porsche Club of America!"

Laura Prellwitz



From your Librarian

The books, DVDs and tapes are now located in a beautiful cabinet in the waiting room at the Auto Clinic. If you are interested in checking out a book or tape, stop by anytime,...or give Gordon or Josh a call to see what hours they will be there. The checkout process is still the same,... and easy as can be: pull the “library checkout card” out of the media, sign & date it, then slip it into the white index card box in this cabinet. Keep the stuff as long as you’d like, but please don’t forget to return it!

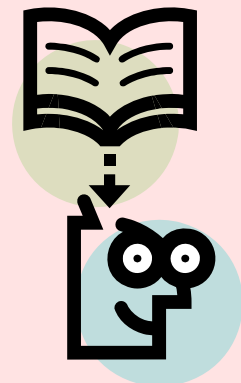
If you’re returning stuff, simply take the correct “library checkout card” (number should match the spine of your book) out of the white box, re-insert the “library checkout” card into the cardholder on the book, and away you go!

We haven’t lost any media to date, but it’s based on the honor system. It’ll be a little harder for me to chase “long overdue materials” from their new home, but it might be a lot easier for you to grab or return materials from this Valley location.

Who knows? Maybe Gordon will even benefit from a little extra traffic from FVR members once and a while. So keep up the good work!

Any questions or concerns?
Yes, I’m still kickin’!

Jimmy Haen
FVR Librarian
mehaen@sbcglobal.net



2009 Calendar of Events

Tuesday, February 3 – Shell oil teleconference. Topic: (Informal) Lubricants Technical Meeting and Dinner. This informal technical meeting will discuss various lubricant technical data, and offer suggestions on performing oil analysis and evaluating results.

Time: 5:30 Cocktails 6:00 Dinner 6:30 Presentation and Open Discussion

Where: Sports Corner Bar & Grill; 500 Grant St; De Pere, WI 54115 (920) 336-9913

Saturday, February 21 – “LeMans” movie night at Andrew & Elise Opicka’s. Chili and snacks.

Tuesday, March 3 – Dinner and meeting at Terry Fritz’s store in Manitowoc. Guest speaker will be Mary Lou Haen from Road America.

Tuesday, April 7 – Dinner/ social in Shawano area. Hosted by Al Kuck

Saturday, April 25 – Veterans hospital event with MKE region

Friday –Saturday, May 1-2 – High Mileage event at LTC and WIR. Hosted by Joe and Peg Homel. This is a charity event and volunteers are needed!

Sunday, May 3 National Railroad Museum in Green Bay. Dinner at Title Town Brewery. Hosts are Andrew & Elise Opicka

Tuesday, May 5 – Spring Opener at Jim & Linda’s Supper Club in Pipe. Hosted by Laura Prellwitz

Friday May 15 – Sunday May 17 – SVRA Vintage Cars at RA

Saturday May 16 – Family Tailgate Party (free admission) RA

Saturday, May 16 – Possible auto tour in the Green Bay area

Sunday, May 17 – Fox Valley Road and Track Classic. Hosted by Roy Fine. This is a charity event for Multiple Sclerosis

Tuesday, June 2 – BOD meeting/dinner at Victoria’s Italian Restaurant in Appleton. Larry and Pat Rogers hosting.

Saturday, June 6 – Thunder on the Lakeshore (Manitowoc). Hosted by Roy and Darlene Geigel

Sunday, June 7 – Free state parks tour in Northern Kettle Moraine and Sheboygan County w/ free picnic. Tourmistress Laura Prellwitz

Saturday, June 13 – Ladies ONLY tour to Door County. Tourmistress Laura Prellwitz

Saturday, June 13 – High –end car show at Bergstrom. Charity event for Make-a-Wish Foundation’

(con't) 2009 Calendar of Events

Thursday - Sunday, June 18 -21 June Sprints. Possible Membership drive. Justin Pauly, coordinator.

Sunday, June 28 10am - 2pm All Porsche Show in Roseville, MN. Invitation from the Nord Stern Region.

Monday- Saturday, June 29- July 4th - Porsche Parade in Keystone, CO

Tuesday, July 7 - Possible dinner at Artie's and Ed's in Oshkosh. Bruce Simon hosting.

Mid July - Trout Springs Winery annual event.

Panamera Unveiling????

Thursday - Sunday, July 16 – 19 – Kohler International Challenge

Saturday, July 25 – Porsches2Oxford in Oxford, Ohio

Saturday, August 1 – BOD Thank you dinner at Laura's

Tuesday, August 4 –Dinner/social and car show at Bavarian Inn in Appleton. Larry and Pat Rogers hosting.

Thursday - Sunday, August 13 – 16 American LeMans Sportscar Weekend at RA

Saturday, August 22 - Social Event at Stan Stout's: begin at Auto Clinic and car caravan to Stan's residence near Scandinavia for a day of fun and socializing

Friday- Sunday, September 11 – 13 VSCDA Elkhart Lake Vintage Festival

Friday- Sunday, September 18- 20 – Fall Tour (Greg Rigoni w/help from fellow Yooper members!)

Sunday, September 20 Oktoberfest in Chippewa Falls. German Car Show 11 AM- 2 PM

Thursday- Sunday, October 1-4 2009 PCA Escape Event. Hosted by Ohio Valley Region

Tuesday, October 6 –Tech session at Gordon Skog's Auto Clinic in Neenah

Saturday, October 10 – Kettle Moraine Southern Unit driving tour with additional stop Kelly Moss Motorsports and/or Zimbrick Porsche

Tuesday, November 3 – Dinner/social. @ Mackinaw's in Green Bay. Laura Prellwitz hosting.

Saturday, December 12 – Holiday Party at Holiday Inn Neenah Riverwalk. Italian buffet menu.

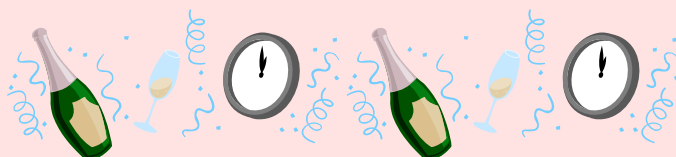
2009 Porsche Related Resolutions

My resolution is to attend one out-of-state event with another region; either the all Porsche show in Roseville, MN, at the end of June, or the Porsches to Oxford, Ohio, event at the end of July.



I would love to do the Escape event in Dayton, Ohio, in October 1-4, but it's tricky getting away for four days..... there's always that pesky migraine that makes me call in sick on the Friday of the fall tour, though! ☺

Laura & Jaime Prellwitz



Barbara and I have been members of FVR-PCA for the past year and a half. Our car is a 1990 911 Carrera 2 Coupe, Baltic Metallic Blue in color.



Resolutions?

OK, here goes.

- 1) Replace the Pilot Sports sometime before we're lookin' at the cords.
- 2) Copper Harbor or bust!! (Fall Tour)
- 3) Barbara in the Ladies Tour!!
- 4) Looking forward to another great year with our FVR Porsche friends

Cheers,

Charlie & Barbara Wise



(con't) 2009 Porsche Related Resolutions

I only have one Porsche resolution.....

I have to figure out why it is smoking so excessively upon start up intermittently.

I am afraid to drive it this way fearing catastrophic damage. While I do drive it, it isn't as relaxing when I am in the back of my mind worrying about it.

Doug Richter



My 2009 Porsche-centric resolutions are:

- 1) Get to meet Fox Valley Club Members! This may come by way of social events, driving events, tours; anything or all of the above. (It pains me to admit that after more than a year in your midst I have yet to participate in any club event or meet the membership since transferring from the Milwaukee Region. For shame! And that gets put right in the coming year!)
- 2) Drive my car to more events at Road America than I did in all of 2008 - definitely a "low water mark" for me as I drove my old 911 down for only the ALMS race. Even as Porsche have withdrawn the RS Spyder in LMP2 I can ALWAYS cheer for the Flying Lizards lads! And what's not to like about Jorg Bergmeister? The name alone is the equivalent of 'Porsche factory driver' destined from birth.
- 3) Replace the starter motor and run down some electrical gremlins in the gauges on the maintenance / TLC / 'Gee, I've never tried THIS before' fronts.
- 4) Enjoy, drive, wash and wax it more than I did in 2008, admittedly a year of unintentional neglect. It's time to set my priorities right!

Thanks for asking and looking forward to meeting you and the others in '09!

Happy New Year!
David Stank

My resolutions are to get the clutch fixed and to take the car out for long multi-day trip!

Herb Velazquez



(con't) 2009 Porsche Related Resolutions

My 2009 Porsche resolutions are a bit on the negative side.

1. I absolutely will not have red seat belts installed in the Black Carrera S in place of the O.E. black ones.
2. I absolutely will not send the Boxster Sport Wheels somewhere to be polished to make them shine (almost) like chrome wheels.
3. I absolutely will not buy chrome Sport Wheels for the Boxster.

On the other hand, I might have a 3 inch wide red vinyl-tape racing stripe made and applied up over the hood and down the back of the Carrera S.

However, before I did that, I could experiment and apply a red vinyl racing-stripe (to match the red brake calipers) on the Boxster and see what happens after the Boxster wears the stripe for a Summer and then I remove the red stripe in the Fall and see if there is any residual evidence on the white paint that it was once there.

Another idea would be to put a flat black non-reflective vinyl racing-stripe on the Carrera S. Nobody has tried that before. The subtle contrast might actually be kind of cool. It would still depend on the outcome of the Boxster experiment.

If I had the money, a totally decked out Cayenne Turbo could tempt me. I have an empty berth in my garage after all..... Oh well.

Nick Proctor



FVR Member Bio- Charlie & Barbara Wise

Barbara and I have been interested in sports cars since way back when. Before we got married, Barbara had an MGA and I had a "Bug Eye" Austin-Healey Sprite. Barbara's brother had a TR-3 which we got to drive occasionally, and several of our friends had sports cars. We had a lot of fun with these cars in the early sixties. Many a weekend evening was spent driving on twisty country roads followed by a stop at the local Dairy Queen---top down of course! Can you make out in a 2-seater British sports car? We'll never tell!



We entered some sports car rallies with some success. Also, we regularly attended sports car races at Watkins Glen and Mosport in the early days of these tracks---when drivers like Stirling Moss, Jack Brabham, and Olivier Genebrien were in their prime. In those days, the silver Porsches were the nemesis of the British sports cars, and won more than their fair share of the trophies. I must confess I had a good deal of dislike for these German imposters mixed with a lot of envy over their success. I couldn't figure out how these funny looking cars with all the weight in the back end could be so annoyingly successful---it was to be many years before I found out!

At the time, we lived in the Toronto, Canada, area. Barbara was training to be a Registered Nursing Assistant and I was attending University Of Toronto studying to be a Mechanical Engineer. We both graduated and in 1964 we were married. I embarked on what was to become a 37 year career in the Pulp and Paper Industry. The next year we were transferred to a small pulp mill town on the north shore of Lake Superior. In 1966, our first of 4 children was born and Barbara embarked on a lifelong career as a mother and wife. Suffice it to say kids don't fit well into two seater sports cars, and there aren't any road racing tracks or British sports car mechanics in the wilds of Northern Ontario. So, the sports car part of our lives came to an end and the cars were sold. That was OK---we had a growing family and the area offered lots of interesting things to do like skiing, curling and snowmobiling in the winter and fishing, golf and sailing in the summer.

The years went by. The Paper industry was good to us and we eventually moved from northern Ontario to Niagara Falls, New York, and then to our present location in Appleton. I retired in 2001. As a mother, Barbara will never retire and she also continues to work part time at Manderfield's---the best bakery in town! Our kids have left home but continue to live in Wisconsin---three of them still live in the Fox Cities area with their spouses and our 5 grandchildren. It keeps us busy.

Perhaps the sports car thing never really left us---it just went into hibernation. In the late 80's we bought a 1966 E-Type Jaguar roadster with the idea it would be a running restoration project. Well, it was more awaiting restoration than running, although we did have enough driving to appreciate the potential of these marvelous cars. Along the way, I couldn't wait and had a couple of mid-engined Toyota MR-2s in the 90's. Perhaps you get the idea---the motor is beginning to move from the front to the rear of the car! The handling and balance of these wonderful little cars was quite an experience and got me thinking that maybe the motor doesn't have to be up front. Eventually, the MR-2s were sold and the restoration of the Jag became too big a hill to climb.

(con't) FVR Member Bio - Charlie & Barbara



One day we got a call from our son "Hey, there's a whole bunch of Porsches at the gas station down by Waverly Beach. You better get there soon. It looks like they're ready to take off". For me it's the cars and the people---both are fantastic!

The rest is history, but that's where our Porsche story started. When we got to the gas station the Porsches had left. By chance, we tracked them to a restaurant in Pipe. Nice cars, nice people. I just had to try one and find out what this rear engine 911 thing was all about. Well, I wound up test driving a couple of 911s and I was hooked. When you think of it, Porsche has been one of the few companies that has kept the faith as far as remaining true to its heritage throughout the years.

The Jaguar was sold and we bought our current sports car a 1990 911 C2 Coupe in the rather unusual color of Baltic Metallic Blue. We joined Fox Valley Region PCA and have experienced many enjoyable outings with this friendly and sincere group. They say "It's not the cars, it's the people". For me it's the cars and the people---both are fantastic!

It's funny how things go in life. My high school yearbook says my life ambition is to race sports cars. Well, I never came close to that. But this past year, I did the Porsche driver's education at both Blackhawk and Road America. Not racing, but thrilling and good enough for me---I hope to continue this with our 911 coupe. Somehow with all the twists and turns, I think we wound up in the right sports car place.

Barbara has only one regret---you can't put the top down. Every time a Boxster goes by in the summertime, the comments start flying. Oh no, is the madness going to start all over again???

Annual FVR Dinner Meeting - January 6

Despite some snow and somewhat slippery roads, 17 members attended our Annual Meeting (aka installation of officers), social, and dinner at O'Charley's in Appleton. In attendance were: Dennis Olson, Laura Prellwitz, Stan Stout, Greg & Linda Russo, Larry & Pat Rogers, John & Jeanne Strublic, Justin Pauly, Jim & Cindy Janes, Arleigh & Mary Lueck, Charlie & Barb Wise, and Al Taylor. The food, service, and atmosphere were outstanding as well. Since all the officers were unopposed during this year's election, the "installation" was completed quickly and we promptly returned to eating and socializing. Nick Proctor had hoped to join us, but instead was home suffering some after effects of his recent trip to Mexico. Glad you are feeling much better now, Nick.

A special "thank you" to the Russo's for recommending the restaurant, and also donating a beautiful wooden box filled with Meguire's detailing products. It was raffled off and won by Pat Rogers. The raffle raised \$62. Dennis Olson also received a special award from Laura Prellwitz recognizing his service to the region as our insurance coordinator.

To wrap up the evening, Al Taylor brought out his laptop computer and previewed what the new club's website will look like. It won't be interactive like the present one, but will be highly informational and more user-friendly. There are still a few bugs to work out, but watch for the change in the near future. Al would love to have any/all photos you may have as he will use those to make our website more visually interesting. Names of owners and locations of cars will not be published for security reasons.



Pat Rogers, Larry Rogers, Cindy Janes have a nice time at the social.



Barb and Charlie Wise hanging out with the group once again!



John Strublic (left) appears to have brought his "date", Greg Russo (right)

(con't) Annual FVR Dinner Meeting - January 6

Everyone at the dinner was extremely pleased with the changes AI will be making.

Larry Rogers announced he has a red Porsche jacket for sale, compliments of the Grimard's. If you'd like to know more about it, please contact Larry at fvrpca@sbcglobal.net.

John & Jeanne Strublic have also volunteered to host a tour in their locale (Wautoma) in April with a stop at Vintage Vehicles. Thank you so much for your efforts and time! We look forward to that first spring tour with much anticipation. Those of you who live west of Appleton in particular, I hope you will come out and join us! Watch for more information as the time approaches.

The evening wrapped up about 9:30. Thanks everyone for coming out and helping us start of 2009 with such positive energy!

Laura Prellwitz



The Three Amigos? Left to right: Dennis Olson, Jim Janes, Gordon Skog

(con't) Annual FVR Dinner Meeting - January 6



The next contingent of "Grand Dames" from left to right: Pat Rogers, Cindy Janes, and Mary Lueck



Our new webmaster, Al Taylor, always has a smile!



Haven't seen you in awhile! Welcome back to Mary and Arleigh Lueck.



Gordon pensively thinking, "I know I'll find that broken Knutson valve on my Datsun."



Dennis Olson (left) and Jim Janes (right) reviewing the selection of beverages.



Jeanne Strublic and Linda Russo talking about horsepower and horses!

Porsche PDK Technical Meeting - Jan 15

Chuck James from Porsche NA gave an excellent technical presentation on the new Porsche Doppelkupplung (PDK). The PDK was originally developed for motorsports in the 1980s, and is finally being offered to road cars. This new gear box is offered optionally on most 2009 911. The transmission is currently not offered on the 2009 911 Turbo, but is being planned. It will also be available on new Boxsters, generation 2 Caymans, and the upcoming Panamera. This new gear box allows for extremely fast gear changes with no interruption to the flow of power. It offers faster acceleration response, launch control (optional), and lower fuel consumption over the previous tip-tronic gear box. Essentially the PDK transmission offers two gear boxes in one. Each gear box features a separate wet clutch, where all the components are continually lubricated by a separate pump. It connects gear boxes to the engine via two separate driveshafts. Depending on the selected gear this allows for one gear to be "in use" while the next gear is pre selected and ready for the next shift. One clutch opens while the other clutch closes within milliseconds resulting in a barely perceptible gear change. It can be shifted using the paddle shifters or the gear knob. There are a total of seven gears where optimum velocity is reached using the sixth gear. The new twin-clutch gearbox eliminates the torque converter used in traditional automatics.



Quick Facts

- -The new PDK Selector lever is a shift by wire concept.
- -The main communications interface is by CAN drive train bus.
- -1984 Worldwide first use of PDK in Porsche 956

2009 Porsche 911 PDK Launch Control Demonstration by Hurley Haywood http://www.youtube.com/watch?v=bNSjtOV_U-M

Porsche Launch Control

[http://www.youtube.com/watch?](http://www.youtube.com/watch?v=EjRpkZDUorE&feature=Playlist&p=BCC31E0643EC44A3&index=14&playnext=2&playnext_from=PL)

[v=EjRpkZDUorE&feature=Playlist&p=BCC31E0643EC44A3&index=14&playnext=2&playnext_from=PL](http://www.youtube.com/watch?v=EjRpkZDUorE&feature=Playlist&p=BCC31E0643EC44A3&index=14&playnext=2&playnext_from=PL)

Submitted by 'Andrew H. Opicka'



(con't) Porsche PDK Technical Meeting - Jan 15

Despite below zero ambient temperature and brutally cold wind chills, fifteen hearty Porschephiles attended the PDK tech session at the Bergstrom Porsche dealership January 15. Our appreciation goes to our technical advisor, Andrew Opicka, for arranging this truly unique tech session! Members included: **Herb Velazquez, Andrew Opicka, Laura Prellwitz, Jo Loeffler, Todd Benz, Earl Green (who came in his black Cayman!), Wayne Kindschy; Chuck Johnson** with guest and former member, Terry Moore; **Larry Rogers, Dennis Olson, Nick Proctor, Fritz Wotruba, Allan Utecht, and Jim Stephenson**. Guest speaker was **Chuck James** who arrived in a yellow Boxster S. Our sincerest thanks and appreciation to **Paul Ellsworth** for staying and keeping the dealership open "after hours" for us and providing hot coffee and warm, melt-in-your mouth, chocolate chip cookies!! The club provided soda and mini subs from Jimmy John's.

Chuck had a very detailed power point presentation that he shared with the group for about an hour, followed by a brief question and answer period, and social. The meeting adjourned about 8:00 PM as the temperatures outside continued to tumble.

Submitted by Laura Prellwitz



Laura Prellwitz presenting appreciation awards to Chuck Johnson, Paul Ellsworth and Andrew Opicka.

(con't) Porsche PDK Technical Meeting - Jan 15



Chuck Johnson stayed afterwards to answer questions.



Larry Rogers, Laura Prellwitz and Wayne Kindsch.



FVR members listening intently to the PDK specs.



The PDK tech session also included some fun moments.



Everyone that attended the PDK technical session at Bergstrom's Porsche of the Fox Valley..

Movie Night - Feb 21

Saturday Dinner and Movie Night

Saturday, February 21, 2009

4:00 PM Chili and sandwiches/social

**5:00 PM Movie "LeMans" with Steve McQueen
socializing to follow afterwards**

Your Hosts:

Andrew and Elise Opicka
1511 North Bay Highlands
Green Bay, WI 54311

(The Opicka's have a very nice in-home theatre to watch the movie!)

In order to plan for food and seating, RSVP's are requested. Please e-mail Andrew at powerdna@gmail.com no later than Thursday, February 19.



From Within the 13th Zone

Greetings to the Zone 13 Region Presidents. We've just started the new year and I'm sure you already have full work schedules. Well, in addition to the new year and full work schedules you also have the additional challenge of on boarding a new Zone Representative. Although it may not appear so based on the following list of current attention items, my intent is to assist you in your role as Region President. I've never held a Zone Rep role before so I am very receptive to your advice or suggestions. I'm looking forward to meeting each of you and spending time with your region.

Now for the current attention items:

1) Region Report and Continuity Checklist: As you know the Region Report is due no later than January 16 so that the region officer information can be published in the March issue of PANORAMA. As of January 6 the Bluegrass, Chicago, Fox Valley, and Kentucky Regions had submitted both their Region Report and Continuity CheckList. I'd appreciate it if the regions who have not submitted their reports yet, send me an email when their submission is made.

2) January 14 Zone Representative Conference Call: This will be my first ZR conference call. If you have items you would like me to bring up during the call, send me an email.

3) Executive Council Meeting in New Orleans on February 14: I need a completed Proxy form from each of you. I'd appreciate it if you would get the proxy to me asap but no later than the January 30. So far I have one proxy and it's from the Bluegrass Region. Since there are nine newly appointed Zone Representatives this year, there will be a Zone Rep College at New Orleans for us newbies. And again, if you have topics for attention at the meeting let me know.

4) March Presidents Meeting: The timing seems right for us to have a Zone 13 Presidents Meeting during the month of March. We would then have the latest information from the EC and it would be an opportune time for us to develop as a team and get to know one another. I expect the preferred location for most of us would be somewhere in Northern Indiana or in the Chicago area. What I need from each of you is a list of your available days in March and possible locations for the meeting.

That completes what I know we need to address in the near future. If you have other items for us, let me know.

In addition, we received some bad news from the EC last week. ALMS has cancelled the Porscheplatz program and has not renewed Larry Hayes' contract. That's what is known. There is also significant unconfirmed information going around. Prescott Kelly has asked for official word or clarifications from Porsche AG or PCNA. It is possible that there will be some dealer-supported or ad hoc Porscheplatz-like activities. The EC will advise us of relevant information as it is available.

Note that if you are no longer the Region President, please pass this on to your successor and be sure I get their contact information. I'm looking forward to a great couple of years working with you!

Ken Hold
2578 Edgehill Drive
Lexington, KY 40510

(m) 859.396.3502
(h) 859.254.2817
(w) 859.231.0782 – Cadre LLC

2009 Motorsports Calendar

2009 Motorsports Calendar			
Milwaukee Region Events in Bold			
	Dates	Track	Sponsor
	1/24-25	Daytona	Rolex 24 Hours
	4/25-26	Blackhawk	SCCA (Regional)
	5/2-3	Blackhawk	SCCA
	5/2	Autobahn	One Lap of America
	5/8-9	Road America	PCA-Milwaukee
	5/15-17	Road America	SVRA
	5/16-17	Blackhawk	SCCA
	5/22-24	Road America	PCA-Chicago D/E
	5/29-31	Milwaukee Mile	IRL
	5/30-31	Road America	SCCA (Regional)
	6/1	Blackhawk	Badger Bimmers joint event with Milwaukee PCA
	6/4-7	Road America	Suzuki Super Bikes
	TBD	Miller Park	Autocross-Milwaukee PCA
	6/12-14	Road America	Vintage Motorcycles
	6/18-21	Road America	June Sprints
	6/19-20	Milwaukee Mile	Busch & NASCAR Trucks
	7/11-12	Blackhawk	SCCA (Regional)
	7/11-12	Milwaukee Mile	Millers at the Mile
	7/13	Blackhawk	Badger Bimmers joint event with Milwaukee Region
	7/16-19	Road America	Kohler International Challenge (KIC)
	7/25-26	Road America	SCCA
	7/31-8/2	Road America	Ferrari Club of America
	8/7	Blackhawk	Badger Bimmers joint event with Milwaukee PVA
	TBD	Road America	Nord Stern (PCA)
	TBD	Miller Park	Autocross-Milwaukee PCA
	8/13-16	Road America	Generac 500 ALMS
	8/22-23	Milwaukee Mile	SCCA (Regional)
	8/29-30	Road America	SCCA
	8/31-9/1	Road America	Audi Club
	TBD	Miller Park	Autocross-Milwaukee PCA
	9/4-7	Road America	PCA-Chicago TRAC
	9/11-13	Road America	VSCDA
	9/19-27	Road America	SCCA National Runoffs
	10/9-10	Road America	BMW Octoberfast
	10/10-11	Blackhawk	SCCA Regional
	10/17-18	Blackhawk	Milwaukee Cup (Tentative)

Trivia Contest - January Answers

January Trivia Answers!



Members, we are starting over with a new trivia contest. We will NOT be wagering points this time, just keeping a running total of the number of correct responses. EVERYONE is eligible to play online!! The prize is a \$10 gift certificate towards dinner at Jim & Linda's Supper Club on our spring opening dinner May 5. E-mail your responses to lprellwitz@att.net prior to the 20th of February. Good luck and/or happy researching!

1. Visually, the new 356A was distinguished by a straight windshield. False.
2. The 356 based Abarth Carrera won how many GT 2000 World Championships?
c. three
3. The first 356 coupes built in Gmund had the shape of their body panels checked on a (an)
d. wooden buck
5. The first Porsche 356 (a roadster) had a frameless windshield. True
6. The first aluminum based coupe bodies for the Gmund cars had the windows and frames fitted by:
b. Hand
7. In 1949, Porsche Konstruktionen GmbH delivered how many cars?
c. 25
8. The 356/2 Gmund-built coupe had an engine with a displacement of:
d. 1.1 liter
9. The bodies for the first German Porsches (356's built in Zuffenhausen) were made by Reutter.
True



9. The 1950 Type 356 had a simple dash panel with only three gauges. They were:
b. clock, speedometer, oil temperature gauge
10. In 1951, Porsche introduced a larger 1.3 liter engine for the 356 known as Type:
c. 506

Trivia Contest - February Questions

February Trivia Questions

1. The 1983 911SC/RS has which parts made out of aluminum?
- a. hood only b. doors only
- c. roof only d. front fenders and all opening panels
- Excellence Vol. 2 p. 827*

2. At the of 1983 all 20 Type 911SC/RSs were corralled for FIA inspection at Zuffenhausen.

True or False. *Excellence* Vol. 2 p. 828



3. Among interior changes for the 1985 Carrera there was a new steering wheel design and:
- a. CD player
 - b. Recaro seats with electric adjustment
 - c. Airbags
 - d. None of these
- Excellence* Vol. 2 p. 832

4. Since the 1985 model year the 911 Cabriolet offered which feature?
- a. Roll bar b. Expanded rear seating
- c. Electric actuation for its convertible top d. Glass rear window
- Excellence Vol. 2 p. 833*

- [illegible]

6. The four-wheel drive Type 953 was based on the 1984 model 911 Carrera. True or False.
Excellence Vol. 2 p. 829

7. The 1984 Carrera had what kind of engine-management system?
- a. CIS Fuel Injection b. Digital Bosch Motronic
- c. Bosch L Jetronic d. None of these
- Excellence Vol. 2 p. 830*



8. The final version of the Speedster, as produced in 1988 (for the U.S. as a 1989 model) had which feature?
- a. Airbags
b. ABS brakes
c. Turbo-look fenders
d. Satellite Radio
- Excellence* Vol. 2 p. 836

9. With a catalyst flanking its left-hand cylinder head, the 1980 Porsche 911 SC was able to:
- a. Win the Paris-Dakar Rally
 - b. Increase its top speed
 - c. Make more noise
 - d. Meet global emissions requirements
- Excellence* Vol. 2 p. 821

10. What was the weight of the 1984 Carrera engine?
- | | |
|---------------|---------------|
| a. 463 pounds | b. 965 pounds |
| c. 125 pounds | d. 352 pounds |

Ladies' ONLY Porsche Driving Tour

Ladies' ONLY Porsche Driving Tour

Saturday, June 13, 2009

Did you know that girls can drive Porsche's??? Yes, they can and they do!!! Ladies, this tour is just for you. Maybe you've felt intimidated to drive your car when the "boys" were around, or your significant other always hogs the wheel. These will be non-issues this day. This tour is for ladies' only and there will be only giggling and fun! If you don't know how to drive a manual transmission, let me know and I'll try to partner you with someone else who is driving. Please come and join the women of the Fox Valley Region!!

We will have two meeting areas: 1.) Exit #149 in Manitowoc at the Park and Ride across the street from the Holiday Inn at 8:00 AM. 2.) Exit #183 East Mason Street in Green Bay at Culver's (2945 Voyager Drive) at approximately 9:00 AM.

We will caravan north on Hwy. 57 and stop at the Red Oak Vineyard in downtown Sturgeon Bay for wine tasting. www.redoakvineyard.com

Leaving Sturgeon Bay, we will head north to Fish Creek for shopping and lunch at the White Gull Inn. www.whitegullinn.com

About mid-afternoon, we will start our return trip and drive south to Egg Harbor (there is an optional stop in Carlsville at the Door Peninsula Winery) and spend some time shopping or visiting Lucia Luxury Day Spa. www.luciaspa.com

You will need to make an appointment for you if you wish to go to the spa. They offer facials, waxing, manicure and pedicure, therapeutic massage, reflexology, reiki, hot stone massage and aroma therapy. They are open until 6:00 PM. The phone number is 920.868.1597. If you are not interested in the spa, or need to fill time until your appointment, there is also more shopping, including a few chocolate stores, in Egg Harbor.

Our return trip back to the Green Bay/Lakeshore area will include an ice cream stop at the Culver's in Sturgeon Bay, owned by fellow Fox Valley Region members, Quinn and Jessica Struck.

Please RSVP to Laura Prellwitz, President, Fox Valley Region, no later than June 10th at fvrpca@yahoo.com Please let me know if you need a ride, or would be willing to have a passenger.



Speeding Tickets and Porsches

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993C4S "Porsche Cars, Products and LifeStyle"
Please visit his website: 993C4S.com

7 Tips to Avoid a Speeding Ticket in Your Porsche

Posted: 15 Jan 2009 11:10 PM CST

Over the years, I've read a lot of different tips on how to avoid a speeding ticket. Most of the items mentioned are common sense. However, like anything, even the most simple things can be forgotten or overlooked if we're not reminded of them. While there is no sure fire way to avoid a ticket if you're breaking your local speed limit, you can greatly reduce your exposure by employing some or all of the following pointers. Here's my pick of the top seven tips, if used wisely, can help to avoid recreating the scene below.

1. Keep a low profile. Let's forget about the fact that you're driving a Porsche for a second, try to stay under the radar (pun intended). In other words, don't draw attention to yourself by driving aggressively, flashing lights, multiple lane changes, etc. All it takes is one jealous driver in their beat up old Pinto to place a call to your local traffic control with a statement akin to, "Yeah, a black Porsche 911 just passed me at a little faster than the speed of sound. I think you might want to send someone out before this guy kills himself or someone else". A call like that can ruin your day.



(con't) Speeding Tickets and Porsches

2. Drive with the “flow of traffic”. Cops are looking for that one car going significantly faster than the others. If the speed limit is 65 mph and you, and everyone else on the road, are driving 72 to 75 mph then you're in the “flow of traffic”. Yes, technically you (and those around you) are still speeding and do risk a ticket. The problem for the police becomes who to pull over? By driving with the “flow” you've automatically improved your odds of not being singled out.

3. Follow, don't lead. Usually if you drive with the “flow of traffic” no matter their speed you'll be safe from a ticket. In the event the roads your driving aren't that crowded find just one other car going faster than you and fall in behind them. This way, if there is a speed trap, hopefully your leader will get nailed and you'll keep going albeit at a slower pace.

4. Be observant and look for brake lights. This should go without saying, but you would be surprised how often it is overlooked. By simply watching the traffic ½ mile to one (1) mile in front you have the ability to avoid any and all speed traps. Let's face it, no one wants a ticket so the natural response to seeing a police car (on the side of the road or in a highway cutout) is to reduce speed by braking. When a whole group of cars suddenly brakes/slow at the same time you can be pretty sure that there is something of interest ahead of you. Adjust your speed accordingly. Even if it isn't a speed trap, it may be some other obstruction or danger that requires a reduction in speed and your early observation will keep you out of harms way.

5. Avoid the left lane. Lest we forget our early driver's education, the left lane is for passing only (that's why they call it the passing lane). When you have to pass, use your blinker, move to the left and pass. Once you're safely past the car in front of you move back into the middle or right lanes. Driving in this manner provides two benefits. The first is if a cop is coming from the opposite direction, they are more likely to be looking for speeders in the far left lane and have their radar pointed to that location. The second is you get some camouflage from any other speeders also on the road and driving in the left/passing lane. Let's say you pass a cut-out with a radar trap set-up. The radar is going to bounce off the car in the left lane and return a signal on their speed, thus shielding you from a ticket (I know it's a little thin, but it's all about stacking the odds in your favor).

6. Buy a radar detector. If you live in a state where they are legal, by all means get one. A good one will set you back a few hundred bucks, but so will a speeding ticket (not to mention the additional charges on your insurance, etc.). If you can, buy one of the newer detectors that also include detection and location information for red light and speed cameras.

7. Don't speed. I know, this is a simple solution and not much fun, but for obvious reasons, it works.

In the event you do get caught speeding, just because you're pulled over doesn't mean you'll be ticketed. A lot depends on how you look and act toward to officer pulling you over.

Fall Tour Logo Contest

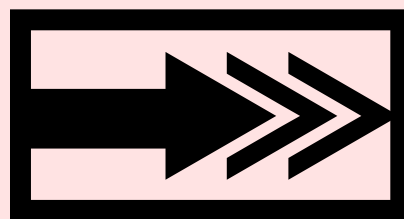
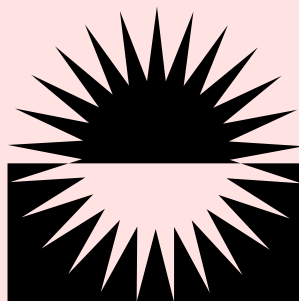
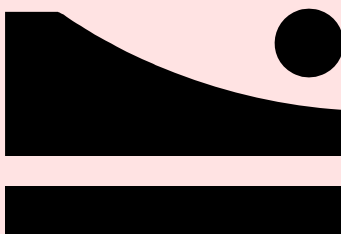
Fall Tour Logo Contest

As long as many of us are stuck indoors, here's a project to help pass the time until we can drive our cars again!

This year will be the 10th Annual Fall Tour. Quite a noteworthy anniversary! We'd like to commemorate this special occasion with its own design embroidered on a shirt for the fall tour participants to wear. The winning design will be taken to EmbroidME for final completion.

Use your creativity and send in your idea for a design! The winner will receive \$10 off their dinner at the Spring Opener at Jim & Linda's Supper Club May 5. All ideas should be submitted to lprellwitz@att.net no later than April 1. Your design can also be sent by snail mail to Laura. The logo should include "Fox Valley Region PCA", "10th Annual Fall Tour" and the dates (September 18 – 20). BOD members and fall tour host, Greg Rigoni, will choose the winning logo and notify the winner by mid-April.

Get out those drawing programs, stencils, colored pencils, watercolors, old crayons, etc. and start designing and drawing!!



2009 Porsche Parade Announcement

Request for Pictures and Videos

The joint regions of Rocky Mountain and Alpine Mountain will be hosting the 54th Porsche Parade beginning June 29, 2009 at the Keystone Resort in Colorado. Colorado has played host to five past Porsche Parades, so our history is tried and true.

The 2009 Parade Committee is proud to be involved and is planning to make this a truly memorable event. One way to ensure an outstanding 2009 Parade is to invite the regions to contribute, rather than merely attend and participate. Many regions compile photos and videos of local club events that take place throughout the year. Some regions also have unique videos or maps of their local race tracks which may be of interest to your fellow Porsche enthusiasts. New for the 2009 Parade, we will have a large video screen in the Gastlichkeit Centrum (Hospitality Center) to display these pictures and videos. We believe this is an excellent opportunity to show off your region and contribute to the success of the 2009 Parade.

We have also received a number of requests to bring back the scrapbooks and historical items which have been absent from some recent Parades. This is another excellent opportunity for regions to contribute.

We invite you to submit any pictures and videos you feel may be appropriate. We would appreciate receiving them as soon as possible, but ask that we receive them no later than June 1, 2009. Please send them via CD or DVD to the address below.

You may also send your historical and scrapbook items to the same address, although if you prefer to bring these items with you to the Parade, you are welcome to do so as long as you contact us first so we have space available. Please e-mail Dave Keeley (davekeeley@msn.com) with any questions or to notify us of your participation.

We look forward to seeing you in Colorado!

Best regards,

Dave Keeley
552 St. Andrews Drive
Longmont, CO 80501

Submitted by Jill Beck



Parade for the Car-less

by Wendy Shoffit

Why on earth would you ever want to attend a Porsche Club national event without bringing your Porsche? What do you do if your beloved baby is older or fragile and can't make the trek across the country or if it's in so many pieces it can't even make it out of the garage? Does that mean you have to miss out on all the fun? The answer is a resounding "NO!" There are many ways for people without their P-Cars to participate and compete at Parade.

One of the big four competitions historically is the Tech Quiz. Come test your technical and historical knowledge of all things Porsche and PCA. Sign up for your favorite model and era. Perhaps the 914 is your bailiwick, so come show those other guys and gals how much you really do know about them! Since there are so many 911s around, that quiz is divided into eras. Check out the current year's Parade Competition Rules (PCRs) for the complete list and start studying your copy of "Excellence was Expected." Not that there are many questions from there... it's just fun to read!

Relatively new to the Parade schedule is the Gimmick Rally. While it still requires some sort of vehicle, it doesn't have to be a Porsche. Your loaner hybrid will work just fine. Sign up and take in some of the most interesting roads in the area. See the sights, answer the questions, and have fun. If you just have to compete in the standard TSD rally, why not find a single driver out there? No, this is not a dating service... but there are always people who come to Parade without a navigator (and they can't compete alone). We'll do our best to get you a ride if you can't bring your own.

Another new competition is the Zone Challenge. This is an always changing set of events that test you in ways you never knew we would! Tug of wars, rapid tire changing, carburetor rebuilding, sandcastle building, virtual racing, you name it. Get together with others in your Zone to build your dream team. Even if you don't win, you'll have tons of fun trying!

What if you're artistic and know bubkes about the inner workings of a 944 engine, well then get out your paints, camera, needlepoint, or favorite artistic medium and enter the art show. Believe me, the artists are very serious about their work. Enter for fun or for competition and also enjoy the fruits of everyone else's labor. Amazing works of art abound.

Are you more into sports than the cars? Come play in the golf tournament against Peter Porsche or compete in the 5K Run/Walk. Get your heart pumping from exercise instead of the purr of the GT3. Whatever it takes.

Would you rather play with toys? Bring your favorite remote controlled car and see if you can beat the 7 year olds out there. Trust me, it's way harder than it sounds! If you don't have your own RC car, not to worry... Vu Nguyen always brings loaners. Oh, and try to beat HIM in his own car. That's harder than beating the 7 year olds!

The Parade organizers are always looking for more ways for people to be able to compete with each other, with or without a vehicle. So, don't let that stop you from coming to Keystone! You are sure to get your fill of whatever level of competition you desire, while your baby sits safe and protected in your garage at home.

Submitted by Jill Beck

Parade for the Non-Competitor

by Wendy Shoffit

So you say you have no interest in competing in anything Porsche related. Maybe competition is just not your bag, baby. That doesn't mean you have to avoid the Porsche Parade altogether. Really! Being a type-A competitor myself, I have a hard time imagining not feeling the pull to be the best. However, I know there are plenty of you who just enjoy the ride.

During the week, there is so much to see and do that will never involve a box of q-tips, a rally computer, race tires, or a sharpened #2 pencil. It all starts with the spectacle that IS the concours d'elegance. What better way to view some of the most spectacularly well kept cars, historical or current. Imagine... you didn't have to clean even ONE of them! You just get to stroll along for as long as you want, taking in the beauty that is Porsche. Toss out the questions for the gimmick rally and just enjoy the journey. The rallymaster will take you through some of the most spectacular roads in the local area. How better to see the roads of Colorado than on a guided path, knowing you won't be lost? Take your time, stop for lunch, and enjoy what there is to offer along the way. Friends of mine went to Parade a few years ago and decided to have fun while being lost on the TSD rally. Rather than stress about maxing out that leg, they bought a birdhouse from a local wood carver. Made for one of the best rally stories I've heard!

Be a social butterfly, if you choose, at all the banquets. Enjoy the local cuisine that is featured. Spend time at the happy hour before the dinners, enjoying just being with the people who share your passion. You don't have to feel the need to flog them in the autocross. Dinners are always a "No Flogging" zone. Ooooh, and the ice cream social is always tons of fun. Enjoy your frozen treat while watching everyone else coming off the TSD rally telling their war stories, cursing that one missed sign, while you sit back and enjoy your stress free view. Feeling like socializing even when it's NOT at a banquet? Well, then spend your afternoons in the Hospitality room. Casually check your email in a computer station, find out about the latest tire advancements from the event sponsors, or just sit back and enjoy the free drinks and snacks. Sit there long enough and you're sure to run into a friend or two or hundred. Sooner or later, everyone at Parade goes to Hospitality. Don't be shocked to find a margarita party or wine tasting is going on there. Those hospitality chairs are always full of surprises. Everyone also seems to find himself or herself in the Goodie Store, looking for great deals. Current Parade merchandise is there, along with PCA and Porsche stuff, as well. The assortment is always best in the first few days, but the deals are always best the last few. Take your pick!

Add to all this, the local area tours that get set up each year. The Charlotte Parade had a tour bus to take you to the fabulous Biltmore House. Discount tickets AND available transportation... how can you beat it? Don't feel like leaving the hotel all the time? Well, check out the art show that is usually set up in the host hotel. Our fellow PCA'ers are some amazing artists. Maybe you have a talent you'd like to display and don't care a whip about winning a ribbon. You can even choose to sell your work of art and contribute to a local charity. It's up to you. The past few years' Parades have also held spectacular Porsche Historic Museum type displays. Brush up on your history, drool a little over the offerings, and simply enjoy being around some vehicles that you may never again get to stand next to. Take your time, it's usually open several days during the week. Amazing cars abound. Not only are there amazing cars around, but there have been some amazing guest speakers, complete with autograph sessions. Vic Elford, Norbert Singer, and Kevin Buckler... to name just a few. Have you always wanted to meet Peter Porsche? He's attended well over 20 Parades so far and has no plans to miss them in the future. He's always so nice and personable and not at all pretentious.

If all this sounds too structured for you, well... toss out the schedule (at times) and branch out on your own. Take in the local sites (even if there's not a tour offered there), shop in the local stores, and just enjoy the local flavor. Everywhere you look you can find it. Just don't too distracted and forget to attend the final Victory Banquet. That's when they draw for the trip to Germany. While everyone competes for it, all it takes is one little door prize slip with your name on it and that you get included with your meal.

So, come to Colorado. Relax with friends and enjoy ALL the spectacular views, Porsche and not.

Hope to see you there! I might just have to take a day off from competing to smell some of the roses along the way.

Parade is for Families

by Wendy Shoffit

What do you mean, "Take my family to Parade for vacation?" As if they could possibly have a good time and not hate me for the rest of the year. If that sounds like you, keep reading. Our family has a great time at Parade every year! That includes our 11-year old daughter and whatever friend she chooses to bring along!

10, 20, 30 years ago I've been told Parade was different from what it is now. Kids were not really included in the week's activities. Sure, they could meet others their own age and if they were outgoing enough, actually develop friendships. Of course, that meant the parents would need to bring them year after year to build the friendly bonds with the kids from across the country. Communication now for teens, pre-teens, tweens, and any of the kids old enough for their parents to buy them a cell phone is much easier (and cheaper). Long distance calls and texting are extremely inexpensive and email is downright free (if your household already has internet service, which let's admit... most households with kids nowadays do). But I'm getting ahead of myself here.

Let's address how kids are included in Parade activities. First of all, there's usually now a chairperson on the committee to deal specifically with including kids! This person's sole responsibility is to make sure kids of all ages have a good time while their parents are, too. For the past few years (and for the foreseeable future), there's a Kids' Hospitality room. Kids can come there to play video games, watch movies, do craft activities, and so on. It's a place for them to meet and greet each other casually while doing something they enjoy doing. In Charlotte there was not just one room, but two of them! One was for kids probably 9 and younger and the other one for older kids. The younger room had things like the Candyland board game, crayons, and Thomas the Train videos. The older room had XBoxes with games like Rock Band and Guitar Hero. If your tween is anything like mine, she could probably spend most of the day playing video games (if we let her). When she was younger, though, she truly loved working on the arts and crafts and watching movies. Let me caution, though, the rooms aren't a drop off babysitting service, particularly for the younger ones. Parents need to stay with the kids, BUT it gives them something to do that's not in their sleeping room! Activities change often, so they don't get bored.

Speaking of getting bored... Have you ever taken your child to the Concours or Victory Banquet? Both dinners can be exciting for those winning trophies, but they're relatively long and kids can tire easily. Besides, spending THAT kind of money for kids to turn their noses up to Beef Tenderloin and Prawns seems wasteful. Parade of old would require parents to find a private babysitter for those nights, which can be iffy and pricey. Now, Parade offers reasonably priced babysitting for the kids during these times, often involving food they love - pizza, chicken fingers, and ice cream sundaes. Food that is much more suited for their tastes. These services utilize trained professionals, so you don't have to wonder if Brittany the teenage babysitter is inviting her boyfriend over and eating all your bonbons. One less thing to worry about!

Now, on to the really exciting events for the kids. Now, you might not think much about remote controlled (RC) cars, but what about your kids? There's an RC competition that can get a bit emotional for the contestants. No self respecting adult wants to be shown up by a 7-year old little girl and no self-respecting 14-year old boy would be caught dead getting beaten by a 60-year old grandfather. It can get a little dicey.

(con't) Parade is for Families

wink But, it's always in good fun. If your kid doesn't have his or her own RC car, not to worry... the loaners are GREAT! In fact, most people use them anyway!

Competition for the little ones continues at the Kids' Autocross. Kids of all ages hop on bikes, skateboards, roller blades, scooters, strollers and just plain ol' running shoes to compete with kids their own age. They get a taste of what the grownups experience on the autocross course. Again, if your 911 doesn't happen to have a bike rack installed on top, there are plenty of loaner "vehicles" available. One year, a girl's talent was cartwheeling, so she cartwheeled the entire course. While it may not have been the fastest way around, I'll bet she had the most fun AND was the most fun to watch! I've seen many a parent also put their wee little ones in the stroller and give that kid the ride of his or her short little life. Yes, the red mist comes even while pushing a baby stroller. Who knows what long term benefits learning an autocross course at an early age will have on these kids. When they reach age 16, they can get into a REAL Porsche and compete in the Junior Participation Program (JPP). Trust me when I say that daddy will feel much more comfortable if junior has some idea of what an autocross course looks like when he hands the keys to HIS baby over.

Not only can the older kids compete in the JPP Autocross activity, but they can also be great partners in the rally competitions. Dad and daughter, J and Jessica Toney, have proven to be quite a great TSD rally team, as have Tom and Lisa Gould. Teach them right while they're young and the sky is the limit! Kids can be shy at times and might not be quick to get to know other, which is why there are so many opportunities during the week for them to meet each other. They start the week off at either a teen mixer for the older ones or a simple kids' mixer for the younger ones. This puts everyone in the same place so when they see a familiar face at the kids' food table at the welcome banquet (seriously, how many 6 year olds eat sauerkraut?), they can feel a tiny bit safer at saying hello. Trust me, by the end of the week they'll have made at least one best friend. Which brings me back to my first point about improved communication. If they meet a friend one year, spend a little effort communicating with them during the next year, when you bring the family back to the next Parade, the instant friend makes both families a lot happier! Just ask Aubrey Sutton and Jess Holzer who grew up thousands of miles apart, but were/are best friends because of Parade. Imagine how much easier that friendship would have been with kids' activities and text messaging?

So, please don't shy away from Parade as a summer family vacation. Kids of all ages will have a fun week of activities. Make driving there part of the fun and you'll have them hooked for life. What better way to raise the next group of Porsche enthusiasts and perhaps the future President of PCA! You just never know. See you AND your kids in Colorado!

++++

Submitted by Jill Beck

Passion for Parade

by Wendy Shoffit

Porsche Parade... what a great way to spend a week of vacation during the summer! The cars, the people, the places, the competition, the food! Where to even start talking about it? Charlotte was my 8th Parade since joining the club in 1997. Knowing what I know about the event, I wish I could say it had been my 11th. Life sometimes gets in the way, though, preventing us from always doing everything we want. Regardless, I am planning to make it every year until I can't make it anymore. I want to be the one left standing during the Concours Banquet as the person who has attended the most parades. I might have to live to be 150 to do it, though! I'm not the only one with the passion.

So, why am I so passionate about Parade? Why do I spend so much of my time trying to convince members from my local region to go party with us for the week? Well, I honestly can't imagine spending a more fun-filled week. Now, I'm sure you are doubting the validity of that statement, but let me clarify. I love to have a good time. I enjoy things like amusement parks, driving fast, and traveling with my family. Last year I finally spent a glorious 10 days in Paris with my husband and daughter that I wouldn't trade for anything. It was truly amazing. However, as much as I loved it, I don't think I could go there year after year. Seeing similar sights, eating similar foods, trying my best to speak the local language... it's hard to imagine. That's where Parade has an advantage. Every year it's someplace different, so I don't tire of the scenery. Local cuisine is always different, so I don't tire of the food. I already know English pretty well, so I don't have to struggle with language (although one might say that people in the north talk kinda funny). Most amazingly, though, are the people who attend. Some are at their very first Parade and have a bewildered sort of look on their faces and so appreciate an understanding, friendly smile and a bit of guidance with what to do next. Others are seasoned veterans, offering that guidance with the warm smile. Those people you see year after year and know they come back each time for the same reason you do. Our club's motto couldn't be more true... "It's not the Cars, it's the People." So, having a week's worth of unbridled fun in a new place (did I mention the fabulous hotels) eating great food with 1000 friends? How can that be rivaled?

Okay, so it all can't be about the people. After all, we ARE members of the PORSCHE club, so it must have something to do with the cars. You're right... tell them what they've won, Rod! How about the opportunity to view some of the most spectacular cars in the country? Nearly every model that has been manufactured seems to be represented in the Concours. It's truly amazing seeing how beautiful a 40 year old car can look with enough love and attention. I swear they look better than any of my cars did straight off the line. I have also never been as close to so many historical race cars in my entire life. While until a few years ago, I didn't even know what a 917 was or how to identify it, I've seen several at various Parades. Speechless.

P-cars aren't JUST for looking pretty. Rumor has it that they go pretty fast, too (the 917 could go from 0-60 in 1.9 seconds, but I digress). While we won't achieve 917 speeds on the autocross, there are some amazingly fast cars out there, driven by some amazingly fast drivers from around the country. While you're not driving your car to the limit, maybe you could be testing your navigating or driving skills on the TSD rally. While you're not in the car autocrossing or rallying, how about testing your intellect and trivial knowledge absorption and regurgitation on the Tech Quiz? Who knows what your limits can be until you try.

Parade is not all about people, cars and competition, though. It's truly phenomenal how many different activities there are for all the different people out there. Young, old, competitive, artistic, social butterflies... Golf tournaments, art shows, RC cars, banquets, goodie store (for the shopper in you), historic displays, tech sessions, wine tastings, motivational speeches (ever hear of Vic Elford? He was in Hershey; Norbert Singer? He was in Charlotte; Peter Porsche? He has been to about 30 Parades now!), autograph sessions, sponsor booths, local tours and door prizes... Ooooooh the door prizes! How about a new set of tires? Already have those? Well, how about a trip to Germany? You have to attend the final Victory Banquet to win that one. Wait a minute, maybe if you don't go, it'll increase MY chances to win! *smile*

So, my passion, as you can see has many different sources to feed from. If you can find a more entertaining vacation opportunity, I'd love to hear about it. Every moment you spend at Parade can be filled with something fun to do that will suit your personality. But don't just trust my opinion, why not go to your first Parade? All you have to do is sign up online beginning March 3, 2009. My first was in Sacramento in 2000. Will Keystone be your first in 2009? I hope to see you there!

Submitted by Jill Beck

The Rewards of Volunteering for Parade

The Rewards of Volunteering at the PCA Parade

By Vicki Pentecost

In today's busy world, one thing for sure is that volunteers make a tremendous difference in the world. Volunteers make improvements to things they are passionate about whether volunteering for the Red Cross, Peace Corp, Military, Environment, Fire Fighters, Olympics, literacy needs or other nonprofit organizations. Volunteers make the world a better place and PCA volunteers make PCA and the annual Porsche Parade a memorable experience.

As you complete your registration for the Keystone Parade this year, think about the quality of Parade and how each person can improve the experience for everyone by donating skills, time and passion. Once you've volunteered for an activity at Parade, it's likely you'll be volunteering again because of the fun.

If you enjoy Parade for the people, you may want to volunteer for registration where you will see just about every attendee and have the opportunity to reacquaint from previous years or learn about people and activities from other regions. If you want to see a huge smile and thank you; volunteer in the Welcome Tent where attendees are greeted with a refreshing drink and friendly smile after hours or days of driving to Parade. Hospitality is another place to spend time hosting people with refreshments and conversation. If you are new to the Parade scene, hospitality is known as the "meeting place." Hospitality is a place to rest in the afternoon, enjoy beverages and snacks, and visit with Porsche enthusiasts from around the world.

If you are attracted to the beauty of the cars; consider volunteering for the Concours d'Elegance or the display of non-judged cars in the Corral. You may get the opportunity to help stage the cars on a beautiful golf course, distribute and pickup box lunches or help keep everyone hydrated by delivering water to the judges. The Rally volunteers manage the checkpoints where the time-speed-distance rally enthusiasts combine their navigation, driving and timing skills together in a very competitive way. If you are attending Parade for the speed and thrill of the marquee, the autocross is where you'll want to volunteer. Courses are safely designed for drivers, volunteers and spectators, and volunteers are needed to stage the cars, assist in scoring, and work the corners where cones are hit and need to be put back in place before the next car on the track arrives.

If you have a creative perspective, the Art Show is filled with fun Porsche-inspired paintings, ceramics, purses, quilts, jewelry and more. The artists need Volunteers' to check in/out their art as well as having volunteers available to answer questions as spectators enjoy the art. Also volunteers help design and set out the centerpieces for the banquets as well as collect the meal tickets as people enter the banquets.

Many long-time Parade goers also enjoy the experience of working in the Goodie Store. This is the retail store filled with Parade logo items such as shirts, hats, cups and more, as well as Porsche books, PCA logo items and Porsche Design apparel. By volunteering to work in the store, you will get a first hand look at the merchandise as well as time to visit with Parade attendees as they shop for themselves, children, spouses and region door prizes to take back home.

For those with a technical or mechanical interest, consider volunteering to help facilitate the Technical Quiz or the car Safety Inspection.

As you can see, we need all your skills and passions to host the Porsche Parade. The strength of PCA comes from the volunteers. Get involved and see how much fun a group of volunteers can have in one week and how many life-long friendships will begin as a result of you volunteering to meet someone new as well as to improve the PCA and Porsche Parade experience.

Submitted by Jill Beck

"Register for Parade - 101"

"Register for Parade - 101"

54th Porsche Parade

Keystone. CO. June 29th – July 4th, 2009

While talking with some of our PCA members during the regional Holiday parties, it occurred to Kathleen Lennon and I that some of you really didn't have a good idea of what registering for the Porsche Parade is all about. We thought we should take a moment to explain just how the process goes. Here are some of the basics for you to think about:

When you register for Parade 2009 online, you must first have access to the PCA National website. Some of you may already have access to www.pca.org and have a password set up for its access. For those of you who do not, please contact Vu Nguyen, PCA Executive Director at vun@pca.org. He will assist you in gaining access to the National site, where you will be registering for our 2009 Porsche Parade.

Have a copy of the 2009 Porsche Parade's full schedule of events at hand. It will help you when you are in the registration process, and you can find the full Parade schedule on www.porscheparade2009.com. It will list the four major competitive Events, Special Activities and Banquets plus all their dates and times for your convenient selection. The Parade registration process will take you approximately 30 minutes on line.

The 54th Porsche Parade registration fee is \$165.00, and covers basic admittance to the Parade for the entrant, a co-entrant, and one car. The co-entrant may be an unaffiliated PCA member, but must share the same car with an entrant. An exception applies if the registered Porsche is not legal for street use, in which case a second Porsche may be registered for use in the TSD rally only.

Beginning with the 54th Parade, we have lowered the registration fee, but will be charging entrants additional fees for the four major competitive events, if you choose to enter any or all: Concours - \$20 per car; Autocross - \$20 per driver; TSD Rally - \$10 per car; and Tech Quiz - \$10 per person. Additional fees apply for banquet/meal tickets and for selected other activities such as the spectacular driving tours, golf tournament, 5K walk/run and some Parade kids' activities.

There are three ways to register for the Colorado Parade and all its activities:

- The fastest, easiest way to register is online at www.pca.org
- Before you can do that, you must be a registered user on the PCA website, as I have stated above. If you aren't already registered, please do that now so you are ready to go at Registration time. If you are already registered, please make sure your information is up to date.
- If you are not comfortable using the online method of registering, please go to the Colorado Parade site directly at www.porscheparade2009.com to download the registration form. Fill it in and mail it on or after March 3, 2009.
- If you do not have Internet access, call Kathleen Lennon, Parade Registrar, at 719-487-2842 or 719-330-1525 and request that a paper registration form be mailed to you. Requests for paper registration forms will be accepted beginning February 14th.
- Mailed registrations and online registrations will be treated alike. There is no advantage to registering either way, beyond your own convenience.

As in the past, there is no early registration. The online registration site will be available starting **Tuesday, March 3rd**. All online registrations submitted on **March 3rd, 4th, or 5th** will be treated equally as first day registration and paper registrations postmarked the same days.

"Register for Parade - 101"

Paper entries received with an earlier postmark will be rejected. There is no rush to register on a single first day as in past Parades. You may also register later but your options may be somewhat limited.

As you can see, Parade registration has its rules, as do many regional events we all register for. If you are still confused or simply worried you won't do it right, please feel free to call Kathleen Lennon. She will hold your hand through the process **prior** to our actual registration dates.

Kathleen and I hope these hints and things to think about will help you with your registration for the 2009 Parade. Once you are registered, you will receive a confirmation of registration from the registrar and the Parade code to help you with your selection of Keystone Parade lodging. Whether you choose a hotel or a condominium, you will need this Parade access code to obtain the Parade rates. Check our regional Parade website for a lodging map of the Keystone area www.porscheparade2009.com Walt and I will also be available to answer any Parade questions you may have. Our e-mail is katfricke@msn.com or call 303-499-6540.

Welcome to the registration process for the 2009 Porsche Parade.

Kathleen Lennon - Parade Registrar
Kathy and Walt Fricke - Parade Chairs



Porsche Wins Prizes

Porsche Wins Numerous Prizes and Awards

Stuttgart. 2008 was yet another excellent year for Dr. Ing. h.c. F. Porsche AG, Stuttgart, in the truest sense of the word: once again, the 911, the Boxster, Cayman, and Cayenne brought home numerous prizes and awards for the German manufacturer of sports cars. In all kinds of contests, competitions and tests, both the public and the press, customers and connoisseurs confirmed through their vote that Porsche continues to outperform even the greatest expectations in the market.

Porsche has become a regular winner in the contest for the "Best Cars", conducted each year by Germany's leading motor magazine *auto motor und sport* among its readers. In 2008 the Overall Convertible Award went to Porsche's proven 911 Carrera Cabriolet. The readers of *Sportauto*, another leading German car magazine, chose the Boxster in the Convertible/Roadster Category up to Euro 80,000 as the "Most Sporting Car in 2008", thus paying their tribute to the enormous dynamic driving potential offered by Porsche's lightweight mid-engined roadster.

The open-air 911 also convinced the readers of *Auto Zeitung* to choose this outstanding car as No 1 in the Convertible Category above Euro 30,000 for their "Auto Trophy". And for the 15th time in 21 years, the 911 Carrera was chosen by the same readers as the "Best Sports Car", winning its category by a wide margin. *Auto Bild Sportscars*, in turn, acknowledged the 911 GT2 as their most outstanding sports car, just as the 911 GT2 was also lauded by *Powercar*, another leading sports car magazine, as the winner in the Supersports Category above 450 bhp. The 911 GT2 is of course the top supersports model within the 911 model series.

The editors of the same magazine also picked the 911 Turbo Cabriolet as their No 1 in the Convertible/Roadster Category and the Cayenne Turbo S as the best offroader.

The Cayenne successfully defended its leading position as the benchmark in the SUV market with several magazines. Readers of *Off Road*, a specialist magazine for vehicles of this type, chose the Cayenne in their "Off Road Award 2008" as the best luxury SUV. *Diners Club Magazine* lauded the Cayenne as the "Best Offroader of the Year", and the internet portal *Autoscout24* presented the Cayenne with its "Internet Auto Award" as the best sports utility of its class throughout the whole of Europe. Porsche's SUV also won the national competitions in Germany, France and the Netherlands, with *Autorecht24* placing the Cayenne Turbo right at the top in 2008 as the "Car of the Year".

Porsche models were among the winners also on other continents, as is clearly borne out by two examples in particular: No less than two Porsche sports cars appear on the podium in the prestigious "Performance Car Of The Year" Award presented by *Motor Magazine* in Australia, with the 911 GT2 ranking right at the top and the new Carrera S with PDK receiving third place from the jury. And in the opinion of the US car magazine *Car and Driver*, Porsche's Boxster and Cayman entry-level models are among the world's "10Best Cars", as in the previous year.

Porsche sets the benchmark not only in terms of products, but also through its vehicle concepts and technologies. As an example, VDI-Gesellschaft Mess- und Automatisierungstechnik awarded their "Useware Prize 2008" to Porsche's new PCM 3.0 Communication Management. PCM stands out in particular through its simple, rapid and safe operation, this special award presented once a year expressing the appreciation of the Verein Deutscher Ingenieure (Association of German Engineers) for particularly user-friendly systems based on outstanding methods of development.

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Submitted by Jill Beck

Porsche Announces 2009 Factory Drivers

F PORSCHE FIELDS TEN FACTORY DRIVERS FOR 2009 SEASON - FIVE TO RACE IN U.S.

ATLANTA - January 15 -- The driver line-up for Dr. Ing. h.c. F. Porsche AG, Stuttgart, is now complete. A total of ten works drivers will contest various sports car and GT series around the world in the 2009 season, with five factory drivers having season-long assignments in the United States.

As in the past years, the Porsche factory drivers support teams in top class championships as well as long distance races and are also involved in the further development of racing vehicles.

In the American Le Mans Series (ALMS), Joerg Bergmeister (Germany) and Patrick Long (USA) belong to the favorites in the GT2 class with the Porsche GT3 RSR of the Flying Lizard Motorsports team. Long remains the only American Porsche factory driver. Wolf Henzler (Germany), as well, is keen to wrap up the ALMS title for the Farnbacher Loles Racing outfit. In a Porsche-powered Daytona Prototype, Timo Bernhard (Germany) and Romain Dumas (France) hunt for points for the Penske Racing team in the Rolex Grand-Am Sports Car series. The season schedule for Sascha Maassen (Germany) has yet to be finalized. However, Maassen, along with most of the factory drivers, will participate with customer teams in the upcoming Rolex 24 Hours At Daytona January 24 - 25.

Marc Lieb (Germany) and Richard Lietz (Austria) will form a strong pairing for the Proton team in the 2009 Le Mans Series (LMS). The two share the cockpit of a Porsche 911 GT3 RSR. Patrick Pilet from France will also contest the LMS piloting a GT3 RSR of the IMSA Performance team. Emmanuel Collard (France) joins forces with the Penders squad in the FIA GT championship.

The executive who contracts the drivers, Porsche head of motorsport, Hartmut Kristen, placed emphasis on continuity.

"I'm very pleased that I can count on ten world class pilots in the 2009 season. They have all competed for Porsche for at least a year and I know the strengths of every single one of them. In addition to the core series that we've chosen for our drivers, some of them will also contest other individual events," said Kristen.

The Porsche works drivers (with date of birth):

Joerg Bergmeister (Germany), 13 February 1976

Emmanuel Collard (France), 3 April 1971

Romain Dumas (France), 14 December 1977

Wolf Henzler (Germany), 5 April 1975

Marc Lieb (Germany), 4 July 1980

Richard Lietz (Austria) 17 December 1983

Patrick Long (USA), 28 July 1981

Sascha Maassen (Germany), 28 September 1969

Patrick Pilet (France), 8 October 1981

Timo Bernhard (Germany), 24 February 1981

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Submitted by Jill Beck

Porsche Reports Decrease in Deliveries

Porsche Reports Decrease in North American Customer Deliveries in the 2008 Calendar Year

Stuttgart. Deliveries to customers in North America in the 2008 calendar year by Dr. Ing. h.c. F. Porsche AG, Stuttgart, amounted to a total of 27,717 units. Out of this overall figure, the USA accounted for 26,035 cars, Canada for 1,682. Compared with the previous year with record sales of 36,680 units, this represents a decrease by 24 per cent in terms of volume.

Particularly the 911 and Boxster sports cars were affected by this drop in sales, with customer deliveries decreasing in each case by about one-third. Apart from the US economic crisis, the changeover to new models in both model series was responsible for the decrease in sales. While the new generation of the 911 has been introduced into the market in the meantime, the new Boxster and Cayman mid-engine models are still awaiting introduction in March 2009.

By contrast, the Cayenne model series, down by 11 per cent, remained remarkably strong in the difficult market environment.

The first signs of stabilisation in sales in December 2008 provide good news from the perspective of the Stuttgart-based sports car manufacturer: Sales in the last month of 2008 in North America amounted to 2,249 units, with 2,154 units in the USA and 95 cars in Canada. While this still represents a decrease by 25 per cent compared with the same month a year before, these figures offer reason for hope compared with the far weaker figures in previous months.

Porsche's best seller in December 2008 was the Cayenne accounting for 917 units sold, representing a decrease by 30 per cent. Customer deliveries of the 911 model series accounted for 645 units, down by 26 per cent. The number of mid-engine Boxster and Cayman sports cars delivered to customers was down by 16 per cent to 687 units, the Cayman and Cayman S accounting for a total of 328 units sold.

Submitted by Jill Beck

Porsche at Daytona



PORSCHE'S TURN FASTEST TIMES IN DP, GT AT ROLEX 24 DAYTONA TEST

Porsche Power Fastest in Both Classes at Rolex 24 Hours at Daytona Winter Test This Week; Brumos Porsche Riley and Farnbacher Loles 911 Best in Class

DAYTONA BEACH, Fla. (Jan. 9, 2009) – After eight test sessions earlier this week - seven during the day and one at night - for both classes of the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 at Daytona International Speedway, the Porsche 911 GT3 Cup racers and Porsche-powered Riley Daytona Prototypes won more sessions than any other manufacturer.

In fact, Porsche teams were fastest in seven of the 16 test contests, with Mazda second (with four fastest times) and Lexus and BMW tied for third with two fastest sessions. In both the Daytona Prototype and GT classes, however, Porsche teams turned the fastest overall times of the weekend.

Darren Law, from Phoenix, Ariz., and Dominik Farnbacher, from Ansbach, Germany waited until the final day to set the fastest laps of the "Roar Before the Rolex 24." Law, driving the No. 58 Brumos Racing Porsche Riley, led the Daytona Prototypes class in the Monday's conclusion of the three-day session with a lap of 1:41.733 (125.977 mph). He will co-drive with David Donohue, Malvern, Penn., Buddy Rice, Phoenix, Ariz., and Antonio Garcia, Madrid, Spain, in the 47th Rolex 24 at Daytona, which takes the green flag at 3:30 p.m. on Saturday, January 24. Law also was fastest in the third session on the first day of the test event.

Farnbacher, who has won the Rolex 24 GT class before (2005), waited until the final 30 minutes of the closing session before running a lap of 1:50.881 (115.853 mph) in a simulated qualifying run in the No. 86 Farnbacher Loles Racing Porsche 911 GT3 Cup racer which he will share with

(con't) Porsche at Daytona

Eric Lux, from Jacksonville, Fla., Matthew Marsh, from Hong Kong, and Kevin Roush, of Upland, Calif. "We've spent a lot of time with this car, and the team has done a good job with setup," Law said. "We've been inching up on it and it's getting there. We're pretty happy with the car. We're close to going racing now. Right now, we're running in race equipment, making sure that everything is working properly. Farnbacher turned the fastest time in the GT class in three of the eight practice sessions over the three-day test on the famous Daytona 3.560 combination oval and road-racing circuit. Farnbacher Loles Racing has five 911s entered in the Rolex 24.

"We had a good performance, and everything worked very well," Farnbacher said. "On our fastest lap, our setup was like what it would be for qualifying, and it worked pretty good. Also, we put new tires on and we wanted to see what the difference would be between old and new tires. It was not really a big gain. The Pirelli tires are very good and very consistent. I also did a long run to see how the tires would perform through the stint, and the Pirelli tires were very consistent. We are quite happy to have such good lap times."

The final test session produced the three fastest GT laps of the weekend. Andy Lally, from Dacula, Georgia, ran a lap of 1:51.169 (115.284 mph) in the No. 67 TRG Porsche 911 GT3 he co-drives with Justin Marks, from Rockland, Calif. Pat Long, from Belleair, Calif., Jorg Bergmeister, from Langenfeld, Germany, and RJ Valentine, from Braintree, Mass. Third in the GT class in that Monday session was the No. 65 TRG Porsche 911 GT3 of Craig Stanton, from Long Beach, Calif., who ran 1:51.176 (115.277 mph) in the car shared by John Potter, from Salt Lake City, Utah, Bryce Miller, from Summit, N.J., and Marco Holzer from Germany. TRG, like Farnbacher Loles, also has entered five 911 race cars in the event.

Also, Penske Racing announced its driver lineup and sponsorship for the Rolex 24 at Daytona. Romain Dumas, Timo Bernhard and Ryan Briscoe will co-drive the No. 16 Crown Royal Cask No. 16 Porsche Riley, with Dumas and Bernhard continuing in the car for the remainder of the Grand-Am Rolex Series season. Dumas was fastest in the Porsche Riley Daytona Prototype in test session six.

"Going into the Rolex 24, we have two goals as a team," said Bernhard, who won the GT class in the 2002 Rolex 24 and then captured overall honors for TRG the following year in a Porsche 911 GT3 RS.

"Sure, we want to win the race because it's an outstanding race. But on the other hand we are looking for a good start to the season for the whole year, so we can fight for the championship."

In all, 18 Porsche 911 GT3 Cup cars in the GT class and three Porsche-powered Rileys in the DP class are entered in the Rolex 24. Both cars are powered by the Porsche 911-based boxer engine, with specs varying according to Grand-Am rules.

The 911 GT3 Cup car is powered by the 3.6-liter, water-cooled flat six-cylinder boxer engine which delivers 428 horsepower, while the Daytona Prototype Porsches have the same engine configuration with a 3.99-liter displacement which produces 510 horsepower mounted in a Riley chassis.

(con't) Porsche at Daytona

Here are some race win statistics for the Rolex 24 – a majority accomplished in Porsches.

Most Overall Victories

1. Hurley Haywood, 5 (1991, 1979, 1977, 1975, 1973)
2. Peter Gregg, 4 (1978, 1976, 1975, 1973)
- Rolf Stommelen, 4 (1982, 1980, 1978, 1968)
- Bob Wollek, 4 (1983, 1985, 1989, 1991)
- Pedro Rodriguez, 4 (1971, 1970, 3 hour races in 1964 and 1963)
6. Brian Redman, 3 (1981, 1976, 1970)
- Derek Bell, 3 (1989, 1987, 1986)
- Andy Wallace, 3 (1999, 1998, 1990)
- Butch Leitzinger, 3 (1999, 1997, 1994)
10. Mauro Baldi, 2 (2002, 1998)
- Wayne Taylor, 2 (2005, 1996)
- Elliott Forbes-Robinson, 2 (1999, 1997)
- A.J. Foyt, 2 (1985, 1983)
- Al Holbert, 2 (1986, 1987)
- Jan Lammers, 2 (1990, 1988)
- Ken Miles, 2 (1966, 327-lap race in 1965)
- John Paul Jr., 2 (1997, 1982)
- Lloyd Ruby, 2 (1966, 327-lap race in 1965)
- Didier Theys, 2 (2002, 1998)
- Al Unser Jr., 2 (1987, 1986)
- Scott Pruett, 2 (2007, 2008)
- Juan Pablo Montoya, 2 (2007, 2008)

Most Consecutive Overall Victories

1. Peter Gregg, 3 (1973, 1975, 1976 – No Event Held in 1974)
2. Al Holbert, 2 (1986, 1987)
- Al Unser Jr., 2 (1986, 1987)
- Derek Bell, 2 (1986, 1987)
- Hurley Haywood, 2 (1973, 1975 – No Event Held in 1974)
- Pedro Rodriguez, 2 (1970, 1971)
- Ken Miles, 2 (1966, 327-lap race in 1965)
- Lloyd Ruby, 2 (1966, 327-lap race in 1965)
- Pedro Rodriguez, 2 (327-lap race in 1964, 3-hour race in 1963)
- Scott Pruett, 2 (2007, 2008)
- Juan Pablo Montoya, 2 (2007, 2008)

Most Class Victories

1. Peter Gregg, 6 (1978, 1976, 1975, 1973, 1972, 1968)
- Hurley Haywood, 6 (1991, 1979, 1977, 1975, 1973, 1972)
- Scott Pruett, 6 (2002, 1994, 1993, 1992, 1988, 1987)

(con't) Porsche at Daytona

4. Hans Herrmann, 4 (1968, 1967, 1966, 1963)
Pedro Rodriguez, 4 (1971, 1970, 1964, 1963)
Rolf Stommelen, 4 (1982, 1980, 1978, 1968)
Amos Johnson, 4 (1988, 1987, 1986, 1985)
Bob Wollek, 4 (1991, 1989, 1985, 1983)
Peter Uria, 4 (1993, 1992, 1991, 1990)
Robby Gordon, 4 (1993, 1992, 1991, 1990)
Wally Dallenbach Jr., 4 (1993, 1992, 1991, 1985)
Dick Greer, 4 (2001, 1993, 1992, 1991)
Andy Wallace, 4 (2003, 1999, 1997, 1990)

PORSCHE DAYTONA 24-HOUR FACTS (updated 1/08/09)

Overall Wins: 20 (first in 1968; most recent in 2003)

Class Wins: 61

Porsche 911 Wins: 36 Overall and Class Victories

Initial Overall Win: 1968

GT Class Wins: 26

SGS Class wins (class ran only in 2004): 1

20 Race Winning Streak (overall or class): 1966-1987

Finished 1-2 overall in 11 Daytona 24-Hours

GT class winner finishing second overall: 2001, 2004

From 1977 to 1988, Porsche had compiled 12 consecutive overall wins

GTX Series Winner: 1978-1981

GTP Series Winner: 1982-89, 1991

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Submitted by Jill Beck

Brumos Porsche Riley Wins Rolex 24

BRUMOS RACING SCORES HISTORIC ROLEX 24 WIN WITH PORSCHE RILEY ANDDONOHUE/LAW/GARCIA/RICE; TRG PORSCHE 911 GT3 CUPS TAKE ONE-TWO IN GT

DAYTONA BEACH, Florida – January 25 – On the 40th anniversary of his father's victory at the Rolex 24 Hours at Daytona, David Donohue, of Malvern, Penn., drove a gripping last hour of the 2009 sports car classic to pass, and then hold off, former Formula 1 champion and NASCAR star Juan Pablo Montoya to score an overall win for him and his teammates Antonio Garcia (Madrid, Spain), Darren Law and Buddy Rice (both Phoenix, Ariz.) in the Brumos Porsche Riley prototype at Daytona International Speedway.

It was the closest finish in the 47-year history of the Rolex 24, with Donohue edging Montoya by 17-hundredths of a second. In fact, with four cars finishing within eight seconds of the leader, this year's finish will be hard to beat. The Brumos Racing team Porsche Riley of Joao Barbosa (Porto, Portugal)/Hurley Haywood (Ponte Verda Beach, Fla.)/JC France (Daytona Beach, Fla.)/Terry Brocheller (Vero Beach, Fla.) finished third after contesting the race late into the event.

Porsche's perfect day was completed when the TRG Porsche 911 GT3 Cup racer piloted by Andy Lally (Dacula, Ga.)/Patrick Long (Bellair, Fla.)/Joerg Bergmeister (Langenfeld, Germany)/Justin Marks (Rockland, Calif.)/RJ Valentine (Braintree, Mass.) won the GT class of the Rolex 24 by a lap over TRG Porsche teammates Ted Ballou (Corona Del Mar, Calif.)/Emmanuel Collard (Paris, France)/Tim George, Jr. (New York, NY)/Richard Lietz (Ybbsitz, Austria)/Spencer Pumpelly (Suwanee, Ga.). Porsche also took third in GT, with the Wright Motorsports Porsche 911 GT3 Cup car of Sascha Maassen (Aachen, Germany)/Phillip Martien (Finksburg, Maryland)/Patrick Pilet (Le Chesnay, France)/BJ Zacharias (Cincinnati, Ohio).

The Brumos Porsche team win was significant for many reasons, including:

- The first overall win for Porsche since 2003 (The Racer's Group Porsche 911 GT3 RS), and the first overall win for Brumos Racing since 1978 (Porsche 935).
- The first win for a Porsche entered in the overall class since 1995 (Kremer – Porsche K8).
- First win for the Porsche 911-based 3.99-liter Grand-Am race engine.
- Brumos Racing's first Daytona prototype win since 2003 (Mont Tremblant) Porsche prototypes led 500 of the 735 laps.

"This was a great team effort, which started last winter when we did more than 3,000 hours of testing, lots of creative problem-solving by the Brumos crew, and hard work by Porsche to improve our chances to win races overall," said an elated Donohue, who scored his first overall 24-hour win.

"We were rock-solid when we got here, and we never touched the car once it rolled off the trailer. From fastest in practice in the winter test to qualifying on the pole for the race, we were set for a good event, and my teammates did the rest. This was really great," said Donohue.

The Crown Royal Penske Porsche Riley driven by Timo Bernhard (Germany)/Romain Dumas (France)/Ryan Briscoe (Australia) led much of the early part of the race, including the overnight hours, until the transmission broke as the sun came up on Sunday. The Penske Racing crew

(con't) Brumos Porsche Riley Wins Rolex 24

replaced the gearbox but lost 15 laps in the process, and ended up finishing sixth overall.

In the GT class, the Farnbacher Loles Racing Porsche 911 GT3 Cup cars were also fast, leading the class for many hours until mechanical ills beset them, especially the #86 Farnbacher/Lux/Marsh/Roush racer, which finished fifth, and the #87 Henzler/Keen/Werner/Westbrook Porsche, which finished eighth.

TRG team owner Kevin Buckler, who has an overall win and a class win at Daytona to his credit, said this GT victory was as rewarding as his overall victory in 2003. "This effort from all the guys at the shop, the drivers, and our partners make this very sweet. The Porsches ran great all weekend, and it was a great win. It's nice to have people working with you that are both talented and personable," said Buckler.

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Submitted by Jill Beck

Rare 914 ?



A friend of ours from the Great Plains Region PCA sent this. Take care,
Debi & Bruce Harvey

Rare 914

I took this picture this morning as we were leaving from our Christmas visit with our inlaws in Arkansas.

I think it is a rare, and the last remaining Porsche prototype of the never produced 914 Quattro. Do you think?

Dwight Cowan

Porsche Turbo Diesel



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New Panamera: World Debut in China



Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, will be presenting the new Panamera to the public for the first time at Auto Shanghai 2009 in China from 20 – 28 April. Porsche's unique, four-door Gran Turismo will be making its world debut at a press conference on 19 April and will be entering the market in late summer 2009.

The four-door Panamera combines a wide range of features seemingly contradictory at first sight, and offering a unique synthesis quite unparalleled in the premium segment: The Panamera comes with all the sporting and dynamic characteristics of a genuine Porsche combined with a very high standard of motoring comfort. Despite its extra-low and sleek coupé silhouette, in turn, the Panamera offers more than ample space and roominess inside for four passengers and variable loading space for a substantial amount of luggage. And last but not least, the Panamera proudly boasts power units offering a high standard of fuel efficiency despite the car's outstanding performance.

All power units featured in the Panamera are modern V-engines with either six or eight cylinders covering a power range from 300 – 500 bhp and featuring Direct Fuel Injection. This makes all engines quite superior in their power and torque, together with superior fuel economy and exhaust emissions reduced to a minimum.

The Panamera is making its debut with a V8 normal-aspiration power unit and a V8 featuring bi-turbocharger technology.

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Depending on the model, power is transmitted by a six-speed manual gearbox or Porsche's new seven-speed Doppelkupplungsgetriebe (PDK) (Double-Clutch Gearbox) available as an option on all models within the range not fitted with PDK as standard from the start. This gives the Panamera both a particularly sporting and an extra-comfortable character on the road.

As an option the Panamera Gran Turismo will be available with Porsche's Sports Chrono Package giving the car even more sporting and dynamic engine and gearshift characteristics and enhancing the dynamic performance of the Panamera to an even higher level of perfection.



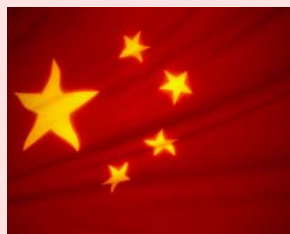
The V6 and V8 normal-aspiration versions of the Panamera come as standard with rear-wheel drive. The top model in the range with its turbocharged power unit, in turn, features PTM (Porsche Traction Management) with extra-light, active all-wheel drive. PTM is also available on the other models.

In addition to the regular steel suspension featuring variable dampers for a sporting but comfortable driving experience, the Panamera is also available as an option with brand-new, adaptive air suspension offering additional air volume. This ensures a particularly wide range of suspension characteristics with an even higher standard of motoring comfort on the one hand and extremely sporting driving dynamics on the other.

In the Sport Plus Mode the air suspension lowers the entire car even further down to the road, giving the Panamera an even higher standard of aerodynamic efficiency and improving its centre of gravity, enhancing driving safety and reducing fuel consumption. As an option the Panamera is furthermore available with PDCC Porsche Dynamic Chassis Control actively compensating body roll in bends and at the same time improving the car's response and smoothness on bumpy roads when driving in a straight line. Intelligent lightweight technology making appropriate use of high-strength steel, light alloys such as aluminium and magnesium, as well as high-tech plastic materials serves to reduce the weight of the car to an appropriately low level in its class, benefiting not only fuel economy, but also driving dynamics.

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Submitted by Jill Beck



Anniversaries



January PCA ANNIVERSARIES

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Car

David Pearson and An Seon-Sook <i>(from the First Settlers Region in Virginia)</i>	Green Bay	1994 968 (green)
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City

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Doug Caple and daughter Ashley	Appleton	1972 911
John & Carole Dewolf	Clintonville	1986 930 & 2002 996
Martin & Jan Krebs	Junction City	1989 944S2 and 986
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