



ZEITUNG

PCA-SEQUOIA REGION



THE PREZ SAYS...

by John Lillian



We had another great dinner at the Phoenician Restaurant. We had 37 members in attendance. Thanks to Evie and Chris for the fabulous dinner organizing.

We have some exciting events coming up in April. We have a TAX DAY TOUR on the 15th; A WINE TOUR TO PASO

ROBLES on April 20th-22nd; plus a new or old member's coffee and bagel orientation at MICHAEL PORSCHE. It gives you a chance to drive the newest PORSCHEs. This event is on the 28th of April.

Last month's ZEITUNG was one of the best issues we have had. It had a lot of great articles in it. If you would like to write an article for the ZEITUNG contact DAVID CRABTREE at zeitung@pacbell.net.



Our dinner meeting for April is going to be at the CLAIM JUMPER RESTAURANT. This should be a great dinner. Be sure and call EVIE or CHRIS for reservations and be sure and bring RAFFLE PRIZES AND CANNED FOOD.

Especially remember the canned food to assist the many families that have been impacted by the freeze. See you there.....



This Just In... [Panamera Spy Shots.](#)

*Driving for success...
John*

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RETROSPECTIVE...

by John Simpson, Club Historian



Ferry Porsche's first ride....

"At age twenty-one Porsche's son Ferry joined the group in the new design office, working initially as a draftsman and test driver. Ferry Porsche had been born on September 29, 1908, on a day when his father was at a race at the Semmering. He and his sister Louise, five years older, spent their earliest years in a villa close to the Austro-Daimler works in Wiener-Neustadt, and automobiles were inevitably woven into the fabric of his childhood. In 1913, the four-year-old boy had his first pedal car, an exact replica of the Prince Henry Trial car.

"For Christmas in 1920 his father had built a tiny working car for eleven-year-old Ferry, fitted with a two-cylinder, air-cooled engine. The transmission for the little vehicle had two forward speeds plus reverse and young Porsche took to it immediately, driving around the park and managing the clutch deftly. When his father wondered aloud how he had learned to drive, Ferry admitted that he had been practicing on various vehicles around the works. The diminutive car could reach thirty-five miles per hour, and when Ferry drove it fast, he had to be careful in cornering or the front tires would peel off the rims.

"By the time he was thirteen, Ferry was allowed to drive a Sascha sports car as long as he remained on Austro-Daimler property. With the move to Stuttgart where traffic authorities were not so benign, the fourteen-year-old got a special permit to ride a light motorcycle. From the time he was sixteen and received his own driver's license, Ferry was present at virtually every test run his father scheduled. Often he drove while the elder Porsche sat by his side. At eighteen Ferry went to Bosch for a year's apprenticeship, but when Ferdinand Porsche moved to Steyr, Ferry followed to be trained in mathematics, mechanics, and technical drawing.

"Ferry Porsche, his father's closest collaborator and today the head of the House of Porsche, transformed the design firm into a company manufacturing some of the finest automobiles in the world. Later he would be responsible for all cars that bear the Porsche name."

*Excerpted from
Porsche: The Fine Art of the Sports Car
Thunder Bay Press, 1990*

Later,
John



MEMBERSHIP REPORT...

by Margie Back



Please be sure to join us on the 28th @ 10:00 a.m. for the New Member Coffee/Bagels/Orientation at Michael Porsche! This is also a great opportunity to test drive the newest Porsche models.



Basic Brake System "Flush" 101

By Dave Goerlich, Technical/Safety Chairman



Last month the class was on tires, this month we will discuss the importance of the brake system flush. Most of you will not know what or how this is important to Porsche driving and think flush only has something to do with the fixture in the bathroom. This Porsche brake procedure is to be done every two or three years according to the Porsche factory. It requires changing the brake fluid in the entire brake system. It is not difficult but requires a little time and basic knowledge.

This procedure is best performed by two people, but can be performed by yourself if you have access to a pressure brake bleeder. The first step is to jack up the car and remove all the wheels. **DO NOT FORGET THE JACK STANDS.** One person will open the wheel cylinder valve furthest from the master cylinder. While the cylinder valve is open the other person will apply pressure to the brake pedal until the fluid is clear and without air bubbles. The wheel cylinder valve must be closed before the brake pedal is released.

The next step is to perform the same procedure on the wheel that is next furthest from the master cylinder. Do the same on the remaining wheels. Don't forget to fill the master cylinder with the correct brake fluid after each wheel is flushed. If you use a pressure brake bleeder it is not necessary for someone to depress the brake pedal. If you decide to perform this task it is extremely important to purchase the correct brake fluid. The correct fluid is Dot 4 sold by the brand Ate. Sebring West Automotive sells this product for about \$20.00 a quart.

If this sounds like too much work and you don't want to get your hands dirty, have I got a deal for you. Kevin of Arcane Automotive will get his hands dirty and do the complete brake flush job including brake fluid and labor for a "C" note. This procedure is even more important with the newer Porsche's with the anti lock brake systems. You will be amazed at the results.



"Get her done"

The Porsche Pantry

By Shari Walker

For all dinner meetings, bring raffle prizes & canned food.

Since the freeze, many families at the school we sponsor have been laid off from their agricultural jobs. The groceries that we brought to the last two meetings were taken and distributed to four very grateful families. Please reach deep into your pantries and when you shop, grab a few extra things to donate at the dinner meetings. Our community liaison recommends rice, beans, canned vegetables, soups, cereal products, masa flour, etc. These items can be bought in bulk. Thank you in advance for your generosity. Again, if you forget, bring money; we'll give one raffle ticket for each \$2.00 donated.



Those Pesky Name Tags...

...really are helpful. Have you lost yours? Or just don't have one yet? Contact Tom Amos at 222-9285 or tamos@towerusa.com and you will have one for just \$8. They will be delivered at an upcoming dinner meeting

Contact Information

Board of Directors [List online](#)
Newsletter: David Crabtree zeitung@pacbell.net
Zone 7 Rep: Larry Sharp larrysharp@comcast.net
Email zeitung@pacbell.net for e-newsletter subscription requests.



AND FROM THE EDITOR...

BADCOW PIES

by David Crabtree



Having a Porsche come into my life has been a real blessing and a treat. The dream was great; the reality is more than one can dream. Yeah, I like driving the car (more than I can describe in words, but maybe you've seen me in the car...) and I like the way it looks, in my driveway, through the windshield, and in my mind, but the best of her features are all the people whom she has introduced me to.

Over the past year, I have met so many great people who also love my car (well, not my personal car), and everything that comes with it. Driving, to dinner, to lunch, to breakfast, to party or just to visit is nothing like life before Porsche. We talk about the cars, the drives we have taken and plan to take, and the people we share it all with. What could be better?

As my journey continues, I am learning so much about my car and how it works. I really enjoy talking with others about what they know, and how they know it. Just recently I replaced the spark plugs at the recommendation of Chick Cherrington – and Boy! What a difference. I think the mileage has improved by about 3 mpg. That should mean a slight increase in performance, too. I can always take a bit more performance.

Now I'm looking forward to Parade. This will be my first. At first, reading the website and looking at the registration packet was more than a little overwhelming. Having no idea of what to expect, I had no idea of what to expect! What are all these events? Why are so many happening simultaneously? Who could possibly understand all this? After talking with some old Parade Pros, I now understand that this is like a convention where everyone attends the opening and closing ceremonies, and in between, everybody can pick and choose among the outstanding options. Kevin and I will share the TSD Rally – I get to navigate! Let's see if I can find my way around San Diego when the map is a set of words DESIGNED to challenge and confuse. Lost or no, I'm sure Kevin and I will have a blast – 'cause that is what having a Porsche is all about! I wonder if it would help to get my speedo calibrated....?!

See you on the road! David

Sequoia Region web page change

NOTE: The new address for the Sequoia Region web page is now <http://sqa.pca.org> – note that there is **NO** www in the address any more. Members should change their browsers to point to this new location, but they will have until the end of the year to do so.

Dear PCA Members,

We're preparing to make a domain address change for your PCA region, as part of a program to switch all regions to an improved addressing scheme. Your address format will change from www.pca.org/<region> to [.<region>.pca.org](http://<region>.pca.org). This enables better independence of your applications from the National site, and a number of technical things such as your own certificate, programming environment, and execution security context.

We'll implement this change on Friday March 23, and we'll place a permanent redirect on your existing address so users are immediately taken to the new address. We'll maintain the redirect until early 2008. Besides the address change, there will be no impact to your region provided your web site is programmed with site-relative URLs for image and page references.

We recommend that you communicate this change to your Board and newsletter editor, so all are aware of the change and so printed references to the site can be updated.

Please let me know if you have any questions or concerns.

Thanks, Jim Selders (PCA Information Technology Chairman)



Upcoming Events Schedule



Upcoming Sequoia Region Events

April

- Tues 4/10** Dinner Meeting 6:30 Claim Jumper Restaurant 8042 N. Blackstone (Blackstone & Nees) \$34.00 (tax and gratuity included) reservations by 4/6 Evie 446-0400 or emdias@comcast.net.
- Sun 4/15** Badc♥w Boxster Tax Day Tour, 9:00 a.m. at Starbucks Highway 168 & Temperance Av. Short and twisty drive to Humphrey Station for brunch – done by Noon. Info: David Crabtree 960-1129 or Badcow@renntech.org
- Fri 4/20-22** Paso Robles Wine Tour – If you haven't made arrangements by now ... Info: Chick Cherrington or David Crabtree
- Sat 4/28** 10:00 a.m. New Member Coffee/Bagels/Orientation at Michael Porsche.

May

- Tues 5/8** Dinner Meeting 6:30 Bobby Salazar's 1129 E Champlain (Champlain & Perrin) \$16.00 (tax and gratuity included) reservations by 5/4 Evie 446-0400 or emdias@comcast.net.
- Sun 5/20** 16th Annual Antique and Classic Wooden Boat Show, Tour & Bar-b-Queue, Bass Lake, Details TBA – Info: [Tom Amos](mailto:TomAmos)

Sequoia Calendar of events: <http://sqa.pca.org/events.htm>
For all dinner meetings, please bring raffle prizes & canned food.

Upcoming Other PCA, Zone 7 & Regional Events

April

- | | | | |
|--------------------|----------------------------|--------------------|--------------------------------|
| Sat 4/14 | Region Autocross | Alameda | Bill Dally |
| Sat 4/14 | Zone Concours School | Rector Porsche | Larry Sharp |
| Sun 4/15 | Region Autocross | | LPR |
| Fri 4/20-22 | CRAB-Premier PCA Weekender | Sacramento | Julia Lynn |
| Sat 4/28 | Zone Autocross #2 | Santa Rosa Airport | Michael Thomas |
| Sun 4/29 | Zone Autocross #3 | Santa Rosa Airport | Larry Sharp |

May

- | | | | |
|--------------------|-----------------------------------|----------------------|--------------------------------|
| Fri 5/4-6 | Reno Historic Races | Reno-Fernely Raceway | Reno Historics |
| Sat 5/12 | Region Autocross | | SVR |
| Fri 5/18-20 | San Simeon Tour | | SVR |
| Sat 5/19 | Region Autocross | | GGR |
| Sun 5/20 | Yosemite Region Zone Concours | SJ Delta College | Gary Lieber |
| Thu 5/24 | Drivers Ed w/Central Coast Region | | GGR |

Zone 7 Calendar: <http://zone7.pca.org/index.php>



Redwood Region and Zone 7 Present

Stompin' at the Schultz III

Events #2 and #3 in the 2007 Zone 7 Autocross Series

Saturday and Sunday, April 28 and 29

Charles M. Schultz Sonoma County Airport, Santa Rosa

Gates open at 8:00 A.M. • First car out at 10:00 A.M.

Fee: \$30.00 per driver • No open exhaust, 92-decibel limit strictly enforced

Directions: Take Shiloh exit, a few miles north of Santa Rosa on Hwy 101 and proceed west for 1.5 miles. Turn left on Windsor Road and continue for 1.2 miles to the rear gate to the airport (on your left). Please drive safely and quietly.

Saturday night dinner at Charlie's Grill, 1320 19th Hole Drive, Windsor (5 minutes from the autocross site)

The following motels may offer discounts to PCA members; be sure to mention PCA when making your reservation:

- Courtyard by Marriotaa, 175 Railroad St., Santa Rosa; (707) 573-9000; trailer parking in back
- Dry Creek Inn, 198 Dry Creek Rd., Healdsburg; (707) 433-0330
- Flamingo Resort, 4th St. and Farmers Lane, Santa Rosa; (707) 545-8530
- Fountain Grove Inn, 101 Fountain Grove Parkway, Santa Rosa; (707) 578-6101
- Vintners Inn, 4350 Barnes Rd., Santa Rosa; (707) 575-7350



For info, contact Kurt Fischer at 707.570.1858, e-mail truk50@ix.netcom.com

Sacramento Valley Region – PCA Presents

SVR Series Autocross #1

Saturday, May 12, 2007

San Joaquin County Fairgrounds - Stockton, CA

Morning check-in and tech from 7:30 A.M. to 8:30 A.M.

Late check-in and tech from 11:30 A.M. to 12:30 P.M.

First car out at 9:00 A.M. • No open exhaust

Fee: \$35.00 per driver

Register online at <http://svr-autocross.deter.com/>

Questions? Contact Matt Deter at porsche@deter.com (916) 630-8924

Directions: From I-5 or Hwy 99, take Hwy 4 (Crosstown Freeway) toward Downtown Stockton. Take the Wilson Way exit South onto Wilson Way. Turn left at Charter Way and then right through the gate into the fairgrounds. Follow the access road, bear left at the Y-intersection, continue straight, and turn right to enter the parking lot.

Reno Historic Races

The 4th annual Reno Historic race will be a celebration of wheels and wings on May 4-6. In addition to races for historic racing cars the pre-war era to the 1970's this years event will also feature flyovers and a display of some of the Great War birds of WWII. This years event will honor Reno's own Tony Settember, former Formula One racer from the 1960's and the H Modified Reunion. This event features an open paddock so you can get up close to the cars and drivers. The Reno Historic Races is a proud supporter of the National Automobile Museum. For more information please go to the web site at www.renohistorics.com

PCA Region Focus Online (Monthly newsletter at the PCA website)

The current and past issues of PCA's Regionfocus can be downloaded here:

https://www.pca.org/members/region_focus.html

Classifieds

1996 (993) C4 w/40k miles. 6 sp,A/C, Silver w/ Black leather interior, 18" rims w/P Zeros, A beauty all around for \$43K. Contact Bill Hallier at whallier45@comcast.net Or call (559) 696-0006.



Photo of the Month



Submitted by Cheryl Gilpin. Congratulations – you are the winner of a Starbucks gift card! And, Who provided the fur? Thanks to the rest for your entries. Submission deadline for photos and news next month is 4/22/07.

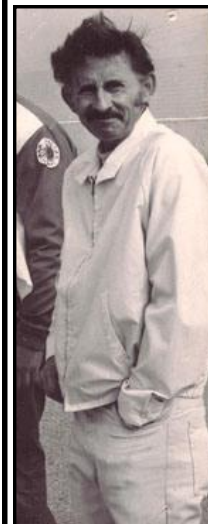
1978 911 SC Targa for sale Silver/black, 5 spd, 3.0, runs great, Carrera chain tensioners, front spoiler, whale tail, chrome wheels, body and interior excellent, sheepskins, bra, alarm, cb, stereo/cas, short shift, no smoke or rust. 112k, always garaged. \$14,750. Pictures available upon request. Contact John Richard at johnleer@yahoo.com Or call 559-645-0501, cell 559-260-0026



2000 Boxster w/57k miles, (See Photo) 5 sp, A/C, Black leather interior, hard top, 17" rims, Potenza ZR tires, very excellent condition. \$23,950. Contact Tom Amos at tamos@towerusa.com Or call (559) 432-3105



Guess Who & When...



Photographer- Jack Back,
Submitted by Cheryl Gilpin

Detailing Wheel Wells

by Jim Pyatt



There is nothing worse than having a freshly detailed car and all that stands out is the unsightly wheel wells. You may be saying to yourself that they are behind the wheels, so who could see them. Easy! Just stand back and take a good look. This is especially true if the vehicle has been lifted. They collect dirt, mud, and rust, and so this eyesore destroys the overall appearance of the splendidly shining, mirror-like vehicle; the good news is that this problem can easily be solved. With a little elbow grease you can have the wheel wells looking as great as the rest of the vehicle.

The front wheel wells contain steering assemblies, brake housings, and sometimes lift kits. This whole area can be painted flat or semigloss black. Black wheel wells look far better, compared to unsightly rusty ones. I like to use semigloss because it will be easier to clean in the future. I like seeing brake calipers painted, to match the car color (for example, painting a red car's caliper red

creates a great look). Some lifted trucks paint the various parts like the stabilizer bars, springs, and fittings to highlight the lift kit. If I'm selling the vehicle, I just paint everything black. This leaves a nice clean look--that is, unless it's an exotic, classic, or show car. In this case, paint each part the original color it received in the factory.

Jacking Safety

Never work under a jacked car without the use of jack stands. The jack alone cannot be trusted. Always use prescribed jack points when lifting your car. Read your car owner's manual for instructions.

The following procedures assume the use of a hydraulic floor jack or car jack and jack stands to lift a car for wheel removal.

- Park your car on a flat surface. Put on your emergency brake. Place blocks behind the wheels not being lifted, to prevent movement of the car.
- Use the proper size lug wrench to loosen wheel lug nuts on the wheels to be removed. Do not yet remove the lug nuts--just loosen them.
- Jack the car high enough to insert a jack stand under the end of the car you will be working on. The jack stand must contact a prescribed jack point or the suspension A-arm mount point. (see owner's manual)
- **Warning: Never place a jack stand under your engine, drive shaft, or transmission, as serious damage could occur.**
- Continue jacking the car until you have enough clearance to insert a second jack stand at the opposite end or side of the car. Again, align the jack stand under a prescribed jack point or suspension mount point. When two jack stands are properly placed, slowly release pressure on your hydraulic jack, or floor jack, allowing your car to rest on the jack stands.
- Failure to release pressure slowly may result in your car being dropped abruptly onto the stands, and that will damage the underside of your car. Before lowering the jack to move it out from under the car, inspect the jack stands again for proper placement. If they are not properly aligned, jack the car just high enough to make a correction.
- *Remove the loosened lug nuts and remove your wheels. Be sure to set the lug nuts aside where they will not be lost or damaged. If you followed the procedure above, your car is now safely jacked for detailing. Inspect your tires for proper wear and for damage; and it's always a good idea to inspect your brakes and suspension.*



Wheel Wells

Remove wheel. Safety first! Block tires and put jack stands in place.

This will ensure stability while you are working under the vehicle.

- *Thoroughly scrub and clean entire wheel well. Spray with citrus-based cleaner. Let soak for 2 to 3 minutes. Then use a stiff bristle brush to scrub everything. You can use a wire brush to remove the tough old grease. Remember, you will be painting, and all the surfaces must be free from any grease, or the paint will not adhere.*
- *Rinse thoroughly. Let dry. Check your work. Repeat until the wheel well (not you!) is perfectly clean.*

(Continued Next Page)

Detailing Wheel Wells

by Jim Pyatt

(Continued)

Option 1: Painting individual parts (car-show look)

Mask lugs and brake-fluid lines. Grease fittings and any other part you don't want painted; this could include part of a lift kit, or brake calipers. I like to use blue painter's tape; it comes in several different sizes. Use newspaper to cover the hole into the engine compartment and brake-pad surface. Mask the trim on the lip of the fender; this will save you the headache of removing unsightly paint overspray on the fender. The 3" tape works great here.

Option 2: Black out

Mask the fender and surrounding area.

Painting Wheel Wells

The type of paint used is open for debate--undercoating paint or regular paint. Personally, I like to use Rust-oleum Primer and "Semi Gloss" paint. It's available at your local auto-part or hardware store. The semi gloss will make it easier to clean in the future. When using any can of spray paint, it's best to spray at warmer temperatures. Warm the can in the sink with warm water for 5 minutes. This will help mix the binders and solvents in the mixture. Caution: never warm a paint can over a flame, or in the microwave!

- Paint with primer first. This will leave a good base for the main coat of paint. Follow the instructions on the can. Spray an even coat on all the surfaces you wish to cover. Let the primer dry for 30 minutes before applying the main coat of paint. Once the primer has dried, inspect and, if needed, apply a second coat.
- You are now ready to paint. Apply a thin coat. If it is too heavy, the paint will run. Let dry for 30 minutes, and apply a second coat. Check work and apply another coat if needed. Look at it from several angles to be sure of good coverage.

Brake Calipers

Have you said that you want your car to look spicy like the car parked next to yours at the car show? The one with brake calipers painted to match the car? Well, I have the answer: [Folia Tec Brake Caliper Paint by Dupli-Color](#). I suppose standard high-temperature paint could be used, but the Folia Tec paint is specially formulated. It can be found at your local performance sports-car shop or auto-parts store. Everything needed is included; Caliper Cleaner, stir stick, paint brush, masking tape, and complete instruction book. Brake calipers get mighty hot, so the Caliper Paint features ceramic resins for maximum heat dissipation. It won't blister, flake, crack, or peel, and it withstands temperatures up to 500°F.

Prep

Lay down a piece (or overlapping pieces) of old cardboard to catch the grime flowing from the car's brake calipers to the floor. You don't want that grease and grime on your driveway or in your garage, do you?

- Scrub the caliper with a vengeance and give everything a final rinse. Get out the Brake Caliper Cleaner and use it to soak the water off the caliper! This cleaner is a volatile hydrocarbon spray and evaporates leaving a perfectly dry finish. **Be sure that the caliper is perfectly dry before painting!!** Please no smoking, lighting matches, when using solvent-based cleaners. You don't want your tombstone to read, HE DIED DETAILING.



Painting

The kit has everything you need. Mask the sounding area. Read the directions and precautionary wording on the paint label very carefully.

- Vigorously shake paint, remove the lid from the paint can, and stir contents thoroughly with the enclosed stir stick.
- Apply paint to the caliper or drum with enclosed brush in thin even strokes. Allow paint to set for 15 to 20 minutes between coats. Apply additional coats as needed to even out brush strokes and obtain full coverage.

You will likely do one caliper at a time, unless you have a home auto lift or levitation powers! Be prepared to use only about ¼ the total amount of paint for each caliper. Look at the caliper and figure out exactly how much you want to paint, and be sure you don't paint any of the moving parts! Carefully brush your desired area and watch it become the color you wanted. I hope you like the color now since it's too late to quit! You could however change colors by stripping the paint and starting over.

The paint starts to set after about 5 minutes, so don't take forever! Be sure not to put on too much paint, and be ready to smooth the bottom edges where the paint will want to drip. Don't go crazy painting the entire caliper: you can paint just the area that will be seen with the wheel on! After another 10 minutes or so, when the paint is no longer threatening to drip, you can put the wheel back on--CAREFULLY--so as not to touch the drying paint. You can speed up the drying process with a professional, full-size heat gun; a hair dryer will not generate enough heat.

You can do all the calipers at one sitting or separately, but don't get the one you just painted wet! **Let it dry at least 12 hours before driving.** Driving will cause heat that could hurt the paint curing.

PORSCHE IN THE NEWS

MORE THAN 60 PORSCHE COMPETE IN THREE RACES, FOUR CLASSES AT SEBRING ENDURANCE CLASSIC; PORSCHE TO DEFEND MANUFACTURERS CHAMPIONSHIP IN ALMS AND WORLD CHALLENGE

SEBRING, Fla. - March 14 - For the opening weekend for the International Motor Sports Association/ Sports Car Club of America racing season at Sebring International Raceway March 15 - 17, teams competing in Porsche race cars outnumber the competition by more than three-to-one, with more than 70 Porsches competing in two classes in the Mobil 1 Twelve Hours of Sebring, the IMSA GT3 Cup Challenge presented by Michelin, and the SCCA SPEED World Challenge.

The Mobil 1 Twelve Hours of Sebring will be telecast on Saturday, March 17, live on SPEED TV, starting at 9:30 AM Eastern Daylight Time (the green flag drops shortly after 10:00 AM EDT). In the history of this Florida long-distance classic, Porsche is the most successful manufacturer by far, with the most overall victories (17), the most wins in succession (13 between 1976 and 1988), and the most class victories (62). Porsche also heads another "Best Of" list in Sebring, having led the field over a record 3997 laps overall.

Uwe Brettel, president of Porsche Motorsport North America, said that his parts department personnel and race engineers are ready for the challenge, with a new motorsports parts truck, additional personnel, expanded capacity of the company's headquarters in Santa Ana, Calif., and extra help from the Porsche factory.

"We have both the parts and the expertise to service the Porsche RS Spyder, the Porsche 911 GT3 RSR, and the two variations of the Porsche 911 GT3 Cup race cars - all from a single headquarters right in the Sebring paddock," said Brettel, noting that this weekend's Porsche roster includes six Porsche 911 GT3 Cup cars running in the SPEED World Challenge GT event, four Porsche RS Spyder prototypes in the LMP2 class of the American Le Mans Series' Sebring enduro, ten Porsche 911 GT3 RS/RSRs in the GT2 class of the Sebring 12-hour, and 45 Porsche 911 GT3 Cup races in the IMSA GT3 Cup race.

Porsche RS Spydery - Defending Penske Champions and the New Dyson Challengers

The defending LMP2 driver, team and manufacturer champions Sascha Maassen (Belgium), Penske Motorsports, and Porsche will all be back to try for two titles in a row with factory backing from Porsche AG in Germany. Maassen will be joined by his new partner Ryan Briscoe (Australia) and Emmanuel Collard (France) in the #6 RS Spyder. In the #7 team car, the season-long driver pair of Timo Bernhard (Germany) and Romain Dumas (France) will get third-driver help for this long event from Helio Castroneves (Brazil), a Penske regular in the IndyCar series and former Indianapolis 500 winner.

For 2007, Penske has been joined by Poughkeepsie, NY-based Dyson Racing, which will field two RS Spydery including the #16 prototype driven by Andy Wallace (Great Britain), Butch Leitzinger (USA) and Andy Lally (USA) . Chris Dyson (USA) and Guy Smith (Great Britain) will share driving duties in the #20 Dyson Racing RS Spyder.

With three factory-backed entries from Acura, whose vehicles attracted attention with good test times earlier in the year, and an improved factory entry from Mazda, the LMP2 class battle should provide close racing all season.

GT2 Marks the Debut of the Porsche 911 GT3 RSR (type 997) Race Car

The Porsche 911 GT3 R/RS/RSR family of race cars has won the American Le Mans Series' GT/GT2 class every year but one since the series inception in 1999. Last year was no exception, as Jorg Bergmeister (Germany) won the championship, and with the aid of his co-driver Patrick Long and his Petersen/White Lightning Porsche 911 GT3 RSR, helped Porsche win the manufacturers title.

(Continued Next Page)

PORSCHE IN THE NEWS

(Continued)

This year, Bergmeister will defend his title with Johannes van Overbeek (USA) in one of the brand new 911 GT3 RSRs prepared by Flying Lizard Motorsports. For the Sebring event, factory driver Marc Lieb (Germany) joins the the pair. Germany's Wolf Henzler, Patrick Long (USA) and Robin Liddell (Great Britain) share one of the two new 911 GT3 RSRs fielded by Tafel Racing. For the first time, the renowned IndyCar team, Rahal Lettermann Racing, competes in the American Le Mans Series with the new 911 GT3 RSR. Co-team owners Bobby Rahal and David Letterman have signed 1987 Sebring winner Ralf Kelleners (Germany) and Tom Milner (USA) to contest the GT2 season. For the Sebring classic, Rahal's 18 year-old son Graham joins the duo at the wheel of the sports car built in Porsche's Motorsport Center at Weissach, Germany.

Other Porsche GT2 class entries include a Konrad Motorsport entry with Phil Collin/Antonio Hermann/Luchiano DaSilva; the second Flying Lizard Motorsports Porsche driven by Darren Law (USA), Seth Neiman (USA) and Lonnie Pechnik (USA); the new Boston-based Team Trans Sport Racing entry of Tim Pappas (USA), Terry Brocheller (USA) and recent Daytona 24-Hour GT winner marc Besseng (Germany); the second Tafel Racing Porsche of Jim Tafel (USA), Dominik Farnbacher (Germany) and Iam James (USA); the Farnbacher-Loles Motorsports entry of Pierre Ehret (Germany), Lars Erik Nielson (Denmark), and Dirk Werner (Germany); and the Slovakia-based Porsche of Miroslav Konopka, Bo McCormick (England) and Mauro Casadei (Italy).

SPEED World Challenge - Porsche riding high after 2006 title

After upsetting the favored Cadillac factory team to win the 2006 SPEED World Challenge GT championship, Porsche drivers aim to continue their success in modified Porsche 911 GT3 Cup race cars at the 2007 opener at Sebring.

Randy Pobst (USA), who won the final event last year which clinched the manufacturer's title for Porsche, will drive a GT3 Cup racer along with former World Challenge Touring Car champion Michael Galati (USA) in a two-car effort prepared by K-PAX Racing. Other Porsche SPEED World Challenge entries include James Sofronas in the Global Motorsports Group Porsche; Eric Olberz in the 911 Design Porsche; Tim McKenzie in the TR Racing Porsche; and John Bourassa in the Team Hurricane Racing Porsche.

BERNHARD EARNS LMP2 POLE, BREAKS TRACK RECORD IN PORSCHE RS SPYDER FOR 55TH MOBIL 1 TWELVE HOURS OF SEBRING; WALLACE THIRD IN DYSON RACING PORSCHE RS SPYDER

SEBRING, Fla. - March 15 - Timo Bernhard, from Hamburg, Germany, captured the LMP2 class pole position and set a class qualifying record for Saturday's Mobil 1 Twelve Hours of Sebring in his #7 Porsche RS Spyder prepared by Penske Motorsport.

Bernhard, whose RS Spyder victories last year included an overall win at Mid-Ohio last year with co-driver Romain Dumas, will share the driving duties this year with Dumas and former Indy 500 winner Helio Castroneves. It was his ninth pole position in the American Le Mans Series - the first eight were in the GT2 class in a Porsche 911 GT3 RSR. He broke the LMP2 class qualifying record by more than 1.7 seconds.

"The car was really perfect, but I waited a long time to get a clear lap. When I finally did, the first one was very good. The race will be a tough one with all the competition from the other Porsche teams and the three Acuras," said Bernhard.

Third on the grid behind one of the Acuras is the #16 Dyson Racing Porsche RS Spyder qualified by Andy Wallace, who will be co-driving with Butch Leitzinger and Andy Lally on Saturday. It is the first race for the Dyson team with its RS Spydres, with the #20 Dyson Racing RS Spyder of Chris Dyson/Guy Smith fifth in class behind the second Acura.

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PORSCHE IN THE NEWS

(Continued)

The Sascha Maassen/Ryan Briscoe/Emmanuel Collard Porsche RS Spyder, prepared by Penske Motorsports, went fast enough to grab the class pole, but that lap was disallowed as Maassen was detected on the course with his headlights off, a violation of International Motor Sports Association rules. By the time Maassen got back on the track to try to regain his position, he ran into track traffic and could only secure a sixth position on the grid.

In the GT2 class, Porsche 911 GT3 RSR competitors will have to concentrate on outlasting the competition in the 12-hour event after two of the Ferrari 430s took the first two positions on the grid. Third on the GT2 grid is the Flying Lizard Motorsports Porsche 911 GT3 RSR, qualified by defending ALMS GT2 champion Jorg Bergmeister and co-driven by Johannes van Overbeek and Marc Lieb. The Tafel Racing Porsche 911 GT3 RSR, qualified by Wolf Henzler and co-driven by Robin Liddell and Patrick Long, will start fourth.

In the history of this Florida long-distance classic, Porsche is the most successful manufacturer by far, with the most overall victories (17), the most wins in succession (13 between 1976 and 1988), and the most class victories (62). Porsche also heads another "Best Of" list in Sebring, having led the field over a record 3997 laps overall.

CET/SOLAROLI MOTORSPORTS FROM JACKSONVILLE - THE NEXT PRIVATEER PORSCHE RS SPYDER TEAM FOR THE AMERICAN LE MANS SERIES

SEBRING, Fla. - March 15 -- CET/Solaroli Motorsports, located in Jacksonville, Florida, will make its debut in the American Le Mans Series this summer with two 2007 Porsche RS Spyder prototypes and a 2007 Porsche 911 GT3 RSR.

Al Solaroli, the owner of the team and president of Combustion Engine Technology, innovators with proprietary engine technology for the marine industry, the military and OEM manufacturers (www.cetengines.com), becomes the third ALMS customer team to campaign the latest Porsche LMP2 prototype. Dyson Racing purchased two Porsche RS Spyders earlier in the year, and will debut those cars this weekend at the Mobil 1 Twelve Hours of Sebring. Penske Motorsports ran the initial two 2006 Porsche RS Spyder entries last year, with Sascha Maassen and Lucas Luhr capturing the LMP2 drivers championship. The Penske-prepared RS Spyders have also returned to defend their title for 2007.

"We are pleased that Mr. Solaroli has chosen Porsche to enter the ALMS arena at such a high level," said Uwe Brettel, president of Porsche Motorsport North America.

"In discussions with CET/Solaroli Motorsports, we are convinced that they will put together a top - notch team with professional drivers that will be competitive right from the start. Having six Porsche RS Spyders in the American Le Mans Series exceeds our expectations for a car which is less than two years old," said Brettel.

Solaroli has named 35-year motorsports veteran and former Lola cars executive Nick Jordan as team manager, and is in the process of interviewing top professional drivers to pilot his new race cars, although no arrangements have been finalized to date. The two RS Spyders have been built at Porsche's new prototype motorsports assembly facility in Weissach, Germany, and should arrive at his Jacksonville shop shortly. If everything goes according to schedule, Solaroli hopes to debut his RS Spyders mid-season in preparation to run for the championship in 2008.

Al Solaroli, a Toronto native who still calls Mosport his home track, is a long-time Porsche racer, and has raced both motorcycles and cars in both Canada and the U.S.

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PORSCHE IN THE NEWS

(Continued)

NEW PORSCHE SITE SEEKS CONTRIBUTORS

A small group of Porsche enthusiasts have teamed to launch a new Porsche-oriented online bulletin board called www.PorscheAndGear.com. And you are invited to visit it and join the online Porsche family. The initial stage site features a Porsche dedicated bulletin board with forums, classified ads, photo albums and reviews of products and publications of interest to Porsche owners.

"We have a great crew on our launch team. And we're all excited by the potential." PorscheAndGear© director Buzz Kanter said. "We are enjoying a successful initial launch, and are now looking for other enthusiasts to help us manage the forum and contribute magazine quality editorial for our next stage of growth."

Do you have something worth sharing with other Porsche enthusiasts? Ever think you had something worth publishing but didn't know how? If you have skills as a writer, photographer, technician, builder, racer, Porsche historian, or have something else to share with other Porsche enthusiasts, here's your chance. Please contact email PorscheAndGear@AOL.com or visit the web site www.PorscheAndGear.com.

Buzz Kanter, PorscheAndGear© director, has been actively involved in consumer magazines for nearly 30 years. In the last two decades he has owned four Porsche 911s and currently owns a 993 Cab and 996 TT.

For more information or to join the PorscheAndGear© family, register at www.PorscheAndGear.com/forum. Please note PorscheAndGear© is an independent operation, and is not sanctioned by or affiliated with Porsche AG.

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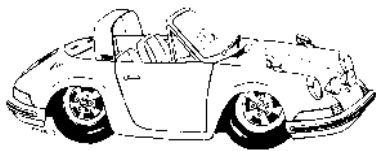
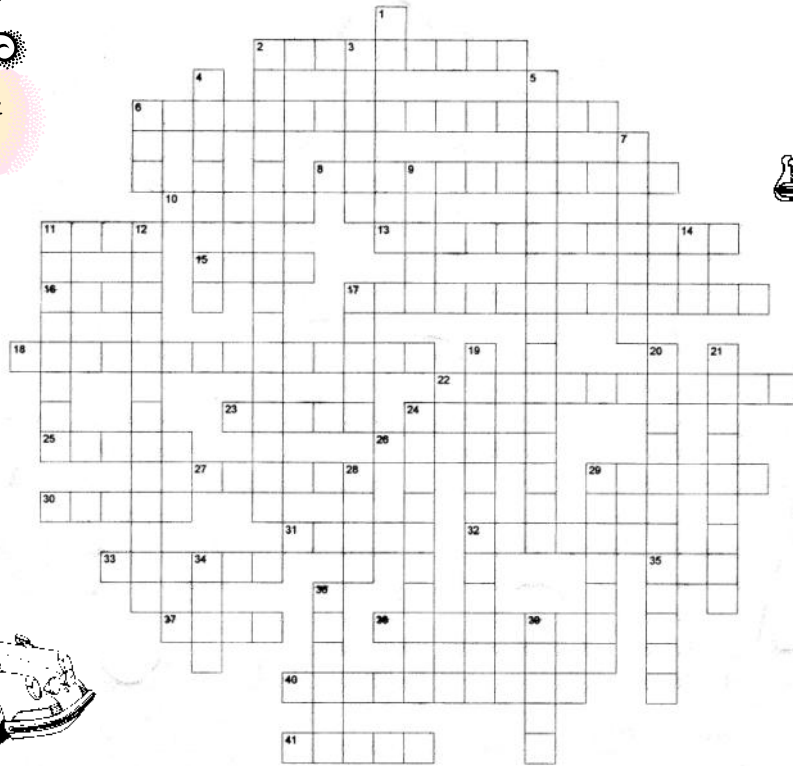
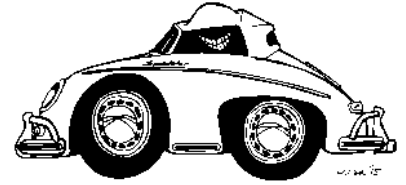
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A Porsche Easter



ACROSS

2. My favorite Easter sweet - OK, my favorite sweet.
6. Porsche's response to the phenomenon of crankshaft speed fluctuations and their impact on the drive train.
8. The total volume all pistons of an engine consume as they move from their top to bottom positions; usually expressed in cubic centimeters.
10. An engine configuration which places one or more pairs of pistons in horizontal opposition to one another.
11. Prevaricator.
13. A form of compressor used to pressurize the incoming air/fuel mixture for increased power.
15. The direction of the earth's axial rotation.
16. French chalk.
17. The portion of a car not supported by its suspension.
18. A process for bonding a layer of zinc to a sheet of iron or steel, to prevent rust.
22. The science of studying how moving objects interact with the atmosphere.
23. The device which, when open, allows gasses to pass between the cylinders and the manifolds and, when closed, seals the combustion chamber.
25. British "French fries."
26. Subtract.
27. Peeps.
29. A common wild goose.
30. The egg deliverer.
31. Impudent.
32. Expand.
33. Special Easter hat.
35. Pitiful.
37. "Chuck."
38. The channel through which an engine's gasses flow into or out of the cylinder.
40. 7 days before Easter.
41. Everest base camp.

DOWN

1. Toward.
2. The ratio between a cylinder's volume with the piston at the bottom of its travel and at the top.
3. Canine tooth.
4. Celebration of the 10th plague.
5. Famous bunny.
6. Color.
7. Defenseless.
9. To fill tightly (plural).
11. Porsche's trade name for gas discharge headlamps which employ an electrical arc within a bulb filled with xenon gas.
12. A steering mechanism noted for its high degree of sensitivity and steering feel.
14. Ovum.
17. Bring together.
19. The Easter purpose is to commemorate the_____.
20. A vibration-reducing engine refinement in the Porsche 944/968 series.
21. A special quality of all Porsches which helps explain its standard setting precision handling.
24. Colored Easter sweets.
28. Neither good nor bad.
29. A hard material used to make tools that cut metal.
34. Midday.
36. A thick oil.
39. Pompous talk.