



ZEITUNG

PCA-SEQUOIA REGION



THE PREZ SAYS...

by John Lillian



For those of you who missed the TAX DAY tour. It was a great drive, I have never driven my 911 so hard, and the roads were terrific. We had a great breakfast at HUMPHREY STATION about 40 minutes from Fresno but it took us over an hour to get there thru the back PORSCHE roads. What a great drive.

The PASO ROBLES WINE TOUR on April 22nd was a super good time. We had 13 cars on the tour. We visited a lot of wineries and tasted some great wines. It was cool in the morning and nice in the afternoon. Thanks to Chick, Judy, David and Beth for the great lunch they put on. After we were done touring and tasting the fine wines, and totally exhausted, we went back to PASO ROBLES for a fabulous dinner.



Our dinner meeting last month was at the CLAIM JUMPER RESTAURANT, what a great dinner. Thanks to Evie and Chris for organizing this event and thanks to Margie for her PORSCHE BOXSTER presentation. Our next dinner

meeting is on May 8th at BOBBY SALAZAR'S MEXICAN RESTAURANT. Call Evie or Chris for your reservations NOW. Also don't forget raffle prizes and canned food. See you there.....

Driving for success...

John



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MEMBERSHIP REPORT...

by Margie Back



We had a great group again last month for a delicious dinner at the Claim Jumper. What fun to not only welcome two new couples, but also to have four of our very newest couples back again! I hope you are recognizing the faces of – or better, yet, getting acquainted with – Ken & Irma Brown, Chick & Judy Cherrington, Darrick & Carla Duerksen, Mike & LaVon Dorval, Don & Annette Huene, and Steve & Susan Williams. Other new members Rod & Judi Bennett got called out of town that afternoon.

Jerone & Terri Edwards are now officially aboard. They went on the St. Pat's tour and now have attended a dinner meeting. They recently bought a navy blue 1985 911 turbo convertible. Jerone is a district claims officer for Cal Trans and Terri is an elementary school vice principal. Jerone is a church musician.

Loren & Mary Bollinger are expanding their Porsche family by joining the Sequoia Region. They have been involved in the 356 Register for many years. Loren is on his fourth 356, but he also has a 2002 996 911. Loren's 1965 Cabriolet is among the very last such cars built. It even has dealer-installed air conditioning.

What a pleasure it has been to welcome all of these new members.



May will be 914 Month

If you are a 914 lover, owner, or wannabe owner – be sure you come to the dinner at Bobby Salazar's next month. Bring your car and park it out front for all to see!

"New California Driving Laws"

By Dave Goerlich, Technical/Safety Chairman



Governor Arnold Schwarzenegger has signed a bill that bans handheld cell phone use while driving. California will be the fourth state to put such a ban in place. New York, New Jersey, and Connecticut have passed similar bills. Californians have a while to adjust to the new law, though; it won't go into effect until July 1, 2008. The law will allow for cell phone use with hands-free devices such as Bluetooth headsets. Fines for breaking the new law will be \$20 for the first offense and \$50 every time thereafter, but none of the tickets will impact the driver's insurance. Many cars sold today, including newer Porsches, feature their own built-in hands-free devices and by July 2008 many more vehicles will come with this technology.

Already on the books is a requirement that if weather conditions require the use of windshield wipers, the headlights of your automobile must be turned on. This is true whether it's day or night, and it allows other drivers to see your vehicle in adverse conditions.

These two new motor vehicle safety laws are of great importance.





RETROSPECTIVE...

by John Simpson, Club Historian



Birth of the Porsche Design....

"In the depression year of 1931, Ferry Porsche's job was to find design work for the fledgling company.

"The first project to leave the office was a little car for Wanderer, a company that soon thereafter merged with three others to form the Auto Union combine. The two-liter Wanderer had a swing-axle suspension system in combination with a torsion bar—a design unusual for its time that soon became a Porsche hallmark.

"In 1932 Ferdinand Porsche, now fifty-seven, received a bizarre invitation from the Soviet dictator Stalin. He was offered the position of chief Soviet-government designer for cars, air-plane engines, and army vehicles. The proposition was fabulous: full freedom for his own work, all technical and financial assistance, superb design offices and labs, the transport of his entire family to the Soviet Union along with his technical staff, drawings, and equipment from the Stuttgart office. The condition that Porsche could not again leave the Soviet Union unless ordered to do so by the government was an onerous restriction. But for that and the language barrier, he might have accepted.

"At nearly the same time, Porsche began work on a racing car which he developed without a contract. The P-wagen, with its novel engine-behind-driver layout, was the most progressive automobile design of its era. Ferry Porsche was P-wagen, although in subsequent years competition for fear the younger Porsche designer.



at the wheel for the first road trials of the his father would not allow him to drive in might become a race driver rather than a

"The P-wagen became the Auto over Europe between 1934 and 1937 at Hans Stück and Bernd Rosemeyer. The fast with a top speed of more than 180 Grand Prix of both Germany and Switzerland. Daimler-Benz, and the two between themselves for four seasons. But Auto Union's Silver Arrow would become the forerunner of all later formula cars. World records for the standing-start kilometer and mile set in 1937 by Bernd Rosemeyer on the autobahn with the further-developed Auto Union GP racer were unbroken for more than two decades.

Union Silver Arrow, claiming victories all the hands of the great prewar drivers A-version of the Auto Union was brutally mph. With it in 1934 Hans Stück won the zerland. Auto Union's chief rival in those marques divided the Grand Prix glory

"At the beginning of 1934, Porsche continued to pursue his obsession with the idea of a small, affordable car. Though contracts with Zündapp and NSU progressed only to the prototype stage, they allowed Porsche to refine his ideas. Encouraged by the results of these projects, Porsche convinced the German government to fund the development of what would become his best-known design, the Volkswagen Beetle."

Later, John



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



TOUR TO BASS LAKE

SATURDAY MAY 19, 2007

Antique & Classic Wooden Boat Show at Bass Lake

The 17th Annual Antique & Classic Boat Show will be held at Bass Lake on Saturday, May 19th. Co-sponsored by the Bass Lake Lions Club and The Pines Resort, the show will feature over 50 of the finest preserved and restored watercraft to be found on the west coast. The show is the annual rendezvous of the southern and northern California Chapters of the Antique and Classic Boat Society of America and promises to be one of the largest of the season in California.

The show takes place on the docks in front of Ducey's On The Lake in the Pines Village on the north shore of Bass Lake. Show hours are from 9 a.m. to 4 p.m. Admission fee to see the boats is \$3.00 per person and all proceeds go toward sight preservation and other community projects supported by the Bass Lake Lions, including a camp for deaf and sight impaired children.

Bring your old eyeglasses, cell phones and hearing aids for recycling and get 2 free raffle tickets for the mega drawing.

For more information about the boat show, please call Jim Milligin at (559) 642-3420.

- 8:30 Leave from Starbucks at Riverpark
- Arrive at Ducey's--Bass Lake with reserved parking --and breakfast at 10:00am. Will need breakfast reservation confirmation by May 10 (Thursday) so they can set tables, etc
- Explore the Boat show, and enjoy the crafts fair in Pines Village parking lot.

For more information about the Sequoia Region Tour, please call Tom & Merilee Amos
merilee@towerusa.com or (559) 222-9285

The Porsche Pantry

By Shari Walker



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

Please reach deep into your pantries and when you shop, grab a few extra things to donate at the dinner meeting. 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.

Thank you for wearing your name tag!

It makes it so much easier for getting acquainted.
Have you lost yours? Or just don't have one yet?
Call Tom Amos, 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



Getting ready for summer? I am. If you haven't noticed, I like to drive my Porsche. Late spring, summer, and early fall in the west provides dry roads with warm evenings in the valley and pleasant days near the mountains and the coast. Summer provides long days, filled with light and opportunity to visit a variety of venues for extra-Porsche (curricular) activities. We are approaching the time when I can most enjoy what my Porsche was designed to deliver.

I like to drive the car as it was designed and consistent with the factors provided by the route I've chosen. This presupposes that I understand something about what the Porsche engineers designed into my Boxster. Do you know what they designed into your Porsche?

Last year I attended the Zone Auto cross driver's school held at Monster Park. Even though it was during a remarkable heat wave, I learned so much about my Boxster and what it will let me do. In a safe and supervised setting, I was guided to and beyond the limits of the car's performance abilities in areas of cornering and braking. And, I got to put all the elements together by driving a "real" timed autocross course: All of this with the supervision of an in-car instructor.

I now have a solid foundation for building more Porsche driving knowledge. Clearly, at this point, the capabilities of the car far exceed my own. And, of course, if I'm not careful, the car will facilitate my going beyond my abilities into the danger zone.

During the last few tours I've participated in, I've heard people comment about how remarkable their Porsche is, "I never knew my car – that I – could do that!" What a great experience it is when we learn that we can do more, with our Porsche's, with our talents, and with our friends. I can hardly wait to get out there on the road again, with my Porsche, my budding talents, and my Porsche friends.

See you on the road! David

Still Room at the Porsche Parade!

For those of you wondering, we still have space available for the San Diego Parade. Hurry to register at <http://www.pcasdr.org/parade/registration.php> or call Susan Brown, Parade Registrar at (760) 707-6063 for alternative registration details. Parade dates are July 1 - 5th, with the much enjoyed Porsche Camaraderie, Competitive Events and Social Activities. We'll start the week with the Welcome Party and the Rockola Band and bid farewell for a year at the Victory Banquet on the distinguished USS Midway.

Late Registration: April 22 -- May 15 (\$50 Late Fee)
Registration closes: May 15

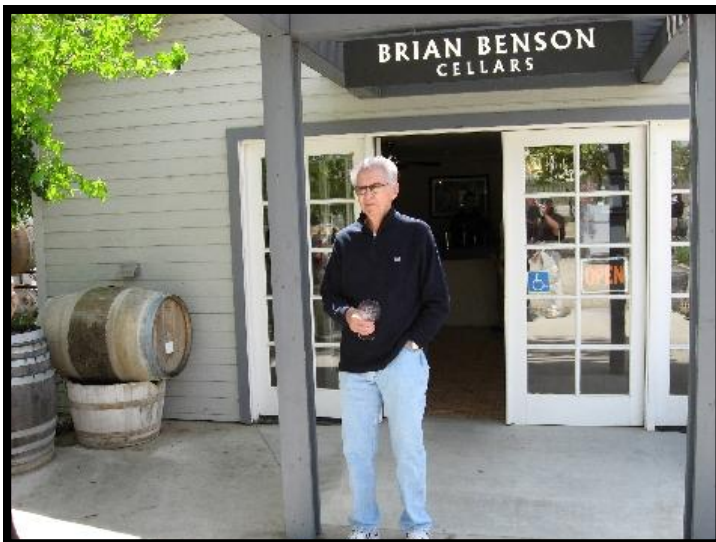
PCA Region Focus Online (Monthly newsletter at the PCA website)

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

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

Paso Robles Wine Tour

April 2007





Upcoming Events Schedule



Upcoming Sequoia Region Events

May

- Mon 5/7** Board Meeting David Crabtree home 960-1129
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 5/19 16th Annual Antique and Classic Wooden Boat Show, Tour & Bar-b-Queue, Bass Lake, Details on Page 4 – Info: Tom Amos

June

- Mon 6/4** Board Meeting 7:00 pm @ Gilpin's, 758 E. Lawnbrook Drive
Tues 6/12 Dinner meeting will be held at the 'Manhattan' in the Park Avenue Room located at 1731 W. Bullard in Fresno. The cost, including tax and gratuity, is \$33.00 each. Reservations can be made with Christine Richard by noon on 6/11. Telephone #645-0501 and email is richardcmr@hotmail.com

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

May

- | | | | |
|--------------------|-----------------------------------|----------------------|-----------------------|
| Fri 5/4-6 | Reno Historic Races | Reno-Fernely Raceway | <u>Reno Historics</u> |
| Sat 5/12 | Region Autocross | | <u>SVR</u> |
| Fri 5/18-20 | San Simeon Tour | | <u>SVR</u> |
| Sat 5/19 | Region Autocross | | <u>GGR</u> |
| Sun 5/20 | Yosemite Region Zone Concours | SJ Delta College | <u>Gary Lieber</u> |
| Thu 5/24-27 | Fiesta del Porsche 2007 | Albuquerque | <u>Liz Shaw</u> |
| Thu 5/24 | Drivers Ed w/Central Coast Region | | <u>GGR</u> |

June

- | | | | |
|-----------------|---|--------------------|---------------------|
| Sun 6/3 | Zone 7 Concours d'Elegance #2 | Hayward | <u>Bob Morgan</u> |
| Sun 6/3 | Zone 7 Rally #1 - Livermore to Sacramento | 530-666-1908 | <u>J. Toney</u> |
| Sun 6/3 | Wine Country Vintage Car Races | Infiniteon Raceway | <u>Kurt Fischer</u> |
| Sun 6/17 | Zone 7 #3 Concours | Rocklin | <u>SVR</u> |

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

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.



Contact:
Kurt Fischer
President - Redwood Region
3660 Kelsey Knolls, Apt 212
Santa Rosa, CA 95403
707.570.1858 • email: trik50@ix.netcom.com

Redwood Region Annual Porsche Car Corral Wine Country Classic Vintage Car Races

Sunday June 3, 2007

Infiniteon Raceway - Top of Turn 2 on the grass!

Porsche Parking only!

Special discount tickets are available at \$50.00 for both Saturday and Sunday.
Included are free admission to the Wine and Food Pavilion and a Race Program.
Tickets are normally \$40.00 per day or \$60.00 in advance.





Loma Prieta Region and PartsHeaven Present
Zone 7 Concours d'Elegance #2
All Porsche Swap Meet
Sunday, June 3, 2007
No fee for spectators and buyers



Concours

8:30 A.M. To 2:00 P.M.
Judging starts at 10:30 A.M.
\$20.00 per entry

Swap Meet

Registration: 6:30 A.M.
7:30 A.M. to 2:00 P.M.
\$20.00 per stall (10'x20')

For Information Contact:

Concours - Bob Morgan at 408.410.3209 (cell) or e-mail rjmorgan@aehr.com
Swap Meet - Jim Bryant at 408-937-5469 (home) or e-mail jjbryants@hotmail.com
Visit the Loma Prieta Region home page at <http://lpr.pca.org>
Store & Food Concession by Loma Prieta Region



23694 Bernhardt St. Hayward, CA 94545
Telephone: 1.800.767.7250 or 510.782.0354 • FAX: 510.782.0358
www.partsheaven.com • info@partsheaven.com



Sacramento Valley Region Presents:

Golden West
A Time and Distance Rally
Sunday, June 3, 2007

Start at Holiday Inn Express • 3000 Constitution Drive, Livermore
(North side of I-580 at Airway Blvd. exit)
Registration opens at 7:30 A.M. • First car out at 8:30 A.M.

Finish about 3:00 P.M. at the Towe Auto Museum in Sacramento where we will have refreshments and a docent-led tour.

Entry fee for PCA members is \$35.00, which includes admission to the museum. Preregister by calling J. Toney at 530.666.1908; leave message if no one answers.

This is a contest in following instructions at legal speeds over some beautiful Porsche roads in the Patterson Pass area and the river delta. There are no "traps" on this rally; it is a nice event for first timers and will be good preparation for the Parade rally in San Diego.

Bring a partner to drive or navigate, a car (preferably - but not necessarily - a Porsche) and have \$4.00 handy for a bridge toll. A clipboard and accurate watch will help, too.



Summer Solstice • Saturday June 16, 2007

A rally for those people who don't like car rallies

Don't like to always have to drive *on time*? This rally is for you.
Do mathematical calculations give you a headache? This rally is for you.
No calculators, computers, stopwatches, or even an odometer are required.
Do you always have severe disagreements with your spouse on rallies?
Stop at our "Navigator Swap" table and find a new partner for the day.



This rally has several (but not all) route instructions with two parts (A & B). One part is correct; the other part is incorrect. No matter which part you choose to execute, each will get you to the finish without backtracking or getting lost. The winning car is that which has written the fewest incorrect parts (A or B) on their score sheet.

Starting Location: Niello Porsche – 4525 Granite Drive in Rocklin, off I-80 between Rocklin Road & Sierra College

Registration opens at 12:00 P.M. (noon) • First car out at 1:00 P.M. (Cars at two-minute intervals)

Distance: 70 miles over scenic back roads (no freeways) • Time Limit: three-hour maximum time limit
(Most novice cars should take about two hours and thirty minutes to complete.)

Finish at The Pizza Factory in Foresthill • Classes: Awards four deep in both Novice and Expert classes

Entry fee: \$15.00 per car

Rally School at 9:30 A.M. Conducted by rally expert J. Toney (optional & no cost) Summer Solstice Generals will be used. The school will be held in Niello conference room and will be finished by 11:30 A.M. Several fast food restaurants are in the vicinity.

General Instructions will be emailed in advance with e-mail request to: keithmcm@macnexus.org

Try it – you might like it!

Sacramento Valley Region Presents

Zone 7 Concours #3

Sunday, June 17, 2007

NIELLO
PORSCHE

4525 Granite Drive • Rocklin, CA



Gate opens at 8:00 A.M. • Judging starts at 10:00 A.M.

Entry fee: \$25.00 • Lunch available on site for \$7.00

The site of this year's concours is again the new Niello Porsche dealership in Rocklin, CA. Last year's event was a fantastic showing of the area's best cars. This year's should prove to be just as good. There will be a special display of classic 356 Porsche models in the service bay area, as well as a showing of a select number of local race Porsches.

Trophies have been custom-designed and fabricated again by *Reflections in Glass*, which is owned by an SVR member.

Directions: From Sacramento and the Bay Area, take I-80 east, exit at Rocklin road, turn left on Rocklin Road, and then right onto Granite Drive. Niello Porsche will be on your right. From Reno/Tahoe Area, take I-80 west, exit at Rocklin Road, turn right onto Rocklin Road, then right onto Granite Drive. Niello Porsche will be on your right.

Wanted: PCA History

By Ellen Beck, PCA National Historian

An important goal of an historian is to collect and archive significant items of our club's history, in addition to the typical paper records and documents. Our premier national event since our club's inception has been the national Porsche Parade, yet we have very few examples of Parade memorabilia in our collection.

I hope to acquire a selection of memorabilia from each of our 51 previous Parades which would include the following items: a Parade binder, a Schedule of Events, a Trophy, a logo patch, decal and grille badge, a wine glass and a Yearbook (from Parades that had these items), and any other unique items, video and photos from individual Parades. I appeal to our membership to consider donating any of these items (or other historical items) where you may have duplicates or find you no longer have the room or inclination to store your old Parade memories. They will find a welcoming home and attractive display space in our new National Offices.

Please contact Ellen Beck at historian@pca.org or (301) 788-0370, or Vu Nguyen at admin@pca.org or (703) 321-2111 if you have questions or are able to assist in our search. Items may be mailed to the PCA National Office at P.O. Box 1347, Springfield, VA 22151. A PCA Certificate of Appreciation will be sent as a thank you for your generosity.

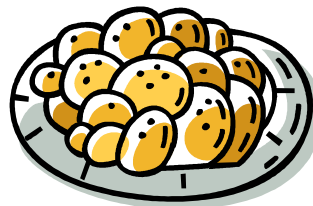
Judy Cherrington's Wine Tour Biscotti

WALNUT-PEPPER BISCOTTI

Don't be put off by the title--the pepper adds a nice "bite." These make a terrific dessert to serve with a glass of sweet white wine, red wine or a cup of espresso.

Makes about 31/2 dozen

- 1 3/4 cups all purpose flour**
- 1/2 teaspoon baking soda**
- 1/2 teaspoon baking powder**
- 1/8 teaspoon salt**
- 1 1/2 teaspoons freshly ground pepper**
- 1/2 cup (1 stick) unsalted butter, room temperature**
- 1 cup sugar**
- 2 large eggs, room temperature**
- 2 teaspoons grated orange peel**
- 1 teaspoons vanilla extract**
- 1/4 teaspoon almond extract**
- 1 1/2 cups walnuts, lightly toasted and coarsely chopped (about 6 ounces)**



Sift first 4 ingredients into medium bowl. Mix in pepper. Using electric mixer, cream butter in another bowl until light. Gradually add sugar and beat until fluffy. Mix in eggs 1 at a time. Mix in orange peel and vanilla and almond extracts. Mix in walnuts. Add dry ingredients and mix just until blended. Cover dough with plastic wrap and refrigerate until well chilled. *(Can be prepared 1 day ahead.)*

Preheat oven to 350°F Butter and flour 2 baking sheets. Divide dough into 3 pieces. Using lightly floured hands, roll each piece into 1 1/2 inch wide log on lightly floured surface. Arrange 2 logs on one sheet, spacing 5 inches apart. Arrange third log on second sheet. Bake until logs are light brown, about 20 minutes (logs will spread during baking). Cool slightly on pan. Cut logs on baking sheet cross-wise on diagonal into 3/4-inch-wide slices. Turn cut side down on baking sheets. Bake until golden brown, about 15 minutes. Transfer to racks and cool. Store in airtight container.

PORSCHE IN THE NEWS

Porsche Named Top Prestigious Luxury Automobile Brand for 2007 by Luxury Institute for Third Consecutive Year

ATLANTA (April 12, 2007) – For the third year running, America's most affluent consumers have declared Porsche the top luxury car available today. The Luxury Institute's 2007 independent, nationwide survey of luxury auto brands rated Porsche against 13 of the world's most prestigious car brands, including Acura, Audi, BMW, Infiniti, Jaguar, Land Rover, Lexus, Mercedes and Volvo.

Porsche netted the number one spot based on its consistently superior quality, exclusivity and uniqueness, measure of enhanced social status and its ability to make the client "feel special" throughout the entire ownership experience. It was also measured on value, respondents' willingness to recommend and next purchase preference.

"Customer perception is everything in the luxury car market. This distinction helps us know that we are successfully delivering on our brand values in a very competitive automobile market," said Peter Schwarzenbauer, Porsche Cars North America president and CEO.

The Luxury Institute conducted an online survey of more than 1,600 American consumers – with an average income of \$313,000 and average net worth of \$3.3 million. Survey respondents strongly associated Porsche with "power, style and excitement" as well as "value," "elegance," and "trust and respect." The proprietary 2007 Luxury Brand Status Index survey is the only measure of the reputation of leading brands among wealthy Americans.

"Wealthy consumers tell us that Porsche stays true to its core values and to its enthusiasts," said Milton Pedraza, CEO of the Luxury Institute. "Porsche remains an automobile that never loses its way on the luxury highway, even at high speeds."

The Luxury Institute is the uniquely independent and impartial ratings and research institution that is the trusted and respected voice of the high net-worth consumer. The Institute provides a portfolio of proprietary publications and research that guides and educates high net-worth individuals and the companies that cater to them on leading edge trends, high net-worth consumer rankings and ratings of luxury brands, and best practices. The Luxury Institute also operates the Luxury Board (www.luxuryboard.com), the world's first global, membership-based online community for luxury goods and services executives, professionals and entrepreneurs. To reach the Luxury Institute, please call 646-792-2669 or go to www.luxuryinstitute.com.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 213 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

PORSCHE REDUCES CO2 AND POLLUTANT EMISSIONS

Far-Reaching Measures to Improve Environmental Compatibility

ATLANTA, MARCH 6, 2007 — Stuttgart, Germany-based automobile manufacturer Dr. Ing. h.c. F. Porsche AG announced at the Geneva Auto Show that starting as early as next year all Porsche models will comply with the strict EU5 emission standards set to go into effect September 2009 and at the same time will meet the currently defined EU6 standards before their scheduled September 2014 start date.

(Continued Next Page)

PORSCHE IN THE NEWS

(Continued)

Porsche also shared that all Porsche engines used in its current sports cars and sport-utility vehicles (SUVs) are able to run on fuel with an ethanol additive. Porsche's sports cars are designed to operate on gasoline with a 10 percent ethanol mix, while the 2008 Cayenne SUVs that now feature direct fuel injection are able to run on a fuel mixture with up to 25 percent ethanol. Porsche also is working on a Flexible Fuel Vehicle (FFV) able to run on both gasoline alone and on a mixture of up to 85 percent ethanol.

To further minimize fuel consumption and emissions, Porsche also is giving top priority to the development of a hybrid engine that the company is creating with the Volkswagen Group. This "full hybrid" combines a gasoline combustion engine with an electric motor. With this system, both power units can operate together and independently of one another, thus providing three different operating modes. The concept, which is planned for a future Cayenne SUV variant, will enter the market before the end of this decade. Porsche expects this alternative drive concept to further reduce fuel consumption by another 30 percent.

In addition to its efforts to reduce fuel consumption through the use of lightweight technology, VarioCam Plus valve management and direct fuel injection, Porsche's plans should significantly reduce CO2 emissions and nitric oxide in exhaust emissions while meeting the EU5 and EU6 standards ahead of time.

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FIRST OF THREE STREET COURSES PRESENT SET-UP CHALLENGES FOR THE TEN PORSCHEs ENTERED IN THE ACURA SPORTS CAR CHALLENGE OF ST. PETERSBURG

ST. PETERSBURG, Fla. - March 28 - The Porsche RS Spyder LMP2 prototypes and the GT2 class Porsche 911 GT3 RSs have left the chassis-rattling endurance test that is the 12 Hours of Sebring to compete this Saturday, March 31, in a much different, but equally challenging American Le Mans Series street race through downtown St. Petersburg.

According to Porsche Motorsport North America President Uwe Brettel, the teams that master the set-up the quickest for this weekend's Acura Sports Car Challenge of St. Petersburg will have the best chance of winning.

"As with many street races, there is no track time available for testing beforehand, as the teams take to the track for their first practice on Friday at 1:10 PM, and have to qualify less than 90 minutes later. With so little room to pass, qualifying for a good starting position is that much more important, yet there is little time to prepare," said Brettel, who added that careful driving is also more important as a street circuit provides no run-off area in case of driving mistakes or accidents.

This is the first of three street courses in four weeks for the American Le Mans Series, which goes to Long Beach (April 12) and Houston (April 21) - both similar street races. The series ran in Houston last year, but St. Petersburg and Long Beach are new to the schedule for 2007.

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PORSCHE IN THE NEWS

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The Acura Sports Car Challenge of St. Petersburg will be telecast on Saturday, March 31, on SPEED TV, starting at 8:00 PM Eastern Daylight Time (tape-delayed, same day coverage - the green flag drops shortly after 5:00 PM EDT). Live radio broadcast of the race as well as live timing and scoring will be available at www.americanlemans.com, and releases and photos of the Porsche teams are available at www.porschemotorsport.com

Porsche RS Spyders - Penske Motorsports and the Dyson Racing

The two teams preparing Porsche RS Spyder prototypes in the LMP2 class – Penske Motorsports and Dyson Racing - did not have things go their way at the recent Sebring event - although all four cars completed the grueling race - with accidents, electrical gremlins, and transmission problems preventing them from top finishes.

Still, the Penske entry of Romain Dumas (France) and Timo Bernhard (Germany) - aided at Sebring by Helio Castroneves (Brazil), managed a third place finish and enters the St. Petersburg event only seven points out of the class lead (first place is worth 20 points). For the two-hour, 45-minute event on Saturday, Dumas/Bernhard will handle the driving chores without a third driver.

Finishing fifth at Sebring was the Dyson Racing Porsche RS Spyder Andy Wallace (England)/Butch Leitzinger (USA) /Andy Lally (USA) (Wallace and Leitzinger are entered for St. Petersburg), which ran near the front of the class until electrical and transmission problems slowed their progress. The second Dyson Racing Porsche, with Chris Dyson (USA) and Guy Smith (England) at the helm, finished right behind their teammates after an early-race scuffle with a GT2 car required the replacement of their exhaust system, while the second Penske Porsche, driven by Sascha Maassen (Belgium)/Ryan Briscoe (Australia) /Emmanuel Collard (France) (Maassen and Briscoe are entered this weekend) broke a brake line early in the race, and then had electrical issues.

GT2 - Porsche versus Ferrari

If the .002 of a second margin of victory after 12 hours of racing at Sebring two weeks ago is any indication of what will happen this season in the GT2 class, the battle between Porsche and Ferrari might be the best race of the weekend.

Jaime Melo (Brazil) in his Risi Ferrari 430 led Jorg Bergmeister (Germany) in the Flying Lizard Motorsports Porsche 911 GT3 RSR by 30 seconds late in the race when the Porsche team came in to change tires for a last-ditch attempt to overcome the Ferrari lead. Bergmeister re-entered the course with a fresh set of rubber, and ran down the Ferrari on the last lap, with the cars side-by-side through the last two turns. After some contact which almost sent Bergmeister into the wall, the Ferrari took the checked flag by a nose.

Both the Johannes van Overbeek (USA)/Jorg Bergmeister Porsche and the Melo/Salo Ferrari will be back this weekend, joined by two other Ferraris, two Panoz Esperantes, and five other Porsches. In the standings, the Lizard drivers trail their Risi rivals by four points.

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 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.

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Other Porsche entries include Germany's Wolf Henzler and Robin Liddell (Great Britain), who 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 Ralf Kelleners (Germany) and Tom Milner (USA) to contest the GT2 season. The second Flying Lizard Motorsports Porsche will be driven by Darren Law (USA) and Lonnie Pechnik (USA), while 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) will be back after its Sebring debut. The second Tafel Racing Porsche of Jim Tafel (USA) and Dominik Farnbacher (Germany) round out the Porsche GT2 entries.

PRECISION DRIVING, QUICK PIT WORK, AND PENSKE RACE STRATEGY LIFT PORSCHE RS SPYDERS TO ONE-TWO LMP2 FINISH AT ALMS RACE IN ST. PETERSBURG

ST. PETERSBURG, Fla. - March 31 - After starting the American Le Mans Series race through the streets of St. Petersburg on the front row, the Porsche RS Spyders prepared by Penske Motorsports both found themselves in the pits early, laps down, and with the dismal prospect of finishing low in the standings, but the final standings showed the number six Porsche RS Spyder of Sascha Maassen (Belgium) and Ryan Briscoe (Australia) first in LMP2 and third overall, with teammates Timo Bernhard (Germany) and Romain Dumas (France) second in class and fourth overall.

Dumas/Bernhard started on the pole for the event, sharing the front row with Briscoe/Maassen, but the green flag to start the race dropped well before the cars reached the starting line, and one of the LMP1 prototypes rammed into the back of Dumas, causing body damage and a flat tire. Although the LMP1 driver was penalized for his action, it put the pole-sitting Porsche back in the pack, two laps down.

The Briscoe/Maassen car had similar bad luck in the early going, as it sucked up carbon fiber pieces from the start incident, clogging the air intake and causing the oil, coolant and brakes to run very hot. Then Briscoe came together with another LMP2 and the officials handed him a stop-and-go penalty. The car incurred yet another penalty when a crew member had goggles up during a pit stop. Sixty minutes into the two hour, 45-minute event, Briscoe/Maassen were sixth in class and Dumas/Bernhard were seventh.

The team then calculated their fuel stops, driver changes, and tire changes so they could maximize their on-track time and take advantage of the opportunities presented by the yellow flags to secure the one-two finish. "That's the great thing about endurance racing," said team owner Roger Penske, who called the strategy on the radio for the class-winning car.

"You can make mistakes and survive racing incidents - your fault or not - and catch the leaders with good driving, smart driving, and quick pit work. I am very proud of our Penske Motorsports crew, especially after the disappointing results from Sebring," Penske added.

Porsche and Acura are now tied for the lead in the LMP2 class with 39 points each. Dumas and Bernhard lead the LMP2 driver standings with 35 points, three points ahead of the nearest competitors, while Briscoe and Maassen are close behind with 29 points. With the winners getting 20 points at each ALMS event, the championship chase should go down to the last event.

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"To score my first American Le Mans Series win overcoming all the problems that faced us at the beginning of the race made this victory very special," said Briscoe.

"I thought everyone would be very cautious and have a clean start on this street course, but the early green flag caused many of the competitors to head for the same patch of concrete, and there was not enough room for everyone," he said.

After an eighth-place finish at Sebring, Maassen's focus was on the point standings, where he and Briscoe are now back in contention for the championship, and Porsche is now tied for the manufacturers lead.

"We will be fighting for every point right to the end of the season," said Maassen, the defending LMP2 champion who scored his 27th class win this weekend.

The Dyson Racing Porsche RS Spyders were very competitive at St. Petersburg, with the number 16 Andy Wallace/Butch Leitzinger racer leading the LMP2 class with only 30 minutes to go when a suspension bolt broke, causing the car to mishandle. Late-race yellow flags enabled the car to maintain its top five position as it never returned to the circuit, finishing fifth in class. The team number 20 Chris Dyson/Guy Smith suffered multiple indignities, including several contact incidents, a spin, and finally, with ten minutes to go, it was pushed off the track by a GT2 car. Dyson/Smith finished sixth in LMP2.

In GT2, it was the same Ferrari and same Porsche that finished in the same positions as they did at Sebring, but they arrived there in much different fashion. The number 45 Flying Lizard Porsche 911 GT3 RSR of Jorg Bergmeister/Johannes van Overbeek finished second in class, a lap behind the winning number 61 Ferrari. The two cars had a last-lap battle at Sebring that ended in a photo-finish. The Panoz Esperante finished third.

The number 18 Rahal Letterman Racing Porsche ran a flawless event with Ralf Kelleners and Tom Milner, Jr. at the wheel, and was headed for a second-place finish in class when Milner lost control of the car with just nine minutes left in the event, putting the team back to eighth place. The Tafel Racing Porsche of Robin Liddell/Wolf Henzler grabbed an early lead in class, but problems with their fuel rig put the team out of contention, finishing fifth.

The top ten ALMS Results (overall):

1. Rinaldo Capello, Italy; Allan McNish, Scotland; Audi AG/R10/TDI (P1), 114 laps
2. Emanuele Pirro, Italy; Marco Werner, Germany; Audi AG/R10/TDI (P1), 114 laps
3. Sascha Maassen, Germany; Ryan Briscoe, Australia; Porsche RS Spyder (P2), 114 laps
4. Romain Dumas, France; Timo Bernhard, Germany; Porsche RS Spyder (P2), 114 laps
5. David Brabham, Australia; Stefan Johansson, Sweden; Duncan Dayton, North Salem, NY; Acura/ARX-01a (P2), 114 laps
6. Adrian Fernandez, Mexico; Luis Diaz, Mexico; Lola/B06-43/Acura (P2), 113 laps
7. Richard Berry/Jon Field, Lola Judd, 111 laps
8. Olivier Beretta, France, Oliver Gavin, England Corvette, 111 laps
9. Mika Salo/Jamie Melo, Ferrari 430, 108 laps
10. Johannes van Overbeek, San Francisco, Jorg Bergmeister, Germany, Flying Lizard Porsche 911 GT3 RSR, 107 laps

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BERNHARD/DUMAS SCORE OVERALL VICTORY FOR SECOND WEEK IN A ROW IN THE PENSKE MOTORSPORT PORSCHE RS SPYDER; FIRST TIME IN ALMS HISTORY

HOUSTON, Texas - April 21, 2007 - Timo Bernhard (Germany) and Romain Dumas (France) held off the late charge of the Herta/Franchitti Acura to score a four-tenths of a second overall victory for the second week in a row, at the Lone Star Grand Prix of Houston – the first time in American Le Mans Series history an LMP2 car has won overall twice in a row.

Dumas took the lead from the McNish/Capello Audi LMP1 car on lap #54 - 48 minutes into the event - and kept the top position all the way to the end, losing the lead to the team Maassen/Briscoe car just briefly when both cars pitted in the middle of the race. When Bernhard took the wheel, he knew the finish would not be easy.

"The RS Spyder was handling perfectly, and we had an advantage over the Acura with fresh tires, but the last 30 minutes were the hardest of my racing career. We had the lead up to seven seconds with a good re-start after the yellow flag, but I lost half that time in slower traffic, and we had to push hard in the end to hold off the Acura. Tim Cindric kept me informed lap-by-lap on the radio, and I knew exactly where the second-place car was," said Bernhard.

"It was well worth the trip from Japan," said Porsche Racing President Tim Cindric, who had called the race in the Far East for the Penske IndyCar team earlier in the day and was on the radio for the winning Bernhard/Dumas car.

"I arrived right after the start of the race, and told the team I was here for a victory party. With two overall wins in a row, everyone can see that Penske and Porsche have something special here," he said, pointing out it was the team's third overall win dating back to last season (Mid-Ohio in '06 and last week at Long Beach).

The Lone Star Grand Prix at Houston's JAGFlo Speedway at Reliant Park will be broadcast on CBS Sports on a tape-delayed basis at 1 p.m. EDT on the next Sunday, April 29.

The team RS Spyder of Sascha Maassen (Germany) and Ryan Briscoe (Australia) finished third in LMP2 (fourth overall), solidifying their hold on second place in the class points. Bernhard/Dumas lead with 75 points, while Maassen/Briscoe have 58 points, and the leading Acura drivers have 49 points. Porsche now leads the LMP2 class manufacturer's championship points over Acura, 79 to 65. The victory also marks the second time the Audi R-10 LMP1 car has been outdistanced by LMP2 competitors. For Bernhard, it was his 19th American Le Mans Series victory, while Dumas now has 13 ALMS wins.

Ryan Briscoe, who qualified the RS Spyder he co-drove with Sascha Maassen, said the team was struggling with the setup on the bumpy street course all weekend, and the race itself was the best the car had been since it came off the truck in Houston.

"We were only 14 seconds behind at the finish, but traffic was not kind to us during the last part of the race," said Briscoe, who now has two second-place finishes with Sascha to go along with their class win at St. Petersburg.

The Dyson Racing Porsche RS Spyders finished fifth and sixth in LMP2 (sixth and seventh overall), just ahead of the Fernandez/Diaz Acura. The Chris Dyson (USA)/Guy Smith team car was fifth after Dyson spent more than 50 minutes leading Diaz around the track in some of the best nose-to-tail racing of the season. Sixth was the Andy Wallace (England)/Butch Leitzinger (USA) Dyson Porsche, which also had a good battle with the same Acura (Leitzinger with Fernandez) near the end of the event.

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In the GT2 class, the Flying Lizard Motorsports Porsche 911 GT3 RSR again led the class late in the race, but could not prevent the Risi Ferrari 430 from winning its fifth race in a row. The Johannes van Overbeek/Jorg Bergmeister entry led the event with 30 minutes to go after everyone had completed their yellow-flag pit stops, but Ferrari prevailed by six second. The Wolf Henzler/Robin Liddell Tafel Racing Porsche was running fourth, a full lap out of third place when the Ferrari in that position was issued a stop-and-go penalty with just a minute remaining in the racing, giving the team its second podium finish.

The Darren Law/Seth Neiman Flying Lizard Porsche was fifth, with the Tim Pappas/Terry Borcheller Team Trans Sport Racing was sixth - their best finish of the season.

Complete results are available at www.americanlemans.com.



Classifieds

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