



# The Ozark Injector

A Publication of Ozark Region Porsche Club of America

September & October 2008

**THIS MONTH'S SCHEDULE**

Volume 6, Issue 8

**!Don't forget to always check the website calendar for the latest information!**

**10-12 Oct**—PCA Club Race in Daytona Beach, FL

**18 Oct**—Fun run to Jo Jo's Catfish in Sylamore

**7-9 Nov**—Porsche—Palooza

**23 Nov**—SCCA Autocross and Fundraiser

## 2008 OFFICERS

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## President's Corner

By Rick Daes

### SEPTEMBER

I learned in July that the Zone Representatives had met and selected a site in Ohio for the 2009 Escape location, I'm not sure where but I'm guessing it will be in Columbus. I don't want to sound like Sour Grapes but I can't help feeling that way, we worked real hard to get our video presentation put together so we could present it at this years Parade. I understand Melody Zechiedrich (co-founder of Porsche-Palooza) made a wonderful presentation, along with Steve Reyna with passing out our literature. Regions applying for the 2009 Escape site were suppose to have a video presentation and hand our promotional literature, to my understanding our presentation was the only one that did so. I was very pleased at the 8 minute video that we made and as soon as I can acquire a copy I hope to have it on placed on our website for your viewing.

*(Continued on page 3)*



## Editor's Notes

By Michael Kennedy

Once again the time demanding challenges of everyday life, work, and now multiple home renovation projects has put me well behind schedule for the newsletters again. This time causing me to combine September and October together.

It sure was a fun summer for the club and autumn will only bring more opportunities for some open air, top-down, wind in your hair fun!

The change in season also brings with it possible changes in leadership in the club. Yes, it is that time of year again. We'll be having our officer elections in the very near future. If you are interested in taking a more active leadership role in the Ozark PCA, now is your opportunity to step up to the plate! The club can only continue to grow by your ideas and the infusion of "new blood," complimenting those of us who have been on a part of the board for a while. Send us your ideas, or volunteer to be an officer! The club lives by our membership! That's all for now. Keep the shiny side up!



## Membership Report

By Harry Broadwell

### As of 26 August, 2008

New Members: **3**

**Benoit Marcille** 1995 911

**Frank Michel** 1996 911

**Stan Palmer** 1979 911 SC

Late Renewals: **0**

Transfer In: **0**

Transfer Out: **0**

Dropped / Non Renewals: **0**

Please try to remember to pay your dues on time. PCA's Main Office doesn't offer a grace period.

Primary Members **96**

Affiliate Members **68**

**Total Members as of 26 August 2008: 164**



## President's Corner

By Rick Daes

### OCTOBER

I only have a few things to pass on to everyone, all "Good News".

You can expect to receive your ballot for voting of the officers and board members this month, every year we have the election in October so we can get the results in and make the announcement by December. This also gives us plenty of time to send in the forms to the PCA national office before the January 15th dead line.

This will be the fourth year that the Cimarron and Ozark Regions have sponsored Porsche-Palooza, you can go on line to register at [www.pca-palooza.com](http://www.pca-palooza.com). That's the weekend of November 7th, 8th and 9th. Don't forget to make your motel reservations at the "Inn of the Ozarks" (479) 253-9768. Leonard, Melody and Chip have

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**We're on the Web!**  
[www.Ozarkpca.org](http://www.Ozarkpca.org)



## Porsche of the Month

The September Porsche of the Month belongs to Christian Michaels and his 1983 911SC. Here is Christian's story.

My 1983 SC Coupe is my first Porsche and it is the culmination of many years of desire. My new found love of Porsche comes from a different angle than most, I suppose. Although I marvel at the super-car specs and at the limit handling and acceleration numbers that are possible, my Porsche lust was spawned from an early love of air-cooled Volkswagens.

As a college student in Shreveport, Louisiana in the late '80s, I discovered VW's on a whim—I had very nice, late model Honda Civic that I miraculously (foolishly?) traded for a 1972 Karmann Ghia convertible. The Ghia had more rust than paint and metal. I feel certain it was the inspiration for Neil Young's "Rust Never Sleeps". I could literally see the road passing by my left foot as I would drive. Nevertheless, I was hooked. After several other Ghias and Beetles in various states of tragedy, I stumbled upon a pristine 1966 Beetle, all original, black with red vinyl interior. The visceral pleasures that it provided-- the sound of that air-cooled engine, the feeling of being pushed into the corners, and the skills that it took to properly shift that unsynchronized transmission properly—all added up to a feeling of being connected to the car that transcends mere transportation. As my family will attest, I drove that car for several years, despite owning many varied cars, from a 1976 BMW 2002 to a 1981 Mercedes 300SD, this was my all time favorite car. Until now.

Purchasing my SC was, in many respects, about a 5 year odyssey. Although the air-cooled love was dormant from my love of early model VW's, it was awakened one fated evening at Lake Maumelle when my friend Chuck Blair threw the keys to his 993 to me and my wife Mary, and said, "take her for a drive." 10 seconds into that drive, I knew I had to have a 911. For months and years after that drive, I quizzed Chuck on the ins and outs on what I might buy, and got great advice and encouragement from Bud Thurman. Bud, who has known my wife since she was a child, in particular was good at making it all seem so simple (to her). My daily routine became coffee, eBay Porsche, and a regular searching of the online inventories at Victory Motorcars, Midwest Performance cars, and the other usual suspects of Porsche oriented web-sites. I'd like to say that

this continued for a few weeks, or months—but it was more like years.

A couple of near purchases were pre-empted by the arrival of my first daughter, Cate (now 4), and my second, Caroline (now 6 months). I would like to go on the record that I would never pick my 911 over either of my daughters, no matter how loud they are when teething, or hungry. Some of my friends have their doubts. In any event, I found my SC on Auto Trader, listed by a seller in Atlanta. The seller, it turns out, is a long-time Porsche fanatic and is presently a salesman at Hennessy Porsche in North Atlanta. After a few weeks of long distance PPI's, and the assistance of a fantastic PCA Peachtree Region who helped me out, and on June 6, 2008 I drove a rental car to Atlanta and made the joyous return trip. Upon return, I was greeted at my house by my family and a group of my friends—my wife had organized a "Sip-and-See" for our newest family member. That night my 4 year old daughter, Cate, who has named all of our vehicles since she could barely talk (mini-van "Sally", X3 "Zella," etc.), aptly dubbed the SC "Baby." As much as I hope and dream of great things for our children in the years to come, it is my sincere hope that this Baby never grows up and moves away.



**SEPTEMBER PRESIDENT'S CORNER  
CONT...**

*(Continued from page 1)*

I contacted Caren Cooper (Our Zone 5 Representative) and asked if the Zone Representatives had decided on a site for the 2010 Escape, as they thought they might make that selection at the same time as the 2009 selection but the Zone Representatives have held off on making that decision until later, maybe as late as next year.

I have spoken to Leonard Zechiedrich about this years Porsche-Palooza and the website should be available for registration now. This years dates for Porsche-Palooza is 11/7-9/08, in Eureka Springs, Leonard had add some sponsors and promises to make each year bigger and different so that it's not just the same year after year.

Our membership continues to grow, we're up to 96 members, so just keep spreading the word among Porsche owners who you come in contact with about our club.

Keith Lundquist has been promoted to regional manager and until the Firestone Store on Rodney Parham replaces him, club member Walter Ederle will continue to assist us with any tire purchases or service needs. You can contact Walter at 227-0506.

We're now relying on our website ([www.ozarkpca.org](http://www.ozarkpca.org)) to post the Ozark Injector News Letter and Injector Updates, we'll send you a notification as when it's posted and you should be able to click on to be taken directly to the page.

This years officers election will be held in October, anyone one interested in serving as an officer or board member please let me know, we have plenty of opportunity for anyone willing to serve as a volunteer. We want to encourage everyone to vote.

We keep scheduling two events a month so to keep up with those activities go to our website, click on to Event Calendar then select the day of the event for details. Please keep in mind that changes do sometimes occur, that's why we request RSVP so we can notify you of any last minute changes.

Thank you for supporting our club.  
Rick

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# EL DORADO FUN RUN By Rick Daes

Club members met Saturday morning at the Dixon Road commuter parking lot to drive down to El Dorado. What was promised to be a beautiful day did not start off that way, over casted, foggy, humid with a fine mist in the air. We got on our way and headed towards Sheridan on what I thought was going to be good roads but was actually a major road project in progress. Once we got through Sheridan and as we were leaving town we decided to stop at the McDonalds for coffee and a breakfast snack. We liked to never found a place to park, then we had to stand in a long line and like to have never got back out on the highway because of all the hunters. Having spent more time than a quick in and out, I was hoping we could pick up the pace and get on down to Fordyce, again to much traffic and enough state troopers to keep one mindful of the speed limit.

All the way down to El Dorado it was a gloomy day and I was concerned that maybe the chance of rain would cause some of the Ark-La-Tex group not want to attend. Then about 10 miles north of El Dorado the sun appeared as if it had been out all morning, which



like we had before. We no sooner got our cars parked and had gotten out when in rolled the Ark-La-Tex group. Ken Chandler serves as President of the Ark-La-Tex Region, consisting of about 75 members but they sure do have some newer nice cars, someone in our group commented that it was a good thing we showed up so they could see what vintage Porsches look like, all total we had about 17 cars and 23 folks attend.

Mickey had reserved about 25 places at a local eatery right off the square, so we all ventured down the street to have lunch at the "House of Wylie Coffee Bar and Cafe". The staff immediately seated us, took our drink and food orders and within 20 minutes had everyone served.

Like shuffling a deck of cards, it was interesting to see everyone enter mingle with one another. Having met several of their members at Porsche-Palooza and from our going to El Dorado last year, it was good to visit with them and to hear that so many folks are planning to attend this years Palooza.

El Dorado is a great example of a city that has revitalized it's downtown area with small independent merchants, while preserving and restoring the historic quality of it's downtown. A modern day example of "Small Town USA" as depicted in a Norman Rockwell painting. Once lunch was over and many of the folks had a chance to visit the Elm Street Bakery, La Bella Gourmet Gifts and Deli (the fudge store) and some of the other shops on the square, we headed back to the parking area to leave for home.

The sun was still shining, the humidity was low and with tops down, sun roofs open, we headed back to Little Rock, not by the route we drove down there on (Hwy. 167), but up Hwy. 7 to Camden, then Hwy. 9 to Malvern.

A "Special Thanks" to Diane and Mickey Murfee for arranging to have both clubs meet in El Dorado for lunch and to Ken Chandler and the folks from the Ark-La-Tex Region for driving up.

it had down there. We arrived on the town square just a few minutes past noon and were promptly greeted by Diane and Mickey Murfee, Mickey was holding a sign that said "Park Here" with an arrow directing us to a private parking lot and Diane had put together "Welcome Sacks" containing interesting information about El Dorado and the surrounding area. Last year Mickey had the parking spaces around the court house reserved for us but they were having a free "Health Day Clinic" and we could not display our cars





## Porsche of the Month

This October 2008 Porsche of the Month belongs to Benoit Marcille and his 1995 C4.



I was born in France and when I grew up over there, Porsche represented the symbol of Motorsport excellence. I have always been a Formula 1 fan and a fan of the 24 hours of "Le Mans. When I was a teenager, Porsche was dominating "Le Mans" with the 936, the 956 and the 962 with seven consecutive victories between 1981 and 1987. Porsche was dominating in Formula 1 as well with a McLaren chassis (1984, 1985 and 1986), two of those titles going to French driver Alain Prost. Porsche was also winning the famous "Paris-Dakar" race in 1984 with a 911 and in 1986 with a 959. Porsche was simply dominating car racing.

Sure, Porsche cars were sold in France and you could buy the latest and greatest from Stuttgart if you had plenty of money. But for me and my family, those cars, even used, were totally out of reach. So, I grew up among Peugeot's, Renault's and Volkswagen's. My first car was a Volkswagen Golf that my parents let me have when they were done with it. I guess we can say that a Volkswagen is a Porsche cousin, but in my case it was a very remote cousin. My first Golf had a small engine, with a whooping 60hp and no luxury at all. My second car was also a Golf but it showed a great improvement with... 90hp and power windows!

Fast forward to 1998. A year after having joined the Dassault Falcon company, I arrived in Little Rock where I had accepted an assignment in the local facility. And this is where my first serious exposure to Porsche cars occurred. Several French people working in this facility had bought 911's. The reason was simple. These cars were cheaper, much cheaper here than in France, and they could bring them back with them when moving back to France. Two of them had "old" school 911's (Jean-Yves and Roch) and one of them had a



964 (Guy). Guy became somewhat my "Porsche" mentor. He had a good knowledge of the p-cars and shared some of it with me. However, I did not buy a Porsche at this time. I was driving a... Volkswagen Golf... but this time with a 180hp VR6 engine and all the luxury you could get!

Fast forward to 2005. After a few years in France with the mother company, I was back in Little Rock for another assignment with Dassault Falcon. This time, no VW Golf, but nonetheless another Porsche cousin. I had an Audi TT Coupe. But in 2005, the most important change in my life happened. I met Margaret, who was born in California but spent most of her life in Arkansas. She was to become my wife a year later. Now, I was anchored in Arkansas for good! At the end of 2007, after owning the TT for over 3 years, I started to realize that I had seen everything about this car and I was ready to move on to something else. I started to talk to Guy and the idea popped up to get a 993 Coupe. Why the 993? Because it was the last generation of the air-cooled 911, my wife and I absolutely loved the design of the 993 and prices were finally at a reachable level for us. I wanted a Coupe as I intended to track the car some and I needed the stiffness of the Coupe body. So, I started to read everything I could find about 993's; web forums such as PCA technical advisor, Rennlist, Pelican and many books and articles. The goal for me was to be armed with knowledge to find a good 993. Guy also gave me all the advice he had on the subject. In early 2008, I sold the TT. Margaret agreed to the idea of buying a Porsche; I was on the hunt for a good 993. Often, I would find a car for sale, call the seller or the dealer but something would not check out right. In April 2008, I thought I had found the right one in Philadelphia. The owner, Jack, was a PCA member, he had taken great care of his car and he had a passion for Porsche. The car was great on paper, the right modifications were done to it and the price was right. Unfortunately, I had to work the weekend I wanted to check this car out and therefore I could not go to Philly. One guy drove all the way from Virginia on the same weekend to check it out and bought it. Since then, Jack has become my friend and we are communicating regularly. He even advised me on my subsequent 993 leads.

Last May, I found out about a 993 dealer/collector located in the Austin, TX area. I contacted this dealer and he had two cars I was potentially interested in. One was a 1996 C4 Coupe, silver over black and the other one a 1995 C4 Coupe white over black. He wanted a lot more money for the '96 as it had less miles than the '95. According to him, all his cars were in perfect condition with up to speed maintenance. After talking to the shop he was using for maintenance, I decided it was worth flying to Austin to check the white one out. Though silver was my preferred color, I had to pass on the silver one as the asking price was not reasonable.

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## OCTOBER PORSCHE OF THE MONTH Cont...

*(Continued from page 5)*

So, I showed up in Austin, with my tools and documentation, ready to go over that car in details. After great hesitation, I decided to skip a PPI for two reasons. First, the car had had a 60k maintenance done just 3 months ago and second, I thought I could check by myself most of the critical points. The dealer picked me up at Austin's airport in a 951 convertible and took me to his dealership. I drove him nuts spending almost 3 hours checking the car inside out. He was somewhat disappointed that I did not look excited or happy. Indeed, I was focused and I behaved as if I was trying to conduct business. After all, buying such a car should be approached as a business transaction. The worse thing you can do when buying a used car is to make an emotional decision. I was just trying to gather elements in order to take a logical decision.

Things checked out OK on my inspection. So we went on to a test drive. And I drove the dealer nuts again. He told me he had never driven that car as hard as I did during this test drive, and it was his daily driver. I felt sorry for the guy, but Porsche's are designed to be driven hard and I had to check the limits. Things checked out OK during the test drive so we went on to check the paperwork. And it was clear. I had just noted a few issues with the car: struts and shocks needed replacement soon, clutch had may be

35% of life left, driver's seatbelt showing some signs of fraying and broken holding tabs on the left front turning signal. But it wasn't too bad, so I decided to buy it and drove it back to North Little Rock the next day. When I arrived at home with the car, my wife was waiting for me in the garage with a bottle of Champagne and two glasses. We celebrated the purchase and decided to give a name to our car. We picked up "Marlene" as an homage to Marlene Dietrich. Both are German, both are beautiful, both have a nice voice, and our car is white with black interior. Black & white just like most of the movies featuring the great German actress.

Since we have owned the car, I have had to deal with a few issues. The first issue became obvious when I replaced the driver's seatbelt. I found out that the fraying was due to mice which had been living behind the aft left

hand interior panel. The mice had long moved out but not before they had eaten some of the foam of the panel. I also found out later that the dealer knew about this issue but did not reveal it to me. After this discovery, I decided to perform a very in-depth inspection of the car. I found a few more issues but none were major. However, some of them were surprising on a car just out of a 60k maintenance. I have already addressed some of those issues and plan to address the rest soon. For me, working on this car is almost as much fun as driving it. I have found out that this car is not that difficult to work on and there is a wealth of information available on the web and in books to help you maintain it. "Marlene" is not a daily driver for us, though she could easily be one. She is our "toy" car. We like to drive her to visit my wife's family or to go on weekend getaways or simply to go out to dinner. I also enjoy driving her on twisty hilly back roads after work or on weekends and I have even taken her out to a couple autocross events. But I still need to learn a lot before I can master the full potential of this car. Who said you cannot spin a C4? I found out you can while trying to get around those cones!

One great thing about this car too is that it helps to make new friends, especially with the local PCA as we have had opportunities to meet with people such as Rick Daes, Patrick Murphy or Rick and Steve McPherson. We are very happy that we have joined the Porsche family.



## PORSCHE PARADE 2008

By Tom Oxner

Luke and I arrived in Charlotte, NC on Saturday, July 26, 2008. We towed the 72 911 (the yellow car) in the trailer. Filling up with diesel at \$4.50+ per gallon was quite an experience! PCA had arranged for a lot very near downtown in which we could park the trailer (complete with 24 hour security). We parked the truck and trailer there and cruised over to the headquarters hotel to register. The new and used Porsches that were displayed in front of the hotel were very impressive.

On Saturday evening, we attended the Zone 5 welcome party hosted by Caren Cooper and West Dillard. We recognized a few people that we had met at Porschepalooza last Fall. The members of Zone 5 went out of their way to make Luke and I feel at home. We accompanied a number of those from the welcome party to a local Mexican restaurant for dinner afterwards.

Sunday morning we participated in the Porsche Paddock. We had to roll out early as we were to be at a local parking lot at 6:30am (Luke had a little trouble getting up-but I was able to assist him). We did not know what to expect as we had never participated in this before. A large portion of the downtown Charlotte streets were closed to traffic. The Concours cars were arrayed on about four blocks of one of the major downtown streets. The paddock cars drove over to this location and parked (roughly by car groups) on the cross streets. One cross street would have 944's, another 356's, etc). This lasted from 7 am until 3 pm. We met a lot of really friendly and enthusiastic people. The car that was parked next to us was a 69 911 that was owned by a retired aircraft mechanic. He had completely restored the car after it had been setting in his shop for "many years".

Between the Concours and the paddock cars on display, we were about to experience sensory overload. I had read about the 356 twin cam Carreras, but I had never seen one in the flesh. There was a beautiful one in the Concours display. There were many, many beautiful hot rod 911's and 356's and even a few hot rod 930's. We walked around and enjoyed looking at wonderfully prepared Porsches. One could examine many models of most Porsche production cars and, since they were displayed next to one another, determine the subtle (and not so subtle) differences between them.

We were able to examine the Concours 912's to determine what items we needed to address on Luke's 912. I found a 911 in the Paddock area that had been converted to an EFI Turbo. I was able to crawl around under the car and talk to the owner to get some ideas that I could apply to my 930 EFI conversion project. Both Luke and I really enjoyed the Paddock experience. We attended the Paddock not knowing what to expect and found it to be a really enjoyable experience.

On Monday afternoon, we attended a seminar led by Norbert Singer, in which he described the development of the 935. He described how Porsche ran the 2.1 liter turbo in the prototype class in order to learn how to best build a car to meet the formula that was to be implemented in subsequent years. When the formula was finally implemented, Porsche Racing was ready with a 935 that was at a much higher stage of development than the cars of the competition.

Tuesday morning the Heritage and Historic Display opened

*(Continued on page 8)*

## NEWS FROM OUR SPONSORS

**If you would like to sponsor or advertise in The Ozark Injector, contact one of the officers. News! We are in the process of adding all of our sponsors to the website and adjusting our prices. Look for lower advertising costs with additional service online soon!**

**Business Card sized: \$25 per month**

**1/2 Page add (8x5): \$50 per month**

**Full Page add: \$100 per month**

**Discounts available for multi-month, packages when paid in advance.**

## OCTOBER PRESIDENT'S CORNER CONT...

*(Continued from page 1)*

added Porsche of Springfield as a sponsor for the next several years along with a few other new promoters. This year Bridgestone/ Firestone and Garrett Tire and Auto are providing a couple of Indy cars for display, along with an Indy Car Simulator. So make plans to attend this three day event, it's the biggest Porsche event in Arkansas. So bring the family, there's plenty of things to do in Eureka Springs this time of the year.

We have once again achieved the 100th member mark, to my knowledge we only have exceeded that number once before. I want to "Thank" everyone for helping spread the word that the Ozark Region Porsche exists. I want to also "Welcome" all of our new members and hope you will try and attend some of our many activities.

On September 7th, the board members met to discuss the election, club activities and club finances. Treasurer Joani Mott reported the club will have just over \$4800. once all the checks have cleared. We're planning a few more fun runs before December, one to the Cliff House outside of Jasper and the other to Mt. Magazine.

Again I want to "Thank" everyone for supporting our Club by attending the many events we offer and for making suggestions of things to do that are of interest to other members and for encouraging other Porsche owners to join the Ozark Region Porsche Club.

A "Special Thanks" to our advertiser's: Blair's British Cars, Firestone Complete Auto Center (on Rodney Parham), Mickie's Blue Fish Grill in Conway (soon in Russellville) and Perfection Plus. Your comments and suggestions are always Welcome.

Thank You  
Rick

## PORSCHE PARADE 2008

By Tom Oxner

(Continued from page 7)

at 10:00 am. Luke and I were there when the doors opened. The Heritage and Historic Display was the most awesome display of automobiles that I have ever seen! I was absolutely stunned at the completeness of the display. Around the perimeter of the large display hall were examples of Porsche racing vehicles from the 1950's up to the current Porsche Spyder campaigned by Penske Racing! In the center part of the room were examples of many of the notable Porsche road cars from the 1950's to the present. Norbert Singer was there to give a short talk about the development of some of the Porsche race cars on display. Most notably, the 1974 Carrera R5R Turbo owned by Matt Drendel was on display. This car was the one which Singer had referred to the previous day when describing the development of the 935. Singer was asked to sign the car which he did. He was also gracious enough to sign autographs for anyone who requested. We spent a couple of hours examining the impressive cars on display. This was another example of an event that I thought would be enjoyable, but it turned out to be very, very impressive. Once again, my expectations were far exceeded!

I cannot overemphasize the friendliness and helpfulness of ALL the people involved in Porsche Parade. From the tech inspection to the arrangements for trailer parking, all arrangements were done very well. The individuals involved went out of their way to make us feel at home. The Parade next year will be in Keystone, Colorado. I would like to encourage you to attend if you possibly can. With a little planning, Parade can be an enjoyable vacation that doesn't break the bank. Luke and I are looking forward to attending Parade in Keystone next year!!

## ARKANSAS MOTORSPORTS RANCH

By Gregory Wood

I thought I would send this to everyone who has showed interest in membership by giving a RSVP. Here is where things are at. Since the web site went up I have been keeping up with every little input and feedback on membership interest, track usage interest from, membership ability, club use etc., I have also been constantly updating track cost but construction and operating expenses. Here is the way things stand: The estimated construction costs have gone up almost 50% since the onset of this project creation 9 months ago, largely due to oil & fuel prices (I have no control over this and it is not avoidable and you can't cut corners here. The land cost is also fixed and is not avoidable. With the known or indicated interest we have to date puts us at about 25% of the needed goal and that does not include insurance and operating costs. However, since the nice large newspaper article in the business section a few Sundays ago I have been contacted by numerous people with interest but no commitments.

There is good news! Hang in there. I learned long ago to always have a backup plan and I do and I have been working on it as well and for good thing because it will likely come in handy. This is also way I am writing. I have now moved plan B to the front burner and based on all obtained info/suggestions made a few changes. Here is how it looks:

Plan B location: I have been meeting with the folks at the Stuttgart Airport and City officials. I am in the process of getting a

long term lease on part of the airport. I was to meet with them this week but had to rescheduled, as you know the recent tornado rampage hit Stuttgart and recovery has priority with city officials at present. The lease which will allow me to make a few elevation changes and put down a new asphalt road course. 90% of the road bed is in place and can be used. The course will be approx 1.7 to 1.9 miles but will have the ability to be configured in several different ways to allow for faster and less technical, slower more technical and 2-3 ways in the middle. It will also allow for a 1/4 drag lane with 1/2 mile shut down. Once the lease is completed with the city the needed dirt work and construction will be started within 30 days and asphalt down in another 30 days. I see no problem with us being able to drive in September 08.

Membership changes: I am working on that now, but more than likely it will include entire family, so spouses and eligible dependent children can ride or drive, so it is really a family membership instead of a individual membership. The monthly dues will be higher, but you do not pay per drive session so it will cost less overall if you did much driving at all. In other words you can drive all you want without additional fees. This will be much easier to administrate also.

Initially I plan to have the track open regularly 3 days week (Fri, Sat and Sun) and by request/reservation on the other days of the week and eventually go to 7 days a week, again to reduce admin, costs. Members can drive 7 days a week, just have to make prior arrangements for the closed days.

I will schedule a open track day once per month or once a quarter where non-members non-guests can run. The track fee will be expensive and the runs limited. I think this is needed to help get others interested and hopefully to join as members. It also accounts for a important revenue source to help operations/improvements.

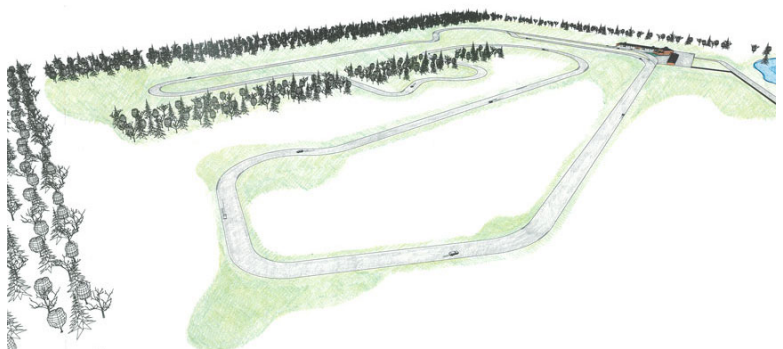
Plan B is doable with the interest AMR has gotten so far. It is not far and is a easy drive. Does anyone have any comments, questions or suggestions? Preferred track days, times etc?

I hope this is helpful info and should get everyone up to date. I am excited about it, especially since we should be able to drive in Sept. I will try to get a copy of the planned track course as soon as possible.

I hope everyone on getting this remains committed to being a member.

I will keep you posted.

Greg



## PORSCHE IN THE NEWS

### Pebble Beach Concours d'Elegance to Display The First Porsche Sports Car

**Atlanta, August 5, 2008** – Porsche No. 1, the one-of-a-kind, two-seat sports car Dr. Ferdinand 'Ferry' Porsche developed and built after he searched and was unable to find the car of his dreams, makes its North American Concours d'Elegance debut when it joins other notable and historic vehicles August 14th at California's famed Pebble Beach Concours d'Elegance.

This occasion is a happy one as Porsche No. 1's first North American trip, to Porsche's 50th Anniversary celebration at the Monterey Historics in 1998, was thwarted when it was damaged in Chicago on its way to California. This trip also is special as it helps commemorate Porsche's 60th anniversary. Before arriving at the Pebble Beach Golf Links®, Porsche No. 1 had a starring role in Porsche Cars North America's 60th Anniversary celebration at its Atlanta corporate headquarters.

Affectionately called Porsche No. 1 by the Porsche family and thousands of the brand's loyal followers worldwide, this legendary sports car and the lynchpin of Porsche's design philosophy began life in June 1947 as engineering project Type 356 in the Porsche

design office in Gmünd, Austria. Officially known as Type 356-001, Ferry Porsche's design concept took shape through the leadership of Karl Rabe, Porsche's talented chief designer who worked alongside Ferry's father to develop the original Volkswagen (VW).

In post-war Germany and Europe where resources were few yet the desire to rebuild was strong, the Porsche team diligently started building the innovative sports car. Starting with a hand-built tubular steel frame, engineers fitted already existing VW components including the suspension, headlights, clutch, gearbox, cable-operated brakes, worm-gear steering, and various small parts. VW parts were a natural choice due to the early VW-Porsche relationship and because of VW's key role in the post-war rebuilding effort after British military officers brought VW's Wolfsburg factory back online in 1945 to fulfill car demand and to stimulate the nation's economy.

The basic Volkswagen air-cooled, 1.31-liter flat-four engine put out just 25 horsepower at 3,300 rpm, so the skilled Porsche team enlarged the bore from 70 to 75 mm, increased compression from 5.8:1 to 7.0:1, and added slightly larger inlet valves and ports and twin carburetors, boosting output to between 35 and 40 horsepower.

The engine and transaxle were fitted into the frame in such a way that the engine ended up positioned in front of the rear axles with the transaxle trailing behind, making this a true mid-engine design. Mated to a four-speed gearbox, the drivetrain proved to be both lightweight and reliable. Erwin Komenda, who along with Ferry Porsche and Karl Rabe formed the foundation of the fledgling car company, penned an aerodynamic and easy-



**PORSCHE CELEBRATES 60 YEARS BY SHOWING THE MID-ENGINE 'PORSCHE NO. 1' SPORTS CAR THAT DR. FERRY PORSCHE BUILT WHEN HE COULD NOT FIND THE CAR OF HIS DREAMS** *(Continued on page 10)*

(Continued from page 9)

to-build open roadster design. Friedrich Weber from Gmünd, one of just three of the company's body artisans, formed each of the car's aluminum body panels by hand, beating the then rare sheet metal and massaging it into shape over the wooden body buck Komenda had designed. The result was as shapely and beautiful as it was functional, with minimal protrusions to upset the aerodynamics or its visually graceful lines.

As with every Porsche since, form followed function on Porsche No. 1. The interior featured a bench seat to accommodate a third passenger if needed, a simple dash with only a tachometer (a speedometer was added later), a locking glove box, and map pockets on the leather door panels. An ample luggage compartment and the fuel tank were placed under the front hood, and the mid-engine layout provided space for a spare wheel and tire and battery behind the engine and above the transaxle. Finally, a frameless and low twin-panel front windscreen provided wind protection while accenting the sports car's gentile lines.

The unique roadster weighed merely 1,290 pounds, and thanks to the modified engine it could reach a top speed of between 84 and 87 mph. In May 1948, Ferry Porsche himself set off on the first long road test, driving from Gmünd to Zell am See, Austria. During the rigorous test drive over some of Europe's most spectacular climbs, the rear torsion bar suspension failed but was repaired en route. Through this car's entire test period, this proved to be the only mechanical failure.

Journalists tested the car on July 4, 1948, and Robert Braunschweig, editor of Switzerland's highly respected *Automobil Revue*, concluded, "This is how we imagine modern road motoring to be, where the advantages of modern springing and the resultant driving comfort are combined with the adhesion of an equally modern, low and handy sports car."

On July 11, with Herbert Kaes at the wheel, Porsche No. 1 won its class in the Rund um den Hofgarten local race in Innsbruck, Austria. Just as today, testing and competition proved to be solid underpinnings for the company's commercial and motorsports success.

Soon after, Porsche ramped up production of the 356 sports car at the company's tiny factory in Gmünd, abandoning the complex steel tube frame in favor of a stamped floor pan. The engine also was repositioned behind the axles to provide more interior space and room for a rear seat. Not too much later Porsche moved its production operations in 1950 to its current home in Stuttgart-Zuffenhausen.

After passing through the hands of several owners, Porsche No. 1 was reacquired by Porsche AG and became a centerpiece in the Porsche museum. As Porsche nears completion of its new museum alongside the Porsche factory in Stuttgart-Zuffenhausen, Porsche No. 1 will be prominently displayed in a way befitting the historic car that shaped all future Porsche vehicles.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and Porsche Cars Canada, Ltd. (PCC) in Mississauga, Ontario, are the two separate importers of Porsche sports cars and Cayenne® sport utility vehicles for the United States and Canada respectively. They are each wholly owned, indirect subsidiaries of Dr. Ing. h.c. F. Porsche AG. These two subsidiaries combined, PCNA and PCC employ approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 200 U.S. and 12 Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

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