

OLD FAITHFUL

Porsche



December 2013



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Old Faithful Porsche is the official newsletter of the Porsche Club of America - Yellowstone Region.

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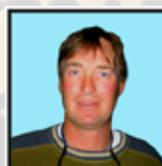
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President's Message

Porsche Sales are Booming.

Porsche has proven that they are killing it for 2013. Sales have risen by 26% for the first nine months of the year, according to the Automotive News Data Center, an organization based out of Detroit, Michigan. This gain just happens to be the biggest gain for any automotive manufacturer during the year. As it stands for 2013, Porsche is set to crush their 2012 figures as well. Porsche maintained record sales in 2012 for the North American Market by selling 35,043 vehicles, a jump of 21% over 2011.

The sales numbers come in part from the success Porsche has had in expanding its' product line. The Cayenne is Porsche's number one selling product and accounts for 44% of its volume at 13,913 vehicles YTD. Following the Cayenne's success for the first 3 quarters of the year is the 911 at 24% of its volume at 7,498 vehicles, the Boxster/Cayman duo at 20% of its volume at 6,190 vehicles, and finally the Panamera with 12% at 3,948 vehicles. Total sales volume for Porsche North America for the first three quarters of 2013 is 31,549 vehicles.

It can also be noted that sales to woman have increased from 8 to 15 percent over the past two years. Now, Porsche is no longer just a weekend play toy. Moms and dads can now take the family on vacations, to school and around town in some

of the best driving vehicles on the planet, whether it's in the Cayenne or the Panamera. According to Scott Baker, the manager for Marketing Communications at Porsche Cars North America, Porsche's sales growth "is a direct reflection of [Porsche] being able to broaden the relevance of [the 911] sports car enthusiasm into other forms."

Porsche's own research during 2012, conducted by David Pryor, the VP of marketing at Porsche, found that consumers viewed Porsches as an impractical purchase for daily use. Porsche Cars North America, using the Cramer-Kressalt Marketing Agency out of Chicago, is trying to change that perception by using direct mail, mobile, online and targeted TV spots to make those changes.

Working to maintain the core values of performance, engineering and state of the art technology, Cramer-Kressalt is emphasizing the "everyday use" aspect of the Porsche automobile. The campaign has been distributing direct mail pieces to consumers outside the company's customer base and to those who may not have visited the brand in a while. Porsche has also launched a mobile-optimized website to cater to the smart phone users who want instant access to the website. The online presence at Porsche is an interactive media form that allows potential customers to discover various aspects of the marque and not just its' performance attributes. The online emphasis uses consumer created content, from videos and photos to customer testimonials on the everyday usability of its vehicles. Porsche also launched its March Madness advertising during the 2011 season in the select communities of New York, Miami and Los Angeles to target those watching "live TV" as opposed to a DVR recording. Porsche is well aware that up to 80 percent of its' customer base own DVR's and is privy to the fact that most people fast forward through commercials when watching a pre-recorded show.

The new Macan, being released in the summer of 2014, is Porsche's latest entry into the SUV market. With a starting price at \$49K, and the help of the new 991 based 911 Turbo Cabriolet, 918 and the updated Panamera S-E Hybrid; Porsche is a shoo-in for breaking all of their sales records established in 2013.



Winter Driving Education



Sponsored by



Porsche Club of America
Yellowstone Region



Time: Saturdays 9 - 4 PM. (Lunch break 12 to 1)

Day 1: 01/18/14 (alternate date is 02/08/14)

Day 2: 01/25/14 (alternate Date is 02/15/14)

Day 3: 02/01/14 (There is no Alternate Date)

The Yellowstone Region Porsche Club is sponsoring its' first ever Winter Driving Education. Join us with instructors Mike Faems, Mike Mielke and Stan & Pat Siegel as you learn how to better handle "your own vehicle" on inconsistent surfaces of snow and ice and more snow. You'll learn vehicle dynamics, stability and driver control using an autocross format.

This is a simple course set up at the Teton County Fairgrounds parking lot, next to the horse arena, on the corner of Snow King and Milward Avenues. Jackson's very own "Porsche & Specialty" mechanic Brian Moore, of RMC Motorsports, and Eric Weber, of the Yellowstone Region Porsche Club, will be "tech'ing" your car for proper safety and mechanical running order.

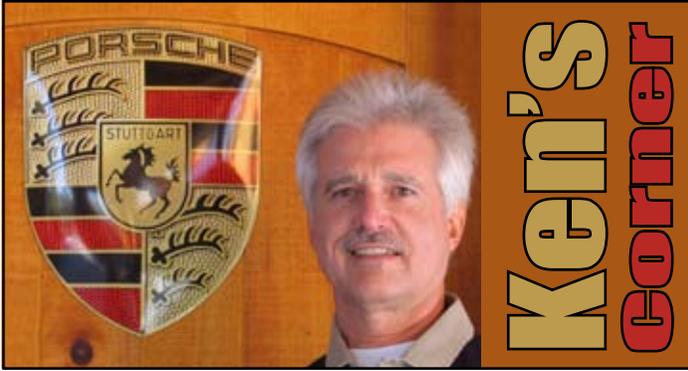
There will be three days scheduled for this event, with alternate dates pending proper weather conditions. This event is open to the public, for club members and non-members alike, adults and for teens, so no matter what winter car you drive, bring it along to learn the true meaning of car control.

Contact: Scot Anderson at 307-734-6006 or scotthomas@hotmail.com

Checks to: Yellowstone PCA

Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002

Cost: \$75 per person per day. Maximum: 20 participants per day.



Editor's Message

First thing; Merry Christmas and Happy New Years to all of you!

Time certainly flies when you're having fun. This issue of the "Old Faithful Newsletter" is my 52nd. Wow! I started my writing career back in 2005 predominantly because we had no editor. Along the way, I learned many things. Compiling a newsletter and its articles was an interesting learning experience, yet totally foreign to me. As time went on, it became easier to assemble each issue. Never in my wildest dreams would I have thought that I actually would enjoy this task. But experiencing new things and working with people in our club made it a pleasurable undertaking.

I hope you enjoyed some of the articles over the years and possibly learned something from each issue. I tried to share personal experiences, topics related to Porsche and integrated automotive stories into each issue to help make them relevant. It has been a tremendous learning experience for me!

However, in life, things change. Many of you know, Robin and I almost lost our Colorado home in the Black Forest fire this year. It consumed a considerable amount of our summer working with sub-contractors to repair the damage. As a result, it diverted time away from the things we really enjoy doing together. We recently have sold our home in Jackson and are planning on purchasing a condominium in the coming months somewhere in the valley. In the future, we would like to spend time in Jackson Hole over the winter holiday season and summer months. Robin and I also want to continue the wonderful relationships that we have enjoyed with so many of you.

This coming year, the editor's position is going to be passed on to another club member. Whoever takes on the job will find it interesting and I will be available to help guide them through the process. I have always felt that the newsletter was an integral part of building our club by communicating with all of its members. Hopefully, someone steps up to continue the tradition of putting out a newsletter that informs our members of club activities and Porsche related stories.



I truly appreciate all the support, articles, compliments, photographs, comments and participation in events that you provided. Without your help, the newsletter would never have been possible. I really want to thank all of you for your help.

Robin also played a significant role in this publication. She reread every article that went into each issue and made numerous suggestions along the way. Robin has always given me the latitude in life to pursue my passion for cars; no matter how wacky they probably seemed to her at the time. Fortunately for me over the past 41 years, she has been a willing participant and the best partner anyone could ask for.

Always the best to you, your friends and loved ones:
Tschüss

Ken



The 911

What makes up the 911 is more than just a product or company philosophy. It's a way of live. It is the art of being able to take this car from the 1960's and advance it in technical terms without changing its character.

Porsche's Head Designer Talks 911

Michael Mauer has been in charge of the Design Department for quite some time. He was asked, "What is your role in taking the 911 forward as a design, and can it change"? Michael responded, "The 911 has always changed, just very slowly. My first task is to make any new 911 recognizable as a 911, then at first glance - as the latest 911. That's a challenge and it's one I've always looked forward to. For example, I drove a 911 Turbo to the Frankfurt Auto Show 20 years ago and everyone said this concept was dated and dead. When we released the latest generation Turbo, people couldn't believe what we achieved! It goes to show that you must not change for the sake of changing, but for the sake of getting better."



Quote;

"You buy a Ferrari when you want to be somebody. You buy a Porsche when you are somebody."

918 Spyder beats own benchmark values

Final tuning measures for Porsche hybrid super sports car

Shortly before delivery of the first vehicles, the Porsche 918 Spyder¹⁾ is beating its own benchmark values. Marking the success of the final tuning measures, the Porsche super sports car is now even more capable of putting in a strong sprinting performance. With the weight-optimised Weissach package fitted, the vehicle now accelerates from zero to 100 km/h in just 2.6 seconds (-0.2 seconds), from zero to 200 km/h in 7.2 seconds (-0.5 seconds), and passes the 300 km/h mark after 19.9 seconds (-2.1 seconds). Dr. Frank-Steffen Walliser, Senior Vice President 918 Spyder, highlights the significance of these results: "We have now used all options available to electrify the 918 Spyder, working right up to the last minute to do so."



The enhancements also bring benefits in terms of the electrical performance delivered by the hybrid super sports car. The two electric motors on the front and rear axle allow the 918 Spyder to accelerate from zero to 100 km/h in 6.2 seconds, without producing any emissions. Such a performance marks a reduction of seven tenths of a second on the previous time. With the Weissach package fitted, this electric sprinting time is reduced to 6.1 seconds.

The 918 Spyder complete with Weissach package²⁾ Currently holds the lap record for road vehicles on the Nürburgring Nordschleife, boasting a time of 6:57 minutes. At the same time, as a vehicle delivering particularly low consumption and emission figures, the model is certified to efficiency class A+.



Porsche innovations from motor sports to production

Technology	First use in race car	First use in production model
Ring synchronisation	1952 356	1952 356
Dual ignition	1953 550	1955 356 A 1500 GS Carrera
Five-speed gearbox	1955 550 A Spyder	1963 901/911
Mid-engine	1955 550 Spyder	1963 904 Carrera GTS
Disc brakes Callipers inboard	1959 356 B 1600 GS Carrera GT	1961 356 B Carrera 2
Multi-link rear axle	1961 718 RS 61 Spyder	1977 928
Injection	1964 904/8	1968 911 E, 911 S
Inner-vented brake discs	1965 Porsche 906-8 Bergspyder	1966 911 S
Plastic fuel tank	1967 911 R	1973 911 E, S, RS, 2,7
Active aerodynamics	1969 917	1988 911 Carrera
Perforated and inner-vented brake discs	1970 908/03	1974 911 Carrera RS 3.0
ABS	1968 908/02	1983 928S
Adjustable anti-roll bar	1971 917	2007 Cayenne Turbo (PDCC)
Turbocharging with bypass valve	1972 917/10	1974 911 Turbo
Four-piston aluminium brake callipers	1973 917/30	1977 911 Turbo 3.3
Intercooling	1974 917/10	1977 911 Turbo 3.3
Four-valve cylinder head Water-cooled	1978 935-78	1985 928 S
RDK	1980 924 GTP Le Mans	1988 928 S4
Aluminium monocoque	1981 956	2011 911 Carrera (composite)
Monobloc aluminium brake callipers	1982 956	1996 Boxster
Motronic	1982 956	1983 911 Carrera 3.2
PDK	1984 956	2008 911 Carrera
Controlled 4WD	1983 959	1988 911 Carrera 4
Damping and level control	1983 959	2005 911 Carrera S
Titanium connecting rods	1983 959	1983 911 Carrera
Metal catalytic converter	1990 944 turbo Cup	1990 911 Turbo
Ceramic brake	1991 962	2001 911 Turbo S
Carbon-fibre monocoque	1998 911 GT1	2003 Carrera GT
Hybrid drive with E-motors	2010 911 GT3	2013 918 Spyder



60TH ANNIVERSARY OF THE PORSCHE CREST

Horse on a Shield

Dieter Landenberger, director of the Porsche Archive, talks about the legends and truths behind a special trademark.

The initiator of the Porsche crest is generally considered to be the American car importer Max Hoffman, who, while sitting in a restaurant in New York in 1951, asked Ferry Porsche for a trademark for his Porsche sports cars. At this point the legend is usually recounted of how Ferry Porsche sketched the Porsche crest on a napkin without further ado. But for historians, this point marks the start of a search for clues. Facilitated by Stuttgart-based contemporary art collector and expert (and Porsche driver) Ottomar Domnick, Porsche KG invited art academies to enter a contest in the spring of 1951. The winner would receive a prize of 1,000 German marks. But none of the submissions captured what the company management or Domnick had in mind.

The solution was then provided by Hermann Lapper, Porsche head of marketing, together with the engineer and graphic designer Franz Xaver Reimspieß, who was very talented at drawing. In early 1952, Reimspieß sketched a make-believe crest that symbolized both the company's roots and the dynamism of its products. The contours of a golden shield surround the rearing horse of the seal of the city of Stuttgart, which together with the city name above the horse makes a clear statement of allegiance to the site of production. The red and black colors and the stylized antlers come from the coat of arms of the historical Kingdom of Württemberg, which became the state of Württemberg-Hohenzollern in 1946. Arching over it all like a protective roof is the Porsche insignia. After being patented, the Porsche crest was used for the first time in late 1952 on steering wheel hub covers, before being integrated in the front hood handle of the 356 starting in November 1954.



Original sketch of the Porsche crest by Franz Xaver Reimspieß, 1952

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Mission 2014 Our Return to LeMans

The World Sportscar Championship (WSC)
and 24 Hours of Le Mans race

Porsche and long-distance racing
a glimpse into a fascinating world

A unique and successful history links Porsche with Le Mans. 2014 will see Porsche making a return to the top category 24 Hours of Le Mans race with two LMP1 prototypes - 16 years after its last overall victory in 1998 with the Porsche 911 GT1. For Porsche, the coming year will mark the start of a long-term commitment to the World Endurance Championship (WEC). Beside the 24-hour endurance race, Porsche will also participate in seven 6-hour races with the LMP1 prototype.

The new set of rules that apply to the WEC for 2014 require works teams to use the latest hybrid drive technology. The aim of the new rules for the upcoming season is a significant reduction in fuel consumption among the racing cars taking part. The new Porsche LMP1 therefore needs to boast optimum fuel efficiency while delivering maximum performance. With this in mind, the race engineers are actually facing the same challenge as their colleagues who work on development of series production vehicles. Racecars and road-going production vehicles are being developed at the Porsche Development Center in Weissach, with both sets of engineers regularly comparing notes.

To follow the preparations of the LMP1 team ahead of its appearance at the WEC and the 24 Hours of Le Mans race, visit www.porsche.com/mission2014. A host of exciting images, films, background information and even a multimedia journey through Porsche's motorsports history await visitors on the homepage.



New Ferrari for Dad--\$1,200,000



Daughter borrows Dad's new car to try it out. She proceeds to hit a power pole at 200 MPH.



She had some bruising from the seat belt and 2 small cuts.



The car was driven 9 miles—1 mile of it was the wreck. It was a total loss.



So the question is; when will the daughter drive Dad's car again? Since she is grounded and will not see the light of day until the polar ice cap melts; possibly in her next lifetime!





Bad Boys from Stuttgart



California Dreaming

“The Turbo has a long, distinguished history of making history!”



911 TURBO EVOLUTION

	1970	1972	1974	1976	1978	1981	1987	1996
Engines	2000 cc	2200 cc	2700 cc	3000 cc	3000 cc	3000 cc	3000 cc	3000 cc
Max Power	124 @ 5500 rpm	147 @ 5300 rpm	210 @ 5700 rpm	250 @ 5500 rpm	300 @ 5700 rpm	310 @ 5500 rpm	350 @ 5500 rpm	350 @ 5500 rpm
Max Torque	120 @ 3500 rpm	167 @ 4500 rpm	217 @ 4000 rpm	260 @ 4000 rpm	300 @ 4000 rpm	310 @ 4000 rpm	350 @ 4000 rpm	350 @ 4000 rpm
Transmission	5 speed manual	5 speed manual	5 speed manual					
Weight lbs	2550	2600	2770	2770	2807	2800 (with 2000 7hp turbo)	2800 (with 2000 7hp turbo)	2800 (with 2000 7hp turbo)
0-60 mph	8.5 sec	8.0 sec	6.7 sec	6.7 sec	6.0 sec	4.7 sec (with 2000 7hp turbo)	4.7 sec (with 2000 7hp turbo)	4.7 sec (with 2000 7hp turbo)
Top Speed, mph	150	160	180	178	180	180 (with 2000 7hp turbo)	180 (with 2000 7hp turbo)	180
MPG	14.1	14.0	13.0	13.0	13.0	13.0	13.0	13.0

1981 spec
***1987 spec with Sport Chrono Turbo

911 Turbo Evolution chart published courtesy of PANORAMA MAGAZINE.



The Macan

Porsche is expanding its range to include a whole new class of vehicle. The Macan is the first Porsche model to break into the compact SUV segment and is poised to set new standards in the field of driving dynamics and enjoyment – on both paved streets uneven terrain. The Macan combines the typical handling characteristics that Porsche has represented right from the outset: maximum acceleration and braking values, vast engine power, extreme agility and optimum steering precision. What's more, all of these features are teamed with a high level of comfort and every day suitability. The sporty DNA of the Macan, as with all Porsche vehicles, is also immediately recognisable in the design. The Sports Utility Vehicle is unrivalled in its flat and broad profile on the road. The wraparound bonnet and gently sloping roof line accentuate the overall impression of sporty elegance and powerful dynamics. Many of the design elements have been taken from other Porsche sportscars and enhanced for the Macan, making it clear to see from the very first glance that the Porsche Macan heralds the first sportscar in the compact SUV segment. The Macan is "Made in Germany", produced at the Leipzig plant. Porsche has invested 500 million euro in the plant and has established an entire production line there. The line is set up to produce around 50,000 vehicles per year – all manufactured with the utmost precision and to the highest level of quality. Just what you would expect from Porsche.

Three models comprise the Macan product range at market launch. The Macan S1) is equipped with a 3.0-litre V6 biturbo engine delivering 340 bhp (250 kW) and also features an active all-wheel drive with an electronically controlled, map-controlled multiplate clutch. This all-wheel drive is fitted on all Macan models. A seven-speed double-clutch transmission transfers power as required and almost without any interruption in tractive force, enabling the vehicle to accelerate from 0 to 100 km/h in 5.4 seconds (or 5.2 seconds with the optional Sport Chrono package fitted). The vehicle reaches a top speed of 254 km/h, and its NEDC*) fuel consumption figures are between 9.0 and 8.7 litres/100 km, which corresponds to a CO2 emissions level of between 212 and 204 g/km.

The Macan S Diesel2) is the economical long distance runner of the three Macan models. Its 3.0-litre V6 turbo diesel engine achieves NEDC*) fuel consumption figures of between just 6.3 and 6.1 litres/100 km, which corresponds to a CO2 value of between 164 and 159 g/km. Nevertheless, the Macan S Diesel accelerates from 0 to 100 km in just 6.3 seconds (or 6.1 seconds with the Sport Chrono package fitted) thanks to its 258-bhp (190-kW) engine, and achieves a top speed of 230 km/h.



As the top model in the Macan model line, the Macan Turbo3) is set to be the most powerful vehicle in the compact SUV segment. The 3.6-litre V6 biturbo engine, which is being used in a Porsche model for the very first time, achieves an unrivalled 400 bhp (294 kW) and catapults the vehicle from 0 to 100 km/h in 4.8 seconds. With the Sport Chrono package fitted, it is even possible to achieve such a speed in 4.6 seconds. Although the top speed is 266 km/h, the Macan Turbo delivers NEDC*) fuel consumption figures of between just 9.2 and 8.9 litres/100 km, which equates to a CO2 value of between 216 and 208 g/km.

Its name comes from the Indonesian word for tiger. And the Macan really does live up to its name: powerful and ready to pounce at any time, yet light-footed and tenacious on off-road terrain. The latest stage of evolution of the all-wheel drive; known as Porsche Traction Management (PTM); has produced one of the world's most powerful drive systems. In launching the Macan, Porsche now offers sporty all-wheel-drive vehicles across an unprecedented range.

A glance at the performance specifications reveals that the Macan has been designed with agility in mind. Further unmistakable hallmarks of the vehicle include its proportions, design and the mixed tyres on large wheels. The engines, drive systems and seven-speed Porsche Doppelkupplung (PDK) bring the vehicle's characteristics to bear in dynamic and efficient fashion both on and off road, making for a true Porsche driving experience. The driver and passenger seats feature the low position typical of sports cars.

The range of equipment fitted on the Macan as standard is extensive, and includes the all-wheel drive, PDK, multi-function sport steering wheel with shift paddles, large wheels, high-performance audio system and an electrically operated tailgate. The list of optional special equipment offers further highlights, such as the air suspension system, which the Macan features as the only vehicle in its segment. There is also the Porsche Torque Vectoring Plus (PTV Plus) system, which has been specially tailored to the Macan. This system distributes varying levels of drive torque to the rear wheels and works in conjunction with an electronically controlled rear-axle differential lock. The list of Porsche options includes the much sought-after dynamic high beam forming part of the Porsche Dynamic Light System Plus (PDLS Plus), which continuously adjusts the headlight level in keeping with the traffic ahead and any oncoming traffic.



The Turbo has a long, distinguished history of making history!



“WHY DON’T WYOMING DRIVERS USE THEIR TURN SIGNALS?”

This question was asked of Wyoming Senate President Jim Anderson a while back. He responded;

“Because it’s nobody’s darn business where they’re going!”

Sounds good enough for me—maybe not the Highway Patrol!



Is this the Red Carpet?

By Scot Anderson

If this is what it's like to be a movie star, then sign me up. Being catered to at the LA Auto show was pretty awesome. Porsche Club of America held a private showing for all club members of everything Porsche in a private ball room at the LA Convention Center. The exciting news of course was the World Debut of both the Porsche Macan and the 911 Turbo Cabriolet. Of course, the 918 Spyder was nothing shy of spectacular either. For two hours before the doors opened to the public, 300 PCA Members got to touch, sit in and feel every Porsche on the floor.



When the cameras started rolling the scene was straight from a movie. Well dressed and perfectly coiffed Porsche staff straight from Germany gave us the rundown of both vehicles. Prices starting at \$49,900 for the Macan S and going up to \$103,000 for a fully optioned Macan Turbo, everyone attending the event looked on with eyes wide open. The scene was set with six Macan's for our viewing pleasure. Three of them were the full blown Macan Turbo and the other three were the only partially blown Macan S. Both vehicles sporting a bi-turbo V6 engine, the Macan S in 3.0 liter form and the Macan Turbo showing up with a 3.6, were definitely the center of attention. The fit and finish of both vehicles were typical Porsche, from the center stack, the seats, the leather and the controls to the feel of the car itself.



After the opening presentation, the German cast took our questions as we viewed the showroom floor. From the aforementioned Macans, to the Cayenne and Panamera, and every iteration of 911 known to man, on up to the newly released 918 Spyder, all the cars were gleaming with the newness that made every car enthusiast drool.



Comparisons were made between the Macan and the Cayenne, its big brother. In Europe, where cars are smaller, the Macan will definitely prove to be a force to reckon with. In the US, however, where roads and vehicles are bigger, the space in the Cayenne made for one comfortable place to be. I definitely had more room to stretch in the Cayenne – in both the front seat and the rear. However, in the Macan, the decrease in size was not so significant that it made me want to get out of the car. I was wrapped in the seat, wrapped by the center console and dash and then again wrapped by the vehicle. And when I say wrapped, I mean that in a good way, kind of like in the security of your mother's arms. Picking one vehicle over another was a difficult call. I found myself sitting in the Macan, then sitting in the Cayenne, only to go back to sit in the Macan again.



The Macan is being put in to production shortly after the LA Auto Show with final tweaks to the drive train and should be in dealer show rooms by mid-May of 2014. The vehicle will be produced in the Leipzig plant alongside the Cayenne. It's going to be a long 6 months before we can test drive the actual vehicle and make a valid comparison.

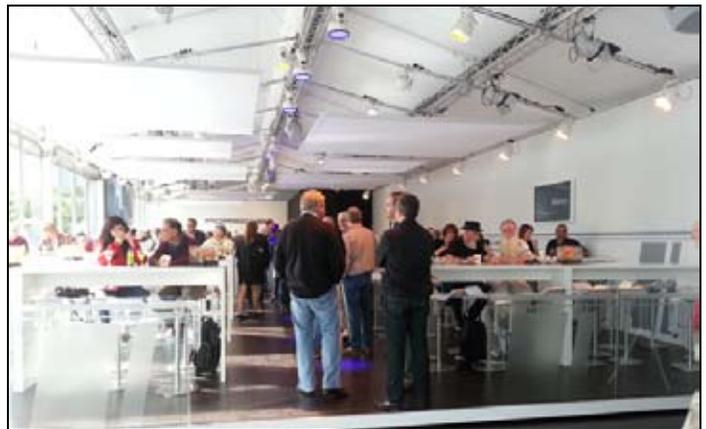
Porsche also brought out the Panamera, in S E Hybrid and Executive forms. The Executive model was the most impressive with its added length in the wheelbase. Feeling like a stretched Rolls with room to spare in the back seat, made for a very posh place to be. On the outside, it was very difficult to tell the difference between the standard Panamera and the stretched version. In the Executive model, the second row of doors are elongated slightly, with the same sloping roof line of the smaller vehicle. The only way I noticed the difference in the two vehicles was because both versions were lined up one in front of the other. Otherwise, I wouldn't have noticed at all.

The Panamera S-E Hybrid also made its debut. The new model comes with the option of plugging the vehicle in to recharge the batteries, something the Panamera S Hybrid could not do. Fortunately the same trickery is used in the 918 Spyder, where Porsche exploited the technology.

The 911 Turbo Cabriolet was just as beautiful as the rest of the lineup. The GT3, the Club sport 50th anniversary and the base 911 cabriolet were sights to see.



Porsche Cars North America also provided all Porsche owners with a "Members Only" Lounge. Available all week, members who owned Porsches were treated to a lounge where they could sit and relax, have free lunch and beverages and talk about the cars they had just seen. I couldn't tell you how nice this was to have lunch provided and to be able to have a place to go to take a break during the show. Meeting other Porsche owners was also quite a treat. Having a common ground to talk about made for some very easy conversation.



Visiting the rest of the show gave me the opportunity to compare brands. As I made my way from manufacturer to manufacturer, the cars available for viewing were aplenty. The masses poured in and the scene was nothing this side of a sold out movie premier.

The vehicles that were of greatest interest were roped off and I found myself cringing at the absurdity. How am I, a movie star, going to decide if I want to

purchase a vehicle without sitting in it. Quickly my mind started scheming. "Excuse me Ms," I exclaimed. "I was just at the private viewing of the Porsche Exhibit and I'd like to look at the Bentleys."

"Why but of course," came the response. As I was swept off in to the Bentley display area, I was introduced to the Mulsanne, Bentley's halo vehicle. The wool carpet, the fine leathers and the wood veneers shined in their beauty. All handmade and exquisitely done, I knew I had only a few minutes to revel in the extravagance. Quickly I realized, a car at this price, would be a long while before my dream became reality.

Next, was the Lotus exhibit. I was a little shocked that Lotus was gated off. They have a great car but their engines are from Toyota and their cars are not that expensive. Having to hide the look of bewilderment on my face, I was once again asking to peruse their display. "Excuse me sir," the words Porsche seemed to carry a weight all their own. The sales people were very nice however and happily showed me the Exige and Exige S, the only vehicles sold in the states as the Elise no longer meets US safety requirements. Getting in to the Exige was a task all its own with the 8 inch door sill. Something I would not want to do on a daily basis. Also, having owned a 1987 911 with a 993 body, I would never want to own a vehicle comprised of two different model years again, never mind two different manufacturers.

The Aston Martin was next. Unfortunately, the sales people thought it was more important to talk to each other than it was to talk to those outside the fenced area. I had Bailie Welfl raise his hand to get their attention. "Excuse me sir," the words rolled off my tongue as I got a little more daring. I'm not sure if it was the fact that I just drove 14 hours to get here or the fact that Aston Martin had seven vehicles gated off to the public without anyone daring to look at them.

"I'd like to compare the Panamera to the Rapide. Can you tell me why this vehicle is better than the Porsche?" That's when the sparks began to fly. I so much enjoyed watching the sales man's

eyes get bigger as my boldness overcame me. The salesman told me the Rapide is true sports car, unlike the grand touring nature of the Panamera. "The suspension is tighter, the design is more aggressive and the 6 speed automatic is a direct transmission with electronic shift by wire control," he explained. I inquired about the transmission a little more and he told me it was not a double clutch system but had a more direct feel. Funny, I thought. Realizing a double clutch transmission eliminates the "head snap" while a car changes gears is the advantage over a direct transmission. It also made me realize I'll take a double clutch any day.

As I sat in the vehicle, I was, however, very impressed by the materials just like in any other exotic supercar. I was cradled in leather with contrasting stitching, surrounded by a large center tunnel and swathed with an alcantara headliner, which made me appreciate how nice this vehicle is. The rear seats were similar to the fronts, beautiful buckets, contrasting leather and very well appointed. However, the roof line was but 3 inches from the side of my head and made for a very claustrophobic feeling. It was then that I experienced just how much the Rapide, for the sake of exterior beauty, sacrificed interior headroom. It also made me realize I would not want to sit in the rear compartment, certainly not for more than 30 minutes.

It was then that I understood why I love the Panamera. At \$230,000, The Panamera Turbo S Executive is closely matched in price to the Rapide. Sporting a Twin turbo V8, 560 foot pounds of torque and 500 horsepower, the Panamera outpowers the Rapide at 443 foot pounds of torque and 470 horsepower. The only attribute that the Rapide has on the Panamera is the exhaust note of a V12, which I can only imagine is pretty incredible. However, the stretched Panamera has head room, elbow room and leg room the front seats of the Rapide can't even match. In addition, the Panamera has a usable trunk that will actually fit 4 golf bags and comes with a smooth and immediate double clutch transmission that is the standard in the industry. It is these attributes that outweigh the skin deep beauty of the Rapide.



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And that brings us to why I love Porsche's. Their function is unmatched. Similar to the Panamera, I can take my 911 on vacation with room to spare. In addition to the trunk space under the bonnet, I can either put kids in the back seat or use the extra room for luggage. That feature holds true for the Boxster/Cayman twins as well. With both a front and rear luggage compartment, they too can go on a very comfortable road trip.

Porsche's also offer what many other exotics can't, the peace of mind if you break down. With dealerships in every major city, a Porsche can actually be serviced when you need it. Parts are also readily available and do not have to be flown in from another country when you need them. With Porsche being rated as number one in JD Power and Associates customer satisfaction survey for reliability, breakdowns should be few and far between.



Porsche also knows how to cater to those who support them. Taking care of the PCA members who attended the show was like nothing I have ever experienced before. Being a member of PCA itself also gives you exclusive access to a worldwide club of people that you'll never forget. And if nothing else, being a member of the PCA, for a very short weekend, made me feel like the movie star I didn't know I wanted to become.





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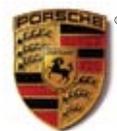
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