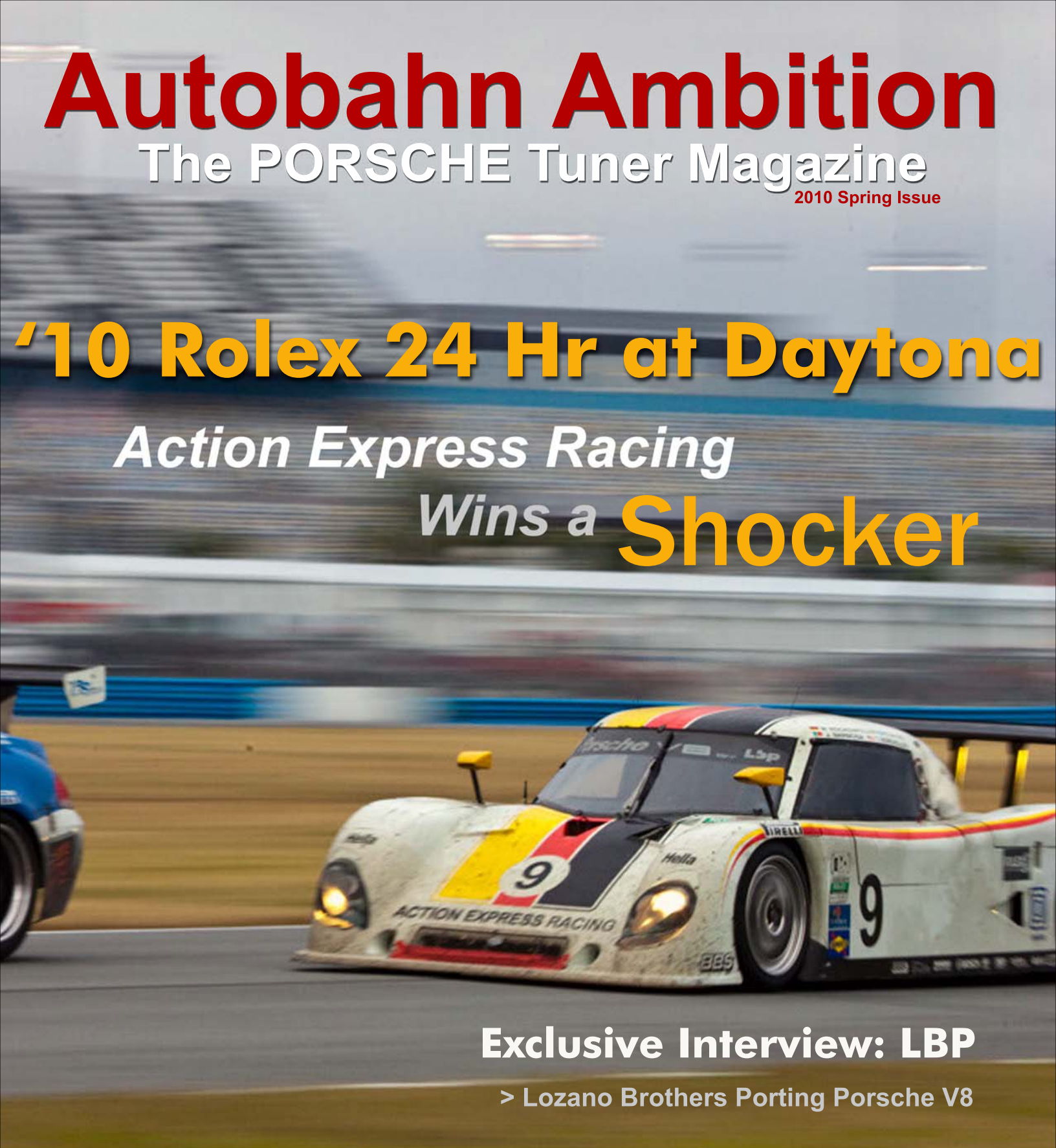
Autobahn Ambition

The PORSCHE Tuner Magazine

2010 Spring Issue

'10 Rolex 24 Hr at Daytona

Action Express Racing Wins a Shocker



Exclusive Interview: LBP

> Lozano Brothers Porting Porsche V8

Turbo S
2010's 997 Turbo S

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2011 Boxster Spyder

Autobahn Ambition

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Current Trends

Porsche Turns 60 in America

By: Steve Janisse, Porsche NA

ATLANTA – March 25, 2010 –This year marks the 60th anniversary of one of the most fateful and successful decisions in the annals of automotive history – Porsche's decision to market cars in the United States. But the story of Porsche in America is really the story of the common vision of three men – Ferry Porsche, Max Hoffman and Johnny von Neumann.

From the beginning, Dr. Ferry Porsche saw the limitations of selling his 356 sports car in the Western European markets. He knew in order to sustain and grow his dream, Porsche would have to export its products to larger, more affluent markets like the United States, which had been virtually untouched by World War II.

>> New York Grand Show Opens

Enter Austrian ex-patriot and adoptive New Yorker Max Hoffman. Hoffman had already made a name for himself introducing exciting European cars to eager Americans. With the demand for cars running at a fever pitch after the sparse war years' production, Hoffman scoured the continent for marketable products. He knew many returning G.I.s had developed a taste and a romantic fondness for the nimble, fun-to-drive cars they had been introduced to while stationed in Europe.

Hoffman, at the urging of Swiss journalist Max Troesch, accepted the Porsche franchise in the early autumn of 1950. Max caught the Porsche bug, declaring, "I was very excited. This was something completely new, out of this world. I was not 100 percent for Porsches. I was 1,000 percent for Porsches." When Ferry Porsche said he hoped Max could find five American buyers a year, he responded, "If I can't sell five a week, I'm not interested."

In the fall of 1950, Hoffman took delivery of two 1.1-liter coupes and put them on display at his 430 Park Avenue showroom in New York City. While the 356 had only 44 horsepower and cost as much as a Cadillac convertible, he thought this little Porsche deserved a chance.

His faith in Porsche was justified. He imported 32 cars in 1951, and by 1954 he was marketing 11 Porsches a week, or 30 percent of Porsche's production. At its peak, the United States would absorb up to 70% of Porsche's yearly production.

Hoffman was also an astute marketer. In 1952 while dining in a New York restaurant, Max told Dr. Ferry Porsche all cars of some standing in the world have a crest. "Why not Porsche, too?" he asked. "If all you need is a badge, we can give you one, too!"

Ferry then grabbed a napkin and began to draw the crest for the state of Baden-Würtenberg with its curved stag horns. He added a black prancing horse from Stuttgart's coat of arms and the word PORSCHE across the top and handed it back to Max asking, "How about something like that?" With a bit of refinement and color, the famed Porsche Crest was born & today remains true to Ferry's original sketch more than half a century ago.

>> The Hollywood Connection

While New York would prove to be central to Porsche's U.S. success, California, even in the early 1950s, was considered the 'Car Mecca of the New World'.

Porsche Driving Experience in America - **Held at Barber Motorsports Park in Birmingham, AL, Porsche North America provides owners with complete driving courses to allow them the chance to get the most out of thier cars.**

The Porsche foothold on the West Coast was established by another Austrian expat named Johnny von Neumann. Von Neumann was the scion of a well-known Viennese doctor and had emigrated to the United States in 1947 and had begun selling cars in the Los Angeles area.

In 1948, he opened up his own shop, Competition Motors in North Hollywood. The name was reflective of von Neumann's primary interest, racing. While most of his business was focused on the repair and maintenance of sports cars, he eventually sold cars, as well.

On a 1951 vacation to New York, von Neumann decided to see his fellow Viennese Hoffman, whom he knew from before the war. "I stopped to say hello and being a 'salesman's salesman', he asked me to take the car for a ride," von Neumann recalled to a journalist. "I thought the car was way ahead of its time, so I bought one and drove it back to California." It was the first Porsche ever West of the Mississippi.

After selling that first Porsche, von Neumann bought several more, firmly established Porsche's West Coast beachhead, and continued to cater to the famous, the rich and the infamous. It was from von Neumann's Competition Motors shop that James Dean purchased his first Porsche, a 356 Speedster with which he won his first serious amateur race. He then traded that Speedster for the Porsche 550 Spyder in which he famously lost his life while en-route to his first race in the car in Salinas, Calif.

California would become Porsche's single largest market and, if broken out separately from all other U.S. sales territories, would rank as one of the largest markets for Porsche worldwide.

>> *Porsche of America Corp. Is Born*

By 1956, it became increasingly evident Max Hoffman's focus on Porsche had shifted. In addition to Porsche, Hoffman was now importing a sizable portfolio of brands under the Hoffman Motor Cars umbrella. Because of this diversification, it was difficult for Porsche to maintain the support and distribution standards Porsche felt were critical for the growth of the Porsche brand in the United States.

This was to be a recurring concern during the history of Porsche in America.

In response to this need, Porsche of America Corporation (PoAC) was established. With headquarters in Teaneck, N.J., PoAC took over and improved and expanded Porsche's distribution network.

>> The Volkswagen Years

For many years Dr. Ferry Porsche felt the only way to sustain the company in the long run and for it to remain an independent entity was for Porsche to develop a lower cost, higher volume model. While Porsche toyed with the idea of a less expensive 911 – the 912 was one such short-lived attempt – Dr. Ferry Porsche saw this could diminish the stature of the flagship 911.

In partnership with Volkswagen AG, Porsche developed the 914, a mid-engined, two-seat Targa-type sports car available in two configurations – the Porsche powered six-cylinder 914/6 and the less expensive and higher volume VW powered 914/4.

But the increased volume these two new cars were intended to generate could not be handled through the existing PoAC channel. And, as the volume 914/4 was to be powered by the flat four from the Volkswagen 411 and utilized many shared components, it made perfect sense to team up with Volkswagen of America (VoA). In addition, the Porsche family had long and close ties with Volkswagen, and in fact had used VoA's distribution chain elsewhere for many years.

During the partnership, VoA and Porsche sold more than 250,000 Porsches in the United States.

>> The Birth of PCNA

In January 1984, the 323 U.S. Porsche-Audi dealers were notified after August 31 they would no longer be receiving Porsche cars, parts or support from Volkswagen of America, but from a new entity, Porsche Cars North America (PCNA).

With the establishment of its plant in New Stanton, Pa., Porsche felt VoA, as a U.S. auto manufacturer, would be more focused on increasing volume of the VW model line-up. The new Porsche sales chief, M. J. Nedelcu stated, "the quality of the marketing organization could no longer develop in sufficient measure to suit our exclusive automobiles."

With the termination of the distribution agreement, PCNA set up its operation in Reno, Nev. in September of 1984 to oversee all of the importation and distribution tasks formerly handled by Volkswagen of America. PCNA remained in Reno until March 10, 1998 when it relocated to its current home in Atlanta.

Today, PCNA is the exclusive importer of Porsche vehicles for the United States. It is a wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG. PCNA employs approximately 180 people who provide Porsche vehicles, parts, service, marketing and training for its 200 dealers. The dealers, in turn, provide Porsche owners with best-in-class service.

PCNA, which imports the iconic 911 series, the highly acclaimed Boxster and Cayman mid-engine sports cars, high-end Cayenne sport utility vehicles and the four-passenger Panamera Gran Turismos, strives to maintain a standard of excellence, commitment and distinction synonymous with its brand. ***AA***

Porsche 918 Spyder: Porsche's Plug-In Hybrid concept *(above)* was unveiled at the 2010 Geneva Auto Show with its 500hp V8 and two electric motors that deliver an another 218hp that's split between the front and rear axles. In electric mode it can drive 16 mile without the V8.

2010 997 GT3 R Hybrid

One for the 'Ring

By: George Kaplin
Photos By: Porsche Press

The 997 GT3 R *Hybrid* will be raced at the 2010 24 hrs of Nurburgring.

Porsche unveiled at the 80th Annual Geneva Motor Show an innovative 997 GT3 R race car that features a hybrid drive system that provides the driver a 6 to 8 second boost in power on demand. The non-conventional hybrid system eliminates the need for a battery storage unit. Instead, the GT3 R *Hybrid* uses a flywheel generator to store mechanical rotation energy. The electro-mechanical composite flywheel system is supplied to Porsche by the Williams Hybrid Power Limited firm. Originally developed for the AT&T William F1 team, the new system is being employed to other forms of racing and eventually will be introduced to road cars.

The system functions much like the KERS system used last season by the Ferrari and Williams F1 teams. The GT3 R *Hybrid* features a front axle drive system. Each axle has an electric motor that serves as a generator and a power unit. They develop a combined 160 bhp that supplements the 4.0 liter, flat-6 engine's 480 bhp in the rear. The Williams electrical flywheel generator delivers the two front axle mounted motors with electricity. Located next to the driver, the flywheel generator's rotor spins up to 40,000 RPMs and is charged whenever the driver applies the brakes via the front axle motors. Wait a minute, who is charging who? In all actuality, the axle motors and interior flywheel generator replenish each other through a multi-directional charging system. Sounds innovative? You bet it is.

When extra horsepower is needed by the driver, they merely push a button to actuate the electric motors' 160 bhp of go-juice through the front wheels. Granted the boost is only for 6 seconds, but, it gives the car an edge in straights or when passing. The hybrid system saves fuel, thus reducing pit stop frequency as compared to a gasoline-only powered car. It's in endurance racing that Porsche hopes the system's merits will really shine. They plan to run the GT3 R *Hybrid* in the Nurburgring 24 as a 'racing laboratory'. ***AA***

Porsche Motorsport Battery

When Saving Weight is Everything

By: George Kaplin
Photos By: Porsche Press

Porsche becomes the first car maker in the world to offer a starter battery with lithium-ion technology. Weighing less than 13 lb the new battery is more than 22 lb lighter than a conventional battery.

The new lithium-ion battery will be available as an option for the 911 GT3, 911 GT3 RS, and Boxster Spyder for $1,700. Ouch, that's $77.27 per saved pound!

The lithium-ion battery has the same length and width dimensions of the regular battery, but is approximately 2.8" lower. The fastening points, electrical connections and voltage range are fully compatible, allowing simple and quick replacement of the standard lead battery when racing on the track.

The cars are delivered with both batteries and are ready for use throughout the whole year. The lightweight battery offers a very high standard of everyday driving qualities but its starting ability is limited at temperatures below 32 degrees F, due to its specific features.

With its nominal capacity of 18 Ah, the lithium-ion battery offers a level of practical output and performance not only comparable to that of a 60 Ah lead battery, but better in many cases.

Only about 30 percent of the total capacity is actually available for practical use with a conventional car battery, but this restriction does not apply to the lithium-ion battery. A lithium-ion battery consistently offers 100% of its capacity.

Power delivery by the lithium-ion battery throughout its useful charge range is likewise better, providing its full power, for example, when starting the engine as the energy level is mostly independent of the current charge level.

After the engine has started, the new Porsche battery shows further benefits in the charge process as it is able to charge quicker due to less internal resistance. Other advantages: the lithium-ion battery allows for a significantly greater number of charging and discharging cycles, the self-discharging effect is lower and the service life of the battery is longer.

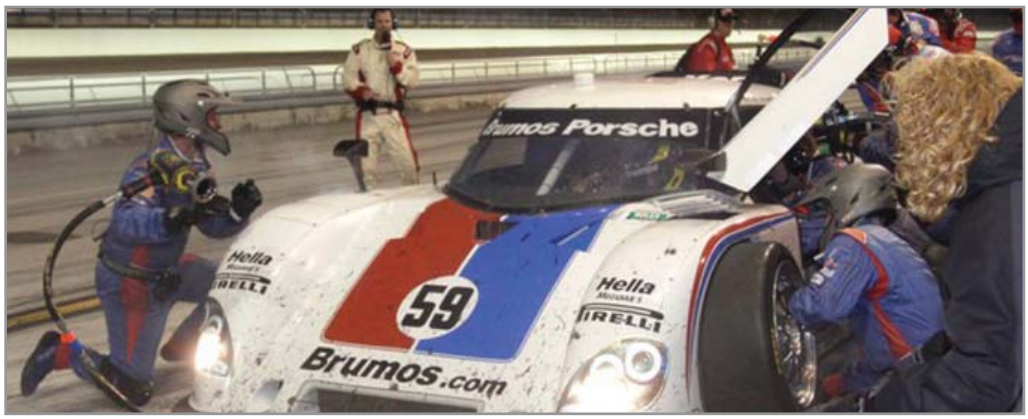
The lithium-ion battery is made up of wound film of carbon and iron phosphate with a ceramic film moisturized by the electrolyte that serves as a separating layer in between. Compared with other types of lithium-ion batteries that use a combination of manganese oxide, cobalt oxide or nickel, this lithium-iron-phosphate battery, as it is called, offers advantages when used as a starter battery. It is robust and consistently guarantees the usual voltage of 12 V for the car's onboard network.

The lightweight battery is made up of four cells and integrated electronic controls. This battery management system protects the battery from major discharges and guarantees a consistent charge level within the individual cells. Once battery voltage drops below a certain threshold, a warning signal reminds the driver to recharge the battery either simply by driving the car or by means of a conventional battery charger. ***AA***

2010 Porsche Racing ***News***

Grand Am Round 2: *2010 Grand Prix of Miami*

By: Kevin Sims
Photos By: Grand Am Press



Homestead, FL – March 6, 2010 – Scott Pruett driving the #1 Chip Ganassi BMW Riley edged out Brumos Racing's David Donohue by a mere 0.255 seconds to win at Homestead.

For Brumos, a victory seemed guaranteed. The team led the race from pole position for 71 laps with Darren Law driving. As Darren exited the track, his entry into pit lane was blocked by a burning Mazda RX-8. To add insult to injury, emergency crews held him up further. The mishap greatly extended the Brumos pit stop. As a result, David Donohue returned #59 to the race in second place. A caution flag with just 20 minutes remaining allowed David to pull within the rear diffuser of the leading Ganassi car. Dueling like a swordsman, David made several attempts to pass. David lost traction and fish tailed #59 during his last attempt. The apex blunder broadened the distance between the cars and ended any hope for a Brumos first place finish with seconds to go.

Following up a Rolex 24 win, Action Express started the contest from ninth. Terry Borchellar led the race for a few laps as he brought the #9 Action Express LBP Porsche Riley in for a driver change. Upon entering the fight, Joao Barbosa set the Grand Prix's fastest lap. Unfortunately, a failed heat exchanger forced Barbosa into the garage for lengthy repairs. The #9 machine returned, but ultimately retired on lap 61 as the exchanger problem had caused further damage.

The #90 Spirit of Daytona LBP Porsche Riley, also running a Cayenne V8 similar to that of Action Express, completed the race in seventh position. ***AA***

ALMS Round 1: *2010 12 Hours of Sebring in Pictures*

By: Kevin Sims
Photos By: Porsche Press

Complete Feature Story in Next Issue

Porsche Mobile 1 Supercar 2010

Round 1: *F1 Grand Prix of Bahrain*

By: Kevin Sims
Photo By: Porsche Press

René Rast from Germany, the vice-champion of 2009, claimed top honors in a fiercely-contested season-opener with the new 911 GT3 Cup. He was handed the winner's trophy from Dr. Wolfgang Porsche, Chairman of the Supervisory Board at Dr. Ing. h.c. F. Porsche AG. Stefan Rosina from Slovakia was awarded the trophy for 2nd place.

Third place went to Jan Seyffarth (Germany) driving for VELTINS MRS Racing.

On the Bahrain International Circuit, pole-sitter René Rast edged clear of the field and controlled the race to the flag. Behind him, Stefan Rosina won the start sprint over Britain's Nicholas Tandy and caught the front-runner in the final laps to put him under pressure.

Jan Seyffarth put in a spirited drive over many laps in a duel with the Dutch title defender Jeroen Bleekemolen, and after overtaking the double Supercup champion in a breathtaking maneuver Seyffarth then proceeded to pass the Supercup newcomer Nicholas Tandy.

Christian Engelhart (Germany) drove his 911 GT3 Cup to occupy sixth place behind Nicholas Tandy and Jeroen Bleekemolen.

Sascha Maassen (Germany), who has won many long distance races as a Porsche works driver, saw the flag in seventh. The Porsche specialist's younger teammate Sean Edwards from Great Britain followed him over the finish line in eighth.

Rounding out the top ten was Supercup winner of 2005, Alessandro Zampedri from Italy and Robert Lukas from Poland. ***AA***

Round 2: *F1 Grand Prix of Bahrain*

By: Kevin Sims
Photos By: Porsche Press

René Rast notched up a second victory on the Bahrain International Circuit to kick off the new season. After winning the season-opener on Saturday he repeated his success in Sunday's race ahead of his Dutch teammate Jeroen Bleekemolen. Nicholas Tandy from Great Britain secured the third spot.

In temperatures of almost 40 degrees, René Rast made a superb getaway from pole position to pull clear of the field. Title defender Jeroen Bleekemolen, who last year won the two season-opening rounds in the desert kingdom, also got away well and overtook Nicholas Tandy to snatch second. The Britain was also forced to let Slovakian Stefan Rosina pass, but managed to bag him again three laps before the flag to take a podium result.

A cliff-hanger fight also raged behind the top three, with Norbert Siedler dominating. The Austrian secured fifth place behind Stefan Rosina after setting the fastest lap in Saturday's race to finish only 23rd. Sixth went to New Zealander Matt Halliday. The winner of the 2009 Rookie of the Year classification relegated Supercup specialist Alessandro Zampedri from Italy to seventh.

From the dogged battle for positions which provided suspense and drama in the midfield, Tim Bridgman from Britain came out on top. Competing for Schnabl Engineering/Team Parker Racing, the reigning champion of the Carrera Cup Great Britain saw the flag in eighth ahead of Germany's Sascha Maassen. Tenth position was occupied by Sebastiaan Bleekemolen from the Netherlands, brother of the double Supercup champion Jeroen. ***AA***

Porsche Tuning New Releases

Ruf Greenster ~ *Electric 911*

By: Kevin Sims
Photo By: Ruf Press

Ruf released a 1960s-style Targa based on a 997 chassis with a fully electric powertrain. The Greenster is Ruf's second evolution in their ongoing eRuf project aimed at delivering an electric 911 to the street for the 2011 model year. Its roll bar has a fabric/plastic rear retractable window and a removable top that harks back to the Targa of old. The design is more than nostalgia; it gives the Ruf an open-top driving experience without the heavy convertible mechanism that would hinder an electric car.

As compared to the previous eRuf Model A that sported a 6-speed, the Greenster saves weight by using a single gear driveline. In total, the Greenster tips the scale at a reasonable 3,638 lbs. That's only 500 lbs heavier than a 997 Carrera S Cab and 500 lbs lighter than the previous eRuf.

Siemens Corporate Technology is working with Ruf by supplying the Greenster with a 270 kW (or 362 HP) electric engine. The rear mounted "buzz" motor delivers a stunable 700 lb-ft of torque the moment the accelerator pedal is pressed. It pushes the Greenster to an impressive 140 mph top speed. Of course, 'give it all you got' driving diminishes the battery life in a mere 70 miles and takes 6 hours to recharge. Ouch! Luckily, the next-generation eRuf will feature Siemen's integral eDrive that uses two smaller motors per rear axle. Also functioning as generators, they replenish each other's voltage through a bi-directional charging network. Full recharging is said to take less than an hour. ***AA***

Sportec *Cayman SP380*

By: Kevin Sims
Photos By: Sportec Press

Sportec continues its no non-sense performance tradition by offering Cayman S owners with three stages of performance upgrades. The SP 380's first level enhances the Cayman's DFI, 3.4 liter flat-6 with a sport air filter, an ECU upgrade, and a sport catalytic converter. It bumps power up to 315 HP at 6,400 RPM. The second package develops 380 HP at 6,750 RPM through a 3.8 liters conversion, an ECU upgrade, a sport air filter, a sport catalytic converter, and performance headers. For those who desire more top-end grunt, a third stage features all the benefits of the second but with a 4.1 liters conversion. It cranks out a race track intimidating 405 HP at 7,300 RPM.

Sportec offers SP 380 customers body improvements that include a new front lip spoiler, a set of enhanced air intakes, a carbon-fiber rear wing, and door mirror with reduced aero drag. Customers have the option of installing a set of Sportec Mono/10 wheels that are 8.5J x 19" in the front and 10J x 19" out back. The wheels require an adapter kit and come in three alternatives; polished, natural aluminum, or colored. Sportec further offers a short-shift kit, springs that lower the Cayman S 35 mm, thicker sway bars and a 6-piston brake kit with 350 mm drilled steel rotors.

The third stage car accelerates to 60 mph in 4.3 seconds and hits a 186 mph top speed. ***AA***

Action Express Wins First Race

Grand Am >> 2010 Rolex 24 Hours at Daytona

By: Kevin Sims
Photos By: Randy Stevens & Porsche

Daytona, FL – January 31, 2010 – In their inaugural race as a team, Action Express Racing stunned everyone by taking the checkered flag at the 2010 Rolex 24 at Daytona. With roughly two hours remaining, Action Express was bequeathed the lead when Justin Wilson, driving the #1 Ganassi BMW Riley at the time, pulled his car into the pits to inspect for possible damage.

"I came out of the bus stop and heard a large clunk," said Wilson, "I thought I'd blown a tire and I drove into the pits, but they told me it was all okay." The 'clunk' misinterpretation cost the #1 BMW Riley the lead and blew their chance to win.

Joao Barbosa crossed the finish

line with a 52.303 second advantage over Scott Pruett in the #1 BMW Riley.

"It was just unbelievable for our first start as a team," Barbosa said, "especially under difficult conditions like the 24 Hours. It was a new engine, so we had to work really hard to adapt it to the Riley chassis. We were struggling at practice and decided to try a new setup for the race. Nobody thought we could win in a Porsche V8 but we proved them wrong."

Another Action Express team driver, Ryan Dalziel, agreed saying "I felt if we can be reliable, we could be there at the end. But after the first couple of hours we could see we were also fast. We never went off the track or had any mechanical problems that cost time in the pits – that is a huge achievement for any team. It makes it a little bit sweeter that we were really the underdogs."

Although Action Express avoided major problems that affected many cars, the team did face difficulties. Issues with

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the clutch in the early wet conditions improved once the track dried.

Later in the race the problem resurfaced, along with throttle pedal issues. Team driver Mike Rockenfeller explained, "The throttle pedal would stick sometimes, but the crew was able to find a way to fix it. There we could see just how strong this team was – I stayed out as long as I could while they figured out a solution, then they got it repaired while I was in for a pit stop and we didn't lose any additional time."

Terry Borcheller, another Action Express driver, acknowledged the challenges saying, "A lot of the problems were just teething pains for a new team and a new motor, which are to be expected. When you see things not going exactly according to plan, expecting to win seems unrealistic. But our managers expected it."

During the entire race, Action's LBP Porsche Riley never surpassed its qualifying average lap speed of 126.138 mph. A rate that earned them an eighth place position on the starting grid. Powered by a Cayenne V8 supplied by Lozano Brothers Porting, the #9 Action Express car completed 755 laps with an overall average speed of 111.930 mph. That's all that was

needed as unstable weather, heavy attrition, 16 caution flags and a record 53 lead changes gave them the conditions needed to win. Let's give the Cayenne V8 its due, it never relented.

"The V8 was very strong in the infield, and that was the difference, I think," explained Action Express driver Joao Barbosa, "There's a distinct drivability difference between this engine and the flat-6 motor."

The Remaining DP Class

The race started under a caution flag as heavy rain made racing a nervous venture. Within short order the rain conceded; however, the treachery did not. The skies remained severely overcast. The sun was refused any opportunity to dry the track. As a result, damp conditions presented a constant obstacle. Precision driving was the name of the game as water off the racing line punished drivers. Sunday's conditions were drier, but it remained cold and windy.

As can be expected under such circumstances, many of the top teams had major tribulations. The #2 Ganassi BMW Riley experienced an engine failure around midnight while leading. The 2009 DP Champion #99 Gainsco Chevrolet Riley had an oil pump seize. The #6 Ford Riley of Michael Shank Racing had a driveline break while in third place with 75 minutes remaining. In an embarrassing display, the #7 Starworks BMW Riley spun and bounced off a wall while exiting pit lane on cold tires.

The pole setting #10 Sun Trust Ford Dallara battled electrical issues during the first three hours, however the car's pace remained strong. During the sixth hour, #10 hit a pit wall exiting the pits. The incident damaged the car and required multiple visits to the pits to remedy. Thus, the team's hope for a victory was dashed.

Even Brumos Racing, the 2009 winners, had their issues. The #59 Brumos Porsche Riley held the lead for 41 laps. During the last lead lap, Darren Law was forced to bring the car into the garage to replace a rear axle. The repairs consumed too much time and pushed the car back many laps. Once back out, the troubles did not end. A damaged front splitter required David Donohue to return #59 to the pits. At the end of the nineteenth hour, emotion engulfed the Brumos pits as five-time Rolex

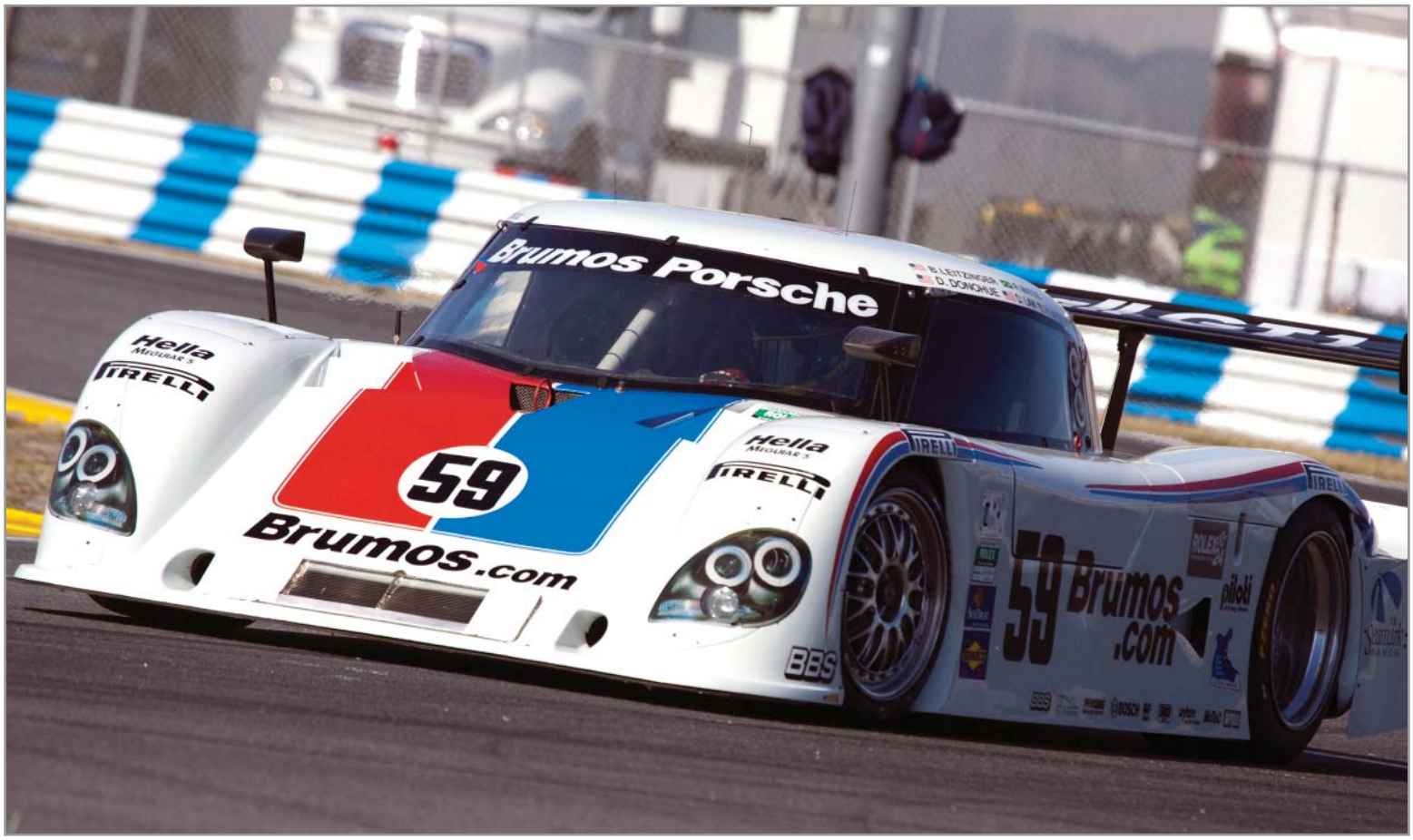
Last Pit Stop with Minutes to go

Post Race Celebration in the Pits

winner Hurley Haywood stepped out of the #59 Brumos Porsche for the last time. He had announced he would retire after the race. Despite the touching moment, the race did not end well for Brumos. An engine failure required Raphael Matos to pull #59 off the track to finish its day.

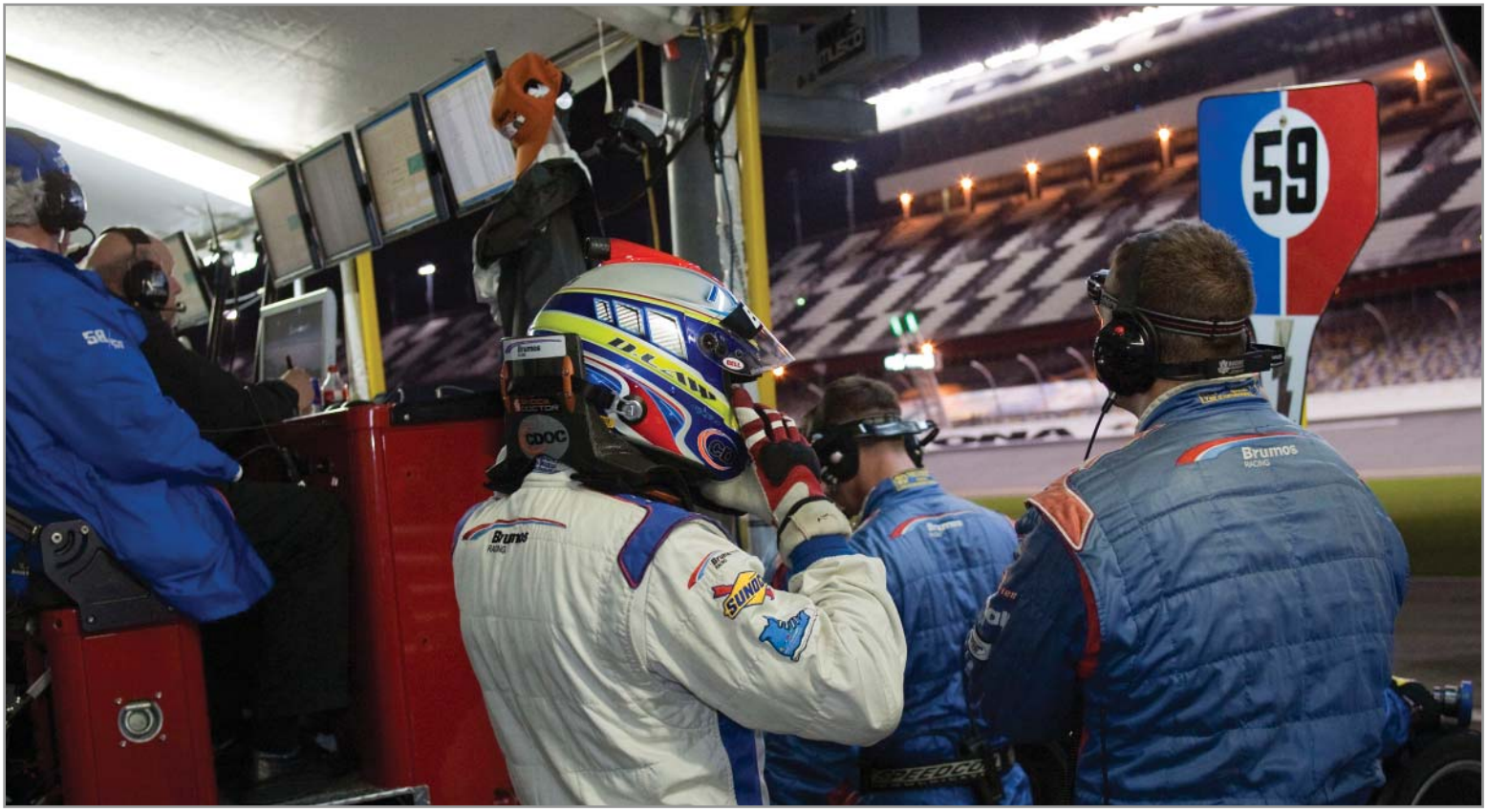
"I would have liked to get my 6th win, but our car was fast and we led for many laps. The engine failure was unexpected - the car was running perfectly and then it blew, so we will be doing some research to determine what happened," lamented Haywood, "A lot of people have asked me if I will reconsider retiring to go out on a better note, but the result didn't change my mind. I just hope that it will be a long-time before anyone gets a 5th win. I'm heartbroken over our finish, but I am thrilled for my teammates from last year, Joao and Terry, for their win with the #9 Action Express Porsche V8."

The #90 Menards LBP Porsche Coyote, also running a Cayenne V8, completed the race in a disappointing 32nd position overall. ***AA***

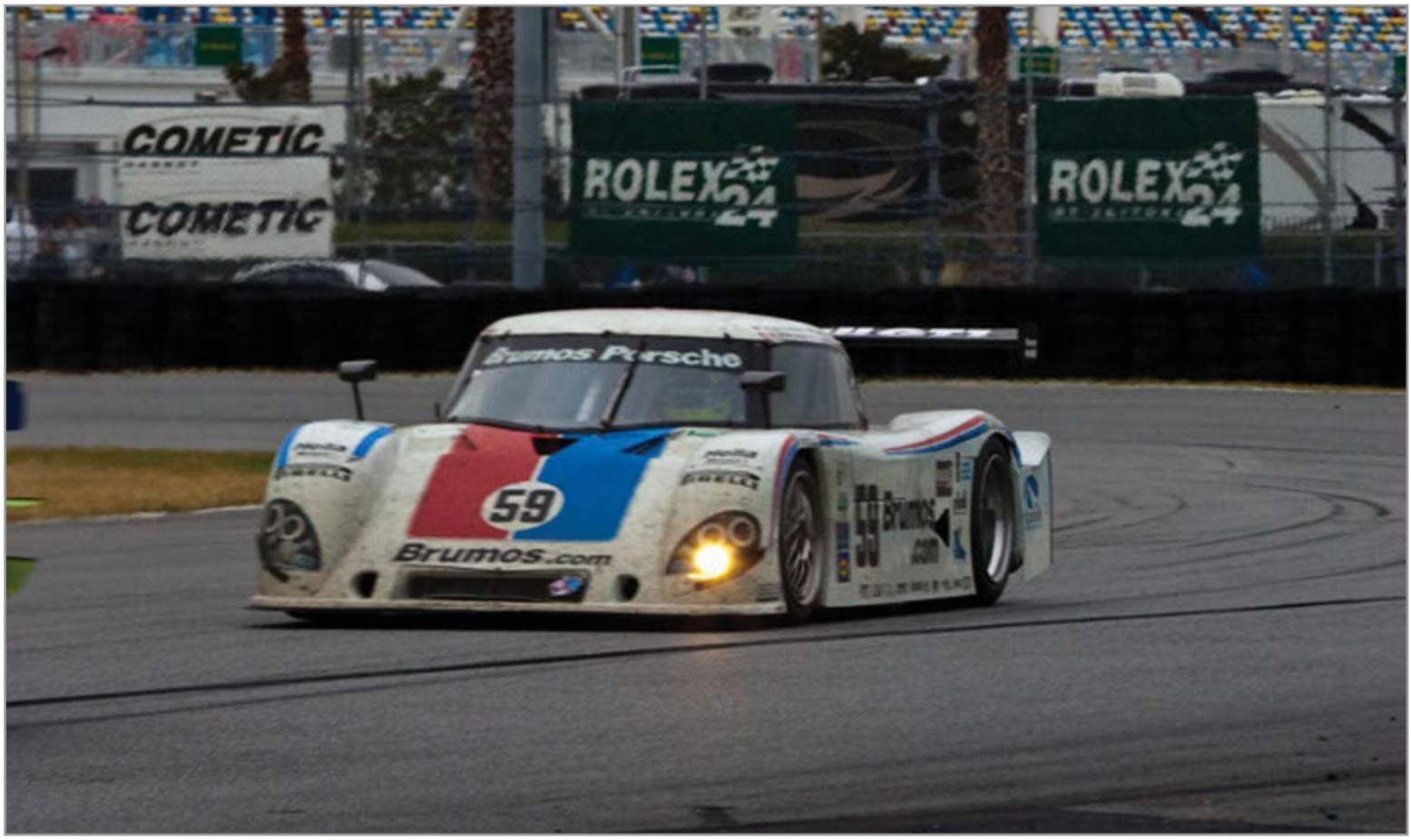


David Donohue with Speed TV crew

2010 Rolex 24 at Daytona

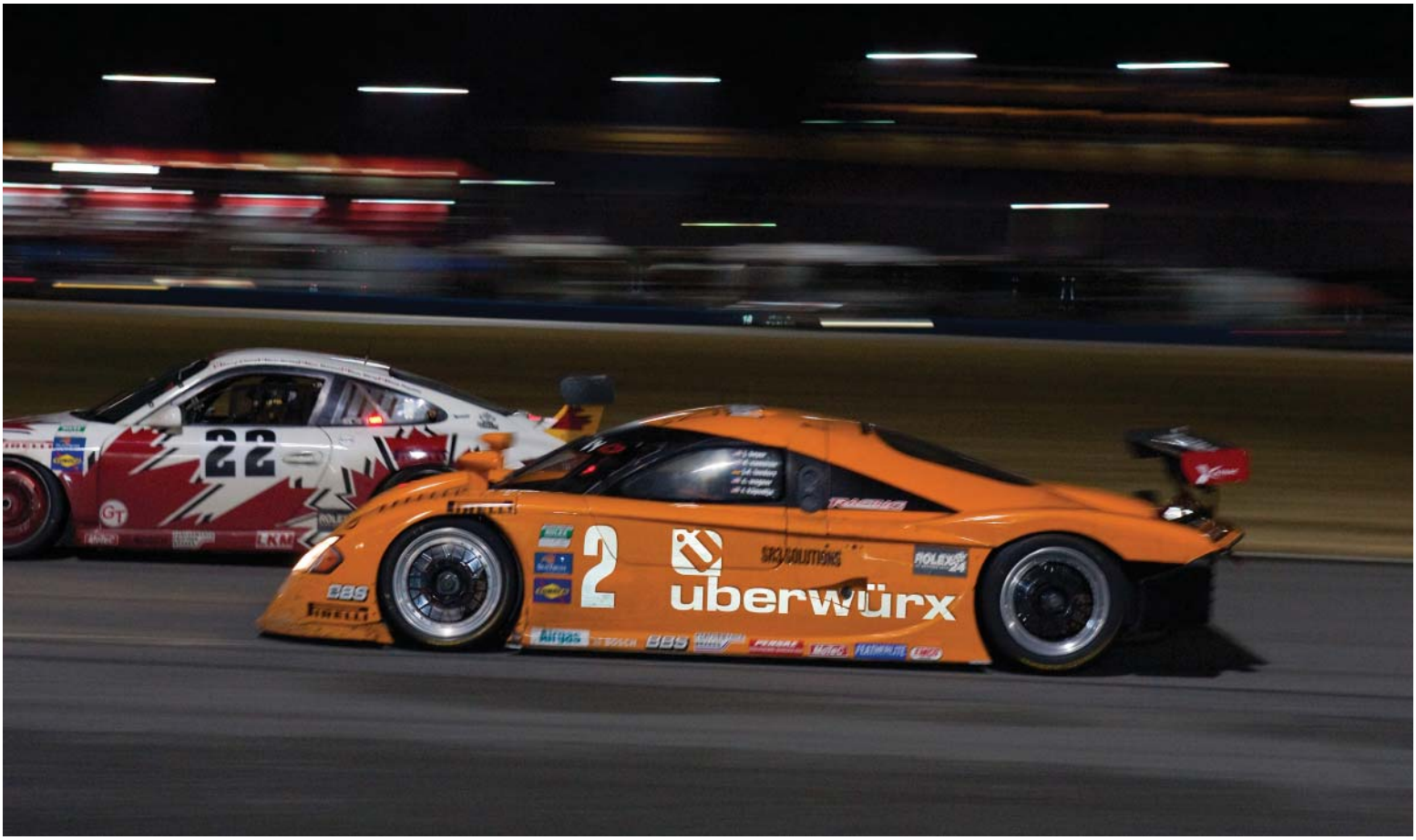


David Donohue after a driving stint



Hurley Haywood after his last race signing an autograph

2010 Rolex 24 at Daytona

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GUARDIAN ANGEL
MOTORSPORTS
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Matthew L. Greer Children's Foundation
PIRELLI

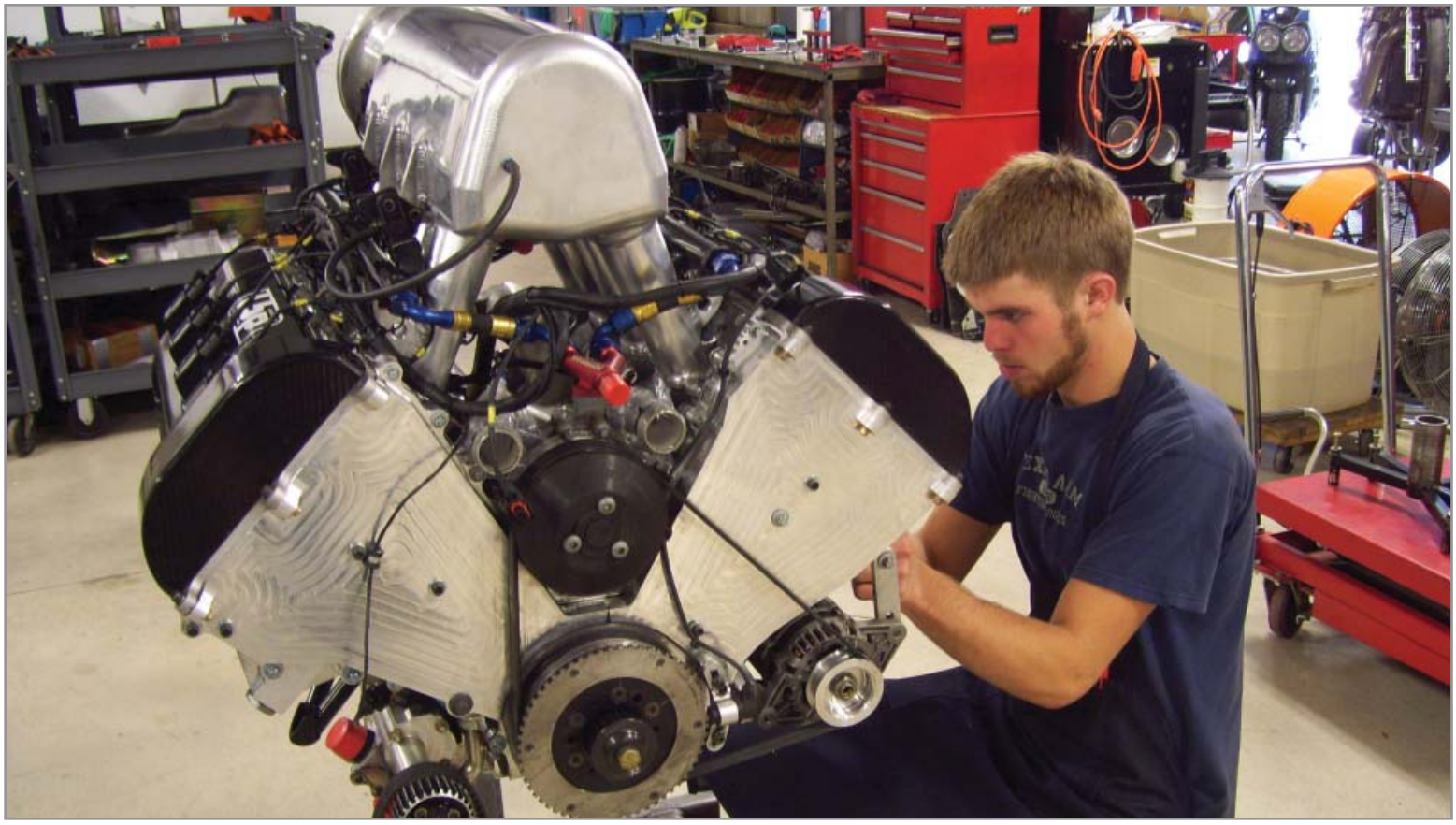
Lozano Brothers Porting

Builders of the Action Express Cayenne V8 Speak Out

By: Kevin Sims
Photos By: Doreen Sims and Grand Am

At the drop of the green flag to commence the 2010 Rolex 24, stacks of Action Express press kits lingered in the Daytona Speedway media center like stale bread. Little was known about the team who didn't seem to show anyone much in practice or in qualifying. What was conceived as not worth mentioning developed into an underdog story. To everyone's utter surprise, the team from no where pulled off the greatest Cinderella story in Grand Am history by winning. Now everyone wanted information. Luckily, we had the connections to witness history by being in the Action Express pits during the race's closing hour.

It can be reported with confidence that a major factor in the Action Express victory was its Porsche Cayenne V8. The



engine provided the team with flawless propulsion and the broad power range required to win. After the race, however, much confusion surrounded the engine and its origin. The engine was a Porsche, but it wasn't developed by Porsche Motorsports. The motor maestro was a little independent race shop from Texas – Lozano Brothers Porting or LBP.

After spending a morning with LBP, we discovered the shop has a long racing tradition. Their racing experience stretches back to 1977. They've built winning engines for many venues including Trans Am, SCCA, and even local short tracks in Texas. Last year, they provided the Porsche V8 for the Spirit of Daytona team in Grand Am and continue to do so.

We are pleased to talk with Ben Lozano of LBP to discover their story:

>> What inspired you to use the Porsche Cayenne V8?

Ben Lozano – We won a Grand Am championship in the former GT-S class, but wanted to step up to the Daytona Prototype class. A few years ago we ran a Pontiac prototype engine, but wanted something that we could claim as our own. The Cayenne V8 was suggested to us. We decided to use it once we discovered during testing that the heads flowed adequate air to make the needed power.

>> What was learned about the engine in the 1st year with Spirit of Daytona?

BL – We call them the 'bold' team because they were developing a new chassis with Coyote while working with us on the Cayenne V8 project. They're an excellent team. During the year we learned how the engine reacted on the track and what the engine needed to bring it to its current level. The Spirit of Daytona team deserves much of the credit for helping us.

>> What were some of the challenges in developing the Cayenne V8?

BL – Firstly, we had to deal with the oiling system. The stock system's crank cen-

Bottom: At the bottom of the engine, notice the new dry sump lubrication system.

terline to ground ratio would have placed the engine within a DP frame to the back window height. Dry sump lubrication was required to lower the engine, but presented challenges. Main oiling journals are integrated into the Cayenne's oil pan, which meant system redevelopment. We had to rethink how to get oil from the top of the engine to the bottom and then out to the dry sump tanks. Acrokin Engineering, a previous partner, drafted the new drawings and assisted us with the engineering. Yates Machine built us the new oil pan. Grand Am's rules and ideology doesn't allow us to do too much to the engine, so their watchful eye was another challenge. The intake manifold was another issue. Wilson's Manifold, another longtime partner, built us one that passed the rules and ran good on the track.

>> Do the cylinder heads have to be stock under Grand Am rules?

BL – Yes, they do. Different engine combinations get to do different things. With the Cayenne V8, Grand Am was adamant that we couldn't touch the cylinder heads. They did allow us to use slightly different valve springs just so we could maintain the engine's endurance for longer races. We didn't really feel as though the stock springs were designed for endurance racing. Frankly, we didn't know because Porsche didn't give up any of their engineering data. We went with PSI value springs which worked great.

>> What brought on the involvement of Action Express?

BL – Well, of course, they are a spin off of Brumos Racing. Actually it was Garry Nelson from Brumos that contacted us last season. They had talked with the Spirit of Daytona and were watching their progress. Action Express is a new team, but also not a new team. (*laughs*) They have a lot of Grand Am experience. The team jelled quickly as many of them had worked at Brumos. Plus, Action Express shares garage space with Brumos. Bob Johnson, the team owner, deserves the kudos for putting together the team.

>> When did you know that the car was going to be competitive?

BL – We knew early last year with the Spirit of Daytona team that the Cayenne V8 had the right numbers to be competitive. The Action Express team saw it as well. In November of last year, we tested the V8 in a Riley frame at VIR and liked what we saw. Another two tests at Daytona confirmed that it would be a good combination. At the first couple of prerace practices, it looked as if the V8 wasn't running as well as it had in testing. Luckily, it all came together during the race.

>> Will there be more Cayenne V8 victories this year?

BL – I always tell people that we build an engine to win - so, yes certainly. Grand Am is not going to allow us to develop more horsepower, as they limit DP engines to around 500 HP. The engine is a little bit heavy, so we are working on dropping weight. Such improvements will present themselves at sprint races.

>> What other tracks do you see the Cayenne V8/Riley being real strong?

BL – Actually, one of the beauties of the Porsche V8 is that we think it's going to be strong on all the tracks. Early on in the pro-

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cess, LBP had looked at developing a V6 engine; however, we would have run into the same problem as the Flat-6 Porsche engine. Its power band would have been a little top-end heavy which doesn't match the smaller tracks in the schedule. The Cayenne V8 engine provides a nice power band. It has a reasonable amount of torque throughout the RPMs and gives us decent power toward the top. The Action Express drivers ran the V8 with ease. I believe its flat power band & ease of use were big pluses at Daytona.

>> What involvement did Porsche Motorsports have in this project?
BL – None, absolutely none.

>> So, basically the LBP engine is a Cayenne block with stock cylinder heads. What is different from the bottom end internals of the production Cayenne V8 and the LBP race engine?
BL – The pistons, rods, and the crack – we built it like we know how to build hot-rod motors. We went to people that we knew to develop parts. We used a crankshaft from Bryant Cranks. We sourced Carrillo connection rods and CP pistons. We approached it like any other V8. We got people on board and listened to their advice.

>> What kind of emotions were going through your head in victory lane?
BL – I'm not sure. It was a long night. It's not the first win we had at Daytona. LBP has won there five times in the Camel Light days. We have won with a Buick, a Chevy, and had two wins with a Ford prior to the Cayenne V8 victory. We did the Ford engines for Dyson when they competed at Daytona in '88 and '89. The first experience we had in Grand Am's DP class was with a Pontiac V8, but we didn't win. The Cayenne was just a different project. It was more of a new design with four cams and four valves. It was great being in victory lane and to see our efforts generate such a good result. ***AA***

Action Express V8 Specs

Technical Data

Engine: 5.0 liter Porsche V8
Power: 500+ hp
Torque: 400+ lb/ft
Max RPM: 7300 RPM
Intake System: Wilson Manifolds
Lubrication: Dry Sump
Exhaust: Pro Fab w/ 3" Diameter
Cooling: Water Cooled

Transmission

EMCO GA 5-speed sequential with mechanical gear shift and Tilton steel flywheel with 5.5" diameter multi disc metallic clutch

Fuel System

24 gallons custom ATL fuel cell built to FIA spec FT-3 with 4 supply and 2 high pressure pumps

Electronics

Engine: Bosch MS 4.3 Engine Management at Grand-Am specifications

Data: Motec ADL2 display with integrated data logging and telemetry

Lap Timing: Lap Trigger with Lap Recording in display

Porsche/Riley Dimensions

Wheelbase: 110"
Overall Width: 78.5"
Overall Length: 177.5"
Overall Height: 43.1"
Overall Weight: 2275 lbs

Wheels and Tires

Front: BBS 12.5" x 18"
Pirelli 25.5 x 11.5 - 18

Rear: BBS 13" x 18"
Pirelli 28 x 12 - 18

2011 Porsche Boxster Spyder

The 987 Transformed into a Purest Speedster

By: Kevin Sims
Photos By: Porsche Press

With inspiration from the legendary 550 Spyder and the RS 60, Porsche released a Boxster that stays true to the axiom that 'adding lightness' is the best method of improving performance. At a trim 2,811 lbs, the new model becomes the lightest current production Porsche. Gone are luxury items such as a stereo and air conditioning. After all, when enjoying the thrill of driving a purist machine does one need to hear music of a non-mechanical nature or have air that's artificially chilled? No. Only the soundtrack of a flat-6 with a spirited exhaust note is required. And as far as air conditioning, if one is too hot just blip the throttle and the added rush of air will

cool things down while quickening the heart rate. The new Boxster Spyder is a step in the right direction. It's a real sports car from our coveted sports car company. Sport-Ute and luxury car drivers need not apply. This version is for the crazies.

Compared to the standard Boxster S, the new Spyder sheds weight in the tune of 176 lbs. That might not sound like a lot, but ask Kirstie Alley about the value of a lost pound. Less weight equals improved agility, enhanced swiftness and superior stopping power. Porsche instituted its Boxster weight loss program by pulling from the 911 GT3 RS parts bin. The Spyder uses aluminum doors saving 33 lbs and lightweight sport seats that loss another 26 lbs. Lighter interior door panels featuring RS America-esque fabric door handles contribute to the car's purist touch. Most obvious from the outside is the Spyder's one-piece aluminum rear deck lid with a set of 1950's era anti-roll bulges behind each seat and a fixed air spoiler. The rear deck weighs a scale friendly 6.5 lbs. The standard Boxster's electronic top is exchanged with a manual, low slung soft-

The Boxster Spyder has the same engine and ECU programming as the Cayman S, which has 10hp than the Boxster S. The Spyder is not a special edition, but a new model.

top that affixes to a steeper angled windshield. In addition, Porsche fixed the Spyder with their lightest set of 19-inch five bolt wheels to further accommodate the weight obsession. Customers desiring even more weight reduction can opt for Porsche's new light lithium-ion battery.

The Boxster Spyder is graced with the same Direct Fuel Injected, 3.4 liter flat-6 as the Cayman S, however, it's received some upgraded CPU mapping to boost terminal performance by 10 additional ponies. Power is up to a healthy 320 hp while torque raises 7 lb-ft to 273. Peak revving has been raised by 950 RPM to a lofty 7500 giving the new edition of the 987 family a racing feeling. Life just sounds better at 7500 RPM, don't you think? Porsche believes the purist couldn't agree more. Equipped with Porsche's Double-Clutch or PDK seven-speed transmission the new Spyder distributes 8.78 pounds per horsepower. That's compared to roughly 10 pounds per ponies with the standard Boxster S. It looks like Porsche's appetite for suppressive ways yielded real results.

Since the purist enjoys clipping cones out at the autocross circuit, Porsche spruced up the Boxster Spyder's suspension to finer hone its handling. Naturally any weight savings earned helps in this venue as well, but a reduction in ride height by 20 MM surely would compound any performance advantage. The dropped suspension was created by installing lower springs that are also stiffer. They're coupled with a set of retuned Bilstein shocks to further the handling bliss. As a result the car's center of gravity was reduced by nearly an inch. The synergy of weight reduction, lower ride height, and suspension retuning redefines the

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2011 Boxster Spyder Specs

Technical Data

Engine: 3.4 liter Flat-6 w/ Vario Cam

Power: 320 hp at 7,200 rpm

Torque: 273 lb/ft at 4,750 rpm

Curb Weight: 2,811 lbs w/ Manual
2,866 lbs w/ PDK

Engine Upgrades

Higher RPM limit & 10 more hp.

Performance

0-60 mph: 4.9 sec w/ 6-speed
4.6 sec w/ PDK & Sport

Maximum speed: 166 MPH

Transmission

6-speed Manual or 7-speed PDK
Mechanical Limited Slip Differential

Price

$61,200 w/ Manual, $64,620 w/ PDK

Suspension

Front: Independent MacPherson struts with aluminum control, coil springs, stabilizer bar and negative steering roll radius

Rear: Independent MacPherson struts with aluminum control arms and stabilizer bar; toe-angle control

Aerodynamics

Drag coefficient (Cd): 0.30

Brakes

Front: 12.52 x 0.94in. vented disc,
4-piston single-piece calipers

Rear: 11.78 x 0.79in. vented disc,
4-piston single-piece calipers

Wheels and Tires

Front: 8.5J x 19 w/ 235/35 ZR19

Rear: 10J x 19 w/ 265/35 ZR19

handling characteristics of the 987. Turns are made with a crispness never before experienced in a production 987. Steering communication is transparent. The road becomes a pawn to be manipulated by the skilled driver. Porsche equipped the Boxster Spyder with huge brakes. It sports 12.5 inch rotors up front with 11.8 inch ones in the rear. Four piston aluminum Bremo monobloc calipers serve clamp-down duties all around. Porsche offers customers a set of their ceramic composite brakes (PCCB) as an option. In addition, a limited-slip differential is provided as standard Spyder equipment.

As can be expected, performance is up. Porsche quotes that cars equipped with PDK and the Sport Chrono Package while using launch control can sprint to 60 in a 4.6 second clip. Not bad for a normally aspired 3.4 liter engine. Terminal velocity is a brisk 166 miles per hour; however, Porsche recommends not doing over 125 with its manual top in place.

The Boxster Spyder gives the purist what they seek – minimalist performance. We can only imagine what the tuner community can do with it. We have been told TPC Racing is already planning on a turbocharged edition. Yes, now we are talking. ***AA***

*It's a **Real** sports car from our coveted Porsche. Sport-ute and luxury car drivers need not apply. This version is for the crazies.*

2010 Porsche 997 Turbo S

More Power and Smiles Per Hour

By: Kevin Sims
Photos By: Porsche Press

Not willing to rest on their laurels, Porsche unveiled a revised version of the DFI 997 Turbo at Geneva to satisfy the speed demon in all of us. It serves as the first factory revision to the company's all-new 911 Turbo engine. Its 3.8 liter, flat-6 generates an additional 30 horsepower giving the new Stuttgart masterpiece a healthy 530 HP with 516 lb-ft of torque. As any number crunching Porschephile should notice, the new Turbo S cranks out more muscle than the GT2, however, it retains the standard model's all wheel drive system.

The Turbo S will only be available with the seven-speed, miracle shifting PDK gearbox. An equitable decision since PDK offers its driver the best in acceleration ability. Additional techno wizardry includes Dynamic Engine

Mounts, Porsche Torque Vectoring that includes a mechanical differential lock on the rear wheels and an improved version of the Porsche Traction Management system. With the standard Sport Chrono Package engaged, the factory claims its Turbo S will rocket to 60 MPH in a seat slamming 3.1 seconds. The car's top speed is said to be 195 MPH. Such performance suggests Porsche still understands their customer's need for rapid land movement despite the impending Volkswagen merger. Let's not forget that VW did build the Bugatti Veyron and Ferdinand Piech will never let his grandfather's name be associated with lesser automotive achievement. Yes, engineering ego is at stake (or let's at least hope so).

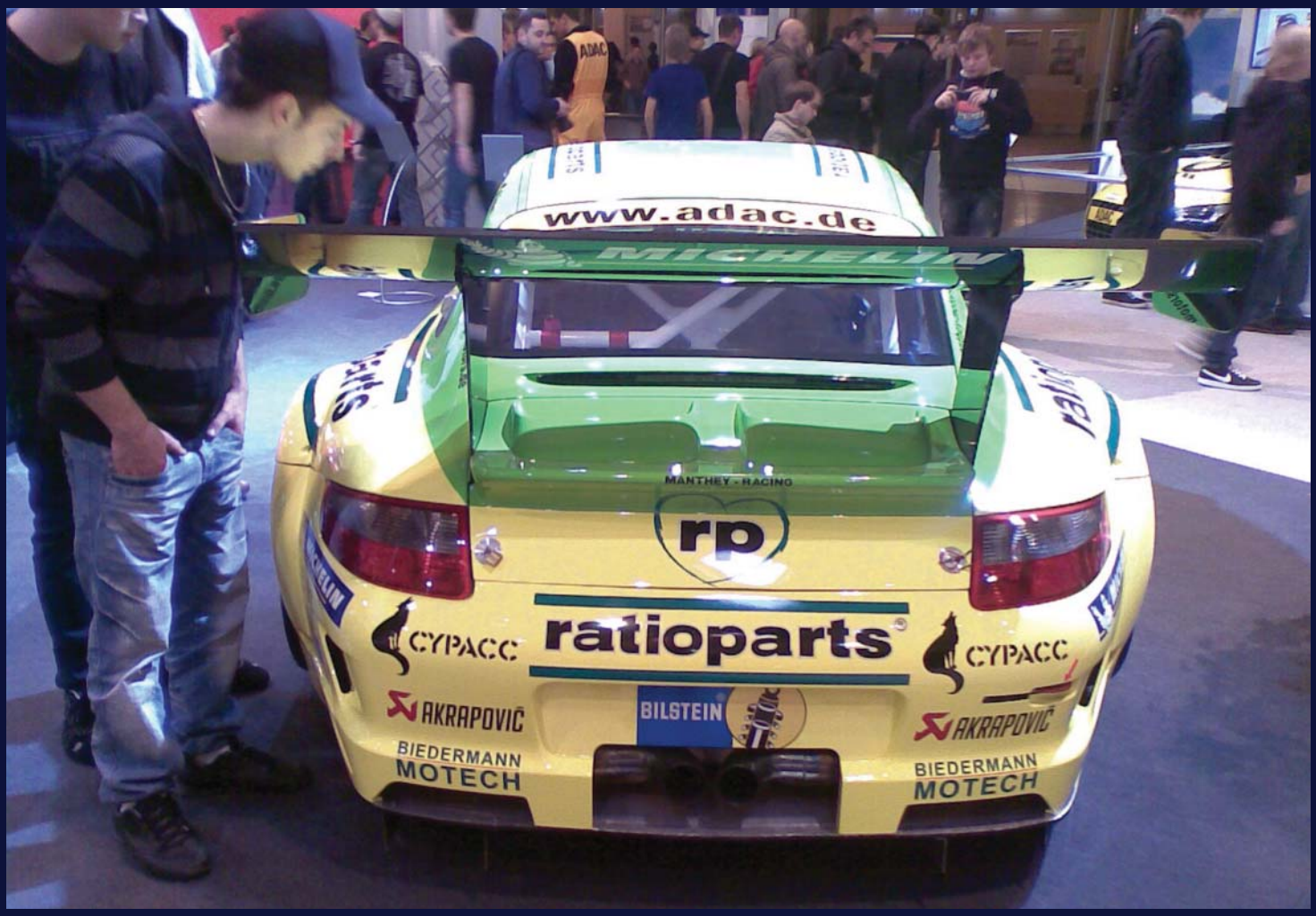
The Turbo S is slated to be released in May of 2011 along side the newest incarnation of the 911 that's being dubbed the 998. Sources have revealed that the 998 will feature a longer wheelbase with a wider body than the current 997. Since the Turbo S was shown at Geneva, it seems logical to infer that the 2011 Turbo models will be based on the 997 frame.

Available in coupe or cabriolet, the 2011 Turbo S comes equipped with dynamic corning lights, RS Spyder-esque central locking wheels, a three-spoke steering wheel with gear shift paddles and a starting price tag of $159,100. ***AA***

Essen Motor Show

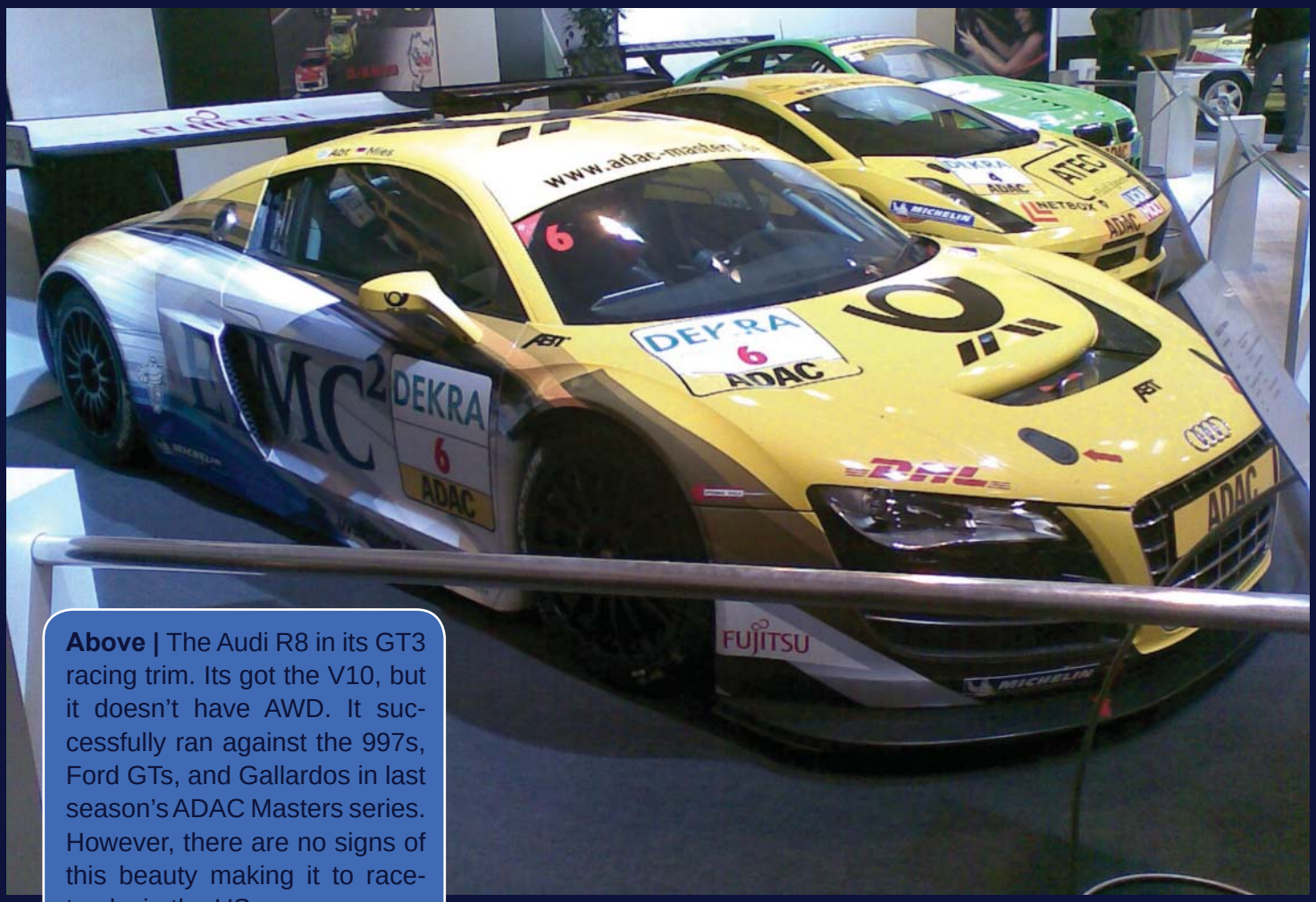
Show Us the Power

Photos By: Robert Besl



Above | '*King of the Ring*' Manthey Racing's 997 GT3 RSR that won the 24 Hours of Nurburgring for a record 3 times. 2009 was the last season for the RSR at the 'Ring. New FIA regulations have made the RSR unable to run at the famed event.

Right | A wider track provided superior handling in all the 'Ring's 73 corners. Michelin once more provided the grip for this RSR.



Above | The Audi R8 in its GT3 racing trim. Its got the V10, but it doesn't have AWD. It successfully ran against the 997s, Ford GTs, and Gallardos in last season's ADAC Masters series. However, there are no signs of this beauty making it to racetracks in the US.

Bottom | The Audi R8 5.2 Quattro. Its V10 propels the R8 into the realm of very, very serious sports cars. This one has a clear paintjob over its aluminum body. Its not available 4-sale.

ALL | The new 9ff GTurbo 850. Based on the GT2. Customers can pick gearing tailor-made to their preferences. Its seriously fast and devastatingly quick.

Below, Left | Air Intakes to efficiently feed turbos intercoolers.

Below, Right | Beautifully hand-crafted carbon fiber intakes.

Top | Maserati MC 12 - It's an Enzo in disguise. This car won last season's FIA GT Championship against strong opposition in the hands of Michael Bartel's squad.

Left | The GT3 RSR of Jurgen Alzen Motorsports. It ran against Audi R8 & Alpina B6.

Below | Ruf with Electro power train made in partnership with Siemen's Corporate Tech.

Above | A Cayman S deployed by Jurgen Alzen Motorsports. Technical gremlins prevented a podium finish early on in 2007. Orginal plans had envisioned the C-GT V10 engine to be installed, but the project was shelved later on in favor of running 997's. Trusted engine partner RS Tuning provided the powerful normally aspirated flat-six.

Left | Efficient aerodynamics and a longer wheelbase combined with MAYN suspension parts from the 996 GT3 RSR made a package with lots of potential.

Top | Tesla Roadster by Brabus. AC motor with V8 sound generator.

Left | Corvette C6R - A fast and consistent top 10, but more work is needed to make it a frontrunner at the 'Ring.

Above, Right | The 997 Cup S. Its replaced by the GT3 R in 2010. Homologation changes make the 'R' the car to run.

Ferrari 365 GTB/4
Its known as the Daytona, but its never been offically dubbed the name. It has a 4.4 liter, V12 with a rear transaxle.

Ferrari F40
Based on the 288 GTO Evoluzione, its a 2.9 liter, Twin Turbo V8.

Ferrari 250 GT SWB
Short wheelbase predecessor to the 250 GTO. Built in 1961, it has a Colombo, 3-liter V12.