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March 2020

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On The Cover: Photo by Neil MacDonald

Top photo: Zoe and the Christmas tree by Steve Marchino

Bottom left: by Neil MacDonald

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Let The Season Begin!

Hopefully, you've been enjoying some nice weather by now, and have also started to prepare your car for the upcoming season. Warm or cold, though, there are lots of Club events on the horizon that are sure to get you into the mode as spring opens all around us. Here are some events that you should know about as you start blocking out weekends on your calendar:

- 3/7 the Swap meet at Midwest Performance Cars, in Northbrook;
- 3/14 a St. Patrick's Day social at Haymarket Grille, in downtown Chicago;
- 3/15 the Spring Tech Session at Northstar Motorsports, in Barrington;
- 3/22 a Concours School at Napleton Porsche, in Westmont;
- 4/5 a Concours Judging School at Fluid Union, in Naperville;
- 4/11 our Precision Car Control Clinic at Boomers Stadium, in Schaumburg;
- 4/24 Novice Day at Blackhawk Farms Raceway, in Rockton;
- 4/25 Porsches & Pastries at Labriola Café, in Oak Brook; and
- 5/3 our Rallye School at Perfect Power, in Libertyville.

As you can see, the Chicago Region has all kinds of events that will launch you into the season and have fun while you're doing it! If you'd like more information, please check the Club's website, at <https://pca-chicago.org>, or you can stay in touch through Facebook.

One of my favorite spring events (and it's coming up soon) is the Club's Precision Car Control Clinic. For newbies, it's an opportunity, in a safe and controlled environment, to explore the capabilities of your Porsche; and for experienced drivers, it's great for sweeping away the winter cobwebs and get ready for the driving season. This clinic, which is a mix of classroom and behind-the-wheel experience, is open to anyone in the family who's 18 years or older. You'll start with a "tech check" inspection of your car, which itself is pretty interesting if you've never seen it done. After that comes a systematic exploration of the constituent parts of performance driving: brisk acceleration, hard braking, smooth steering inputs, a "skid pad" to test the limits of your car's tire adhesion, and a traffic cone "road course" in which you put all of the elements together in a safe and protected environment. At the end of the day, when you'll be grinning from ear to ear, you'll know what it is about a Porsche that makes it so special.

Event weather conditions? We run rain or shine, and frankly, some of the best opportunities to explore your Porsche's extraordinary capabilities involve driving in a car control clinic in adverse weather.

Now's the time to get out of the house and enjoy your Porsche with fellow Porsche owners, no matter what your specific interests or background may be.

I hope to see you all out there soon!

Regards,
Bob Rath



“
...some of the best opportunities to explore your Porsche's extraordinary capabilities involve driving in a car control clinic in adverse weather.
”

Bad Weather, Good Times, Great Friends

by Dan Cubric



Chicago winters: five solid months without daylight savings time; Morton Salt cityscapes and bleak prairie landscapes; drizzle, sleet, slush, and snow. Well, yes, I suppose that's one point of view, but here's another: finally, some downtime to focus on those car-tinkering chores you put off all summer; some of the best architecture in the world that you can tour by foot or by boat along the Chicago River; Christkindlmarket at Daley Plaza and the Chicago Car show at McCormick Place (with thanks to our friend and fellow Club member Kirt Shore and PCNA

for accommodating the Club); Daytona 24, Sebring (if you're lucky), and football on TV; and plenty of cozy, neighborhood establishments to take it all in with your best P-Car friends.¹

It all starts, though, before the first snow falls. I've got a pretty good eye for a route, so with leaves turning, a chill in the air, and official Club events winding down for the season, a bunch of us will typically grab the phones late in the work week to put together an impromptu weekend back-roads day trip to places like Rushing Waters Trout Farm in the Southern Kettle Moraine,

Minnesota's Overcrest Rallye, or Whiskey Acres in DeKalb County ("When life gives you corn..."). Once in a while, we also manage to make a weekend out of it, heading out to our buddy Stevo's place in New Buffalo, where we grille on the back porch, tour the area backroads, and just kick back with friends and enjoy the driving.





Even when the winter hits in earnest, you make your own good times. Case in point: a couple of seasons ago we had a very hard winter, and by February we were all getting pretty itchy. A few phone calls later, about two dozen of us had set up an impromptu indoor wrenching party in a friend’s oversized garage. With the Webers on the driveway grilling generous servings of mid-winter protein and veggies, we washed it all down with tasty beverages and a healthy dollop of camaraderie. The fun never stops!

Here’s another: after finding an old magazine article rating the fifty best sandwiches in Chicago, a group of us decided to get together for lunch every Saturday, traveling all around the city to sample as many of them as we could. We had food we’d never tasted, with names we couldn’t pronounce, at places we’d never heard of or been to, and we did it all winter, until we’d gained so much weight that we decided we’d better knock it off.

Which reminds me: the Club is holding its annual St. Patrick’s Day celebration on Saturday, March 14, at the Haymarket Pub and Brewery, which is owned and run by fellow Club member, excellent driver, and all around good guy John Neurauter. Plan to

make a day of it by starting with the Parade downtown, then check out the greenest river you’re ever going to see (the City dyes the river in celebration of the day), and then make your way over to John’s place for a fine, traditional Irish meal. Éire go Brách.

Let me wind up with this thought. My friends will tell you that I’m pretty much a “glass half full” kind of guy, and why not? Like you, I own one of the world’s great automobiles, this is an outstanding Club, and the members are some of the finest folks and best friends you’ll ever have or meet. So remember, it’s the cars that bring us together, it’s the people that make it a Club! 🍀



¹ Before you hit the “Alt-Fun” button in earnest, remember to check the Club’s website (<https://pca-chicago.org/cms/>), its Facebook page (<https://www.facebook.com/PCAChicago>) and your own personal email queue for the very latest PCA-Chicago eBlast. That’s where we always start, and for good reason: from the Dinner Dance to swap meets, tech sessions, the Chili Cook-Off, and Saturday morning get-togethers, there’s so much to do with PCA-Chicago that your weekends will fly by.

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Questions? Answers! A Day at Blackhawk

by Dana Comolli

The inevitable thought when you own a Porsche is, "What's it like to drive this car on a race track?" You're driving a car whose heritage is inexorably bound to racing and includes nineteen (the most) wins at Le Mans. Couple that with the terrible state of the roads, traffic, and the rapidly escalating legal and financial exposure you assume by driving fast on public roadways, it's no wonder that taking your car on a race track is so alluring. If you've never experienced driving on the track and think it's something you want to try, stick with me. If you've been to Blackhawk before, skip to the end and I'll give you a tip to help improve your lap times.

To see what it's like to drive Blackhawk, check out this video in my 997.2 GT3 RS: <https://vimeo.com/389294180>.

Our first HPDE event is Novice Day at Blackhawk on Friday April 24th. The event is dedicated to first-time drivers and is the perfect way to get experience on a race track. Novices are assigned an instructor who works with them while they're on the track. There are also morning and

afternoon classroom sessions where you learn the how and whys of driving on a race track.

To prepare for the event, access the following documents:

- A Novice day at Blackhawk Farms Raceway - <https://pca-chicago.org/downloads/2020/Blackhawk-Novice-Day.pdf>
- Blackhawk Drivers Education Handbook - <https://pca-chicago.org/downloads/2020/Blackhawk-Handbook.pdf>
- HPDE Tech Sheet - <https://pca-chicago.org/downloads/DETechSheet.pdf>

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For a novice driver, car preparation, safety equipment, and knowing what to bring can be daunting. The region holds a Spring Tech Session where all this is covered. The event is Sunday, March 15th at Northstar Motorsports. You'll learn how to tech your car, new rules in effect this year, get an introduction to safety equipment, as well as pizza and beverages. For first-timers, this is a must-attend event.

Prior to going to Blackhawk, I recommend attending the Precision Car Control Clinic on Saturday, April 18th at Boomers Stadium. The event has a mixture of classroom and in-car instruction. There are a number of exercises marked out by traffic cones in a large parking lot. It's a great way to get used to performance driving in a safe, open environment. You'll also be coached by experienced drivers as you negotiate a complete Autocross course. Some of us think that driving is more fun in the rain so don't let a rainy (or snowy) day stop you from attending.





Now, here's my tip for getting around Blackhawk faster and safer. Most drivers I instruct stay next to the curbing at the kink causing them to have to straighten the car in the braking zone. This often results in the driver getting off the throttle before the kink and can cause the car to get unsettled heading into turn 7:



I suggest staying to the left, causing the radius of the turn at the kink to be greater. This reduces the amount of direction change required after the kink and allows you to stay on the throttle all the way to the brake markers, brake in a straight line with less drama, have a faster entry and exit at turn 7, allowing you to carry more speed into the longest straight.



The driving season starts next month. Our HPDE and Autocross events are great ways to have fun with your car and get to know other Club members. See you out there! 🍷





Springtime for Autocrossers

by Shawn Folkes

Happy spring everyone!

What's your favorite first sign of spring? For some folks, it's hearing a robin's cheerful call. For others, it's crocus poking their way through recently thawed earth. For me, it's the day my new tires are delivered and sitting in my driveway!

For many of us, spring means gearing up for another year of exhilarating autocross events. My job today is to shine a spotlight on that excitement, and to help you get ready!

Although there are a number of important pre-season topics I'd love to cover (e.g. - preparation checklists, alignment, practice techniques, car choices, or essential gear), given space limitations, for now I'll only cover the last one - what kind of gear should you either dust off from last season, or purchase for this one?

GEAR FOR NOVICE DRIVERS - If you're just starting out, the only gear you might need is a helmet (although the Club has loaners available at each event). I'd also highly recommend that you attend the PCA Precision Car Control Clinic, April 11th at Boomers Stadium in Schaumburg. At the Clinic, you'll receive the information and instruction you'll need to get started; you'll also enjoy the incredible thrill of how well your Porsche handles a mini-road-course in a controlled environment.

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GEAR FOR EXPERIENCED DRIVERS – If you're in your second year of autocross, or only do it occasionally, here's a list of gear you may want to consider purchasing if you don't already own it:

- **Magnetic or static-cling numbers** – Numbers are required for all cars. Solotime is one good source (Google their website).
- **Pressure gauge with release valve** – As we all know by now, even a couple of pounds can make a big difference in how your car handles. I take pressure out after each of the first few runs.
- **Air tank or small compressor** – After your first heat, you'll work the course, then rest. During that time, your tires will cool and lose pressure. You'll need to air-up your tires before you drive the second time.
- **The "right" shoes** – Look for a narrow shoe with plenty of support. Shoes made for driving can be a good choice, although they may lack "all-day" support. Tennis shoes can work well, running shoes generally less so, due to their soles flaring wider than your feet.
- **Water sprayer** – An inexpensive garden sprayer can help keep those high-performance tires from greasy overheating.



GEAR FOR EXPERT DRIVERS – If you've been autocrossing for years, or if you want to take your game to the next level, there are some incredible tools to consider.

- **Data loggers** – These measure mph, g-forces, acceleration, braking, time within course segments, and more. They can nearly be the equivalent of having an expert instructor sitting next to you in your car. A good one I'm familiar with is Solo Storm.
- **Cameras** – Many people use a GoPro, but there are good phone cameras and other options. Some will synch with a data logger.





Another sure sign of Spring is the Chicago PCA car control/autocross schedule. See below for a list of 2020 events, also found on the PCA Chicago Facebook page.

- April 11 Precision Car Control Clinic – Boomers Stadium
- May 2 Autocross #1 – Boomers Stadium
- May 30 Autocross #2 – Boomers Stadium
- July 11 Autocross #3 – Tire Rack Test Track, South Bend IN
- Aug. 1 Autocross #4 – Boomers Stadium
- Sept. 19 Autocross #5 – Boomers Stadium

In the future, I intend to cover how to optimize typical autocross elements – slaloms, or sweeper turns, for example. If you have future topic ideas or questions for the autocross board, please contact us via the PCA Chicago Facebook page, in the “Events” section. See you in a parking lot, soon! 🍷



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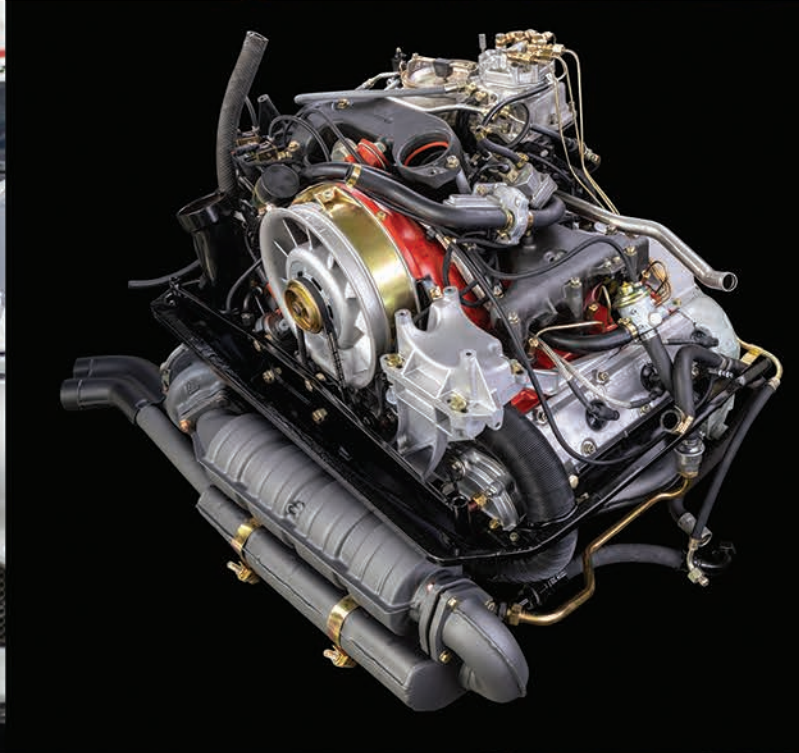
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Past Mistakes Make for Future Success

by Anna Skura

“Practice makes perfect” can apply to anything you do, including rallying. It takes time to understand Rallye concepts and to learn the lingo, and knowing the meaning of ONTO, CAST and SOL (not what you think!) can be the difference between staying on course or being frustrated when you don’t. Consequently, learning from your past Rallye mistakes will definitely help you perfect your future Rallye experience.

Rallying is a contest in which teams of drivers and navigators follow a set of instructions to navigate a prescribed route at prescribed speeds. The goal is to reach a checkpoint at the end of each leg as close to the official elapsed time as possible, and penalty points are given for every second (over and under) that a team’s arrival varies from the official time.

Some deviations are the product of happenstance: traffic, waiting for a train to pass, traffic lights, or farm equipment on the road, for example. Others, known as “traps,” are included by Rallyemasters to entice teams to deviate from the official route; examples include misspelled street names, pauses, questionable directional instructions, or instructions that induce a team to second-guess a prior decision.

Because each Rallye leg is scored individually, every upcoming leg means a fresh start. Shaking off a bad leg isn’t always easy to do, particularly if a team can’t identify where they went wrong, but taking a deep breath and focusing on what comes next is the best way to set up a successful future leg. Of course, traps can be avoided: for example, Rallyemasters distribute Supplemental Instructions a few days before a Rallye

continued on page 22



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Past Mistakes Make for Future Success continued

that are unique to that event and provide important information that will be used throughout the day. Consequently, both driver and navigator should read the Supplementals thoroughly, and raise any questions they may have at the drivers' meeting. For similar reasons, many teams attach post-it notes to their car's dashboard to remind them of Supplemental details.

It also helps to divide tasks between the navigator and driver. Obviously, a driver shouldn't read the route instructions while driving, but he or she could look for signs or street names. Similarly, because the driver must maintain the required CAST ("change average speed to"), he or she may regularly repeat the request. As annoying as this may become, navigators should oblige and respond, because it may be the key to your team's success. Conversely, because route instructions often come up quickly, navigators must ensure that they read each instruction correctly; it also helps for navigators to cross off completed instructions, to ensure that you don't lose your place. It's also helpful if the driver announces (and the navigator records) the mileage for each executed





instruction, and a navigator should never respond to a driver's question with "right," unless the navigator is telling the driver to turn right; a "yes" or "correct" will better keep you on course.

With time, Rallye teams gain the skills and confidence to navigate a successful Rallye. For teams that have never participated in a Rallye or are new to rallying, the Club holds a Rallye School at the start of each season. This event is a must: detailed Rallye concepts are covered in a two hour classroom setting, which is followed by a practice Rallye. After each Rallye (including this school), teams gather at a restaurant to compare notes, tabulate their scores, and socialize. It's also a great opportunity to ask questions of more experienced rallyists.

The 2020 Rallye School will be held on May 3, beginning at 9:00 a.m. at Perfect Power, located at 1009 Commerce Court, Buffalo Grove. At the conclusion of this event, we'll meet at Spears Bourbon, Burgers & Beer at 723 N. Milwaukee Ave., in Wheeling. Registration is now open at Clubregistration.net, at https://clubregistration.net/events/event-details.cfm?event_id=10512, so come join us! 🍷



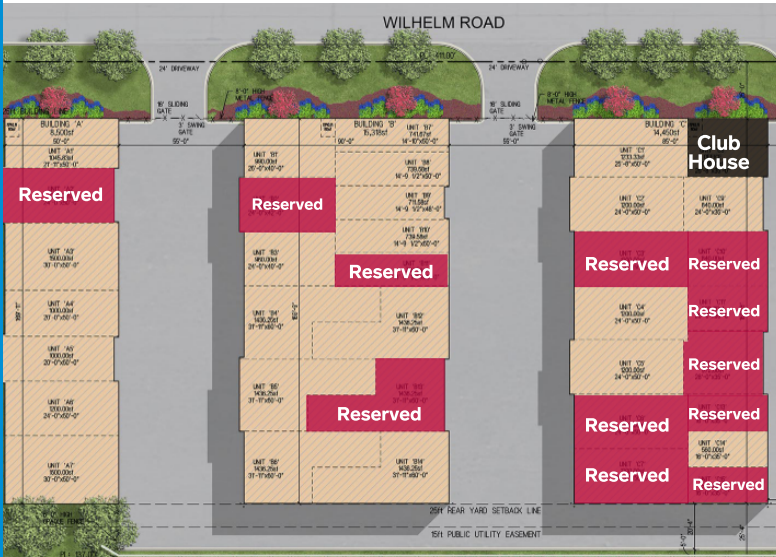
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PORSCHE

The SOCIAL SCENE

by Steve Kuk



New & General Membership Meeting

We had over two hundred Club members brave the chilly but sunny weather—with highs in the mid-teens—to kick off the season with our annual New and General Membership Meeting on January 19. This year's meeting was ably hosted by master of ceremonies and new Club President Bob Rath, who wasted no time in getting down to making our new members feel like long-time friends.

In outlining the Club's goals for the year, Bob reminded us all that the slogan "Fueled by Volunteers" reflects a critical element of PCA-Chicago's ongoing success. Each of the

Club's events has its own opportunities for volunteering. To that end, Bob asked each of the 2020 event coordinators to make short presentations about the variety of social and competitive events that the Club offers, and the opportunities for volunteer service. This includes high performance drivers education, Club racing, Club driving tours, Rallies, Autocross, the Club's Tech Group, Concours, and last, but not least... Social, my favorite part. LOL!

We'd like to thank The Onion Pub and Brewery for hosting this event once again, and for serving up such a scrumptious spread of tasty Bavarian food and beverages. Danke!



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St. Valentine's Day Dinner

While things were a bit quiet for the rest of January, we took the opportunity in mid-February to celebrate our third trip to Cooper's Hawk Winery for a special Valentine's Day celebration with good friends and that special someone. This year (as with the last two), over 90 members and guests attended a wonderful evening in a cozy, intimate setting. During the pre-dinner social hour, we enjoyed a mid-winter catch-up opportunity with friends we hadn't seen in a bit; over the course of

the evening, we also took in over \$250 in a raffle held to benefit this year's charity.

I want to take this opportunity to thank Ryan Millerick, Anna and Andy Skura, Derek and Grace Chen, Brooke Johnson and Adam Kern, Tim Rehbein, Krys and Tracy Rootham, Judy Weltsch, and my wife Kathy, all of whom came early or stayed afterwards to help work the event and make it the success that it was. None of this would be possible without volunteers like you.





Upcoming 2020 Club Social Events

Additional event information will be available on the Club's website and Bob's regular eBlasts, but for now, I'd like to call your attention to some events that are coming up quickly. Be sure to register soon through [Clubregistration.net](https://clubregistration.net), which can be accessed at <https://clubregistration.net/>.

- **Swap Meet:** we're heading to Midwest Performance Cars in Northbrook on March 7. Last year we had almost 100 members come out to see if the 30+ vendors had what they were looking for. And mostly, they did! What a great treasure hunt!
- **St. Patrick's Day:** the Haymarket Brewery in Chicago is once again hosting our St. Patrick's Day Party. We're going to try to see some of Chicago's St. Pat's Parade before the late lunch at 2:30, and if you've never seen the emerald green version of the Chicago River, you really do need to attend this one!
- **Porsches & Pastries 1 and 2:** we're heading back to two of our Club's favorite venues for a cuppa java and a scone. P&P No. 1 will be at Cafe Labriola in Oak Brook on April 11th, and P&P No. 2 will be held on May 9th at Iron Gate Motor Condos in Naperville. Porsche will be Iron Gate's featured marque, so PCA-Chicago members and their fabulous cars will be given special early entrance privileges. A wonderful array of food and beverages will also be available.
- **Wrigley Field Tour:** three years ago, we had well over 150 members tour the Friendly Confines, and what an amazing trek it was! We toured the Cub's dugouts, sat in the bleachers near the outfield scoreboard, wandered through the visitors' clubhouse, and then up to the broadcast booth. After the tours were over we headed into Murphy's Bleachers for lunch. What's not to like?
- **Porsches & Pastries 3:** This year, we're having a special P&P at Olsen Motorsports in Downers Grove on May 13th. Not all the details have been worked out, but this will include a Tech Session, with a healthy splash of Mix and Mingle, topped off with a dollop of neighborhood microbrewery fare for lunch. You won't want to miss this event, that's for sure.

As you can see from this partial list, it's our Club goal to hold our social events at venues all over the greater Chicagoland area, so that everyone has the opportunity to attend at least one event at a site in his or her general neighborhood; it puts the "mix" into "mix and mingle." For now, though, I've run out of room, so you'll have to wait until May for me to tell you about the mid-summer part of the Club's social calendar. In the meantime, all aboard, have fun, and keep checking the Club's website and Chairman Bob's weekly eBlasts for updates!

We'll see you soon! 🍷

2020 EVENT CALENDAR

MARCH

- 7** Swap Meet, MPC (Northbrook)
- 14** St. Patrick's Day, Haymarket
- 15** Spring Tech Session, Northstar
- 22** Concours School, Napleton Porsche

APRIL

- 5** Concours Judging School, Fluid Union
- 11** Precision Car Control Clinic, Boomers Stadium
- 24** DE Novice Day, Blackhawk Farms
- 25** Porsches & Pastries 1, LaBriola Café

MAY

- 2** AX 1, Boomers Stadium
- 3** Rallye School
- 9** Porsches & Pastries 2, Iron Gate
- 16** Wrigley Field Tour
- 17** Rallye 1

For up-to-date details, please check:

<https://pca-chicago.org/cms/news/event-schedule>

A CONCOURS SCHOOL FOR PORSCHE OWNERS

**SUNDAY
MARCH 22**



SCHEDULE

We will start promptly at 9 AM with coffee and serve a light lunch at 12 NOON with a speaker discussing the Porsche Classic Program.

LOCATION

The seminar will be held at Napleton's brand new sales, service and Classic facility near Chicago.

**Napleton Westmont Porsche
201 E Ogden Ave. Westmont, IL**

REGISTRATION REQUIRED IN ADVANCE AT:

clubregistration.net

COST

\$30 to cover expenses

GUEST SPEAKER

Ray Shaffer

Porsche Classic Market
Development Manager



Ray Shaffer, manager for Porsche Classics and curator of their Heritage Gallery at the Experience Center in Atlanta will tell us about the Classics program. His responsibilities include Factory restoration and coordination of the heritage vehicles at the Center. His past experience includes General Manager of Brumos Porsche. He is a frequent panelist and speaker on Porsche and auto racing.

If you ever had an interest in showing your beautiful Porsche, this is the seminar just for you. It will be moderated by long-time national certified judges and winners who will take the mystery and misery out of what can be an intimidating experience. The seminar will cover the judging basics and show you what both local and national judges are looking for at a judged contest. Sample judging sheets will be provided.

We will advise you on the type of products to use to get the maximum effect when preparing your car. Using various Porsches, we will also show you how to address common faults and what techniques to use to correct them. Whether you have an older Porsche or the newest model, both respond well to proper cleaning and preparation. We will address: Exterior, Interior, Storage area, Engine and Chassis. Even if you are not a competitor these classes will be of great benefit to the caring of your Porsche.

**FOR MORE INFORMATION
ABOUT THIS EVENT CONTACT**

PAT YANAHAN

Tel: 312.718.0732

Email: pyanahan@comcast.net

MICHAEL GROVE

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PORSCHE

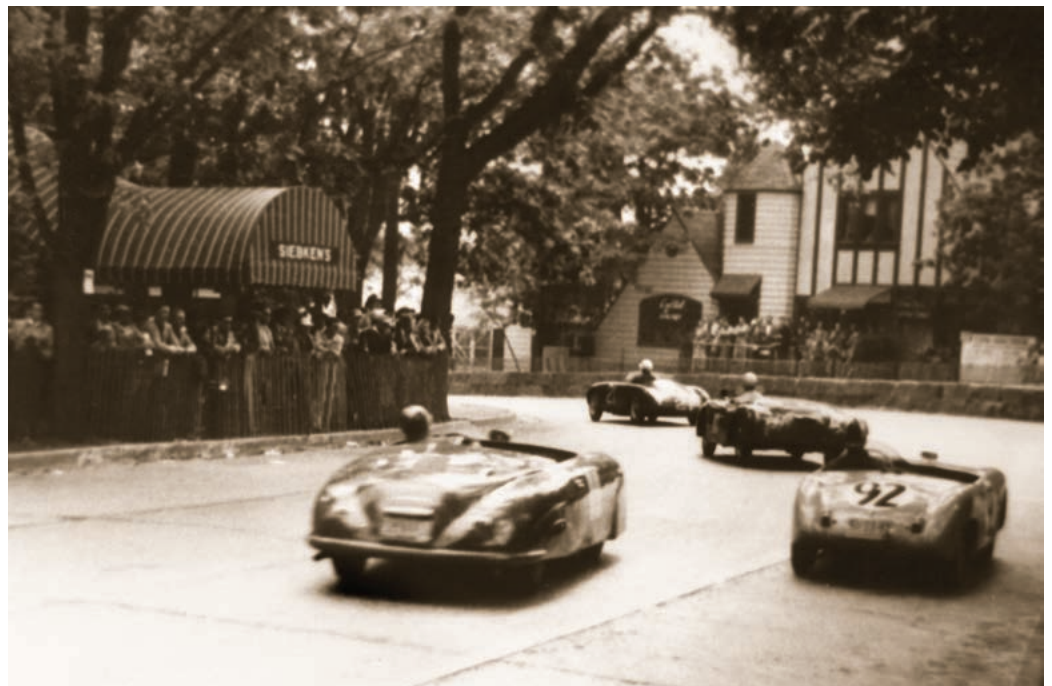
The Old Road Course: A Perspective

by James Jacisin



Monaco.
Le Mans.
Silverstone.
Nürburg.

These names stir romantic images of a time when racing was more about mechanical poetry than about the cold realities of modern business.



What if you could go back to a race course that was real, a circuit that had off-camber (or no-camber) turns, that was not pool-table smooth and flat? What if you could return to racing's roots, when sports cars were raced in anger on, well, roads, and where, even today, you could drive a world renowned circuit left untouched and unaltered by time? What would it feel like to be there?

What would you do to go there?

If you've ever been to Elkhart Lake, you've probably seen a sign outside Siebken's front entrance that reads, "The Hard Left." That's the place where the old Elkhart Lake road racing circuit passed through town and then continued on into history. The original 1950 course was a tight, twisty 3.1 mile course that ran through the heart of the village.

Almost immediately, however, the organizers recognized that the cars (and their drivers) never really got to stretch out their legs. As a result, the course was modified in 1951 to incorporate a long, open road section that became known as "The School House Straight." Even by contemporary standards, the modified course was not only blindingly

continued on page 35



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PORSCHE



1974 2.7 Euro MFI Carrera
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Photo by Jeremy Cliff Photography



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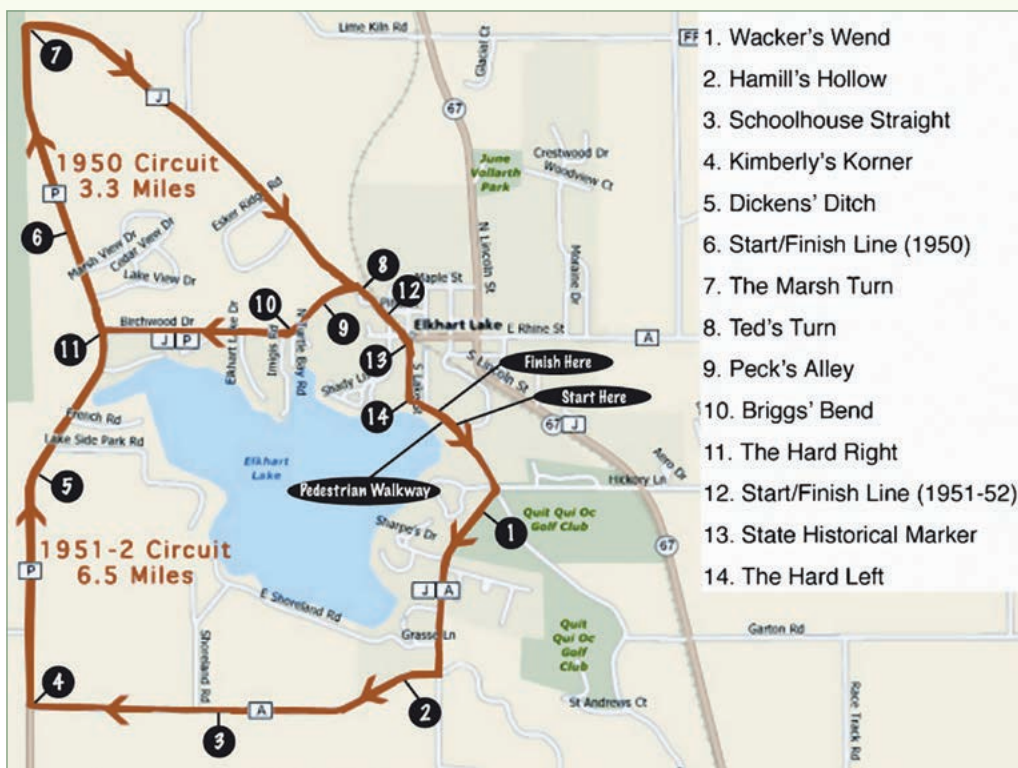
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The Old Road Course continued

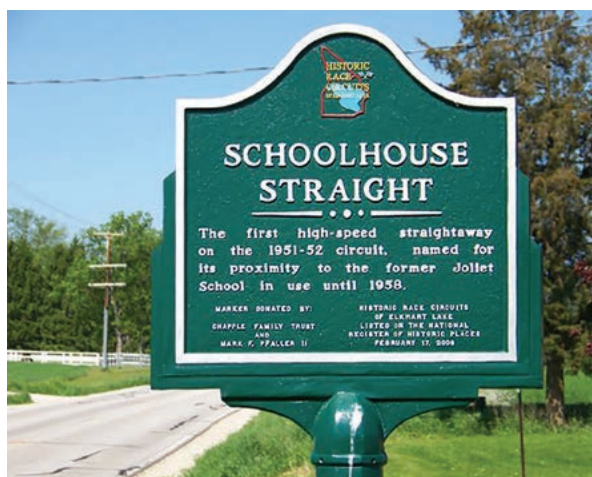


fast on the straights, but was punctuated with tight, off-camber corners that commanded each driver's full respect and attention.

The open road racing aspect of the area's legend and lore came to a close in 1953, when Wisconsin's state legislature banned racing on public roads. Nevertheless, an influential and forward-thinking group of local citizens, supported by an enthusiastic group from Chicago's Sports Car Club of America, recognized an opportunity when they saw

one, and didn't have to be asked twice. The group developed plans and sold stock certificates to build a permanent track that, in 1955, became the purpose-built race course known as Road America, with a circuit that honors both the challenges of the original road course and the ancient, glacier-formed beauty of the Kettle Moraine.

Itself steeped in tradition, the Village of Elkhart Lake has always been reinventing itself. The area was originally named by the Potawatomis for the resemblance of the Lake's shape to that of an elk's heart. Not surprisingly, the legendary regenerative properties of its waters were an early regional draw from as far away as Chicago. Home to prohibition-era speakeasies owned by Milwaukee beer barons and others, Elkhart Lake's history was also shaped by Chicago gangster gambling



Today, 70 years after that first Elkhart Lake road course event, it's hard not to notice that a certain road racing DNA remains.

continued on page 38

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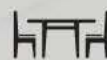
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The Old Road Course continued



and the allure of a very deep lake that may (or may not) hold a variety of Prohibition-era secrets. Later, when the closure of railroad service to Elkhart Lake hampered easy regional access, the idea of attracting spectators to watch the increasingly popular European-style sports car competitions on the area's scenic roads caught on quickly. And if the circuit incorporated the streets in front of the village's resorts, restaurants, and taverns? So much the better!

Today, 70 years after that first Elkhart Lake road course event, it's hard not to notice that a certain road racing DNA remains. It's not unusual, for example, to see a vintage Jaguar E Type, a Porsche 356, or a modern Ferrari or Maserati still singing along the Ice Age Trail outside of town. There also seems to be a greater concentration of Corvettes of all vintages than in other parts of the Midwest, and all in a town with around 900 residents.

These historic roads still pass by The Paddock Club and Siebkens on Lake Street, along the same route where

Allards, Ferraris, Jaguars, and MGs from Europe once battled with American-made Cunninghams for world supremacy in sports car racing. These, too, are the grounds where legends like Phil Hill and Briggs Cunningham battled on the historic roads of Elkhart Lake. So, the next time you visit the area, you owe it to yourself to get up early and drive your

Porsche through this storied countryside. You'll be traveling with the ghosts of iconic cars and heroic drivers, whose challenges and achievements inspired the corners and straights of the current 4.048 mile long Road America race circuit.

Follow the roadside signage and learn a little bit of history along the way. All before lunch. 🍷



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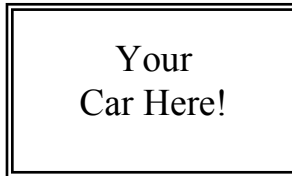
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by James Jacisin



Perhaps no other automotive brand is as blessed—or as saddled—with such an iconic silhouette as that of the Porsche 911.

No matter your artistic skill set, your age as a point of reference, or your automotive allegiance, when asked to draw a Porsche, everyone draws the same sinuous line that is instantly recognizable as the profile of the 911. Asked to visualize the profile of a Ferrari? A Corvette? A Lamborghini or Jaguar? No matter what the car, no dominant—let alone defining—element emerges. Instead, the response is a long and awkward pause; even owners of a 914 or a Macan will sketch the profile of a 911.

Pose a follow-up request: draw the same five cars, but this time looking toward the front of the car. The result? The Porsche image will be dominated by large *round* headlamps, and whether drawn first or last, the round headlamps will define the illustration.

It's been said that the easiest and the most difficult job in the automotive styling industry is designing the visual language of the *next* 911. When Harm Lagaay was tasked with the first complete redesign of the 911, Porsche was still at substantial financial risk. To conserve precious DM, the Company required that the 911 and the Boxster share what arguably were the same body structure and internal components from the top of the windshield to the front bumper. Criticized sharply that its new 911 was too similar facially to the entry-level Boxster, Porsche adopted restyled headlamp assemblies for the 2000 911 Turbo, which it then adopted across all Carreras in 2002.

Notwithstanding the initial outcry, the original "Fried Egg" yellow turn signal headlamps from Grant Larson's 1995 Boxster show car are actually a largely overlooked example of industrial design excellence. Subsequently re-tooled by chief designer Harm Lagaay, these first-generation water cooled Porsches permitted no intrusion of the headlights into the short overhangs of the new bumper surfaces, which already housed new radiators. This all-in-one design eliminated the cost of separately manufacturing, assembling, connecting, installing, and testing, on the production line floor, the separate sub-units of the total headlamp assembly. The main beam headlamps, fog lamps, turn signals, parking lights, and the optional headlamp cleaning fluid wash system were now contained in a single, plug-and-play module, placed under a sleek, transparent polycarbonate cover. From an engineering and manufacturing standpoint, this was an exceptional feat that had rarely, if at all, been accomplished before.

And aesthetically? This design gracefully ties three adjacent body surface planes: the hood, the fender wings, and the front bumper are all neatly married into one tightly-sculpted solution. Beautiful in their own pure form, these first generation, first water-cooled 911s are now recognized by their smaller overall dimensions and compact proportions. They are known today as Type 996. 🍷

BEST QUOTES OF 1997:

"There are some things money can't buy. For everything else, there's MasterCard." – MasterCard

"Oh my god! They killed Kenny!" – South Park

"I'm the king of the world!" – Titanic

"It's one of the greatest moments of my life."

– Nelson Mandela after meeting the Spice Girls

In 1997:

- The 1960s hit TV series, *Lost In Space* is set forward in the year 1997.
- *Harry Potter and The Philosopher's Stone* is published.
- Princess Diana is killed in a speeding car chase in the Pont de l'Alma Tunnel in Paris France while fleeing paparazzi.
- An episode of *Pokémon* featured a segment of flashing lights that induced seizures in children across Japan. The subsequent news report replayed the scene, and prompted more seizures.
- Great Britain hands back rule of Hong Kong to the Chinese.
- Alex Trebek and Pat Sajak trade places on *Jeopardy!* and *Wheel of Fortune* on April Fools' Day.
- The Kyoto Agreement signs 150 countries to agree to limit the effects of Global Warming.

Technology from 1997:

- The IBM supercomputer, Big Blue, beats chess world champion Garry Kasparov, with a bold creative critical move that was later sourced to a bug in the program.
- Purell is launched as a consumer product after 10 years of use by healthcare professionals.
- Steve Wynn purchases a Picasso valued at \$45,000,000, promptly tearing the painting open with his elbow, causing \$90,000 in damages to restore. Adding to provenance, it sells again for \$155,000,000.
- Oil engineer Nicholas Steinsberger invents the concept and drilling techniques needed for Hydraulic Oil Fracturing. Though saving his company, Mitchell Energy, from bankruptcy and changing the entire oil industry, he receives no bonus.

Music: Elton John, Jewel, Puff Daddy, Toni Braxton, R. Kelly, En Vogue, Spice Girls and Sheryl Crow

Movies: When *Titanic* theaters' tickets sell out, movie goers watch *Men In Black*, *The Fifth Element*, *Tomorrow Never Dies*, *Air Force One*, and *Good Will Hunting*.

Average House: \$274,000

Federal Reserve interest rate: 5.50%

Yearly inflation rate: 2.34%

Unemployment: 5.4%

Year End Dow Jones Industrial Average: 8,250

Average yearly income: \$37,500

Minimum wage: \$5.15/hr

Average cost of a new house: \$176,200

Average monthly rent: \$576.00

Average cost of a new car: \$16,900

Eggs per dozen: \$1.17

Loaf of bread: \$1.71

Gallon of milk: \$3.22

Postage Stamp: \$0.32

Gas: \$1.23 per gallon

Movie Ticket: \$4.59

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