

Chicago Scene

DECEMBER 2007



THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA / CHICAGO REGION
CELEBRATING OUR 50TH ANNIVERSARY 1957 / 2007

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Ginny and Bob Gumow were the last ones standing in the Membership 'countdown' at the Dinner Dance. Ginny and Bob joined PCA Chicago Region in 1959!

photo by Steve Rashbaum

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Thank you for your service to the Region in 2007!

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The Point

Chuck LaMantia, President

photos by Steve Rashbaum and Neil MacDonald

The Checker Flag ...

Two years and it is over. Time for me to step aside and let Jack Stephensen drive the Chicago Region Porsche Club of America bus. Like my days at the track, some days being president went fast and others it went by pretty slow. But every day it was truly a privilege to serve the unbelievable strong Chicago Region and its membership.

There are many ways to define strong.

If one wants to define strong by our ability to reach out to every aspect of car ownership, we are among the strongest. If you want drive fast; there is Drivers Education. If you want to drive really fast; there is Club Racing. If you want to do things to your car that you normally (I hope) would not do; there is Auto-cross. If you want to drive around, enjoy the variety of roads and scenery in the Chicagoland area; there is Rallye. If you want your car to look its absolute best; there is Concours. Or, if you want to do nothing with your car, then we have socials!!

Another way to define "strong" is through the use of numbers. This can be done by counting attendance or by counting dollars in the bank. We, fortunately, can do both.

We have consistently strong attendance throughout all segments of the club. Concours, Rallye, Autocross, Drivers Education, Socials and especially our Club Race ... if there was one out there better than TRAC 2007 ... please let us know.

Counting dollars - there are more than a few regions who have to wait out final attendance numbers in order to pay for their events. The work of the volunteers of the past 50 years has put this region in position of operating with a comfortable surplus which allows us to focus on the experience and enjoyment of the participant ... not worrying about pay in the bills. This also helps us get choice dates ... especially for track and autocross events ... and allows us to weather periods of rapid price increases or unexpected down turns in attendance.

Part of the enjoyment process for the participant is making the cost to participate as reasonable as process. I can speak with a great degree of confidence in saying the all of our events are priced as "the best deal available". This is especially true when it comes to our track events. We have seen rapid increases in track rental and insurance rates over the last two years. In one period we were able to absorb a nearly 20% increase in track rental costs by passing along a less than 10% increase to the participants.

Speaking of counting.. I would like to comment on the recent election ...



A 'thank you' gift from the Region.

Thank you to all who took the time to cast a ballot for the 2008 Officers and Board of Directors. This year, over 100 votes were cast which I believe may be a record for an election where the Nominating Committee slate ended up being the elected officers. There were no viable challenges (I do not consider husbands and wives writing in their names as viable challenges). I am pleased that the 2008 Officers who have spent the recent years helping continue the tradition of variety and strength of the Chicago Region get to lead the Region into the next 50 years. As I have said many time in the past, it is an honor and privilege for all these individuals to serve their region.

The 50th Anniversary / Dinner Dance / Year End Awards Party

I would like to thank Cindy Jacisin for pushing the entire event over the finish line. Of course, Cindy did not do it all on her own ... Keith Clark and Jim Jacisin rounded out the team. Somewhere in there you can bet Patty Jacisin also had a task or two assigned to her! Speaking of Patty ... Patty stepped in when I could not longer keep up with the demand for the special edition 50th Anniversary name tags. I believe between Patty and I, over 300 tags were ordered. My apologies to the one or two who had to chase me down a couple of time.

My role in the event was taking care of ordering the Year End awards and selecting the winners of the President Awards. Talk about pressure ... you just have a feeling that no matter what

Point ...

you do ... someone will be left out. This year was extremely difficult in that so many people were recommended as I reached out to the Board Members and Coordinators for suggestions.

Those from last year who won or saw up close the President awards which were not designated as a particular award (versus Potters, Family-Man-Woman-New Member Enthusiast of the Year) will notice that I have added the statement Commitment and Dedication. The following were the recipients of the first of the Commitment and Dedication awards.

COMMITMENT AND DEDICATION AWARDS

These awards are earned through a consistent commitment by the individual named in dedication to the Chicago Region membership. There were 6 winners for 2007.

Chris Inglot Chris is currently serving his second term as the Zone 13 representative to the National PCA organization. In addition, Chris attends all board meetings and is the chairperson of our track events held at the Autobahn Country Club track facility. Chris has taken his significant experiences as a participant and leader within our region and is sharing those experiences with the local regions.

Toby Duckett Toby has just completed 4 years as the head of Drivers Education Tech and the most recent 2 years as a Director of the Chicago Region. In 2008 Toby will be taking his tech expertise to the national level as a PCA Club Racing Scrutineer.

Ron Bean Ron is an out going Board Member recently serving the last two years as Secretary. In addition, Ron served as co-coordinator on Concours over the last two years, playing an integral role in the consistent growth seen in that segment of our club.

Peter Faehnrich In the 6 years I have been in the club Peter has always been one of those people willing to forego his own track participation so that others may get the same experience. Peter served this past year as Toby Duckett's tech assistant and will be heading up DE Tech in 2008. Recently one of our rather active and more visible members had a rather unusual experience at Blackhawk Farms Raceway which lead to the need to replace his windshield. Peter, upon seeing what happened, quickly volunteered that he had the exact spare windshield at home and within 2 hours not only delivered the windshield to the track but found someone who was an expert at replacement.

Jim Jacisin Jim has spent the last two years in the position that I most aspire to occupy ... Past President. Jim did not, however, stay on the sidelines. He could always be counted on to jump in and lend a helping hand. Jim's favorite thing to do is lead the run on the old Road America Road Course... I think it is because he gets to follow rather than be followed by a police car.



(from left) Ross Conforti, Jim Jacisin, Chris Inglot, Toby Duckett, and Chick LaMantia



Todd Conforti and Chuck LaMantia



Chuck LaMantia and Neil MacDonald



Cindy Jacisin



Chuck LaMantia and Pete Hackenson



(from left) Brandon, Karen, and Keith Clark

All kidding aside, Jim has been a great listener for me and a source for which I would constantly bounce back ideas.

Ross Conforti Now this award is a bit unusual as I am not sure an award has ever been given to someone not directly listed as a member or even an affiliate member. Ross, now 15 years old, has been a consistent attendee at the track for the 6 years I have been involved. This year we were placed in a bit of a tough situation as the individuals planned to run a major portion of our Memorial Day event at Road America was not able to attend. Ross was a key participant in making sure the event went off without a hitch. Then again, at The Road America Challenge, a family illness kept our Volunteer Coordinator from attending. Ross quickly cited what needed to be done for the enduros and was promptly named Volunteer Coordinator for TRAC. Ross can be found at most every Blackhawk playing a key role in tech. My guess ... Ross will be mostly likely to be in the room when the Chicago Region celebrates its 100th.

THE JOHN TAKAHARA, CHIRS INGLLOT, MIKE FAEMS, CHRIS INGLLOT AWARD

This is not the Stanley Cup where we can keep adding new layers to the trophy to hold the winners name ... so I have officially changed the name of the award to ... "I WILL REMEMBER TO ...". In order to win this award, one must do something that can only be described as a human error. Past winners achieved this by forgetting to make sure the steering wheel was attached before entering the track (Takahara, Inglot) or forgetting to bring the keys to their trailers to the track (Faems, Inglot) thus making it a bit difficult to participate in said track event. Chris Inglot did breathe a sigh of relief when I announced he would not accomplish an almost impossible three peat.

This year's winner, while at our Blackhawk Octoberfest event, positioned his trailer where he thought he was going to unload his car. Then, with his son's assistance, broke loose the tie downs. After a few minutes of chit chat, he decided to move the tow vehicle and trailer a few feet ... but forgot to re-tighten the tie downs. The result was a broken windshield. This year's winner, our head of safety, **Todd Conforti**.

ENTHUSIAST OF THE YEAR

This one ... somebody needs to not only show up at a significant number of our events but also needs to participate and somehow find the time to volunteer. You can find this individual behind the wheel of his car, hanging out the sun roof of his car or popping his head out from behind the cement barriers of our local race tracks. You have seen a lot of his work in The Scene. This is the first time someone has won the new member enthusiast followed by the enthusiast of the year ... **Neil MacDonald**.

WOMAN OF THE YEAR

Of all the awards ... this one was pretty easy. This individual can be seen at nearly all autocross, rallye and concour events.

Point ...

She also served the last two years in the most grueling volunteer position on the board - treasurer - and she almost single handily put on the 50th gala event ... **Cindy Jacisin**.

MAN OF THE YEAR

If you chose to drive your car on the track ... then you have surely had to listen to this man speak ... sometime for more time than you would prefer. He spends countless hours preparing (by my guess over two weeks of his own personal time) and running our DE events. A tireless volunteer, this year's man of the year is ... **Pete Hackensen**.

FAMILY OF THE YEAR

Any body that tries to immerse themselves in any facet of the club can only do it with the support of those at home. This individual seems to get the balance "right" with the support of his family. Many times, including this year at our RADE and TRAC events, you will find his kids helping in registration, timing and scoring, or working the exercise pad. This year's family of the year ... **Keith, Karen, Brandon and Brittney Clark**.

MEMBER OF THE FIRST FIFTY YEARS

I wanted to come up with something special to acknowledge the individual or individuals that have made a significant contribution to the first fifty years. I thought long and hard ... spoke to a couple of people, tried to think of who has been not only a participant but also served in a variety of leadership positions over a significant portion of the first 50 years. I could not pick one ... so I settled on two.

The first individual joined the Chicago Region in 1967. In the 40 years of involvement in the club, he has served in a variety of positions on the Board ... including Vice President in 1996 and 1997. He has served the last four years as historian ... I present to you a Member for the First Fifty Years, **Bruce Janecek**.

The second individual ... joined the region in 1969. Thirty years of leadership ... over 25 years of running events at one of our most treasured venues and an unprecedented three terms as President of the greatest region of the Porsche Clubs of America ... I present to you **Dan Gallagher**.

WAYNE POTTER LIFETIME ACHIEVEMENT

The last President's Award of the evening goes to the individual or family who has demonstrated a consistent level of not only living but giving to the growth of the Porsche Passion and the Chicago Region. This year's winner joined the club in 1985. In 22 years, this couple has not only participated in every facet of the club but he has held just about all the leadership positions in the club. They never stop listening, never stop



Bruce Janecek and Chuck LaMantia



Dan Gallagher



Jeannie and John Ruther



Our special guest from PCA Executive Council, Manny Alban, National Secretary



Flowers and kisses for Melissa LaMantia



Vanessa and Chris Ingot. Chris is our Zone 13 Rep.

helping, never stop living the passion ... **John and Jeannie Ruther.**

To all the other award winners ... Congratulations and Thank You for your commitments!! Job well done.

Well, this is pretty much it for me. I really enjoyed my two years as President. As President I did not attend nearly as many events as I would have liked but over the last six years, I have tried everything at least once. Autocross, Rallye, Concours, Drivers Education and Socials such as St Pats day parties to even Ed Barnicle's golf outings. I decided if I could survive Ed Barnicle's golf outings, why not Club Race? Talk about a rush!! The Scene articles ... sometimes I never knew what I would start with and, at the same time, how to end the article.

Of course, I would like to thank my wife Melissa and my kids Anthony and Gabrielle. The kids, being 9 and 14, are pretty involved in kids stuff so Melissa ends up being the parent while I am off playing race car driver.

I want to thank again all the coordinators and friends who have supported the Club for not only the last 2 years, but for the 48 years prior. Without the 50 years of history, the future would not be so bright. We as a Region are fortunate to get to operate in such proximity to great facilities with so many great volunteers.

With that, time for me to let the car behind me pass so with a final Point. I give you the first President of the second fifty years, Jack Stephensen!!

Till January and Jack ...



Part of the 'team' that helped to retain The Milwaukee Cup in the Chicago Region (from left) Todd Conforti, Brian Beierwaltes, Keith Clark, Dennis Swanson and Kurt Konrath

Congratulations to the 2007 Award Winners!

photos by Neil MacDonald and Steve Rashbaum

2007 Rallye

- | | |
|-----------------|---|
| 1st Place | Jack and Karen Stephensen |
| 2nd Place | Steve and Sharon Olsen |
| 3rd Place | Tom and Phyllis Harwood |
| 4th Place | Ron Micek and Martha Kuffel |
| 5th Place (tie) | Lee Lichtenstein and John Miller
Toby and Bonnie Duckett |
| Novice Award | Tom and Ann Snyder |



2007 Rallye Award Winners

2007 Concours

- | | |
|-----------------|----------------------------|
| 1st Place | Ron Bean |
| 2nd Place | Mike and April Milhouse |
| 3rd Place | John Diwik and Beth Luddy |
| 4th Place (tie) | Rich Laurie
Sam Collura |
| 5th Place | Joe Mauraskis |



2007 Concours Award Winners

2007 Men's Autocross

- | | |
|-----------|-----------------|
| 1st Place | Tony Koufos |
| 2nd Place | Tom Golding |
| 3rd Place | Brian Jackson |
| 4th Place | Jack Stephensen |
| 5th Place | Joe Battista |

2007 Women's Autocross

- | | |
|-----------|------------------|
| 1st Place | Christy Russ |
| 2nd Place | Cheryl Collier |
| 3rd Place | Rita MacDonald |
| 4th Place | Cindy Jacisin |
| 5th Place | Heather Diedrich |

2007 Club Racing

- 1st Place Keith Clark
- 2nd Place Greg Turek
- 3rd Place Glenn Sapa
- 4th Place Doug Crossman
- 5th Place Jack Borys



2007 Club Racers with Susan Shire, and (right) John Ruther)

2007 Overall

- 1st Place Jack Stephensen
- 2nd Place Cindy Jacisin
- 3rd Place Bob Rath
- 4th Place Jim Jacisin
- 5th Place Rich Styczynski



2007 Overall Winners

More pictures from the 2007 Dinner Dance in the January issue

Scenes Thru The Backlite:

Bruce Janecek, Historian

Meeting Notes: December 13, 1957

The third meeting of our new regional organization was held at the Terrace Restaurant on Route 20 in Elmhurst, Illinois.

The rooms were brightly decorated with festive trimmings, a Christmas tree with handmade PCA badges, and the center piece on the table was a handcarved and painted Porsche coupe, complete with PCA badge, surrounded by fir boughs. All the arrangements and decorations were made by **Bob and Evie Restmeyer** and **Cal and Linnea Davidson**. The party atmosphere carried the cocktail hours and dinner on into the night but eventually we had to stop for a short business meeting. **Gene Bussian's** survey on activities indicated a demand for technical meetings first followed by drivers school and rallies. Plans are underway for a technical meeting in February.

In **Scott Cameron's** absence, **Cal Davidson** gave the results of the technical questionnaire. The compilation of data illustrates even more emphatically the need for better service and parts availability. With this in mind, we hope to have the factory representatives out here for one of our meetings.

It was read into the notes that the National Organization frowns on persons other than Porsche owners having car badges. The PCA badge should be displayed only on Porsches.

Regional dues for 1958 will be \$5.00. Meetings will be held when possible half way between Chicago and Milwaukee, probably at Hanks.

The financial statement was read and our estimate of **temporary dues of \$1.00 for the last part of 1957** bought us right up to the end with a balance of \$7.02.

Elections were held and the temporary officers: **Cal Davidson**, President, **Gene Bussian**, Vice-President, **Bud Blake**, Secretary-Treasurer, and **Scott Cameron**, Technical Chairman were voted into permanent office for 1958. Please do not hesitate to call any one of the officers with suggestions, complaints or demands. This is your club and we all must help it grow and be beneficial for everyone. ...HRB:jhh

The 1957 Silver Lake Lice Races

by Gene Bussian

A Charter member of PCA sets the record straight on a race Porsche won 30 years ago.

In the early days before the Porsche Club of America had become a major sports car club, Porsche owners in the Milwaukee area had to look to playing second fiddle in the MG Car Club or, if they had very good connections, were accepted into the SCCA.

My first ice race was at Silver Lake, Wisconsin, in 1955 with a 1954 Porsche Normal coupe. By 1957 I was ready for my third ice race and had a 1956 Super coupe with needle-bearing crankshaft. Although the MG Car Club, which sponsored the event, covered it in their newsletter of April 1957, the story was written as if the Porsches were hardly there. The truth is that Porsche not only won its class and the E-Production race, but also finished first and second in the main event! I have been waiting 30 years to set the record straight.

My Super coupe had piston trouble from the day I bought it and when we took apart the engine, we found pistons which Porsche claimed were not supposed to be in the car. The engine was rebuilt as best we could in those days with little meaningful communication with the factory. How times have changed! In 1961, when working at the factory, I learned that there were some experimental pistons used in 1956 and I was apparently the recipient of one of the guinea pig 356A coupes. Except for using oil, the car was fairly competitive in club races. This ice race on February 3, 1957, (the day after the Janeceks and Whites weddings and after these 50+ years are still together** historic fact just as important as these old cars) would be its last competitive appearance before being traded in on a 1957 model. You could trade up a year in those days for between eight hundred and a thousand dollars!

The car was prepared by removing anything that would come off or out of the interior. The only mandatory rules were that the hubcaps had to be removed, belts and helmets had to be worn and the headlights had to be taped. I had taken the car to a tire dealer who had a special machine with spiked rotor drums. The car was placed on this and small perforations were made in the tires for better traction. Before all the tires were treated, catastrophe struck. The superior traction of the rear-engined Porsche propelled it off the rotating drums and it took an unauthorized driver-less tour around the premises.

Race day found most of the Porsche drivers together defending the inverted soup spoon design of their cars and generally explaining why this was the finest sports car ever made. Porsches were just starting to emerge as a threat and the MG Car Club was certain that we were flukes and the marque simply a bizarre post-war phenomenon since, unlike the MG's, we hadn't even existed before the war.

It was generally expected that the big bore machinery would dominate the giant-killers, as we were beginning to refer to ourselves. The track was specially designed and prepared to assure our competitors ample traction. A combination of sand and a little salt had proven advantageous to the front-engined cars in previous ice races.

Six races were scheduled. The single Porsche entered did not

place in the second race, for under-1500-cc production cars and under-1300-cc modified cars, which was dominated by modified MG's and an under-1500 Alfa. The ladies race saw a VW and an MG-TC lead the third-placed Porsche.

The fourth race was for E-Production cars and had four Porsches with at least two of us driving with SCCA regional competition licenses. Jaws dropped and eyes popped as my 1600 Super coupe and Ray Olson's 1500 Carrera cabriolet dropped the lap times by 10 to 15 seconds. For the first time, the race organizers realized that this would not be just another ho-hum day. I came in first with Ray Olson behind me. The disillusioned MG Car Club saw fit to completely omit reporting the fourth race in their magazine as well as any lap times, the latter being the talk of the day with the Porsche contingent.

For the sixth race, billed as the main event, the organizers decided to make a bold move and invited the winners of the five previous races to run-partly because some of the big bore machinery hadn't shown up and they had extra room on the grid and partly, I think, because the big-engined cars hadn't raced yet and they were confident the Porsches would get creamed.

For safety's sake, they lined us up according to lap times that were arbitrarily taken during practice. There were more than 20 cars starting and this placed me in the third row from the front, in the middle of all the heavy iron. I already had my win for the day and wanted no part of what might occur in the early stages of this main event. I approached Ray Olson and asked him if he was interested in starting "up front". Ray was anxious to do this and the organizers allowed him to take my place in the third row on the condition that I would start in the last row.

So the race began. By now, the two-mile track surface with its 11 bends and curves was not only slippery but also had puddles of water up to four inches deep. The green flag dropped and from my non-vantage point in the rear, I simply motored easily in the first few laps, waiting for everything to sort itself out. Happily, there were no accidents of any bashed fenders all day. Bringing up the rear with me was a friend in an open MG-TC.

I had my window down and heater on and exchanged an occasional remark with him.

Suddenly I realized two things. First, the big guys were conducting themselves in a very civilized fashion. Secondly, I noticed that as the cars ahead of me splashed through the sizable puddles, there were several areas under the water where the sand was imbedded in the ice. I said goodbye to my friend, rolled up my window and started to work my way through the traffic from last place. In ice racing the water soaks the brake drums and deceleration is achieved mostly through down-shifting and the expeditious use of puddles. With about three laps to go, I found myself in third place behind the 300SL Mercedes Benz of Bill Victor. When it became obvious I was ready to pass him, he maneuvered to block me continuously for about two laps. Bill and his Mercedes Benz were known all over the Midwest and he was a pre-race favorite. As I pressed him, we also started to gain on the leading Porsche Carrera of Ray Olson.

By the end of the last lap, I knew that Bill had a pattern in his method of blocking me as first I tried to pass on the left and then on the right. About fifty yards from the start/finish line there was a large puddle on the left side of the track. Approaching the checkered flag, I accelerated my Porsche to within a few feet of the SL's rear bumper. I watched for his eyes in the mirror and when I saw that I had his attention, I feigned the coupe to the left. Bill went for it and as soon as he took his eyes off the mirror, I swung to the right and passed him as he slowed in the puddle. I finished second overall.

Two Porsches won the main event at the MG Car Club's third annual Sliver Lake Ice Races! Ray Olson and I were good friends and often speculated what would have happened on that day had there been another lap. Neither of us really cared, because at that ice race in 1957 we sent the message to 4000 spectators that the Porsche marque was going to put Zuffenhausen, West Germany, on the map.

The article was submitted by Gene Bussian, one of Chicago/Milwaukee Regions Charter members. The article also ran in the July 1987 Porsche Panorama.

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Let The Next 50 Begin . . .

The Annual General Membership Meeting

Sunday, January 27th, 2008
11:00 am to 3:00 pm

Dave & Buster's
1155 N. Swift Road
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in
"The Showroom"

Come out and meet the 2008 Officers, Directors and Coordinators.
Hear what is planned for the 2008 season!

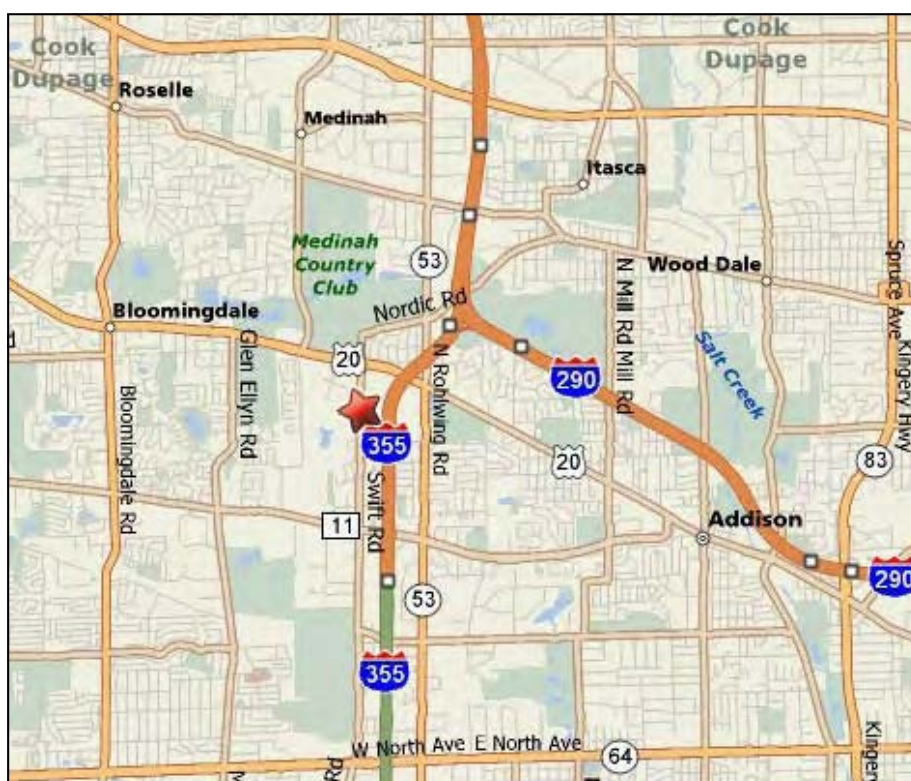
And most important, Lunch is on the Region.
(Cash Bar)

New Member?

This is the event to attend
to find out what your
club has to offer.

Get your questions answered.

Meet new people and
make new friends!



The Club Racing Roller Coaster

Brian Beierwaltes

In order to finish first, first you must finish. These are the words that just about every racer knows and words which I now fully understand. It was 3 years ago that I bought my first Porsche, a 2002 Boxster. My best friend, Weston, had been trying to get me to auto-x so I decided to buy a car and try it out. Fast forward 3 years, 2 cars, a blown motor and you find me at GingerMan Raceway at my first Club Race. I had been planning for this weekend for the entire year. I had the car setup just the way I wanted, got all the bugs worked out and even had my friends, Dan Cubric, Neil MacDonald, Thomas and Melissa Panek, along to support me.

We started on Friday with a good day of practice and the car was running very well. I had arranged for Chris Ingot to serve as my mentor for the weekend so we met up on Friday at the track. Chris was extremely helpful and showed me the ropes. It was also our fearless leader, Chuck LaMantia's, first club race so we went through all our rookie exercises together. For those wanting to get into Club Racing I highly recommend taking advantage of the mentoring program. Friday night Chris, Dan, Neil and I went out to dinner to talk about the next day and all agreed that the goal for the weekend was to finish and bring the car home in one piece. We walked away that night excited about the next day and Chris gave me some pointers about being on track in a race. Since I run an I-class 944, I had fully accepted the fact that I would be the slowest guy out there so getting passed was something I needed to get the hang of very quickly the next day.

Saturday I was up early and ready to drive. The first 3 practice sessions went fairly trouble free. I spun in turn 1 once but overall I was on my way to achieving my goal. I remember talking to Susan Shire in the paddock and she warned Chuck and me that we needed to get used to our huge smiles if we were going to keep Club Racing. At this point that was completely true. I was having the time of my life and by then had learned that racing was very different from DE's. For me it was an even bigger thrill.

Following practice we had a drivers meeting about the practice starts/fun races and the enduro later that day. For those of you new to Club Racing, at each race there is a series of 3 practice starts with the 3rd start extending on for a few laps (a 'fun race' to give the rookies and everyone else a sense of what racing will be like on the track.

As expected I found myself as a back marker for the practice starts and fun race. All I needed to do was make it through the practice starts and fun race trouble free and I would get my rookie license and be ready to go for the enduro. As I sat in the driver's seat for the first practice start I kept in mind a piece of advice that Rick Fischer had given me "Always make sure you have a way out." Coming around turn 11 for the first time all



photo by Neil MacDonald

lined up and seeing that green flag was such a nervous yet exciting moment. I remembered to make sure I had a way out and just pushed the go fast pedal as far down as possible. I ended up coming out of turn 1 in the same place as I started but I made it through. The next start I ended up gaining one position. On the 3rd start I held the same position and was running strong for the fun race. Near the end of the race I was coming through turn 8 and saw a gigantic cloud of white smoke come from the back end. I quickly pulled into the grass and waited for the tow truck to come pull me in.

At this point my heart felt like it had just been ripped out of my body. That smile that Susan was talking about disappeared in an instant and I was quickly so angry that I could do nothing but laugh about it. When we got the car back into the pits there was a group of people waiting for me offering to help. It still amazes me to this day that although it is our cars that bring us together, it is the people that make it a club. After looking at the car we determined the motor wasn't blown but the problem was not fixable and I was done for the weekend. I was so disappointed that I just packed up the car and headed home.

The next week I was hounded with emails from my friends encouraging me to get back on the horse and attend the Putnam Park race. I had it all planned and order up the parts that I thought I needed. A few days before the race I got the car put back together only to find out that it was a bottom end problem and that I wouldn't be able to fix it in time for the race. At this point I wondered if I would ever get to actually race as I knew The Milwaukee Cup at Blackhawk was my only other chance.

As the end of September neared I got the car back up and running. I did a few DE's to make sure there were no problems and packed up the car and headed to Blackhawk Farms. This time even more friends came up to support me. On Saturday we had 3 practice sessions, the practice starts/fun race,

qualifying and then a sprint race. I fine tuned the car during the practice sessions and made it through the practice starts and fun race with out any issues. During lunch we talked about the qualifying session and decided that I should go out and run 5 laps and then come in. After my 5th lap I was not happy with my times so I decided to stay out longer. This proved to be a terrible mistake as a few laps later I found myself over the curb in turn 4 in the loose gravel heading straight for the tire barrier in turn 5. The next few seconds were spent trying to get the car back on track and when that failed, I strategically positioned the car so the impact would cause as little damage as possible.

After we pulled my car from the tire wall I saw that there was virtually no damage to it, just a little dent in the right front corner panel. I spoke with the Steward and explained my version of the incident. Unfortunately I was judged at-fault and given a 13/13 and my weekend was once again done. To say I was disappointed would be an understatement but once again I had my friends there to pick me back up.



Later that night we all watched the in-car video from my car and learned that what I thought had happened was not what actually happened. This is why you should always videotape. I went to the Steward in the morning and showed him my video. After checking out my car it was we determined that the incident was caused by a mechanical failure and my 13/13 was reversed. I was once again green lighted to race.

I quickly got my car fixed and out on track. I figured my luck had been pushed enough for the weekend so I decided to drive at 90% in order to finish the race and get home in one piece. This time around I finished qualifying and we all got ready for the sprint race. The green flag dropped and off we went racing. 20 laps later I was in last place but crossing that finish line ... seeing the checkered flag was such a huge thrill considering my journey to get to that point. We got together and celebrated for a little bit but had to quickly get ready for the enduro. I mapped out my strategy, pit at the 30 min mark and just finish. I guess I never really realized how long an hour is because during the pit stop I was pretty tired. Luckily Gatorade was my friend and re-energized me. I got back out on track and spent the rest of the race having fun. As I crossed the finish line I heard all of my friends on the radio congratulating me and as I pulled off I received a standing ovation from them. It was a pretty cool moment.

Through all the problems I faced and unlucky issues I had, in the end it was all worth it. The race was a complete blast and I got my smile back that I had lost at GingerMan. In the end it was my friends in the club that made it most special as we sat around the cars smoking cigars and sipping champagne in celebration. You can surely bet I'll be back out next year but hopefully with less drama.

I want to thank Dan Cubric, Neil MacDonald, Thomas and Melissa Panek, Weston Walter, Jeff Pawlowski, Chris Ingot, Susan Shire and Rick Fischer for helping me through the week-ends and making the experience as fun as possible. Without you and your support I really would have never made it to see my first checkered flag.

photos by Weston Walter

SUNDAY, FEBRUARY 24, 2008

*Pre-registration is \$7.00 and is required by February 17th so we can plan for enough space for everyone.

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Concours Preparation School

or

How To Get Your Porsche To Really Shine

The Chicago Region will be conducting a Concours Preparation School for both concours contestants as well as members who want their Porsches to just real pretty on **SUNDAY FEBRUARY 24, 2008**. All members who are interested in improving the appearance and preservation of our lovely machines are invited. Our instructors are experienced national-class concours competitors and judges. Due to the increased attendance, we will have several "stations" set up to address preparation issues relating to **exteriors, interiors, engines and chassis**. Attendees will be able to get "up close" and actually see how it is done.

Doors open at 10:30 and the school will start promptly at 11:00 AM. We will hold four simultaneous sessions and then repeat them a total of four times. Everyone will have a chance to spend time with each instructor before rotating to the next station. At the conclusion of the class, attendees will have a greater knowledge of the following:

EXTERIOR: How to clean, polish and protect the exterior of your car, including the wheels. As well as how to fix paint chips.

INTERIOR: How to clean and care for leather, vinyl, carpeting and glass.

ENGINES: How to clean and detail a Porsche engine compartment. Yes, Boxster and Caymen owners, this includes you ...

CHASSIS: For only the sickest of competitors. How to clean the transaxle, chassis and suspension components.

Send Concours School registration, payment and questions to:

JOHN DIWIK, 29W090 LAKESIDE DRIVE, NAPERVILLE, IL 60564 630.270.5439 or 630.904.9915 j.diwik@comcast.net

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 e-mail

attending _____

Total enclosed _____

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SUNDAY, FEBRUARY 24, 2008

See map on next page

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THE HOTTEST

Judging begins promptly at 11:30

Feasting begins at Noon

EDIBLE ART: For you really creative artists, create anything Porsche or car related that can be consumed - Cakes, cookies, candy and sculpted foods - no restrictions!

FOR THE CHILDREN Model Car Concours - Any car you have built or assembled
RC Car Autocross - Battery Powered RC Cars

*No Registration Fee for Chili and Edible Art Entrants

Come empty handed and pay ...

Pre-register and pay \$7.00

Don't Pre-register and pay \$10.00 at the door

MAKE IT EASY ON YOURSELF, JUST BRING SOMETHING. OPEN
A CAN OF HORMEL AND SERVE IT AS YOUR OWN. DUH!!!!

Children under 18 or over 60 are FREE!!!

Send Chili and Edible Art registration, payment and questions to:

JOE MURAUSKIS, 24018 DOUGLAS DRIVE, PLAINFIELD, IL 60585

815-955-4707

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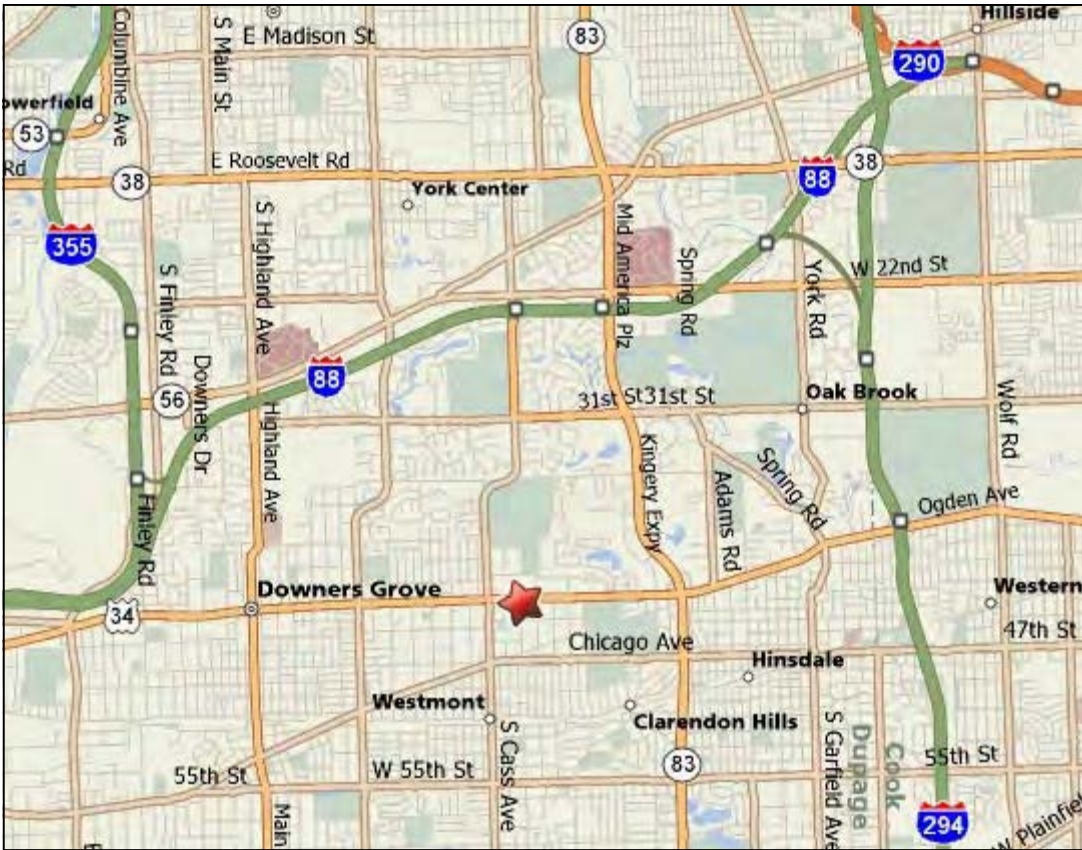
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Will bring CHILI _____ EDIBLE ART _____ # attending _____

Make checks payable to Chicago Region, PCA Total enclosed _____



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The Bulletin Board

Tidbits of news from here, there, and everywhere ...

Porsche's Hybrid Legacy Spans 100 Years

Ferdinand Porsche developed the world's first advanced electric car, all-wheel drive car and hybrid car at the turn of the 20th Century

Porsche®, a name long associated with engineering innovation, stunned the automotive world by introducing the world's first advanced electric car - a vehicle that also led to the world's first hybrid car. While this "green" alternative to petroleum-based transportation may be considered a mundane news story in the 21st Century when green technology announcements are a daily occurrence, a 24-year-old engineer by the name of Ferdinand Porsche developed, produced and raced such a car more than 100 years ago when horseless carriages were in their infancy.

Working for Jacob Lohner & Co. in Vienna, Austria in 1899, Ferdinand Porsche - father of Dr. Ferdinand 'Ferry' Porsche who in 1948 founded the Porsche high performance sports car and SUV company we know today - developed and built the world's first automobile that used electric wheel hub motors rather than a fossil-fuel combustion engine and transmission to drive the wheels. It was called the Lohner-Porsche.

A Lohner Porsche and concept versions of the Hybrid Cayenne® SUV can be seen at the Greater Los Angeles Auto Show to be held Nov. 14-25, 2007.

Ferdinand Porsche installed his patented invention, the electric wheel hub motor, directly on the front wheels. Standard output was 2.5 horsepower at 120 rpm, but they were capable of 7 horsepower each for up to 20 minutes. This technology could provide speeds of just over 10 mph and a top speed of about 31 mph. Using a 44-cell battery with 300 ampere hours and 80 volts, Porsche's new vehicle had a range of about 30 miles.

Hailed as "the greatest invention of the age" by one trade journal because electric wheel hub motors eliminated the need for a transmission, gears, belts, chains, differentials and other moving parts and could be produced very quickly, this drivetrain was 83 percent efficient because there was no mechanical loss due to friction. Its debut at the World's Fair in Paris on April 14, 1900 hurdled Ferdinand Porsche to worldwide fame overnight and prompted Lohner to produce and sell well over 300 such vehicles.

Soon after, Porsche took his invention to the race track. On Sept. 23, 1900 he fitted his electric wheel hub motor car with a larger battery and set his first speed record at Semmering, covering the 6.2-mile route in less than 15 minutes with an average speed of 25.5 mph. The best internal combustion engine powered car averaged 21.5 mph.

Later that year, Porsche fitted his wheel hub motors on all four wheels, thus producing the world's first all-wheel drive car. To give the car sufficient power and range, it required nearly 4,000

lbs. in batteries, proving to be the same challenge faced by today's engineers. He tried to solve this dilemma by fitting the all-electric speed-record car with two De Dion Bouton gasoline engines producing current for the electric powertrain. The result was the world's first hybrid.

He again surprised the automotive world when this new concept debuted at the 1901 Parisian Auto Salon. His design used the 3.5-horsepower combustion engines to drive dual generators to supply current to the two wheel hub motors on the front wheels. It also was possible to run the gasoline engines after start up so that the electric motor functioned as a generator and kept the battery charged. If necessary, both the combustion engines and electric motors could be used in parallel. Porsche stepped up performance and created variations delivering 5 to 12 horsepower. And in 1902 he piloted his hybrid during trial runs at the Exelberg race, finishing first in the large-car class and third overall.

Porsche went on to develop automobiles for Austro-Daimler, Daimler-Motoren-Gesellschaft in Stuttgart, and Steyr-Werke AG in Austria before forming Dr. Ing. h.c. F. Porsche GmbH in 1931. He is most remembered as the inventor of the Volkswagen Beetle, yet his innovative work in the areas of electric and hybrid drive systems is substantial. His wheel hub motor resurfaced decades later when the concept was used to power the Lunar Rover during NASA's Apollo missions to the moon. Today, his innovative spirit lives on at Porsche AG's Research and Development Center in Weissach, Germany where the company is applying its engineering strength to develop hybrid systems for the Cayenne SUV and the upcoming Panamera four-door gran turismo.

Application Plugs in Viewers to Movies, Music, Rare Racing Footage~Even Famous Engine Roar!

Porsche announced it has launched a new "Web Cinema" on its Web site that offers Porsche sports-car fans and admirers the ability to view extraordinary Porsche films. This new Web technology gives browsers a "virtual" front-row seat to experience much of what embodies Porsche's legendary sports car driving. The site features rare product development documentaries, inside-the-factory research and even brings the auditory passion of Porsche to life with sounds of the famous engines from the German car maker.

All of this is now live on the Company's Web site, www.porsche.usa.com In addition to audio files, browsers logging on to www.porscheusa.com will find the movies "True to yourself" about the Porsche Cayman S and "No" about the 911 Carrera 4/4S, both presented with the Golden Camera Award in Hollywood. Reports from the American Le Mans Series and Transsyberia Rally are also available.

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January

- 11 Board Meeting
- 27 General Membership Meeting - Dave & Busters's

February

- 1 Board Meeting
- 24 Chili Tasting - Concours School - Napleton Porsche

March

- 7 Board Meeting
- 8 New Racer Workshop
- 15 St. Patrick's Day Party - Molly Malone's
- 16 Spring Tech Session - Northstar Motorsports

April

- 4 Board Meeting
- 13 Rallye School
- 27 Autocross School - Maywood

May

- 2 Board Meeting
- 4 Autocross I - tentative - MGA
- 7 Blackhawk DE I
- 14 Blackhawk DE II
- 18 Rallye I
- 23/25 RADE (Road America/Elkhart Lake, WI)

June

- 6 Board Meeting
- 9 Autobahn DE
- 15 Concours I - Long Grove
- 22 Autocross II
- 25 Blackhawk DE III - tentative

Porsche Parade June 29 - July 3

JULY						
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July

- 11 Board Meeting
- 13 Autocross III - Tire Rack
- 16 Blackhawk DE IV
- 20 Rallye II
- 26 Golf Outing
- 27 Potter's Picnic/Concours II - Fischer's

August

- 2/3 GingerMan DE
- 8 Board Meeting
- 10 Autocross IV - Rockford
- 15 Blackhawk DE V
- 17 Rallye III
- 24 Concours III - Geneva
- 29 TRAC DE/Club Race
- 30 TRAC DE/Club Race/Concours/Dinner
- 31 TRAC DE/Club Race

September

- 1 TRAC DE/Club Race
- 5 Board Meeting
- 14 Autocross V - Maywood
- 19 Blackhawk DE VI
- 28 Rallye IV

October

- 4 Blackhawk Octoberfest DE/Concours V
- 5 Blackhawk Octoberfest DE
- 10 Board Meeting
- 19 Rallye V
- 25 Halloween Party

November

- 7 Board Meeting
- 9 Tech Session/Concours Judge's School
- TBA Bears Social

December

- 6 Dinner Dance

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From Within the 13th Zone - December 2007

Chris Inglot, Zone 13 Representative 847.559.1126 cinglot@aol.com

Holiday Festivities

It feels strangely like winter even though the calendar still indicates it is autumn. While autumn was still in full swing, the Fox Valley Region had a blast doing a fall tour that included a ferry ride filled with Porsches across Lake Michigan. A recap was recently published in Panorama; congratulations to the Fox Valley Region for sharing their story and submitting it to Panorama. Kentucky Region not only had fun with hosting their Annual Autumn Derby, but also had a successful weekend hosting their Putnam Park Pumpkin Run DE.

The weekend prior to Thanksgiving, the Chicago Region celebrated a Fast 50 Years of Porsche Club held at the Butterfield Country Club. Some 200 members came out to enjoy the history and festivities. President Chuck LaMantia did a great job as MC and PCA National Secretary, Manny Alban attended and spoke during the evening's festivities. Congratulations to the Chicago Region on their 50th Anniversary of a Porsche Club Charter.

Lincoln Trail has been working on the possibility of hosting a Teen Driving Program in Spring 2008. The region is currently working out the logistics; additional info will follow as it becomes available. Lincoln Trail will also be celebrating 45 years of being a Porsche Club of America in 2008. Another exciting tidbit is that the Blue Grass Region is planning to host the PCA Executive Council Spring Board meeting in April 2008 in Lexington, Kentucky. Watch for more details of these exciting events and many more in 2008.

National News

The Executive Council gathered just prior to Rennsport III in Daytona for their Fall Board Meeting.

Betty Jo Turner reported that for the end of 2007, that advertising income within Panorama is up, but so are the costs of printing the publication. Ken Laborde advised that the "908" lawsuit finally has closure. PCA's insurance carrier has requested statistical data about the incidents that have occurred this year during driver education events. Vu Nguyen reported that the National Office is doing well and an open house was held in September with approximately 150 guests visiting. Prescott Kelly and Bob Miller advised that Porsche AG and PCNA have stepped up again in sponsoring Porschplatzes at most of the ALMS races in 2008.

Tom Bobbitt reported on the most recent "Escape to American History" that was hosted by the Potomac Region. Perhaps due to the relocations, the event had about 85 Porsches and 150 attendees. Kurt Gibson reported that "Escape to the Land of Enchantment" that will be hosted by the Road Runner Region

will include a PCA off road event. As a reminder, PCA's DE committee has a new 2008 harness guidelines going into effect. Kurt is working on trying to find an insurance carrier that might be willing to underwrite track DE insurance. Many auto insurance companies have changed the language within their policy that may exclude an event held at a facility for racing.

Bruce Boeder, announced that licensed club racer counts are holding steady. A Club Race will be held at VIR (Virginia International Raceway) with former PCA President, Tom Bobbitt being the race chairman. Timing Tech travel expenses will now be covered by the Club Racing Committee to assist the Region's with their race weekend expenses.

Manny Alban confirmed the 2008 Winter Board meeting will be January 31 - February 2 in Ft. Worth, Texas. Carolyn Ewbanks, National Membership Chair has composed the latest "Region Focus" on the topic of Membership Retention. The article is available on the club's website and is worth reading.

It's not the cars, it's the people.

Go out and start enjoying the Porsche Passion!

Until next time ... Happy Holidays to all, and to all a good night!

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Zone 13 Calendar

<i>Date</i>	<i>Event</i>	<i>New</i>	<i>Region</i>
<i>Dec. 2007</i>			
12/15	KY Breakfast Social		Kentucky
<i>Jan. 2008</i>			
1/11	Chicago Board Meeting @ VFW Hall, Park Ridge	*	Chicago
1/26	CWI - PCA Holiday Party, Maple Bluff Country Club		Central Wisc.
1/27	Chicago General Membership Meeting @ Dave & Buster's	*	Chicago
<i>Feb. 2008</i>			
2/1	Chicago Board Meeting @ VFW Hall, Park Ridge	*	Chicago
2/1-2/2	Winter Board Meeting - Ft. Worth, TX	*	PCA National
2/8-2/10	48 Hours of Sebring DE & Club Race	*	Suncoast & Gold Coast
2/16	Chicago Social Event	*	Chicago
2/24	Chicago Concours School & Chili Tasting	*	Chicago
<i>Mar. 2008</i>			
3/7	Chicago Board Meeting @ VFW Hall, Park Ridge	*	Chicago
3/8	Chicago New Racer Workshop - Naperville	*	Chicago
3/16	Chicago Spring Tech Session - Northstar Motorsports, Barrington	*	Chicago
<i>Apr. 2008</i>			
4/4	Chicago Board Meeting @ VFW Hall, Park Ridge	*	Chicago
4/13	Chicago Rallye School	*	Chicago
4/18-4/20	BGR - Spring EC Board Meeting in Lexington, KY	*	Bluegrass
4/27	Chicago Autocross School - Maywood Park Racetrack	*	Chicago
<i>May. 2008</i>			
5/2	Chicago Board Meeting @ VFW Hall, Park Ridge	*	Chicago
5/4	Chicago Autocross # 1 - MGA Proving Grounds, Burlington	*	Chicago
5/7	Chicago Blackhawk DE - Experienced, Rockton	*	Chicago
5/14	Chicago Blackhawk DE - Novice & Instructors Day, Rockton	*	Chicago
5/18	Chicago Rallye # 1	*	Chicago
5/23	Chicago RADE - Novice & Instructors Day, Road America, Elkhart Lake	*	Chicago
5/24-5/25	Chicago Rade - Driver's Education, Road America, Elkhart Lake	*	Chicago
<i>June. 2008</i>			
6/6	Chicago Board Meeting @ VFW Hall, Park Ridge	*	Chicago
6/9	Chicago Autobahn DE, Full Track, Joliet	*	Chicago
6/15	Chicago Concours # 1, Long Grove	*	Chicago
6/22	Chicago Autocross # 2	*	Chicago
6/25	Chicago Blackhawk DE - Rockton (possible instructor program)	*	Chicago
6/29-7/3	Porsche Parade - Charlotte, NC	*	PCA National
<i>July. 2008</i>			
7/4-7/6	SEM - Club Race & DE, Gingerman Raceway, South Haven, MI	*	South East Michigan
7/11	Chicago Board Meeting @ VFW Hall, Park Ridge	*	Chicago
7/13	Chicago Autocross # 3 - Tire Rack, Mishawaka, IN	*	Chicago
7/16	Chicago Blackhawk DE - Rockton	*	Chicago
7/20	Chicago Rallye # 2	*	Chicago
7/26	Chicago Golf Outing - White Pines, Bensenville	*	Chicago
7/27	Chicago Concours # 2 / Potter's Picnic	*	Chicago
	<i>Indicates a new or changed event since previous Calendar</i>	*	

Board Meeting Minutes: October

Ron Bean, Secretary

PCA Chicago Region - Board Meeting Minutes October 12, 2007

Voting Members Present: Chuck LaMantia, Ed Barnicle, Ron Bean, Toby Duckett, Cindy Jacisin, Jack Stephensen, John Ruther, and Susan Shire

Coordinators Present: George Schaefer III, Brian Beierwaltes, Todd Conforti, Bob Rath, Pete Hackenson, and Carl Walstad

Meeting Called to Order by Chuck LaMantia at 8:00 PM, Park Ridge VFW Hall, Park Ridge, IL

Secretary:

- Bean had sent out September minutes the week prior. LaMantia motion to accept, Shire second, Approved.
- Bean also mentioned at the next meeting the 2008 Board and Officer ballots would be counted. LaMantia appointed Toby Duckett and Ed Leed as ballot counters at that next Meeting.

Treasurer:

- C. Jacisin reported Blackhawk receipts are coming in and urged all coordinators to get their receipts in soon.
- Also the September events raised \$4,363 for our charity Misrecordia. LaMantia motioned \$5,000 towards the Misrecordia Charity, C. Jacisin second, approved.

Vice President: No Report

President:

- LaMantia urged all in attendance and a note in the minutes to vote in the coming Region election. He also noted the extra charitable contribution for Misrecordia. See Treasures Report.

50th Anniversary:

- C. Jacisin reported the reservations for the 50th were slow, but should pick up in October. The arrangements were reported to be coming along well and discussion followed on video presentations and entertainment.

Autocross:

- Rath reported losing some money on the 2007 Autocross season, and for 2008 season new timing equipment is being purchased.
- He reported 30 entrants for the Maywood even on September 16th and he also cited Mike Hill for a great job in 2007 on course layout and event co-ordination.

Timing & Scoring:

- Schaeffer reported that the new laptop and software had been purchased per the Boards September vote. Stephensen

had recommended the timing display lights be purchased as they make for a more competitive event as drivers can view each others scores. No action taken.

Road America:

- Hackenson again cited TRAC 2007 as a great event and thanked all involved. He also reiterated that this is no small financial endeavor.

Blackhawk Farms:

- Conforti reported the September event had 15 novices of the 57 total drivers and the event did well financially.
- Octoberfest had 91 cars, 103 registrants with 12 cancellations. 78 cars participated on Saturday, 62 on Sunday and 44 on both days. \$215 was made on Track Touring for the Region's Charity.

Gingerman: No Report

Autobahn:

- Ingot talked briefly about April 28th 08, as the Experienced DE date and a possible Club Race in 2008 has potential.
- He also brought up the 2008 calendar and an overall analysis of the driving events. This discussion was moved to the next Board Meeting.

Chief Driving Instructor:

- Ruther reported a very good year for Instructor participation and the novice feedback in 2007 was very positive.

Insurance: No Report

Concours:

- Bean reported a great year. A total of 120 registered for the five events versus 90 in 2006.
- 2008 will see a new co-ordinator team for Concours.

Rallye:

- Stephensen thanked Jim and Cindy Jacisin for the chairing Rallye IV. Neil McDonald took photos of the Rallye for the Scene. The final Rallye will be this Sunday and all indications are in the makings for a great event. 13 are pre-registered.

Social:

- Duckett confirmed plans for a Bears Game Social at The Weber Grill in Lombard on Sunday, November 11th at 3:15.
- Barnicle reported 10 participants for the Kane County Kougars game.

Membership: No Report

Minutes ...

Safety:

- Conforti reported that the 08 DE Harness Regulations have been sent to the Scene. The new regs will have groups C and B2 remaining stock, with B1 and A requiring harnesses. Group A will also require rollover protection.
- 2008 DE Gift Certificates were also discussed.

Technical:

- Duckett wished to thank all of his Tech volunteers at TRAC again and that he will be stepping down as Region Tech coordinator for 2008. Pete Faehnrich will be taking over those duties.. Duckett has been asked to be a PCA Club Racing National Scrutineer.

Charity:

- See Presidents and Treasurers Reports

Chicago Scene:

- Shire asked for November Scene contributions earlier than usual.

Property: No Report

Sponsorship/Dealer Liaison: No Report

Historian: No Report

Webmaster:

- Walstad reported the web site is up and running.

News from Region 13:

- Ingot reported that the Chicago Region won the Milwaukee Cup awarded to the winning region from the recent Milwaukee Club Race. Chicago came from behind in dramatic fashion to win

Old Business:

- The web image waiver issue was discussed, no action taken.

New Business:

- The 2008 Planning Meeting is Scheduled for November 10th at the VFW Hall.

Next Meeting: Friday, November 2nd, Friday Park Ridge VFW Hall, Park Ridge, IL

Motion to Adjourn: C. Jacisin

Second: LaMantia

Approved Unanimously

Adjournment: 9:15 PM

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PCA Membership #(s)

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Fax

Work Phone

e-mail

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- Additional Paved Paddock
- Expansion of the 1/2 mile Kart Track to 1 mile



Membership News & Anniversaries

Mike Haas, Membership Coordinator and Debby and Ed Leed, Membership Database

November New Members ... WELCOME! ... We hope to see you at an event soon.

Amy Bussian Bennett
Charlie Bennett
Wilmette, IL
2007 Cayenne

Michael Howe
Julia Miller
Western Springs, IL
1995 993

Michael Mathis
Ann Marie Mathis
Lake Villa, IL
2002 996

Jesse Roman
Lisa Kennedy
Evanston, IL
2006 997 S

Jeffery Bowers
Kanita Bowers
Roselle, IL
2005 Boxster

James Huber
Evanston, IL
2002 996

Uwe Noormann
Inge Noormann
West Dundee, IL
2006 Cayman S

Steven M Selan
Janisse A Selan
Skokie, IL
2003 996

Gary Cole
Stephanie Cole
Oak Park, IL
1991 964

Tom Jester
Pat Jester
Deerfield, IL
1997 993

Ed Nork
Denis Cmiel
Wheaton, IL
1986 911

Zaner Sterrett
Lynne Sterrett
Elmhurst, IL
2006 996 S

James Fotopoulos
Jane Fotopoulos
Palos Heights, IL
2006 996 CS

Scott Johnsen
Regina Johnsen
St Charles, IL
2007 997

Bill Nurre
Bonnie Nurre
Barrington Hills, IL
2008 Cayenne S

Don Strimbu
Alan Strimbu
Bartlett, IL
2006 996 C4S

Andy Handjaja
KokChon Yong
Schaumburg, IL
2006 Cayman S

Tom Kelly
Rachel Kelly
Roscoe, IL
2002 996

Jim Oehlstrom
Susan Oehlstrom
Olatine, IL
1999 996 Cab

Chris Visick
Kirsten Visick
Vernon Hills, IL
1999 996

Alex Harvey
Denise Harvey
Orland Park, IL
2002 Boxster

Kurt Link
Marsha Link
Wilmette, IL
1987 924 S

Jason Pesola
Max Pesola
Yorkville, IL

Paul E Zirlin
Terry M Zirlin
Skokie, IL
2007 Cayman S



Gene Bussian, his daughter Amy Bennett, and his grandson Andrew Bennett at the Porsche Exchange in Highland Park where they picked up Amy's new Cayenne. Amy is one of the Region's newest members. Gene is one of the charter/founding members of the Chicago Region. He joined PCA in 1955.



Bruce Janecek, Chicago Region Historian, accepts from Gene Bussian, the donation to the Chicago Region archives of a speed event trophy from the 1964 PCA Parade hosted by the Chicago Region.

photos provided by Jean Janecek

December Anniversaries

1964	Merwin B. Rosen	Tammy Rosen	1995	Robert Trahan	Giedre Larson
1971	Charles H. Sharpless	Janis B. Sharpless	1996	Joseph F. Fraczek	Robin Fraczek
1972	Gerald E. Dunn	Karen Dunn	1996	Raul N. Mosquera MD	Katie F. Mosquera
1973	J. Edgar Leed	Deborah S. Leed	1996	Ed Boarini	
1981	Guy Revesz	Marilyn Revesz	1996	Steven Cohen	Dana Cohen
1982	James E. Schragger	Teresa Schragger	1997	John E. Cline	Joan Cline
1983	Neil J. Horden	Aleece Horden	1997	Paul G. Radja	Marcia Leal
1985	Kurt Hipke	Mary Beth Hipke	1997	Stan Reed	Kathy Reed
1987	Anthony J. Lisanti	Janine Lisanti	1997	Robert A. Gildone	Robert Gildone Jr
1990	Michael T. Forni	Jody W. Forni	1997	J. Brian Nolan	Sue Nolan
1990	Martin D. Jurasek	Mary Mone-Jurasek	1997	Michael P. Hill	John Hill
1990	Phillip Wesa	Chad Wesa	1997	John Korolis	Eloise Korolis
1990	Douglas J. Jenson	Candice Jenson	1997	George D. LaCross II	Linda LaCross
1990	William G. Dobrin	Phyllis Dobrin	1998	Kurt A. Konrath	Joanne Konrath
1990	Philip W. Collin	Olga Collin	1998	Frederick Au	Annika Ngan
1990	Robert A. Neal	Nancy J. Neal	1998	William D. VanNorman	Barbara VanNorman
1990	Thomas E. Murphy MD	Tim Murphy	1998	Arthur Kardatzke	Janet Kardatzke
1991	Peter Fischer	Janice M. Fischer	1998	Timothy J. Taylor	Angela A. Taylor
1991	R. Michael Cox	Maria Cox	1998	Patrice C. Al-Saden	
1991	Michael Coglianesse		1998	Dennis Costis	Jan Costis
1992	Martin Saltzman		1998	Lee W. Minogue	Katharine Minogue
1992	Stephen H. Maslen	Susan Maslen	1998	Lee S. Selander	Mark Selander
1992	Scott D. Sanda	Leah Sanda	1998	William H. Elliott	Donna Elliott
1992	David W. Schoenberg	Judy Schoenberg	1998	Arthur B. Koenigsberger	Charlotte Koenigsberger
1992	Richard E. Sturm		1998	Allan A. Davidson	Denise Johnson
1992	George A. Biskup	Bernadette L. Biskup	1998	Gary J. Norman	Kristina A. Norman
1992	Joel A. Haber	Bonnie Haber	1998	Joseph P. Stiefel	Anna Warden
1992	Philip I. Holland	Susan Holland	1999	Rainer Dronzek	Nancy Ross-Dronzek
1992	Thomas A. Verachtert	Marilyn Verachtert	1999	Jim K. Walsh	Nancy Macnamara
1993	Michael L. Liebmann	Colleen Liebmann	1999	Terrill W. Janssen	Mary Beth Janssen
1993	Ralph E. Lambka	Margaret Lambka	1999	Thomas M. Dogan	Lolly Dogan
1994	U. Karl Augustin		2000	Maneesak Pimsarn	Ruksakul Pimsarn
1994	Walter Lytwyn	Nancy Lytwyn	2000	Kathi L. Meyer	Bryon Frost
1995	Peter M. Drozt	Jennifer L. Drozt	2000	Jack Turner	Suzanne H. Turner

Anniversaries ...

2000	Edgar E. Wotring	Erik Wotring	2003	Timothy Ray	
2000	Sheffield S. Hyde		2003	Timm R. Reynolds	Philip Reynolds
2000	Brian Herbstritt	Jay Carroll	2004	John Allegretti	
2001	Joseph J. Macak	Susan Macak	2004	Walter L. Myers	Wil Myers
2001	James S. Anderson	Kris Anderson	2004	Anthony W Meadors	Cottrell Meadors
2001	Waleed Shafiqullah	Adeel Shafiqullah	2004	Michael Solheim	
2001	Dan Ridenour	Jutta Ridenour	2004	Mitchell Bender	
2002	Robert Der	Joan Der	2004	David McEachern	
2002	Mark A. Toth	Debbie Toth	2004	Lisa A. Reichart	Geza Reichart
2002	Ken Shiffman	Cory Shiffman	2004	Francis Neil MacDonald	Rita MacDonald
2002	Robert S. Rozwat		2004	Paul Matker	
2002	Lutz L. Strobel	Rhona Ann Hoffman	2004	Leo Wiznitzer	Lynn Wiznitzer
2002	Bryan J. Kemker	Judy Kemker	2004	Craig A. Whitehead	
2002	Francisco J. Miyares	Carmen S. Miyares	2004	Jeff Kilinski	
2002	Michael W. Grove	Nancy L. Grove	2004	Richard M. VanSickle	
2002	Christopher J. Baker	Carol Baker	2004	William R. Williams	Sally Williams
2002	Steve N. Twietmeyer	Carrie Twietmeyer	2004	Mark Brouder	
2002	William J. Stepien	Theresa Stepien	2004	James M. Ticus	Douglas Ticus
2002	Peter R. Konkell		2004	Rob W. Polich	Nancy Polich
2002	John E. Morgan	Darcy Morgan	2004	Christian F. Gaborit	Francis L. Gaborit
2003	Michael Mattenson	Honey Mattenson	2005	Dave Coltman	Judi Coltman
2003	Bruce J. Lowy	Donna Meltz	2005	Ron Johnson	Barb Johnson
2003	Michael Curry	Michael L. Curry Jr	2005	Sudda Weixler	
2003	Mark Fuehrer	Joyce Fuehrer	2005	Steven L. Smith	Judy Smith
2003	Joseph B. Kurian	Mary M. Jacob	2005	John R. Neurauter	William Neurauter
2003	John M. Osuyos	Carolyn Osuyos	2005	Steven Koos	Kasia Koos
2003	Robert E. Ward	Janice Ward	2005	John T. Zubricks	
2003	Robin H. Bronstein		2005	Ray Carso	
2003	Fred Gjondla	Mary Gjondla	2005	Erick Hoogcarspel	Hildo Hoogcarspel
2003	Daniel W. Malia	Veronica Malia	2006	Stanley Horn	
2003	Dean M. Caselli	Roberta Caselli	2006	Alex Rullo	Vicky Rullo
2003	Richard C. Lothridge	Liz Lothridge	2006	Alan W. Adams	
2003	Steven D. Pjesky	Sandy Pjesky	2006	Sanjeev Mankotia	
2003	Rick Schuberth	Sue Schuberth	2006	Eric L. Lenting	Gina Guzman
			2006	Reid Nofsinger	Cari Nofsinger



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The MidShip Report[©]: Chips, Slips and Dips

by John Miller [John-M1@ML1Media.com]

photos copyrightML1media.com2007

Goodbye, Mr. Chips. (Subtitled: Chips Ahoy!) No, not the cookie ... although ... a chocolate chip cookie does sound good right now ... focus ... FOCUS. Yes, the chips are gone. I refer to the front end of the Boxster, which I inflicted unspeakable damage to (paint-wise) during my 7500+ mile rambling roadtrip around North America this past summer. Even though I cleaned, scrubbed, re-cleaned, 'clay-bared', and polished the front end of the car, it looked like CRAP. It had achieved what I call a snowflake effect - in addition to several larger rock divots in the front bumper, tiny white specs were everywhere as a result of the road-blasting chipping away of the paint to the primer or the plastic surface itself. I won't include photo's here - it's impossible to see the effects of before and after in a small image (the online copy will have larger color photos). But trust me. The results are EYE POPPING. Every place where the paint was damaged has been repaired. Even the spots where the plastic had been damaged have been improved, if not repaired. And how did I get from CRAP to EYE POPPING? Courtesy of Dr. Colorchip.

I noted in the (previous) coverage of Porsche Parade 2007, a paint chip repair vendor had a table set up in the hospitality area and, for a perfectly reasonable sum, was selling a kit to repair paint chips - which I bought. By chance, I happened across Dr. Colorchip himself in the Parade hotel parking lot, applying the paint repair to the front bumper of PCA-Chicago's Bob and Wilma White's black 911 RUF. The 2-step process looked simple enough (in experienced hands) and I figured that I'd be thrilled if mine turned out half that well. Which doesn't mean I wasn't skeptical. I've tried several paint chip repairs before. I purchased the genuine Porsche 2-stage paint chip repair kit. I've been to several concours schools and learned the proper handling of micro brushes and tooth picks. Let me cut right to the summary: I used the Dr. Colorchip kit to repair all those other 'repair' efforts I made, and it corrected all of them.

The kit comes complete: Matching seal grey metallic paint, a bottle of blending ('pre-fast') solution, several paint applicators, a microfiber towel, and even a surgical glove to wear during application. The process is indeed simple. Dab on the paint, smear the dab flat with the edge of the gloved hand, and let dry. Once dry, remove the excess using the Pre-Fast blending solution and a clean cloth. Simple as it sounds, I was still skeptical enough that my first repairs were far enough under the front of the car that had it turned out like my previous experiences, I wouldn't have to look at it (and scowl) for the remainder of my lifetime with the car. Much to my amazement, the repair worked exactly as described, even with a complex metallic paint color.

The application of the paint resembles all the previous attempts at paint repair ... i.e., no matter how carefully I attempted to apply the paint, it always looked like CRAP. And true to expectations, dabbing on and 'smearing' the Dr. Colorchip paint looked exactly like all the other attempts ... which is to say CRAP.

But that's where the comparison ends. I applied the Pre-Fast solution as instructed and using medium pressure, rubbed the painted area. Like magic, the excess paint came off and the repaired area remained painted. The process is not terribly quick, but the results are nothing short of spectacular. The instructions noted that the paint needs a week to ten days to cure and harden to a shiny finish - which it did. I was so enthused with the results that it became addictive - I didn't take the Boxster out of the garage for 9 consecutive days (to minimize re-cleaning it), and proceeded to touch up a few sections each day. I'll continue the effort in the Spring.

One point that isn't noted in the instructions - the ability to spot the imperfections in the paint is largely dependant on the illumination - finding the smaller paint chips in ordinary sunlight seems best, fluorescent light seems worst.

Slips

Rallye 5 capped an exciting rallye season and featured what seems to be the (unwelcome) staples of the PCA-Chicago Rallyes: Rain and closed roads. Rallye 5 - Flatlander's Again, was informally christened (by the Rallye Master, Susan Shire, no less) as the "There's-no-flippin'-way-to-get-there-from-here" Rallye. Photo 1, the start point of the rallye, displays all the typical elements -the cars, the people ... and of course, the umbrellas. And, as usual, the rallye itself was not without causing the occasional slip. Perhaps a better title might be been 'timing is everything'.

As I've noted many times before. ... in Rallying, done is done. My navigator, Lee Lichtenstein and I plodded around the north suburban route with excellent efficiency - navigating past the construction zones, managing to avoid most of the traps, but missing horribly on one leg when it came to timing--we made an 'against better judgment' decision to 'save up' some of the



pauses and burn them all at once later in the stage. Of course the only thing 'burned' was us, when we arrived at a checkpoint two minutes early due to not having taken the pauses when issued. Point taken, lesson learned ... for next years Rallye season.

Dips

The vegetable kind. What did you think? Did you attend the Oktoberfest party presented by Rizza Porsche? Or the cocktails and cars event at Napleton Porsche? I didn't think so. So few PCA members seemed to be aware of these two events. Both were great opportunities to visit a dealership get up close to the Porsche model lines (and enjoy some hors d'œuvres and drinks). The Rizza event even featured live German music. Sadly, the turnout was light, in spite of a nice collection of new and old Porsches on display (photo 2).

One particular car that caught my attention was this 911 with paint matching gauge faces (photo 3). The face plates are an 'in-your-face' shade of Guards Red. Eye catching or eye straining?--- you decide.

Footnotes:

Elsewhere in this issue of Scene is coverage of Rennsport Reunion #3. Those of you that know of the Rennsport events will want to take a glance at that. Those of you not familiar with the Rennsport Reunion will want to take an entire afternoon to browse the text and then go online and look at the hundreds of fabulous photos of this All-Porsche event ... and by 'All', I mean ALL. In the ongoing effort to unburden Scene and the PCA web site, the excess photos and current month editions of The MidShip Report© are now available online at WWW.MIDSHIP.ML1Media.com



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2006 911 Carrera S Cabriolet
Seal Grey/Grey
2006 911 Carrera S Coupe
Silver/Black
2005 911 Carrera Coupe
Black/Black

2004 911 GT3 Coupe
Black/Black
2004 911 Carrera Coupe
Black/Black
2004 911 Carrera 4S Coupe
Grey/Grey

2003 911 Carrera Cabriolet
Red/Black, Silver/Black, Black/Black
2003 911 Carrera 4 Cabriolet
Blue/Grey
2003 911 Carrera 4S Coupe
Seal Grey/Grey

2003 911 Turbo
Black/Black
2002 911 Carrera Cabriolet
Speed Yellow/Black
2002 911 Carrera 4 Cabriolet
Silver/Black

News From Loeber Motors

Dave Mathews

News from Loeber Motors Porsche

Been to **Loeber Motors Porsche** lately? Quite a selection of cars, isn't there? All sport the newest options, features, colors, performance enhancements. Boxsters, Carreras, Caymans, and Cayennes ... there is vehicle for nearly every taste.

But there are occasions when the Porsche designers kick out the stops and come up with something *really* special. Generally introduced to commemorate a milestone or special event, this finished offering is a Porsche that combines many exclusive features in one extraordinary package. Built in limited numbers, a 'special edition' is not only highly sought after; it maintains higher value as well. And we have two ... the new Limited Edition Boxster and Boxster S and the Cayman S Porsche Design Edition 1. Both models qualify for this 'thoroughbred' category.

I'll get back to these new models in a minute, but first let me tell you a bit about the special company they keep. Enthusiasts still sing the praises of these bad boys:

The **911 Weissach Coupe** was offered in 1980. Utilizing the body of a 930 Turbo, the car was painted in one of two colors ... a champagne gold and a metallic gray. Interior leather was dyed to match. Rusty red piping and red carpeting accented the cockpit. Just a shade over 400 of the Weissachs were built, guaranteeing them a place in the Special Edition club.

A new century ushered into Porsche showrooms the 2000 **Millennium 911**. Based on the wider Carrera 4 platform, this limited production model was only offered in "Violet Chromaflair" ... kind of a translucent dark blue/purple with a natural leather interior and dark maple trim. Special number badging on the engine lid and door sills completed the package. Only 911 models were produced.

2003 brought us the **40th Anniversary 911**. Celebrating the "40 Fast Years of the 911" 1963 units were produced. Not only a stylish rouge with a Turbo front clip, GT Silver paint, and sumptuous natural gray or brown leather interior, this model provided additional juice ... 345hp compared to the standard 325hp of the Carrera. Luggage was included to round out the package.

No stepchild to be sure, the **Boxster S Special Edition** was offered in 2004. Commemorating the 50th anniversary of the Porsche 550 Spyder, 1953 of these GT Silver roadsters came standard with a charcoal gray or brown leather interior and many otherwise optional features. This Boxster produced greater horsepower (264) than the standard Boxster S, a slightly wider track, and stylized rear valance.

2006 brought us the **Porsche Club of America's 50th Anniversary Club Coupe**. Based upon the 997 Carrera S, 50 of these Azure Blue coupes were first offered to PCA members. Not just a pretty blue face, each Club Coupe had a steroid-enhanced 381hp 3.8l flat six, 19" wheels, and Sport Chrono Package Plus to name a few options.

And now back to the present, the 2008 **Limited Edition Boxster and Boxster S** and the 2008 **Cayman S Porsche Design Edition 1** join this prestigious club. With a scheduled production limit of only 500 units for the Boxsters and 777 units for the Cayman S, both mid-engine models are smoking hot and in high demand.

The **Limited Edition Boxster and Boxster S** is GT3RS Orange with black painted alloy wheels, black side mirrors, black top and interior. Featuring a SportDesign package that includes redesigned front and rear spoilers and stylish rear trim, The LE Boxster is guaranteed to turn heads and increase heart rate.

The **Cayman S Porsche Design Edition 1** is the ultimate night stalker. Black as a moonless night, this Porsche exudes a sinister athleticism. 295hp from a 3.4l aluminum engine, a lowered chassis with Porsche Active Suspension Management, and blood red four-piston monobloc brake calipers make this one agile creature. Included with each Edition 1 is a stylish briefcase containing a quartz watch, pocket knife, and a number of handy items all created by Porsche Design.

If you are one of those discriminating enthusiasts who walks his own path, either of these limited edition sports cars will surely strike a chord. But the thing about limited edition models is that, well ... the numbers are limited. When they're gone, they're gone. The good news is that each of these Porsches may still be available...if you act now. The folks at **Loeber Motors Porsche** will do their best to obtain one for you.

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Rallye Corner

Jack Stephensen

Another rallye season has come to end and winter is right around the corner. It was a season that saw 5 different rallye winners. This speaks volumes to the strength of Chicago's rallye program and the level of competition.

It's time to reflect back on the fun and challenges that we had over the past season. I must start by thanking all our Rallyemasters. If not for the effort of these people, we would not have a rallye program. Needless to say, it takes a huge commitment to put on a rallye. There are many, many hours involved with finding great roads and then developing challenging, yet fun instructions. There are frustrations when the roads you have been working with are then closed for construction. There are even more frustrations when you have beautiful weather the week before and then have it rain on the day of rallye. There are continued frustrations when you try to build clever traps to make the rallye interesting for the experienced rallyist and then lay awake nights wondering if the novice will get lost. These are all things our rallyemaster contend with. So, I do owe them a big thank you, especially since we rely on many of our rallymasters to put on events year after year!

So thank you to Tom & Phyllis Harwood and Ken Pesavento for the "Wooden It Be Nice Rallye", a fun rallye covering several different counties with a side trip to see wonderful wood cravings. (Of course, Ogle County has asked us not to come back, but that's another story for another day!)

Thank you to Steve Olson and Sharon Olson for their "Second Chance" rallye. This rallye took us through the western suburbs of Hinsdale and Oak Brook. Here we learned that there is more than on street with the number 83.

Thank you to Jim and Cindy Jacisin for their "Apple Canyon Rallye". This rallye by far had some of the best roads of the season. We drove between Stockton and Galena. It's hard to believe that one is still in Illinois while driving in this area.

Thank you to Susan Shire and Stephan Rashbaum for their "Flatlander's Again" Rallye. This rallye took us through the northern suburbs. I am not sure how Susan and Steve found time to put this rallye together with all the other Club Racing duties that they have. Thank you again for stepping up year after year to give us fun and challenging rallyes.

Along with our rallyemasters, I must thank all their Checkpoint workers. They are too many to name, and in many cases they are not even club members, but family and friends of the rallyemasters! Although in one case this year, checkpoint workers did become club members! Friends of ours, Carol and Carl Armand, after working Checkpoints and enjoying the whole experience of Jim and Cindy's "Apple Canyon Rallye", bought themselves a Boxster and joined the club!

Thank you to Neil MacDonald who continues to step up in big ways. Neil photographed several of the rallyes this year placing life and limb in danger to do it. Looking in your rearview mirror and seeing Neil sticking out the top of his sun roof with a camera in hand or hanging out an open door to get the perfect shot is a sight to be seen.

But the biggest thank you goes to all the people who attended rallyes this year. The best way to say thank you to a rallyemaster is by participating in their rallye. Nothing is more rewarding then seeing everyone enjoying the work you have done. So thank you to all who came out this year to enjoy the region's rallye program!

One more thank you that is owed to Ed Barnicle for stepping up to be the 2008 Rallye Coordinator. Thank you, Ed! I know everyone involved in rallying will be behind you to support you and give you all the help you will need. We all look forward to the coming season and remember that it really is about the people!

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Flatlander's Again Rallye - 10/14/2007

Position	Car No.	Driver	Navigator	Car	Class	Score
1	3	Jack Stephensen	Karen Stephensen	911 Targa	SOP	166
2	9	Steve Olson	Sharon Olson	911 Targa	SOP	358
3	8	Tom Snyder	Ann Synder	Boxster	Novice	605
4	12	Dan Cubric	Shannon Gallagher	WRX	SOP	714
5	14	Tom Harwood	Phyllis Harwood	911 SC	SOP	878
6	1	Dan Gallagher	Peggy Gallagher	Boxster S	SOP	973
7	7	Ron Micek	Martha Kuffel	911 Turbo	SOP	1036
8	2	John Miller	Lee Lichtenstein	968	SOP	1038
9	15	Rich Styczynski	Nicole Styczynski	996	SOP	1132
10	10	John Collier	Cheryl Lehman Collier	996	Novice	1171
11	4	Art Kardatzke	Janet Kardatzke	Boxster	SOP	1240
12	5	Jerry Maynard	Kathy Maynard	Boxster	SOP	1265
13	11	Peter Faehnrich	Peter Brychel	911 Cab	SOP	1374
14	16	Bob Rath	Jim Jacisin	914	SOP	1380
15	6	Dennis Duel	Andrea Winkelmann	944	Novice	2426
16	13	Ed Barnicle	Gail Barnicle	996 Cab	SOP	

Rallye Masters	Stephan Rashbaum	Susan Shire
Pre-Drive	Toby Duckett	Bonnie Duckett
Check Point	Fred Jacobson	Marilee Jacobson
Check Point	Chris Ingot	Monica Ingot
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1965 356 C Ruby Red Coupe Leather interior incl dash bu Auto House; new head liner; restored; incl new pan/battery box/rear deck; engine overhauled incl new pistons/cylinders/valves/valve springs/oil pump/cam gear: sheet metal powder coated; must be seen. \$38,500 Bud Terbell 630.858.2539 or wt911gofast@aol.com (DJF)



1985.5 944 Holbert Racing/Michael Mount; 2.5L 8V/13.5:1 compression; 48mm weber carbs; dry sump; Electromotive ignition/solid lifters/JE pistons; Fidanza flywheel/turbo trans LS; 250hp/2200lbs; @20hours motor; full cage/Kirkey seat; Autometer gauges; Tilton dual master cylinders w/bias knob in car; RSA calipers/turbo rotors; Fiberglass doors (Porsche)/rear bumper/hood/GTR scoop/cf dash/Plexiglas rear hatch/rear ¼ glass; 63K mi; garaged/covered/clean; 20 hours on race build; some spares/inc extra set Fuchs alloys. \$22,750/OBO Jeff Girard d) 630.918.6132 h) 815.838.3000 (OND)

1986 911 Carrera Coupe Guards Red; 32K mi; Leather; PW/PL/Sunroof; Short Shift Kit; Vertex Chip; B & B Exhaust; new tires on 16" Fuchs; all stock parts incl; not perfect/great runner. \$16,500/OBO. Phil 312.287.4670 (OND)



1996 993 C2 Coupe Speed yellow/black int; 79.5K mi; 6 spd man; flawless cond; full service history; highly factory optioned/ incl sport chassis/ltd slip differential/ factory motor sound exhaust package; extras/Alpine radio/CD with iPod adapter /clear guard bra protector/battery tender. \$32,500. Brian LaBardi 630.660.8349 b.labardi@comcast.net (OND)



2001 Carrera 4 Coupe White/Black Int; less than 7K mi; orig owner; all papers/all orig; 6 spd; polished Turbo wheels; no racing/auto crossing/snow/rain (ok maybe twice); exc cond; only serviced by Napleton; realistically priced \$43,000 (buying a Cayman S). Jerry 630-887.1325, jamejdrich@sbcglobal.net (NDJ)



2003 996 Targa Arctic Silver/Black; 6-sp; 15K mi; 18" wheels; PSM; GHl Sport Mufflers; SpeedLingerie Bra/mirror

bras; Porsche car cover; Orig owner/all records; under warrantee; no winters; very little rain; detailed engine/chassis/ many concours wins; New battery/rear tires; Flawless! \$54,000 John Diwik 630.270.5439. j.diwik@comcast.net (NDJ)

For Sale - *TIRES/PARTS/MISC*

Parts Pair of Weber 40IDA carbs/good cond/\$1,500; 911 Eng Oil cooler \$200; MFI Fuel Inj Pump \$400; MFI Air Cleaner Assy. \$175; 911 Upper Cooling Shroud \$125; 993 stock shocks/springs/ stab bars & links \$200. Chuck 630.682.9326 (OND)

Fikse Wheels Set of 4/like new; fits any 930/turbo look 911; frt 17x9 for 245/40 tires; rr 17x11 for 315/35 tires; NEW PRICE \$1950. John 847.630.2037 (NDJ)

Wheels/tires Cayenne all models/set of OEM Winter Tire and Rim Package/inc Silver Porsche center caps; Pirelli Scorpion 255-55-18. 2K mi; \$1,800 plus S&H. R Mosquera 630.915.8098



rnmosquera@sbcglobal.net (NDJ)
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Great deal at \$975.00. Kris 312.733.0200
allcroftdk@sbcglobal.net (NDJ)

Porsche Panorama Magazines April
1983 - current. \$200 includes shipping/
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708.354.0260 (OND)

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axel; elec brakes/both axels; lg equip box;
spare tire mount. NEW PRICE \$2,300.
John 847.630.2037 (NDJ)

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1997 BMW 740i L Oxford Green/Sand
leather int; all options; recent service/records/
Bentley service manual; some spare parts;
built-in K40 radar/laser detector; 105K
mi; needs nothing except perhaps new
tires; don't need 6 vehicles/must part
with this one; kbb.com says \$10,190/I say
\$8900. John JDOK911@aol.com
708.531.9116 or 708.431.9116 (OND)

2001BMW Z8 Rare black int/ext;
Chrome wheels; 16 K mi. Amy
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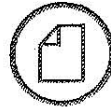
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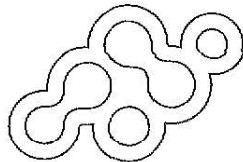
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Aungahh!

The following letter was sent to the 2007 Dinner Dance and Awards Committee:

What a party. From the time we arrived and saw the beautiful PCA banner welcoming us, to the outstanding selection of gifts, the extraordinary line up of framed posters and Chicago Region time-line of the past decades (Jim, you out did yourself), then into the fantastically decorated ballroom planned and put together by Cindy, et al, the arrival of long time and new friends, the libations (a Bruce word), the excellent PA system (sorry we sometimes got carried away with continuing conversations in the back), the continuous slide show of hundreds of past photos (Neil and Brain, you are wonders), the well thought out announcements beginning with the special stand-up and sit-down recognition of all members, the lovely gowns and tuxedos and extra special attention to dress up, the meal which was the best I have ever had at a large function and it was served hot, and last, but not least, your honoring past members in such creative ways and especially recognizing my Bruce and Dan Gallagher for lengthy and good service. It was a surprise and a memory that will always be with us. You touched us with your thoughtfulness.

*Chicago Region is to be congratulated on their **year long** celebration of our 50 years by using the Scene to highlight past events. The party was really the time to just celebrate. I hope others will get a chance in the coming year to view Jim's framed time-line.*

Thank you, to Chuck who truly loved his job and will continue on the board adding his enthusiasm.

Congratulations to Jack. I wish you a great two years leading this special club whose marque is one that represents one of the greatest cars and some of the best people in the world.

Please extend my thank you to all the board members who have given their all these past two years. They don't do it for the accolades or extra trophies but I never take a volunteer for granted.

Best regards,

Jean Janeczek

It was truly a wonderful evening!!
Kudos to the entire Committee.

The next several issues of the Scene will feature the slideshow that Neil MacDonald and Brian Beierwaltes put together for the Dinner Dance.

The January issue of the Scene will have more pictures of the evening.

The eagerly awaited 2008 Membership Directory will be mailed with the February issue of the Scene. Ed and Debby Leed ask that you please send them any changes in your Membership info ASAP so that it can be included in the 2008 Membership Directory.

The *TENTATIVE* 2008 Calendar is in this issue. There is always some change of event info but the Planning Committee wanted this made available to you in this issue for your planning purposes. It will be a busy 2008 beginning with the General Membership Meeting on Sunday January 27th. One of the great things about the General Membership Meeting is that it debunks the statement that there is 'no free lunch' ... lunch is free as it's on the Region ... it is, however, a cash bar..

Steve and I wish you a most Merry Holiday Season and Happy New Year! May they be filled with peace, joy, and the company of those you hold most dear.



***Aungahh** (a-iun-gaaa), n. [Skip Barber Racing School]. 1 The sound of the motor of a car as the clutch is depressed, the brakes applied, and the throttle "blipped" to effect a heel and toe downshift. 2 Editors' column*

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Articles are preferred in MSWord. Do not send articles in pdf format. All photos submitted must be in digital format. All digital photos should be taken at the maximum resolution the camera allows (minimum 300 dpi). Photo file format may be tiff or jpeg.

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This view from our VIP Police Escorted Porsche Parade to the Bobby Rahal Historic Races at Autobahn Country Club.



Looking back, Napleton Porsche of Westmont customers had a pretty exciting year...

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