

Chicago Scene

JANUARY 2006



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The "oh mama, I want one bad" car - Cayman S

photo courtesy of Judd Blunk, PCNA

Contributing to this issue: Chuck LaMantia, Ed and Debby Leed, John Miller, Michael Haas, Chris Inglot, Bruce Janecek, and Jack McCall

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THREE MONTHS AT A GLANCE

Looking Ahead in 2006 AS OF 12/15/05
Italics = info in this issue CAPS = change

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 JANUARY 2006	2	3	4	5	6 BOARD MEETING	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29 GENERAL MEMBERSHIP MEETING	30	31	1 FEBRUARY		3 BOARD MEETING	4
5	6	7	8	9	10	11 VALENTINE'S DAY PARTY
12	13	14	15	16	17	18 NEW RACER WORKSHOP
19	20	21	22	23	24	25
26 CHILI TASTING CONCOURS SCHOOL	27	28	1 MARCH		3 BOARD MEETING	4
5	6	7	8	9	10	11 ST PAT'S DAY PARTY
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26 TECH SESSION	27	28	29	30	31	

APR
 7 Board Meeting
 23 Rallye School
 28 (May) Board Meeting
 30 Autocross School

MAY
 1 Autobahn DE (Experienced only)
 7 Autocross I - Maywood
 8 Blackhawk I DE (Novices only)
 21 Rallye I
 26-28 RADE (Road America DE)

JUNE
 ..2 Board Meeting
 4 Autocross II - MGA
 18 Concours I - Long Grove
 19 Blackhawk II DE
 25 Rallye II

JULY
 7 Board Meeting
 16 Concours II
 21 Blackhawk III DE
 23 Autocross III
 30 Concours III/Potter's Picnic

AUGUST
 5-6 GingerMan DE
 11 Board Meeting
 13 Autocross IV
 20 Rallye III
 23 Blackhawk IV DE
 27 Concours IV - Geneva

SEPTEMBER
 1-4 TRAC 06 DE (Road America)
 1 TRAC 06 Club Race Test & Tune
 2 TRAC 06 Club Race Practice, Golf, Concours V, Dinner
 3-4 TRAC 06 Club Races
 8 Board Meeting
 16 Golf and Dinner - White Pines CC
 17 Autocross V
 20 Blackhawk V DE
 24 Rallye IV

OCTOBER
 6-7 Blackhawk Octoberfest DE
 13 Board Meeting
 14 Dinner (Milwaukee area)
 15 Rallye V
 22 Tech Session/Concours Judges School

NOVEMBER
 3 Board Meeting
 Weber Grill Social

DECEMBER
 2 Dinner Dance

Chicago Region Board Meetings are held at Park Ridge VFW, Park Ridge, IL and all members are welcome to attend

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No phone calls or faxes after 9:00 pm, please

THE POINT!

Chuck LaMantia, President

Who would have thought? I show up at my first Chicago Region PCA event in 2001 to watch The Road America Challenge. Within 30 days, I am back up at Road America with my 4-door 325i and the Badger Bimmer BMW club. Four years and a couple of months later, I not only own one of the coolest cars in the world but I also get to be president of Chicago Region ... one of the most successful regions of the greatest car club in America ... Porsche Club of America!

It has been a fast four years, at least being involved in the Chicago Region of PCA! I guess it was just my inability to sit around and do nothing combined with the unbelievable rush one experiences after a driver's education session at one of the great tracks accessible to our region. Since those early DE days, my family and I have attended social, rallye, autocross, concours and club race events. No matter the event, there is always something to give you the "rush" I mentioned above or at least an opportunity to laugh ... get away from it all!

Autocross: The school lead by Novice Driving Instructor Ed Leed is a great way to realize that your Porsche does something besides looking good and sounding great. The autocross school was my wife, Melissa's, first time driving our 911 further than down the block. The relative safety of driving through cone outlined courses set up by the Autocross team of Mike Hill, Bob Rath and Mike Rende is the way to go as far as getting the "feeling" of what your car may be capable of producing as far as handling. George Schaefer will be there ready to hand you your timing results. This year, I can't wait to knock down a bunch of cones!

My rallye experiences: The real goal of my navigator has been to at least make all the check points AND to enter from the correct direction.

Seeing the rallye coordinator (at one of the rallyes) hiding behind a tree at the last checkpoint, laughing as we decided incorrectly which way to go was not exactly (I think) playing fair. Hopefully, Jack Stephensen, this year's Rallye Coordinator, will not be hiding behind too many trees.

Concours: This one, I admit I need LOTS of help. At last years Potter's Picnic, I overheard the judges (who were looking at my car) offering criticism about the existence of gravel in the tires and wheel wells. How dare I? Maybe Ron Bean and Mike Milhouse, this years Concours Co-chairs can "wax" philosophically why gravel is not 'a good thing'!

Club Racing: Not sure on this one. People are encouraging me to take the plunge. Not sure why? My "friends" who do club race always seem to manage to get right up

behind me and work on their drafting skills during my DE sessions. Maybe in club racing they will focus on just making the pass! Talk to Keith Clark, Club Race Coordinator or Susan Shire, Region Club Race Registrar and PCA National Club Race Program/License Coordinator.

Driver's Education: John Ruther (Chief Driving Instructor), Toby Duckett (Tech), Todd Conforti (Safety, Blackhawk), Pete Hackensen (Road America, Blackhawk), Chris Inglot (Autobahn), Keith Clark (Road America), and Scott Lynn (GingerMan). Get to know this group of individuals! If you want to get the wheels really moving on your Porsche, this group will provide you with every opportunity you desire with a focus on safety first! If you miss the registration deadline for the DE events at Road America, you better know Mary Anne



(left) Patty and Jim Jacisin with Chuck and Melissa LaMantia

photo provided by Chuck LaMantia

Nowakowski, the Registrar for the DE events at RA.

Social: A great way to meet with and make new friends among the Chicago Region Porsche Club. You can count on this year's Social Chair Ed Barnicle for a St. Patrick's Day party and a golf outing ... just don't count on Ed to run the Goodie Store!

Many of the people mentioned above serve the club in other capacities. Others serve the club in specialized areas. Jim Drury (Charity), Steve Rashbaum (Dealer Liaison), AJ Tiller (Volunteer Coordinator), Mike Haas (Membership), and Bruce Janecek (Historian. Melissa LaMantia and Karen Clark are busy preparing for the 2006 Dinner Dance.

You might ask, how do I stay current with so many options? Easy! Once a month you will receive this publication which happens through the creative efforts of our Editor, Susan Shire. Also, if you need to stay really current, check out the web site. Carl Walstead is the Region Webmaster.

Why have I tried to mention all the coordinators at the risk of missing somebody (my apologies)? You say, what is THE POINT to this month's column? It is to bring to light that in order for all "this" to work, YOU, the membership of this club, the present and future VOLUNTEERS need to make things happen! And WORK is what it takes! Not so much as WORK, but a labor of love. What we need to continue to prosper as a club are more volunteers.



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I have had informal discussions with many board members and coordinators and we all agree that we need to actively recruit more volunteers. Sooooo, if you are at any of the events, do not be surprised if somebody comes up to you to ask for your help. If you are at an event and want to get involved, then ASK! I doubt you will hear the word NO in response.

Jim Jacisin is the immediate past president. He deserves a year or two of "watching". Jim was a active observer and participant at so many events throughout the past two years. I doubt Jim will be doing much watching because I will personally ask him to help out whenever possible.

It is December 15, 2005 ... 11:02 pm. This evening is my first Scene deadline. Therefore I will not be able to comment on the success of the Dinner Dance as we are 48 hours away. But if history has taught me anything, it will be an evening of socializing, reminiscing and good times had by all!

Coming Up: The 2006 General Membership Meeting on January 29th. Lunch is on us! Also, the 3rd Annual Toby Duckett saves the day Valentines Day dinner at Shaws on February 11, 2006.

And finally ... my involvement over the past four years would not have been possible without the support of my family. My wife Melissa who dabbled on the track two seasons ago, Anthony who is threatening to run for club president as soon as he is eligible and Gabrielle who can always find or make a friend. Myself ... as on the track, I will do my best to communicate my intentions, give a POINT and *when necessary*, get out of the way!

One more thing! I ask that if anybody out there has a better way, a new idea or an observation or two they want to share . PLEASE call or write! The only way we can move forward and grow as an organization is by working together and communicating.



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The Chicago Region's General Membership Meeting

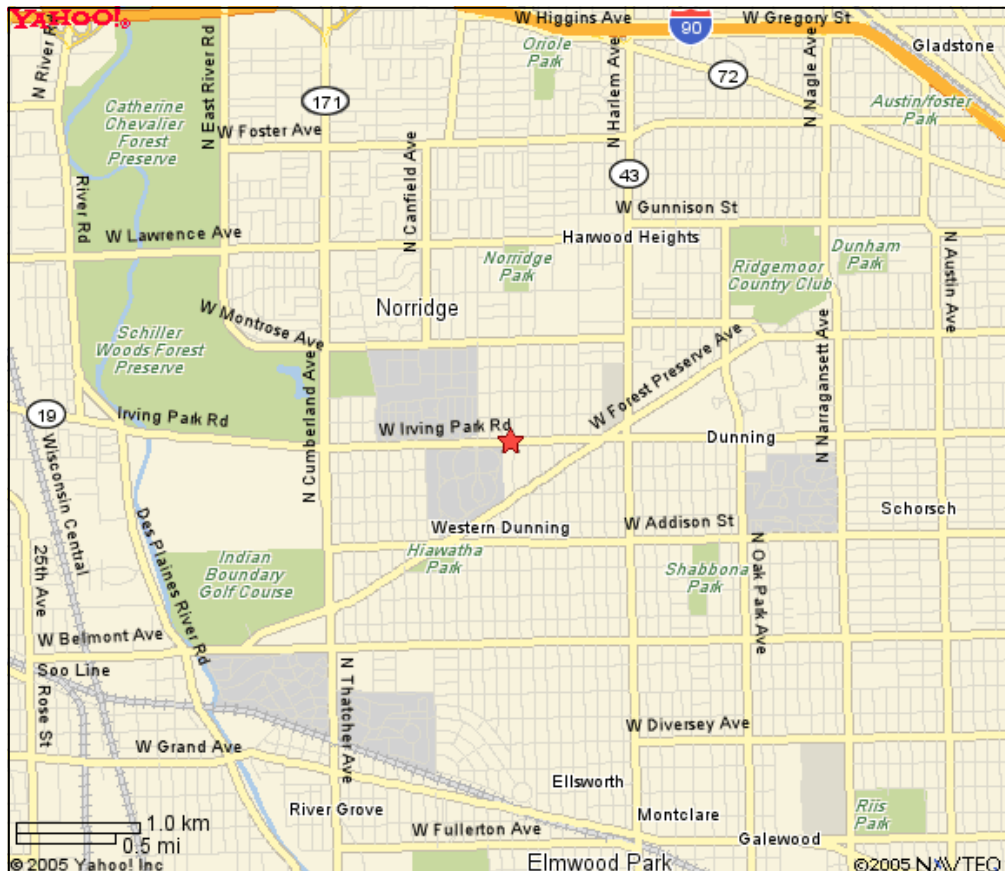
Sunday, January 29th, 2006

11am - 3 pm

EDELWEISS RESTAURANT 7650 WEST IRVING PARK ROAD NORRIDGE, IL 60706

708 452 6040

- Introduction of the 2006 Officers, Directors, and Coordinators
- Review proposed venues and plans for 2006
- Begin 2006 with old and new friends
- The Buffet Lunch is 'on the Region'
- CASH BAR



FROM WITHIN THE 13TH ZONE: DECEMBER 2005

Chris Inglot, PCA Zone 13 Rep (847) 559-1126 cinglot@aol.com

Holiday Greetings And Wishes

December 23, 2005: Weather in the Midwest can be strange. We've had a very cold fall and a December that delivered unseasonably cold and snowy weather. Today, the day before Christmas Eve, we saw mid-forty degree temperatures and rapidly melting snow. The holidays are upon us and from my family to yours ... Happy Holidays and Happy New Year! May you enjoy some quality family time and go out and give your favorite car some attention.

Tech Session and Concours Judges School

November 6th the Chicago Region hosted a dual segment tech session. Napleton Porsche graciously opened its doors on a Sunday so Pat Yanahan and John Takehara could educate those interested in the finer points of concours judging. The zone is blessed with many Nationally Recognized Parade judges. John Takehara will be the Head Concours Judge at the Portland Parade in 2006. Toby Duckett did the second segment in the garage area with Napleton's Kerry Terlap assisting with questions and answers.

Milwaukee Region's Holiday Party

December 3rd was one of the first rude awakens of fall with our trip to the holiday party with about 5" of snow falling. Of all those expected, only one couple did not make it to a terrific evening visiting with great people and tasty food. Presentations were made and words of thanks to all the hardworking coordinators and volunteers. The changing of the guard was announced with Ron Pace being named as the new President of the Milwaukee Region. Congratulations to all those that will serve as the 2006 Board of Directors and praise to those that worked hard in 2005 to make it a great year within the Milwaukee Region.



Patty and Jim Jacisin at the Chicago Region Dinner Dance

photo by Chris Inglot

The Chicago Region Goes To McDonald's

On December 17th, the Chicago Region went to the corporate campus of McDonald's in Oakbrook and had its Annual Dinner Dance and Awards Banquet. Cindy Jacisin planned a spectacular evening with a great band and 200 + attendees. Door prizes were raffled; Toys for Tots collected, and worthy recipients received recognition for their hard work in Concours, Autocross, Rally and Club Racing. Chuck LaMantia took over the use of the club's keys from Jim Jacisin. Congratulations to all that worked hard on behalf of the Chicago Region this year and best wishes to those members eager to start the New Year in their new roles as the Board of Directors and Event Coordinators.

Tentative Calendar 2006

Follwoing is a tentative calendar for the upcoming year so as Regions begin the planning process, you may

be able to fit things in. The year quickly fills up with graduations, family vacations, and many choices for enjoying our Porsches. If you can't find anything you wish to participate in, something may be wrong. Make a decision and give an event the chance to fulfill your need for fun.

Go out and enjoy that Porsche! Polishing at this time of the year is an acceptable form of Porsche therapy. May everyone enjoy the holidays with family and friends.

Until next time...

ZONE 13 CALENDAR

<i>Date</i>	<i>Event</i>	<i>New</i>	<i>Region</i>
Jan 2006			
1/11	Board Meeting @ Guzzardo's		Lincoln Trail
1/14	Cayman Launch @ Lexington Porsche	*	Bluegrass
1/14	Cayman S Introduction @ Concours & International	*	Milwaukee
1/15	Cold Rain & Snow Rally	*	Bluegrass
1/15	Holiday Party @ Fitch's in Fitchburg		Central Wisc.
1/16	Dinner @ Lucca Grill - Bloomington		Lincoln Trail
1/19	Dinner @ Mario's Pizza - Springfield		Lincoln Trail
1/19	Cayman Launch	*	Lincoln Trail
1/26	Dinner @ Monicals Pizza - Champaign		Lincoln Trail
1/28	Breakfast @ Panera's - Peoria		Lincoln Trail
1/29	General Membership meeting		Chicago
Feb 2006			
2/2	Milwaukee Business Meeting		Milwaukee
2/3	February Board Meeting		Chicago
2/4	Turbo Spaghetti Party		Milwaukee
2/5-2/6	PCA National Board Meeting - Phoenix, AZ		National PCA
2/10-2/13	48 Hrs of Sebring DE & Club Race		Gold / Suncoast Regions
2/11	Valentine's Day Party		Chicago
2/16	Dinner @ Lucca Grill - Bloomington		Lincoln Trail
2/18	New Racer Workshop II		Chicago
2/19	Membership Meeting @ Portabella's	*	Bluegrass
2/20	Dinner @ Mario's Pizza - Springfield		Lincoln Trail
2/23	Dinner @ Monicals Pizza - Champaign		Lincoln Trail
2/24	Breakfast @ Panera's - Peoria		Lincoln Trail
2/25	Buell Motorcycle Factory Tour		Milwaukee
2/26	Chili Tasting and Concours Prep School		Chicago
March 2006			
3/2	Milwaukee Business Meeting		Milwaukee
3/3	March Board Meeting		Chicago
3/11	St. Patrick's Day Party		Chicago
3/11	Tech Session @ Fabson	*	Milwaukee
3/16	Dinner @ Lucca Grill - Bloomington		Lincoln Trail
3/20	Dinner @ Mario's Pizza - Springfield		Lincoln Trail
3/25	Dinner @ Monicals Pizza - Champaign		Lincoln Trail
3/26	Safety Tech Session		Chicago
3/30	Breakfast @ Panera's - Peoria		Lincoln Trail
4/30	Spring Autocross School		Chicago

Indicates a new event since previous Calendar

*

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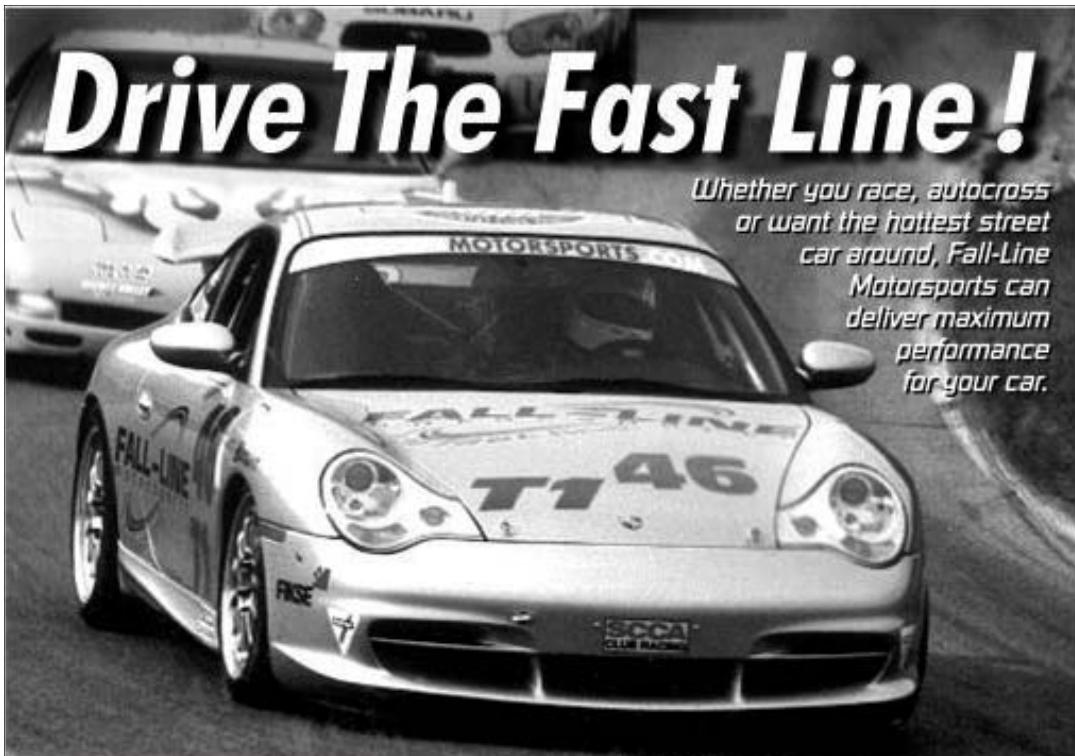
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Special Day - Special Porsche Social

VALENTINE'S DAY DINNER SOCIAL

Saturday, February 11, 2006 - 6:30 pm

**Shaw's Crab House, Schaumburg
Higgins & Rt 355 (Rt 53)**

We all need to begin the PCA Chicago Region Season in the company of that *special* person

Open to PCA Members, Friends, and Special Valentines

Highlights:

6:30 pm	Appetizer buffet	Cash Bar
7:30 PM	Dinner: Choice of Choice of	Clam Chowder or Dinner Salad Yellow Fin Tuna Amish Free Range Chicken Filet Mignon (specify doneness - rare, medium rare, medium, or medium well)
	Included	Mashed Potatoes, Green Beans Dessert Glass of Red or White Wine

\$65.00 per person (same as last year!)

REGISTRATIONS MUST BE RECEIVED BY FEBRUARY 4TH

SEND IT IN NOW!!!! (No phone or e-mail reservations accepted)

Send this form with check (payable to Chicago PCA) to:

Toby Duckett
23W272 Edgewood Court
Glen Ellyn, IL 60137

Questions? 630.248.7680

toby@mc2fyi.com

Contact Name	Soup OR Salad	Entree - specify as above
Contact Phone #	Contact e-mail	
Name	Soup OR Salad	Entree - specify as above
Phone #	e-mail	

THE BULLETIN BOARD

Notes, e-mails, and info from other Regions, National, PCNA, various websites, and the rest of the universe ...

Porsche® Boxster®

Porsche's wildly entertaining mid-engined roadster tagged as an Automobile Magazine All-Star, and one of Car and Driver's 10Best

Atlanta, Dec. 8, 2005 - Porsche's Boxster and Boxster S® mid-engined soft-tops continue to rack up awards, again earning two of the most noted prizes available from the automotive press. The Porsche Boxster has been named a 2006 Automobile Magazine All-Star, and has also made Car and Driver's 10Best list. The Boxster has earned both of these respected awards on previous occasions.

Appearing in Automobile Magazine's January 2006 issue, a news release on the awards referred to the Boxster as "the sports-car from heaven." In its January 2006 10Best issue, Car and Driver described the Boxster as having "pinpoint balance, augmented by reflexes worthy of an Olympic fencing champion," adding that, "the Boxster serves up the quintessential sports-car experience."

Introduced to the North American market in January of this year, the 2005 Boxster and Boxster S are the second generation of Porsche's entry level sports car. As such, they have received significant styling changes, more powerful engines, numerous handling enhancements, and greater active and passive safety. Current U.S./Canadian pricing for 2006 models is \$45,000/\$64,100 for the Boxster and \$54,700/\$77,900 for the Boxster S.

Based on the award-winning Boxster, Porsche's new for 2006 Cayman S® coupe launches in North America on January 14. Using the acclaimed underpinnings of the roadster, the sleek, fixed-roof, two-seat coupe provides an even stiffer chassis structure, and a larger and more powerful 3.4-liter Boxer engine. U.S. and Canadian pricing for the new Cayman S coupe is \$58,900 and \$83,900 respectively.



photo courtesy of Judd Blunk, PCNA

Automobile Magazine is a monthly automotive lifestyle publication with a circulation of 550,000 designed to appeal to the interests of passionate automotive enthusiasts. With a monthly circulation over 1.3 million, Car and Driver is the world's largest automotive magazine.

Wiedeking Named "Man Of The Year" By Automobile Magazine

Porsche AG President and CEO Wendelin Wiedeking honored by premiere North American enthusiast publication

Atlanta, Dec. 9, 2005 - In a year where the company's products continue to earn laurels, Dr. Wendelin Wiedeking, President and CEO of Porsche AG, has been awarded the "Man of the Year" title by Automobile Magazine. The respected automotive publication cited Wiedeking's corporate accomplishments of stability, profitability - and most importantly - for helping Porsche create cars that are "truly great."

Appearing in Automobile Magazine's January 2006 issue, the article credits

Wiedeking with strengthening Porsche's financial base with profitable products such as the Cayenne®, allowing it to thrive as an independent producer of some of the world's finest sports cars.

An Automobile Magazine news release on the award states that Wiedeking, "has transformed Porsche from a money loser to a winner, diversified Porsche's product line, and most importantly has produced fantastic vehicles." In the same January 2006 issue, the Porsche Boxster® was named a 2006 Automobile Magazine All-Star, an award it has earned on four previous occasions.

Wiedeking, a former FORTUNE magazine European Businessman of the year, holds a doctorate in mechanical engineering. He joined Porsche AG in 1983, was named to the Board of Management in 1991, and became its Chairman in 1993. He has overall responsibility for the design, engineering, and production of all operations related to Porsche sports cars, and under Wiedeking's aegis, Porsche has seen consistent growth and profitability.

Automobile Magazine is a monthly

automotive lifestyle publication with a circulation of 550,000 designed to appeal to the interests of passionate automotive enthusiasts.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, GA, and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 210 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

“The Milwaukee Cup”

December 15, 2005 PCA Milwaukee Region will conduct a PCA Club

Race and associated activities for the days of June 9-11, 2006. “The Milwaukee Cup” will be hosted at the Autobahn Country Club (South Course) located in Joliet, IL.

The weekend will include Driver Education and Test & Tune sessions on Friday. The Enduro will be run on Saturday with Sprint Races on Sunday. “We are excited about conducting our first Milwaukee Region Club Race at the Autobahn. Its location just southwest of Chicago will allow members from numerous PCA Zones to easily participate,” said John Fried, Club Race Chairman.

“We are also pleased that Kohler Company has signed on as the major title sponsor of The Milwaukee Cup. The Kohler Company is headquartered in Wisconsin and we appreciate its financial support,” stated Fried.

For information about The Milwaukee Cup, please contact John Fried, Club Race Chairman at: JTFried@wi.rr.com or 414-453-8653. For additional promotional material, please contact Dan Matre, Publicity Chairman at: dmatre@wi.rr.com or 414-774-2264.

To learn more about the Autobahn CC visit: www.drivefastbesafe.com or call 815-722-2223.

For additional information about the Porsche Club of America visit: www.pca.org and the Milwaukee Region at: www.porschpark.org

(Additional promotional materials will follow in early 2006)



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Annual Chili Tasting and Concours School

Sunday, February 26, 2006

11 AM to 3 PM

Joe Rizza Porsche
8130 W. 159th St.
Orland Park, IL 60462
708-364-2400

This annual event gives you the opportunity to get your pots and pans dirty with good tasting chili and your Porsches clean at our Concours Prep School. The folks at Rizza have opened their entire facility to us for the Sunday event which will help us fight the winter blues. Plus, we have events for kids of all ages.

Chili Tasting - Bring your best receipt and see if the judges' taste buds pick yours for the meatiest, beanist, tomatoeest ,veggiest, hottest, wickedest and any other est award that can be conjured up. Liquid refreshments will be supplied by the Region.

Edible Art - For you really creative artists, create anything Porsche related that can be consumed - Cakes, cookies, candy and sculpted foods - no restrictions.

Prizes in all categories

Concours School

- 11:00 Basic washing, waxing, getting rid of the swirls and what products to use
- 11:30 Special demo of new polymer waxes to use on clear-coated paint
- 1:00 Get rid of those stone chips. Actual spot painting, sanding and polishing
- 1:30 Wheel refinishing
- 2:00 3M bug and chip protection
- 3:00 Awards presentation

Kids Special

Model Car Concours
Hot Wheel Racing
Remote Control Car Racing

RSVP for Chili and Edible Art Entrants
A J Tiller at 708-957-8262

Concours School questions:
Pat Yanahan at 630-887-7605

THE OWNERSHIP EXPERIENCE

from Loeber Porsche and Jack McCall

The All New Cayman S - Instantly Porsche

At Loeber Porsche we do our best to cut through the clutter and give you the "Cliff Notes" on new Porsche product. We hope you find the following assessment of the Cayman S insightful and more meaningful than the typical stats provided by a brochure or publication.

Magazines and Porsche enthusiasts were expecting and possibly hoping for a coupe (less expensive) version of the Boxster. The wisdom of creating a more expensive Boxster escaped some, those who wished for a more affordable Porsche. Now there's an oxy-moron.

With the creation of the 996, Porsche took a little bit of the edge off the 911. Porsche wanted to expand its market with a more user friendly version of the 911. The cabin became more spacious and the car itself felt a little softer and more forgiving while raising the performance bar. 993 owners were split in their acceptance of the 996, some refused to trade.

Porsche countered with performance models like the GT II and GT III. As an exclamation point, the Carrera GT was introduced, a development of the racing team.

Porsche psychographics defined the Top Gun personality as 25 percent of our buyers in the early 90's. This market segment seemed to be alienated unless they were willing and able to step up to the more expensive performance versions of the 996. When considering the competition, a true performance coupe at the 60,000 dollar level seemed to also offer a niche in the market that needed to be filled.

The Cayman S became the answer to both opportunities. By further developing the Boxster, Porsche could supply the scratch for both of those itches. The further



photo courtesy of PCNA

development needs to be defined and explained.

Last March, Road and Track magazine went in search of the "Best all-around sports car". Not only did the 997 and Boxster S finish first and second, but the Boxster S was chosen by five of the eight editors as the best all around sports car. This was quite a coup, but it gets better. The Boxster S also turned in the fast slalom speed ever recorded by Road and Track eclipsing the Enzo Ferrari.

The '05 Boxster, while appearing to be the same car as those produced from '97 through '04 was, in fact, about eighty percent new. Driving the two cars back to back revealed an obvious difference: the newer car feeling much tighter, smoother and more responsive. The additional standard equipment on the '05 more than compensated for the slight price increase. The price on a Boxster S went up 1,500 dollars, but additional standard equipment on the '05 would have cost 4,535 dollars on the '04.

The 987 (newer Boxster) represents

both a terrific value and technological wonder. As great as this car is, the Cayman S is another leap forward. Take what is considered the current all-around best sports car and add fifteen horsepower while doubling the structural rigidity. What you get is the Cayman S.

A quick example of change is in the air inlets in the rear fenders. While the inlets in the Cayman with vertical slats seem to be larger, they are actually the same size as the inlets with horizontal slats on the Boxster. The kicker is that the Cayman inlets actually flow 30 percent more air. The engineers at Porsche are always looking for a better solution.

To call the Cayman S a Boxster with a hard top would not be a knock, but it would hardly describe the Cayman S. First of all, the Cayman S is 680,000 man hours of engineering and development beyond the Boxster. The Cayman S also spent 700 hours in the wind tunnel. The engine is basically a destroyed Carrera engine.

Visually, the Cayman S departs from the Boxster and Carrera in the hips. As the Spyder preceded the 550 coupe as well as the 904 (Carrera GTS), the Boxster preceded the Cayman. Styling cues come both from the past and the present. It was a hydro forming technique that permitted the complex concave/convex shape in the rear fenders. Obviously this shape is stunning and fits the Cayman's edgy personality.

Purists may rejoice as the Cayman S holds true to the values that made Porsche "the giant killer". This, of course, refers to the days when the light and nimble Porsches of 1.5 liters raced and sometimes defeated the bigger sports cars with displacements of up to 7 liters.

Having driven the Cayman S against the C6 Corvette, it is clear that the Cayman enjoys several advantages. What the Corvette does with brute force, the Cayman accomplishes with finesse. Throw an irregular (real world) surface in a radius and the Corvette gets skittish. Sit in the Corvette and try to judge where the perimeters are. The bulbous shape deters from any close quarter maneuvering.

Maybe the most glaring difference is in the cabin. The materials used in the Corvette are inferior when compared to a Porsche. This is not an indictment of the Corvette, it offers great bang for the buck, but the Cayman S exudes quality and inspires confidence.

As with any Porsche, the more you drive it the more you like it. Some cars may jump out at you on a ten minute test drive, but living with them on a daily basis may start to wear on your patience. How many prospects have had second thoughts and said, "I wish I had bought the Porsche."

When asked to sum up the Cayman S's driving impression, the words smooth, well balanced, dialed in, forgiving, and a purist's car seemed to flow.

Unexpected utility can be found here as well. The rear hatch holds 9.2 cubic feet of goodies without obstructing rearward vision. Combine that with an additional 5.3 cubic feet of front trunk space and you have an unbeatable touring package.

A boxer engine (low center of gravity) mounted in the middle (low polar

moment of inertia) make the Cayman S the weapon of choice when attacking your favorite road. It's not how fast you go (171 mph); it's how you go fast. Porsche - there is no substitute!

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So you want to go racing... II

Three years ago, in response to requests from our members, the Chicago Region hosted its first "New Racer Workshop" for those members looking to make the jump from Autocross and Drivers Education, to PCA Club Racing. Feedback from those who attended that event, and requests from members currently considering Club Racing, make it clear that it's time for:



Chicago Region's New Racer Workshop II

When: Saturday, February 18, 2006
9am – 4pm

Where: River Run Club
4204 Clearwater Lane
Naperville, IL 60564

Cost: \$50 (includes lunch)

Who:

Experienced drivers considering their first club race in 2006 or 2007, or new club racers interested in accelerating their learning curve. This workshop is not structured for new or novice drivers with only a couple of days of on-track experience. We will assume that you have basic driving skills, understand vocabulary such as "turn-in", "apex" and "track-out", in addition to concepts such as the friction circle, heel-and-toe, threshold breaking, the correct "line", and weight transfer.

We will discuss PCA Club Racing license guidelines, personal preparation, and recommendations for minimal car preparation. We will also review the requirements outlined in the PCA Club Racing rule book for personal safety equipment and car modifications required for participation

The agenda will also include a walk-through of what to expect at your first club race: racecar technical inspection, safety equipment inspection, novice racer orientation meeting, driver's meeting, the 13/13 rule, practice,

practice starts and "fun" race, qualifying, and the race. We will also look at strategies and tactics for: car setup, learning a new track, using your practice sessions to your best advantage, what to do during qualifying, and how to handle the various parts of the race.

If you are interested, please send in the registration information detailed below. If you have topics that you would like to see covered, put them in the note with your information. Questions? Call or email us:

John Ruther: 847-304-5515
john@northstarmotorsports.com
Greg Turek: 630-904-0800
gjt@tureks.net

Directions:

From I-88: Exit at Rt. 59, go South 7 miles to 103rd St, turn left, go 1 mile to Book Rd, turn right, go 0.1 miles to 104th St, turn left on 104th St, go 1/2 mile to Clearwater, turn right and go 1 block to the River Run Club.

From I-355: Exit at Boughton Rd., go West 8 miles to Plainfield-Naperville Rd. (Boughton ends), turn right, go 1/2 mile to 104th St., turn left, go 1/2 miles to Clearwater Dr., turn left and go 1 block to the River Run Club.

From I-55: Exit at Weber Rd, go North 2 miles to Hassert Blvd. (111th St), turn left, go 2 miles to Plainfield-Naperville Rd, turn right, go 1 mile to 104th St, turn left, go 1/2 miles to Clearwater Dr, turn left and go 1 block to the River Run Club.

Chicago Region's New Racer Workshop Registration is due by 2/10/06 and is limited to the first 50 who reply.

On a separate piece of paper, please take a few minutes to tell us a little about your car and your track experience.

Provide your name, email and postal address, phone number, car model, modifications, the run group you normally drive in at Chicago Region events, how many years you have been participating in Driver's Education events, total number of track days you have completed, which tracks have you driven, and typical lap-times. Also tell us what you want to learn from this school and any specific topics you would like to see covered (this last one is IMPORTANT!!!):

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Happy St. Patrick's Day!

Come join us for a celebration of the "Wearin' Of The Green". **Saturday March 11th** is the date, and the **Ballydoyle Pub, 5157 Main Street in Downers Grove** is the site. There will be an authentic Irish-American dinner in a private dining room served with an extensive helping of Ed Barnicle's collection of Irish music. There aren't many other pubs in the Chicago area that can give you that "Kiss me, I'm Irish" feeling quite like this one, as those who attended last year will attest. Please plan to arrive by the appointed starting time of **6:30PM**, or you will miss a performance by some of the students from the Trinity School of Irish Dancing starting about 7:00PM. Unless you have seen "River Dance" or a similar show, you will be amazed at the talent and energy that these youngsters bring to the

stage. They compete all over the world, and several of them are world champions. The **\$40.00 per person** price of admission will include hot appetizers, dinner, dessert (a to-die-for apple dumpling), non-alcoholic beverages, tax, gratuity, and a cover charge for the entertainment. Cocktails (cash bar) for those who desire a "Touch Of The Creature" will begin at 6:30PM, with **dinner** being served no later than **8:00PM**. The entrees will include the traditional Irish-American corned beef and cabbage, a delicious Guinness Stew, and Roasted Chicken for those who prefer something without an Irish theme to it. Chuck LaMantia and Keith Clark are the only ones that come to mind to me! Following dinner, **live entertainment** will begin at **9:00PM**. This promises to be a fun-filled event, so mark your calendars now; and plan to be there.

*Due to the necessity of giving the Pub an accurate head-count of the number of people who will be attending, please plan to get your **reservation to Ed Barnicle by March 1, 2006**. Make your check payable to PCA Chicago Region, and mail it to Ed at 3 Hanover Court, Burr Ridge, IL 60527.*

Directions:

From the north : Take I-294 or IL Route #83 south to Ogden Avenue(Rt. #34). Ogden west to Main Street in Downers Grove (about 3 miles west of Route #83), then south about one mile to the Pub which is on the east side of the street.

From the south: 63rd or 55th Streets are alternates to Ogden for getting to Main Street. Take Main north to the Pub.

Attendees

Name: _____ Phone # _____ E-Mail Address _____
 Name: _____ Phone # _____ E-Mail Address _____
 Name: _____ Phone # _____ E-Mail Address _____

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2005 Boxster S	Midnight Blue/Black	'04 Boxster	\$42,500
2005 Boxster		'03 Cayenne Turbo	\$66,000
2005 Boxster	Black/Black	'03 Cayenne S	\$43,900
2005 Boxster	Midnight Blue/Black	'03 Boxster	\$33,900
2005 Boxster	Seal Grey/Grey	'02 911 Cabrio	\$56,900
2005 Boxster	Guards Red/Black	'02 Boxster S	\$35,800
2005 Boxster	White/Black	'02 Boxster	\$31,900
2005 Boxster	Artic Silver/Black	'01 911 Turbo	\$69,900
2005 Boxster	Black/Black	'01 911 Cabrio	\$52,900
2006 Carrera		'01 Boxster S	\$32,900
2006 Carrera Cabrio	Seal Grey/Black	'01 Boxster	\$26,900
2006 Carrera Cabrio	Black/Black	'00 911 Coupe	\$44,900
2006 Carrera Coupe	Artic Silver/Black	'99 911 Coupe	\$37,900
2006 Carrera Coupe	Zanzibar/Black	'99 Boxster	\$23,900
2006 Carrera Coupe	White/Cocoa	'97 911	\$46,900
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MEMBERSHIP NEWS

Debby and Ed Leed, Membership Database and Michael Haas, Membership Chair

DECEMBER NEW MEMBERS ... Welcome and we hope to see you at an event soon!

Bobby Allen Sylvia Allen North Chicago, IL 1988 911 Coupe	Kenneth Johnson Traci Johnson Aurora, IL 2006 Cayenne	John Lahey Debbie Lahey Chicago, IL 2005 997 S	Chris Starleaf Jamie Starleaf Sheridan, IL 1990 964 Coupe
Steven Bloomfield Eva Bloomfield Buffalo Grove, IL 1986 944	Ron Johnson Barb Johnson Sterling, IL 2006 997 C2S	Alan Levine Buffalo Grove, IL 2001 996 TT	John Tikalsky Wendie Tikalsky Homer Glen, IL 2002 Boxster
Robert Chambers Karen Chambers Barrington, IL 1999 996 C4	Bert Kellmann Ursala Kellman Round Lake Beach, IL 2004 Cayenne	John W Miller Claudia Miller Homewood, IL 2004 Boxster	David Voitik Lake Zurich, IL 1987 951
Nick Clifton Park Ridge, IL 2002 996 4S	Tom Kentish Roy Kentish Hoffman Estates, IL 1978 911 SC Targa	Bill Mussatti Debbie Mussatti Arlington Heights, IL 2006 Boxster S	Tim Walker Laura Walker Elmhurst, IL 1986 911
Christian Gaborit Francis Gaborit Oak Park, IL 2004 996 4S	Lee Kindgren Rita Kindgren Rockford, IL 1999 Boxster	Peter Salaban Mary Salaban Northbrook, IL 2006 997 Coupe	
Erick Hoogcarspel Loves Park, IL 1989 911 Coupe	Scott Kluth Streamwood, IL 2005 997 C2S	Steven Schneider Christine Schneider Wheaton, IL 2005 Boxster	

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1974 Terry B. French	Carol N. French	1991 Patrick Pilcher	Laura N. Pilcher
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		1992 Jason N. Shih	

1992	Don N. Sinnott	Jennifer Sinnott	2001	Amy J. Kristoff	
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1993	Heather L. Diedrich	Christopher Diedrich	2001	Richard B. Suerth	Patricia M. Suerth
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1995	Larry G. Mosely	Jackie Mosely	2002	Don Nelson	Judy Nelson
1995	Samuel J. Patterson	Chris Patterson	2002	Jeff Stone	
1995	Michael Ryan	Penny Ryan	2002	Hank Weil	Jolly Weil
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1997	Martin M. Alter	Sandra Alter	2003	Paul Peterson	Karen Peterson
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2000	Kevin T. Lehmann		2005	Michael Denny	Scott Zahner
2000	Charles B. Mattas	Eileen Mattas	2005	Christopher J. Elder	Christopher J. Elder
2000	John Zajac	Lisa Zajac	2005	Z. Mark Ghaowi	
2001	Jake Bleveans	Lu Bleveans	2005	Adam Goldwater	Michael Goldwater
2001	George Krass	Susan Krass	2005	Erik Ivarson	Leslie Ivarson

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2005	Markus A. Netzel	
2005	John Roeslmeier	Terri Roeslmeier
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TECH QUIZ

compiled by Skip Carter and Greg Phillips

1. The Porsche crest first appeared on the steering wheel hubs of 1953 model Porsche cars.

True or False
Excellence Was Expected, Vol. 1, p 1
2. Professor Ferdinand Porsche made frequent use before World War II of the special car designed for the stillborn Berlin to Rome race. What Type was the car?
 - a. 356K
 - b. 718
 - c. 60K10
 - d. None of the above*Excellence, Vol. 1, p 14*
3. At the end of 1955, the Allies returned the original Werk I to Porsche. Coincidentally, it happened on the 25th anniversary of the Porsche firm.

True or False
Excellence, Vol. 1, p 13
4. The Porsche Type 597 (Hunter) vehicle was envisioned for:
 - a. Military and civilian use
 - b. Military use only
 - c. Civilian use only
 - d. None of the above*Excellence, Vol. 1, p 135*
5. The early days of PCA saw a group of members at local and national sports car races. Many PCAers who spent weekends racing their Porsches came out as winners, such drivers as:
 - a. Bob Holbert and Lake Underwood
 - b. Derek Bell and Vic Elford
 - c. Manny Alban and Pete Tremper
 - d. None of the above*RPM 2004, pages 4-5*
6. The grand total of Porsches made under the Type 356 banner was:
 - a. 175,000
 - b. 76,303
 - c. 91,000
 - d. 40,810*Excellence, Vol. 1, p 225*
7. The Porsche 959 featured the following:
 - a. Four-wheel drive with torque split
 - b. Rear mounted flat-six, 2.85 liter engine
 - c. Both a and b
 - d. Convertible top*Porsche 911 Story, p 296*
8. The G50 transmission was manufactured by:
 - a. Porsche
 - b. Mercedes
 - c. BMW
 - d. Getrag*Porsche 911 Story, p 115*
9. Porsche adopted the previous Carrera body shell for the standard 911SC in 1978.

True or False
Excellence Was Expected, Vol. 2, p 818
10. With a catalyst flanking its left-hand cylinder head, the 1980 Porsche 911 SC was able to:
 - a. Win the Paris-Dakar Rally
 - b. Increase its top speed
 - c. Make more noise
 - d. Meet global emissions requirements*Excellence, Vol.2, p 821*
11. The original 911 Cabriolet was made by:
 - a. ASC
 - b. Karmann
 - c. Porsche
 - d. None of the above*Excellence, Vol.2, p 824*
12. The 924's solid propeller shaft kept rotating inertia to a minimum, thereby reducing the extra burden that the shaft placed on the transmission's synchronizers. This same design was used on the _____
 - a. Pontiac Tempest
 - b. Mini
 - c. Ferrari Testarossa
 - d. Mercedes 250C*Excellence, Vol. 2, p 753*
13. The 1978 924 engine had a forged-steel crankshaft and five main crankshaft bearings with a belt driven overhead camshaft.

True or False
1978 924 Owner's Manual, p 73
14. A Targa top was an early option for the 944.

True or False
Excellence, Vol. 2, p 949
15. A recognition mark of the Boxster S introduced as a year 2000 model was:
 - a. Headlights like the 911
 - b. Roof mounted antenna
 - c. Additional central air opening for a third radiator to cool the engine
 - d. Airbags*Excellence, Vol. 3, p 1365*

1 (1) T; (2) C; (3) T; (4) A; (5) A; (6) B; (7) C; (8) D; (9) T; (10) D; (11) C; (12) A; (13) T; (14) F; (15) C;

Tech Quiz Answers

THE MIDSHIP REPORT: S_N CITY

John Miller [Boxster_S@veryspeedy.net]

The season ... the sportscar season ... the sportscar DRIVING season in the Chicago Region is officially over.

The final gun sounded on Thanksgiving (of all days) with the snow falling and the salt trucks rolling.

So, in continuing the theme of last month, the MidShip Report has again hit the road in search of cool cars and warmer climates.

SUN City

Albuquerque, New Mexico. Not at all what you might expect of it. Albuquerque in late November is a world away from Chicago. Warm, dry and not completely desert-like, it oddly enough was a place to find a decent number of old Porsches

roaming the streets. It wasn't a complete time warp - there were plenty of Boxsters to be spotted, and a few 996s circulating, but also an unusually large number of older (late 60's) 911's and 912's being driven. And I do mean DRIVEN. These weren't preserved or even restored cars. These were faded paint, pitted glass, ripped upholstery, daily drivers. And there was no shame in this ... if anything, there was a certain elegance to driving a thoroughly 'seasoned' Porsche.

In a spare moment, I set off in search of a car museum. Of two choices, the Unser (as in Al, Bobby, Al Jr.) Racing Museum sounded like the best choice. It promised a collection of Indycars, dirt-trackers and HotRods.

What a BUST. To be fair, the museum only opened this September, and the unfinished grounds should have been a tip-off, but 15 cars, 15 minutes, and \$7 lighter, I was less than underwhelmed. Plan B was immediately put into effect: The J&R Vintage Auto Museum (www.jrvintageautos.com). PAYDIRT! The museum is a goldmine of old cars (Photo 1). All the standard marques that you would expect, plus a slew of cars you rarely see: Marmon, Gardner, Essex, Rickenbaker ... even an oddball air-cooled German car (photo 2). And this isn't just some big box building housing cars. They have a fully functioning restoration shop (photo 3) doing the kind of work that is nearly a lost art. [When



was the last time you saw someone shaping wood to replace a frame member?]

Carl, a museum administrator/restoration shop craftsman offered a friendly summary of many of the award winning cars on the floor and added a genuine "Ya see anything ya like ... it could be yours ... for the right price". My kinda place. For those that venture towards Santa Fe (or, from Santa Fe to Albuquerque), once again, tried and true advice: skip the Interstate (US25), take the two-lane (NM14). In this case, it's the 'Turquoise Trail' - a curvy, meandering two lane blacktop through some scenic country with an occasional pass through small towns straight out of the 1950's and 60's. A stop in Madrid, NM is like a trip in a time machine.

SIN City

Exactly as you would expect it: Las Vegas, naturally warmer and drier than Chicago, has a lot to offer, automotively speaking. For those that feel the need, Porsche rentals are only a few keystrokes away (www.dreamcarrentals.com/rates.php). DreamCarRentals -Las Vegas (among others) offers Boxster rentals as a measly \$249/day, while a 996 cabrio will set you back \$389 per day - both with severe mileage restrictions. (I opted for the \$15/day Dodge Stratus. Yawn.)

A regular Vegas stop for any car guy or girl has to include The Imperial Palace Hotel Car Museum on the Strip. The museum has changed a bit since the original owner passed away about two years ago. The best of the permanent collection has been sold off and replaced by lots of private owner cars - some excellent, some not, and (many) coincidentally, are for sale. A fascinating find here was this 1948 Porsche Prototype (photos 4, 5). Other interesting Porsche machinery included this wild (1 of 17 built) 924 GTR (photo 6) - available for sale at \$250,000, and this one-of-a-kind 1953 356 Pan American Coupe (photo 7) - also for sale at \$250,000.



photo 5



photo 6

In nearby Laughlin, Nevada, the Riverside Resort also had an interesting car museum ... again comprised of many 'available' cars. This '1957 Speedster' (photo 8) turned up on the floor there - available for sale at \$32,000 - which seems like a fabulous deal, until you read the fine print. It wasn't just a reproduction, but a Frankenstein of sorts - the chassis was that of a

1968 VW, the engine, trans, brakes - all from different manufacturers. And yet, it has all the correct Porsche badges.

Back in Vegas, for a more contemporary look at modern cars (including Porsches), a stop at the Caesar's Palace Forums Shops Car Boutique will appeal to almost any taste (photo 9). It's not a museum as

MIDSHIP ...



photo 7



photo 8



photo 9

much as a collection of interesting cars, but ...

... two months from now, when the snow is knee deep, the temperature

won't even register, and you're sitting in your car in the garage and making 'Vroom-Vroom' noises,

Las Vegas or Albuquerque aren't bad places for searching out cool cars and warm weather.

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PORSCHE & THE CINEMA: PART I

Michael L Haag, MD, KCRPCA Board Member, reprinted from Der Sportwagen

The movies are replete with famous scenes in which automobiles become the focal points, the stars, the main imprints in our memories that, over time, serve to supplant the human characters or perhaps even the story line itself. Who could forget their first images of the Mustang and Charger in the famous chase scene in Bullitt, filmed in real time without modern technodigitalgizmogadgetry. Or what about Sean Connery as 007 in his Aston Martin DB5, ejecting unwanted passengers and meeting beauties by pureeing their tires in Goldfinger. And it is in the cinema that an automobile can gain accolade unsupported by its true, modest capabilities. Cases in point: the Delorean in Back to the Future and of course, Herbie the Love Bug.

The Porsche marque has been well-represented in the cinema including appearances in over 300 movies. In many, the cars represent a key component of the scene or movie in general, often used to serve as an additional piece of clothing for the characters driving them. In others, the capabilities of the cars are displayed, as the case should be with Porsches, whereas some represent only brief glimpses of our favorite cars in the background.

It is always amazing to me how much trivia can be recalled by Club members when the subject of car-related movie or television scenes involving Porsches or other types comes up in conversation. Clearly, these individuals have too much free time on their hands or memories that perhaps could be better used for other reasons such as the betterment of mankind.

The following represents an exercise of movies containing scenes involving Porsches. Each statement in the left column is best matched to a single best answer in the column on the right. The answers, along with brief explanations, follow on the next page.

This month's exercise will be more straightforward, with scenes and cars that will be familiar to many of you. See if you can think of the movie even before looking at the choices. Next month? We'll see . . .

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Movies. Raggedtooth Press, 2005. ISBN 0-9677304-6-5

- Laban, B., Le Mans 24 Hours. MBI Publishing, ISBN 0-7603-1256-7
- PCA website: Porsche in Movies at www.pca.org/mst/movies.htm
- Netflix website: www.netflix.com

Movie Trivia

Match the description on the left with the correct movie title on the right. See answers on the next page.

1. Ex-Body Heat star gives audience good inside and outside views of a not-so-well-maintained gray 911T.
2. Gorgeous 356 Speedster driven in anger by initially-but-only-temporarily hard-to-get blonde.
3. Uncommon-for-cinema appearance of a 912 in this thriller.
4. Black 911 S is the least interesting model Porsche in this epic film.
5. Proof that a 1600 Speedster engine has lots of parts.
6. Nuevo pimp becomes U-boat commander.
7. Porsches are in abundance in this flick, unfortunately most are stolen.
8. The film is in color, but the 911 Turbos are in black and white.
9. 911 Targa RS proves indestructible in the hands of this Kennedy-in-law.
10. Do-gooder in SC Targa gets green stamps on a New England Bridge, twice.
11. Movie that proves that a wheelchair does fit in the back of a 356 Speedster.
12. Cayenne turbo used for kidnapping and blue 996 Cabriolet carjacked for a good cause.
13. The actual color of this 356 Speedster is difficult to discern due to the dust.
14. Black 996 Cab mixes it up with an Audi TT.
15. Rare sightings of a yellow 356 Cabriolet in this cult classic that is

- known more for its American iron.
16. Egad, another Porsche stolen, this time it's a silver 996.
 17. Turbo-look becomes victim of a Technicolor yawn.
 18. A certain Porsche model (hint: Audi-assembled) driven by heart-throb.
 19. Very rare sighting of a yellow 356 Coupe in another movie that is known more for its American iron.
 20. Looker ophthalmologist proves crashworthiness of Carrera Targa.

- A. Good Guys Wear Black (1979)
- B. Bullitt (1968)
- C. Sixteen Candles (1984)
- D. Caddyshack (1980)
- E. Coming Home (1978)
- F. 48 Hours (1982)
- G. Patriot Games (1992)
- H. Gone in Sixty Seconds (2000)
- I. Mission: Impossible 2 (2000)
- J. Commando (1985)
- K. Le Mans (1971)
- L. Spy Game (2001)
- M. Top Gun (1986)
- N. The Big Chill (1983)
- O. Risky Business (1983)
- P. American Graffiti (1973)
- Q. No Man's Land (1987)
- R. Doc Hollywood (1991)
- S. A Civil Action (1998)
- T. Cellular (2004)

MOVIES ...

Answers to Movie Trivia

1. (N) The Big Chill. As Nick (William Hurt) drives to a funeral, the viewer is treated to numerous close-up views of his 911 Targa. There are numerous unusual-for-cinema shots of the interior, including gauges and dashboard of the 911. In the first view of the tachometer, the engine is shown to be turning 4,000 rpm but the exhaust note does not seem to match such. Later, the car is the victim of an attempted closed-door leaping entry by a young Tom Berenger.

2. (M) Top Gun. Kelly McGillis plays Charlotte Blackwood, a civilian consultant, flight instructor and the ground target of hot shot Navy pilot (but failed singer) Pete Mitchell (Tom Cruise). When the burgeoning relationship goes temporarily kablooney, the 356 is subjected to g-forces of its own in a he-she chase.

3. (L) Spy Game. Robert Redford plays a CIA analyst who drives a green 1968 912 coupe. His commute from Georgetown to Langley, VA should be about 7 miles but somehow numerous DC landmarks that shouldn't be there appear in the background, suggesting a circuitous route and thus a true enthusiast. Trivia: the same applies to the opening credits on The Sopranos according to an article in Travel and Leisure magazine. Tony's route from his house to his workplace, as depicted in the story, should not take him past numerous landmarks shown. Must be a very good cigar.

4. (K) Le Mans. What can one say about this movie? McQueen, Porsches, Le Mans ... Does it get any better? The main character, Michael Delaney, as played by Steve McQueen (Ozark weekend '05 tech quiz question courtesy of Rob Waldrop), initially scouts the track in his 911 S. 917s then take over the landscape. Fortunately, the smashed

917 was actually a Lola with a body kit. The camera car used to gain footage for the film from the actual 1970 race was a 908 and the same car that McQueen had driven to second place at Sebring with Peter Revson. (At Le Mans however, McQueen was not allowed to drive by his insurance company.) The Gulf-liveried car #20 is now owned by Jerry Seinfeld and was seen being driven on track by same at Rennsport Reunion II, Daytona 2004.

5. (R) Doc Hollywood. As Dr. Ben Stone (Michael J. Fox) makes his trek from Washington, DC to Hollywood, his red '56 Speedster is subjected to a picket fence, a dismantling and an 18-wheeler and yet seems to come through unscathed in the end.

6. (O) Risky Business. Tom Cruise, as Joel Goodsen, dumps 928 off collapsed pier into Lake Michigan. The car is miraculously defished and detailed (ala Tom McIntyre) for Joel's ginger return home. Porsche

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sightings also seen at dealership as well as a poster in Joel's bedroom. Famous quotes: "Porsche, there is no substitute," "Hit it," and "I don't believe this, I've got a trig midterm tomorrow and I'm being chased by Guido the killer pimp."

7. (Q) *No Man's Land*. Bad boy Charlie Sheen appears as Ted Varrick, a car thief who specializes in Porsches. While perhaps an unremarkable film otherwise, this flick has an ungodly number of Porsches serving as eye candy including 924s, 944s, a bevy of 911s including two Turbo Cabs and a slantnose Turbo. There is also a 356 Cabriolet seen in the chop shop.

8. (A) *Good Guys Wear Black*. Racer and ex-military man John T. Booker (Chuck Norris) is investigating the deaths of members of his former unit. He is seen on track at Riverside in a white 911 Turbo. Later he is seen mixing it up with other cars again, this time on the street, in a black Turbo.

9. (J) *Commando*. Gov Arnold is seen righting a flipped-over yellow Targa, which he proceeds to drive away from the camera. Unfortunately, the editors missed the part about the road curve, which reveals exactly zero damage to the side of the car. In Hollywood circles this must be considered a Gaffeus Maximus.

10. (S) *A Civil Action*. Lawyer Jan Schlichtmann, played by John Travolta, is ticketed going to and from Woburn, MA during his quest to get information about environmental contamination at the hands of W.R. Grace Co. and Beatrice Foods. The SC Targa sounds wonderful, but in the film it serves mainly as a dressing for the stylish bachelor.

11. (E) *Coming Home*. Jane Fonda's character, Sally Hyde, falls for a disabled veteran, played by Jon Voight. The catch? She's already married and her hubby is still in 'Nam. In addition to the Black 356 Speedster driven by the couple,

there are several other sightings of Porsches in the film, especially at the used car lot.

12. (T) *Cellular*. Kim Basinger plays an unfortunate kidnappee who relies on a cannibalized cell phone to explain her predicament to random citizen Ryan (Chris Evans). Basinger's Cayenne Turbo is used by the bad guys to snatch her son from school and later has an unfortunate encounter with a garage. Hero Ryan commandeers a blue 996 Cab from a mega sleaze lawyer at a stoplight and puts the car through its paces.

13. (F) *48 Hours*. Eddie Murphy as Reggie Hammond is borrowed from prison by burnout tough-guy cop Jack Cates (Nick Nolte) in an effort to chase bad guys. The money stash in question is stored in the trunk of Hammond's 356 Speedster, itself in storage for 3 years in a downtown San Francisco parking garage (and the parking attendants even knew how to recharge the battery of a 356 on a monthly basis). Why is Reggie driving a 356? (Paraphrasing massively) Because Cates, or someone like Cates, got the last sky blue Cadillac.

14. (I) *Mission: Impossible 2*. Tom Cruise plays Ethan Hunt in this sequel. Cruise, who is known for performing many of his own stunts, is instead aided in this film by stunt driver Corey Eubanks, the son of The Newlywed Game host Bob Eubanks. And did you know, the elder Eubanks was largely responsible for financing the Beatles' first trip to the Hollywood Bowl in 1964, borrowing against his house to do so.

15. (B) *Bullitt*. Cult film extraordinaire features Steve McQueen as police Lt. Frank Bullitt and is mostly known for its nearly 10 minute car chase sequence. Perhaps even more memorable for some of us was Frank's girlfriend Cathy, played by the luscious Jacquelyn Bisset. Even better is the fact that Cathy drives a yellow 356 Cabriolet ... Let's move on to the next movie please, quickly.

16. (H) *Gone in 60 Seconds*. This film shares the title of a 1974 version and features Randall Raines (Nicholas Cage) as a car thief who must right his brother's dealings with the mob. Raines' appetite includes a silver 996 from a dealership, which of course allows for a multitude of Porsche sightings.

17. (D) *Caddyshack*. Judge Smails' nephew, Spaulding, fails to stomach cocktail-party eats and exits the party stage left in short order, only to woof into the conveniently-open sunroof of Dr. Beeper's black 911 Turbo-look. Shortly thereafter, the deposit decorates the gluteal surface of the car's unfortunate occupant. Spaulding is also the recipient of famous edict from Smails (and one that has still never been heard in Johnson County): "You'll get nothing and like it."

18. (C) *Sixteen Candles*. The object of forgotten 16-year-old Samantha Baker (Molly Ringwald)'s attention, Jake, drives a red 944 in this 80s flick. When a not-yet-licensed-or-physically-developed Anthony Michael Hall gets his chance to drive the car, he is relegated to the Rolls Royce Corniche Convertible. The reason? He can't drive a stick. And yes, 944s were assembled by Audi at Neckarsulm.

19. (P) *American Graffiti*. Perhaps this one is a warm-up for next month but yes, there is a 356 sighting in front of the Penney's store in one scene. The film featured a host of young stars-to-be including Richard Dreyfuss, Harrison Ford, Ron Howard and Suzanne Somers (in the white T-Bird). The more enlightened members of the Club may recognize this film as George Lucas' best.

20. (G) *Patriot Games*. Harrison Ford and Anne Archer star as Jack and Cathy Ryan in this thriller about Irish and English people coexisting poorly, as well as mutual revenge. Cathy, with their daughter in the car, is driving a Carrera Targa that is machine gunned, then strikes a road barrier, the net loss of which is one Porsche and one spleen.

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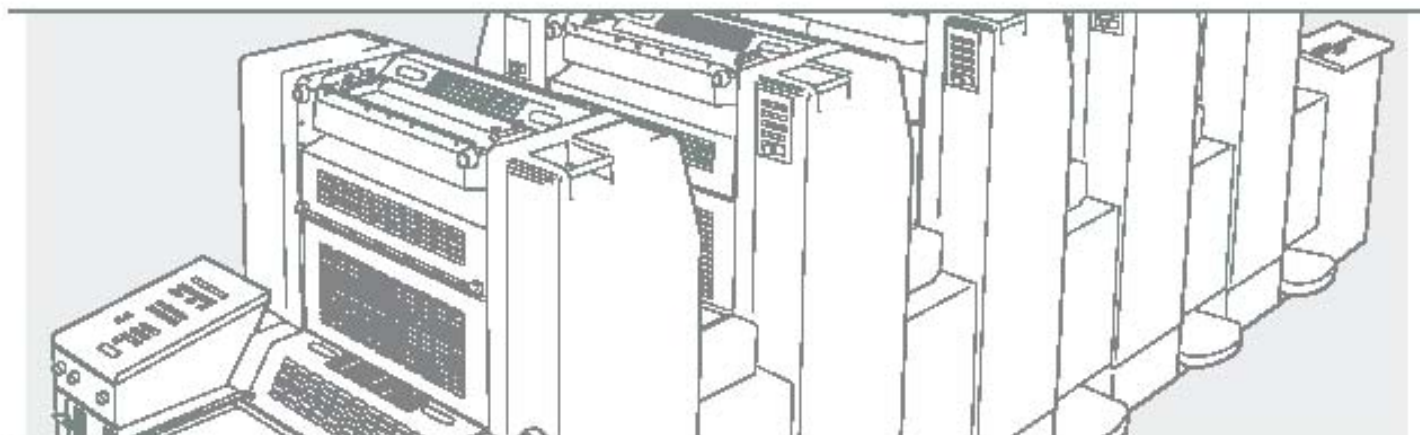
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DRIVERS EDUCATION

AUTOBAHN COUNTRY CLUB JOLIET

(EXPERIENCED DRIVERS ONLY – NO NOVICES)



OZARK ODYSSEY

Bruce Janecek

Drive-Porsche-drive. Words that denote symmetry of purpose. Some find that mantra on the race track, others on the open road. Such is the case here.

Early November, our Chicago-based cadre of 8 cars, with leader, Jack McCall driving point, drove responsibly (what? you expected a Cannonball Run?) on divided highways thru Hot Springs, Arkansas to our second night stop at Lake Hamilton Resort.

Several surprises: from the rolling start near Chicago, the weather remained sunny and warm for the entire Tour. Also, the Lake Hamilton Resort was going thru a change of ownership which resulted in suspension of their liquor license, PLUS, the retail outlet nearby was closed for inventory! Oh, the humanity! Fortunately, a Beer Run was made which slaked our parched throats.

I cannot continue without giving high praise to our Tour founder/leader/organizer, Capt. Jack McCall. Loeber Motors is fortunate to have him as Sales Manager and All-Around Good Guy. He has been leading these tours for over 20 years and, believe me, has all the major problems resolved. The only kinks encountered are driven with caution. Jack's years in Texas resulted in a fervent group of Porsche Pushers who follow him every year. Texas is synonymous with: "Land of Many Turbos". They were here in abundance. Now the *raison d'être*, (yes, I looked it up) for this.

Arkansas Hwy 7 and Hwy 23 are two of the best-kept secrets in the country. Hwy 16 is another. They are tucked into the folds of the Ozark National Forest and the Ouachita Mountains. Yes, mountains. Mt. Magazine is one of the highest points between the Rockies to the west and the Appalachians to the East. The bonus beauties of these



(top) Porsches outside the Cliff House

(bottom) Jean and Bruce Janecek

photos provided by Judd Blunk

stretches are the shortages of both traffic and town interruptions. They mix elemental and advanced challenges in well-balanced proportions. Guaranteed to knock

your socks off and turn you into a seriously addicted repeat offender. These rambunctious pavements will put eternal dibs on your thrill-seeking soul.

To maintain a sense of order and keep a low profile (have a Red or Yellow car? Good Luck) among those with authority, Jack has formulated logical, safety-related rules: No double yellow passing. Don't antagonize anyone with driving that could provoke. Expect the unexpected. These are several of 20 rules that should be part of every states' vehicle code.

We were divided into small groups of 3-4 cars and used, but not abused, various segments of these heavenly highways. I was happily placed between a 356 and a 914. The (red) 356 had 2 throttle positions: full on and off. I was fine with that. Lunch stop at the Cliff House, so named as it overlooks the "Grand Canyon". No, we didn't make a wrong turn to Arizona. It is a panorama including red bluffs and the defined Boston Mountains (not in Mass, either). Highway 23 resembles entirely different parts of the U.S. from classic Ozark woods to sociable valleys of gentle Virginia to California foothills. Fall colors were totally awesome, dude. You had to be there.

Onward and upward across to Missouri. A few miles south of Branson, but a million miles away in ambiance, was Big Cedar Lodge. Here was Rustic Elegance on a

grand scale and it was ours for three nights. As with Lake Hamilton headquarters, Big Cedar is overlooking a lake: Table Rock.

To allow our "smokin'" tires to cool down, Jack arranged for other modes of transport around and about the area. A shore breakfast reached by boat or 2 horsepower wagon left little to be desired. Lordy, we even had a live breakfast serenade by a rootin'-tootin' cowboy. Clay sang from his album of "Dead Cowboy Songs". Where does Jack find these artistes?

Another day, it was on to Dogwood Canyon Nature Park. We drive. Upon arrival, we load onto open-air trams and explore the Canyon's beauty on a 2 hour Wildlife Tram Tour. We wind thru the canyon floor, past towering bluffs and waterfalls making a stop at the Glory Hole, (a magnificent blue-green pool where some very large trout reside) then it's across the Arkansas border (no check points) where we mingled with herds of American bison, elk, deer and Texas Longhorn. No close-up photos, please.

Still plenty of afternoon hours to explore the highways and byways of this Ozark Region. We enjoyed the company of several PCNA

personnel: Judd Blunk and Frank Dettke from Northern Illinois and Dave Kurtz (with daughter-Jessica) from Atlanta (home-base). Dave sent everyone else back to the garage by bringing a Carrera GT. I suspect their luggage came by UPS.

Among the repeaters from Chi-Town was Davy Jones and his lovely fiancé, Rachel. Yes, Davy J. the fast one. 5 Indy 500 starts and 5 Le Mans starts. He's kept his right foot down since 1978 competing in SCCA-Formula Ford-formula 3-IMSA. 1996 was good to Davy: Indy 500-2nd place, Le Mans-Overall win with Team Joest. A neat guy to meet and to know.

This tour and the group it included could not have been better planned to please. R.L. Stevenson wrote, "I travel not to go anywhere, but to go. I travel for travel's sake, the great affair is to move". The roads are like fast cars: fun to run, dicey to trifle with. The best roads are out there hiding, waiting for seekers. Seeking is the thing. If ever a harmonic convergence could occur, it did in the Ozarks. Don't let the garage door hit you on the way there.

Caveat: portions of above borrowed from Car & Driver: 10 Best Roads.



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1980 911SC PCA G class winning race car built by Bob Johnson/JohnsonAutosport; custom everything/2:42 at Road America/ too much to list/contact for full info; w/ multiple sets of wheels \$29,900. Bruce Boeder at Bboeder@boederlaw.com or 952.475.7040 (DJF)

1987 911 Carrera Coupe Red/black int; sunroof/no tail; 23K mi; totally orig/flawless/no damage ever; all records/complete tool kit/ bra & cover; stunning example of model; \$31,000. Bud T wt911gofast@aol.com or 630.858.2539 (DJF)

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911 Carrera Sport Exhaust B&B single in dual out (3 inch) with cat bypass pipe; Best offer Kurt Konrath softright@earthlink.net or 708.431.4772 (DJF)

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87 911 Carrera Factory power seats Black leather; (driver & passenger); great shape/no cracks. Best offer Kurt Konrath softright@earthlink.net or 708.431.4772 (DJF)



Harness Mount Bar Brey Krause R-1029 for 996 Cab; inc all hardware. \$350. Brad 847.867.4686 or jbw2581@comcast.net (DJF)

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1967 Jaguar XKE comp restoration/new car; free evening practices at GingerMan Raceway with purchase. \$89,000. Dan 269.227.3534 (DJF)

1975 Lola Formula Ford ready to

go/raced SCCA National '04' free evening practices at GingerMan Raceway with purchase. \$9,500. Dan 269.227.3534 (DJF)



1998 Audi A4 Quattro Sedan 1.8T 5-speed; 103K mi; 2 owner; very clean; 15" M&S and 17" summer wheel/tire sets; new H&R/Koni suspension; MTM 200HP chip; recent t-belt; brakes; Mobil 1; all records; selling due to family addition. \$9,900/OBO Located in Raleigh/Durham but can be delivered to Chicago for serious buyer. 944S2@pinkpank.com (JFM)

1994 Caterham (Super 7) 180 hp; exc cond/right hand drive; free evening practices at GingerMan Raceway with purchase. \$19,500. Dan 269.227.3534 (DJF)

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Aungahh!

moments of light entertainment for the rest of the participants. And it's been some time since we participated in a concours ... another really good opportunity to provide humor for our friends.

Rather than refraining from those things that we love that are probably not good for us (large quantities of chocolate come to mind for me, Cuban cigars appear in the smoke for Steve), we're going to immerse ourselves in things we do love and spend more time with our Porsche friends, both in and out of our Region. We're going to rallye with anyone that will have us!

Rather than deny ourselves our obsessions, we're going to wallow in them ... and, of course, our obsessions include our cars ... the race car will go to the track MORE often and the Boxster will cease to be as much of a garage queen and actually 'hit the road' with frequency. And if she gets dirty, Steve will just have to 'suck it up' and wash her ... and then we can do a concours!

Now, here comes your part ... you have the make sure that we stay committed (yeah, we probably should be committed) to these Resolutions. So, you're going to have to 'come on out' and join us ... be our support group so to speak. We'll autocross and concours with you. You can rallye and go to the



track with us. Together we can all pitch in to help at events. Sounds like a win win situation!!!

Don't let us down ... we are depending on you! It just wouldn't be fair for us to be out there having all of the fun by ourselves.

Come on out and join us.

Aungahh (a-úun-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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