



Chicago Scene

July - September 2012



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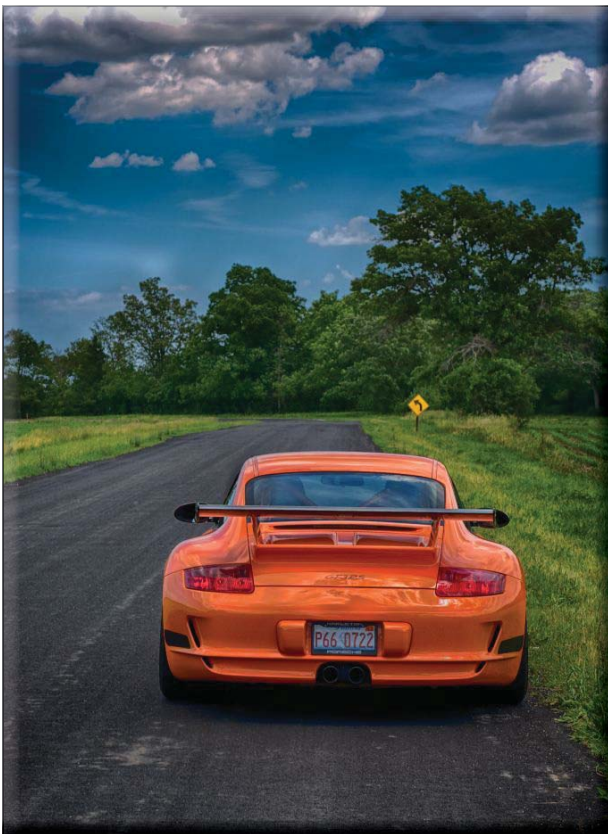
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Contributing to this issue: Cindy Jacisin, Steve Rashbaum, Jim Jacisin, Nicki Sangdah1, Jack Stephensen, Toby Duckett, James Rabjohns, Cheryl Lehman Collier, John Diwik, Steve Zawadzki, PorschePurist.com, and Chuck LaMantia

Photographers: Steve Rashbaum, Jeff Brown, and Martha Kuffel

Another Chicago Region past President has a new car - Keith Clark's lovely GT3 on Rallye One ...

photo by Steve Rashbaum



PCA Chicago Region 2012 Calendar

Date	Event	Location
<i>Sep 16</i> Sep 23	<i>Rallye 4</i> Concours 5	<i>Algonquin, IL</i> Burr Ridge Village Center, Burr Ridge
Oct 6-7	Blackhawk Oktoberfest	Blackhawk Farms, South Beloit
Oct 12	Board Meeting	VFW, Park Ridge
<i>Oct 20</i>	<i>Driving Tour to WI & Social</i>	<i>New Glarus, WI</i>
<i>Oct 21</i>	<i>Rallye 5</i>	<i>New Glarus, WI</i>
Oct 27	Halloween Party	Flagg Creek Golf Course, Countryside
Nov 2	Board Meeting	VFW, Park Ridge
Nov 4	Fall Tech Session	Midwest Performance Cars, Chicago
Dec 8	Dinner Dance	Butterfield Country Club, Oak Brook

CHANGE OF ADDRESS and CONTACT INFORMATION

Names(s) _____

PCA Membership #(s) _____

Old Address _____

NEW ADDRESS _____

Home/Cell Phone _____ **Work Phone** _____

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Let's Go, Let's Go, Let's Go!

Cindy Jacisin, President

Hi All,

In case you don't get enough information from me or our region's website, go to our Facebook page at www.facebook.com/PCACHicago. News, photos, etc as it happens!

Election time in the Chicago Region! The Nominating Committee, headed by Jack Stephensen has met. The Slate is posted on the Chicago Region webpage. Please also see the next article for the Nominated Slate and how nominations can still be accepted from the Membership at large.

Expecting relief to the 100+ degree Chicago weather the first week of July, I attended Porsche Parade in Salt Lake City with 25 other Chicago Region members. I felt right at home during their week of 100+ degree temperatures.

Thanks to all who attended Parade and to the many people who spent their week of vacation as a volunteer. And a huge thank you to Bob and Wilma White (our region's first female president) who are on the Parade Protest Committee and worked throughout the week.

John Diwik and Michael Grove flew out just to judge the cars at the Concours d'Elegance held on the Utah State Capitol grounds. James Jacisin and Patrick Yanahan served as head judges. Jack Stephensen chaired the Concours Corral and with the help of many volunteers, including Karen Stephensen, placed 220+ cars all around the capitol.

I'm happy to say the Chicago Region had another great showing. Sorry - but I must brag a bit.

~ In Concours, Candyce Jones received a 3rd Place in the Preservation Group's 912 Touring Class and I am thrilled to say I shared 1st Place with my husband Bob Rath in the Preparation Group's Cayman R Touring Class.

~ Congrats to Lee Lichtenstein and John Miller in their 1st Place win in

the Rallye Navigational Class. Bob and I took home a 2nd Place trophy in the Unequipped Class. Wahoo!

~ In the Gimmick Rallye, Jack and Karen Stephensen placed just outside the trophies...so close.

~ Our sole Chicago Region Autocross participant, Bob Rath, received a 1st Place trophy for the Cayman R class. (Yes - I married well.)

~ Congrats to George Gutmann who placed 14th in the Tech quiz.

Another fine showing for a very competitive region.

And now, back to our local events... Thanks to the members who keep showing up as our event attendance continues to grow.

May concluded with our Road America Drivers Education (RADE) event at Road America over Memorial Day. The new format with a third day of track time for experienced drivers brought out over 200 drivers and 384 crew and guests. Thanks to Road America Chair Keith Clark, Event Chairs Chuck LaMantia and Pete Hackenson, Registrars Toby and Bonnie Duckett, Chief Driving Instructor John Ruther and all the instructors, Tech Coordinator Pete Faehnrich, Tech Assistant Kori Kwak and their tech teams, Safety Coordinator Todd Conforti and the numerous volunteers who contribute to our 3-day driving event. I received several comments from drivers who mentioned the event coordinators recognized the importance of a "fun" event but they could "feel" safety is the main priority.

And thanks to those who contributed \$1425 to Toys for Tots through a donation at registration or at the Track Touring event on Saturday. It is greatly appreciated. Thanks to Steve Olson, Stanley Sangdah1, Jack Stephensen, James Jacisin, Bob Rath, Pete Hackenson and Carl Walstad for working the grid.

June events:
Rallyemasters Jack and Karen



Stephensen wrote a great rallye to begin our season. Thanks to the 24 driver/navigator teams who competed. We started in Gurnee, spent the day on great Wisconsin roads and ended the day at the Brat Stop in Kenosha. Thanks to all who worked as pre-runners and checkpoint workers.

Thanks to Carl and Carol Armand who planned another sold out event at Ravinia. Sixty-one members enjoyed the private Porsche parking area, a delicious dinner buffet and great performances by Dr John and Iron & Wine. Another great social event enjoyed by all.

Concours 2 at Long Grove on Father's Day is a standing tradition that never disappoints. Fifty+ cars competed or were shown in the non-judged Corral. Thanks to Michael Grove and the team of judges who not only showed their cars but also found time to judge.

Another great turnout of 60+ cars for our second Cars 'n Coffee held at Labriola Bakery Cafe in Oak Brook. Thanks to all the new members and families who came to their first event. I hope you give other events a try also. Carl and Carol Armand - thanks for your continued planning, execution and enthusiasm.

Autocross 2, hosted by Tire Rack in South Bend IN, was attended by 30+ drivers. Tire Rack continues to offer

the track to us free of charge and has been a terrific partner. And thanks to LN Engineering for sponsoring the Autocross season by providing our event trophies. Please show your support to those who make our events possible. Of course, the event would not be possible without Cheryl Lehman Collier as Coordinator and Pete Bukantis and George Schaefer III who work Timing and Scoring. Many thanks.

Autobahn Country Club in Joliet was the third track the Chicago Region used this year. Seventy-three drivers, including 15 novices, drove the 3.56 mile track and enjoyed a safe day. Thanks to Chris Inglot for chairing the event, Mark Prescott as Registrar, Chief Driving Instructor John Ruther and all the instructors, Pete Faehnrich, Kori Kwak and their Tech Team and Stanley Sangdahl and Steve Olson for working the registration window.

July started with Rallye 2, hosted by Steve and Sharon Olson, on the beautiful roads of the western suburbs. Twenty-six cars participated in a challenging yet fun rallye that encouraged Navigational Harmony (as the rallye was named). Thanks to the rallyemasters, their children and Toby and Bonnie Duckett for working the checkpoints. I'm relieved the hail storm did not damage the cars or the workers!

Blackhawk 2 was held at Blackhawk Farms Raceway in South Beloit, IL. Fifty-four drivers, including 16 novices, endured the hot and humid 90 degree weather. Thanks to Event Chairs Todd Conforti and Pete Hackenson, Pete Faehnrich, Kori Kwak and the entire Tech team, Chief Driving Instructor John Ruther and all the instructors, many of whom attended only to instruct.

July Events: included Concours 3 at Potter's Picnic on SATURDAY, July 21 - Many joined us for the longest running event in Porsche Club of America and entered the concours or the non-judged corral. Burgers, brats and ice cold beverages and many side dishes were passed. Kids games. Our own Dennis Costis Band played 70's retro music. Also in attendance were our Zone Rep, Ken Hold and Manny

Alban, the President of the Porsche Club of America National.

Autocross 3 on July 22 was at Sugar River Raceway in Brodhead, WI. Our inagural run on this half mile asphalt cart track fulfilled the promise of a new and challenging experience for all skill levels.

GingerMan on July 28-29 in the resort area of South Haven, MI (near Saugatuck) is the fourth track used by the Chicago Region Drivers Education program. The 2.21 track offers 11 turns, elevation changes and plenty of run off areas to make this a great track for both novice and experienced drivers.

We had a bonus Autocross on July 29 as guests of the Windy City BMW Club - NOT FOR YEAR-END POINTS.

August brought Blackhawk 3 - Novice or experienced drivers enjoyed the 1.95 mile track. Thanks to THE EXCHANGE for sponsoring our lunch and an event souvenir. As always, please support our sponsors.

Cars 'n Coffee - NEW LOCATION! at Maggiano's Corner Bakery at the Streets of Woodfield, just south of Woodfield Mall in Schaumburg. Many came and left as they pleased after coffee or perhaps enjoyed drink breakfast in our preferred seating. The way to start your day of right!

Autocross 4 - Still working on learning the line? Me too. So, we tried it again at

Toyota Park in Bridgeview. It's another inaugural run at a new venue - this time on the huge parking lot of the Chicago Fire Soccer Club.

Rallye 3 - We met in Carol Stream for the rallye and later for the trophy presentation and dinner in Sugar Grove. A brief rallye school was held prior to the beginning of the Rallye put on by Ron Micek and Martha Kuffel.

At the Concours Charity Car Show we enjoyed a non-judged car show in beautiful downtown Geneva as car enthusiasts gather to display their collection of modern, classic and antique cars of all makes and models.

And finally, The Road America Challenge (Club Race) - My favorite weekend of the year! More about it and all of the other July and August events in the next issue of the Scene.

And my usual question - not getting the President's emails? Go to www.pca.org, sign in, and add your e-mail address to your profile. Affiliate and associate members can also receive them. I can update it for you if you prefer - just let me know.

Please continue to check the website for event details and I hope to meet you at an upcoming event...so please introduce yourself.

Seriously, Life is good!



2012 Chicago Region Charity

The 2012 Nominating Committee is pleased to announce the following

Slate of Candidates for 2013 Officers

President - Cindy Jacisin year term)	(1 year term)	Returning Officers (2nd year of 2
Vice-President - Toby Duckett	(1 year term)	Director - Ed Barnicle
Treasurer - Stanly Sangdahl	(1 year term)	Director - Kori Kwak
Secretary - Chuck LaMantia	(1 year term)	Director - Keith Clark
Director - Cheryl Lehman Collier	(2 year term)	
Director - Carl Armand	(2 year term)	

Sincerely,

Jack Stephensen, Chairman
Todd Conforti
Chris Ingot
Steve Rashbaum
Nicki Sangdahl

from the **Porsche Club of America Chicago Region, Incorporated Bylaws**

ARTICLE VI. Election of Officers

Section 1. Nominating Committee

The President shall appoint a Nominating Committee consisting of five members of the Chicago Region whose duty shall be to choose a slate of nominees for any position on the Board of Directors which will be vacated at the end of December. The slate shall be published in the September issue of the regional newsletter and/or on the Region's website no later than the second Monday of September each year. Nominations will also be accepted from the membership at large by petition, signed by at least 25 members in good standing, to the Board of Directors prior to the October newsletter mailing. No member of the Nominating Committee may be elected to an office or a directorship in the same year in which he or she serves on the Nominating Committee. He or she may, however, finish out the unexpired portion of his term of office.

Section 2. Elections

Election shall be by ballots enclosed in the October newsletter and/or published on the Region's website no later than the second Monday of October. All ballots must be signed by the voting member, placed in a sealed envelope, and received by the Secretary via U.S. Mail or by common carrier no later than the Thursday before the next regular board meeting. The Secretary shall return the ballots unopened to the next regular Board Meeting. The Secretary and two other members in good standing, appointed by the President, shall then count the ballots and then report the results to the Board of Directors. A member shall be entitled to only one vote regardless of multiple memberships.

Section 3. Transfer of Officers and Board of Directors

Elected officers shall take office at the termination of the December meeting and shall serve as specified in Article V. Section 4.

Backroads: 1960

Jim Jacisin, Historian

Considered 85% new from its 911 predecessor, the Type 964 was Evolutionary vs. Revolutionary. When equipped with Tiptronic, the 964 was Porsche's second automatic transmission. It was also Porsche's first attempt, though an extremely complicated one, at an all wheel drive system on a production model car. Also new to a Porsche was a speed sensitive moveable rear spoiler. Dual airbags, power steering and antilock brakes, most of which items that were available on the 944 and 928 model lines for years before, were finally added to the "new" 911. What consumers delighted in even more was at long last a modern heating and air conditioning system.

What Porsche found delight in was the near endless, read profitable, variations that a 964 Carrera could now be ordered in. A Carrera C2 could be ordered in Coupe, Targa and Cabriolet styles. A C4 all wheel drive variant could be ordered in the same body configurations. A Turbo could be had in either 3.3 or 3.6 liters. Porsche hit gold though by introducing boutique special editions, with limited run models such as the light weight RS America Coupe, a stylish America Roadster and a third followup Speedster.

PCA Chicago: since 1957

In (MCMXCIV) 1994:

U.S. President Bill Clinton delivers his first State of the Union address, calling for health care reform, a ban on assault weapons and welfare reform. The "Chunnel" opens between England and France. O.J. Simpson flees police in a white Bronco. Microsoft ends support for MS-DOS.

In sports:

World Series canceled due to an ongoing strike by the Major League Baseball Players Association. The 49ers defeated the Chargers, becoming the first team to win five Super Bowls. Michael Schumacher wins Formula 1 Championship, though 1994 will always be remembered for the tragic deaths of Roland Ratzenberger, followed by Ayrton Senna a single day later at the San Marino Grand Prix.

In music:

All I Wanna Do: Sheryl Crow

Crazy: Aerosmith

What's My Name: Snoop Doggy Dog

Cost Of Living:

Medium household income: \$37,070

Average home price: \$119,050

Average new car price: \$12,500

Dow-Jones Industrials: High 3978/Low 3593

Postage stamp: \$.29

Gas: \$1.11, Milk: \$2.31, Eggs: \$.86





Front Right – Bob Maguire, winner; Back Row Left to Right – Todd Ford, The Children’s Heart Foundation Illinois Chapter President; Bruce Semersky, General Manager of The Porsche Exchange and Vice President of Semersky Enterprises; Leo Cole, Event Chairman; Mark Witzke, Golf Invite Insurance

Golfer Wins A New Porsche From The Porsche Exchange

With one swing of his 4-iron Bob Maguire sank a hole-in-one, and won a new 2012 Porsche Cayman R from The Porsche Exchange in Highland Park.

His 175-yard shot on the second hole at Conway Farms Golf Club in Lake Forest during The Children’s Heart Foundation Golf Outing netted him every golfer’s dream, and a new Porsche from The Porsche Exchange.

Bruce Semersky, vice president of Semersky Enterprises and General Manager of The Porsche Exchange said he was “delighted for Maguire. One good drive deserves another, and the Cayman is a great car,” Semersky said.

“Any time we can support a charity as worthy as The Children’s Heart Foundation, we’re honored,” Semersky said. “Everyone at The Porsche Exchange was excited when Bob came in to get his keys, but of course Bob was the most excited of all.”

Bill Foley is the Executive Director of The Children’s Heart Foundation. Todd Ford is the Illinois Chapter President and Leo Cole served as Event Chairman. Mark Witzke of Golf Invite provided the insurance for the hole-in-one.

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2300 Skokie Valley Rd.
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Rallye

Steve Rashbaum, Rallye Coordinator

ONTO Wisconsin - Rallye 1

June 3, 1012

<i>Place</i>	<i>Points</i>	<i>Driver</i>	<i>Navigator</i>	<i>Car Model</i>
1	216	Cheryl Lehman Collier	John Collier	993S
2	475	Aaron Pupa	Jordan Denhoed	Tiguan
3	502	Bob Rath	Cindy Jacisin	Cayman R
4	668	Art Kardatzke	Janet Kardatzke	Boxster
5	702	Toby Duckett	Bonnie Duckett	RS America
6	706	Jon Eklund	Diana Goluch	BMW 335
7	750	Tom Jester	Dave Scholl	911
8	876	Nancy Kipnis	Jeffrey Kipnis	BMW 330xi
9	903	Keith Clark	Brittany Clark	GT3RS
10	957	Sal DeTraglia	Lois DeTraglia	Boxster
11	970	Tom Snyder	Ann Snyder	Boxster
12	987	Lee Lichtenstein	John Miller	Boxster S
13	1017	Phyllis Harwood	Paula Marks	911SC
14	1057	Carl Armand	Carol Armand	Boxster S
15	1310	Keith Jahn	Donna Jahn	Cayman
16	1498	George Schaefer III	Pete Bukantis	965
17	1627	George Mann	Julie Mann	911
18	1675	Gary Gunderson	JoAnna Kraft	BMW M3
19	1675	Paul Balga	Shauna Franklin	986
20	2211	Candy Jones	Helen Guadagno	Prius
21	2289	Andy Plioplys	Frank Creamer	Porsche
22	2618	Bill Hahn	Laurie Hahn	944
23	2668	Bill Fenley	Pete Voss	Cayman S
24	DNF	Noreen Middleton	Scott Middleton	Cayman

Rallyemasters Jack & Karen Stephensen
Pre-Run Steve & Sharon Olson
Checkpoint Workers Steve & Sharon Olson
Steve Rashbaum & Susan Shire
Karen Stephensen & Roy Brown



Just as this image was used to recruit soldiers for World Wars I and II, we're using it to recruit you because

WE NEED YOUR HELP NOW !!!!

The Chicago Region Member Buddy Program is looking for experienced members to serve as "buddies" across all of our events - Concours, DE, Rallye, and AutoCross. Just an FYI, experienced doesn't mean you're an expert, it means you know more than someone who is brand new.

If you're interested and willing to serve as a "buddy" or you just want more info, please contact

Brian Beierwaltes

xupkid2@hotmail.com

847.404.7289

Navigational Harmony - Rallye 2 July 1, 2012

<i>Place</i>	<i>Points</i>	<i>Driver</i>	<i>Navigator</i>	<i>Car Model</i>
1	307	Bob Rath	Cindy Jacisin	Cayman R Plat Silver
2	526	Steve Rashbaum	Susan Shire	Boxster - Black
3	568	Jack Stephensen	Karen Stephensen	911 Targa. Red
4	632	Paul Balga	Shauna Franklin	986 Blue
5	841	Carl Armand	Carol Armand	Boxster S - Silver
6	949	Buz Browne	Phyllis Harwood	Boxster S - Red
7	964	Art Kardatzke	Janet Kardatzke	Boxster - Silver
8	1086	Lee Lichtenstein	John Miller	Boxster - Orange
9	1299	Bob Nelson	Ben Hedge	Boxster S - Red
10	1309	Tom Snyder	Ann Snyder	Boxster - Red
11	1333	Neil Morgan	Alex Morgan	911 Carrera - Grey
12	1439	Jonathan Eklund	Diana Goluch	BMW 335i Blue
13	1532	Jackie Blair	Robin Blair	BMW M Roadster
14	1693	Art Sebek	Kathy Sebek	BMW 328 - Grey
15	1734	Bill Horsthemke	Karen Latimer	Cayman S - Black
16	1991	Tom Jester	Dave Schull	911-Silver
17	2011	Keith Clark	Brandon Clark	GT3 RS - Orange
18	2034	John Endicott	Ann Tucker	BMW 530i - Black
19	2117	Richard Anderson	Xiaoyan Jia	Boxster - Silver
20	2122	Kori Kwak	Stephanie Bass	Boxster - Red
21	2251	John Collier	Cheryl Collier	911 - Burgundy
22	2709	Joan Hedge	Gary Hedge	Boxster - Brown
23	3116	Alan Vanichtheeranont	Dominic Garrido	996 Turbo
24	3171	Jim Walter	Michelle France	Mercedes CLK 320
25	3250	Andy Plioplys	Frank Creamer	911
26	DNF	Chris Molner	Karen Baribeault	Boxster - Red

Rallyemasters Steve & Sharon Olson
 Pre-Run Ron Micek & Martha Kuffel
 Checkpoint Workers

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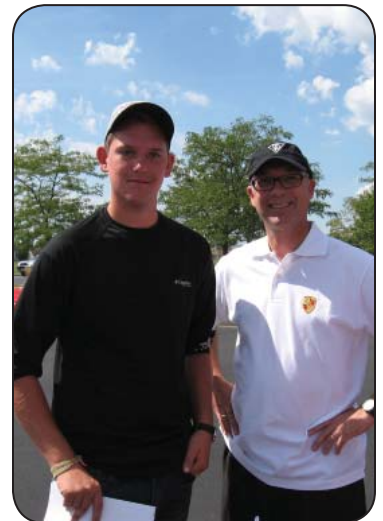
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Mid Summer Rallye - Rallye 3 August 19, 2012

Place	Points	Driver	Navigator	Car Model
1	472	Olson, Steve	Olson, Sharon	Gray Cayman S
2	614	Lichtenstein, Lee	Miller, John	Orange Boxster
3	1062	Stephensen, Jack	Stephensen, Karen	Red 911 Targa
4	1247	Brown, Buz	Harwood, Phyllis	Silver 911
5	1388	Navik, Andrew	Soper, Tim	Silver BMW
6	1423	Gerth, Ken	Gerth, Anne	Red Boxster
7	1447	Jester, Tom	Scholl, Dave	Silver 911
8	1498	Chester, Larry	Wyatt, Marsha	Red 911 Turbo
9	1609	Eklund, Jon	Goluch, Diana	Blue BMW
10	1719	Mann, George	Mann, Julie	White 911
11	1722	Armand, Carl	Armand, Carol	Silver Boxster S
12	1736	Creamer, Frank	Ploiplys, Andy	Blue 911
13	1837	Baudry, Randy	Baudry, Donna	Gray Cayman
14	1893	Rath, Bob	Jacisin, Cindy	Silver Cayman R
15	1931	Schaefer, George III	Bukantis, Pete	Black 911
16	2107	Clark, Keith	Clark, Brittany	Orange GT3RS
17	2196	Morris, Norm	Riess, Gary	Green Boxster
18	2396	Sebek, Art	Sebek, Kathy	Gray BMW
19	2609	Sangdahl, Nicki	Sangdahl, Stanley	Silver Cayman
20	2855	Clark, Brandon	Cullen, Kim	Silver Mustang
21	2957	Vansolkema, Kevin	Vansolkema, Andrew	Red 911
22	3011	Nurre, Bill	Nurre, Chris	Silver 993
23	3400	Jamnik, Karolena	Besinger, Len	Red Boxster
24	3600	Jones, Candyce	Guadagno, Helen	Sepia 911S
25		Kwak, Kori	Bass, Stephanie	Red Boxster
26		Imholz, Tom	Imholz, Pam	Red Mini
27		Vanichtheeranont, Alan	Vanichtheeranont, C	Silver 911

Rallyemasters Ron Micek & Martha Kuffel
 Pre-Run Tom and Ann Snyder
 Checkpoint Workers Tom and Anne Snyder
 Shauna Franklin & Paul Balga
 Tiana Brazzake
 Margie Krizizke

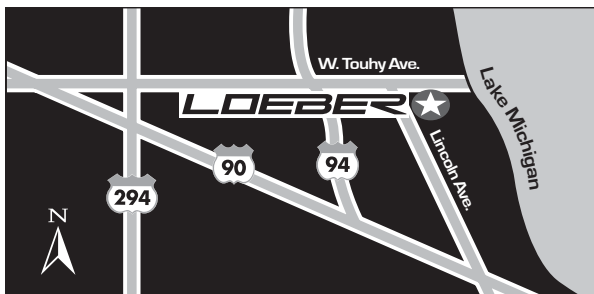


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“Taking It to the Track”

James Rabjohns

When I was 8 years old my dad got his first Porsche, a 993 C4 Cab. After he had driven it for a couple of months a friend of his invited him to take it to the track.. I always loved cars, especially Porsches, but I had no idea what “taking it to the track” meant. So we drove together to Blackhawk for my dads first DE. It was amazing! Seeing all these sleek Porsches going full out on the track was staggering! After that day I knew I was hooked, and I wanted to go to every DE with my dad that I could. I saw him get more into driving, sell his 993 and then buy a GT3. He started letting me help with the car at the track, which made me feel even more involved. As I grew up and the years progressed my dad bought a track car to club race, a 964 C2 specced for G class, and I tried to get as involved with racing as I could.

I had been go karting since I was 10 but it never seemed to quite be at the same level as the Porsche racing my dad was doing. I got more involved with racing when my dad and some of his friends got together and bought a 944 for the 24 hours of Lemons. It allowed me to get involved with racing in whole new way. The team decided that I could take out the lemons car during the touring lap at Blackhawk for helping them prep the car for the race. I was terrified I would wreck the car but it was a totally unique experience driving a racecar, even though it was a \$500 racecar. This continued to fuel my fire for racing.

I got a VW GTI when I was 17 and it is my one true love. I care about this car more than almost anything in my life (sorry mom). When I graduated high school my dad asked me if I wanted to come do a DE with the Chicago PCA at the Autobahn track. I was torn, I wanted to get out on the track and push myself and experience what I had been watching for the past 10 years, but I also was terrified to take my precious GTI out on the track and risk harming or damaging it. I agreed, because it had been a dream of mine to fully experience what my dad was so addicted to.

My dad and I woke up 5:30am and hopped in the GTI to drive to autobahn in Joliet. We arrived at the track and I

photos by Jeff Brown

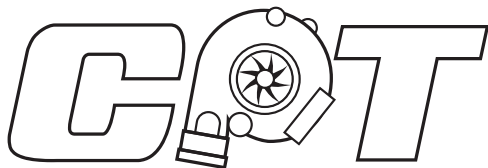
parked my GTI next to his 964 track car. We got through tech and use some blue painters tape to make numbers on the car. I looked like quite a novice especially parked next to my dad, but it didn't matter to me, I was getting to go on the track. They assigned my dad to be my instructor, which added a bit of pressure not to mess up. They called my session and as we drove down the pit lane for the very first time, We pulled out onto the track, minding the blend



line of course, and it was a total sensory overload. You come barreling up to a corner, hit the brakes, turn in sharply, then clip the apex and then you're back on the gas headed straight to the next corner. The sweat pours down your neck, your heart feels like it will burst from your chest, every sense is dialed up to eleven.

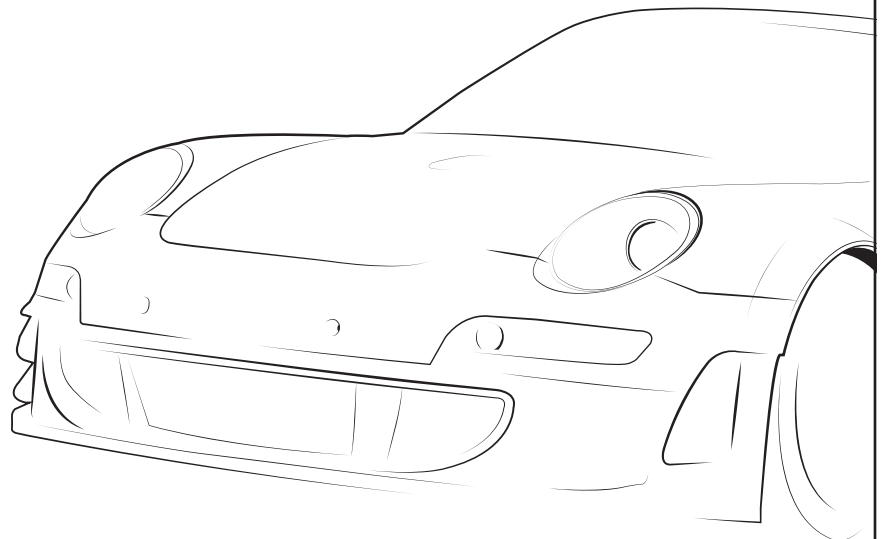
After my first session I felt amazing. I knew I was addicted, the rush you get from going that fast on the track, analyzing what you need to do going into every corner thinking about how you can go faster, and drive the line more precisely was unparalleled. After 3 more sessions we drove the car home unscathed, except for the new set of brake pads that I wore to a sliver.

I am extremely lucky to have had the opportunity to go on the track but especially to be able to do it with PCA. It is an amazing community; everyone is extremely friendly and accepting, even to an 18 year old in his VW. Everyone is there to embrace their passion for Porsches and have a good time. The DE was extremely organized and very easy to understand. There were classroom sessions for the novices to really help us understand what our instructors were telling us to do on the track. It was the perfect environment to have my first track day and I cannot wait to do it again. Next time though, I will be sure to use racing pads.



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Board Meeting Minutes Summary

Respectfully Submitted by JackStephensen, Secretary

Porsche Club of America Chicago Region Board Meeting Minutes May 11, 2012

Voting Members Present: Cindy Jacisin, Toby Duckett, Stanley Sangdahl, Jack Stephensen, John Ruther, Keith Clark, and Kori Kwak

Coordinators Present: Cheryl Lehman Collier, Todd Conforti, Pete Hackenson, Scott Lynn, Nicki Sangdahl, Carl Armand, Carol Armand, Chris Ingot, Jim Jacisin, Jim Ptak, Ed Leed, and Carl Walstead

Members and Guests Present:

A quorum being present, Cindy Jacisin called the meeting to order at 8:00 p.m. at the Park Ridge VFW Hall, Park Ridge, IL.

Secretary's Report: Jack Stephensen reports that the final version of the March minutes was sent out. Jack thanks everyone who submitted clarifications. Motion approved

Treasurer's Report: Stanley Sangdahl reports a payment was made to Road America and the final payment is being made to Autobahn. Stanley states things are "good". Motion Approved

President's Report: Cindy Jacisin starts by thanking all those who have put on or helped put on events over the last month. Cindy then relates that Ed Barnicle is still rehabbing from his surgery. Pete Hackenson reported that Neil French had undergone surgery for a broken leg suffered in a biking accident.

Vice President's Report: Toby Duckett - no report.

Autocross Report: Cindy Jacisin starts by thanking Cheryl Lehman Collier and Ed Leed for a great job at the Autocross School. Ed Leed reports that they had 60 cars and 77 students. Cheryl thanks all the volunteers and reports that LN Engineering will

sponsor the Autocross Program this year, says she is ordering a banner with their name on it to display at events. Cheryl reports that Trophies are finalized and that John Collier will be chairing Autocross 1 for which there are 11 people registered for the event. Cheryl goes on to report that the Windy City BMW Club has contacted us about Co-Sponsoring an Autocross at the Sears Center in Hoffman Estates on July 29. This event will be a Fun Run and as such will not be eligible for year-end-points. Motion Approved

Autocross School: See Autocross report

Timing & Scoring Report: Cindy Jacisin reports on behalf of Peter Bukantis that the generator is tuned up and timing equipment is ready to go.

Road America Report: Cindy Jacisin reports on behalf of Chuck LaMantia that the changes to this year's schedule for RADE have had a positive impact on the revenues for this year's event. We are better able to handle the increased track rental rates imposed by RA. 20 additional drivers signed up to drive on Friday. Stanley Sangdahl mentions that he has sent the check to National for the insurance for the event. Chuck reports that all the shirts are ordered and everything is order for the event.

Blackhawk Farms Report: Cindy Jacisin begins by thanking everyone for a great Novice Day Event at Blackhawk. Todd Conforti thanks Pete Feahnrich and Kori Kwak and their volunteers for getting 130 cars teched, Toby Duckett, Brian Beierwaltes and Carl Walsted for getting the track set up, Ed Leed for running the Classroom training. Pete Hackenson adds his thanks and thanks Cindy for insuring good weather. Todd reports that we should see an increase in revenues for the event. John Ruther reports that they had 57 novices. Pete adds that the Post Event form and Observer's Report have been completed.

GingerMan Report: Scott Lynn reports that is ready to go and has 12 people registered. Scott also reports he has received the Insurance certificate.

Autobahn Report: Chris Ingot reports that he has 27 people registered which is an increase over the same time last year. Chris has also received his Insurance Certificate from Keith.

Chief Driving Instructor' Report: John Ruther reports that he had enough Instructors for Blackhawk and all went well. John reports that he has signed up 4 new instructors and that we might want to look at holding another Instructor Certification program next year. and that we are in good shape with Instructors for Road America.

Insurance Report: Keith Clark reports all insurance is in place for the events on the calendar. Todd Conforti seeks clarification on all the various waivers required for Minors at Road America. A discussion follows. Keith then sums up the discussion by restating that all waivers must be signed.

Concours Report: Cindy Jacisin presents a report on John Diwik's behalf. Concours 1 had 32 cars even though it poured rain on the event. Cindy reports that in addition to the umbrellas that were presented as trophies, the Management Company for the Promenade provided a four \$50.00 Gift Certificates for each Class Winner. Cindy then reports that the 2nd Concour will be held in Long Grove. Jim Jacisin reported that they had 32 participants in the Concours Judging School. It was also attended by Ken Hold, our Zone Rep and Dan DeReimer, the Parade Concours Chairman. Jim stated that since National picked up the expense of the Concours Judging School that we were able to provide another \$600.00 to our charity. Jim also thanked The Porsche Exchange for providing the food and facility for the school. Cindy thanks James Jacisin for a great job with the school.

Rallye Report: Cindy Jacisin reports for Steve Rashbaum that we had \$780.00 in income from the Rallye School. 25 cars participated in the practice rallye which included 4 cars from the BMW Club. Steve also reports that rallye trophies cost \$325.00.

Social Activities Report: Cindy Jacisin thanks Carl and Carol Armand for a great event at the Kane County Cougars Game. Carl reports that there were 34 Porsches and 86 people that came to the event. Robby Prescott threw out the first pitch on behalf of PCA. Carl reports that the club showed a slight surplus on the events. Carl then reports that Cars and Coffee is coming up and the last day to pay for Ravinia is May 18th. We have 60 tickets for the June 10th event.

Membership Report: Nicki Sangdahl reports that we are up 25 members from March 2011 to March 2012.

Safety Report: Todd Conforti reports that there were no incidents at Blackhawk except for one member you drove off the track surface. Todd then reminds everyone that Tech Sheets need to be held on to for 4 years and a month in response to a question.

Technical Report: Pete Faehnrich thanks his tech team for all their work at the Autocross School and Novice Day at Blackhawk. The Tech Team for Blackhawk was comprised of 14 members, Jeidi Witte, Joe Gaucher, Rob Martwick, Glen Cackovic, Michael Belica, Randy Mesch, Tammy Hellings, Charles Navarro, Sandy Busse, Gary Busse, Dan Leavitt, Peter Sygieda, Michael Kreemer, and Tom Perkowski. They were able to tech 133 cars in a short period of time. The Tech Team for the Autocross School was made up of, Tom Perkowski, Michael Kreemer, Jim Ptak and Aruch Poonsapaya. Peter then states that they are getting ready for RADE and reminds Stanley that a check needs to be sent to Chief Randy. Pete then reminds every one of the Swap meet being held at Midwest Eurosport on Saturday. A discussion follows regarding the process for requesting changing run groups at RADE. The correct process is then clarified.

Charity Report: Cindy Jacisin reports that donations have been coming in from all events.

Buddy Program: Cindy Jacisin reports for Brian Beierwaltes that he has set up 10 people with buddies and received 2 more requests for Buddies that week bringing the total to 12.

Chicago Scene Report: Cindy Jacisin reports for Susan Shire. She reminds everyone that event announcements are no longer published in the Scene and that she has received the articles to publish.

Sponsorship / Dealer Liaison Report: Jim Patk announces that LN Engineering has agreed to be a Platinum for TRAC. In addition Napleton Porsche might become a sponsor for RADE and TRAC. Jim is also reaching out to other businesses.

Social Media Report: Jim Patk reports that 45 people have "Liked" the Facebook Page. He also reports that 250 people are touching the page each week. Carl Armand thanks Jim for posting pictures on the Facebook page..

Historian's Report: James Jacisin - no report.

Webmaster's Report: Carl Walsted reports that we still have a website and that he will be adding a "Backroads" section to the website.

Zone 13 Report: - No report.

Old Business: None.

New Business: None

Next Meeting: June 8, 2012 at the Park Ridge VFW Hall.

Adjournment: 10:30 pm

Porsche Club of America Chicago Region Board Meeting Minutes June 8, 2012

Voting Members Present: Cindy Jacisin, Toby Duckett, John Ruther, Stanley Sangdahl, Kori Kwak, Keith

Clark, and Chuck LaMantia

Coordinators Present: Cheryl Lehman Collier, Todd Conforti, Pete Hackenson, Peter Faehnrich, Chris Ingot, Nicki Sangdahl, Carl Armand, Carol Armand, Steve Rashbaum, Susan Shire, and Carl Walstead

Members and Guests Present: Kim Hauser

A quorum being present, Cindy Jacisin called the meeting to order at 8:00 p.m. at the Park Ridge VFW Hall, Park Ridge, IL.

Secretary's Report: Cindy asked if anyone had corrections to the minutes sent by Jack Stephensen. There were none. Motion approved

Treasurer's Report: Stanley Sangdahl handed out detailed accounting documents to the Board and outlined income and expenses from various events. All RADE income and expenses have not been finalized as of this date, but should be shortly. Some income came in from on track sales from shirts and additional event fees. Motion approved

President's Report: Cindy read a letter from Porsche Community Management and it is on the website for us all to see. The letter congratulates the Chicago Region on 55 years. She mentioned that most links are on the website for our events. Some of them are missing and should be corrected shortly.

Vice President's Report: No Report

Autocross Report: Cheryl Lehman-Collier reported a profit for Autocross 1. Autocross 2 will be on June 24 at the Tire Rack. There was a new deal for the joint Autocross with the Windy City BMW club for an Autocross on July 29 at Sears Centre. We will split expenses based on the number who attend.

Timing & Scoring Report: George Schaefer III only came in briefly prior to the meeting to say that all is well with timing.

Road America Report: Chuck LaMantia reported that R.A.D.E. 2012 at Road America had over 200 drivers

and 384 crew and guests. Bottom line should be better than our budgeted amount. Stanley also mentioned that sponsorship money was received from Porsche Napleton Racing for both RADE and TRAC. Chuck really wanted to thank Peter and Kori in TECH and their whole crew for handling the larger number of cars both Thursday night and Friday morning. There were a few minor things that happened, but they were all addressed and handled properly. Overall, the event was great. Keith Clark requested and received approval for an executive board meeting to discuss one letter and phone calls from a driver that attended RADE. Pete Hackenson reported that the event shirt was designed at no cost by a friend of his son and also wanted to thank Bonnie and Toby Duckett for their first full RADE registration work. Bottom line, everyone had fun, safety was our key focus.

Blackhawk Farms Report: Todd Conforti reported that Blackhawk does not have an event No. 2 until next month, Friday, July 13.

GingerMan Report: Cindy reported that she received an email from Scott Lynn, Event Chair stating that all is set for the track workers and the ambulance service. 10 are confirmed and 7 pending as of now. This is typical as most drivers register 4 to 5 weeks prior to the event.

Autobahn Report: Chris Ingot reported that he has 37 confirmed and 12 pending. There is still time to get to 60 for the breakeven point. The corner workers will have lunch provided to them at their stations so we shorten their break time from one hour to half hour.

Chief Driving Instructor' Report: John Ruther stated that he had plenty of instructors for RADE. Jim Becker was a big help and used a lot. George Mueller helped as well. Our two track Doctors had good communication and it worked well.

Insurance Report: Keith Clark – All is set.

Concours Report: Cindy reported

for Hank and John Diwik. The Long Grove event is all set. We should remember that Potters will be on a Saturday this year. People coming are to bring a pop up tent to help save them entry money and they should also bring salads and desserts to share which is new this year. Our National PCA president will be attending.

Rallye Report: Steve Rashbaum reported that Rallye 1 was a beautiful day for Rallyemasters Jack and Karen Stephensen. Keith Clark with his daughter attending in his new GT3 RS and came in 8th. 24 cars attended, 3 from the BMW Club and one of them came in second on the rallye. Rallye 2 is all set by Rallyemaster Steve and Sharon Olson. Steve is working to make all rallye terms the same by all rallyemasters.

Social Activities Report: Carl Armand reported that the first coffee and cars was a huge success. 60 plus cars and people attended on a wonderful weather day. Since that was so great, we will hold another one at the same place on Saturday, June 23, 8 AM to 11 AM. 61 people will be attending the Ravina event on Sunday.

Membership Report: Nicki Sangdahl reported that membership was up 42 from the same time last year. 108 renewed and we received about \$7,000.00 for membership rebates.

Safety Report: Todd Conforti reported that we had two car incidents and one golf cart issue at RADE. Everyone is OK and the proper reports have been made and handled properly.

Technical Report: Pete Faehnrich wanted to especially thank Kori and Dan for all their assistance at RADE. Kori had a list of all the workers and they all need to be thanked. Kori said that the Midwest Eurosport swap meet had 108 people attending. The weather was not really great, but Eurosport would like to do it again next year.

Chicago Scene Report: Susan Shire reported that 58% of all regions still have a hard copy printed and mailed newsletter to members. 42% have newsletter only on the website. 65% say

they are monthly (but not always) and 19% are bimonthly. Overall, all regions are moving to website only newsletters.

Charity Report: Cindy reported that track touring at RADE provided almost \$1,200.00 for Toys for Tots. She added the extra \$19.00 to make it an even \$1,200.00.

Property Report: Ed Leed - No Report

Sponsorship / Dealer Liaison Report: Stanley reported that Porsche Napleton Racing donated \$for both RADE and TRAC.

Historian's Report: No Report

Webmaster's Report Carl Walstad reported that we still have a website. Results from the first Rallye are posted. Blackhawk information will be fixed shortly.

Social Media Report: Cindy made a report from Jim Ptak. Jim stated that 180-200 people per week visit our Facebook page. All events are listed thru June.

Zone 13 Report: None

Old Business: None

New Business: None

An Executive Session was called by Cindy Jacisin and all the Club's coordinators and general membership were excused at approximately 9:00 PM. The Board entered Executive Session to consider matters related to a letter sent directly to Cindy Jacisin. The Board emerged from Executive Session at 9:20 PM. Upon reconvening the general session, Cindy advised the Board's unanimous decision that she will draft a response to the person addressing the concerns, with the resolution to be in effect upon distribution.

Next Meeting: Friday, July 6, 2012

Adjournment: 9:25 p.m.

Respectfully Submitted,
Toby Duckett for Jack Stephensen

**Porsche Club of America
Chicago Region
Board Meeting Minutes
July 6, 2012**

Voting Members Present: Cindy Jacisin, Jack Stephensen, Toby Duckett, Stanley Sangdahl, Kori Kwak, Keith Clark, John Diwik, and Chuck LaMantia

Coordinators Present: Cheryl Lehman Collier, Peter Faehnrich, Jim Jacisin, Scott Lynn, Carl Armand, Carol Armand, Steve Rashbaum, Susan Shire, and Carl Walstead

Members and Guests Present:
A quorum being present, Cindy Jacisin called the meeting to order at 8:02 p.m. at the Park Ridge VFW Hall, Park Ridge, IL.

Secretary's Report: Jack Stephensen thanks Toby Duckett for filling in on short notice at the June Board Meeting. Jack states the minutes were sent out and no changes were suggested. Motion approved

Treasurer's Report: Stanley Sangdahl reports that he has sent out detailed reports to the Event Chairs for their review. Motion Approved

President's Report: Cindy Jacisin reports that she has been getting numerous calls from Vendors wishing to send information about their products to our membership. Cindy reports she refers them to the Scene to buy advertising.

Vice President's Report: Toby Duckett - no report.

Autocross Report: Cheryl Lehman Collier reports that Autocross 2 held at Tirerack generated a surplus. Cheryl confirmed we will be holding a joint Autocross with the Windy City BMW Club on July 29 and the cost will be \$30.00 per person. She reminds everyone that this will be only for fun and not a points paying event. Cheryl then reports that the Autocross being held at Toyota Park will not be visible to the large event going on at the other side of the park. There were concerns about civilians wandering into our

autocross site.

Autocross School: No Report

Timing & Scoring Report: Cindy Jacisin reports that she received an email from Pete Bukantis with the following report. At the autocross at Tirerack, the timing equipment was set in such a way that cars drove over the timing equipment wire causing false reports. As a result of this, 60 feet of wire needed to be cut out.

Road America Report: Chuck LaMantia reports that the club should see a surplus from RADE driven by the extra days provided to people to drive. Chuck then discusses pricing for TRAC. The track rental has increased for this year and we need to increase prices to cover the raise. Chuck presents a detailed spread sheet outlining the price increase. Of note, we will be removing the discount for volunteering on Monday and giving out vouchers instead, accepting only 3 and 4 day event registrations and limiting DE to the first 120 registrations. Chuck says they will take one day registrations only at the end if space allows. Chuck then reports that they have compared Club Race pricing with other comparable events and kept the pricing in line with those events.

Blackhawk Farms Report: Pete Hackenson reports that they have 39 cars registered for the July 13 Blackhawk DE event. Pete relates that due to the heat predicted for that day, they will take the lead from National and allow shorts and short sleeve shirts to insure driver comfort.

GingerMan Report: Scott Lynn reports that he has 27 people registered for the event. He expressed concern and feels that registration is lagging and states he is only half way to breakeven. Scott reports that he has the final invoice for the event and will be passing it along to Stanley to pay. Scott states that he will need to get vouchers from John Ruther to give to the instructors.

Autobahn Report: Cindy Jacisin reports that she received an email from Chris Ingot with the following report: Chris is waiting on a small bill from

Autobahn for corner worker lunches that we buy so they only take a 30 minute break rather than a 60 minute lunch break. Rough numbers for the event are as follows: 81 Participants, 73 Paid (some were instructors only), 15 novices. Chris reports he is not sure of the cost of insurance for the event, but feels the event will have a surplus after final expenses.

- Chris also reports that it was beautiful day with out any incidents. Stanley Sangdahl submitted the Observer's Report and Chris submitted the Post Event form.

- Chris includes the following message in his email to Cindy which she read:

"A special thanks goes out to the instructors (especially the ones that didn't drive), John Ruther as Chief Driving Instructor and Classroom Instruction, Mark Prescott for registration duties, Steve Olson and Stanley Standahl for helping out with the morning registration rush, and Peter Faehnrich and Kori Kwak and their team of tech inspectors and to Cincy for being in charge of the weather and our club!"

Chief Driving Instructor's Report: Cindy Jacisin reports for John Ruther via an email sent by John reporting that the DE event at Autobahn went well except for one issue with a participant. Upon a change of Instructors, the issue was corrected and all were happy. John also reports that they should be ok for the July BlackHawk DE and the Scott Lynn has been sent an Instructor List for his Gingerman DE.

Insurance Report: Keith Clark reports that we have insurance.

Concours Report: John Diwik reports that the Long Grove Concours was a success with over 50 cars attending. John feels that we will have a surplus for the event. He thanks Hank and Jollie Weil, Frank Dusek, Karen Morse, and Michael and Nancy Grove for their help with the Concours. John reports that he is busy preparing for Potter's Picnic and the Dennis Costis and his band will be playing at the event. John also reports that this year's Geneva Concours will be a car show only without any judging.

Rallye Report: Steve Rashbaum reports the Rallye 2 was the prior weekend. Steve thanks Sharon and Steve Olson for a great Rallye. He reports that 26 cars started the rallye and 25 cars finished. We also had 3 cars from the BMW club participate. The winner of the rallye was Cindy Jacisin and Bob Rath. Steve reports that the rallye program is showing a surplus for the Rallye School and Rallye One. Rallye 3 is on the website and the Rallyemaster's are Ron Micek and Martha Kueffel.

Social Activities Report: Carl Armand reports that the Cougars Baseball outing had a small surplus and the Ravinia outing had a slight deficit. Carl also reports that the 2nd Cars and Coffee was a success with 54 cars and 1 motorcycle attending. A third Cars and Coffee has been scheduled for August 11th and will be held at the Corner Bakery in Schaumburg. Carl reminds everyone that the Golf Outing is being held at White Pines in Bensenville on August 18th.
- Keith Clark reports that he has retained the same DJ as used at last year's Dinner Dance and will be presenting a budget for this year's Dinner Dance at the August Board Meeting.

Membership Report: Stanley Sangdahl reports for Nicki Sangdahl

that we had 19 new members in May and that 10 paid the New Member dues. Membership is now 1,743 Primary Members with 1,333 Family/Affiliate members. Stanley also reports that we are above the national average for renewals with an average of 82% renewal rate. Stanley reports for Nicki that Forest Engraving is running low on name badge emblems.

Safety Report: Todd Conforti - no report is made.

Technical Report: Pete Faehnrich reports the Tech raised \$115.00 for Charity at the Autobahn DE. In addition he states that everything went well.

Charity Report: Cindy Jacisin reports the amounts raised for Charity: Concours 1 - \$150.00, Rallye 1 - \$100.00, Autocross - \$120.00

Buddy Program: Brian Beierwaltes not being present, Cindy Jacisin reports that Brian had 3 more people sign up for the Buddy Program.

Chicago Scene Report: Susan Shire reports that everyone should have the Scene and that she is working on the July and August Scene. Susan thanks everyone for the articles that they have contributed.

Sponsorship / Dealer Liaison Report: Jim Ptak not being present, Cindy Jacisin reports on his behalf that we have received Napleton Porsche's Sponsorship check and we have also received PCNA Track Sponsorship payment. Keith Clark requests to be kept informed when we receive sponsorship payments.

Historian's Report: Jim Jacisin - no report.

Webmaster's Report: Carl Walstad reports that we still have a website. Carl reports that Rallye 3 and 4 are posted to the site.

Zone 13 Report: Cindy Jacisin reports no news from Ken Hold.

Old Business: Susan Shire reminds everyone that she will need information for the TRAC Program by August 10. - There is also old business still pending from RADE.

New Business: None

Next Meeting: August 3, 2012 at the Park Ridge VFW Hall.

Adjournment: 8:55 PM



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Membership News

Nicki Sangdahl, Membership Coordinators

The Chicago Region welcomes our newest Members!

Ed Brackett 2001 911	Oliver Hazimeh Kathleen Hazimeh 2009 911 4S	Daniel Leavitt 1987 911	Regis Nieto Filho 2009 911 S
Kevin Burris 2005 Boxster	Larry Hebenstreit 1984 911	Caroline Leban Ron Leban 2013 Boxster	Eric Nijensohn 2012 911 S
Kerry Cassetta 1998 Boxster	Mike Hirn 2010 Gt3	E. J. Lenzi 2011 997.2 GT3	Adam Ozment 2007 911 Turbo
Larry Chachko 2006 Carrera S	Dave Holmquist 1986 911	Michael Lenji 1997 911	Jq Quimson 1986 911
David Cutler Elyse Cutler 1995 911	Andrew Hong 2008 Carrera	Nic Luna 1984 911	Gary Riess 2008 Boxster
Bob Corbett 2006 911 S	Justin Huff 1982 911 SC	Jory Luster 2012 911	Sterling Seery Juliet Seery 1997 Carrera 2S
Jake Davis 2008 Carrera 2S	Doug James 2009 Cayman S	Peggy Magister 2004 Carrera	Scott Silver 2008 Boxster S
Brian Deery 2009 911	Adam Kamieniak 2007 911 Turbo	Phil Marrero 2001 911	Rudy Svadbik 1974 914
Greg Derrico 2002 C 4S	Derek Kelly Maria Kelly 2004 Boxster S	Guillermo Marroquin Pamela Marroquin 2012 911	Jeff Sweeney 1983 944
Mike Desmond 2002 Boxster S	David Khorzad Nader Khorzad 2008 911 Turbo	Brad McLane Connor McLane 2008 Boxster	Alan Wilson 2012 Panamera
Mitchell Early Molly Early 2006 Cayenne S	Kotrocz 2009 911 C2	Scott McClement Sheryl McClement 2009 Cayman S	Eric Wilnouth Wendy Wilmouth 2010 GT3RS
Nick Fosteras 2005 C2S	Matt Krause Paula Krause 2000 Boxster S	Greg McWilliams 2008 Cayenne GTS	Isaac Zeckel 1990 964
Beth Galanis Paul Galanis 2006 911 4S	Rick Kueller Nan Kueller 2006 911 C4	Ryan Moats Larry Moats 2003 911 Turbo	Ira Zoot 2008 Carrera
Jeff Gratton 2002 911 4S	Drew Landmesser 2008 997	Joe Nagy 2012 991	



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And the Trophy Goes To ...

Cindy Jacisin

How Do I Earn a Year End Award?

At our Annual Dinner Dance and Awards Banquet, we recognize members who have excelled in Autocross, Club Racing, Concours, Rallye and Overall.

Now, please don't think just because you aren't an expert in any discipline, it's not worth trying. Believe me - it is.

You keep hearing me say, "just show up". Well, some of those trophies are earned by people who just keep showing up. As you all know, I still don't know the line at an Autocross. But I go to all 5 autocross events and they keep handing me a trophy every December ... because I show up. Not all the skilled drivers go to all 5 events so WAHOO. Same thing goes for the Overall Award. And yes - I say this at the risk of nudging myself out of a trophy, but seriously, just show up. You might get a sparkly trophy at the end of the year.

We award the Top 5 Places for each of these disciplines:

Autocross Men's
Autocross Women's
Club Racing
Concours
Rallye

Overall - Awarded to members not only for their skill, but also for their participation in all our competitive disciplines. Members must compete in at least one Autocross, Concours AND Rallye. I'm happy to say competition has been tight the last few years. Several years ago, we didn't have 5 people who qualified. Now, we have many members who are committed to securing bragging rights and it is not uncommon to hear someone at an event shout "1st place points baby" meaning they are inching closer to the Overall Award.

Thomas R Harwood Rallye Novice of the Year Award - Since 2006, the Novice award is presented to the Novice Rallyist(s) who participate in at least 3 of 5 calendar year rallyes and has the best 3 placements compared to other Novice Rallyists in that calendar year. It is created in the spirit of a hard-charger award to acknowledge a team new to rallying who has no past experience and has successfully navigated our Time/Speed/Distance road course. In 2008, the award was re-named in Tom's honor in recognition for his mentoring new rallyists for 3 decades.

Wayne Potter Award - Since 2002, the Club's highest honor awarded to a member in recognition of his/her extreme commitment, volunteerism and dedication to the Chicago Region. Wayne Potter was one of our region's founding members, served as our 4th President, remained an active member for decades and from 1957-2000, offered his farm as the site of the Club's annual Potter's Picnic.

The awards for Autocross and Rallye date back to 1968. The Overall Award was presented in 1969 though 1973, then reinstated in 1995. In 1985, Autocross was split into a Men's and Women's division to encourage women to participate. Concours was added in 1982 and Club Racing was added in 2001.

In the 2012 Membership Directory, you will see all the Top Finishers over the years as well as the complete rules for determining the Top 5 Finishes. So turn to page 23 to see who received last year's trophy...

And let the competition begin!

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Autocross

Cheryl Lehman Collier



Porsche Club of America – Chicago Region

Autocross 1: Balmoral Park

May 20, 2012

P3

1st	William Hahn	1984/944	607	1:27.067
2nd	Mark Hill	1986/944	647	0:00.000

P4 & P5

1st	Jim Ptak (P5)	1989/944T	721	1:00.457
2nd	Andrew Stroede (P4)	1994/968	869	1:07.030
3rd	Derrick Schmidt (P5)	1989/911	301	1:10.058
4th	Walter Page (P4)	1994/968	334	1:10.631
5th	David Schmidt (P5)	1989/911	303	1:17.517

P6 & P7

1st	Buz Browne (P7)	2003/Boxster S	659	1:00.935
2nd	John Toepfer (P7)	2006/Boxster S	604	1:05.872
3rd	Tom Goulding (P7)	2006/Boxster S	162	1:05.979
4th	Roger Theis (P6)	2004/Boxster	788	1:07.308
5th	Keith Jahn (P7)	2008/Cayman	994	1:08.803
6th	Tom Snyder (P6)	2002/Boxster	333	1:17.644

P5, P7 & P8 Ladies

1st	Sharon Ptak (P5)	1989/944T	541	1:03.534 (FTD Ladies)
2nd	Shannon Gallagher (P7)	2002/Boxster S	13	1:03.848
3rd	Bethany Mock (P8)	2000/996	720	1:07.346
4th	Nikki Sangdahl (P7)	2006/Cayman	31	1:14.223

P8

1st	Aldan Van Solkema	2007/997S	695	1:00.346
2nd	Stanley Sangdahl	2006/Cayman S	37	1:00.693
3rd	Bob Rath	2012/Cayman R	987	1:00.870
4th	Mike Kreemer	2001/996	676	1:01.028
5th	Bruce Tammi	2003/996	609	1:01.282
6th	Pete Bukantis	2005/997	41	1:02.107
7th	Bill Horsthemic	2006/Cayman S	602	1:02.593
8th	David Erickson	2007/997	603	1:04.908
9th	Joe Mock	2000/996	7211	1:05.130
10th	Bill Elliot	2008/GT3	506	1:05.209
11th	Jay Boryscka	2003/996	931	1:06.190
12th	Bill Fenley	2010/Cayman S	164	1:06.312
13th	David Kreemer	2001/996	600	1:08.086

M

1st	Joe Battista	1973/911	39	0:55.657 (FTD Mens)
2nd	John Collier	1997/993	513	0:58.802
3rd	Ricardo Gonzales	1970/914-6 GT	92	0:58.987

X

1st	Roberto Rios	2010/Nissan GTR	6969	0:56.761
2nd	Nick Mates	2004/Subaru WRX	606	0:58.824



Porsche Club of America – Chicago Region

Autocross 2: Tire Rack

June 24, 2012

P4				
1st	Andrew Stroede	1994/968	869	0:58.077
2nd	Joe Mock	1994/968	617	0:58.424
3rd	Walter Page	1994/968	334	1:02.649

P4 & P5 Ladies				
1st	Sharon Ptak (P5)	1989/944T	541	0:57.412 (FTD Ladies)
2nd	Bethany Mock (P4)	1994/968	611	1:02.877

P5 & P6				
1st	Jim Ptak (P5)	1989/944T	721	0:53.034
2nd	Richard Harris (P6)	2005/987	851	0:53.420
3rd	Jack Stephensen (P5)	1987/911	16	0:55.770
4th	Ralph Mortensen (P6)	1998/Boxster	1321	0:58.829
5th	AJ Simpson (P6)	2000/Boxster	606	1:01.298
6th	Bob Bruckner (P6)	2004/Boxster	802	1:04.048

P7				
1st	Buz Browne	2003/Boxster S	659	0:53.769
2nd	Tom Goulding	2006/Boxster S	162	0:55.584

P8				
1st	Aldan Van Solkema	2007/997S	695	0:51.489 (FTD Mens)
2nd	Bob Rath	2012/Cayman R	987	0:53.172
3rd	Stanley Sangdahl	2003/996	37	0:53.605
4th	Mike Kreemer	2001/996	676	0:54.480
5th	Pete Bukantis	2005/997	41	0:54.542
6th	Robert Boxall	2006/997	147	0:56.612
7th	Glenn Deweirdt	2008/Cayman S	317	0:57.377
8th	Larry Chester	2001/996T	604	0:59.653

P8 Ladies				
1st	Cindy Jacisn (Rath)	2012/Cayman R	68	0:58.068
2nd	Kristin Boxall	2006/997	606	0:58.403

X				
1st	Nick Mates	2004/Subaru XRW	1606	0:53.674
2nd	Sorin Orasan	2003/Nissan Sentra	1774	0:55.764
3rd	Horatio Birsan	2004/350	600	0:56.986
4th	Dan Leavitt	2006/BMW 325i	390	0:58.716
5th	Rod Buss	2003/VW GTI	612	0:59.108
6th	Alex Buss	2003/VW GTI	614	0:59.417
7th	Rick Klein	2010/Corvette	602	1:00.387

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Porsche Club of America – Chicago Region

Autocross 3: Sugar River Raceway

July 22, 2012

P4 & P5

1st	Jim Ptak (P5)	1989/944T	721	0:38.297
2nd	Walter Page (P4)	1994/968	334	0:42.144
3rd	Joe Mock (P4)	1994/968	603	0:42.219

P4 & P5 Ladies

1st	Sharon Ptak (P5)	1989/944T	541	0:40.738
2nd	Bethany Mock (P4)	1994/968	602	0:43.947

P6

1st	AJ Simpson	2000/Boxster	606	0:41.424
2nd	Bob Bruckner	2004/Boxster	802	0:44.686

P7

1st	Richard Harris	2011 Box Spyder	851	0:38.807
2nd	Buz Browne	2003/Boxster S	659	0:39.100
3rd	Tom Goulding	2006/Boxster S	162	0:39.731

P8 Ladies

1st	Nicki Sangdahl	2006/Cayman S	31	0:40.019
2nd	Linda Kuhn	2003/996	617	0:40.864

P8

1st	Aldan Van Solkema	2007/997S	695	0:37.952
2nd	Stanley Sangdahl	2006/Cayman S	37	0:38.427
3rd	Mike Kreemer	2001/996	676	0:38.678
4th	Pete Bukantis	2005/997	41	0:38.756
5th	Kevin Van Solkema	2007/997S	356	0:38.765
6th	Bruce Tammi	2003/996TT	614	0:38.908
7th	Eric Kuhns	2002/996	611	0:39.251
8th	Jeff Gratton	2002/996	612	0:39.374

M

1st	Jim Statz	Spyder	35	0:35.727 (FTD Mens)
2nd	John Collier	1997/993	513	0:37.681
3rd	Ron Johnson	2006/997	926	0:40.734

M Ladies

1st	Cheryl Lehman Collier	1997/993	514	0:39.792 (FTD Ladies)
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X

1st	Raj Shah	2001/Audi S4	601	0:38.547
2nd	Mike Redmond	Honda	618	0:40.515
3rd	Alex Buss	2003/VW GTI	620	0:40.663
4th	Scott Buss	2003/VW GTI	622	0:41.492
5th	Rod Buss	2003/VW GTI	621	0:41.810

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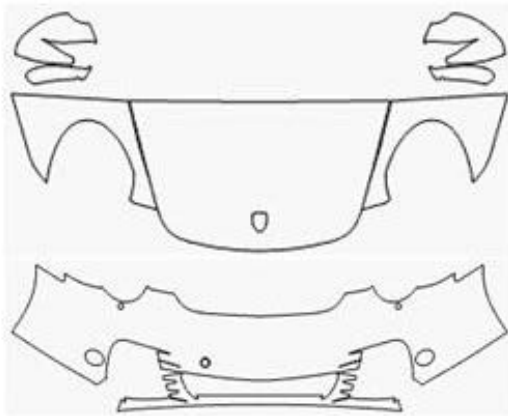
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For The Love Of ...

John Diwik, Director

I was born in Chicago, IL. I lived in Illinois till age six and then moved to Cheshire, Connecticut. While attending high school in 1972 I was hitch-hiking (remember this, the stick your thumb out thing ...) to school one morning when a classmate picked me up in his dad's Porsche 912 (possibly a 1970 or 1971). This was my first ride in a Porsche. As we approached the driveway for the school my classmate didn't slow down and just turned into the driveway. The car did not lean or wallow as all American early 1970's era cars did. I was amazed at how flat it cornered. I thought to myself, I need to get one of these.

Fast forward to 1974, I was driving around in New Haven, CT and decided to visit the local Porsche dealer. There she was, a 1974 black 911 Carrera with gold BBS wheels and gold "Carrera" scripts. What a beautiful car! The salesman quickly walked over and locked the car so I wouldn't get into it. (Jackass!) But I was a long haired (really, honest ...) college student with no cash.

The "sticker" reflected a sale price of \$15,000. Imagine buying that car for 15K ... Unfortunately, many American cars could be had for 2 or 3 thousand dollars and as I mentioned, I was a college student with little cash. I recall asking my parents for a Porsche for Christmas every year from age 16 to probably age 30. My requests fell on deaf ears.

I joined the FBI and became a Special Agent in 1987 and was assigned back in Chicago. After some 10 or 11 years I was finally earning enough dough that I thought once again about a Porsche. I bought my first Porsche, a 1985 911 Targa soon thereafter. In the scheme of things it was a "beater." But it was a Porsche! I quickly learned that nothing about a Porsche is inexpensive. Oh wait; mirror plugs are only \$1.00!

A while later I bought an absolutely perfect low mileage black 924-S. The car didn't have a lot of motor but it handled so nicely. By this time I was a PCA member and regularly competed in Concours and Rally. I attended my first Porsche Parade in Steamboat Springs, CO and then another in Mount Tremblanc, Canada.

In 2000, Porsche introduced the Boxster-S. I was smitten; I sold the 911 and the 924-S so I could buy my first new Porsche, with a warranty. I loved that Boxster-S; it was a creamy white color with a blue top and interior. Handled like a go-cart with a really big motor! I took this car to two Parades', Milwaukee and Tampa.

So one day, I'm surfing the internet and see this new silver 2003 911 Targa for sale. It was time to move up so I sold the Boxster-S and bought my first new 911. The Targa was a great car. I kept it for 5 years, a record for me! Somewhere during this time frame I became the Concours Coordinator. I put on the 5 competitive Concours events and all that it entailed for PCA Chicago.

One day in 2008, I decided that I needed a new 911. I surfed the net and found a slate grey (almost black) 911 Carrera Coupe. I sold the Targa and subsequently flew to St. Louis and picked up the new car. I drove it home and was amazed at the refinements Porsche had made since 2003. This car had a few nice options like the Bose audio system and the Bi-Xenon headlamps. But was I satisfied ...

So one day in 2009, I'm surfing the internet and yes, you guessed it, I found another car I had to have. I have to learn not to surf the internet because it gets expensive! This was another 2008 Carrera but it was a Carrera 4. Paint to match in a sweet light metallic blue. The car was absolutely loaded and I had to have it. After some protracted negotiations, I traded my other 2008 911 with 7,000 miles for the Carrera 4. Well I still have that car! And I still love it. What's not to love?

At some point a couple of years ago I was nominated for the Chicago Region PCA Board. I was elected to the position and continue to hold that position as well as my post as the Concours Coordinator. I have been at Porsche Parade in Salt Lake City, UT by the time you read this. I am a volunteer Concours judge. This year it's "Compartments" on 968's and 928's. "Parade" is a great place to catch up with PCA friends and to see some beautiful cars as well as a new city I have never visited before.

So to you I make these admissions, I am a long time gear head, a Porsche fanatic, a sports car racing fan, a very experienced Concours participant and unfortunately a web surfer. For now, I drive an awesome 2008 C-4, but wait, did I just see a ...

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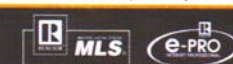
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I Ask Myself ... “How Did I Get Here?”

Chiuck LaMantia, Director

Did you ever wonder just how did time go by so fast and how did you get to where you are today? Club president Cindy Jacisin asked me just that ...

I think it was September 2000 when Keith Clark and family asked me (and my family) to join him for Labor Day weekend and The Road America Challenge. At that time in my life my commitment to motor vehicles was that all they did was provide transportation. My vehicles included a 325i and I think a Windstar mini-van. Anthony was 7 years old and Gabrielle was 2.

I just found that TRAC experience so cool. Just so much going on and met a bunch of really nice people. Among that group was a number of Badger Bimmers and I was convinced to attend their Octoberfest event at Road America that October. And that I did!

I finished the weekend and thought the whole race track experience was such a rush and decided I wanted more. I looked around for a while at BMW's and realized finding something with “reasonable” initial spend, safety, performance and something I could learn to work on was going to be tough. So I switched to looking for a Porsche. Keith and friends steered me toward a late 80's 911. My search took me to eBay and the 1988 911 that I have to this day.

I officially joined the club in 2001 and by the end of the year had done I believe all the track events at all the then area tracks; Blackhawk, Road America and Gingerman. That was back in the day when track side support was basically unheard of and my good friend Keith took advantage of my inability to sit between sessions and I became his unofficial tire changer and crew support. I quickly became involved at all the track events helping out wherever I could. Just too much fun to sit around.

2002 through 2004 ... I along with Keith chaired the “goodie store”. The experience was a great way to meet a bunch of people at all the different events. People were so supportive, with the exception of Ed Barnicle of who has yet to make a goodie store purchase.

I was attending the board meetings and apparently demonstrated a bit of numerical ability. And still being the eager “do anything” type, I was elected to the board as treasurer in 2005. No doubt the toughest job in the club but also the quickest way to finding out what makes the Chicago Region PCA tick.

What followed that was a calculated move on my part and there was really no one else who was stepping up so I volunteered and was elected to serve as club president for 2006 and 2007. The significance of the move was that I was president for the clubs 50th anniversary. During that period



I made it around to at least each segment of the club; Rallye (and the pressure of getting lost), Concours (and made fun of for having rocks in my tires, Autocross (picking up all those cones and DNF's), Social (not even close to how cool it is today) and finally ... the ultimate plunge ... Club Racing (so fast ... not me but everyone else).

After the busy years of 06 and 07 I got to step to the side as past president for 2008 and 2009, volunteered yet again to be treasurer in 2010 (think of that saying fool me once, shame on you, fool me twice shame on me!) and then on to my current board position of Director in 2011 and 2012.

So 12 years with my eBay purchased 911 and 8 years on the board. In the middle of this 12 years at Road America for Memorial Day (RADE) and 12 years at Road America for Labor Day (TRAC). Anthony is now 19 and at Baylor, Gabrielle is a freshman at Wheaton Academy, Melissa and I ... well, I do STILL have the car!

Things change but one thing that has NEVER changed ...

The smile on my face when I get in my car, start the engine and either load it on the trailer to go to the track or drive it to a non-track event ... and it's really not because of the car I have. It's all about the great and supportive friends I have made over the last decade plus. Because as they say ...

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Also Napleton Porsche of Westmont's General Manager, Barnaba is a career Porsche professional who brings decades of experience not only at the dealership, but also in the race shop and on the track.



Matt Hartsfeld – Race Shop Manager

From ground-up builds to full track preparation and advance support, Hartsfeld is a Senior Porsche Master Registered Technician who keeps PNR's day-to-day operations moving.



Isaac Fritsche – Team Manager/Crew Chief

Fritsche is a Weissach-trained Porsche specialist with winning experience in legendary GRAND-AM and ALMS races as well as the 24 Hours of Nurburgring, where he was part of Manthey Racing's overall distance record in 2009 and the Porsche Factory GT3 Hybrid race launch in 2010.



Jack Baldwin – Lead Driving Instructor/Coach

A road racing legend and three-time IMSA and SCCA Pro Racing champion, including the 1992 Trans-Am title, Baldwin is available for everything from trackside advice at club events on up to coaching and co-driving at national series events.



Marc Gomora – Lead Race Technician

A factory-trained Porsche Gold Meister Technician, Gomora's passion for Porsches has fueled his interest in racing as a top technician, driver and instructor for nearly 20 years.



Steve Jenkins – Competition Development and Driving Instructor

A winning driver and race team owner, Jenkins is another PNR team member with extensive experience with Porsches and behind the wheel which makes him the ideal coach or co-driver at any level.



Ben Lacy – Race Technician



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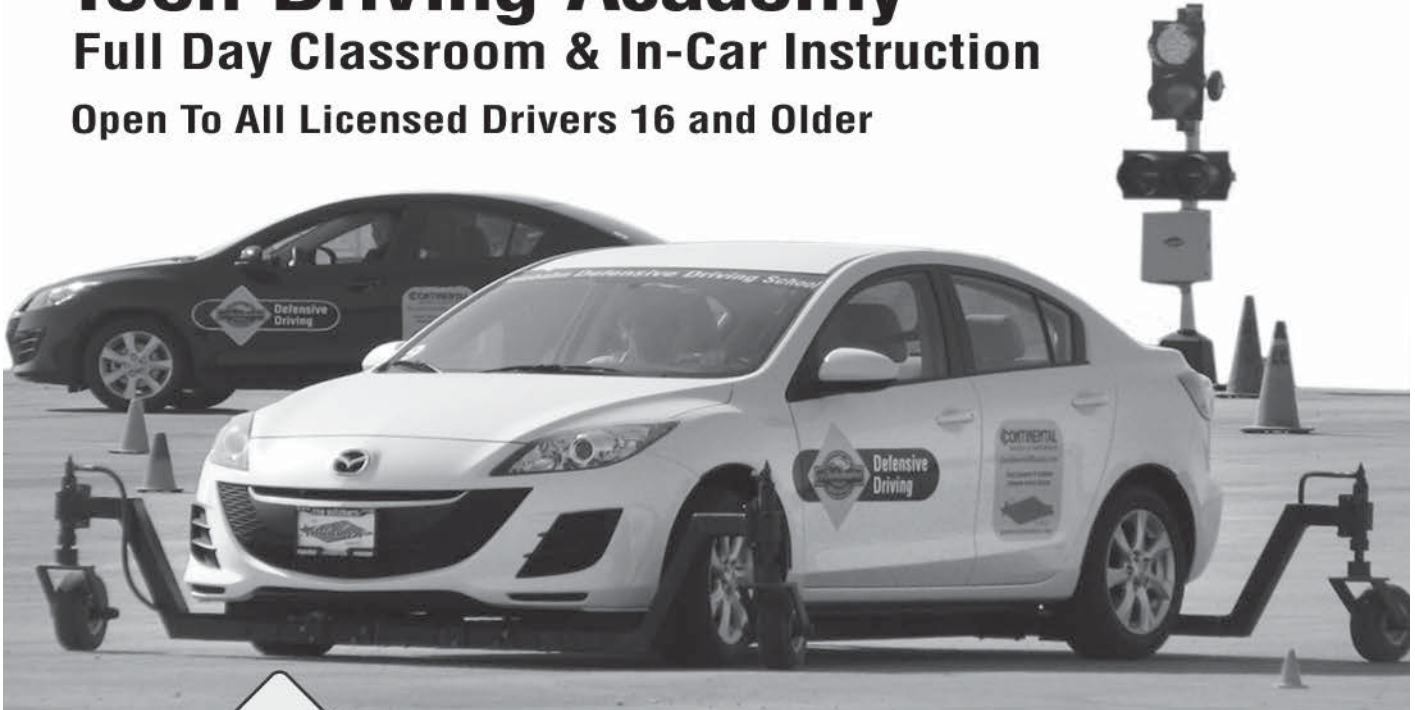
John Diwik

LONG GROVE FATHERS DAY CONCOURS I RESULTS						
Sunday, June 17, 2012						
First Name	Last Name	Class	Year	Model	Score	Position
Pat	Yanahan	Exhibition	1964	356	147.5	1
Tim	Prevo	Exhibition	1987	928	147.5	2
Nick	Brenkus	Exhibition	2002	911 C2S	145	3
Mark	Southard	Exhibition	2011	Boxster	143.5	4
Michael	Chin	Exhibition	1997	911 Turbo	143.5	5
Ariel	Pugliese	Exhibition	1999	911	143	6
Frank	Dusek	Exhibition	2008	Cayman	141.5	7
Jim	Dorfman	Exhibition	1976	914	140.5	8
Neal	Gold	Exhibition	2002	911	140	9
Jorge	Brioni	Exhibition	2006	Boxster	137	10
Ron	Bean	Full	1986	911	291.5	1
Sam	Collura	Full	1989	944 T	290	2
Frank	Creamer	Full	1991	911	284.5	3
Pam	Farmer	Full	1982	911 Targa	270.5	4
John	Ruther	Show	2011	911	170	1
Cindy	Jacisin	Show	2012	Cayman	169.5	2
Mike	Martin	Show	2007	911	169	3
Robert	Davis	Show	2006	Boxster	166.5	4
Dave	Angelus	Show	2007	911	164.5	5
Larry	Kluge	Show	1974	914	164.5	6
Jerry	Maynard	Show	1998	Boxster	163	7
Donna & Randy	Baudry	Show	2007	Cayman	162	8
Keith	Clark	Show	2007	911	159.5	9
Richard	Tseng	Show	1994	911 Turbo	156	10
Karen	Morse	Show	1998	Boxster	153.5	11
Mike	Southard	Touring	1964	356	233	1
Brian	Stevens	Touring	1961	356	232	2
Richard	Laurie	Touring	1983	944	229	3
Michael	Grove	Touring	1986	911 Targa	221.5	4
Dale	Block	Touring	1988	911	220.5	5
Bill	Palm	Touring	1986	911	216.5	6
Hank	Weil	Touring	1985	911 Coupe	215.5	7

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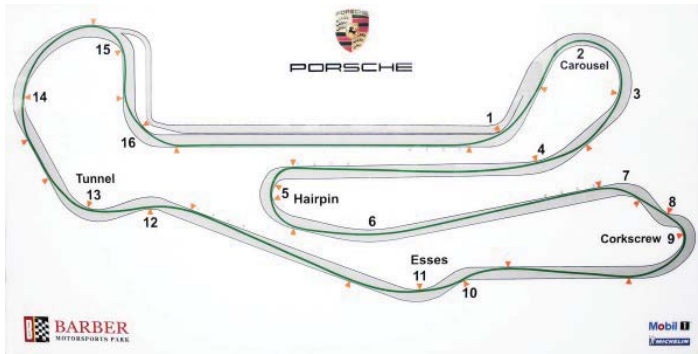


Five Things I Learned ...

PorschePurist.com, August 12, 2012 by Brandy Schaffels of TrueCar.com.

At the Porsche Sport Driving School

Porsche recently gave me the opportunity to attend the Two-Day High-Performance Driving Course at Porsche Sport Driving School. Unlike most other half-day track media experiences, my two days at the Porsche Driving School gave me hours and hours of seat time covering more than 60 high-speed laps around the highly technical 2.38-mile Barber Motorsports Park. PorschePurist is fortunate to visit Barber often, however, if you're not familiar with it, think steep elevation changes, 16 corners, two blind crests that makes everyone wish they were taller, a corkscrew, and a couple of hairpin turn; it's like nothing you'll ever navigate under ordinary conditions.



Each day of on track driving is rounded out by additional opportunities including

1. The skid pad: here you'll learn to control your Porsche in the most slippery of conditions.
2. The short course: a demonstration of what we learned in the classroom (more on this later) on how braking and weight transfer affect your Porsche's handling.
3. Timed autocross laps: this is an opportunity to compete against the other participants for the fastest and safest laps.

Each of these modules is intended to give drivers valuable information about car control techniques that make sense on the racetrack as well as on regular roads.

As clinical as all this may sound, very little compares to the adrenaline rush that comes from flattening out the gas pedal and hearing the roar of a Porsche's engine as it accelerates at full power, or the delightful squeal made by the tires when cornering at the edge of their grip.

You Don't Have to Be a Professional Porsche Driver

When it's all said and done, you don't have to be a professional Porsche pilot to use these experiences to improve your everyday driving. While it is possible to hit speeds as high as 100 mph in the straightaways and maneuver through turns as fast as 60 to 70 mph, the true goal is not

just to go fast, it's to learn how to do so safely and smoothly, while becoming more aware of your surroundings and understanding what your Porsche is capable of handling. Safety is always the highest priority. In fact, more than 12,000 students have participated at the Porsche Sport Driving School over the last 12 years, all of them leaving the course feeling much more capable and confident in everyday situations.

What Porsches Did We Drive?

Right now, Porsche Sport Driving School participants are among the first consumers in the United States to drive the brand-new 2013 Porsche Boxster S on the track or autocross course (at the time of our class, the new Boxster wasn't even on sale yet in the United States). We've reviewed the new 2013 Boxster here on PorschePurist before so we won't go into too much additional detail. Let's just say the new Porsche Boxster is pretty close to perfect and one of many great training tools in the Porsche Sports Driving School garage.

We also drove the new Porsche Carrera S on the track and on the skid pad, the Cayman S in braking and handling exercises, and had seat time in the Cayenne S on the off-road course. Participants can drive these vehicles with traditional manual transmissions if they prefer shifting with a clutch, or with the high-tech Porsche Doppelkupplung (PDK) dual-clutch automatic manual transmission with steering-wheel paddle shifters.

Day One at The Porsche Sport Driving School

We gather for a continental breakfast at the track while participants share their prior track/driving experience as well as what they hope to learn over the next couple days. Attendees range from those with club racing backgrounds to one gentleman with zero racing experience but is here because he (as he put it), "recently bought his first Porsche, and his wife wanted to be sure he knew how to drive it safely." Surprisingly, only a few attendees actually already own Porsche vehicles — the rest of us are just high-performance driving wannabees, looking for a chance to drive hard and fast under safe, controlled conditions. (That would be me.)

After a brief classroom lesson discussing how tire grip is affected by the weight transfer caused by acceleration and braking, and an overview of the track, we are divided into small groups and sent to participate in one of four performance modules:

1. autocross
2. performance driving and braking techniques
3. wet skid pad handling
4. full-speed on-track hot laps

Part of this first day is as much about becoming familiar with the cars, the track, and the driving, as it is about getting to know your teammates. Exercises are taught in a fun way to help bring strangers with a variety of driving backgrounds together so that participants bond into friendly and supportive groups. We will all rotate through these modules during our time here to gain familiarity with each aspect of the training, building to faster lap-times, as our skills are refined.

The Instruction

In-class and on-track courses are taught by actual race drivers, who provide helpful guidance mixed with delightful humor to keep the instruction informative and entertaining. Most of you are familiar with Chief driving instructor Hurley Haywood (and his impressive racing credentials including five wins at the 24 Hours of Daytona, three at the 24 Hours of Le Mans, and two at the 12 Hours of Sebring). But it's not just Hurley with the impressive resume. All the instructors at the Porsche Sports Driving School come with amazing racing pedigrees. Of the many instructors I interact with over my two-day course, I find all of them to be helpful and patient, but most of all, fun and engaging. They know their stuff, and they teach it in a way that makes it easy for us to learn from them.

Our first few laps around the track are taken not in a Porsche but in a van full of students, while the driver explains the turns, identifies the braking points, and demonstrates the proper line to take from turn to turn. After that introduction to the track, each student drives alone in a follow the leader format that gives every participant a chance to follow directly behind the instructor. Speeds gradually increase as students become more comfortable with the driving line.

I confess: I was anxious when I climbed behind the wheel of the Porsche Carrera S for my first laps alone. "What if I miss a turn? What if I spin out or drive off the track? What if I look like an idiot? What if I HIT somebody?" Yes, I worried about every possible negative outcome.

None of that happened.

In fact, after my first day of racing, I 'm frustrated because I don't feel that I'm going as fast as I want to go (and I don't like being the slowest driver in the pack).

Day Two at The Porsche Sport Driving School

When I hit the track on the second day, instructor Richard Hull takes a ride in my passenger seat where he helps identify what I'm doing wrong: He tells me I need to "accelerate longer, don't lift in anticipation of braking, then brake harder." It is an "aha" moment that completely changes my driving technique (and improves my entire experience), because it is so different from what we're taught when we're trying to earn our driver's licenses. Nobody ever told me to accelerate longer and brake harder. Until now!

The next-best piece of coaching comes from the instructor who tells us, "Use your personal guidelines — like your heart rate — to know when you've hit your limit." After my driving technique revelation, I feel extremely confident. But I also know I have to listen to my heart rate so I won't accelerate so much longer that I get into trouble by braking too late into the turns. (Nobody wants to be that person who takes a car off the track. Forget concerns about safety; it's just plain embarrassing.)

So What Did I Take Away From the School?

Well, aside from a flash drive documenting my last laps of the event and a burning desire to go back to attend the next level, I learn that becoming a better driver does not necessarily mean being a faster driver. I may not be amongst the fastest drivers on the track, but my lines through the turns are great, and I've made a significant improvement over my skills from the previous day.

As much as I enjoyed the opportunity to drive fast on the track (which was my original reason for wanting to attend), I also learned how to drive a Porsche (or any car for that matter) better in a variety of different road conditions (such as how to stay in control on slippery roads, or when avoiding obstacles in the road), and how to better utilize the handling and performance of the car I was driving (have you ever felt your own Porsche's ABS or stability control functions when they kick in?). These are lessons much better learned under safe, controlled circumstances.

Ultimately, attending the school has made me a safer, more confident driver... and that's what really matters, isn't it?

Five Things I Learned

- 1) You go where you look. If you're driving faster, look farther ahead.
- 2) Driving better doesn't mean driving faster, nor does driving faster mean you're a better driver.
- 3) Trust your instincts. If conditions make you nervous, slow down.
- 4) Don't overreact. Sometimes only a small response is all that's needed.
- 5) Don't crash faster. If it's an emergency and you need to brake, brake hard with both feet.

Interested in Attending?

Find out more about attending the Porsche Sport Driving School by visiting their website at PorscheDriving.com. Classes are ongoing and include one-day Precision courses (\$1,800), two-day High-Performance courses (\$3,200), and three-day Master's courses (\$5,700). I attended the two-day course and was one of two women along with about 30 men; when I asked the other woman how she felt about participating alongside all the guys, she said she didn't notice them. And honestly, I felt they were all quite courteous and supportive of my presence as well.

For women who might prefer to be in a class without men, Porsche also offers a "Women's Only" course designed exclusively for women drivers. What's different about the "Women's Only" course? Very little! Bathroom breaks are a little longer, but the instruction is the same: only the attendees are different. According to one instructor, "Women participants are more open-minded and more receptive to instruction." Prodded further, he explained, "Women are better students. They ask more questions and respond to correction without interference from their egos." (Amen, brother.) Another instructor told me the women's

groups tend to be more supportive of each other, encouraging and cheering their teammates much more enthusiastically than the men's groups, who tend to be more competitive. The next one is September 5-6, 2012, so if this sounds interesting, make your reservations right away!

About the author: Brandy is an automotive journalist with more than 25 years in the industry. Previously an editor at MotorTrend.com and AskPatty.com, Brandy is now the Senior Editor for TrueCar.com.

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“Rookie Race”

Steve Zawadzki

In 2008 after 19 years in Warsaw, Indiana I was moved away from my home and friends in order for my wife to continue to advance in her career. We both work for the same company and our company wanted her in Minnesota for 3 to 5 years, so I came along for the ride. I have always been a very busy person and I liked working on cars and rental properties. When we left for Minnesota we sold the rentals and moved to a rented house in Edina, a suburb of Minneapolis. For the first time in my life, I found myself able to meet my career objectives in a 40 hour week. Since we were renting a house and I did not have a lot of hobbies, I had a lot of time and nothing to do except search the internet and look at cars.

In late 2008, I purchased a 2002 C2 that was immaculate. Before I even got the car home I was reading about the Nord-Stern club and the track events. I thought that would be fun now that I have this high performance car to learn how to utilize its performance as well as get the urge out of my system. I signed up for a DE event and my first instructor was Bob Viau Sr and when he drove my car around turn one and two at BIR I never experienced the scrubbing sound that came off from tires when turning at high speeds.

I did 8 events in the C2 and had several instructors such as, Bob JR (Black 968), and Brian Hanson (Silver S2) and Mark Krodoski (Black S2). I can remember people by their numbers and cars better than their names. I remember walking through the paddock and looking at the 944s and wondering who would want one of those ugly Porsches. I found myself transitioning from loving the car to loving to drive on the track. I found myself not even wanting to bother driving my “showpiece” on the road because it did not excite me anymore. In 2010 I purchased an S2, the car of choice by most of my instructors even though I thought it was ugly.

Over the next year my wife and I were transitioned back to Indiana and initially I was disappointed that I was leaving BIR. Before I started to plan the next transition in my professional career, I was scoping out my choices for clubs and tracks. Warsaw, Indiana is half way between Fort Wayne and South Bend. Gingerman Raceway, Mid-Ohio, Putnam Park, Autobahn Country Club, Blackhawk Farms, and Road America are all within 4.5 hours of my house.

Between Nord-Stern and the Chicago Club I did 16 events with my S2 and loved every minute. I found a new appreciation for 944s and 968s. I saw beyond what I once thought was only “ugly”. Things that used to be important to me, like a car free from rock chips and door dings no longer mattered. Now when I see a car in the paddock that is riddled with rock chips it makes me smile because I know that that car is used as intended.

My first year with the Chicago Club I met Philip Mason at Blackhawk Farms in the spring of 2011. He was very friendly and offered me help throughout the day. As we

commenced with “small talk” he told me that he was going to begin club racing. Throughout the day my gears started to turn. I did 10 events with the Chicago Club in 2011. At RADE I parked next to Philip from the Chicago Club and Chris from Nord-Stern. During the weekend they were going out and club racing while I was going out during the DE events. Being in DE was not that exciting to me anymore. Both Philip and Chris got into a little trouble racing that year. Philip cracked his helmet and we had to disconnect his tie rods to get his wheels to both point in the same direction, but damn that looked fun. He was still walking so how bad could it be.

That winter I decided to apply to club race. I finished preparing my car, talked my family doctor into performing the examination and signing the form, I think she was trying to hold her signature as ransom for me losing weight. Every question she had, had something to do with my weight. She knew I wanted this badly but I had to make some promises. Part of the application requires that I talk with John Ruther and then Susan Shire. I think their main role is to inform me of the rules but I also think their job was to make sure I was not a “nut job”. They were both very friendly and informative and made me feel comfortable. After those interviews, I was approved to participate in a “rookie race” at Gingerman.

About a week away from the Gingerman race I was assigned a mentor, Chris Ingot, who has a S2 black with a Captain America sneeze graphics design. I was assigned a mentor since my only racing friend so far, Phillip who I had met from the Chicago Club, was still rebuilding his race car from the Raid event. Chris and I talked the first time about a week away from the race for an hour while I was sitting in the Wal-Mart parking lot. Why was I at Wal-Mart you ask? I was purchasing weights for my car so I would make weight for the race. Chris made me feel more comfortable and helped me understand how many events I had to participate in to get my Rookie license. This is where he helped me adjust my mindset from being “polite” and getting out of everyone’s way, to trying to be predictable. The message I got was have fun and be predictable. 99.9 percent of the people would like to be competitive so if you have some guy out there waving everyone by to be “polite” then you are more likely to cause incidents.

At Gingerman my goal was to get through the weekend without incident and to fulfill my requirement so I could get a rookie license. The first club race practice/time trial I ended up in the middle of class E and I was stoked. I kind of hung low after that not practicing at ever chance so I could conserve my car and not break anything. By the time the real time trial came, I went out for 4 laps and got a 1:49 time and I thought I would still be in the middle of the pack. But unfortunately everyone else really ratcheted it up and that time gridded me at 11 of 17 for the Enduro. I finished up at

9th of 15. I and another guy tried to coexist in Turn 11 and I was on the outside. I think he owned the corner and I thought he would let off with that big X on the back of my car but he didn't. I probably gave him more room than he needed but that corner makes me nervous since it is so close to the wall on the front straight. The photographer took a nice picture of us while I had two wheels off creating a large dust cloud and him taking me in the corner. I am still not sure where my limits are while off line.

thoughts and replay all the rolling starts from the weekend, where I did well on some and not so good on others. I have not found myself daydreaming like that since high school. I found myself totally tuning out everything around me so I could concentrate on what I should have done differently. After a week or so that intense high wore off and I am now all I can think about is racing again at the next event.

Here's looking forward to Putnam Park!

The high of the weekend lasted for several days. Back at work dealing with the daily grind I could escape in my

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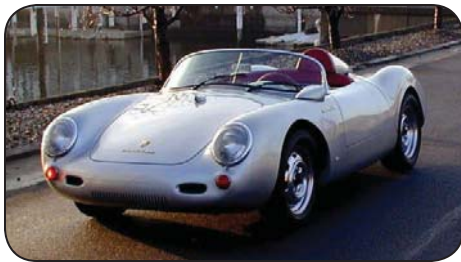
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1986 911 Carrera Targa Guards Red/Blk lea elec seats; Cruise/PWDL; 33.3K mi; always garaged; no winters/smoke/track, metic maint; Concours car/won Benz Trophy-12 Geneva Concours d'Elegance. \$28,750. Craig Knight 630.513.6352 doorrg@aol.com (JS)

1987 944 Turbo Coupe Red, 144.4K mi; exc cond/well maintained/records; wonderful daily driver/great DE car; Ricaro front seats/Brey-Krause harness bar/Shroth Racing 6-pt harnesses/Momo steering wheel/Huntley coil over adj suspension; garaged; sold as is/extras, \$12,500/OBO. Wes Nowakowski 847.929.1831 wesleynowakowski@sbcglobal.net (MJ)



1988 911 Carrera Coupe Guards Red; great DE/club race (E class); orig stock 930/25 3.2 eng/G50 5-spd gear box; 95K mi (eng rebuild 80.4K mi/ trans 86.9K mi); full cage/race seats/comm system;. Asking \$25,900. Chuck LaMantia, 847.417.6685 chuck.lamantia@msn.com (JS)



1988 944 Red; great condition/runs well/new tires. Asking \$3599 OBO Frank Taccogna 847-891-7787 (MJ)



1997 Carrera S Coupe Ocean Blue metallic/gray leather; 32K mi; 6 spd man; garaged/no winters; built-in radar detector; 6 CD changer; new tires. \$43,500 includes custom car cover. John Csiha csiha@att.net 847.680.0959 (MJ)



1999 996 Cabriolet Carrera Black/Black/Black lea int; 25.2K mi; wonderful cond; 6-spd; hardtop/stand; Fischer Motors maint; CD changer/Bird Console/OEM cover/new tires; garaged; no rain/winter/tobacco/track; 1:18 scale model incl; \$26,500. Stan 847.867.9844 sclement@safemgt.com (JS)



1999 Boxster Convertible Red; 7.1K mi; Sports Package/Tiptronic; 17"

Carrera wheels; CD Shelf Center console; one owner/Sun car only/no rain/heated garage w/cover; Asking \$15,000. Chris Mekus 312.217.1279 (JS)



2000 Carrera Cabriolet. Silver/black top/grey int-all excel/no scratches.dents inc wheels/body/top/clean dash-floor-leather; absolutely excel cond; Odo 28K mi/eng 7K mi/tires 4K mi; 6 spd trans; AM/FM/CD; Electricals perfect; Porsche cover w/orig & aftermarket floormats incl; Stored winters/no inclement driving; \$29,995 Chuck (Milwaukee): 414.278.1110. cdhays@yahoo.com (JS)

For Sale - TIRES/PARTS/MISC

Four 18" Hoosier R6 tires Carrera/h 3 laps on them (literally):1400+ TireRack. Tires pulled too much G-Force on my 996/ended up creating a need for a AOS replacement/long story; short story= my loss/your gain. Fronts 245/40 ZR18 18"X9" (\$710 for both); Rears 315/30 ZR18 18"X12" (\$768 for both); entire set \$700, Mike 773.983.8000. Pics avail via email upon request. (JS)



Wheels: 4 Porsche Turbo Twist II (with Turbo center caps) from 996 Turbo.; 2 Rear- #996-362-140-02 (10J x 18) w/265/35 Pirelli Snowsports & 2 front- #996-362-136-01 (8J x 18) w/225/40 Pirelli Snowsports; Tires approx. 8K mi; Very clean-No road rash. \$1800.00 Al Wild 630.430.2870 (JS)

Wheels and Tires: BBS style wheels/ Continental DWS "Z" rated tires; 18 inch/used on 996 narrow body; Wheels/Tires near new cond-no scratches/blemishes; mounted/ balanced/with painted center caps. Asking \$1,550. Ken 847.669.1874 Ksmoot27@aol.com (JS)

996 Parts: Front bumper; Engine lid w/ motor; GT3-03 52" Carbon Fiber wing; Stock 2002 996 suspension; Call for more info. Ken 847.669.1874 (JS)



Seats and parts 2 Recaro SRD sport seats (with sub hole); 1 DE season only/car sold/stored in original plastic covers; 993 or earlier/have the sliders for 993 installation \$500 for both: Brey Krause harness bar for 993 \$75: Hardware/attachment points for 6 point harnesses (removable. \$25 or free to purchaser of other items. Paul Weiss 847.722.6598 (MJ)

Mats 2000 911 Brand new grey Lloyds Luxe mats; cost \$150/will \$75. thomasjhess@gmail.com (JS)

OTHER

Engine Hoist 2 ton max capacity/ min capacity 1/2 ton; Roll away/ fold up legs; new/used once/partially disassembled (a few bolts/its back together); will fit in the back of any SUV/pick up only (Deer Park, IL) \$100. John 847.438.3043 (MJ)



Wheels 4 AMG MB Wheels from 2011 S1 - will fit any MB back to 92; frt 255/40 R 19 Dunlop SP 07 Sport (4-5K mi); rr 275/40 R 19 \$1799 for set. Merv Rosen 847.337.7274 merwin275@gmail.com (MJ)

Authentic Porsche Wall Calendars. 1970-2008 (Not All Years Available.) If Your Living Room Isn't Available, Consider Your "Man Cave" (Garage). Each Calendar= \$5.00, Four Years: \$4.00 Each. Bruce Janecek 630.654.1150 (JS)

Coleman 5000 Watt Generator Exel cond; \$400; Chuck 708.502.5537. (JS)



2012 Chicago Region Charity

Aungahh!

A couple of things to possibly make you smile.

As cited in Autoweek:

"Selling my disrespectful, alcohol abusing, dwi arrested, spoiled bar bum of a daughter's perfect BMW X3. Just completed it's 100,000 maintenance 2 months ago and is in complete and perfect condition with only the driver being the malfunction. Needing to sell to pay her legal battles and to buy her a shiny pink bicycle with a horn until she gets her act and her life in order some time soon"

from PorschePuist.com, September 12th, 2012 at 6:41pm
by Pepper Girl
Why Would You Rob a Bank and Then Flee in a Porsche 944?

Seattle police are looking for the man below who is said to have robbed a bank this past Tuesday and then fled in a black, two-door Porsche 944 (a black Turbo no less). Yes, he wore a hood, sunglasses and a hood, but he fled in a Porsche 944. Sure, there are chances the Porsche was stolen, but if it wasn't, the 944 community is a tight knit group and he most likely won't get far.

The suspect is described as a white or Asian male, 30 years old and 5'8" to 5'10" with a medium build

The Jokes Have Started on Rennlist: Once the story broke it didn't take long for the jokes to start. They range from self-deprecating in the 944 forum to the expected in the Off-Topic section. So far the best reason (in our opinion) for the robbery come from user Fixn2xlr8 who says, "It was a 944 so I assume he just needed money for repairs."

Would you use a Porsche as your getaway car?

from PorschePuist.com, April 8th, 2012 at 8:30am by Pepper Girl
Porsche Car Thief Gives New Meaning to the term, "Drive it Like You Stole It".

At some point last Thursday night a group of thieves planned and executed a coordinated attack on a used car dealer in Salem, NH. Their take? A Mercedes Benz, a Land Rover and a 2003 Porsche 911 Cabriolet. At this point, there's nothing really strange about the crime. Thieves steal cars all the time. What they don't usually do is rub it in the face of local police.

Around 2:00 a.m. the stolen Porsche 911 was spotted in the parking lot of the police department in the bordering town of Methuen, MA. What was it doing there? Donuts! That's right, donuts. Apparently the thief thought it would be funny to take his joy ride right under the nose of the local law. He was right, it was funny. So funny he decided to do it again. Just 2 hours later the same Porsche came back and started doing donuts in the police parking lot once again. This time a cruiser was ready and gave chase only to lose the Porsche as it raced into the nearby town of Lawrence.

It wasn't long after the cruiser lost site of the Porsche that police received a call about an accident involving a 911. By the time authorities arrived at the scene the driver was no where to be found and the Porsche was trashed.

As of today, the police are still investigating and the Land Rover and Benz have yet to be recovered.

We'll see you an an event soon!



Aungahh (a-uun-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 Editor's column

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and will be published on a space available basis. The editor reserves the right to refuse and/or edit all materials submitted for publication.

Articles are preferred in Word 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 but must not exceed 2 MG.

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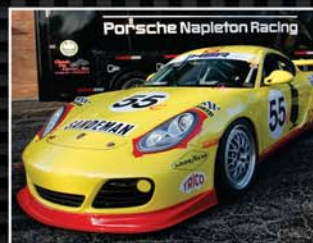
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