

Chicago Scene

NOVEMBER 2007



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

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Contributing to this issue: Chuck LaMantia, Mike Haas, Debby and Ed Leed, John Miller, Bruce Janecek, Todd Conforti, Dave Mathews, Don and Taxi Breithaupt, and Chris Inglot

Mark Ruther at TRAC in his 2000 GT3R

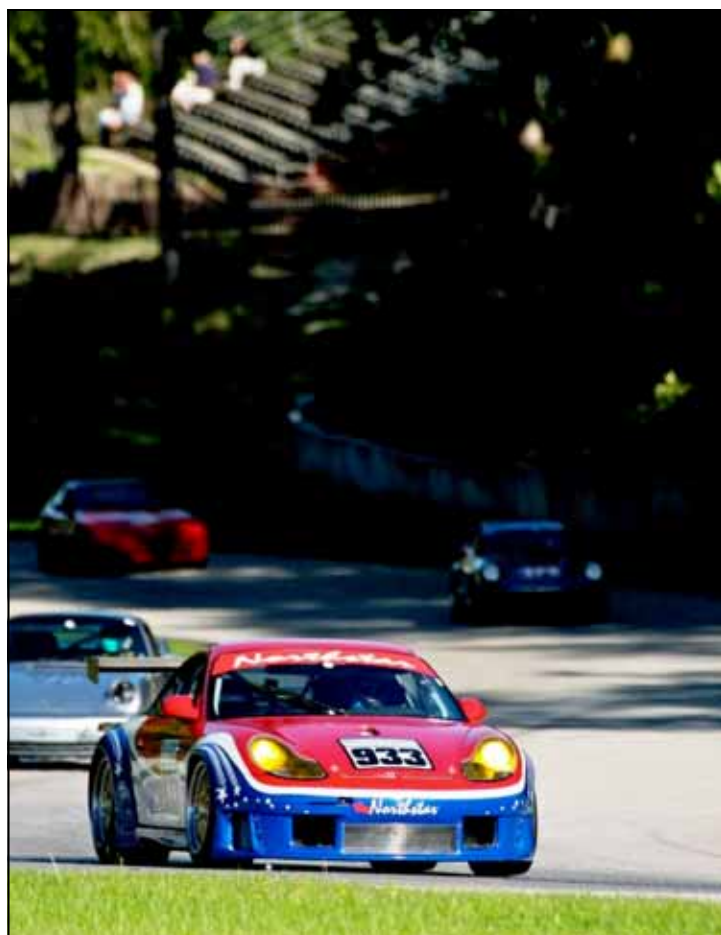
photo by Andrew Jacobson

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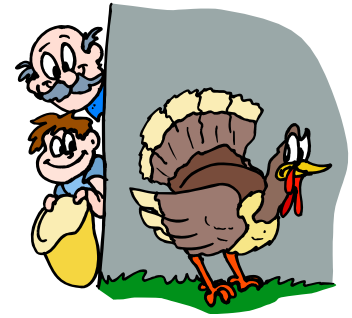


Three Months At A Glance

Looking Ahead (as of 11/2/07)

Event Information in this issue

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2 <i>Board Meeting</i>	3
4	5	6	7	8	9	10
<i>NOVEMBER</i>						
11 <i>Bear's Social</i>	12	13	14	15	16	17 <i>50th Anniversary Party</i>
18	19	20	21	22 	23	24
25	26	27	28	29	30	1
2	3	4 	5	6	7	8
<i>DECEMBER</i>						
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25 <i>Merry Christmas</i>	26	27	28	29
30	31 	<i>JANUARY</i>				



Chicago Region Board Meetings:
 8:00 PM at the Park Ridge VFW
 Park Ridge, IL.
 All members are welcome to attend



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www.clubregistration.net



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

The Point

Chuck LaMantia, President

And then ... there was one.

For all you tired of my monthly rambling, rest assured ... only one more article to go! I actually enjoy writing these things. I know I tend to be a bit specific about certain experiences with certain individuals but it does cause me to laugh and those few others that may know what I am writing about. My recommendation would be to get involved... try some different things!

The Road America Challenge (TRAC XV)

This edition (November 2007) is suppose to focus on TRAC XV ... so the majority of this months article will do the same. As I teased in the October Scene ... our TRAC event is something that must be experienced. There is more than enough going on over the four day Labor Day weekend that SOMETHING will get the WOW feeling to rush through your body. You can do what you may ... from Club Racing, a Rallye kind of experience on the Road Course, look and or display your great Porsche vehicle among all the others at the Concours or you can watch and soak it all in. Actually ... there is a better way to experience the event ... VOLUNTEER!! The weekend was such a massive undertaking with far better than expected participation ... we either need to get more people to volunteer, hire more "professional" track type help ... or change the layout of the event. As President, participant, volunteer and most important, Chicago Region member ... I need to tell you that the first suggestion is far better for all involved.

What more can I say. Approximately 125 Drivers Education participants and over 220 Club Race participants. Add to that mix approximately 30 Concours participants. Serve over 500 meals at Seibkens on Saturday evening. Toss in some near perfect weather and great racing.... and you have what may have arguable been the best TRAC event ever.

I was able to arrive at Road America a bit early on Thursday, August 30th and lent a helping hand wherever necessary. Quickly, the paddock parking areas were filled with set-ups ranging from "easy up" canopy's to mini mobile hotels. A vast majority of participants seem to also be trailing their cars to the track. I guess this is a form of "get it home" insurance. As with all track events ... the number one goal is to get the car home in the same condition as it arrived. Sometimes, things break, sometimes "things" get in the way of the car and assistance is needed. Better to have your own trailer than arranging a ride from the hauler at the end of turn 5! As I was leaving the track on Friday evening, I took a pause in the paddock and just looked out over all the cars, trailers and the track itself. I know we participate in the track events for fun ... for the rush of the experience. But I must admit ... this is anything but amateur!!



photo by Andrew Jacobson

The risks taken are very real and the financial and time commitment made by all is significant.

Any event where you coordinate the activities of over 300 participants for nearly 4 days does not come off without the tremendous efforts of a number of people. The planning for the future event begins before current event is complete. I know I went through my "THANKYOU's" last month but I can never do it enough. An event of this size evolves due to the thought and creativity of the volunteers. Club Race chair Keith Clark and Drivers Education chair Pete Hackensen deserve a well earned round of applause. Of course you cannot even get into the event without the work of registrars Susan Shire and Mary Anne Nowakowski ... they too need a big THANK YOU!!

Many others need to be recognized ... Peter Fienrich, Kori Kwack and Toby Duckett in Tech; Todd Conforti in Safety (GREAT to see Todd back on the track!), Jack Stephensen and his Enduro Timing Crew, Tim Green for the parking coordination!! There were a few people I met throughout the weekend, one person I met at Piggly Wiggly ... she spent pretty much the entire weekend working grid ... as did a few other familiar faces. A big THANK YOU to those individuals. I know I will forget a few but the "kid crew" once again jumped in to fill the gaps. Ross Conforti "volunteered" (actually I pointed at Ross and said "you are it") to coordinate volunteers. Ross quickly rattled off all the positions needed to be covered for the enduro. In addition to Ross, Brandon Clark and a couple of his friends did a great job getting the scoring sheets to the paddock and in assisting in grid. As I mentioned above ... the



number of cars participating were at record numbers and so were the number of cars in the grid.

One of the events of the weekend that seem to get just about everybody involved is the tour of the old road course. This starts at the track and ends up in the streets of Siebkens.

With the assistance of the Elkhart Lake police department, we take a rather brisk ride following the road course layout from 1952. The end result is a street party of about 200 of the most beautiful and greatest cars in the world ... ALL PORSCHEs! For those that have not participated or even witnessed this event, it is pretty cool to see all the race cars lining both sides of the streets. A special thank to the concours gang, especially John Diwick, Ron Bean and the Jacisin kids (Jim and Cindy). Parking was well coordinated as we surrounded Siebkens as was the mass exit back to the track.

Myself ... this was weekend II of the club race journey. Having made it through my rookie weekend (did you ever finish reading my "Rookie" article in the July Scene?) the next step was getting

though race 3 and 4 so that the novice "X" could come off the back of the car. All I can say is THANK YOU to those who pretty much insisted Gingerman be my rookie weekend. Between the size of the run groups, the speed of the cars and the running around I do in helping with the event ... the rookie experience would have been too much. As it was, the first race of the weekend ... the 90 minute enduro was an unbelievable challenge!

Friday ... for the club racers is "test and tune". This portion is run under "drivers education" rules. Yea ... right! Actually pretty much everybody does wait for a point and most all passes are completed on the straights and before the entrance to the turns. Now, the definition of a "point" and what constitutes a "straight" are subject to driver interpretation. One rather experienced and prominent member of the Chicago Region insists that when behind another car, he can see the eyes of the lead driver in that driver's rear view mirror. This is considered a point. Another experienced yet possibly the member who lives the greatest distance from Chicago ... views the carousel as a just another Road America straight. BUT let me make this point clear ... EVERYTHING happening on the track was done with tremendous control. I was nervous seeing run group sizes over 80 cars but everybody really respects the other participants and their cars. The mishaps that occurred seemed to be the result of mechanical issues or driver error.. Nothing to do with poor judgment!! NICE JOB drivers. Unlike my experience at GingerMan, I did stay on the track and I took the checker in all sessions.

Saturday ... more club race practice. The National Stewards show up and the 13/13 rule is in effect. I run the practice starts and the fun race. All goes well.. time to make sure I am ready for the Sunday enduro.



Point ...

Before starting the club race journey, I was well coached by several of the club racing members of our region. One of the biggest points made was about being physically and mentally prepared. This includes getting plenty of rest, laying off the alcohol, trying to eat right. This is especially true when facing a 90 minute session in the car.



Sunday morning ... here we go ... the nerves that I struggled with all weekend at GingerMan return at Road America. I mean, the starting grid went up to 90 spots. How did I know there were 90 positions ... I was number 89 when it was time to grid for qualifying. I and the last car did not even get out of the hot pit before the leader came around to complete his first lap.

Qualifying was pretty clean ... I somehow managed to pass a couple of cars and ended up 69th. Now, I had to think about the massive enduro start and the fact that 20 cars were lined up behind me. My good friend, Keith Clark predicted that he would lap me in the 4th or 5th lap. How is that for a vote of confidence!!

We took a couple of pace laps to get the cars into the proper setup. The idea is to have a tight "box" of 2 across and for us... 44 rows. Coming into turn 13, my crew from Fischer Motorsports broadcast over my radio that the pace car was coming off the track. At this point, I knew there was a strong chance of the green flag appearing to signal the start of the race. Sure enough, I hear "green, green, green". Now, having the radio is a big advantage, especially to those of us in the tail wagging starting positions. It is not likely that we will see the green lag starting so far in the back of the pack but regardless of track position, once the green shows at start finish, the entire track is green. Race is on!!

The TRAC Enduro is a 90 minute race with a required pit stop of 5 minutes. Fueling and a driver change is optional. The reality of the situation, most cars are driven by the same person for the entire race. My goal, was to come in at the 60 minute mark.. This way I would have 25 minutes left to complete the race. Having never been in the car for more than 30 consecutive minutes ... I knew the main challenge was going to be staying focused and sharp mentally.

The leaders caught me around the 25 minute mark ... and they pretty much came through one at a time so there was not a lot of dive bombing the car with the big "X". I was feeling pretty comfortable on the track so I decided to stay out as long as possible. I believe the entrance to the pits close at the 1:15 mark ... so I came in at the 1:05 mark. A pretty non eventful pit stop. Rick and the rest of the Fischer crew checked out my tire pressures, cleaned the windshield ... cracked a few jokes and away I went.

Before you knew it, the Enduro was over. I finished!! What a relief. It takes three things to get through an Enduro ... a mechanically sound car, a mentally sound driver and a physically sound driver. The first point was taken care of by Fischer Motorsports. I now have an appreciation for all those drivers who acquire support services for the weekend. The mentally sound driver part ... easy for me ... once the helmet goes on, there is only one thing to think about ... the track!! Physically ... well at least I made sure I had plenty of rest and spent the weekend drinking the correct fluids.

The next day ... Monday ... was sprint race day. This race was to run I believe 12 laps (compared to the 35 that the leader ran in my Enduro). I had managed a decent qualifying position but then through a terrible start ... let 10 of the 12 cars that started behind me pass before we even got to turn 1! I was really disappointed in myself and spent the entire race in a defensive mode. The 12 laps came by pretty quick and Keith Clark who ended up the over all winner for our sprint race ... passed me on I think lap 8.

I accomplished my mission ... took the checker in all my session, completed my first four races without incident AND remove the giant "X" from the rear of my car.

I must admit, the club race experience was a pretty neat thing to survive. I look forward to next year as I expect I will improve in a number of areas ... notably the start of the race. I have already "blocked" a few dates on the calendar to possibly experience a few road trips ... Road Atlanta and Mid Ohio.



photo by Neil MacDonald

As the weekend ended. . there was one last thing to do ... that was the award ceremony. As I mentioned in my July article, my winning the Workers Choice Award at Gingerman was a pretty cool way to end my rookie weekend. Well ... sometimes it is even a better experience to see others get recognized. My mentor for my rookie weekend drives in the same events as I do. Greg Turek ... after many many club races ... I will guess over ten years ... FINALLY at TRAC 07 was called up to receive his FIRST Workers Choice Award for the Sunday Enduro race. Now, I hope to not embarrass Greg BUT I do believe he had tears in his eyes. Greg was staring at the plaque with that WOW look on his face!! At that point ... I had the widest grin on my face for the entire TRAC weekend.

Way to go Greg!!

2007 Awards, Dinner Dance and Celebration of our 50th Anniversary

Not sure as to when you may actually receive this edition but hopefully you attended the Dinner Dance on November 17, 2007. I have had some rather perplexed looks and questions... Is this the "50th" Celebration? Is this the Dinner Dance? Will we have both?? Why so early in the year?"

Let me try to answer the above...

This is the Celebration of the 50th Anniversary of the Chicago Region. I know there were earlier plans to have a mid summer

event but once the Board did a reasonableness check of holding a mid summer base AND a dinner dance or no dinner dance ... the proper and responsible thing to do is what we are doing ... celebrate the 50 years of the Chicago Region at the same time we acknowledge the participants of the current years events.

This is the Dinner Dance that we have become accustomed to calling the "holiday party" and also the "awards ceremony".

We decided to not hold two separate events. Fiscally, that we not the responsible path to take. We are an organization that focues our efforts on events to enjoy our Porsches ... not an organization that spends money on multiple lavish parties.

Why so early in the year? We wanted an elegant setting for the event. The site chosen is difficult enough to secure. Our only real option was the date selected...

Hopefully you decided to attend. I am looking forward to the event and my last chance to address the great members of the Chicago Region as your President.

I am already working on the December article. Seems like so much to cover, so many people to thank ... so many great experiences.

Till December ... And the final lap.

More TRAC photos start on page 24

Scenes Thru The Backlite: Trophies

Bruce Janecek, Historian

Over these past 50 years, trophies of some sort or another have been used to reward participants in events with an acknowledgment of “well-done” or you’re “1st, etc” and sometimes everyone participating in an event was given a token of that event.

Most members of PCA Chicago Region have at least one trophy if they have been a participant and many members are still trying to find places to display, hide or get rid of their accumulation of trophies.

If nothing else, these trophies often bring back memories of a particular event and might bring laughter or even tears.

Trophies have come in as many forms as there were events. Certain years or decades seemed to see more of one medium

than another, eg. Glass/Crystal, Pewter, Wooden Plaques, even horse Ribbons when appropriate.

A few unique trophies here displayed are just that, unique and one of a kind for its particular event.

Let it be always remembered that no matter what trophy was crafted or chosen, that person or persons spent countless hours not only choosing it but then having to make the decision on how many will be needed, how far down will they be awarded and then all the hassle of ordering and picking them up.

SO, a BIG HURRAH and THANKS to all those persons whose job ended up being in charge of TROPHIES over these past 50 years.



Traveling coffee set in brown suede case for Geneva Concour 2007/April & Michael Millhouse



Swiss cowbells in graduated sizes depending on finishing positions. Individually stitched felt belts providing event & date for Poor Man's Treffen Photo Rallye October 1983/Ginny & Robert Gummow



Picnic basket hand crafted in Putney, VT for 35th Potter's Picnic & Concour July 1993/Danny and Michael Gallagher



Hand crafted stained glass emblems for both driver & navigator by George Gutmann for Kettle Klassic Rallye October 1989/
George & Linda Gutmann

Trophies ...



Pewter pieces over the years (mostly 70s & 80s)



Glass & Crystal over the years



VS



**50 yard line tickets are available !!!
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November 11, 2007

Bears vs Oakland (an away game, all true Bears Fans must attend)

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Thanks Tech Team!

Toby Duckett

I want to thank all the DE drivers and DE Tech Team members for letting me serve you as the DE Tech Coordinator over the past several years. It is time to turn over the duties to Peter Faehurich who has been my co-coordinator if that is a word. More than that, Peter will be excellent as he has been over the past year. Please continue to give him all the assistance and cooperation that you have given me.

You will still see me at Social, Autocross, Rallye and DE events over the next few years. I might even still pick up a torque wrench to assist in the tech line as long as I do not miss my first run group session.

Working for the Chicago Region PCA has been a lot of fun, not work. I encourage all of you to get active in some form with the club.

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Concours IV: Geneva, IL

photos by Nat Ratanaproeck

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August 26th 2007 Results

Class A:

1) Rick Laurie	301.5	993
2) John Diwik	298.5	996
3) Mike Millhouse	296.5	993

Class B:

1) Joe Mauskus	232	997
2) Ron Bean	228	911
3) Bruce Janecek	221	996T
4) Sue Gustafson	205.5	912
5) Frank Dusek	204	944T
6) Mike Curry	187.5	993
7) Daniel Fox	185	911
8) Paul Cancialusi	182.5	911

Class C:

1) Hank Weil	174	986
2) Mark Toth	172	911
3) Craig Knight	170.5	911
4) Mark Smith	168.5	911
5) Colleen Summer	166.5	996
6) Mike Sellers	164.5	993

Class D:

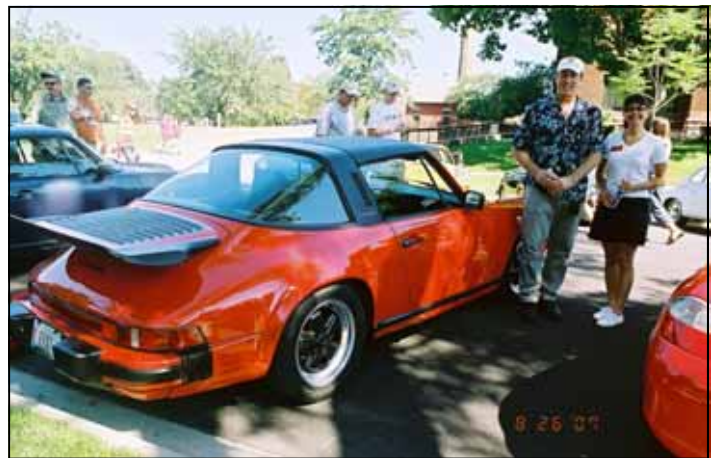
1) Tom Klingheil	142.5	356
2) Bill VanNortwick	139	N/A
3) Bob Burnham	138.5	356
4) Doug Crossman	137.5	986
5) Nick Brenkus	136.5	GT3
6) Cindy Jacisin	132	986
7) Tom Kincair	131	N/A

Class E:

1) Rod Gustafson	38	356
2) Gordy Smith	37	356
3) Dennis Rucci	35	914
4) Mark Fuehrer	34.5	911
5) Tim Curtis	34.5	356
6) Mark Markesi	34	986
7) Al Krenz	33.5	997
8) Bob Rath	27.5	914

Class C Novice:

1) Bill Palm	156.50	911
2) Daniel Jacob	144	964





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Harness Rules 2008

Todd Conforti

PCA Chicago Region will adopt the following rules pertaining to harness belts, race seats and rollover protection for participants in all Chicago Region drivers education events (DE) effective January 1, 2008.

Green group [C] and novices may run with stock seats and belts

Yellow group [B2] may run with stock seats and belts. *This is a change from previous years where a harness was required for this group at Road America.*

White group [B1] requires a 5 or 6-point harness with proper race seat*, rollover protection highly recommended.

Black group [A] requires a 5 or 6-point harness with proper race seat* and must be equipped at a minimum with a roll bar**.

* The race seat is required to have proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-submarine straps. Single piece race seats recommended. Race seats that have reclining articulation are approved for DE only.

**A bolt in or welded in roll bar is recommended. Roll bars that mount using existing seat belt mounting points are approved for DE only.

The above safety rule change was developed in response to PCA National's harness recommendations approved in 2007 as follows:

Harness Systems: If the participant chooses to install a 5 or 6 point driving harness (four point systems are not safe and therefore not allowed) several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must include an antisubmarine strap and be mounted in an approved manner consistent the manufacturer's instructions. The Harness system must be used in conjunction with a seat which has the supplied routing holes for the shoulder and anti-submarine belts. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions.

This means that a seat is required to have the proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-

submarine straps. The shoulder straps should be mounted at 90 degrees to the axis of your spine or at most 40 degrees down from horizontal. Because the addition of the harness system means that the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe environment and is not a COMPLETE SYSTEM. Due to UV degradation and wear, the harness webbing must be replaced every five years.

The changes we have adopted allow the driver to make the choice whether to install a harness or not. If participating in DE as a novice, green or yellow group driver at any of our Chicago events, stock lap belts are acceptable. If your proficiency allows, and you wish to progress to the faster White or Black group a harness and race seat is required. If you do install a harness also note that the webbing must be replaced every five years due to UV degradation.

Rollover protection is highly recommended for White group and required for the Black group.

National's DE safety standards also require equal restraints for student and instructor.

Equal Restraints: Both student and instructor shall have the same restraint system. All vehicles must be equipped with a properly installed lap and shoulder restraint system.

If you wish to have an instructor ride with you, or instruct a student in your car, both shall have the same restraint system. If you have installed a harness and race seat in the driver's position but the stock seat and lap belt remain in the passenger side, the driver would have to use the stock lap belt (instead of the harness) and run in the Green or White group when instructing or being instructed.

Our intent is to provide this information in a timely fashion to allow those wishing to upgrade their cars ample time to do so during the off-season. If you have any questions, please feel free to contact anyone on the safety committee.

Safety committee: Todd Conforti, John Ruther, Toby Duckett, and Peter Faehnrich.

National's DE standards is found at:
http://www.pca.org/drivers_ed/standards.html



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*Porsche Club of America – Chicago Region
Celebrates 50 Fast Years*

50th Anniversary and Awards Banquet

Saturday, November 17

Butterfield Country Club

*2800 Midwest Road
Oak Brook, IL
630.323.1000*

<i>630PM – 715PM</i>	<i>Cocktails and Hors d'oeuvres</i>
<i>715PM – 900PM</i>	<i>Dinner and Awards Presentation</i>
<i>900PM – Midnight</i>	<i>Dancing to the Ralph Wilder Orchestra</i>

Black Tie Preferred

Seating is limited!

Entrée choices: Filet Mignon, Mahi-Mahi or Chicken

Name: _____ Entrée choice: _____

Name: _____ Entrée choice: _____

*In recognition of your years of service to the Club, pricing is based on the year you joined.
If you joined in the:*

<i>1950s - \$50 per person</i>	<i>1980s - \$65 per person</i>
<i>1960s - \$55 per person</i>	<i>1990s - \$70 per person</i>
<i>1970s - \$60 per person</i>	<i>2000s - \$75 per person</i>

Number of Porsches owned: _____ Highest mileage as original owner: _____

*RSVP by **November 1st** to: Cindy Jacisin, 10813 Hastings, Westchester, IL 60154 708. 562.6353
Please make check payable to PCA Chicago Region*

Please reserve a table of 10 for: _____

No reservations or cancellations after Nov 1st ****Complimentary valet parking*

*Overnight accommodations: Oakbrook Hills Marriott Resort, 3500 Midwest Road, Oakbrook, IL
630.850.5555 <http://www.marriott.com/hotels/travel/chimc-oak-brook-hills-marriott-resort/>
"Porsche Club" room rate: \$89, available until Oct 26 or until sold out*



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The Porsche Exchange



The Bulletin Board

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

Paul S Ritchie Named Porsche Motorsport North America President

Uwe Brettel Returns to Germany for New Racing Management Position

SANTA ANA, Calif. - October 11 - Paul S. Ritchie, executive director - engineering operations for Magna Steyr North America, and former chief executive officer of Porsche Engineering Services, Inc. USA, has been named president of Porsche Motorsport North America (PMNA).

He will succeed Uwe Brettel, who will take over new responsibilities in the management of Porsche Motorsport in Weissach, Germany. Ritchie will join the PMNA team on November 15, 2007, while Brettel will return to Weissach by the end of March, 2008.

As CEO for Porsche Engineering Services, Mr. Ritchie was responsible for the overall direction of the company as well as developing goals, operating plans and policies for Porsche Engineering Services (PES). He previously held the positions of acting CEO, COO and director of engineering. Prior to joining PES, Mr. Ritchie spent 16 years in the engineering services industry in North America and 12 years in the automotive and aerospace industries in Europe. Ritchie's experience includes 28 years of success in engineering services which is driven by intense customer development, confidence in relationships and execution of projects.

Mr. Ritchie received his Engineering Qualification in Aerospace Design from Kingston-upon-Hull College of Technology, and his expertise in body structure development has led to a number of accreditations and achievements within the automotive industry.

With a Master's Degree in mechanical engineering from the University of Aalen (Germany), Brettel joined Porsche AG in 1995 in Weissach, Germany, as a customer service engineer for the Porsche Supercup and Carrera Cup programs. He then became director of the Supercup program in 1997 and was heading the one-make Cup Organization in 1998.

Brettel also worked with the successful Porsche GT1 Le Mans program and established the UPS Porsche Junior Team Program, where he graduated American Le Mans Series stars Lucas Luhr, Timo Bernhard, Marc Lieb, Patrick Long, and Mike Rockenfeller among others.

Porsche Motorsport, located in Weissach, Germany, is the Porsche factory division that responsible for all worldwide Porsche motorsports activities. This includes not only the development, building, servicing of race car models, and all customer racing programs, but also the development of street models like the 911 GT3, the 911 GT2 or previously the Carrera GT. Porsche Motorsport North America, located in Santa Ana, CA, provides a support system for its U.S. professional and customer racing activities, a unique system unavailable from any other auto manufacturer to this day.



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Membership News & Anniversaries

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

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

Daniel Conidi
River Forest, IL
1999 996

John Mogle
Janice Mogle
Munster, IN
2003 Boxster

Colleen Sommer
Brian Sommer
Batavia, IL
2004 996

Ahmed Zaki
Suzann Hua
Lisle, IL
2006 996

Tyler Hayes
Brittany Hayes
Harvard, IL
1981 911 SC

Paul Negron
Ryan Negron
Elk Grove Village, IL
1981 911 SC

Michael Lee Tinaglia
Lucia Tinaglia
Park Ridge, IL
2006 997

Jim Jones
Sally Jones
Geneva, IL
1007 Boxster

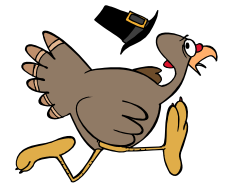
Alex Rorke
Liz Rorke
Evanston, IL
2006 Boxster S

Alex Tsekeris
Vicki Fisher
Chicago, IL
1977 911 S

Kim Kern
Doris Lim
Lake Forest, IL
2005 996

Richard Ryan
Jacqueline Ryan
Grayslake, IL
2007 Cayman

Judy VanStockum
Richard VanStockum
Mt Prospect, IL
2007 Boxster



November Anniversaries

1976 Charles M. Peterson

1994 David Zinck

1978 Richard Lotesta

Brenda Lotesta

1994 Michael J. Miller

Nathaniel J. Miller

1979 John E. Bonnett

Avis Bonnett

1994 George A. Thornton

J. W. Thornton

1981 Michael J. Wenckus

Sally Wenckus

1994 Brian T. McElwain

Cathy McElwain

1981 Al Krenz

1994 Jack McCall

Linda McCall

1983 Mark T. Gadbois

Siri S. Gadbois

1995 Guy George Gardner

Alisa Gyse

1984 Glenn P. Sapa

Sandy Sapa

1995 Alex G. Christopher

Anna Christopher

1986 Carl Pohrte Jr.

Sandra Pohrte

1997 Sam Menegas

Christa Menegas

1988 Alex A. Gianaras

1998 Jeff Folkerts

Rob Stone

1988 Jack Amstadt

Corrine Amstadt

1998 Daniel P. McGuigan

Flora McGuigan

1988 Michael Faems

Nancy Faems

1998 Van B. Miller

Sherrill Miller

1990 Michelle Buie

Dan Buie

1998 Lynette Poirier

J. Michael Poirier

1991 Robert P. Allen

James John Berg

1998 Varun Soni

1993 L. Robert Artoe

Judith Jendrzewski

1998 Daniel J. Tinley

Maureen Tinley

1993 Glen Spiegler

Angela M. Spiegler

1998 R. Peter Carey

Lois Lipton

1993 Nicholas J. Rhodehamel

Jonah Rhodehamel

1998 Jeffrey K. Schuppel

Gayle Schuppel

1994 Austin Mansur

Barry Mansur

1998 William Zerbinopoulos

Melissa Zerbinopoulos

1998	Alan W. Wendorf	Matthew Wendorf	2004	Stephen B. Smith	Mary Smith
1998	Christiaan P. Van Deur Jr		2004	Jeffrey W. Locascio	Jayne Locascio
1999	Richard J. Lockowitz	Mary V. Lockowitz	2004	Bruce F. Petrie	
1999	Robert J. Klaskin	Mike Klaskin	2004	Paul Juneau	Patricia Juneau
1999	Frank R. Mack	Marcia A. Mack	2004	Paul Brian	Carol Brian
1999	Jeffrey N. Phillips		2004	George Kase	
2000	Rich Zand	Sheila Zand	2004	Mark S. Larocca	Kristin Larocca
2000	Allen G. Jorgensen	Ann Jorgensen	2005	William R. Mussatti	Deborah Mussatti
2000	Jonathan D. Franks	Felicia Franks	2005	Chris Starleaf	Jamie Starleaf
2000	John A. Walton	Sherry Walton	2005	Steven D. Schneider	Brad Schneider
2000	Paul R. Predick	Dan Predick	2005	John W. Miller	Claudia Miller
2000	Aimee Boss Kolz	James Kolz	2005	Thomas A. Ratko	Holly Ratko
2000	Paul M. Claybaker	Susan E. Smith	2005	Lee Kindgren	Rita Kindgren
2001	Bill J. Burgis	Jon Burgis	2005	David Voitik	Lucy Voitik
2001	Richard Kersch	Marcy Kersch	2005	Steve S. Kim	Janelle Kim
2001	Michael A. Squires		2005	Thomas A. Kentish	Simone Kentish
2001	James K. Simmons	Carol Simmons	2005	Bert Kellman	Ursala Kellman
2001	Martin Bernardi	Mary Jo Bernardi	2005	Bobby Allen	Sylvia Allen
2001	Frank Novak	Laura Novak	2005	Peter Salaban	Mary Salaban
2001	Joe Martinez		2005	John Tikalsky	Wendie Tikalsky
2002	Rob Lapporte	Michele Lic	2006	Christopher T. Gaddis	
2002	Yong Jae Yoo	Kwang Yoo	2006	Mark R. Termolen	Evan R. Termolen
2002	Eric Wrobel		2006	Anwar Shah Kahn	Abar Khan
2002	Ben A. Gabis	Liz Gabis	2006	Anwar S. Khan	
2002	John Holtz	Jan Holtz	2006	Douglas A. Maxey	Wendy Maxey
2002	Fevin R. Reyes	Leomelyn Reyes	2006	Richard J. Katz	Kathleen Katz
2002	John Z. Kosowski	John Z. Kosowski Jr.	2006	Gerard C. Schrementi	
2002	Michael C. McCann	Elizabeth McCann	2006	John A. Scribner	Patti Scribner
2002	Nicole Williams	Lawrence Becker	2006	Nour M. Kabbani	Omar Kabbani
2002	Kerry Riley		2006	Phil Feith	Carri Feith
2003	Earl Deal	Laura Deal	2006	Hooman Bahmandeji	
2004	Karen Krist	Blake Suhre	2006	Edward J. Wise	
2004	Daniel Jakob	Mary Jakob	2006	Sarah M. Fritz	Robert Fritz
2004	Michael J. Anzaldi	Susan Anzaldi	2006	Ted Palarczyk	Margaret Babicz
2004	Charles L. Navarro	Tammy Hellings	2006	Keith Cade	
2004	David C. Wahl		2006	Arel Ondoy	Eric Ondoy

TRAC 2007

pages

Concours V Elkhart Lake, WI. Sept.1 2007

Class A

1) Mike Millhouse	288	1996 993
2) John Diwik	287	2003 996T

Class B

1) Ron Bean	231.5	1986 911
2) Joe Mourauskis	231.0	2006 997 Cab
3) Judy Grunnah	219.5	1956 356 Speed
4) Umberto Davi	218	2006 997 S
5) Mike Haas	205	1987 911
6) John Sikora	NA	1986 911

Class C

1) Jay Heppe	179	1990 911
2) Hank Weil	173	2000 986 S
3) Tom Grunnah	170.5	1959 356 A
4) Karen Baribeault	169.5	1999 986
5) Cindy Jacisin	166	2001 986
6) Dave Kinzie	163.5	2001 996

Class D

1) Gary Prinzl	137.5	1988 924S
2) Dennis Duel	137.5	1985 944

Class E

1) Howard Yefsky	37	1972 911S
2) Tim Curtis	36	1965 356
3) Chuck Shank	33	1989 911 T

Class C Novice

1) Jim Putman	149	1982 911
2) Bud Wendorf	137	356 Cab

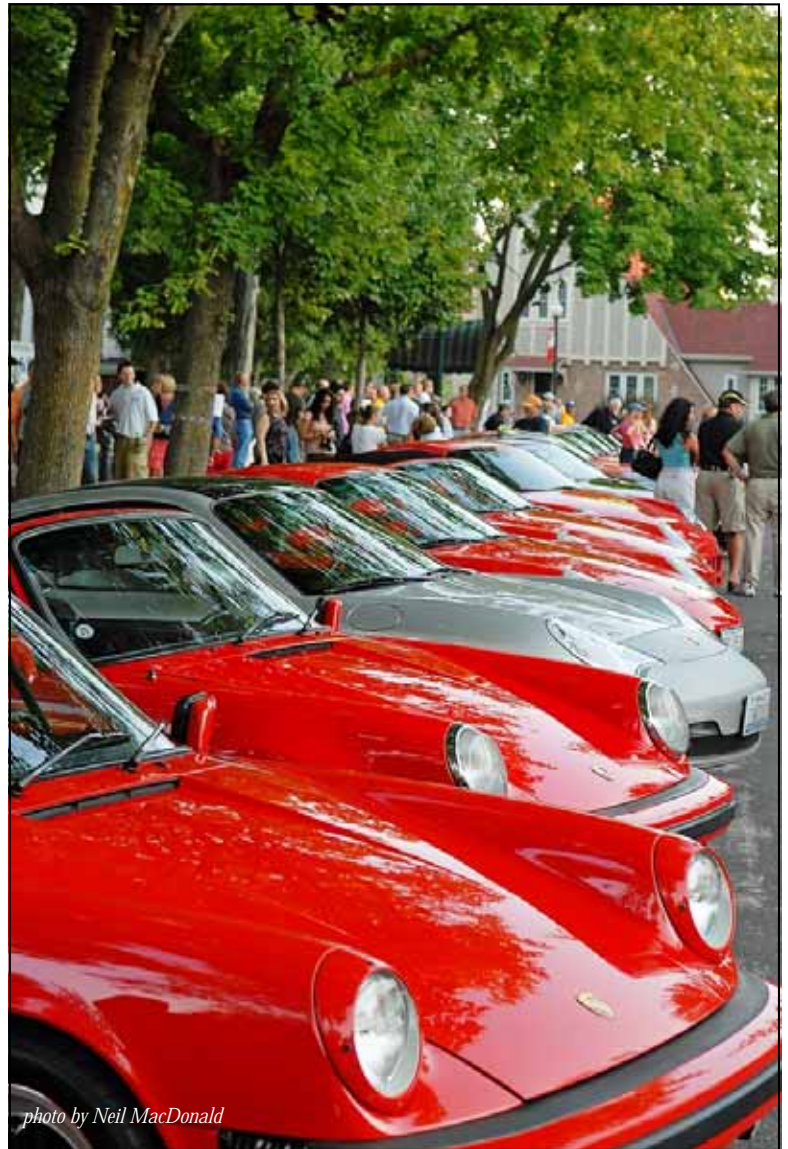


photo by Neil MacDonald



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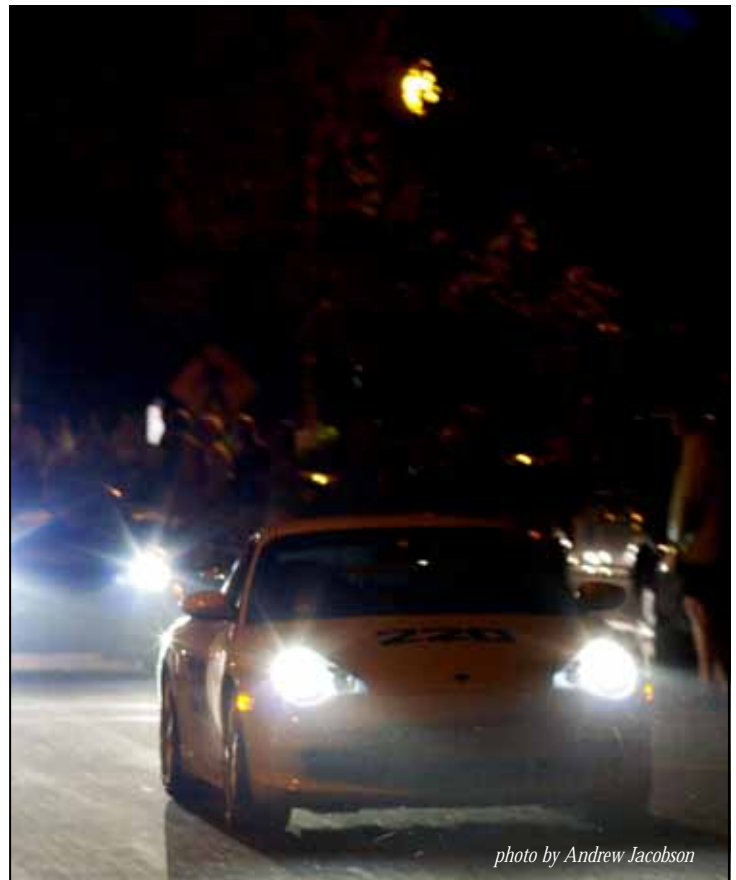


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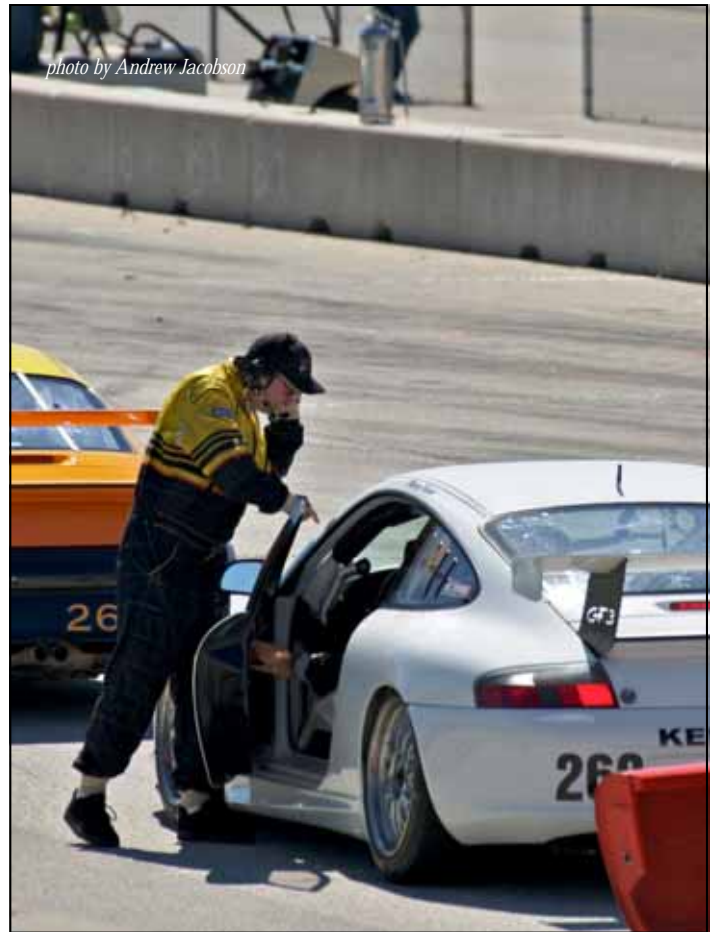


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photo by Weston Walters



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photo by Weston Walters



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photo by Neil MacDonald

Board Meeting Minutes: September

Ron Bean, Secretary

PCA Chicago Region - Board Meeting Minutes September 7, 2007, 2007

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

Coordinators Present: George Schaefer III, Pete Bukantis, Brian Beierwaltes, Mary Anne Nowakowski, Todd Conforti, Bob Rath, Mike Haas, Pete Hackenson, and Carl Walstad

Members Present: Wes Nowakowski, Ross Conforti

Meeting Called to Order by Chuck LaMantia at 8:01 PM, Park Ridge VFW Hall, Park Ridge, IL

Secretary:

- Bean presented the August minutes for approval, Duckett motion, Stephensen second,

Treasurer:

- C. Jacisin reported on the income from August, the August balances, and future deposits to be made. She asked for any outstanding receivables to be paid as well. Bean, motion to approve, Shire second, approved.

Vice President: No Report

President:

- LaMantia thanked all volunteers and coordinators for the recent TRAC weekend at Road America. He cited Ross Conforti for a great job in handling the volunteers/filling in for AJ Tiller. He also took full credit for the beautiful weather and huge turnout for DE and Club Race events.
- LaMantia also announced the Nominating Committee's selection for 2008 Officers and new Director positions:
President, Jack Stephensen
Vice President, John Ruther
Treasurer, Neal MacDonald
Secretary, Jim Jacisin
Directors, Keith Clark, Greg Turek, Cindy Jacisin.
Ballots will be in the October Scene.

50th Anniversary:

- C. Jacisin reported that the committee hopes to meet this week, and there will probably be a limit on the number of attendees at the 50th Anniversary Dinner. Checks and reservations are coming in at a very good pace.

Autocross:

- Rath reported 32 entered the Autobahn event, and each driver had 8 runs. Track touring at the Autobahn event was great as well. Next event, Sept. 16th at Maywood.

Timing & Scoring:

- Beierwaltes reported on his research with our timing and scoring software; the problem, Lotus 97 software is not compatible with the clubs hardware. He presented three recommendations for the purchase of software upgrades and new hardware. Motion by Duckett to purchase option A. Second, Clark. Motion passed for purchase by 12/31/07.

Road America:

- Clark thanked the board for allowing him to be Club Race chair at TRAC 2007 last weekend. The PCA Club Race Steward was very pleased with our event. Hackenson reported that the DE portion had 147 registered drivers or 42 more than 2006, and the overall TRAC event was sensational.

Blackhawk Farms:

- Conforti reported that the August Blackhawk event had 59 drivers and that another 13 had cancelled.. The next DE at Blackhawk is in two weeks with 41 registered so far. To date, 36 have registered for the Octoberfest DE. He also noted that Blackhawk Farms changed ownership last week.

Gingerman: No Report

Autobahn: No Report

Chief Driving Instructor:

- Ruther reported the next DE event at Blackhawk should have enough instructors.

Insurance: No Report

Concours:

- Bean Reported a small turnout at the August Autobahn Conours of 15, a great total of 40 at Geneva and a total of 25 at Elkhart Lake. Overall in 2007 Concours had a total of 120 entrants or plus 30 over 2006 or 33% up in participation for all 2007 events.

Rallye:

- Stephensen reported dismal weather for the 50 on 50 Rallye, and that the Brat Stop was very accommodating in providing the post rallye hospitality room. He wished to thank the Jacobsons, the Sladeks and the Browns for manning the checkpoints. C. Jacisin reported 15 have signed up for the fall Galena Rallye.

Social:

- Duckett announced plans for a Bears Game Social, at The Weber Grill in Lombard on Sunday, Nov 11th at 3:15.

Membership:

- Haas reported we are holding steady at 3,000 members.

Safety:

- Conforti reported no incidents at Blackhawk, 11 Club Race incidents and 3 during TRAC DE.
- New harness and cage regulations will be presented the November Scene.

Technical:

- Duckett wished to thank all of his Tech volunteers at TRAC

Charity:

- Hackenson reported that Track Touring took in \$1,315 during TRAC Weekend, all for the 2008 Club Charity, Misrecordia.

Chicago Scene:

- Shire reported that the October issue closes September 20th, as this contains 2008 Officer/Director ballots, need to be postmarked by November 2.

Property: No Report

Sponsorship/Dealer Liaison: No Report

Historian: No Report

Webmaster:

- Walstad reported the web site is up and running.

News from Region 13: No Report

Old Business: None

New Business:

- The 2008 Planning Meeting is scheduled
- Brian Beierwaltes wished to thank those that helped him with his windshield replacement during TRAC.
- Conforti reported long time member Tim Taylor passed away recently.

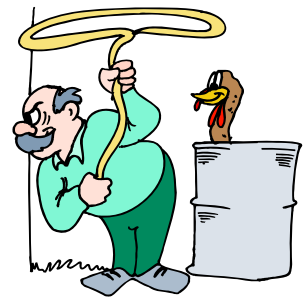
Next Meeting: Friday, October 12th, Park Ridge VFW Hall, Park Ridge, IL

Motion to Adjourn: C. Jacisin

Second: Clark

Approved Unanimously

Adjournment: 9:25 PM



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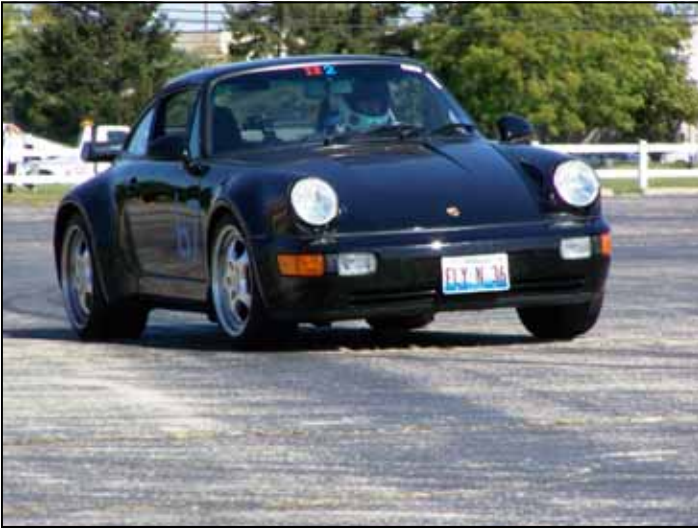
Mon - Fri: 8:00 - 4:30
Sat: By Appointment

Contact: Chuck Harley - Owner

Autocross V: Maywood Park

Class	Name	Car Number	Best Time
FTD	Tony Koufos	97	48.014
FTD Ladies	Christy Russ	59	52.061
M1	Tony Koufos	97	48.014
	Joe Battista	39	48.474
P1	M. Meyer	588	51.192
	J. Meyer	587	51.455
	Bob Rath	365	51.696
P3	Brian Jackson	524	52.24
	Bill Siegfriedt	601	53.716
P4	Daniel Jordon	605	52.621
P5	Jack Stephensen	16	51.507
	Weston Walter	536	51.774
P6	Sam Sonok	602	50.197
	Tom Goulding	162	53.694
P6L	Cindy Jacisin	68	54.26
P7	John Zaccagnini	901	51.32
	Glenn Moore	957	51.723
	George Schaefer III	67	52.195
	Frank Creamer	29	56.563
	Toby Duckett	45	56.75
P7L	Christy Russ	59	52.061
P8	Neil Macdonald	166	49.035
	Ricardo Gonzales	92	49.252
	Pete Bukantis	241	51.99
	Apollo Sinkevicius	805	52.363
	James Huber	603	53.026
	Mel Ligon	604	55.612
P8L	Rita M	991	53.132
X	L Slusarczul	606	59.537





From Within the 13th Zone – November 2007

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

Fall is Upon Us

My late September travels took me to Rockton, IL for the Second Annual **Milwaukee Cup DE and Club Race** hosted by the Milwaukee Region (this year at Blackhawk Farms Raceway). The event was fun with awesome weather for late September. It was a small group of participants, some 40 DE drivers and approximately 25 club racers. The event was well run and lots of fun. Those that have not attended previously, should definitely give it consideration next year. The Milwaukee Region was ahead in points in the "Milwaukee Cup" standings with only Sunday's enduro to be completed. Upon the completion of the enduro, the Chicago Region took the lead by a mere 9 points to capture "The Milwaukee Cup" for the second year in a row. Dan Matre of Milwaukee was the scorekeeper in tallying the complex formula that took into account participation of driver education drivers and which region they were from, and how club racers performed for class wins. It adds a different twist to club race weekend. Kudos to Milwaukee for a great job!

The following weekend, the Chicago Region had its Annual **Octoberfest** at the same Blackhawk Farms as above. Event Chair, Todd Conforti shared that some 90 plus drivers enjoyed mid 80 degree temperatures for the first weekend in October. It was a fun and safe weekend. I was slated to participate in Kentucky Region's Autumn Derby, which happened to be the same weekend. A crisis occurred at my work preventing my enjoying the typically fun filled weekend with a concours, rally, dinner, and silent auction.

As mentioned last month, autumn is typically the time of the year that new Board Nominations and or elections begin to take place. If you wish to add some new input into the management of your local region, now is the time to step up. Contact your local President or nominating committee members and add

some new blood to the Board in 2008. The pay does not exist but the satisfaction is terrific.

National Notes from Monthly Conference Call

As plans continue to evolve for the 2008 Porsche Parade in Charlotte, there was a lengthy discussion on whether the Zone Challenge adds value to the Parade experience. For those that haven't attended a Parade in the past two years, the Zone Challenge is an event that pits one Zone against another in a variety of activities with the overall winner being announced at the end of Parade. Next year, there was talk of possibly having a virtual driving simulator contest as part of the Zone Challenge.

Another discussion related to teenage safe-driving events similar to what other clubs are doing (ie: BMW Club). President Prescott Kelly was in favor of such a program. If you have any information of such programs that you wish to share please contact Prescott or myself.

Prescott Kelly announced that Porsche Club now has a "Media Relations Chair". Kathleen Lennon of Alpine Mountain Region will be working to obtain national and local media coverage for PCA activities and people, and to help our Regions do the same. Kathleen brings good experience, high energy, and cheerful competence to her new position.

National Procedures Committee member, Phil Doty of the Bluegrass Region is working on the 2008 Region Procedures Manual. If any Presidents or committee chairs wish to make any changes or additions, please contact Phil directly.

It's not the cars, it's the people. Go out and start enjoying the Porsche Passion! Until next time ...

Zone 13 Calendar

<i>Date</i>	<i>Event</i>	<i>New</i>	<i>Region</i>
11/11	Chicago - Weber Grill, Bears vs. Oakland Football Social, Lombard, IL		Chicago
11/12	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY		Kentucky
11/17	Chicago Region's 50th Anniversary Party		Chicago
11/17	KY Breakfast Social		Kentucky
11/18	BGR Membership Mtg - Portabello's - Lexington, KY		Bluegrass
11/21	CWI - Monthly Meeting, Madison, WI		Central Wisc.
11/29	BGR Lighting of the Distillery - Buffalo Trace Distillery - Frankfort, KY		Bluegrass
Dec. 2007			
12/1	LTR - Holiday Party @ Decatur Club in Decatur, IL		Lincoln Trail
12/1	Milw. Holiday Party @ Bristlecone Pines Golf Club, Hartland, WI		Milwaukee
12/3	BGR Board Meeting - Cooking by George		Bluegrass
12/6	Milw. Business Meeting - Concours Motors - Glendale, WI		Milwaukee

<i>Date</i>	<i>Event</i>	<i>New</i>	<i>Region</i>
12/9	BGR Christmas Dinner & Membership Mtg - Firebrook Subdivision		Bluegrass
12/10	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY		Kentucky
12/15	KY Breakfast Social		Kentucky
Jan. 2008			
1/7	BGR Board Meeting - Cooking by George	*	Bluegrass
1/21	BGR - Membership Social & Meeting, Portabella's-Lexington, KY	*	Bluegrass
1/26	CWI - PCA Holiday Party, Maple Bluff Country Club		Central Wisc.
Apr-08			
4/19-4/20	BGR - Spring EC Board Meeting in Lexington, KY	*	Bluegrass
Aug-08			
8/9-8/10	Porscheplatz at Road America "Generac 500" Elkhart Lake, WI	*	Zone 13
		*	

Indicates a new or changed event since previous Calendar





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The MidShip Report[®]: British Steel

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

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Britain and Germany. It's a combination that brings to mind all sorts of political and/or philosophical arguments. The thought struck me twice in one week - first at the British Car show and then seven days later at an All VW show. [Yes, there's Porsche content in this article ... even Boxster content, if you decide to hang around.]

The **British Car show** is an all British marques affair held annually in the outskirts of Chicago - the past few years in south suburban Palos Hills. It's a remarkable gathering - and yes, I'm the same person who previously ripped on old British cars in this column - and I still seize the opportunity to tease that the company slogans were, "XXXX! (insert any Brit auto brand), They aren't supposed to run ALL of the time". True observation: There were at least a half dozen flatbed tow trucks circling the edges of the exhibit area like vultures. But I willingly acknowledge, with no disrespect to the likes of Gandini, Giugiaro, or Bertone, (if you don't recognize these legendary Italian designers, just go ahead and turn the page), the British cars of the '60's and early '70's are the most timeless, beautiful automotive designs of the era. Sure, Porsche had a few stunners in the plastic body cars and Ferrari and Lamborghini knocked out a winner here and there, but those were so tiny in terms of production quantity, they don't even qualify as 'small time' production - just a hair above boutique one and two-offs. Say all you want about Lucas electrics (I certainly have!) but a 60's era Jag E-type (XK-E), BOTH coupe and convertible (photo 1), were as close to mass-produced (over 70,000 manufactured) elegance and beauty as ever done. As it would so happen, the organizers chose to intermix new and old. The current model, the XK8 turned up in several places sitting next to an XK-E. No comparison. The XK8 (and XKR) are certainly nice, competent cars ... but fall decidedly in category of 'Grand tourer'. XK-E is synonymous with Sportscar.

Another admission: Not until I strolled row after row (yes, that many still exist) of old Triumphs did I realize how many absolutely, stunningly gorgeous models were produced - the Stags, the Spitfires/GT6s, even the TR line (4A/5/6/7 and 8). Small concession here; the Stag and Spitfire line were designed or influenced by largely unheralded designer Giovanni Michelotti of Turin, Italy. Sure, mechanically, many were absolute junk on day 1. But here they were, by the hundreds, 40 years later, and still running. Of course, Lotus was there - old and new, side by side (photo 2), Aston Martin, too-old and new, side by side (photo 2), as was Morris and MG ('Morris Garages'), Rolls, Jensen, Healy, Austin, even 8 or 9 Sunbeams (dazzling), and a couple of Reliants, AC's and TVR's (magnificent).

It was the old-new contrasts that started this entire chain of thoughts - most notably this one (photo 3): The Mini (or Austin Seven as it was originally known), a purely British car at its inception almost 50 years ago, sitting side by side with the 'new'



MidShip ...

MINI –now a German car by way of BMW. Hold this thought;

The **ALL VW show** is also an annual event - organized by the local VW club in cooperation with a VW dealer in north-west suburban Chicago - it welcomes new and old VWs, and everything in between or even loosely related. Where the Brit car show may have been proper and reserved, the VW crowd leans to quirky and kooky - photo 4 says plenty. And while there's always an 'aspiring' Porsche crowd exhibiting (photo 5), spectators included the real thing (note arrow). And how does this relate to the British cars? VW, a German company, bought Rolls Royce in 1998 although (inexplicably) lost the right to the manufacture of cars with the Rolls-Royce name ... to another German company: BMW; VW ended up with the Bentley line - yet another British marque. And? ... So? ...

Reads like a Soap Opera Serial

So? So now Porsche, which once stood alone as the sole remaining independent car manufacturer - in fact, once in fear of being absorbed by one of the several automotive giants, has put the car company in Reverse. Porsche AG has renamed itself Porsche Holding, purchased a 30% + interest in Volkswagen (who's origins lay in Ferdinand Porsche's designs for small cars from the 1930s) and is in the midst of pursuing the remainder of the VW group - an automotive giant (4th largest in the world) that includes the likes of Audi, Lamborghini, Bugatti, Bentley, and Skoda in it's holdings. And here's a fascinating twist: Volkswagen announced in early 2007 that it signed an agreement to buy a 51% share in Malaysian automotive conglomerate Proton. Proton may sound familiar to some -- it owns a majority interest in (the quintessentially British) Lotus cars (Lotus Group Plc). Porsche, it seems, stands to acquire interests in quite of bit of sportscar heritage and current market, British, Italian, and German alike.

Britain Acquires Germany

All of the above was simply a setup to this: My friend Paul - a true, Brit, residing in Britain ... for goshsakes lives less than a kilometer from an Aston Martin dealership, which he passes each day to and from work -- bought a Boxster. I can't take any credit for this, although I seem to recall letting him drive my Boxster a few years back during one of his stateside visits. Many years ago, Paul owned a Porsche 944, but had to part ways with it. We even occasionally joked about him getting an Aston Martin, which, no doubt, would be just as rewarding as the Boxster ... if only it didn't mean selling every possession he owned and eating mash and beans every day for the rest of his life. He agonized over the Boxster decision for quite some time - in fact having decided to not pursue the acquisition at one point. And yet there it is (photo 6) sitting in his driveway. A gorgeous black 2.7. Paul's first order of business once the car was delivered to his home: He left town (flying to the USA for business), leaving his new acquisition undriven and (GULP!) uninsured. Paul assures me he's rectified both situations. Welcome back.



Footnotes:

The late September PCA-Chicago Region Rally number 4 - the Apple Canyon Run, was a test of concentration. Brother-sister team of Jim and Cindy Jacisin (along with Jim's better half Patty) planned out a rally through some of the most

concentration breaking scenery possible (see Rally 4 coverage elsewhere in this issue for complete details). My navigator, Lee Lichtenstein, kept me on track without having to resort to any artificial means of motivation (think: electric shock), and summoning all our skill (and seizing on the misfortune of others) we left with first place trophies (ok - all the trophies are the same, shuddup already).

Following up on last month's MidShip that covered my Boxster ignition switch failure ('Captain Crunch'), I did an 'autopsy' on the failed switch. The original switch is an Audi/VW plastic ignition switch (Audi part number 4A0905849B). I opened the switch and found the source of the problem - and most interestingly, it had nothing to do with the electronic components inside the switch. Photo 7 shows the switch after disassembly. The arrow points to an impossibly small piece of plastic - the plastic functioned as a 'tab' or 'stop' inside the switch casing (at the 'x'). It's not what I'd call quality engineering - evidently, Porsche agreed when it changed the design in 2004. No matter, for less than \$20, I've already purchased the OEM equivalent replacement as a spare to the one I already installed. I put it, along with the tools necessary to change it out, into the trunk where it will stay until needed - hopefully not for another 6 years.



Extra! Extra! In an effort to unburden Scene and the PCA web site of some of the excessive drivel of this column and excess photos, current month editions of The MidShip Report® are now available online at WWW.MIDSHIP.ML1Media.com

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News From Loeber Motors

Dave Mathews

What's your favorite season? For me, autumn, especially a mid-western autumn, is very special. Maybe it's because the sun sits a little lower on the horizon creating special shadow...a special shade...through yellowish-red foliage. Possibly it's the aroma of honeysuckle and ripe fruit trees. It could be the misty fog of early evening or crisp morning air. Perhaps it is just the memory of dry leaf kicking and childhood hay rides.

It all blended into a beautiful backdrop for an impromptu fall driving tour this morning. I joined a group of fellow gear-heads at a restaurant north of the city for a daylong chase over back roads and twisting switchbacks. Porsches always draw second looks and nodding approval from passersby. Put a group together and well, there were plenty of smiles and nods and photo opportunities. What a great day for a drive!

As I was taking it all in I couldn't help but think about the resemblance one model had with another. Here was a group of cars that ranged from a vintage 1961 Porsche 'Bathtub' to a breathtaking 2008 911 Turbo. There were Boxsters, a few Cayman coupes, and a several Carreras. Each was special, yet each shared the same pedigree...the same gracefulness so evident throughout this family of Porsche.

Come to think about it, 'family' is really appropriate when describing Porsche. Creating this car was a family affair. Father and son worked together to build the first 356. An uncle penned the first 911, a timeless design transcending four dec-

ades. Each model exhibits that distinctive silhouette that is "Instantly Porsche." The exhaust rumbles with as much authority as that of a Harley-Davidson. Not as edgy mind you, but with a uniquely throaty tone.

No matter where your interests lie, our family at **Loeber Motors Porsche** is sure to have the car for you. Want a two-seat roadster? The award-winning Boxster awaits. Is a little more room necessary? How about a Carrera 4 Targa with the retractable roof. More fire you say? The GT3 takes no prisoners. Need a practical grocery getter and kid hauler? Grab the SUV with attitude...a beautiful Cayenne.

Perhaps you prefer a vehicle that has a little 'experience' under the belt. **Loeber Motors Porsche** has a great selection of Certified Pre-owned cars that is sure to please. My last two Porsches have been CPO cars. Lots of piece of mind comes with that intensive inspection process. The extended warranty is icing on the cake. Bring your family to see ours.

Wow! Almost forgot about a really neat event coming up in a few days. **Loeber Motor Porsche's Fall Service Clinic** is Saturday, October 20, 2007. Our certified service techs will inspect your Porsche free of charge, while you can browse our inventory or boutique. Special pricing is offered on accessories, parts and service scheduled during this event. Please call 800.951.9065 for details. Plan to stop by. As always, bring your checkbook.

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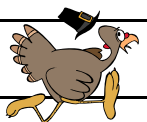
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Chicago Region Ralliests Voted #1

Don & Taxi Breithaupt, Longhorn Region

photos by Neil MacDonald

Who has the friendliest rally people? Chicago Region

Who has the best rally program? Chicago Region

Who makes Texans feel more at home than when they are in Texas? Chicago Region

This was the third time that we have come to Illinois to run rallies with the Chicago Region. We were first invited by Tom & Phyllis Harwood and not only have they been the greatest hosts imaginable, they have introduced us to a group of people who are as friendly and hospitable as anyone can be. Year before last when our car broke down, everyone pitched in and helped us and even though we didn't get to run the ralliests, we had come for, we were invited to work checkpoints and even given the long distance award.

This year we ran the Cindy and Jim Jacisin Rally which started in Stockton, IL. You could tell even before rally day that good planning was part of the game. Cindy had reserved a block of rooms at the Country Inn in Stockton and between the ralliests and a family reunion, the inn was full. As soon as people began to arrive, we started seeing people we knew from past trips to Illinois and Porsche Parades. What surprised us was that people we didn't know came right up, introduced themselves and as usual, we all started talking about Porsches and Porsche events. Like we say, "Who has the friendliest people," Chicago Region. The hardest part of any gathering is finding a place for everyone to eat. A local country club took care of that. I don't think any of us will ever forget the senior citizen we had for a waitress. In all our experiences, we've never seen anyone take each individual check to the cashier for processing one at a time. Somehow, she got it all taken care of without undue delay, which just proves that persistence pays.

Taxi & I were a little nervous about the rally. After 20 years of rallying we had decided to trade seats. Taxi would drive and I'd navigate. As it turned out, the change may have been something we should have done sooner. The rally instructions were very well written and simple, the roads were challenging which made the drive lots of fun and the scenery was stunning and the weather beautiful. We had so much fun that when the rally ended at the Rafter's we weren't ready to stop rallying. Hats off to Jim and Cindy. They worked very hard to do it right and it showed. Like we say, "Who has the best rally program," Chicago Region.

"Who makes Texans feel more at home than when they are in Texas," Chicago Region.

Thanks everyone for a great time and we hope to see you all next year.



Ralliests ...



Apple Canyon Rallye - 9/23/2007

Position	Car No.	Driver	Navigator	Car	Class	Score
1	2	John Miller	Lee Lichtenstein	968	SOP	137
2	10	Ron Micek	Martha Kuffel	911 Turbo	SOP	194
3	6	Toby Duckett	Bonnie Duckett	911 RS America	SOP	194
4	1	Tom Harwood	Phyllis Harwood	911 SC	SOP	329
5	18	Peter Faehnrich	Peter Brychel	911 Cab	Novice	364
6	14	Dominique Sangdahl	Stanley Sangdahl	Cayman S	Novice	379
7	15	Taxi Breithaupt	Don Breithaupt	911	SOP	474
8	4	James Huber	Frank Creamer	996	Novice	514
9	5	Steve Olson	Sharon Olson	911 Targa	SOP	558
10	7	John Mueller	Tom Frohsnapel	Audi A6	SOP	594
11	9	Tom Snyder	Ann Synder	Boxster	Novice	658
12	12	Ed Barnicle	Bob Rath	996 Cab	SOP	777
13	16	Fred Jacobson	Marilee Jacobson	968	Novice	1010
14	13	David Kinzie	Judy Kinzie	996	SOP	1028
15	11	Daniel Jakob	Mary Jakob	964 Carrera 2	Novice	1142
16	8	Leo Ford	Ann Ford	Cayman	Novice	1161
17	3	Chris Higginbotham	Rick Higginbotham	911SC	SOP	1363

Rallye Masters	Cindy Jacisin	Jim Jacisin
Pre-Drive	Jack Stephensen	Karen Stephensen
Check Point	Bruce Janecek	Jean Janecek
Check Point	Carl Armand	Carol Armand
Check Point	Jack Stephensen	Karen Stephensen

Rallye Sports

by John Miller [Boxster_S@veryspeedy.net]

Rallye 4: Pitching a Perfect Game in Apple Canyon

Seventeen for Seventeen. PCA-Chicago Rallye 4, The Apple Canyon Rallye, hit a mark that I cannot recall for several rallye seasons now: Seventeen cars started. Seventeen cars (yes, *the same* seventeen) finished.

Jim and Cindy Jacisin pitched a true gem - the rallye equivalent of baseball's Perfect Game with the late September rallye run through the hills and valleys of western Illinois. Yes, that's not a typo; hills and valleys in Illinois. And one waterfall, for good measure. No missing entrants, no thrown-out legs, no rain, no protests, no calls for public lynching of the Rallyemasters, just a well run, well appreciated road rallye.

Of course there were 'concerns'. The Rallye start point was in Stockton, IL - a town you have to really squint at the map to find - and a solid 100+ miles west of even the remotest western suburbs. Consider it the 'price of admission'. Its simple geography: You won't find roads and scenery like that within ... a hundred miles of here (suburban Chicago). And in hindsight, it wasn't really a deterrent - there have been rallyes staged much closer to (if not in the) suburbs that didn't attract that many entrants. There was also a small problem in the rallye itself - the Out Marker for the first leg was missing - an issue quickly solved by another Jacisin. Patty Jacisin selflessly put herself in harms way to create what is undoubtedly a PCA-Chicago first: The Human Out Marker (photo 1).

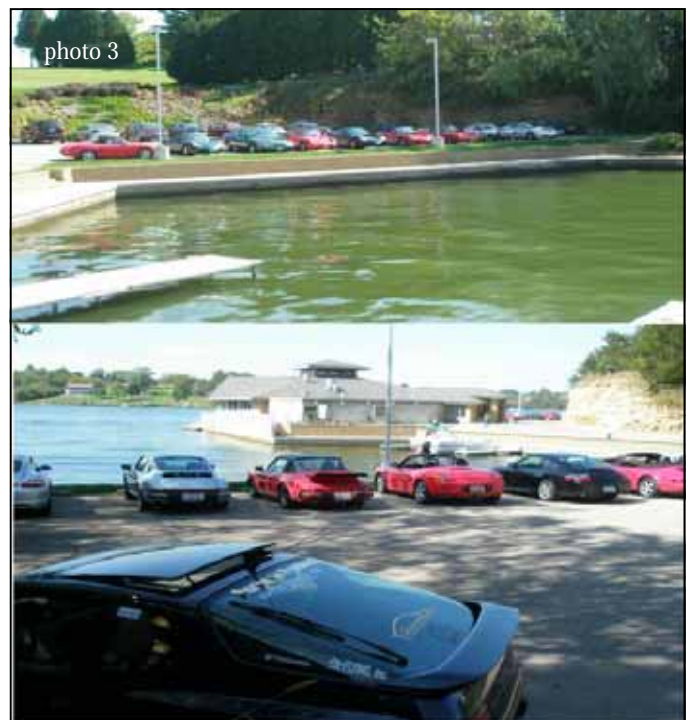
TSD

It stands for Time, Speed, Distance, and Jim and Cindy executed perfectly on all counts. This rallye was, as they put it, *all* about time, speed, and distance. There were two or three traps, but none were leg-breaking, massive penalty incurring tricks. Indeed, for a 5 leg rallye, only 4 entrants 'maxed' out one leg, and over 40% of the total scores were under 500 points with an astounding 70% under 1000. The rallye itself ran just a tick over 4 hours with a 1 hour lunch break at the midpoint. In all slightly more than 80 miles were covered, and you would be hard pressed to find anyone that remotely objected to the route, the roads, or the scenery. From start (photo 2), to break (photo 3), to finish (photo 4), it couldn't have been more ... ahhhh ... picturesque.

In addition to the gratitude we (the entrants) owe Jim, Cindy and Patty for all their organizing (agonizing?) - Cindy even managed to work the checkpoints - a special note of thanks should be extended to Jack & Karen Stephensen for pre-running the rallye and working checkpoints, and Bruce & Jean Janecek, and Carl & Carol Armand for also working checkpoints.

Two special notes about the finish/results:

Car 15 (position 7) gets special recognition for running this



Rallye ...

rallye. Not only are Taxi and Don Breithaupt terrific people and good friends, but they also happen to reside in Texas and came up to Illinois to run this rallye;

Car 18 (position 5). The Peter and Peter team were the last car to start the rally and left post-rally gathering early, having calculated their final score and convinced they hadn't done as well as hoped for ... I believe Peter said something to the effect of "we came in last."

Just because you *start* last doesn't mean you *finish* last. Their trophies for 5th place were awarded in absentia :-o

Rally 4 was indeed a Perfect Game ... not just for the rallye itself, but the atmosphere it spread and the idea it sustains; Yes, a rallye is supposed to be fun and yes, some members take it far more seriously than others, but no one felt cheated or disenchanted, and no one left feeling discouraged about rallying in general. Put the Apple Canyon Run Rallye in the archives as a role model for future PCA-Chicago Rallyes.



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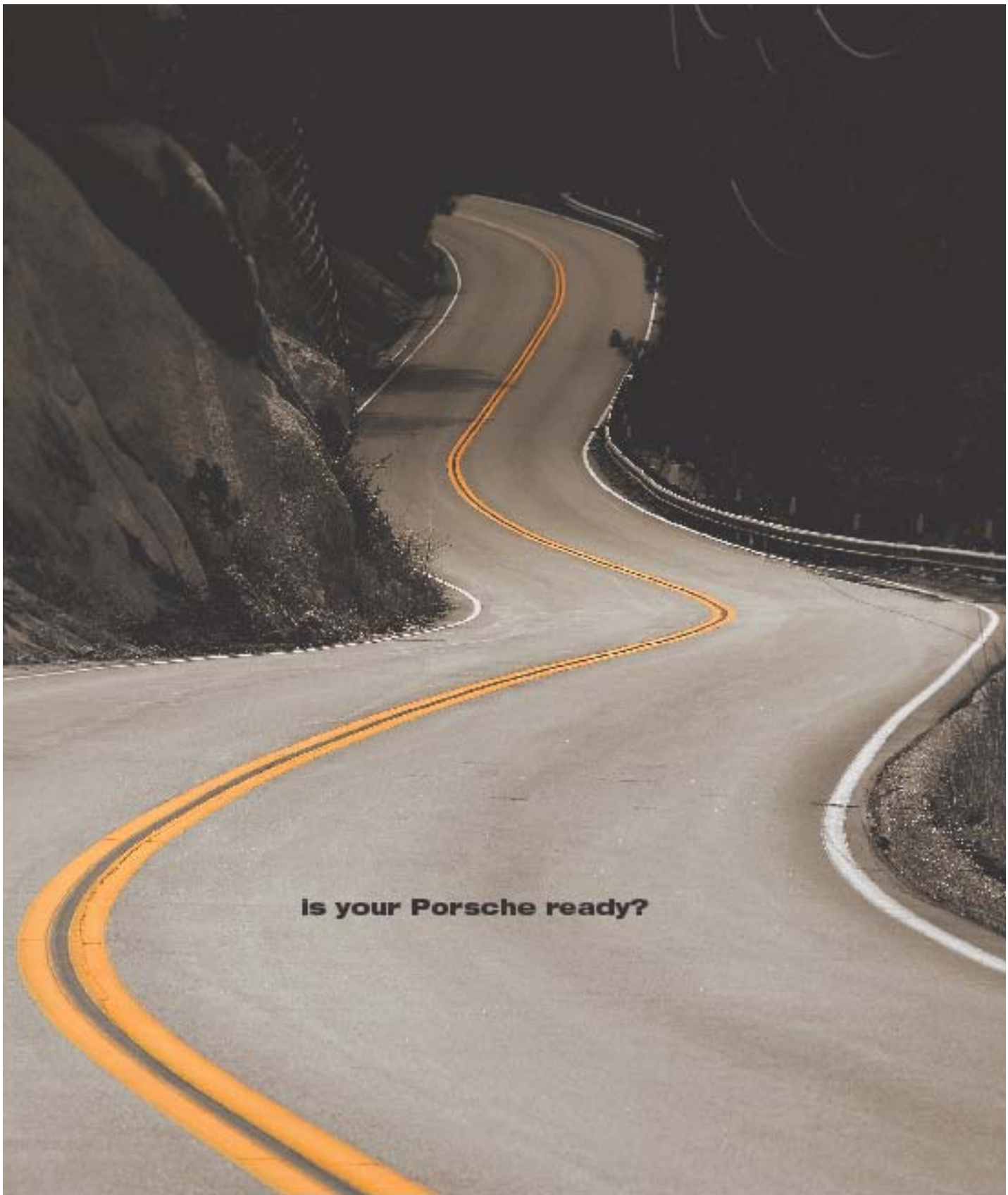
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32K mi; Leather; PW/PL/Sunroof; Short Shift Kit; Vertex Chip; B & B Exhaust; new tires on 16" Fuchs; all stock parts incl; not perfect/great runner. \$16,500/OBO. Phil 312.287.4670 (OND)

1986 928S Silver/black leather seats; AM/FM CD; 110K mi; garaged/no snow; auto/timing chain/good tires; Owned since 93/moving; incl 7 vol. workshop manuals/supplements. \$9,000/OBO Denise Evans 219.759.5451 karmaparrot@comcast.net (SON)



1989 911 Carrera Targa Black/black; 92K mi; no air bags; 4 shoulder belts; kid friendly G50 trans; polished orig wheels; no track/accidents/rust; following parts are new - factory leather 6 way power seats/targa top/clutch & flywheel/alternator/brake pads & rotors; Blaupunkt stereo/CD/speakers; Apx 260 hp computer chip; Dansk Sport Muffler. \$23,000/OBO. Chuck Schank cwschank@comcast.net or 815.498.4500, (SON)



1996 993 C2 Coupe Speed yellow/black int; 79.5K mi; 6 spd man; flawless cond; full service history; highly factory optioned/ incl sport chassis/ltd slip differential/

factory motor sound exhaust package; extras/Alpine radio/CD with iPod adapter /clear guard bra protector/battery tender. \$32,500. Brian LaBardi 630.660.8349 b.labardi@comcast.net (OND)



1996 993 RS 3.8 Blue; many custom upgrades incl/custom fabricated exhaust/Big Red brakes with custom fabricated air-duct work; 3.8 motor; 2 sets Fiske Wheels; JRZ shocks; built by Autometrics; More info www.legendcreative.com/993rs/ \$64,900. Mike 847.372.9911 (SON)

1998 GT2 RSR 3.8L Fresh eng/trans/clutch; Penske; Motec; Kelly-Moss built car/Eurosport maintained & serviced. \$42,000. Mike 630.881.3433 (SON)



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



2003 996 Targa Arctic Silver/Black; 6-sp; 15K mi; 18" wheels; PSM; GHJ Sport Mufflers; SpeedLingerie Bra/mirror bras; Porsche car cover; Orig owner/all records; under warrantee; no winters; very little rain; detailed engine/chassis/many concours wins; New battery/rear tires; Flawless! \$54,000 John Diwik 630.270.5439. j.diwik@comcast.net (NDJ)

40th Anniversary 911, build # 773; mint; 11,800 mi; comfort heated/memory seats; navigation; no rain/winters/salt; Bose/CD changer; no mods.; new in June 04; Naperville. \$57,500 630.417.5340 geza.reichart@escocorp.com (SON)

For Sale - TIRES/PARTS/MISC

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

Parts Suspension Upgrade 1989 944 Turbo Front: 2006 Bilstein struts (\$1600 new) Rear: Kelly Moss Built Penske struts (hvy duty lwr mount bolt) recently refurbished by Midwest Eurosport. Springs: 600# Front 500# Rear \$1800. Mike 312.498.9996 mike.keck@comcast.net (SON)

Parts Two (2) Porsche GT3 Adaptive Sports Seats (new 07 GT3 'take-outs')/full seat inlays/trimmed in Alcantara/opt head rest Porsche Crest; from Black Full Leather Interior; have Heated Seats option; adaptive elec adjust for all seat functions with adj side bolsters/4-way lateral support adj; MSRP \$3045 over base seats. \$2795. Andy 847.219.2964 (SON)

4 Post Backyard Buddy Car Lift, does not require anchoring to floor. \$2,800. Denise Evans 219.759.5451 karmaparrot@comcast.net (SON)

Parts Speedster humps/Arctic Silver/ (orig equip) for Boxster pre 2005/storage cover \$450; Two (2)100wt Xtant (very small) car mono amps \$150; 80's 911 Speedometer \$75. Bill 773-506-2711 or drbill715@yahoo.com (SON)

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

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

Wheels/tires Set of 944 Turbo S forged alloy wheels/Blizzak snow tires; good cond/lots of tread left; \$500/OBO. Set early 996 wheels/Pirelli P240 Snowsport tires; good shape/lots of tread left. \$500/OBO. Dave w) 630.573.9734 or h) 630.985.0323 Rutter459@aol.com (NDJ)



Wheels Boxster/Boxster S Rims; Factory Porsche 18" turbo twists; Front: rim 7.5J X 18 fits tire 225/40ZR18; Rear: rim 9J X

18 fits tire 265/35ZR18; Great set extra set of rims for track days/autocross; Great deal at \$975.00. Kris 312.733.0200 allcroftdk@sbcglobal.net (NDJ)

Porsche Panorama Magazines April 1983 - current. \$200 includes shipping/OBO for pick-up. Cherie Orum 708.354.0260 (OND)

For Sale - TRAILERS

2000 McLander 22' Open Trailer twin axle; elec brakes/both axels; lg equip box; spare tire mount. NEW PRICE \$2,300. John 847.630.2037 (NDJ)

For Sale - OTHER

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

Wanted - OTHER

Your unwanted **VW, Corvair, Porsche air cooled engine parts**. Also looking for a whatever set of 205/55-16 and 225/50-16. Cheap/haul/will travel. 630.416.6100 or karl_s@msn.com (SON)



Give Thanks

Aungahh!

We are just back from several wonderful, quiet days in Yosemite ... we highly recommend not only Yosemite but several quiet days of no computers, no

cell phones, no work! Please enjoy Steve's photo below - while it's a great photo, it does not nearly capture the awesome beauty, majesty, and peace of the Yosemite Valley.

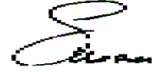
Please enjoy the many many pictures in this issue ... thank you to all of you who sent pictures of the late summer/early Region events.

We are looking forward to having some of our kids with us for Thanksgiving - and my darling granddaughter, Ingrid.

As I look forward to the holidays I realized how much we all have so much

to be thankful for! To all of you, a very Happy Thanksgiving! We hope that you are lucky enough to spend it with those you care about most. We hope that the entire holiday season is one of love, joy, and peace.

See you at the Dinner Dance!



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** *Editors' column*



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

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Jim Bacus, one of our customers, at our latest event...Our custom GT3 graphics hitching a ride.

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Our Porsche driving events.

Throughout the season, we will be holding events at the Autobahn Country Club in Joliet. This private racing facility is one of North America's most challenging race tracks. From the novice to the seasoned driver, you will have the chance to find out what makes your car legendary. Your day will begin with a continental breakfast followed by a classroom session. Then we take it to the track. And you're taught by professional instructors, directly from the Porsche Driving School. We can't promise to make you famous, but we can make you a better driver.

Upcoming event dates: June 28th, September 18th, October 11th



MOST IMPROVED winner of the day: Nicki Sangdahl
FASTEST TIME OF THE DAY winner: Robert Byrnes

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