

Chicago Scene

SEPTEMBER 2007



THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA / CHICAGO REGION
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At Potter's Picnic - Rip and Linda Potter Patterson's lovely 356 SC

photo by Neil MacDonald

Three Months At A Glance

Looking Ahead (as of 9/7/07)

Event Information in this issue

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<i>SEPTEMBER</i>						1 <i>TRAC DE & CR Concoors V Party</i>
2 <i>TRAC DE & CR</i>	3 <i>TRAC DE & CR</i>	4	5	6	7 <i>Board Meeting</i>	8
9	10	11	12	13	14	15
16 <i>Autocross V</i>	17	18	19 <i>DE Blackhawk V</i>	20	21	22
23 <i>Rallye IV</i>	24	25	26	27	28	29
30	<i>OCTOBER</i>					6 <i>Blackhawk Octoberfest</i>
7 <i>Blackhawk Octoberfest</i>	8	9	10	11	12 <i>Board Meeting</i>	13
14 <i>Rallye V</i>	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31 	1	2 <i>Board Meeting</i>	3
<i>NOVEMBER</i>						10
4	5	6	7	8	9	10
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	

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



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The Point

Chuck LaMantia, President

Nearing the end ...

This issue ... As we finish August ... racing into September ... just so much to write about and so little time to get it all done!

We had lots of activities going on in the last month ... On August 12th, a dual event of Autocross and Concours at Autobahn Country Club. If I remember correctly, it was a clear, rather hot day. Hopefully somebody who attended will have a few words and pictures to share. I am aware that Jim and Patty Jacisin were at The Autobahn bright and early to get things started. I missed that one as I needed some time to make sure my car was ready for Blackhawk ... For all you qualifiers for the year end overall award ... no need to worry about me.

I did make it out to the August 15th Blackhawk. Typically this is one of our lowest attended driver events of the year. Note, I said lowest ... not poorest. We still had near 70 registrants. In spite of the weather, approximately 60 participants attended which included nearly 15 novices. Yes, people do get their Porsches after the months of May and still want to get some track experience. I had the pleasure of instructing Tony Wong in his new Cayman S. As is the custom, the instructor drives the first 3 laps to not only get a feel for the car but really for the student to get a chance to view the track ... look around instead of where the car needs to be going. What a great handling car! Difficult for me to think about driving my 88 911 Carrera.

A couple of days later (August 18th) we were at the Kane County Cougars game hosted by Ed Barnicle. For those few individuals who braved the pre-game rain, it ended up to be a nice cool evening with the Cougars coming out on top.

The rallye group got together on August 19th ... this one I missed. The pouring rain coupled with the last rallye I completed with Keith Clark included Cindy Jacisin hiding behind a tree guessing we were going to come into the check point from the wrong direction. She was correct but the look of her giggling forever scarred me from the rallye experience.

The Concours group met yet again in Geneva Illinois on Sunday, August 26th. This was not our normal concours event as this also included many non Porsches from all over the country. In speaking with one of the judges and the Chicago Regions very own Pat Yanahan, approximately 15,000 people (yes, fifteen thousand) attended the event.

As this is getting to you a bit late ... It is the "morning after" TRAC 2007. I think I will save my commentary on The Road America Challenge for the October issue. As you all read in the August issue, I can get a bit detailed in sharing my own club race experiences. All I will say is that that big "X" is off the back

of the car and I survived. I once thought the family drive to Florida with myself and my two sisters in the back seat of my parents Plymouth Fury was a long time in the car ... the 90/90 (90 minutes and 90 cars) enduro seemed a lot longer!!

The event chairs Keith Clark and Pete Hackensen, the registrars Susan Shire and Mary Anne Nowakowski, the tech crew Peter Faehnrich, Kori Kwak and Toby Duckett, 'fill in' volunteer coordinator Ross Conforti, and safety coordinator Todd Conforti -- Let me not forget Ron Bean, Jim Jacisin and the rest of the Concours gang ... and those that did volunteer ... A great event... and THANK YOU! As for my role, besides being the event coordinator, as president, I am also in charge of the weather. It is with great pride that I report in my two years as president, I can report 8 days of track time and 8 days of no rain!!

A perfect lead into the next topic....

There was a piece of official business concluded over the last few weeks ... the selection by the Nominating Committee of the slate of candidates for the 2008 season. I am please to Announce that the following individuals have been selected as the Nominating Committee's slate of candidates for the 2008 Officers and Directors;

President	Jack Stephensen
Vice- President	John Ruther
Treasurer	Neil MacDonald
Secretary	Jim Jacisin
Director	Cindy Jacisin
Director	Keith Clark
Director	Greg Turek

Joining the above as returning Board Members will be Susan Shire and Ed Barnicle as Directors and me, Chuck LaMantia, as Past President.

I wish to thank those who wished to be considered as serving on the board of one of the largest regions of the Porsche Club of America. It is a task not to be taken lightly. Yes ... we are all volunteers ... Yes ... this IS a car club BUT the responsibility assumed is significant. We do so many things on such a large scale ... it takes a combination of enthusiasm, hard work, big picture thinking while paying attention to the details to make the club the success it has been for the past 50 years! The Slate of candidates recommended by the Nominating Committee will serve as a terrific foundation for the Region's next 50 years.

Till October ...

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Fifty Fast Years: Memory Lane

Cindy Jacisin

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	996 1998-2004		
	997 2005-2007		
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928	1978 - 1995	Panamerica	2009?

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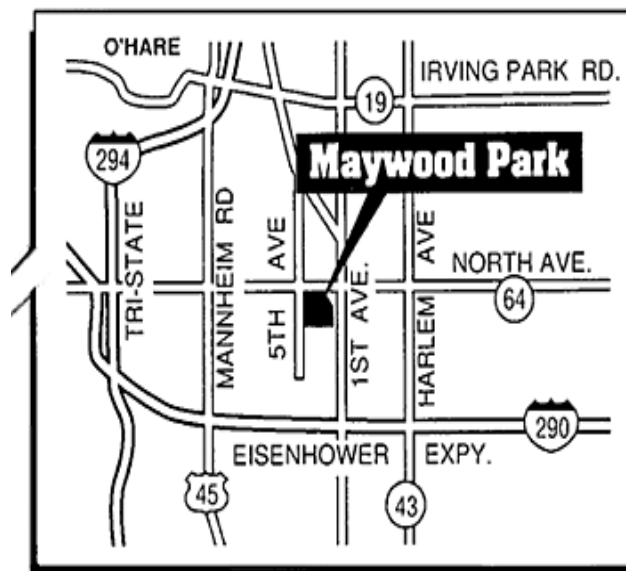


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Member/Family Member/Guest* Phone Number _____

Driver 2 _____ Chicago Region Permanent # _____

Member/Family Member/Guest* Phone Number _____

Car/Year/Model _____



Checks, please Total Enclosed \$ _____

*Guest of _____ Member MUST be present

Firsthand Report: Porsche Parade 2007

John Miller [Boxster_S@veryspeedy.net]

It's all in the numbers.

5 - the duration, in number of days, for Porsche Parade 2007.

4 & 1/2 - the number of days it took me to drive from Chicago to San Diego.

116 - The entrant number assigned to me by Parade organizers.

11 - the number of days I spent meandering around North America in the Boxster on my return to Chicago.

775 - The dollar amount spent on gasoline for ...

7500 - the number of miles that I rolled up in the 3 weeks on the road.

∞ (symbol for infinity) - The credit card bills for the entire jaunt.

‰ (priceless) - The value of a trip like this with a Porsche.

Last year, for those that don't recall, I PUNKED out and took a plane to Portland for Parade 2006. A regrettable decision that I somehow justified as being time-constrained. Fortunately, I've learned from *that* mistake.

PARADE 2007

A quick primer for the unfamiliar: Porsche Parade, for those that have never been, is an annual event presented by Porsche Club of America that brings together Porsche Cars and Porsche People from all over the world for a week of dinners, drinks and car talk. They even manage to work in a few car events including a Concours, a Rallye, a Parade, an Autocross, occasionally a DE event, and numerous smaller gatherings such as tech sessions and scenic tours. The 2007 edition of Porsche Parade in southern California (unquestionably, the Porsche capital of the world in sheer numbers of Porsches on the road) was jammed with attendees. Again this year, registration could be completed on-line. Officially, it does not matter when you register, the selection process is supposedly via a random/lottery system ... but ... duplicating last year's informal survey of attendees, all indications are that registering on-line as early as possible improved your chances of acceptance.

What follows is a sampling of the 2007 Parade events in words and pictures. Coverage may appear to be somewhat abbreviated

this year - a sad result that I will attribute to the schedule. While not an entirely popular sentiment, I'm strongly against shorter Parades. Five days is obnoxiously short if you intend on participating in more than two events.

Concours Prep

It's not an official event, but it should be. For 2007, Concours prep was staged in the underground (read: COOL and DRY) parking garage at the main Parade hotel. Wandering through Concours prep is a visual feast (photo 1-2). Not only do you see nearly all the Concours entrant cars up close, but in an open state, as owners prepare their cars - everything from open doors and engine covers to cars on ramps in various stages of dis-assembly/re-assembly. And while it's bad form to interrupt a Concours entrant during prep/cleaning, many of them are friendly enough to chat for a moment or two, including the gracious owner of this spectacular, orange (of course), 914 (photo 3). This 914-6 (and subsequent Concours winner) was driven by its owner cross-country from Maine and yet, oddly, he didn't win the 'longest distance traveled' award.

Concours and Porsche Paddock

The Parade 2007 Concours was staged on the rolling hills of a local, private golf course. The groupings didn't always make sense, but it hardly mattered once you were among the cars (photos 4-5). Off to the side-in fact, not terribly convenient to the Concours, was the Porsche Paddock--and while cars in the Paddock weren't judged, many of them were unique enough (and certainly clean enough) to have been entrants (photo 6). As with all Parade Concours, unique models abound. Where else can you casually stroll up to a group of cars (photos 7-8) that are valued from 500,000 to 1,000,000 dollars (or more)?

Special recognition also goes out to PCA-Chicago's Pat Yanahan and (semi-ex-pat) John Takehara; Pat flew in to San Diego specifically to honor a commitment to act as a judge at the concours.





John (with Renee) drove in from their new homestead in Arizona also to serve as a Concours judge at no small cost to themselves. The headaches and challenges associated with Concours judging are many and it takes a toll (which included the cost of one windshield on John and Renee's car that surrendered itself while crossing the Arizona desert).

TSD Rallye
Last year, the Portland TSD rally was a humbling experience. This year was (some) redemption. As with our strategy in the PCA-Chicago TSD rallies, we, (Team ML1-Miller+Lichtenstein) entered the 2007 Parade Rallye with myself driving and Lee as navigator using Lee's rally-proven 968. The rally spanned

Parade ...

approximately 120 miles and took the better part of 4 hours. Legs 1, 2, and 3 all produced excellent low double digits scores for us ... well enough that we started thinking we would take a top 3 finish in our class. If only. A fatal, and some would say, an amateurs mistake: we became 'trapped' behind a CLUELESS wandering 911 rallyist who had no regard for the competitors behind him or the speeds we needed to maintain. When a passing lane finally appeared, I made an aggressive multi-car pass. In our zeal, we missed one single 'observe' instruction. Two miles later, we turned back but it was too late - the amount of time that the clueless 911 plus our off course adventure cost was too great to overcome - the leg was lost.

Worse, the interruption to the 'rhythm'. The coordinated effort that Lee and I had achieved so well in the early legs was disrupted. The remaining legs were average and our final leg slipped a bit further - clearly a case of being our own worst enemy. Ultimately we settled in for an 8th place finish - the very last spot to be awarded a trophy. Nevertheless, this was a well written, well run, challenging rallye with superb road choices and I look forward to an improved finish next year.

Gimmick Rallye

The Gimmick rallye was again on the Parade agenda and again proved quite popular. Which makes it all the more frustrating that TSD Rallyists such as Lee and I weren't able to participate - it was run concurrent to the TSD rally and thus it was a 'one-or-the-other' choice. The premise of the gimmick rally is to follow printed directions and answer questions based on the locations that you are taken to or past. It all sounds simple in theory - follow the route and answer the questions - but you can 'imagine' how frustrating it can get. I had to 'imagine' it. Perhaps next year will offer an opportunity to run both rallyes.

Autocross

The Autocross, in my opinion, is the most physically challenging event of the week (no disrespect to the Concours prep people who face a different but equally tough set of physical demands). And for someone whose last autocross was ... let just say 'a long time ago'. The San Diego Parade Autocross was refreshingly encouraging. The course (on paper) appeared to have no serious 'traps' in it, but a careful walk of the track told differently. I brought seasoned Porsche+Audi D-E driver Oliver Pinkpank along for the walk/assessment. The course was set up in the expansive parking lot of Qualcomm Stadium. This lot has so many elevation and directional changes that if it ever snowed in San Diego, a slalom ski run could be set up here. Paper course maps don't tell you the curve is off-camber, that the approach to the decreasing radius turn is actually on a downhill grade, or that the pavement through a pair of 'S' turns is somewhat rippled. With notes stuck to the console, as with any large gathering, I took my place in line and waited (photo 9). Sadly, I could only carry the Chicago Region to 13th place. While I did manage to knock 4 seconds off my time from first run to last run, my 1:28.40 was no match to the class winning 1:22.43.

Zone Challenges

A repeat from last year, Parade organizers arranged for separate events in which PCA members could form a team of zone members and compete in skill tests against teams composed of other zone members. The events included sand-castle building, a tug-of-war, and an event titled 'Frisbee' skills. Once again, I can only 'imagine' how entertaining these events were. After the all-morning TSD rallye, a brief stay at the ice-cream social (priorities, after all) and then a trip to the Autocross course for several walking laps around the track, there just wasn't time left in the day to get to the Zone Challenge events. Our Zone (13) was however represented and despite (or perhaps because of) my absence, managed a third place in the Frisbee Skills event. I'm

already planning on contacting the event chairs for the next Parade and plead for a more relaxed schedule.

At Lands and Belts End

Of course, the week wasn't just about events. While it would have been nice see more Chicago Region members present, TEAM CHICAGO was well represented. Photo 12 - taken in the parking area of the hotel, which could have easily been mistaken for a Concours lot, was a gathering of Chicago region members and cars. From left to right: Dennis Costis and his red 911, Oliver Pinkpank and Lee Lichtenstein with Lee's blue 968, Jack White and his (perpetually Concours clean) blue Boxster S, myself and the seal grey Boxster S, and George Gutmann and his red 911. Not shown, but hiding in the background of this photo were Jan Costis and the Costis kids, Terry White (the photographer of this picture), Linda Gutmann, and Bob and Wilma White and their black RUF 911. Also not shown (because he had to leave early) was our Zone Rep Chris Inglot. And although it was great spending time with members from our region, there were so many other occasions to meet equally interesting people from other regions and hear (or see) fascinating Porsche stories, that there's a temptation to just bring a video camera everywhere and never turn it off ... but that would interfere with the central purpose: To have a good time.

A short sampling from San Diego:

- Amid all the chatter and rumors was the confirmation that Parade 2009 will be held in the Denver, Colorado area. Early on, Colorado Springs was suggested; Late in the week, Keystone was the location circulating.

- The chance conversation with the California guy that has been driving his 356 on the street for the last 15 years - unremarkable, until he mentions that it has NEVER had a license plate on it. In fact, he only finished the registration process for it 3 years ago. And NEVER one ticket.

- The Paint chip repair guy - I'll call him Mr Paint Chip - he had a table set up in the Hospitality area and, for a perfectly reasonable sum, was selling a kit to repair paintchips - which, with so many having crossed the desert to get there, many entrants including myself bought the kit which was shipped to my house (and as soon as I can get the front bumper area clean enough, I'll apply the repair to the Boxster). There's nothing u

photo 9



unusual to this ... until a group of us were walking out to the parking lot later in the week to find Mr. Paint Chip applying the repair to the front bumper of a black 911 RUF edition. Somehow, Bob White (or perhaps Wilma?) managed to convince the exhibitor to touch up their car. The 2-step process looked effortless (in experienced hands of course) and the results on the RUF were phenomenal. I'll be ecstatic if mine turn out that well.

And of course, there were banquets - more banquets than my belt could tolerate. A nice variation, though somewhat challenging in execution, was to stage the banquets at a variety of off-hotel locations, including a beachfront party on the military base that occupies the north half Coronado Island, a barbeque at Sea-World, and (in my short Parade memory) the showstopper of all Parade banquets, the Victory banquet on the flight deck of the aircraft carrier USS Midway as the sun set over the Pacific ocean. [Check out the photos at www.pcasdr.org/parade/]

All of the above barely scratches the surface of the many events that take place throughout the week. There was the always-excellent Art Show/Auction (you would be amazed at the caliber of talent), a Cayenne off-road tour, guided scenic road

tours, the tech sessions and quiz, and a dedicated Porschekids room to name a few. This year resurrected the hugely popular slotcar racing track (as I had suggested during last years absence) and once again it was a blow out favorite. The prevailing truth still holds: There are so many events and activities that you Can't Do It All. This year, it wasn't endurance, but rather logistics that conspired against desire. A lesson to be learned for ...

Looking Ahead

It's less than 11 months to the start of Parade 2008 in Charlotte, NC. It's (a paltry) 795 miles from my house to Charlotte. In fact, let me 'up the ante': Parade 2008 is being headquartered at the Westin Hotel in Charlotte and will include driving events at Lowe's Motor Speedway. The schedule is Sunday, June 29 through Thursday, July 3. Those of you that mastered algebra will quickly note this is the same duration as Parade 2007. I've already started planning out the trip. Of course I'm driving. And in light of the far-too-short duration of the actual event, let me suggest/mangle a well-worn political phrase from Chicago politics:

Go Early, Go Often.

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Blackhawk Drivers' Education 2007

V. Wednesday Sept 19th
 VI. Octoberfest Sat & Sun Oct 6th & 7th

Online Registration!

Blackhawk Farms Raceway is a great road course close to home in Rockton, Illinois. It is a wonderful learning track with lots of late apex turns, a carousel, and a chicane, yet a novice can drive the whole track in 3rd gear! Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. A waiting list is used to fill any open spots. Cancellations & refunds are honored up to one week prior to the event. This event is open to all PCA members as well as guests of members who wish to participate. Guests may share the member's car or drive their own as long as the vehicle is suitable for the track and passes tech. All non-Porsche vehicles must be approved by the PCA-Chicago region prior to running the event. Open wheel vehicles are not allowed.

New this year; online registration at www.clubregistration.net

Mandatory clothing for all drivers at this event includes: a Snell SA 2000 or 2005 Helmet, long sleeve cotton shirt, long pants, socks, all made of non-synthetic materials, and closed toe shoes. Recommended but not mandatory are: driver's suit, driving gloves, driver shoes and a protective neck brace all made of Nomex or similar fire-resistant material, and a properly mounted fire extinguisher. Please check the date on your helmet now, as it will be inspected during the Tech Inspection at the track. If you or your car does not pass Tech Inspection, you will not be able to drive. You will be required to show a valid drivers license (no tickets accepted) along with a valid PCA Membership card at registration.

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Review the New Updated 2007 Tech and Safety Requirements – there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

Weekday Events: 9/19

Get away during the week and spend a day learning and improving your high-speed driving skills. These events are open to everyone from the novice to the most experienced. Each driver will get up to two hours on track, and in addition, classroom instruction for novices.

Octoberfest Two-Day Event Saturday 10/6 and Sunday 10/7

This event is a great finale to our DE season. Two full days of track time, catered dinner at the track Saturday night and pizza party Sunday. This is a no-novice driving event. You must have previous track experience to attend.

General Event Schedule:

- 8:00 a.m. - Registration & Tech Open
- 9:00 a.m. - Mandatory Drivers' Meeting
- 4:30 p.m. - Last Car off Track

Blackhawk Concession Stand serves lunch from 10 a.m. until 1:30 p.m. The Accessories Store has gas (leaded & unleaded Race only), air, and showers that are open all day.

Directions: From Chicago: Take I-90 west to the Rockton Road exit (about 15 miles north of Rockford.) Go west (left turn) on Rockton Road, approximately 5.5 miles and through town of Rockton to Prairie Avenue. Go north (right turn) on Prairie Avenue, approximately 1.5 miles to the track, which will be on your left.

Mobil station 2 blocks south of Rockton Rd. on Blackhawk Blvd.



Blackhawk Drivers' Education 2007

V. Wednesday Sept 19th
VI. Octoberfest Sat & Sun Oct 6th & 7th

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Online Registration!

How to register:

Blackhawk registration is now online at: www.clubregistration.net Please log on and create an account for yourself, with a name and password. Then you will fill out your profile including name and address, vehicle information, car numbers, emergency contacts, etc. After setting up your personal account simply click on the event you wish to register for, select the desired fee options and all your data is automatically filled in.

Payment options:

After you register for the event, simply printout the *Event Payment Page* and send it with your check to the address on the printout. Once the event registrar receives your payment your registration will be confirmed and an email will be send. Credit card and PayPal payments may be available in the future.

Check your status:

You can log on to your account at: www.clubregistration.net at any time and check the status of your events or update your profile.

Weekday Events: 9/19

These events are open to everyone from the novice to the most experienced. Each driver will get up to two hours on track, and in addition, classroom instruction for novices.

PCA Member Driver	\$170
PCA Non-member Driver	\$180
Second driver same car	\$ 85
On site registration add	\$ 20

Octoberfest Two-Day Event Saturday 10/6 and Sunday 10/7

This event is a great finale to our DE season. Two full days of track time, catered dinner at the track Saturday night and pizza party Sunday. This is a no-novice driving event. You must have previous track experience to attend.

Saturday Only	\$180 / \$195 Non-member
Sunday Only	\$180 / \$195 Non-member
2 Day (Sat & Sun)	\$320 / \$350 Non-member
2 nd driver same car	\$ 90 one day \$160 two days
On site registration add	\$ 20/day
Additional dinners	\$ 30 adult, \$15 kids, under 6 free.

Daily event fees include dinner Saturday and pizza party Sunday

Additional information can be found at: www.PCA-Chicago.org
or by contacting Todd Conforti: TLControls@aol.com
(847) 952-0070w, (847) 382-9653h

Autocross III at Tire Rack

class	NAME	Car Number	Best Time
FTD	Tony Kufos	97	42.626
FTD Ladies	Christy Russ	59	47.894
M3	Tony Kufos	97	42.626
	Joe Battista	39	43.222
P3	Brian Jackson	524	47.578
P5	Dan Cubric	76	46.552
	Weston Walter	536	48.382
	Jack Stephensen	16	50.314
	Mike miller	641	52.235
P6	Jonathon Cook	605	48.042
P7	Toby Duckett	45	50.548
P7L	Christy Russ	59	47.894
P8	Jim Mckamey	621	45.113
	Neil Macdonald	166	46.281
	Ricardo Gonzales	92	46.664
	Stanley Sangdahl	450	47.019
	John Collier	513	47.439
	Apollo Sinkevicius	805	48.419
	Pete Bukantis	241	48.587
	Victor Grevious	611	49.803
P8L	Rita M	991	49.625
	Cheryl Collier	514	50.477
	Veronica Fritz	619	50.561
	Nicki Sangdahl	451	52.154
X	Scott Jackson	617	44.638
	Steve Jackson	618	45.001
	Chris May	207	50.344



photos by Neil MacDonald and Weston Walter



Board Meeting Minutes: July

Ron Bean, Secretary

PCA Chicago Region Board Meeting Minutes July 13, 2007

Voting Members Present:

Chuck LaMantia, Ed Barnicle, Ron Bean, Toby Duckett, Cindy Jacisin, Jack Stephensen, Keith Clark, John Ruther, and Susan Shire

Coordinators Present:

Steve Rashbaum, Todd Conforti, Carl Walstad, Bob Rath, and Scott Lynn

Members Present:

Pat Yanahan

Meeting Called to Order by Chuck LaMantia at 8:08 PM, Park Ridge VFW Hall, Park Ridge, IL

Secretary:

- Minutes from June meeting, LaMantia motion to approve, Stephensen second, approved

Treasurer:

- C. Jacisin reported that income from the RADE Sponsorships has come in as well as expenses from the most recent Autobahn event, Concour I, and Blackhawk DE. Bowen & Bowen the clubs' auditor has filed their report and has been paid. Shire motion to approve, Clark second, approved

Vice President: No Report

President:

- LaMantia reported that the Prairie Hill Motor Sports Club is being looked into for a possible August 2008 event.
- A discussion followed on the purchase and replacement for the two-way track radios. The Motorola P110s are out dated and are failing at an advanced rate. Greg Turek submitted a proposal for replacements that will be considered. Clark suggested we keep the good ones, sell of the older ones and replace the defective ones as needed. Ruther suggested Kenwood as an alternative brand, and priced out, they will be a better deal. Hackenson suggested selling off the older 110s on e-bay. The result, more discussion at a future meeting

50th Anniversary:

- LaMantia reported that Patti Jacisin will handle distribution of the 50th Anniversary name badges. An announcement of the 50th Anniversary Party will be in the August Scene.
- Also, to control costs, the number of raffle items will be reduced from the 2006 Christmas Party total.

Autocross:

- Rath reported the MGA event was rain shortened and 34 cars attended. Next event July 15th at the Tire Rack.

Timing & Scoring: No report.

Road America:

- Hackenson reported 50 registered for TRAC DE and that the Club Race portion opens for registration this coming Sunday, July 15th. He projects that we should be in good shape for total TRAC participation this year. Our Road America fees have increased 3% over 2006. Mary Anne Nowakowski is determining costs for the food and DJ for the Saturday event.

Blackhawk Farms:

- Conforti reported that the June event had 70 cars, and we sold \$280 in TRAC 2006 shirts. He also reported that the two 2007 events have exceeded attendance over the last few years similar events at Blackhawk.

Gingerman:

- Lynn reported that the August event is tracking well with 35 registered so far, and he is looking to get to 70 cars. He also reported contracting the date for 2008, with a track price increase to the region.

Autobahn:

- LaMantia reported that the June event had only 50 cars for a modest turn out. The report summary indicated that there were too many events within the last four weeks to garner a larger turn out.

Chief Driving Instructor:

- Ruther reported that he had filled in for Ed Leed at the Autobahn event as instructor.
- Ruther is also looking for five more instructors for the upcoming Blackhawk DE.

Insurance:

- Clark asked if there were any upcoming events in need of insurance certificates. Co-ordinators replied that they were all in good shape.

Concours:

- Bean reported 38 cars participated in Concours I, and a few very late arrivals had to be turned away. The event also featured Joe Rizza Porsche as the Raffle Prize sponsor for the 2007 Concour Season.
- Bean also requested an additional money for prizes at Potters Picnic, as pre-registration and attendance will exceed previous expectations. Motion LaMantia, Duckett second, approved.

Special Board Meeting July 28, 2007

Rallye:

- Stephensen reported 24 cars at Rallye II. Steve and Sharon Olson were cited for their fine work as rallymasters at that event.
- August 19th is the 50 on 50 Rallye as the marquee 50th event.

Social:

- Barnicle previewed two upcoming events, the July 28th Golf Outing, with 24 registered so far and the Kane County Kougars Game, August 18th. This latter event has 50 tickets with 17 registered so far.

Membership:

- LaManita reported from Haas, 10 new members in June, with the totals of 1,596 primary, 1282 affiliate -- grand total of 2,878 PCA Chicago Region Members.

Safety: No Report

Technical:

- Duckett reported that Pete Faehnrich will handle tech for Gingerman DE.

Charity: No Report

Chicago Scene:

- Shire reported that The Chicago Scene is at an all time high in the number of advertisers.
- She also asked the coordinators with sponsor info to turn that info in for upcoming event announcements.
- Shire also reported that the Chicago Region has 156 licensed Club Racers, the most of any PCA Region.

Property: No Report

Sponsorship/Dealer Liaison: No Report

Historian: No Report

Webmaster: Our site is up and running well.

News from Zone 13: No Report

Old Business: None.

New Business:

- Pat Yanahan reported the number of region members on the April 50th Anniversary Trip to Germany was 27, with an additional 11 from the Midwest 356 Club. A full report on the trip will be in the August Scene.

Next Meeting: Friday, August 10th

Motion to Adjourn: Barnicle

Second: C. Jacisin

Approved Unanimously

Adjournment: 9:18 PM

Pursuant to the by-laws, a special meeting of the members of the Board of Directors was called for by President LaMantia; and held at the White Pines Golf Club in Bensenville, IL at 11:30 AM on Saturday, July 28, 2007. Director Barnicle reported that he had contacted all members of the Board the previous day to inform them of the time and location of the meeting.

Voting Members Present:

Chuck LaMantia, Jack Stephensen, Ed Barnicle, Toby Duckett, John Ruther, and Keith Clark. Barnicle was elected Secretary of the meeting.

Meeting Called to Order by Chuck LaMantia at 11:30 AM.

The sole item on the agenda was to discuss the feasibility and advisability of purchasing new two-way radios in time to have them available for the TRAC weekend at Road America over the Labor Day Weekend. The facts regarding the purchase, as presented in writing by Greg Turek, and countered in writing by LaMantia were discussed in depth by the Board.

Following the discussion, Duckett moved to approve an expenditure of funds for 12 new Motorola radios. Clark seconded the motion, and the Board Members unanimously approved the measure.


There being no further business to be discussed,

Motion to Adjourn: Stephensen

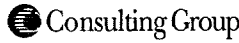
Second: Clark

Approved Unanimously

Respectfully Submitted: H. Edward Barnicle, Jr.



Melvin T. Olberg
*Vice President – Wealth Management
Senior Investment Management Specialist/
Financial Advisor*



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2007 Poker Runs

or



In all the excitement, I can't remember if I picked up 4 cards or 5, but I'm feelin' lucky!!

Ok, you have been in the Porsche Club for years or maybe a couple of weeks. You purchased the car, joined the club but never participated in any event. I don't know why not ... but you never have come out. Well I am personally inviting you to attend our Poker Runs. We will be having a **Poker Run with every Rallye** this year. You will be given the route of the Rallye. This way you will learn about Rallye's at the same time. There will be checkpoints along the way to pick up a card. This is not a speed run, nor is it a "timed" run. This is a fun run. Take your time and enjoy the day driving your car. At the end of the Rallye we meet for a bite to eat and perhaps an adult beverage and we will determine who has the best hand. The winner will receive a great bottle of wine. I promise that it will not be "swill".

You have to **"pay to play"**, and you ante up **\$25** which goes to the Club's charity fund for 2007. So come on out in your Porsche that may be clean or not, meet some new people, and have some fun.

Please let me (Jim Drury) know ASAP if you are going to attend. I need to have enough route instructions printed up before the event. You can call me at 708.354.8121 (before 9:00PM please) or send me an email at jamesdrury@ameritech.net to let me know.

Start Location: Same as the Rallye

Driver's meeting for the Poker Run: 1/2 hour after Registration Opens

First car off after the last Rallye car departs.

End Location: Same as the Rallye

Rallye IV information - next page

Rallye V information on page 35

Apple Canyon Run Rallye

Sunday, September 23, 2007



EVENT
INFO

Through the hills of northwest Illinois, enjoy the twisting turning roads, scenic canyons and winding waters of the Apple River Canyon. The only trick will be keeping your ground speed from becoming air speed.

Start Location Country Inn & Suites by Carlson
200 Dillon Ave
Stockton, IL 61085
815.947.6060 www.countryinns.com/stocktonil

- A block of rooms has been reserved for those who prefer to arrive Saturday night.
- Room rate: \$94, available until Sept 13 or until sold out
- Ask for the room block reserved under Cindy Jacisin

Registration Opens: 10:00 am
Drivers' Meeting: 10:30 am
First Car Off: 11:01 am
Awards: 3:30 pm (approximate)

End Location Rafters Restaurant
9416 Wagner Rd.
Lena, IL 61048
815.369.5330

Questions? Call Jim Jacisin at 630.935.4795 or jamesjacisin@mac.com

Rallye Car Fee: \$25.00 Please make checks payable to PCA/Chicago Region

Supplemental Instructions will be e-mailed to those who pre-register.

Mail registration to: Cindy Jacisin, 10813 Hastings, Westchester, IL 60154

DRIVER: _____ Phone _____

Member _____ Applicant _____ Guest of _____

NAVIGATOR: _____ Phone # _____

Member _____ Applicant _____ Guest of _____

Car Model _____ Color _____ SOP _____ Touring _____ Novice _____

Email Address: _____

From Within the 13th Zone - September 2007

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

Summer Heats Up

August has been hotter and more humid than the earlier parts of the summer in the Midwest. Many thanks to all that volunteered and attended this past weekend's Generac 500 at Road America in Elkhart Lake, Wisconsin. This was the third Annual Porscheplatz held at Road America within Porsche Park. If you have never attended, make sure and place this "must do" event on your 2008 calendar.

A special "thanks" to the Milwaukee Region for maintaining a beautiful area for PCA Members and Porsche enthusiasts to enjoy. There were some 150 members that came through Porscheplatz over two days. It was terrific seeing many familiar faces during the weekend. The park was filled with P cars. I understand that there were some 500 Porsches in and around Porsche Park during the recent "Celebrate Porsche" festivities held during the K.I.C. (Kohler International Challenge). A special "thanks" goes out to Porsche AG, Porsche Cars North America, and IMSA for all their support of this hospitality environment for us as enthusiasts. Members came from as far away as California and New Jersey to attend the festivities. We had two lucky members that Paul Gregor (Club Coordination Overseas) of Porsche AG and I gave a "Hot Pit Tour" during the four hour ALMS race. Flying Lizards was a terrific host arriving twice within our tent and giving presentations also allowing us to witness their pit stops up close and personal. It was a close finish but the Penske Motorsports RS Spyder once again beat out the LMP1 Audi.

National Notes

Notes from our monthly zone rep conference call:

National Parade Committee Chair, Vicki Pentecost will be stepping down at the start of 2008. Anyone interested should contact PCA President, Prescott Kelly. There was a bit of a Parade Concour judging meltdown during the San Diego Parade. Mike Lommatzsch, Parade Competition Rules Chair is

currently reviewing the situation. There was a brief discussion of an event outside the zone, "Porsches to Oxford" that drew over 300 Porsches in for a one day super car show. Prescott Kelly attended and highly recommends it for us Porschephiles.

Ken Laborde reported that the 908 lawsuit has been resolved. Ken is working on a system with Vu to get a blank Observer's Report and Incident Report to be sent with future event insurance certificates so they are not forgotten. Bruce Boeder, PCA Club Race Chairman reported that race licenses, both new and renewals are up just slightly over last year. Some races so far this year have seen much larger attendance than in the past, and some smaller. On the average, most races have had comparable attendance to last year. Club Racing is looking into ways to help smaller races.

Pete Tremper spoke of Driver Education and is gathering information from the Regions on their training programs for new students to the world of Driver Education. Any region and or Chief Driving Instructor with such information should contact Pete. The goal is to get a program put together to set minimum guidelines and offer recommendations on best practices and place them on a CD or DVD. Incident reports should be submitted for any type of incident involving any type of property damage, and especially injury.

Some of you may have been called upon to fill out the latest membership survey. The results are being collected and a report should be available soon. Zone Challenges at Parade, do you like them, do you think it is a good idea? Thoughts, let me know.

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

Go out and start enjoying the Porsche Passion!

Until next time...


Zone 13 Calendar

Date	Event	New	Region
9/16	BGR Membership Mtg - Portabello's - Lexington, KY		Bluegrass
9/16	Chicago Autocross # 5 Maywood Park, IL		Chicago
9/16	CWR - Autocross @ 151 Speedway in Columbus, WI		Central Wisc.
9/17	KY Dr. Porsche's Birthday-"Drive your Porsche Day"		Kentucky
9/17	LTR - Dinner @ Lucca Grill, Bloomington, IL	*	Lincoln Trail
9/19	Chicago Blackhawk #5 DE - Rockton, IL		Chicago
9/19	CWR - Monthly Meeting Lees Automotive, Madison, WI		Central Wisc.
9/20	LTR - Dinner @ Mario's Pizzeria, Springfield, IL	*	Lincoln Trail

<i>Date</i>	<i>Event</i>	<i>New</i>	<i>Region</i>
9/22	BGR Possible Tech Session		Bluegrass
9/22	Milw. Fall Driving Tour starts in Delafield, WI	*	Milwaukee
9/23	Chicago Rallye # 4		Chicago
9/25	Milw. Porsche Enthusiast's Night @ Pandis II, Bayside, WI	*	Milwaukee
9/27-9/30	Escape to the American History		Pocono
9/29	BGR Cumberland Falls Drive		Bluegrass
9/28-9/30/07	The Milwaukee Cup Club Race & DE - Rockton, IL		Milwaukee
9/29	LTR - Breakfast @ Panera's, Peoria, IL	*	Lincoln Trail
9/29	LTR - Annual Oktoberfest & Car Show @ Furrow Winery, El Paso, IL	*	Lincoln Trail
Oct. 2007			
10/1	BGR Board Meeting - Cooking by George		Bluegrass
10/4	Milw. Business Meeting - Concours Motors - Glendale, WI		Milwaukee
10/5-10/6/07	KY Autumn Derby		Kentucky
10/6-10/7/07	Chicago Octoberfest DE @ Blackhawk # 6 - Rockton, IL		Chicago
10/8	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY		Kentucky
10/12	Chicago Board Meeting - VFW Hall - Park Ridge, IL		Chicago
10/12-10/14	Daytona Club Race		Fl Citrus/Fl Crown
10/13	KY Breakfast Social & Huber Winery Ride		Kentucky
10/13	LTR - Car Talk Session @ Panera Bread, Champaign, IL	*	Lincoln Trail
10/14	Chicago Rallye # 5		Chicago
10/15	LTR - Dinner @ Lucca Grill, Bloomington, IL	*	Lincoln Trail
10/18	LTR - Dinner @ Mario's Pizzeria, Springfield, IL	*	Lincoln Trail
10/20	BGR Membership Mtg - Xalapa Farm - Lexington, KY		Bluegrass
10/27	LTR - Breakfast @ Panera's, Peoria, IL	*	Lincoln Trail
Nov. 2007			
11/1	Milw. Business Meeting - Concours Motors - Glendale, WI		Milwaukee
11/2	Chicago Board Meeting - VFW Hall - Park Ridge, IL		Chicago
11/2-11/4	Rennsport Reunion III @ Daytona		Brian Redman
11/5	BGR Board Meeting - Cooking by George		Kentucky
11/10	Chicago 2008 Calendar Planning Meeting		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
11/22	Thanksgiving		
11/30	BGR Lighting of the Distillery - Buffalo Trace Distillery - Frankfort, KY		Bluegrass

Indicates a new or changed event since previous Calendar

*



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Scenes Thru The BackLite

Bruce Janeczek, Chicago Region Historian

Announcing the First Potter's Picnic Sunday, July 31, 1960

This article was made possible from the archives and generosity of Robert & Ginny Gummow.

CHICAGO REGION FUN DAY

GENERAL:

The day for our relaxed event of the year is here! Because of the many other events which occur during the summer, and the Parade which will bring the Region people back to the Windy City about the middle of the month, the Last Sunday in July has been selected. We are most fortunate in having made available to us Wayne Potter's Rancho, which has plenty of open space for displaying cars and letting children wander about. The Rancho also has a beautiful Indoor Pool, which will be available to all.

EVENTS:

Concours d'Elegance (Chicago Region Style) in which the non-Paraders will get a chance to compare their cars with those just returning from National Competition.

Picnic, individual style, in which each car will bring all their own food, charcoal broiler, Habachi, etc., as well as liquid refreshments (beer, Martinis, soft drinks, etc.), blankets or portable tables for eating, sun lotion and all that other jazz which Mama wants to take along.

Gymkana, Voegeli Style, in which you will not even touch your Porsche, and which promises to be a real challenge.

Bathing Beauty contest, Ed Rinker Style, in which all swimmers will be oggled and whistled at under the able direction of the PRESIDENT of the Michigan Avenue Bridge Lunch Time Girl Watching Society.

SPECIFICS:

DATE: Sunday, July 31, 1960

TIME: 11:00 A.M.

PLACE: Wayne Potter's Rancho
Grays Lake, Illinois

Take Hw. 120 West (from 41) thru Hainesville.
When 134 splits off, stay on 120. About 1 mile
West of this junction, you will encounter
HEPPNER MFG. CO. on the South side of the
road. Turn south on this road 0.8 miles to the
end, which is the Rancho

Note: All children are invited and encouraged to come.
Please keep in mind, however, that children must
be under supervision at all times, and particularly
so while in the pool.

FOR SALE:

One (1) 1600 N Engine, three-piece case, rebuilt with new cast iron pistons and barrels: new cam shaft timing gears and bearings: complete with clutch. PRICE: \$525.00.
Contact R. A. White, 905 S. Wabash, Urbana, Illinois.

P.C.A. FUN DAY REPORT

Sunday, July 31, 1960, dawned beautiful and sunny, with the temperature in the low 80's, a perfect day for our picnic. The setting was Wayne Potter's Rancho, an expanse of 160 acres just West of Grayslake, Illinois, with beautiful lawns, many shade trees and a gorgeous indoor swimming pool where the water temperature is maintained at about 90 degrees. People started arriving about 11:00 a.m. and immediately set out to preparing their cars for the concours. About 12:30, we all took a lunch break, eating assorted goodies ranging from whole baked hams, cold fried chicken and other assorted picnic fare to delightful charcoal broiled steaks. After circulating about the various groups clustered under the shade trees and sampling, I was firmly convinced that Porsche wives and/or girlfriends are all masters of the culinary arts. Never had I seen so many goodies, each luscious looking – and better tasting. When all had devoured the gourmet's delights, we headed back down to the meadow to commence the concours.

Fortunately for us, one of the new members of the Region is H.L.S. Cowen. Hal is known by all as the promoter and instigator of "Le Concours d'Elegance" which is run each spring in conjunction with the June Sprint at Elkhart Lake. So, it didn't take long to decide who would be concours judge. We immediately pressed Hal into service and gave him two assistants, John Bennett and yours truly. It's a good thing that Hal was there too, because the line-up of Porsches was a gorgeous sight to behold – each car glistening like a diamond in the sunlight – each car as spic and span as it had left the factory, and some even cleaner.

To pick out a winner was a chore, but thanks to Hal's experience, we managed to peruse each car and came up with a winner. Cars were judged on a basis of interior, exterior and engine compartment, with 20 points being perfect in each category. Seth Sims brought his gorgeous metallic-maroon color roadster which was immaculately clean. Seth lost first place to Werner Voegeli's Carrera purely on the mileage basis - Werner's car being a '59 and Seth's a '60. Of course, Werner has an unfair advantage in having two ambitious youngsters, Lynn and Butch, who do not get fed until the Carrera is spotless. At any rate, all 28 cars were beautiful.

While the concours was being judged, Werner Voegeli was running his special Gymkhana - mind you, Werner has a

fiendish mind to start out with, and he pulled out all the stops on this event. In a section of meadow ½ block wide and 2 blocks long (these are city blocks) a series of pylons were erected and the spacing between pylons varied – the object being to drive around the hazards in a shalom fashion. If a pylon was knocked down, the driver had to go back and replace it in its proper position. Now this isn't too difficult to do in a Porsche - but we didn't use the beetles. The course had to be run in a go-cart - this, of course, came as a complete surprise to the contestants, but they recovered and went at the practice sessions with a vengeance. These cars are fantastic - they go like crazy, can turn on a dime and because of the proximity to the ground, it feels like you are driving a Bird-Cage Maser at 200 mph.

Of course, everyone was lined up awaiting their turn and heckling the drivers. About 3:00 p.m. Herr Voegeli started the official timing runs - and what a howl was put up by the contestants, because instead of making the time run in the mild-mannered carts on which all had practiced, the official vehicle was a hot competition cart fitted with asphalt slicks and a live rear axle.

As if this wasn't enough of a handicap, the driver had to wear rubber "monster" gloves, which had fingers 12" long, a pair of sun glasses, which measured 12" across (yes, the glasses were as big as the wind screen on a Carrera Speedster) and a silk derby hat (size 6). Needless to say, it was a hilarious situation and everyone had a fantastic blast. 51 drivers participated

This turned out to be a real fun day, and a marvelous time was had by everyone. Needless to say, such fun takes organization and workers and we all would like to thank the Voegelis and the Jack Coopers for the use and abuse of their carts. Thanks to Hal Cowen, John Bennett and Bill Sanks for the concours work. Registration went extremely smooth under the supervision of Lynn Voegeli, Gretchen Potter and Miss Jacobs. Kent Potter ably assisted Werner and Mary Voegeli on gymkhana timing. Last, but certainly not least, thanks to the Potters, Sally, Wayne, etc. for a marvelous day.

Your PCA Reporter, Phil Liautaud

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Potter's Picnic



Our hostess, Janice Fischer



Our host (left) Peter Fischer and Ron Bean



Bruce and Jean Janecek



(from left) Bruce Janecek, Betty and Cara Cuny



Event registrars (left) Barb Tiller and April Millhouse



(left) Bob & Ginny Gummow and Haywood Blake (charter member) & friend



Jude and Frank Fleeger



Hank & Jolly Weil



Diane & John Welda



Rip setting off 'the cannon'

photos and captions on these two pages by Jean Janecek



Clare & Elaine Cotter, past 'hot shoes'



Linda (Potter) and Rip Patterson



Nate and Amy Kolovich, very new members



Howard and Margaret Yefsky



Potter's Picnic Concours II Results: July 22, 2007

Class A

1) Rich Laurie	304.5
2) Mike Millhouse	299 tie breaker
3) John Diwik	299
4) Van Larson	298
5) Hank Weil	295.5
6) Bob Cook	292
7) Frank Creamer	283.5

Class B

1) Ron Bean	243.5 tie break
2) Frank Dusek	243.5
3) Pete Hackenson	240.5
4) Dan Fox	239
5) Bobby Allen	204.1

Class C

1) Jim Jacisin	174
2) Craig Knight	171.5
3) Bruce Janacek	170
4) Joe Maurausks	169
5) Mark Smith	165.5
6) Rich Stczynski	161
7) Dave Kinzie	153.5

Class D

1) Paul Travlos	145.3
2) Jim Kutill	143.3
3) Nick Brenkus	142.9
4) Dennis Duel	141.1
5) Jeff Price	139.5
6) Randy Kretschmann	139
7) George Binder	138.5
8) Jeff Bennett	116.8
9) Robert Gummow	114.5

Class E

1) George Rundawski	34.5
2) AJ Tiller	32
3) Tom Harwood	31.5
4) Bob Rath	29.5

C Novice

1) Peter Salaban	155
2) Jim Hausur	147
3) Greg Mac Donald	145
4) Anthony Shaneen	138
5) Tyler Hayes	136 tie break
6) Karen Morse	136
7) John Totten	135
8) Nate Kolovich	132



photos on this and previous page by Neil MacDonald

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Membership News & Anniversaries

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

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

Larry Adelman Carol Adelman Highwood, IL 1995 993	Dan Kern Kim Kern Gilberts, IL 2000 Boxster S	Kathy Renken Henry Renken St Charles, IL 2007 Cayman S	Al Ucsinski Paull Ucsinski Melrose Park, IL 2002 996
Shawn Caso Naperville, IL 1987 951	John Kobey Mar Jo Kobey Homer Glen, IL 1998 Boxster S	David Reynolds Holly Reynolds Evanston, IL 1970 911 T	John W Glueckert Jr Laura Glueckert Arlington Heights, IL 2007 Cayman S
Garth Edwards Andre Edwards Flossmoor, IL 1988 951	Jeff Myers Deana Myers Naperville, IL 2005 997 S	David Ruff Amy Ruff Orland Park, IL 1996 993	Andrew Zajac Astrid Zajac Schaumburg, IL 2002 996 Turbo
John Fitzgerald Chicago, IL 2006 Cayman S	Wil Myers Natalie Myers Urbana, IL 1997 Boxster	Junia Shlaustas Chicago, IL 1993 968	
David Gronke Carlota Gronke Melrose Park, IL 2006 997	Peter Panagakis Mary Panagakis Long Grove, IL 2002 996 Targa	Davi Sorenson Frank Sorenson Lake Forest, IL 2007 997	

September Anniversaries

1960 J. Neiland Pennington	Anne T. Pennington	1985 James B. McWethy	Todd McWethy
1960 Richard T. Bennett	Carol Bennett	1987 Ken Malo	Liz Burton
1965 Milly Bangert	Tyler Bangert	1988 Chuck Bittman	Emily Bittman
1973 James C. Peterson	Patricia Peterson	1988 Alan L. Miller	Helen Miller
1973 Edmond V. Russ	Christy Russ	1989 Aris Liakouras	
1975 Patrick J. Yanahan Jr.	Bonnie Yanahan	1989 Sam Hochberg	Cathy Hochberg
1976 Joseph A. Gaucher	Heidi Gaucher	1992 Douglas L. Crossman Sr.	Laurie J. Sanderson
1976 Maureen J. Hutton	Henry J. Bukowski	1993 Martin G. Patt	Marcia Patt
1977 Richard L. Gonzales MD	Patricia Gonzales	1993 Dennis N. Kostic	Mary Kostic
1978 William N. Perry	Julie A. Perry	1994 Haig Haleblian	Hawley Babes
1978 Peter D. Corti	Judy Corti	1994 Kenneth A. Pesavento	Nikki Pesavento
1982 Michael P. Zurick		1994 James C. Brosseau	Deborah Brosseau
1983 Gary Wallace	Marilyn Wallace	1994 Joel Kaphengst	Amy Kaphengst

Anniversaries ...

1995	Lloyd A. Roin	Kari A. Roin	2000	Philip Bruni	Claudia Bruni
1995	R. Michael Billings	Michael Billings	2000	Samuel Gagliano	Pam Gagliano
1995	Allen C. Balk	Lori A. Balk	2000	James C. Hinde	Jane Stastny
1996	Van A. Larson	Karen Simpson	2000	Rick Webking	Nancy Webking
1996	Jonathan H. Kaplan	Lee M. Kaplan	2000	Douglas D. Giroux	Kimberly Giroux
1996	John T. Ross	Christine Ross	2000	Gregory M. Karr	Lynda Karr
1997	Jonathan N. Levy		2000	David S. Slack	
1997	Robert J. Heider	Barbara Heider	2001	Ronald A. Domkowski	Elaine Domkowski
1997	Andrew P. Bulkowski	Marge Bulkowski	2001	Michael L. Legel	
1997	Richard Royce		2001	James A. Pribel	Eve Pribel
1998	Joseph Guagliardo	Giordano Guagliardo	2001	David Mansfield	
1998	Kevin M. Gallagher	Madeline Gallagher	2001	Stephen F. Silva	Nancy J. Silva
1998	John D. Cosgrove		2001	Marc R. Duchossosis	
1998	William J. LaMack	Phyllis LaMack	2001	William J. Biebel	Steve Biebel
1998	Lawrence C. Cioffi	Joan Cioffi	2001	John D. Sharp	Faye A. Sharp
1998	Gregory Gulik	Lily Gulik	2001	David W. Cox	
1998	R. J. Matta	Susan Matta	2002	James G. Richmond	
1998	Jose R. Uson	Michael C. Uson	2002	Bruce M. Hinton	Pamela Hinton
1998	Janusz Tokarczyk	Elizabeth Pernal	2002	Howard L. Niden	Cathy Niden
1999	Timothy J. Curtis	Adele Curtis	2002	Thomas Snellback	Amy Snellback
1999	Todd C. Brown	Sheryl Brown	2002	Allan R. Glick	Linda Glick
1999	John Sikora	Marta Sikora	2002	David C. Poepping	
1999	Mark J. Boden	Ginger Boden	2002	Thomas M. Blinn	Ellen M. Blinn
1999	Peter Matthew Wuertz MD	Michele Wuertz	2002	Dennis R. Ofenloch	Todd Ofenloch
1999	Andrew R. Frontzak	Sandy Frontzak	2002	Tom J. Pecora	Denise Pecora
1999	Frank Creamer		2002	Mark K. Prickett	Beth Prickett
1999	Richard D. Nesbitt	Beverly Nesbitt	2002	Damien M. Blanchard	Charles Gueno
2000	Rick J. Fergus	Laura Fergus	2002	Cornelis A. Boonman	Becky Boonman
2000	Henry N. Adamson		2002	Richard S. Brabeck	Susan Brabeck
2000	Matthew T. Alexander		2002	Glenn L. DeWeirdt	Geralyn M. Pelka
2000	Boris Goldenberg	Inna Goldenberg	2002	Matt Regan	Gary Regan
2000	Stuart Townsend	Marrgwen Townsend	2002	Debra L. Auer	David Carr
2000	Norton Richards	Ann Richards	2003	Michael R. Musich	
2000	Mitchell Dulin		2003	Anthony J. Guptaitis	
2000	Robert J. Cantwell	Annamarie Cantwell	2003	Lana J. Kuba	Arnie Bacigalupo
			2003	Bradley J. Zeman	Robert Zeman

2003	Ronald J. Taylor	Kim Taylor	2006	Timothy W. Prevo	
2003	Bruce D. White	Jennifer White	2006	Steven L. Frank	Mary Frank
2003	John S. Rutkauskas	Charmaine Rutkauskas	2006	David B. Stevoff	Janice Stevoff
2003	Thomas J. Kowalski		2006	David Rodgers	
2003	Mark R. McClure	Cyndi McClure	2006	Joshua D. Novak	Jim Novak
2003	Scott T. Origer	Deb Clemenson	2006	William W. Heun	
2003	Adam E. Laubach	Tricia Laubach	2006	Daniel W. Fox	William Fox
2003	Tom B. Turner	Pam Carson	2006	James M. Geraghty	
2003	Michael D. Friedlander	Jackson Friedlander	2006	Johnny A. Sarena	
2004	James W. Boler		2006	John C. Stiefel	
2004	Ken R. Haycock	Marie Steib	2006	Curt Crowell	Nancy Crowell
2004	Bajo R. Bozovic	Kandace Bozovic	2006	Richard B. Egen Jr	Jennifer Egen
2004	Marcus Beard		2006	Rolf E. Burckhardt	Sharon Burckhardt
2004	David J. Anderson		2006	Kevin Klug	Holly Klug
2004	John S. Hellmuth	Pat Hellmuth			
2004	Michael B. Koepke	Cathy Koepke			
2005	Michael A. Schmidt	Lynda Schmidt			
2005	Peter K. Voss				
2005	Daniel D. Lauderback	Mary Kay Lauderback			
2005	Waldemar Werner				
2005	Larry Pitcher				
2005	John C. Lahey	Deborah Lahey			
2005	David M. Bruskin	Murray Bruskin			
2005	Dennis J. Duel	Andrea Schild			
2005	Nelson L. Huldin				
2006	Duane E. VanSlyke	Suzanne VanSlyke			
2006	William B. Keeley				
2006	Mark H. Smith	Oliver Manalac			
2006	David Kim				
2006	Neal C. Zazove	Andi Goldfine Zazove			
2006	John M. Scardina	Salena Scardina			
2006	John Zaccagnini	Heather Zaccagnini			
2006	Michael J. Graft, Jr.	Michael J. Graft III			
2006	Brian B. Townsend				
2006	Chris Dunn	Judy Ringlein-Dunn			
2006	Michael J. Witbrod	Dawn Witbrod			

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News From Loeber Motors

Dave Mathews

This morning I took a giant leap backwards in my ongoing love affair with Porsche. Walking right past my GT3, I pulled the tarp off my old, yellow 914 and headed to our local Porsche Club's autocross ... you know, the event where drivers race around orange pylons on some immense concrete slab. Whoever said "you can never go back" should give me a call. I offer proof to the contrary.

I was an autocross junkie during my formative years of Porsche ownership. Over 20 years ago, my 914 and I scuffed cones every chance we had. I got to be pretty good. Back then I was occasionally grouped with 356's and 924's. Didn't see any of them today. Instead, my competition came from Boxsters, Carreras and Caymans. While my course times indicate that a steep re-learning curve lay ahead of me, I did thoroughly enjoy meeting new friends and driving the old girl again. Primitive? Yes. But, Porsche? You betcha.

You may be asking yourself why ramblings about an old car made it into this column. After all, the team at Loeber Motors Porsche sells new and late model pre-owned Porsches. What do we care about the shenanigans that take place in some parking lot?

The fact of the matter is Porsche ownership is fun! Any Porsche! One doesn't need to drive the biggest, baddest fire-breathing monster on the block to have a good time. Sure ... the guys at Loeber Motors Porsche will gladly take your order for a new Turbo cabriolet or GT2. But also we are pleased to hand you the keys to a new or Certified Pre-Owner Boxster, Cayman, or Cayenne. We are enthusiasts just like you. We own Porsches, drive Porsches, show off Porsches, and occasionally race Porsches. I guarantee you will feel right at home in our beautiful showroom, modern service center, or jazzy Tequipment boutique. Come see us. Bring your checkbook!

If you had not already heard, Porsche was awarded the NUMBER ONE NAMEPLATE by J.D. Power and Associates 2007 Initial Quality Survey ... for the second consecutive year! Of all the awards garnered by Porsche, this achievement ranks at the top. Think about it. Porsche once again edged out BMW, Lexus, and Mercedes-Benz ... all of 'em. Our 2007 Boxster received top ranking (up from third place in 2006) in the 'Compact Premium Sporty Car' segment. The 2007 Carrera placed second (for the second year in a row) in the 'Premium Sporty Car' group. As a whole, Porsche's 'things gone wrong' measurement was more than 37% better than the industry average.

This survey was based on the responses from over 97,000 new vehicle purchasers and lessees. The questionnaire consisted of 228 questions designed to provide manufacturers "information to facilitate problem determination and drive product improvement." JD Power.

Although J.D. Power is synonymous with quality assessment and market research in the automotive industry, they also enjoy a prominent presence in other business segments including telecommunications, healthcare, consumer electronics and financial services. For additional information regarding this company, visit www.jdpower.com.

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*We were ready to go ... then a road was closed, our starting point was no longer available, and some signs disappeared ... so back to 'the drawing board'.

We'll update the webpage when we're back 'on track' ...

Just save the date!

PCA Golf - Another Success Story

Ed Barnicle

It hasn't escaped me that we are a car club, and that our focus should be concentrated on the wonderful vehicles that we drive, own, and love. However, some of us also have a passion for golf, as was demonstrated on July 28th when we gathered at the White Pines Golf Club in Bensenville for the eleventh annual Chicago Region Golf Outing. This event now trails only Potter's Picnic, albeit by a lot of years, as the longest running outdoors social event.

Twenty-four players were there to give the other participants their best Tiger Woods impersonation, and the competition was fierce as you might expect with so many "A" type folks all wanting to win the awards and prizes that I give out each year when we gather for drinks and sandwiches after the round is complete. Ordinarily, I give out all of the awards on the spot; but, since calculating each team's net score takes some time, I decided to wait until the next day to determine the winners. You should have heard the complaining - everyone wanted their score NOW. When I e-mailed the scores out on Monday, replies for a recount came flying back. Oh well, they'll just have

to get used to the fact that I'm the Event Chair; and that I make the rules. Power is Wonderful, and Absolute Power is Absolutely Wonderful!

The results are published elsewhere in this issue, but there are two that I would like to highlight. Anthony LaMantia (Chuck's son) received a certificate for being the Youngest Participant, and a Cubs head cover for his driver. Since Anthony wouldn't have been able to get there without being driven by someone, I felt that it was only proper that Chuck be rewarded with a Chauffeur Award. As you may know, Chuck is an avid Cubs fan (he'll get over it); so you can just imagine how overwhelmed he was when I presented him with a White Sox head cover for his driver (he'll get over this, too)!

I would like to thank all of you who played and vowed to be back again next year, especially Jack Stephensen who took pictures of the event for me. Thanks, Jack. Finally, my team has now finished last for two years in a row, but wait 'til next year! So long for now, I'm heading for the driving range.



Porsche Club of America-Chicago Region

Eleventh Annual Golf Outing

White Pines Golf Club

Bensenville, IL 60106

July 28, 2007

Awards, Prizes, & Winners

Awards	Prizes	Winner
Men's Longest Drive	Dozen Balls	Rich Styczynski
Men's Longest Putt	Dozen Balls	Mark Palmer
Men's Closest-To-The Pin	Dozen Balls	John McCormack
Women's Longest Drive	Dozen Balls	Jeannie Ruther
Women's Longest Putt	Dozen Balls	Marla Turek
Women's Closest-To-The Pin	Dozen Balls	Patrice Al-Saden
Orange Ball Winners	Dozen Balls	Team Al-Saden
Youngest Participant	Cubs Head Cover	Anthony LaMantia
Youngest Participant-Chauffeur	Sox Head Cover	Chuck LaMantia
Perfect Attendance	Certificate, Dozen Balls, & \$65.00	Greg Turek
Perfect Attendance	Certificate, Dozen Balls, & \$65.00	Marla Turek
Cash Drawing	\$65.00	Rich Styczynski
Cash Drawing	\$65.00	Nicole Styczynski
Cash Drawing	\$65.00	Jeannie Ruther
Cash Drawing	\$65.00	John Ruther
Cash Drawing	\$65.00	Chris Stasko
Cash Drawing	\$65.00	Julie Stasko
Cash Drawing	\$65.00	Patrice Al-Saden
Cash Drawing	\$65.00	John McCormack
Cash Drawing	\$65.00	Jack Stephensen
Cash Drawing	\$65.00	Karen Stephensen
Cash Drawing	\$65.00	Mark Palmer
Cash Drawing	\$65.00	Gayle Barnicle
Golf Clubs	Tom Watson Wedges	Mark Gadbois
Golf Bag	Carry Bag	Bob Rath

Team Results

Place	Team Members	Gross Score-Handicap=Net Score
First Place	Al-Saden, Mc Cormack, R. Styczynski, N. Styczynski	64-14=50
Second Place	B. Barnicle, J. Stasko, C. Stasko, D. Maurer	68-17=51
Second Place-Tie	K. Stephensen, J. Stephensen, B. Rath, M. Palmer	68-17=51
Third Place	J. Ruther, J. Ruther, M. Turek, G. Turek	68-15=53
Fourth Place	T. Wiese, C. Nofsinger, M. Gadbois	71-17=54
Fifth Place	C. LaMantia, A. LaMantia, G. Barnicle, E. Barnicle	77-19=58



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

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

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Blue/Grey
2003 911 Carrera 4S Coupe
Seal Grey/Grey

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

The Bulletin Board

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

Carrera Classic II DE Weekend at Gateway International

The St. Louis Region - PCA has its Carrera Classic II DE weekend at the end of Sep 2007. We wish to extend an invitation to Chicago Region member to join us for a great track weekend on the 1.65 mi road course (includes 1/2 of the banked oval) at Gateway International Raceway about 5 miles East of downtown St. Louis. It's an easy drive from Chicago with inexpensive nearby hotels.

Our "regular" student weekend is Sat 9/29 & Sun 9/30 with the track hot from 8:30 am to 5:00 pm each day except for a lunch break. The schedule each day is 4 track sessions of 20-30 minutes per run group. We have 5 run groups. PCA member cost for the 2 days is \$275.00, which includes an event gift. We also provide appropriate beverages and snacks throughout the event. In car Instructors are available for all level drivers, with instruction mandatory for the less experienced run groups.

Fri 9/28 is an open lapping day from 8:30 am to 5:00 pm with a lunch break. Fri is only open for event Instructors and pre-approved Advanced Students. It's an opportunity for more track time in a day than most drivers can handle. Cost of the Fri lapping day is an additional \$125 if registered or instructing for Sat & Sun, or \$200 for just that one day.

Registration/information can be found at www.motorsportreg.com and www.stlpca.org or, Mike Rosen, the Event Co-Chair, deinfo@stlpca.org or 314. 640.7875.

Eter Schwarzenbauer and Betty Jo Turner Named Co-Grand Marshalls for Porsche Rennsport Reunion III

Two Porsche Dignitaries to Preside Over Expected Largest Gathering of Legendary Porsche Race Cars in History for the November 2-4, 2007, Porsche Rennsport Reunion III at Daytona International Speedway in Florida.

Sponsored by PCNA and organized by Brian Redman's Intercontinental Events, Inc., Porsche Rennsport Reunion is held every three years. It is open to the public and brings together an unprecedented gathering of significant Porsche vintage and current racecars and famous Porsche race drivers.

An avid Porsche racing fan, Betty Jo Turner has edited Porsche Panorama for 38 years. The monthly magazine has a circulation of 57,000 enthusiastic Porsche Club of America members.

"Porsche motorsport has been followed intensely by Porsche Club of America members since the club's formation in 1955," Mrs. Turner commented. "Back then, the first Panorama celebrated Pete Thacher's Speedster win at Marlboro and

included Dick Thompson's advice on how to race a 356A Super. Today we cheer factory driver and PCA member Patrick Long winning at Le Mans with a 911 RSR and the huge success of the RS Spyders. In between, we've been there in spirit for every great Porsche win and offer our own form of motorsport in PCA's Club Racing series, where, as always, every Porsche is a race car."

Like the previous events, Porsche Rennsport Reunion III features a three-day program including on-track competition plus a concours d'elegance, now called the Concours d' Sport, which is open to the event's participants by invitation. Events are also planned commemorating the awesome Porsche 917 racecars and the 25th Anniversary of the racing debut of the all-conquering Porsche 956/962 prototypes.

Under the direction of Intercontinental Events, five races will be contested on Sunday afternoon, Nov. 4. They include events for production race cars, prototype race cars, 911 Cup cars, and, entries permitting, a special 25th Anniversary race for 956/962s.

The Concours d' Sport is Saturday afternoon, Nov. 3. Staged on Daytona International Speedway's pit lane, it is the world's only concours devoted exclusively to race cars. The event's judged classes include 917 Coupes, 917 Spyders, 956s, 962s, 550 Spyders through RS61s, 904s through 910s, and production-based race cars.

Highlighting the anticipated record number of 917 entries are four cars from the Porsche Museum in Germany. They include the 917 Long-tail, the 917/20 "Pink Pig", the 1971 Le Mans winning 917/K, and the 16-cylinder 917 Can Am Spyder that is making its first trip to North America. Other expected 917s include the 1970 Le Mans winning 917/K, the 1972 Can Am winning 917/10, and the 1973 Can Am winning 917/30

Joining these and other 917s are the drivers that drove them to victories in the world's most prestigious sports car races: Richard Attwood, Vic Elford, George Follmer, Hurley Haywood, Willy Kauhsen, Charlie Kemp, Gerald Larrousse, Rudi Lins, Udo Schutz, Randolph Townsend, David Piper, Brian Redman, Sam Posey, David Hobbs, Jackie Oliver, and Gijs van Lennep

The large field scheduled to celebrate the "25th Anniversary of the Porsche 956/962" features an equally famous group of winning cars as well as their drivers including John Andretti, Derek Bell, Jurgen Barth, Bruce Leven, Jochen Mass, John Morton, Vern Schuppan, and Chip Robinson. Other drivers expected to attend include past Porsche factory drivers Joe Buzzetta, Scooter Patrick, Kees Nierop and David Murry, and current factory drivers Jorg Bergmeister and Patrick Long.

A special pace lapping session kicks off the weekend on Friday afternoon, Nov. 2. Organized by the PCA, the event provides

Bulletin ...

anyone who drives their Porsche to the event the opportunity to tour the entire Daytona International Speedway layout, from the high banking to the infield road course. The following morning, attendees will have the chance to meet many of the legendary Porsche race drivers during a special autograph session. Proceeds from both of these events will be donated to Camp Boggy Creek, a facility for Florida's seriously ill children.

Also on Saturday morning are two activities new to the Porsche Rennsport Reunion - a Porsche only literature, toy, and memorabilia swap meet and a Porsche model car contest. The swap meet will feature sales and technical literature for all Porsche models, factory posters, books, toys and models of all sizes and descriptions, with proceeds going to Camp Boggy Creek. The vendor reservation form is available at www.rennsportreunion.com, or call or email the organizer, Prescott Kelly (203-227-7770) or KellyCT@optonline.net.

The unique Porsche model car contest features 10 judged categories for Porsche race cars. They include 917, 956/962, Pre-1964, 1965-1975, 1976-1981, 1982-present, Small Scale (1/28 and smaller), Large Scale (1/20 and larger), Diorama Racing Related Subjects, and Porsche Racing Support Subjects. Those interested in entering are encouraged to contact Henry Trent at (423-745-8765) or htrent77@yahoo.com.

Additional details of the Porsche Rennsport Reunion will be published on Brian Redman's Intercontinental Events web site

(www.rennsport2007.com), and Daytona International Speedway's web site (<http://www.daytonainternationalspeedway.com/>), as they become available. Ticket information is available by contacting Daytona International Speedway at 1-800-PITSHOP.



Porsche Reveals Early Stages of New Cayenne Hybrid

ATLANTA, July 26, 2007 – Porsche, a company renown for its high-performance sports cars and sport utility vehicles, this week in Stuttgart demonstrated to the media a Cayenne SUV hybrid prototype, providing a glimpse of what the company will offer to consumers by the end of the decade.

Porsche is targeting average fuel consumption figures of 9.8 liters/100 kilometers in the New European Driving Cycle and

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about 24 miles per gallon in the US FTP cycle for the Cayenne Hybrid, and future developments may allow Porsche engineers to push towards an average fuel consumption figure of 8.9 liters/kilometer (approximately 26 miles per gallon).

The Cayenne Hybrid will feature a full-hybrid design where the hybrid module (clutch and electric motor) is positioned between the combustion engine and the transmission rather than having the hybrid drivetrain branching output along various lines and in various directions via a planetary gearset. Porsche selected this design because the in-line configuration of the hybrid components are more compatible with the existing Cayenne platform, this system in testing is more fuel efficient, and because this configuration is a better fit for Porsche as it will provide improved acceleration and engine flexibility compared to a conventional Cayenne.

Coordinating the car's three main components - the combustion engine, the electric motor and the battery - is the Hybrid Manager, the heart of the Cayenne Hybrid. The Hybrid Manager, which oversees some 20,000 data parameters as compared to only 6,000 data parameters for a conventional engine, is one of the most powerful technologies found in any hybrid vehicle.

Other unique features of the Cayenne Hybrid designed to decrease fuel consumption include the power steering and vacuum pump for the brakes, as well as the air conditioning, which operate on electric power. Technical components, such as the oil pump in the Cayenne's automatic transmission, have been replaced by electrically powered units. The Cayenne Hybrid's electro-hydraulic steering - a first for a vehicle of its kind, will ensure the Cayenne Hybrid drives like a Porsche with predictable and safe handling characteristics and the agility that is expected of a Porsche SUV.

Porsche plans to introduce similar hybrid technology in a version of its Panamera four-door Gran Turismo. The Panamera will debut in 2009, with a hybrid to follow.



Porsche Announces Price and Launch Date for New Limited Edition Boxster

ATLANTA, August 9, 2007 - Porsche's all-new orange 2008 Limited Edition Boxster and Boxster S will soon be stirring excitement around the country with a stylish design and

competitive pricing starting at \$49,900 USD and \$59,900 USD, respectively. With the first Limited Edition being displayed at a special sneak preview at the NY Auto this past spring where it received a rave reception, the 500 eagerly anticipated Orange Boxster and Boxster S models will go on sale in dealerships on September 28, 2007 throughout the U.S.

Clad in striking orange paint, a color previously featured only with the track ready Porsche 911 GT3 RS, the Limited Edition Boxster is as well-built as it is eye-catching and even includes a special "Limited Edition" plaque in the glove compartment. It touts a sport exhaust system and safety bars, designed to help protect occupants, are dressed in orange paint. And the Sport-Design package that includes spoiler lips in the front, an automatically extending and redesigned rear spoiler, and modified rear trim with integrated diffuser provides a more stunning and sporty appearance.

Complementing the orange paint are black painted alloy wheels - with large 18 inch standard on the Boxster and 19-inch standard on the Boxster S - striking black exterior side mirrors, black front and side air inlets, all of which tastefully compliment the car's model designation in black on the rear deck and a black convertible top. Black carries over to the seats, carpet, dash, door panels and other surrounding soft surfaces. Adding to the performance theme is the use of Alcantara trim, a suede-like material used on performance Porsches like the 911 GT3 and 911 GT3 RS. Alcantara is pleasant to touch, but it also helps occupants stay planted in the interior during sporty driving. Alcantara trim is used on seat inserts, the three-spoke steering wheel from the 911 GT3 and 911 GT3 RS, and handbrake lever on vehicles with manual transmission. Porsche designers added touches of bright orange to interior trim pieces such as the door lever surrounds and the trim panel that covers the dash-mounted cup holders. Even the shift pattern on the gear shift lever is orange.

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The MidShip Report®: Club Sandwich

John Miller [Boxster_S@veryspeedy.net]

The Road called and I answered. Several times. Some of you may have realized there was no July edition of the MidShip Report®. I had every intention of filing an update while I was on the road/at Porsche Parade 2007 (see Firsthand Report elsewhere in this issue). But good intentions were overridden by great scenery and great people ... so this will be a Special Edition MidShip Report. Parade 2007 in San Diego was the perfect excuse to do what I've always wanted to do with the Boxster: Take to the open road, see the USA (and Canada), drive around southern California and up the California coast. And it was exactly as one might expect: A-M-A-Z-I-N-G. In all, the Boxster covered 7500 miles in three weeks without the smallest hiccup. All the spares and supplies I so carefully packed - the oil (burned less than 1 qt), the wiperblades, the racer's tape, the spare set of brake pads, even the spare plastic ignition switch module -all remain untouched. The closest to a 'problem' that I can recall was when I spilled trailmix down the side of the seat and worried about getting it all out before the heat of the desert got to it (carwash vacuum to the rescue).

Photo 1 says it all: It was taken on the way up the California coast towards La Jolla. In front, PCA-Chicago's Jack and Terry White in their 986S; Behind (look in the mirror), is PCA-Chicago's Lee Lichtenstein in his 968. And sandwiched in the middle, ME, of course. But this little caravan, midway through the adventure, was spur-of-the-moment, whereas many other 'coincidental' connections cannot be explained ...

GO WEST

What are the chances of crossing paths with other PCA-Chicago members driving from the Chicago area to San Diego when none of us left on the same day, none of us took the same route, and with one exception, none of us were overnighing in the same city? And yet, by Day 2 of my trip, I had caught up with the Whites in western Missouri. Granted, Jack and Terry had a slightly more relaxed timetable than I - after departing from the northern suburbs, they felt the need to stop for a snack, having traveled a GRUELING 6.5 miles from home. We parted ways after dinner in Missouri - they took the Interstate south towards Texas while I headed west to Kansas to 'Follow the Yellow Brick Road' (photo 2 - the house and bricks from that movie). Kansas also brought an unexpected reality check. The next day, unknown to me, my non-Interstate route took me through the heart of a town wiped off the map by a tornado a few weeks earlier.

And then my cell phone rings. I'm 30 minutes north of Santa Fe, NM - the Whites are lunching in Santa Fe and wondered where I was? After a quick sandwich, we part ways, I towards northern Arizona and they head south.

And then my cell phone rings. Lee Lichtenstein (who left Chicago 2 days after I did) was in Sedona, Arizona and wondering where I am? "Uh ... 45 minutes away ... let me make a call". What are the chances? "Hi, Jack/Terry, where ya at?" Of course: Just



finishing dinner ... in Sedona. We all meet up for a drink before the Whites press onward.

And then (the next day) my cell phone rings. The Whites have taken a break outside of Yuma, AZ, and invite Lee and me to lunch at the incomparable In 'N Out Burger. As Lee and arrive, another couple sits down at the next table. "Any chance you're heading to Parade" they ask? I don't even recall their names, but a nicer couple of 356 entrants you couldn't find.

Westward we go - into the desert. Moments after I snapped this picture (photo 3), the temperature gauge jumped to 115. I drew the line at 100 degrees and closed the top - top-down motoring



loses much of its appeal at that point. At 105, I conceded to using the air conditioning.

Of course, heat wasn't the only test of Boxster durability. I can happily confirm that at 60mph and above, even moderately heavy rain will sail right over the open top, occupants and contents remaining dry. Unfortunately, there were a couple of instances where 'moderately heavy' turned into 'deluge' (photo 6), forcing an emergency, road-shoulder stop to raise the top. A byproduct discovery of top-down-in-the-heavy-rain driving: After a couple of seconds of panic, it occurred to me that the windshield wipers weren't clearing the windshield of tiny rain droplets because the droplets were on the INSIDE. Swirling wind pushed the rain to the inside of the glass, but gave the illusion of being on the outside. And it never seemed to fail that as soon as the top was up, a bizarre scene of sun and rain would develop (photo 7).

At last, San Diego. And who should be the first person we run into: PCA-Chicago's Dennis Costis. Dennis drove out in his 911 with one of his sons the same week (how did I NOT run into him?) and flew the rest of his family out to meet them in San Diego. Much the rest of California would not be as hospitable as those at Parade. I'll clarify that. The Parade attendees were/are terrific --friendly, helpful, genuine people with a passion for Porsche. It's a strange irony. California should be the 'Mecca' for Porsches. There are more of them there than anywhere else in the world. And yet, Parade wasn't overflowing with California cars/entrants. Eventually, a reason came to light. Porsche is THE Car to have in southern California. But having one does not automatically instill a passion for the marque. To many SoCal-ers, while it is THE Car to have, it's also just A car. To make a broader generalization: POSERS. They have THE Car, they just don't DESERVE the car. Mention the Porsche Club to them and they just blink. 95% of my unreturned waves and light flashes were California plate cars.

All that was forgotten as I wound the Boxster up the California coast towards Los Angeles. It was post-Parade and we had all gone our separate ways. Or had we? And then my cell phone rings. The Whites, who were somewhere in the LA area, were

heading towards a friend's house. Hey, I'm in that area. I hang up the phone and less than 60 seconds later, while waiting for a stoplight in the middle of the most auto-crowded city in the US, a blue 986 S flashes past. Can't Be.?. I chase down the Boxster (my apologies to the guy in the Nissan Altima that I had to squeeze by) and catch up to...YES, the Whites. They advise they have the perfect spot to stop, clean, and overnight the Boxsters. Perhaps it was my enthusiasm for my upcoming destinations (and rightly so -photo 4) that convinced them. Although our paths would not cross again, they ended up in Monterey, CA a day after I had departed, and then Reno, NV a day after I had left there.

Along the Way

The road trip was as much about seeing the USA as driving the USA. And the 986 fills the bill perfectly. Although I repeatedly tried (but failed) to coax my friend Kim into riding along as my co-pilot (some lame excuse about earning a living) I was traveling solo, so storage was never an issue. A few chance conversations with Boxster travelers that were riding 'two-up' confirmed the same: space for everything was ample.

I also solved my ongoing GPS dilemmas by not choosing one (a Garmin) over another (a Mio) - I used both at the same time. Even then, GPS directions are only as good as the driver following them. Sometimes a 'mistake' will even reward you. I missed a turn as I was heading north out of San Diego (on the backroads) and instead of bypassing a town, I drove right into the middle of it. And right into the middle of a StreetRod show (photo 5). And while the Mio GPS wanted to keep the Boxster on the interstate all the way to the hotel in Reno, the Garmin took me onto city streets much sooner. I thought that to be a poor choice, but was wrong.

I had expected Reno to be much like Las Vegas. Not even close--much more car friendly, much smaller, much more tolerable, and home to the National ('Harrah's') Auto Museum. If you had to choose between staying at a 'hot' paying slot machine or going to the museum, choose the museum. Not just for 'classic' cars like Ed Roth's Beatnik Bandits (photos 6 and 7), but for the real 'name' cars that were made by real people - names like

photo 4



photo 5



MidShip ...

photo 6



photo 7



Louis and Marcel Renault, CH Wills, Ned Jordan, Bruce McClaren, John DeLorean and, of course, Ferdinand Porsche. Heading north out of Reno took the Boxster into the biggest, prettiest open country you'll find anywhere. In fact, throughout the trip the scenery looked so perfect, you'd think it was either fake or taken from a magazine ad for Porsches (photos 8 - door-side service! and 9). This repeated over and over for ONLY the next 3000 miles.

This was not THE TRIP TO END ALL TRIPS. On the contrary, I think of it as 'reconnaissance'. I picked the destinations carefully and tried to cap the distances each day (for the return route, at least), to no more than 400 miles. This proved too aggressive. As well, I had booked hotels rooms at each destination, that, while affording a certain level of comfort knowing I had a room, left no flexibility for adjusting my schedule or itinerary. A few discoveries for those that contemplate undertaking a trip like this.

The best plan is a loose plan. Sure, picking out destinations and doing research is advised, but prepare for the unexpected turn in the road - go wherever the road interests you. Hotels are everywhere. Not once did I find that I would have had trouble driving into a town and getting a room at the hotel that I had

already reserved a room - nice, small hotels and motels abound in this country.

Go with friends - all the better if they drive Porsches - and having one two other cars to run with, or even to occasionally cross paths with is an excellent way to travel.

And lastly, it would be best NOT to have a timetable. I will take another trip like this in the next couple of years. I'll take the time to compile a list of places and roads I want to drive and things I and to see. A couple of years ... should just be about the right time to get one of those Orange ... or maybe the Azure Blue Boxsters that will have direct fuel injection and PDK (Dual Clutch). And that's just about the duration I would suggest for a trip like this - a couple of years. Where's my cell phone? ... "Say, Kim, have I told you about this trip I'm planning ... "

Next Month:

The aftermath: The Boxster needs a bath. Don't get the wrong idea, I washed and waxed it several times during the trip, and immediately after I returned home. I took a picture of it after the post-trip wash which I'll post up next month. But I will say that even though it was an 'AFTER' wash picture, you wouldn't be wrong to think it was a 'BEFORE' shot.

photo 8



photo 9



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PCA Chicago Region 2007 Tech Inspection Sheet

NAME: _____ DRIVER CLASS: _____ RUN GROUP: _____

MODEL/YEAR: _____ CAR COLOR: _____ ENG. DISP.: _____ CAR #: _____

Driver Classes: Green (prior C) is least experienced, progressing to Yellow (prior B2), White (prior B1), Black (prior A) most experienced.

Pass Fail

!!! TO BE INSPECTED BY ENTRANT PRIOR TO EVENT !!!

Helmet Requirements!

Inside

Outside

Engine

1. **HELMET, SNELL SA 2000 or later required for all Track Events** including Blackhawk, Road America, and GingerMan. (Snell SA sticker must be attached inside)
- 1A. **HELMET, SNELL SA or M 2000 or later required for all Autocross events** (Snell SA or M sticker must be attached inside).
2. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials. Arm restraints required for All Open Cars.
3. **SEAT BELTS** - Original factory installed belts for Novice, Green and Yellow. Required for all other Classes (and all Yellow/White Classes at Road America); Stock Seat =6- point, "H" Harnesses without Harness Bar & no "H" with Bar or Race Seat = 5/6-Point. All securely anchored, Metal-to-metal, with large diameter washers on both sides of floor mounting holes. Tunnel side belt mounting only on factory seats. Harness and Seats must be equipped the "same" for Driver and Passenger side (Instructor).
4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. AFFF or Halon recommended.
5. **ROLL PROTECTION** - Roll Bar, Cage or Extender using "broomstick rule" Required for Black Class. The same Roll Protection is **highly recommended** although not required for other Classes. Any open car (no roof) must run Black Class rules. **All Cabs in all classes (except Boxsters & 996 and later Porsche) must have Roll bar or better.**
6. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
7. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, mats, etc. Glove box locked. Spare secured or removed (spare adds to structure to certain Porsches).
8. **AIR BAG EQUIPPED CARS** - No Obstructions in front of Air Bag (s).
9. **WINDSHIELD** - No major cracks and functional wipers with good blades.
10. **MIRRORS** - At least one side (two highly recommended) and one securely mounted rear view mirror.
11. **GAS CAP** - Gasket intact and cap tightened.
12. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
13. **FRONT SUSPENSION** - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; Axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition. **Warning: 944/968 MUST Check Ball Joint & Control Arms for cracks and binding caused by excessive lowering, larger sway bars and track usage.**
14. **REAR SUSPENSION** - No excessive looseness. Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber on any car.
15. **WHEEL BEARINGS** - Correct adjustment, check for play and proper lubrication, no damaged or burnt bearings.
16. **BRAKES** - Sufficient brake linings or pads. No rubbing, cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness must be checked periodically for 2mm minimum thickness throughout the high-speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh Competition pads properly bedded in.
17. **WHEELS** - No cracks. No bends. All lug nuts must have 94 - 96 lbs. torque. Valve stem must have airtight cap. Hubcaps and Center Caps must be removed.
18. **TIRES** - In Good condition. No cracks or bulges. ZR or better required (HR for Autocross only). Minimum tread depth of 3/32" on contact patch area (race tires or shaved performance tires must have as least 1/16" tread wear marker depth and No Cord Showing). Seek an experienced driver with like car/tires for hot/cold tire pressure.
18. **BRAKE FLUID** - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high-speed event. If another high-speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.
20. **BATTERY (IES)** - Securely fastened and in good condition. No acid leaks or corrosion. Check fuel lines under battery trays on 914's. The Positive (+) Terminal on All batteries must be covered by cap or tape.
21. **ENGINE** - Check for odd sounds and satisfactory exhaust (remember 108db limit at Road America)
22. **DRIVE BELTS** - Tight and in good condition.
23. **LEAKS** - No exhaust leaks and leaks of any fluid - oil, gas, brake, or coolant.
24. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
25. **BRAKE LIGHTS** - All bulbs on both sides and center brake light (if so equipped) must be functional.

In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car or its occupants as a result of any such failures. I acknowledge that at all times, I remain solely responsible for the safety and roadworthiness of my car. I hereby certify that I have no physical or mental problems, which could jeopardize any others or myself if I participate in this event.

ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE, WHICH WARRANTS COMPLIANCE.

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WITNESS TO DRIVER'S SIGNATURE (Inspector): _____ SERVICE STAMP _____ DATE: _____

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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)

1988 944 Turbo S Ready for the track! new main bearings/bearings/water pump/belts/rollers/engine mounts/Konis; oil pickup mod; exhaust; Kiskey seats/Simpson harness/roll bar; orig wheels + 18" track wheels w/Hoosiers. \$18,000. Jim 630.742.2952 (ASO)



1988 911 Targa 25th Anniversary Model No accidents; garaged/runs well/driven daily/clean body & interior; owned since '89; 95,450 mi; photos avail; Winfield, IL. \$17,000 waynekuntze@comcast.net or 630.293.3162 (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 815.498.4500, cwschank@comcast.net (SON)



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)



1998 Boxster Artic white/gray 61K mi; auto tiptronicS trans; Litronic headlights; PW/ABS/PS/cold AC/Cruise/Baupunkt AM/FM/CD JL Audio 300W amp, 12-speaker sound system; 17" alloy wheels; wind screen; orig window sticker/manual/maintenance docs; Tool kit; spare tire/never used; newer Bridgestone SO2A's on front. \$17,900 815.979-1723 boxsterbabe@sbcglobal.net (ASO)

2000 911 Carrera Cabriolet Artic Silver/Black interior; 11K mi; 6 spd; hardtop/Porsche stand; Xenon lite pkg; Boss prem sound/6 CD; new Mich Pilot ASports; Mobil 1; 3M Chip guards/bra; no snow/smoke/rain; always garaged/showroom cond. \$45,000 FIRM. George 708.772.8910 (JAS)

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 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 op-
tion; adaptive elec adjust for all seat func-
tions with adj side bolsters/4-way lateral
support adj; MSRP \$3045 over base seats.
\$2795. Andy 847.219.2964 (SON)

Parts Early 911 69-73 Auto-Power roll
cage/bolt in type/black \$ 500.00;
mufflers 1.)super turbo brand chrome tip
"Bursh" looking small square muffler/2.)
OE looking muffler, chrome tip both like
new fresh black paint \$ 100.00 each; (4) 6
J x 15 original Fuchs with 205/50 VR 15
shaved/used Yoko's - Make an offer;
Michael Ryan 847.370.9500 (JAS)

Fikse Wheels Set of 4/like new; fit any
930/turo look 911; firt 17x9 for 245/40
tires; rr 17x11 for 315/35 tires; new
\$3,500; Asking \$2,500. John
847.630.2037 (JAS)

Helmets: BELL Magnum II, SA-75 Open
Face-Size:7 1/2- \$10.00; BELL Mag-4, SA-
95-Open Face-Size:71/2-\$25.00 OR
\$30.00 With Bag. All suitable For Bikes/
Trikes Or Those Moments Of Impending
Domestic Violence. Won't Last At These
Prices. Bruce Janecek: 630.654-1150 or
janeczechmate@comcast.net (ASO)

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)

For Sale - TRAILERS/RVS

2000 McLander 22' Open Trailer twin
axle; elec brakes/both axeles; lg equip
box; spare tire mount. \$3,000. John Si-
kora 847.630.2037 (JAS)

For Sale - OTHER

1998 VanDiemen RF 98 Formula Ford
excl cond \$18,000/OBO; 3 Free Evening
Practices Tues & Thurs 5:30 - 8:30pm at
GingerMan Raceway included. Dan 269-
207-0913 (ASO)

1993 RX7 ITE fresh engine/ready to race.
\$18,000/OBO; 3 Free Evening Practices
Tues & Thurs 5:30 - 8:30pm at Ginger-
Man Raceway included. Dan 269-207-
0913 (ASO)

1968 Corvette Vintage Race Car total
nut and bolt creation. \$44,000; 3 Free
Evening Practices Tues & Thurs 5:30 -
8:30pm at GingerMan Raceway included.
Dan 269-207-0913 (ASO)

2004 Ford Expedition XLT 4x4
Wedgewood Blue/Flint Grey cloth inter-
ior; 4WD; 32K mi/outstanding cond/ext
warranty to 5/2010/100K; great towing/

8-Passenger; 5.4 EFI V8 Engine;; Opt
equip 3.73 LTS Axle/Heavy Duty Tow
Package/Safety Canopy with Rollover
sensor/ Air Suspension with 4 corner
load level/Cloth Captain's Chairs/
Console. \$24,000. Debbie Neczet
847.304.4808 dneezet@yahoo.com (JAS)



2002 Ford F250 Super Duty 4X4 Crew
Cab Toreador Red Clearcoat Metallic/
Grey Leather interior; 7.3L Powerstroke
Diesel; Automatic. Lariat Trim; Off-road/
towing packages; Many options. 133K mi.
\$20,000. Gene Pish. Bloomington, IL
309.827.4795(h) 309-827-7297 (o) or
gene_pish@lord.com (JAS)

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)

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Aungahh!

WANTED

PCA/Chicago Region memorabilia to be displayed during 2007 for our 50th Anniversary celebration. Any and all items (Chicago Scene –awards – badges, photos, etc.) from 1957 thru 1970 would be appreciated. Especially, pertaining to our four Chicago-hosted National Porsche Parades (1959-1964-1972-1984) All in Wisconsin!

Artifacts may be donated or loaned. All will be given T.L.C. We can arrange pick-up within the Chicago-land area.

For more information:

Bruce Janecek, Region Historian
630.654.1150 janecechmate@comcast.net

Well, as I promised in the August issue, this issue is late ... very late. Sometimes there is just no enough time for everything and TRAC sorta took up much of my (and many others) time in late August and early September. The next two issues will cover the TRAC event ... but it was a spectacular weekend.

Thank you to all of the participants and volunteers and sponsors and National staff and spectators. I hope you had as much fun as we did!

Steve and I returned from TRAC and went to work on our rallye (Rallye V on October 14th) ... and we thought that we would have all of the event info in this issue ... WRONG!

When we drove the route last weekend we found that a road we had planned on using (more than once) is now under construction, several signs that we wanted to use are now gone, and the place that we had wanted to use for our start was no longer willing to let us use their parking lot ... their loss.

I started to scramble to fill in and then stopped ... things done in haste and without good thought seldom work out ... so, once we've rewritten the route and

found a new starting point I'll have it posted on the web page, I'll ask Phyllis to e-mail the rallye list, and it WILL be in the October issue. In the meantime, just save the date of October 14th ... we will be rallying up and down parts of Sheridan Road and the North Shore.

On a sad note, our condolences to the family of Tim Taylor.

In the October issue (both the print and web site versions) will be the Ballot for the 2008 Officers and Board of Directors. The ballot needs to be received by the secretary no later than October 31st.

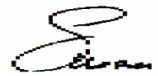
A special thanks to Jean Janecek for her pictures of the many long-time Region members at Potter's Picnic.

If you have not already done so, you should send in your reservation for the

Dinner Dance ... Cindy tells me that the event is filling up.

Also please note that a Bears Social has been added to the calendar. It will be held at the Weber Grill Lombard on Sunday, November 11th. Thank you to Toby Duckett for pulling it together on short notice. It's always a fun event - whether the Bears win or not!

Off to the printer with this issue! We'll see you at 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 Editors' column

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All copy material must be received by the 5th of the month for publication in the next month's issue 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 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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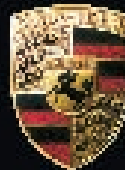
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