

# Chicago Scene

AUGUST 2007



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

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# Chicago Scene



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*Photographers: Neil MacDonald, Pat Yanahan, Jeff Pawlowski, Jack Stephensen, and Steve Rashbaum*

*Contributing to this issue: Chuck LaMantia, Mike Haas, Debby and Ed Leed, Bruce Janecek, Tom Harwood, Patty Jacisin, Dave Mathews, Pat and Bonnie Yanahan, Jeff Pawlowski, Jack Stephensen, and Chris Ingot*

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- 20 Kane County Cougars Game - Aug 18th
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Tony Koufos shows his winning style at the MGA Autocross

*photo by Neil MacDonald*

# Three Months At A Glance

Looking Ahead (as of 7/13/07)

**Event Information in this issue**

Sun      Mon      Tue      Wed      Thu      Fri      Sat

			1	2	3	4 <i>GingerMan DE</i>
<i>AUGUST</i>						
5 <i>GingerMan DE</i>	6	7	8	9	10 <i>Board Meeting</i>	11
12 <i>Autocross III/ Concours III</i>	13	14	15 <i>DE Blackhawk IV</i>	16	17	18 <i>Kane County Cougars Baseball</i>
19 <i>Rallye III</i>	20	21	22	23	24	25
26 <i>Concours IV</i>	27	28	29	30 TRAC Registration opens	31 <i>TRAC DE CR T&amp;T</i>	1 <i>TRAC DE &amp; CR Concours V Party</i>
2 <i>TRAC DE &amp; CR</i>	3 <i>TRAC DE &amp; CR</i>	4	5	6	7 <i>Board Meeting</i>	8
<i>SEPTEMBER</i>						
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
<i>OCTOBER</i>						
30	1	2	3	4	5	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 			

- Nov  
 2 Board Meeting  
 17 50th Anniversary Party - Butterfield Country Club

Correction:  
 The photos on page 59 of the July Chicago Scene were taken by Neil MacDonald.

Chicago Region Board Meetings:  
 7:00 PM at the Park Ridge VFW Park Ridge, IL.  
 All members are welcome to attend



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## On-line Registration for DE and TRAC

www.clubregistration.net

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

# The Point

Chuck LaMantia, President

## Where is the time going?

Time ... not enough of it and what we have is gone too fast ... July has pretty much come and gone. In the LaMantia house, several things ended - baseball and softball season is over! Both of our kids' teams were the Cubs. It seems only fitting that Gabrielle's team (managed by Melissa) lost in the World Series. Anthony's team, which I managed, lost in the "League Championship" game by two runs ... pretty much the result of two brutal calls by the umpires. For my son and me this ended a decade of a father/son/manager/player relationship. Anybody out there who has been on either side of that equation ... the child has the most difficult position in sports ... coaches' kid. For the parent ... a no win situation. You are either too hard or too "favorable" on your child.

You might wonder what does the stuff above have to do with the Chicago Region Porsche Club? For me, it is where my first priority has been, trying to do those neat parenting things at home while they're still at home. Something has to give ... so it is crazy car stuff we do that has to wait. There is nothing in the world that I would trade for the little league moments. It was only yesterday that Anthony was playing t-ball ... now, ten years later ... DONE!

My goal for the remainder of the Chicago PCA season is to make at least one of the "segments" that the club can offer.

For the first time in three years I will make the annual Ed Barnicle Golf Outing. My son Anthony will be joining me and handling the cart driving responsibilities. For once ... I will be at a Chicago Region PCA event ... in four wheels ... and will not be pointing people by! By the time you read this article, the outing will have come and gone ... maybe Ed will wear the same tights and pointing shoes that he brings out for the St Patrick's social? All kidding aside, Ed and his wife Gayle are two of more than a few people that my family and I have met over the six years in the club that make the events fun and enjoyable ... truly good people!!

Next up will be the Kane County Cougars game ... again ... another Ed Barnicle production. This event puzzles me as we have done the ballgame thing for two of the past three seasons and it is always a hard sell. I know that we all have "other" things to do but the intention of this event is to create something where we bring out the kids and parents ... something that is not focused on the cars. Hopefully we give Ed the support he deserves for arranging such events!!

In between the golf outing and ball game is my best chance at making the "other segments". For the first time in my years with the club we will have a joint Autocross/Concour event. The

venue for the twin bill is the Autobahn Country Club. My guess is there will be a big turnout as those in the running for the year end Overall Award will have a real chance to pick up some points.

Looking ahead to 'the best of the best', The Road America Challenge (TRAC).

PLEASE ... PLEASE ... WE NEED YOU to make the event successful. Find AJ Tiller and AJ will find something for you to do. I really, really am looking forward to the TRAC XVI ... my participation will be significantly different than in the past ...

Time ... not enough of it and what we have is gone too fast ... it is that time of the year... the time of the year to express your desire to contribute to the future success of the Chicago Region Porsche Club Of America. Our By-laws state:

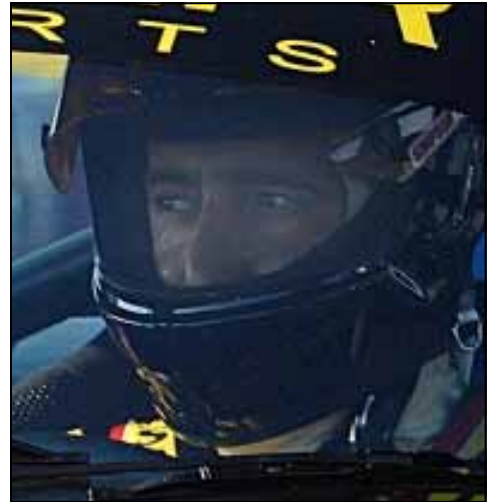
### ARTICLE VI. Election of Officers

#### Section 1. Nominating Committee

*A Nominating Committee consisting of five members, shall submit to the membership a slate of nominees. The slate shall be published in the September issue of the regional newsletter. Nominations will also be accepted from the membership at large by petition signed by at least 25 members in good standing to the Board of Directors prior to the October newsletter mailing. No member of the nominating committee may be nominated for office or directorship. He may, however, finish out the unexpired portion of his term of office.*

#### Section 2. Elections

*Election shall be by ballots enclosed with the October newsletter. All ballots must be signed by the voting member and received by the Secretary or postmarked within 21 days of the date of mailing of the newsletter. The Secretary is to confirm the date of the mailing of the newsletter. The Secretary shall return the ballots unopened to the next regular Board Meeting. The Secretary and two other members in good standing, appointed by the President, shall then count the ballots and then report the results to the Board of Directors. An member shall be entitled to only one vote regardless of multiple memberships.*



..."my participation (at TRAC) will be significantly different than in the past ..." for more details see page

*photo by Neil MacDonald*



Section 3. Transfer of Officers and Board of Directors  
Elected officers shall take office at the termination of the December meeting and shall serve as specified in Article V., Section 4.

#### Nominating Committee for 2008 Officers and Board of Directors

Chuck LaMantia - Chair    claman1022@msn.com  
Susan Shire                chiscene@aol.com  
Ed Barnicle                ebarnicle@dolphincartage.com  
Carl Walstad                webmaster@pca-chicago.org  
Chris Ingot                 cinglot@aol.com

PLEASE submit (preferably via e-mail) to the entire Nominating Committee your request to be considered for one of the following positions:

President, Vice President, Treasurer, Secretary, and one of the THREE Director positions up for election.

Include your recent contributions to the club and why you think you would be a positive addition to the 2008 leadership team. The timing is such that your request must be received by the ENTIRE Nominating Committee no later than August 25,

2007. The slate, as presented by the Nominating Committee, will be published in the September 2007 Chicago Scene ... both the print and web site versions.

Nominations by petition (see Section 1 above) must be received by the Board of Directors no later than September 25, 2007.

The ballot will be included in the October 2007 Chicago Scene (both the print and web site versions) and need to be received by the secretary no later than October 31, 2007. The ballots will be counted at the November Board Meeting on Friday, November 2, 2007.

With that, my time and space for this month's article have run out. If Susan Shire does not invoke her editorial right to edit, my other article in this issue may come across as a bit long but there was absolutely no way for me to "cut back" in trying to describe the experience. That "**wow**" feeling you all sensed from me in my first few years in the club is back ... with a vengeance!!

Till September!

---

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# Scenes Thru The BackLite

Bruce Janeczek, Chicago Region Historian

(cont)

**In the beginning** ... The following is an historical perspective of our Region's beginning.

**History of the Regions** from a PCA newsletter written by Bud Blake, Chicago Region.

1957 found Winter and nineteen sports car clubs in the Chicago Metropolitan Area. Most Porsche owners belonged to one or more of these clubs but, club member or not, they had a common problem; lack of available parts and a poor service situation. As a result, some Porsche owners congregated frequently to weep, moan, and swap maintenance tips, while enjoying their drinks.

In the Spring, a few owners made contact with PCA and when news of the 2<sup>nd</sup> Parade was received, several owners decided to take the trip to Washington: **Don Wester, Cal and Linnea Davidson, Paul Fontaine, Don and Lucile Comunale, Bud and Simone Blake, and Jerry Tannenbaum** from Milwaukee. At the Parade people, places and PCA spirit boosted the morale of the Chicagoans and sport, social and technical sessions increased their enthusiasm.

Sympathetic ears and an eye-opening ride with **Herr Dramm** plus a gymkhana with **Art Bunker's** instruction sent us home confirmed PCA'ers. Back home we were still confronted with the parts-service problem. National suggested that we start a local region. **Jim Abbott, Cal Davidson, Gene Bussian, Don Comunale and Bud Blake** organized a meeting to determine whether the Porsche owners in the Midwest would be interested in a regional club and it was decided to combine the Chicago-Milwaukee area for more strength during the first year. Through **Bill Sholar** we obtained a film, application blanks, copies of Panorama and Christophorus for the meeting. Thirty-four Porsches and twice as many enthusiasts gave their unanimous support to the forming of the region and elected temporary officers. Soon after, the Charter was prepared and signed by **Abbott, Davidson, Bussian, Blake, Ash, Cameron, Templeman, Tannenbaum, Wester and Chininis**. Program Chairman, **Gene Bussian**, organized our **FIRST RALLYE** which started from Chicago and Milwaukee simultaneously. By special arrangement with the weatherman, a foot of snow was added to the strange sight of cars approaching a cemetery from opposite directions, navigators diving out to search for some unknown person in an unknown landscape. The fact that Gene was not tarred and feathered indicated the good-natured attitude of the members of this new region and its promising future. **Scott Cameron**, as Special Technical Chairman, gave his full attention to the major problem of parts and service. He developed an extensive program which included lists of service places, parts sources, questionnaires and reports to the members. His efforts contributed to alleviate the technical void in the Midwest.

In 1958, the **FIRST TECHNICAL SESSION** was held at Le Mans Motors in Maywood, where an eager group watched an engine and clutch removal. It was the first exposure for many to the inner workings of their machine and to technical vernacular. Our tech sessions have continued each year since and are held at VW and Porsche dealers. **Oliver Schmidt** of Import Motors spoke to the Club at one session assuring us of his continued efforts on behalf of Porsche owners for better parts and service. These sessions have proved to be very popular with demonstrations, movies, coffee 'n doughnuts and have brought large turnouts of up to 180 people. Most of the owners who come are curious to know more about the function and care of their cars.

Others who come are the do-it-yourself mechanics, but whoever and whatever, our tech sessions are also social events with both sexes represented. In the Chicago Region we are thankful and fortunate to have people like **Paul Fontaine** and **Glen Carroll** who have carried the responsibilities for those meetings.

Two things made our Spring meeting in 1958 a success: **Wolfgang Raether's** talk in front of an "empty" swimming pool and the one-arm gymkhana on the grass airfield. Our hosts, **Sally and Wayne Potter**, saw to our needs with hot coffee to fight the chilly weather. Each year the **Potters** have opened their gates and filled the pool for a swarm of cars, people and kids. Yes, this is our "family affair" complete with gymkhana, concour, etc., even go-karts were used one year. Informality and picnicking is the order of the day.

August 1958 was memorable indeed. Our **FIRST DRIVER'S SCHOOL**, organized by **Ed Rinker** and **Gene Bussian**, was held at the SCCA Wilmot Hills Road Course. Memorable for many reasons: **Ed Crawford** gave a most inspiring driver's talk emphasizing the non-racing aspects of learning to drive properly and more importantly, learning to understand and react with your car under any conditions. As an instructor, he then put his words into practice. The Driver's School has become an annual event bringing the new owners, competition drivers, housewives and old timers out to learn, relearn and discover the capabilities and limitations of themselves and their cars.

Ten Chicago members and their wives joined the 1<sup>st</sup> **PCA Treffen** in September, 1958. They were given a Porsche send-off at O'Hare and again at Idlewild. At their arrival in Stuttgart, they took possession of a variety of models and then scattered across the Continent bringing the *real* Chicago story to the natives. The year drew to a close with a "Poet's Rallye" by **Wayne and Sally Potter**.

1959 was our **BIG YEAR**. Winter and Spring were spent in developing our muscles for the big exercise – the **IV Parade**. To quote Dorothy Russler from her history of the RMR (Rocky



Mt. Region): "Aside from the fact that it is the most monumental effort a single region can expend, it was also presumptuous for a region so young to undertake such a project." This statement could have been applied to the Chicago Region as well.

Nevertheless we plunged into the project with vigor, though there were moments of trepidation as the date grew near and registration was low. However, the last minute arrivals swelled the list to 130 cars and the morning of the Parade dawned finally bright and fair. The high points of the IV were the Wisconsin Rallye run expertly by **Jerry Tannenbaum** and crew, the Wilmot Driver's School and Gymkhana by **Ray Olson** and **Elvin Bollet**, the Meadowdale trip, cocktail parties, swimming, tech talks, hundreds of door prizes collected by the **Bayards**, the windup at Elkhart Lake, Road America, and the Porsche Park with the Parade around the course.

July found our Region exhausted from the Parade effort but by August we were back strong at Meadowdale Raceways for a high-speed gymkhana. This tour de force proved such a success that we have held it annually since.

As the 2<sup>nd</sup> PCA Treffen was leaving Idlewild, the 1<sup>st</sup> Poor Man's Treffen (Chicago Style) left O'Hare on a tour of the "foreign" sights in and around Chicago. Passports, customs and costumes made the scenes alive with authenticity. Excellent coverage and a two-page spread in the December issue of Panorama assured the event an annual return.

1960 brought to Chicago the "Press-on-Regardless" rallye series. **Gordon** and **Barbara Swartz**, **Dick** and **Ty Newman** gave us the "Southside Caper" followed by the **Liataud's** "St. Valentine's Massacre" and the "Peon Porsche Pushers." The objective in having three rallies in succession was to educate and allow novice driver-navigators to get some experience without pressure. Many of the later winners of SCCA and other club rallies began with the PCA series.

The next big event was the Aspen blast with Chicago's twenty-two car caravan traveling out West to bring back the President's Silver. Individual members of the Region also covered themselves with glory at the RMR's Fifth Parade.

In the Fall, **Phil Liataud** and **Bud Blake** joined the Executive Council as Treasurer and Vice-President respectively, bringing the money and two council votes to the Windy City.

1961 found our Regional membership at 160 having fluctuated over 200 the previous year. The Chicago Region had from its inception serviced the outlying regions, like Milwaukee, Iowa, Indiana and downstate Illinois. By service, we mean regional mailings and the placement of events near tollroads when possible. **Milwaukee formed its own region in 1960, Indiana in 1961 and Iowa is about to request a charter.**

Twenty-four Chicago Porsches with President **Werner Voegeli** and **Mary** snaked East via toll roads leading the way to the Jug End to bring back the President's Silver again. Car banners prepared by **Harry Willwerth** supplemented the Chicago

badges. Individual members brought back two firsts, one second and three of the top ten overall. Northeastern hospitality, scenery and arrangements made it the event of the year.

### Conclusion:

The high points of our first year's history spelled the success and format of the years to come. Bussian's inaugural rallye, LeMans technical session, Potter's farm gymkhana, Wilmot Driver's School, 1<sup>st</sup> PCA Treffen and the Poet's Rallye – all provided something exciting, interesting and informative for nearly everyone. As we draw toward the close of 1961, we find our membership at 185, our bank account in good condition, morale and esprit de corps high, and a new slate of officers straining at the bit to be elected and to take over the load. Our original local need of parts and service still gets attention but we tend to be more relaxed and enjoy *all* the yearly activities. Friendly enthusiasm, leadership, participation and a balanced program give the Chicago Region's members a worthwhile club, not for one meeting alone but for many this year and next.

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M-F 8-6; Sat. 8-5



# 50 Fast Years

Compiled by Cindy Jacisin

*With Gratitude to Those Who Have Lead the Club Throughout the 50 Years*

	President	Vice Presi-	Secretary	Treasurer	Past President	Directors
1957	C Davidson	G Bussian	H Blake	H Blake		
1958	C Davidson	G Bussian	H Blake	H Blake		
1959	H Blake	E Rinker	R Huff	D Communale		
1960	W Potter	R Jacobs	W Voegeli	J Cooper		
1961	W Voegeli	J Cooper	H Willwerth	R Gummow		
1962	J Cooper	P Fontaine	H Willwerth	J Gladish		
1963	R Claypool	J Gladish	R Gummow	H Beach		
1964	J Gladish	R Stonecipher	R Gummow	C Cotter		
1965	R Rogginger	H Beach	R Bennett	J Nellpovich		
1966	H Beach	D Morrell	R Bennett	J Lindstrom		
1967	D Morrell	R Cuny	B Juhre	R Kitterman		
1968	R Cuny	F Isaacson	C Reagan	R Godow		
1969	J Gladish	W Potter	D Aulenbacher	R Godow	P Dickinson	R Cuny, L Gross, F Isaacson, G Revesz
1970	G Revesz	L Gross	J Schaub	J Meyer	P Dickinson	J Gladish, R Shapiro, F Isaacson, N Studier
1971	G Revesz	L Gross	M Rosen	J Meyer	B Janecek	J Gladish, R Shapiro, J Rossi, N Studier
1972	D Dyrda	M Rosen	D Skidmore	N Holleb	B Janecek	D Bangert, J Bulgrin, J Rossi, G Revesz
1973	M Rosen	B Janecek	R White	B Holleb	D Morrell	D Bangert, J Bulgrin, R Gunther, J Meyer
1974	N Holleb	R White	H Beach	G Urban	B Gladish	R Cuny, D Gerow, R Gunther, J Meyer, M Rosen
1975	N Holleb	J Meyer	B Shapiro	B White	B Gladish	R Cuny, D Gerow, R Hubert, R Gunther, H Beach
1976	J Meyer	D Gerow	B Shapiro	B White	J Ratschen	N Holleb, R Patterson, R Hubert, R Gunther, M Vanderwerf
1977	J Meyer	D Gallagher	S Gerow	B Shapiro	J Ratschen	N Holleb, R Patterson, R Gunther, D Gerow, F Wagner
1978	R Gunther	B Shapiro	T Masles	D Gallagher	J Meyer	B Gladish, J Gustavson, R Ostholthoff, E Russ, F Wagner
1979	R Gunther	B Shapiro	T Masles	E Russ	J Meyer	B Gladish, J Gustavson, R Ostholthoff, J Sovik, F Wagner

1980	W White	R Patterson	S Blomquist	E Russ	B Gamble	R Gunther, J Sovik, O Johnson, F Wagner, R Ostholthoff
1981	W White	R Patterson	H Meyer	T Harwood	B Gamble	R Gunther, J Hill, O Johnson, G Gutmann, R Ostholthoff
1982	R Ostholthoff	W Minato	H Meyer	T Harwood	W White	J Bohlander, J Hill, T Beverly, G Gutmann, T Thompson
1983	R Ostholthoff	W Minito	G Johnson	P Harwood	W White	J Bohlander, B Allman, T Beverly, G Gutmann, T Thompson
1984	B Allman	H Beach	G Johnson	P Harwood	R Ostholthoff	J Bohlander, T Kaitis, J Quebe, G Gutmann, G Rudawsky
1985	H Beach	J Bushmeyer	J Quebe	E Estrada	B Allman	N Brenkus, T Kaitis, J Quebe, W Minato, G Rudawsky
1986	J Bushmeyer	W White	J Kaitis	J O'Keefe	H Beach	N Brenkus, R Iser, D Leed, W Minato, R Lotesta
1987	J Bushmeyer	H Yefsky	L Lichtenstein	J O'Keefe	H Beach	S Johnson, R Iser, D Leed, A Zann, R Lotesta
1988	H Yefsky	D Leed	L Lichtenstein	L Orum	J Bushmeyer	J Becker, R Patterson, J Laidlaw, A Zann, L Pichler
1989	H Yefsky	D Leed	J Laidlaw	L Orum	J Bushmeyer	J Becker, R Patterson, A Zann, G Gutmann, L Pichler
1990	D Leed	K Orum	C Ling	J Bauman	H Yefsky	J Becker, R Patterson, G Gutmann, A Zann, G Turek
1991	D Leed	D Gallagher	C Bittman	J O'Keefe	H Yefsky	J Becker, R Patterson, N Leicht, A Zann, G Turek
1992	D Gallagher	R Patterson	C Bittman	J O'Keefe	D Leed	L Lichtenstein, B Janecek, N Leicht, A Zann, G Turek
1993	D Gallagher	R Patterson	J Girard	C Bittman	D Leed	L Lichtenstein, B Janecek, J Ruther, A Zann, G Turek
1994	A Zann	J Ruther	J Girard	C Bittman	D Gallagher	K Clark, B Janecek, R Garvey, L Patterson, M Turek
1995	A Zann	J Ruther	D O'Bryan	K Clark	D Gallagher	J Girard, B Janecek, R Garvey, C Bittman, M Turek
1996	D Gallagher	B Janecek	D O'Bryan	K Clark	A Zann	J Girard, B Murrin, J Ruther, C Bittman, S Brenkus
1997	D Gallagher	B Janecek	C Bittman	S Brenkus	A Zann	C Inglot, B Murrin, J Ruther, S Rashbaum, K Clark
1998	S Brenkus	B Murrin	C Bittman	C Inglot	D Gallagher	D Gallagher, B Janecek, J Ruther, S Rashbaum, K Clark
1999	S Brenkus	B Murrin	K Clark	C Inglot	D Gallagher	D Gallagher, B Janecek, J Ruther, S Rashbaum, K Clark
2000	B Murrin D Gallagher	C Bittman	K Clark	E Barnicle	S Brenkus	C Inglot, G Turek, J Jacisin, S Rashbaum, P Yanahan
2001	E Barnicle	K Clark	C Bittman	K Pesavento	D Gallagher	C Inglot, G Turek, J Jacisin, P Hackenson, P Yanahan
2002	K Clark	J Jacisin	MA Nowakowski	K Pesavento	E Barnicle	C Inglot, S Young, C Bittman, P Hackenson, P Yanahan
2003	K Clark	J Jacisin	MA Nowakowski	J Stephensen	E Barnicle	C Inglot, S Young, C Bittman, P Hackenson, K Pesavento
2004	J Jacisin	C Inglot	E Barnicle	J Stephensen	K Clark	MA Nowakowski, S Rashbaum, P Hackenson, K Pesavento, T Conforti
2005	J Jacisin	C Inglot	E Barnicle	C LaMantia	K Clark	T Conforti, MA Nowakowski, S Rashbaum, J Stephensen, AJ Tiller
2006	C LaMantia	E Barnicle	R Bean	C Jacisin	J Jacisin	AJ Tiller, J Stephensen, K Clark, J Ruther, T Duckett
2007	C LaMantia	J Stephensen	R Bean	C Jacisin	J Jacisin	E Barnicle, K Clark, T Duckett, J Ruther, S Shire

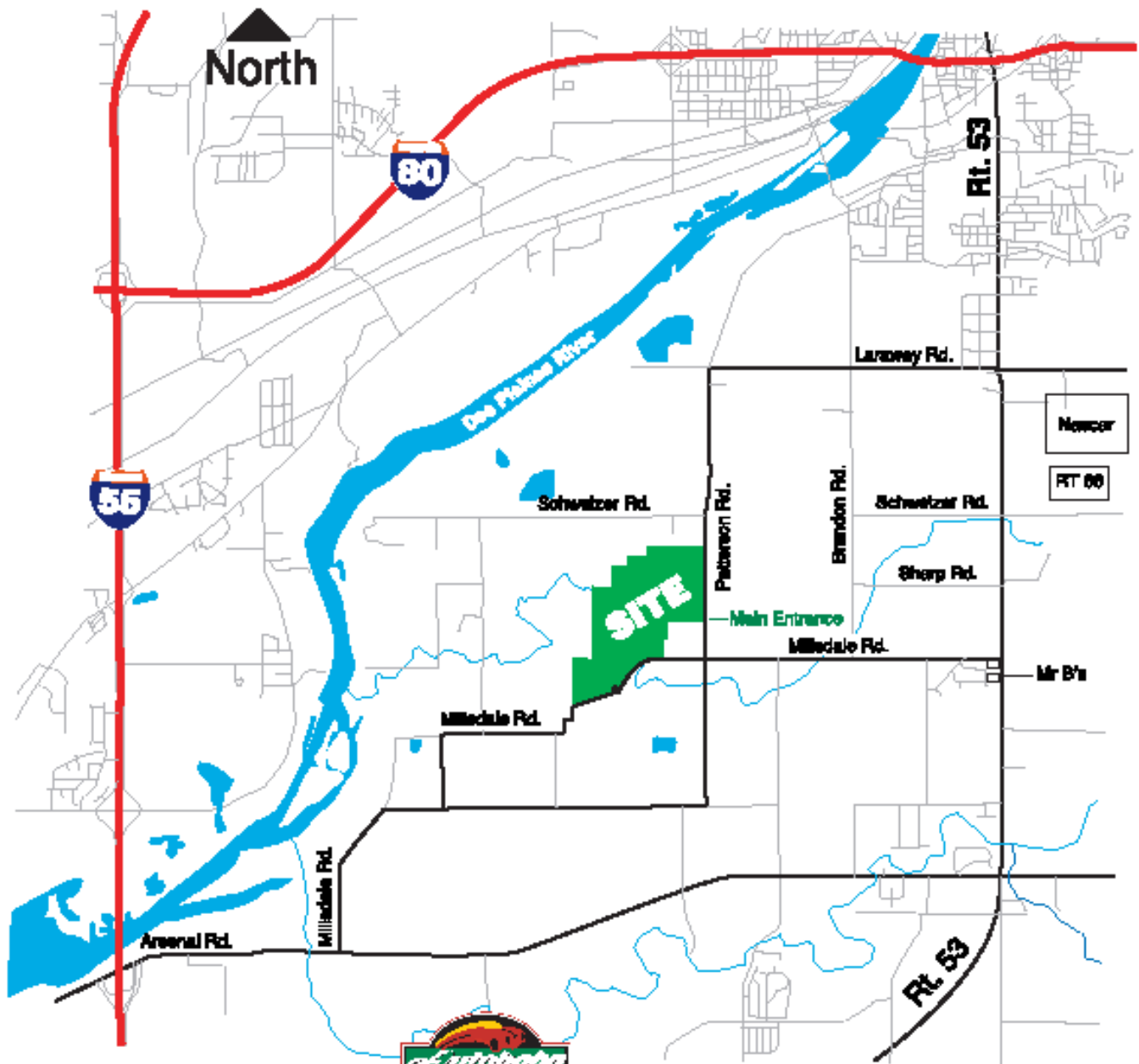




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## From I-55

- Take Arsenal Rd exit
- Go 1.6 miles to Millsdale (look for Stepan sign right at the bottom of the new bridge)
- Turn left on Millsdale go 1.4 miles (past Stepan plant watch for Millsdale street sign at top of hill)
- Turn left on Millsdale go about 2 miles to Patterson. Turn left on Patterson to entrance



## From Rt 80 and Rt 53

- Exit Rt 80 at Rt 53 and go south on Rt 53
- Take Rt 53 south to Laraway Rd (stoplight) Nascar track will be on your left.
- Turn right on Laraway and go about 2 miles to Patterson Rd. Turn left and go about 1 mile to Autobahn entrance

# The 50th Anniversary celebration continues with TWO



Drive Fast. Be Safe.

www.drivefastbesafe.com

Map & directions on page 11

## Sunday August 12, 2007

### Concours Three

**Both events for \$50**

This Concour will also include Track Touring after the Trophy Presentation

8:00 am	Gate opens for Concours Prep	<b>\$15 Track Admission Fee REQUIRED</b>
9:30 am	Judges Meeting	
9:45 am	Judging begins	
11:30 am	Trophy Presentation	Special Prizes sponsored by Joe Rizza Porsche, Orland Park, IL
11:45 am	Concours Cars grid for Track Touring	
12:00 - 1:00 pm	Track Touring	
1:00 pm	Autocross sessions for Concours participants	

Class A:	Exterior, Interior, Trunk, Engine & Undercarriage
Class B:	Exterior, Interior, Trunk, & Engine
Class C:	Exterior, Interior, & Trunk,
Class D:	Exterior & Interior
Class E:	Exhibition Style of Exterior & Interior - Visual Inspection Only
Autocross Only Class	Judged to Class E Standards
Novice Class:	For fun and 1st time participants only - Judged to Class C Standards

Concour participants wishing to run the Autocross may register for the Autocross at the event.

#### CONCOURS PRE-REGISTRATION FORM

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Questions? More Information?	Jim Jacisin 508 Rex Boulevard Elmhurst, IL 60126	630.935.4795  JamesJacisin@mac.com
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Checks Payable to PCA- Chicago Region

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Concours Entrant _____	phone _____	e-mail _____
PORSCHE Model _____	Body Style _____	Year _____
Class (circle)    A            B            C            D            E            Autocross Only            Novice		
\$50.00 for BOTH EVENTS	Enclosed	\$ _____
\$20.00 Concours Only (includes Track Touring)		



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# Autobahn Country Club Joliet

## Autocross IV



Drive Fast. Be Safe.

www.drivefastbesafe.com

Concours ONLY \$20 Autocross ONLY \$35

Map & directions on page 11

8:00 am	Gate opens	\$15 Track Admission Fee REQUIRED
8:00 - 9:30 am	Registration/Tech/Course Walk	
9:45 am	Tech closed	
9:45 am	Driver's Meeting	
10:00 am	Morning Session - First car off	
12:00 - 1:00 pm	Lunch/Track Touring	
1:00 pm	Afternoon Session - First car off	
4:00 pm	Trophy Presentation	

**INFO FOR EVERYONE**

Don't forget to bring lunch and water. There is no shade by the go kart track.

Dinner, food, and good Chicago Region conversation after the event at a destination TBD

Driver #1	\$35.00 Member
	\$40.00 Non-Member Guest - Member MUST be present
Driver #2	\$15.00 Family Member
	\$40.00 Non-Member Guest - Member MUST be present
	\$35.00 Member sharing car with other Member

GENERAL RULES: Required - Snell 2000 helmet, full-length pants, long-sleeved shirts, socks and full shoes. Member may bring one guest. Guest may drive member's Porsche or a two door sports car. Associate Member driving a non-Porsche is considered a Guest. Maximum two drivers per car. Member MUST be present with Guest. Only first car driven will trophy. Valid driver's license at Registration.

**AUTOCROSS REGISTRATION ON-SITE .... please bring this completed registration form**

Driver 1 \_\_\_\_\_ Chicago Region Permanent # \_\_\_\_\_

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

# *Reisen zu Deutschland April 2007*

*Pat and Bonnie Yanahan*

For over a year we had been planning a special trip to Germany and Austria to celebrate the 50<sup>th</sup> anniversary of the Chicago Region for its club members. To make it memorable and enjoyable both Porsche and social events were planned to cram a lot into a 10 day trip. Several of the Region members were also members of the Midwest 356 Club so we included Porsche activities at the factory and a trip to Gmund in Austria to visit the original birthplace of the Porsche. With friends and business colleagues in Germany and many friends at the Porsche factory we traveled to places not regularly seen and made this an affordable trip which added to the enjoyment for first time visitors to Europe.

Our first stop was the town of Budingen not far from Frankfurt. This 8<sup>th</sup> century village has escaped the impact of modern time including the Schloss Budingen, our hotel. Owned by the reigning princess (a cousin of the Queen of England) the castle offered a warm and comfortable greeting to our journey. Since the desk clerk was overwhelmed by our group of 38 Americans wanting to get into their rooms for a shower and a nap before dinner, a lovely lady just started loading our bags on carts and taking them to our rooms. During a reception for the local Red Cross chapter in the courtyard the next morning we saw our baggage lady hosting the fundraising for the Red Cross chapter. Yes, it was the Princess who later told me she was glad to help and welcome us all to her village. After a morning walking tour and the first of too many big lunches we boarded our private bus to get off to Stuttgart.

The bus trip gave us all some rest time to get acclimated to the Germany time zone. A fun first-night dinner was up on the hills overlooking the city along with six different types of wine, each explained by the proprietor. After a few glass the dancing started. Who would have thought that Frank and Faith Dusek were accomplished folk dancers? Not to be outdone, Edith Schumacher led us in the Chicken Dance.

Our Porsche morning started out at the factory museum where the staff, including my friend Volker who came back from retired life to be one of our guides, was prepared for our visit. The museum staff pushed cars out and opened them for our close inspection, questions and staged photo opportunities for all of us. After a detailed tour of the assembly facility we were hosted to another big lunch in the company cafeteria, much nicer than any that I have seen in any American corporation.

Understandably, our afternoon at Weissach started with our host Mathias Menner collecting our cameras because we got to see the new four-door Porsche prototype on the test track. Four test drivers driving a Turbo, Carrera 2 and 4 and a Boxster S used up a set of tires as we all got dizzy going around the track as many times as we wanted. I had never been a fan of the Boxster until this day; this gutsy Porsche was far more stable than any 911 I have owned. My apologies to my Boxster and Cayman



Bonnie and Pat Yanahan with the Princess in Budingen



Pfiehofer Museum, Gmund

friends – I was wrong. After a few hours at the track we went back to Zuffenhausen to visit the restoration shop.

Mathias Menner and his lady Louise Anna were our hosts at a garden diner where we were admonished by the owner of the Inn if we left anything on our plate. The perfect end to a special day hosted by genuinely nice factory people who expressed their gratitude to us that we came, as well as sharing how much fun they had with us. It was hard to get to bed after such a high powered day and all that adrenalin running through our veins. So in standard Chicago Region fashion the Club closed the bar at the hotel.

Our group then headed off to Salzburg as our base for three days. On the way we visited King Ludwig II's famous castle in Neuschwanstein. The most photographed castle in Europe was a great tour as well as a hiking experience for our more athletic members. The next stop was a tour of Salzburg and Mozart's home for those who did not want to go to Gmund. Our day trip to Gmund was a breathtaking drive up in the high mountains of Austria to first visit Helmut Pfeifhofer at his museum. As president of the local Porsche Club he was also our guide to the original factory location. Mr. Pfeifhofer did not speak English so I was pressed into service to translate as best I could. Fortunately, a member of the Porsche Club of Germany was visiting and told me that he would be happy to translate for us. He and his traveling companions spent quite a bit of time with us telling us details of the museum collection at as well as sharing Porsche experiences in their country.

Our visit to the Konstruktionsburo where both father and son Porsche worked during the war was a very detailed experience. Again, we were lucky since our bus driver Thomas spoke some English so he and I were able to translate enough details. Mr. Pfeifhofer was a boy during the war in Gmund and many of his childhood playmates had fathers who worked at the converted sawmill. He also owns Gmund coupe number 20. Back in Salzburg we sipped wine on the high veranda overlooking the city thanking the new German Pope for the fantastic weather we experience everyday during our trip.

Our next day was a hit for the whole group when we toured Obersalzberg, the location of Hitler's Eagle's Nest. I had arranged for a member of the local historical society to be our tour guide, she was born in Montana and gave us insight not covered in most standard history of the area.

Not wanting to miss anything we took our bus on a guided tour of Munch where we took lunch at the famous Hofbrauhaus. Since it was midday the bands were not out if full force but



The group at the entrance to Budingen ca. 800AD

that was rectified by a surprise event that night. After checking into our hotel in Bayreuth, we got back on the bus to a secret destination. We arrived at a private castle and were greeted by a 12 member authentic Bavarian band. They marched us across the moat for a special greeting drink of Mead then we were lead into the courtyard for some home brewed ale and a breathtaking view of the valley. Dinner was a boar skewered on a spit with another band serenading us during and after dinner. Dancing and some rowdy singing continued until midnight. At the stroke of midnight a surprise visit by Count Dracula drank the blood of some of our loveliest members.

The last day of our time in Germany was in the famous village of Bayreuth where we visited Wagner's home, the opera house and the world famous gardens. In the afternoon the ladies went shopping while the men paid a visit to the Porsche Club of Bayreuth in Hof. We were hosted by club members in a Porsche repair shop, even with the language barriers they made us feel welcome as we exchanged pins and car badges. Our farewell dinner was at the Thiergarten, a private hunting lodge of the Bavarian duke. A contest asking unique questions about fellow tour members as well as historic facts from both our Porsche and cultural tours was the end of our special visit to Germany.

Most of the participants did not know each other before the trip since this was a group made up of race, rally, autocross and concours enthusiasts. We had a great time, and had some memorable experiences getting to know each other. The only rule on the trip was that you had to have dinner with a different group each night which forced conversation and the development of new friendships





## Blackhawk Drivers' Education 2007

IV. Wednesday Aug 15<sup>th</sup>  
 V. Wednesday Sept 19<sup>th</sup>  
 VI. Octoberfest Sat & Sun Oct 6<sup>th</sup> & 7<sup>th</sup>

*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 3<sup>rd</sup> 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](http://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: 6/13, 7/20, 8/15, 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

IV. Wednesday Aug 15<sup>th</sup>  
V. Wednesday Sept 19<sup>th</sup>  
VI. Octoberfest Sat & Sun Oct 6<sup>th</sup> & 7<sup>th</sup>

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*Online Registration!*

## How to register:

Blackhawk registration is now online at: [www.clubregistration.net](http://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](http://www.clubregistration.net) at any time and check the status of your events or update your profile.

## Weekday Events: 8/15, 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 <sup>nd</sup> 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](http://www.PCA-Chicago.org)  
or by contacting Todd Conforti: [TLControls@aol.com](mailto:TLControls@aol.com)  
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# My First Time

Jeff Pawlowski

I was a 37 year old virgin.

I had always wanted a track driving experience, and having just purchased a 1987 Porsche 944, I knew I could realize a personal dream. I joined PCA Chicago, used the website to register for the Drivers Education Event at Blackhawk Farms on May 9, 2007, and was ready to lose my virginity.

The day at Blackhawk Farms was filled with anticipation, frustration, adrenalin, and an overwhelming amount of excitement. I was assigned an instructor, Mike Rende, attended the classroom session run by Ed Led, and found myself with my helmet on, ready for my first trip around the track. Mike drove my car around the 1.95 mile track while I rode shotgun. For those PCA members who haven't been to a Driver Education event before, it is not a race. It provides an opportunity for novices, such as me, to learn how to get a car safely around the track, and how the car & driver will react to speed. Most importantly the goal is to identify and learn the correct line around the track for your car.

Mike, who also drives a 944, drove my car for about 5 laps to show me the line, and how the car should handle through each specific turn. We also reviewed how to signal for other cars to pass safely, and when and where I should pass slower cars. Observing corner workers was equally important; they are the only method of communication for drivers while on the track and look out for our safety.

We went into pit lane, and switched seats so that I could give it a go. After only one session, about 20 minutes, I gained a whole new respect for race car drivers. It was much more difficult than it looked on television. Feeling frustrated, I joined my run group back in the classroom and Ed talked to us about what we just experienced. Most of us never got our cars out of 3<sup>rd</sup> gear, and all had questions about the line through one turn or another. Having completed two classroom sessions and four track sessions, I drove home trying to figure out when I could get back on the track. Like most first times, things came at me faster than I thought, my skills weren't as good as I had hoped, and I was left only partially satisfied.

RADE (Road America Driver Education) on Memorial Day weekend was my next chance to improve my skills, and spend three full days of driving. For this event I was given another instructor who drove a 944. Brian Beierwaltes tested the knowledge I had gained at Blackhawk Farms, and showed me around Road America. I was stepping into the big leagues! The track is four miles, has 14 turns, and is faster than Blackhawk.

One thing that surprised me was how helpful the instructors at both of my events had been. Both Mike, at Blackhawk Farms, and Brian at Road America, showed patience in letting me



progress at a pace I was comfortable with, while urging me to get quicker. That was important. I now understood; the idea was not how fast I could get my 944 to go, but how fast I could get it around the track. Like Blackhawk Farms, my instructor drove my car around the track to teach me the lines, and spent all of Friday in the car with me fine tuning my braking, steering, and helped me find the apex of the 14 turns at Road America.

Saturday Brian signed off on me, allowing me to drive on my own. This is when the fun really started. Thinking on my own, feeling the car on my own, establishing a rhythm through the turns, and getting quicker was exhilarating! My concentration and consistency improved Saturday and Sunday, and my lap times continued to get lower. My second track experience surpassed the first, and I was now addicted and could not wait for another track day.

The Autobahn Country Club was my most recent track experience on June 22. This was my third time and I knew what to expect at the track, of the car and of myself. Chris Inglot was my instructor for the day. The weather was perfect, and we spent most of the morning learning the 1.46 mile, 9 turn, North track.


A couple of sessions later Chris and I had figured out the best way for me to maneuver some of the turns that previously had given me trouble. Focusing on a black spot on the track in turn 2, and splitting the two black squares in turn 6 helped me get quicker. Hitting the correct turn in point on turn 8 helped set me up for turn 9, subsequently carrying more speed down the main straight.

My last session of the day found me on the track solo, and driving with the yellow class. This was the first time I had jumped "up" a class, but I found the lines Chris and I had

**First Time ...**

established, and ended up with my fastest lap times of the day. I had dropped almost 13 seconds off my previous best lap. I had finally put some of the pieces together. The third time was a charm.

Like most things we all dream of trying for the first time, I find myself yearning for the euphoria of driving on the track. Every track day is like an aphrodisiac, making me yearn for the next time I will pull out from the starting grid onto the track. I strongly encourage anyone who has ever shared my track dream to get out there and lose your virginity.



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# Kane County Cougars vs. Beloit Snappers

Saturday, August 18, 2007    Game Time 6:00pm



All You Can Eat Picnic Starts At 4:00pm

Special Parking ... GREAT for the Porsches

We are returning to Elfstrom Stadium in Geneva, Illinois to watch our own **Kane County Cougars**. We will have 50 tickets available, and are offering a discounted price for kids to encourage parents to bring them along. The price will be **\$30 for adults, and \$20 for kids up to age 15**.

The price includes a reserved grandstand seat close to concession stands and washrooms. The pre-game picnic will take place under a tent to keep us out of the sun in the event it is a really hot afternoon; and the all-you-can eat picnic will feature hot dogs, hamburgers, and brats along with chips and a pasta salad. Non-alcoholic beverages are included in the price of your ticket. As before, dessert and alcoholic beverages will be available for purchase. The picnic will end when the game begins.

**Special reserved parking is included in the ticket price.** The Cougars will have a roped-off area for 25 cars near the entrance to the ball park so you can safely bring your Porsche. This is on a paved surface, and significantly closer than general parking.

Some of the Cougars will be available for autographs and photo-ops starting about 30 minutes before the game. After the game, there will be a great fireworks display; and all attendees will get the opportunity to run (or walk) the bases. Finally, if you are bringing the kids and want them to get the chance to be on the field just before the game; please include their names and ages on the form below.

Questions? Contact Ed Barnicle at 708-302-6384 or by e-mail [ebarnicle@dolphincartage.com](mailto:ebarnicle@dolphincartage.com)

Contact Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_ Telephone: \_\_\_\_\_

\_\_\_\_\_ # of Adult tickets (16 yr or older) @ \$30.00 x \$30.00= \_\_\_\_\_

\_\_\_\_\_ # of Children tickets (up to 15 yr) @ \$20.00 x \$20.00= \_\_\_\_\_

Total Amount \_\_\_\_\_

Please make checks payable to Chicago Region PCA and mail to: Ed Barnicle  
3 Hanover Court  
Burr Ridge, IL 60527

# Board Meeting Minutes: June

Ron Bean, Secretary

## PCA Chicago Region Board Meeting Minutes May 4, 2007

### Voting Members Present:

Chuck LaMantia, Ed Barnicle, Ron Bean, Toby Duckett, Jack Stephensen, and Susan Shire

### Coordinators Present:

Steve Rashbaum, Todd Conforti, Pete Hackenson, Ed Leed, and Chris Inglot

### Members Present:

Brian Beierwaltes and Nail MacDonald

**Meeting Called to Order** by Chuck LaMantia at 8:12 PM, Park Ridge VFW Hall, Park Ridge, IL

### Secretary:

- Bean presented minutes from May with revisions, LaMantia motion, Duckett, second. Approved.

### Treasurer:

- LaMantia reported for C. Jacisin, Receipts from both RADE and Autobahn are still coming in. Duckett motion, Barnicle second, approved.
- LaMantia also reported that the two year financial review will be done by auditors, Bowen and Bowen. Motion Shire, Barnicle second. Approved.

**Vice President:** No Report

### 50<sup>th</sup> Anniversary:

- The July Meeting will have an updated progress report on this November event.

### President:

- LaMantia reported that RADE weather was good and on the new attendees, he saw nothing but smiles the whole weekend. LaMantia acknowledged Pete Hackenson, Keith Clark, Mary Anne Nowakowski and Neil MacDonald for their great volunteer efforts at RADE.
- LaMantia also reviewed with the board his discussion with Prescott Kelly, PCA National Chairman, about the Region hosting a future PCA Parade. The conclusion was that the Region lacked a second tier of volunteers that could pull off this massive undertaking, although the discussion remains open to all members for more input.

### Autocross:

- Leed mentioned that Autocross School had 73 drivers, perfect weather. Also noted was the fact Leed has been running the Autocross School for 20 years.

### Timing & Scoring:

- MacDonald and Beierwaltes gave a presentation on two new timing systems, that included specs and a head to head comparison of each system. They will make recommendations after further evaluation and will consult with co-coordinator George Schaefer III. Leed had suggested seeing each system in use and a pre-test prior to the actual purchase.

### Road America:

- Hackenson reported that RADE had 197 registered; only 3 less than 2006. RADE was also a financial success.
- Shire asked for an increased fee of \$50 for the full PCA Club Race weekend package to a new total of \$700. LaMantia motion, Barnicle second. Approved.
- Shire had requested \$600 for a Club Race mailing, Barnicle motion, LaMantia, second. Approved

### Blackhawk Farms:

- Conforti reported 52 are pre registered for the next DE event, June 13<sup>th</sup>.

### Gingerman:

- Lynn reported 6 registered for the first event, and online registration will open soon.

### Autobahn:

- Inglot reported that the 6/22 event is set with 35 pre-registered, and that our break even number is 75..

**Chief Driving Instructor:** No Report.

**Insurance:** No Report

### Concours:

- Bean reported all is set for the 6/17 Long Grove Concours.

### Rallye:

- Stephensen reported the first 2007 Rallye had 19 cars, the Poker Run, 3, and the event was profitable. Boone County law enforcement issues were resolved and clarified.
- Steve and Sharon Olson will chair the second Rallye.

### Social:

- Barnicle reported that all arrangements have been set for the Golf Outing and The Kane County Kougars outing with final pricing to come.

**Membership:** No Report

### Safety:

- Conforti reported 3 incidents at RADE, 2 substantial. No injuries were reported though and the reports have been filed with PCA.



**Technical:**

- Duckett thanked all that helped out at RADE tech inspection.

**Goodie Store:** No Report

**Charity:**

- LaMantia reported \$700 was contributed from RADE. Track touring.

**Chicago Scene:**

- Shire reported that there are two new advertisers in the June Scene, and that a major 2006 TRAC sponsor had finally paid their fee.

**Property:** No Report

**Sponsorship / Dealer Liaison:** No Report\_

**Historian:** No Report

**Webmaster:** No Report

**News from Region 13:** None

**Old Business:** None

**New Business:** None

**Next Meeting:** July 13, 2007

**Motion to Adjourn:** Shire

**Second:** Barnicle

**Approved Unanimously**

**Adjournment:** 9:25 PM

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# Autocross II - MGA

photos by Neil MacDonald



Class	Name	Car Number	Best Time
FTD	Tony Kufos	97	60.801
FTD Ladies	Heather Diedrich	736	66.088
M	Maurice Slorsolini	615	DNF
M1	Chris Diedrich	734	63.79
M1 Ladies	Heather Diedrich	736	66.088
M3	Tony Kufos	97	60.801
	Joe Battista	39	63.28
P1	M. Meyer	588	67.786
	J. Meyer	587	69.341
P2	Brian Beierwaltes	82	65.603
	Ken Winger	671	73.16
	Jack Winger	971	76.368
	John Winkelmann	617	86.677
	Dennis Duel	618	DNF
P3	Brian Jackson	524	66.923
P5	Weston Walter	536	68.24
	Jack Stephensen	16	70.982



Class	Name	Car	
		Number	Best Time
P6	Jeff Brown	612	73.893
	Tom Goulding	162	74.09
	Mark Thomsen	423	80.364
	Bennye Seide	613	90.332
P7	John Zaccagnini	901	70.729
	Sam Chin	706	74.37
P7 Ladies	Christy Russ	59	68.672
	Linda Gutmann	14	80.018
P8	Neal French	331	66.35
	John Collier	513	67.423
	Pete Bukantis	241	69.535
	Bob Salanta	607	70.362
	Apollo Sinkevicius	805	71.262
	William Avalone	849	71.669
P8 Ladies	Cheryl Collier	514	70.154
	Melissa Panek	626	75.043
	Jo Ann Avellone	649	91.873
X	Kevin Wallace (65 Griffen)	265	58.706
	Phog Nguyen (Honda s2000)	621	68.089
	Chris Piasecki (AMG)	608	74.339





# From Within the 13th Zone – August 2007

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

## Summer Continues

So many events, so few days within a month to have fun ... July was another busy month for the 8 regions located within Zone 13. By the time you read this, the K.I.C. (Kohler International Challenge) will be history. As you may have seen, the Milwaukee Region had been working hard in preparing for festivities within Porsche Park for "Celebrate Porsche".

Not a Zone event but it could be, "Roar at the Shore", Club Race and DE was the weekend immediately following the 4<sup>th</sup> of July, South East Michigan Region (Zone 4) hosted a club race at Gingerman Raceway located in South Haven, Michigan. Based on the large numbers of participants from within our Zone, it could be perceived as a Zone 13 event. Congratulations to Chuck LaMantia, Brian Beierwaltes, Steve Bertheau, Keith Cooper, and Craig Smid for participating as rookies at their first PCA club race.

## National Notes

The second raffle by PCA National was sold out again at 4500 tickets. And the winner is: Doris Reed of the Golden Gate

Region winning a 2007 Carrera. Bob Bertboco also won an expense paid trip to the 2008 Porsche Parade in Charlotte, NC.

Speaking about Parade, the 2009 Parade to be in Keystone, Colorado the end of June, beginning of July similar to this year.

Some 19 Zone 13 parade goers made the trek out to California. Zone 13 and Zone 3 paired up to participate in the Zone Challenge. We constructed the "House of Porsche" out of sand. We were first up in the "tug of war". After an intense 10 minute battle, our team lost. Disappointing but we didn't have to participate in two more pulls to win. I could barely feel my fingers after the first try. Congratulations to all that performed well at Parade. Bluegrass Region and webmaster Chris Davis received recognition for 3<sup>rd</sup> place in the website contest.

Congratulations to all the regions that submitted entries within the Newsletter or Website contest. Great job!

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

## Zone 13 Calendar

<i>Date</i>	<i>Event</i>	<i>New</i>	<i>Region</i>
<i>August 2007</i>			
8/2	Milw. Business Meeting - Concours Motors - Glendale, WI		Milwaukee
8/4-8/5/07	Chicago Gingerman DE - South Haven, MI		Chicago
8/6	BGR Board Meeting - Cooking by George		Bluegrass
8/10	Chicago Board Meeting - VFW Hall - Park Ridge, IL		Chicago
8/10-8/11	Generac 500 ALMS @ Road America - Elkhart Lake, WI (PORSCHEPLATZ)		Road America/Zone 13
8/10-8/12	KY Tail of the Dragon Trip & Biltmore Estates		Kentucky
8/11	BGR IRL at Kentucky Speedway, Sparta, KY		Bluegrass
8/12	Chicago Autocross # 4 & Concours # 3, - Autobahn CC, Joliet, IL		Chicago
8/12	FVR - Annual Manitowoc Car Show		Fox Valley
8/13	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY		Kentucky
8/15	Chicago Blackhawk #4 DE - Rockton, IL		Chicago
8/15	CWR - Monthly Meeting Lees Automotive, Madison, WI		Central Wisc.
8/18	Chicago Kane County Cougar Baseball Social		Chicago
8/18	KY Breakfast Social		Kentucky
8/19	BGR Membership Mtg - Portabello's - Lexington, KY		Bluegrass
8/19	Chicago Rallye # 3		Chicago
8/19	CWR - Autocross @ 151 Speedway in Columbus, WI		Central Wisc.
8/22	Milw. Blackhawk DE, Rockton, IL		Milwaukee
8/25	BGR Keeneland Concours - Lexington, KY - Jaguar Featured		Bluegrass
8/26	Chicago Concours # 4 - Geneva, IL		Chicago
8/26	MRAZ Autocross # 3 @ Miller Park		Milwaukee
<i>Sept. 2007</i>			
8/31-9/3/07	Chicago TRAC 2007 Club Race & DE @ Road America - Elkhart Lake, WI		Chicago



<i>Date</i>	<i>Event</i>	<i>New</i>	<i>Region</i>
9/1	Chicago Concours # 5 - Siebken's - Elkhart Lake, WI		Chicago
9/3	Labor Day		
9/3	FVR - Annual Labor Day Picnic @ Road America		Fox Valley
9/6	Milw. Business Meeting - Concours Motors - Glendale, WI		Milwaukee
9/7	Chicago Board Meeting - VFW Hall - Park Ridge, IL		Chicago
9/9	BGR Polo Match @ Kentucky Horse Park		Bluegrass
9/10	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY		Kentucky
9/10	BGR Board Meeting - Cooking by George		Bluegrass
9/11	FVR - Auto Clinic Tech Session		Fox Valley
9/14 - 9/16	FVR - Michigan & Wisconsin Fall Tour		Fox Valley
9/15	KY Back Roads in Horse Country, Versailles, Frankfort, Lexington, KY		Kentucky
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
9/19	Chicago Blackhawk #5 DE - Rockton, IL		Chicago
9/19	CWR - Monthly Meeting Lees Automotive, Madison, WI		Central Wisc.
9/22	BGR Possible Tech Session		Bluegrass
9/22	Chicago Pre-Rallye Dinner		Chicago
9/22	Milw. Fall Driving Tour		Milwaukee
9/23	Chicago Rallye # 4		Chicago
9/27-9/30	Escape to the Poconos		Pocono
9/29	BGR Cumberland Falls Drive		Bluegrass
9/28-9/30/07	The Milwaukee Cup Club Race & DE - Rockton, IL		Milwaukee

Indicates a new or changed event since previous Calendar

\*

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# PCA Chicago Region Rallyes - Yesterday and Today

Tom Harwood

I do not go back to the beginning of the Chicago Region PCA but I have been around and running many of the rallyes for 33 years or so. As far back as 1972 there were 50 cars on a rallye to New Glarus. In the early days there were only two rallyes per year and all through the 1980's there were three per year. The membership since 1992 has enjoyed and taken part in five rallye events each year. This program has enjoyed experienced rallyists who have become Rallyemasters. Some of the earlier members, stated that the rallyes really began as Touring events and not competition as we have today. You "ran what you brung" and you could have the whole family in the car with you during these early events.


Rallyes of the Porsche Club have always been run on paved roads. Gravel or dirt roads have never existed.

When we began, most of the rallyists were seat of the pants or navigational. Soon there were some that ran equipped. The early rallyemasters were blest with many open country roads, which were close to Chicago. As expansion has occurred, many of the roads have become city streets with 25-MPH signs as well as stop signs so that the open roads are more difficult to

find today unless you move away from the city. Today, it is almost impossible to take a rallye from 10 or more years ago and re run it.

Let me discuss the major changes in the Rallyemasters duties. I can not imagine what we went through typing up the route instructions, the Generals and Check Point Slips without a computer as we have today. We just stomped our feet when we had to make a change in Route Instructions or add an instruction, as the whole page had to be retyped or we had to use "white out". How much easier it is today!!!! Thanks to computers. And how much we enjoy using the computer when timing the rallye. No more using a calculator for each change of CAST and typing the results.

I have learned through the years that one should never complain about a rallye, as there is a lot of work and effort put forth by the Rallyemasters to put one on. One person can not do all the rallyes in one year. It takes a group of dedicated rallyists to pull the rallye program off in the Chicago Region each year.



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# Rallye Corner

Jack Stephensen, Rallye Coordinator

The season is off to a great start! We have two rallyes under our belts and my marriage is still in tact! I would like to start by thanking Tom and Phyllis Harwood along with Ken Pesavento for their "Wooden it Be Nice Rallye". It was a great rallye with which to start the year. We spent the day exploring the roads around Northern Illinois with a stop by George Kapotas' Home and Sculpture Park. George is an internationally know wood sculpturer. While there we viewed his unique collection of wood carvings as part of our transit zone. It was a fun rallye with high CAST's over the back roads of Illinois.

Unfortunately, Karen and I fell for one of the older traps in a Rallyemaster's repertoire. It's a trap where you have to do something right after performing an instruction. In our case we needed to observe a church which was right after a turn we had made. By the time we read the instruction we were past the church! So back down to Rockford Airport we went. Oh well, it was a fun ride back, during which time I was being asked to contemplate a new navigator by my existing navigator! I would also like to extend a "Hello" to our new friend who works for the Boone County Sheriff's office. He stopped by one of our checkpoints to learn all about how rallye's are put on and how we pick the roads we use.

Rallye Two was put on by Sharon and Steve Olson. Thank you to the both of you for undertaking your second rallye! Sharon and Steve wanted a second chance to try putting on a rallye, hence the name of their rallye! The "Second Chance Rallye" was held on the roads of the Western Suburbs. Steve and Sharon took us on a tour of the homes around Oak Brook and Hinsdale with a stop at Fullersburg Woods and Nature Center.

Many of us still talk about Steve and Sharon's first rallye! Well now they have given us even more to talk about with their second rallye. They reinforced the fact for everyone that you must stop at a checkpoint even if it's on the other side of the road. Of course, if it's on the wrong side of the road it means you have more than likely entered the checkpoint backwards! We only did that on two of the checkpoints! It turns out we were not the only one's coming in to checkpoints backwards. A quick look at the scores will attest to that. Thank you again Sharon and Steve for all the work you put in to this rallye and a fun day!

The third rallye is right around the corner. Karen and I have been spending our weekends up in Wisconsin searching for the perfect rallye route to celebrate the region's 50<sup>th</sup> Anniversary. We are calling the rallye "50 on 50" in honor of the 50 years the club has been around. It will be starting at the Brat Stop in Kenosha and finishing at Bristol Oaks Country Club with a hot dog and hamburger picnic. I hope all our novices will give rallying another try and come out and enjoy some of the great roads found in Southern Wisconsin. This will be a more traditional rallye with open roads and high CAST's. We look forward to seeing everyone, just remember 50 on 50 . . .

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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](mailto: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 III information - next page

Rallye IV information on page 51

Rallye V information on page 55



# 50 on 50

## The Chicago Region 50<sup>th</sup> Anniversary Rallye

(aka Rallye III)

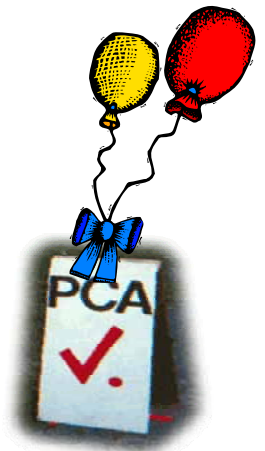
Sunday, August 19, 2007

Come out and celebrate the Chicago Regions 50th year by rallying on some of the great roads of southern Wisconsin.

The rallye will be followed by a Hot Dog and Hamburger Cook-out at Bristol Oaks Country Club

**Starting Location:** THE BRAT STOP (West Upper Parking Lot)  
Hwy 50 & I-94, Kenosha, Wisconsin

Registration opens	9:30 a.m.
Driver's Meeting	10:30 a.m.
First Car Off	11:01 a.m.



**End Point:** BRISTOL OAKS COUNTRY CLUB  
16801 75th St. (Hwy. 50)  
Bristol, WI 5310

Mail Registration to Jack & Karen Stephensen, 3018 Halifax Ave., Westchester, IL 60154

**DRIVER:** \_\_\_\_\_ Phone \_\_\_\_\_

Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest of \_\_\_\_\_

**NAVIGATOR:** \_\_\_\_\_ Phone # \_\_\_\_\_

Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest of \_\_\_\_\_

Car Model \_\_\_\_\_ Color \_\_\_\_\_ SOP \_\_\_\_\_ Touring \_\_\_\_\_ Novice \_\_\_\_\_

Email Address: \_\_\_\_\_

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

**Hamburger Cook-Out -\$10.00 per person.** No. of People \_\_\_\_\_ x \$10 = \_\_\_\_\_

Total \_\_\_\_\_

Questions? Contact Jack Stephensen at [jstephensen@aol.com](mailto:jstephensen@aol.com) or 708-492-0160

# Concours One - June 17th - Long Grove, IL

photos by Neil MacDonald and Steve Rashbaum

Class A	Pts.	Model	Year
1. Sam Collura	302.5	944T	1989
2. Mike Milhouse	300.5	993	1996
3. Hank Weil	296	964 Speedster	1994
4. Van Larsen	292	997 S	2005
5. Frank Creamer	274.5	964	1991

Class B	Pts.	Model	Year
1. Ron Bean	239.5	911	1986
2. Frank Dusek	236	944 T	1986
3. Mike Harrington	210	911 T	1988
4. Jorge Aquinaldo	149.5	986	2001

Class C	Pts.	Model	Year
1. Mike Omeara	181	911	1972
2. Bruce Janeczek	176	996 T	2004
3. Rich Styczynski	168	996	2001

Class D	Pts.	Model	Year
1. Jeff Price	147	914	1974
2. Rich Swidarski	143.5	930	1989
3. Kazu Iwaski	142.5	911	1985
4. Nick Brenkus	139.5	GT3	2004
5. Van Miller	138.5	911	1977
6. Helen & Bill Prassas	133	928	1987
7. Sam Menegas	117	964 RSR	1993

Class E	Pts.	Model	Year
1. Pat Yanahan	37	356	1964
2. Jeff Bennett	37	GT3	2004
3. Jim Jacisin	37	Cayman	2007
4. Eric Gehm	36	911	1987
5. Ken Malo	36	997	2007
6. Jamie & Andy Szanay	34	550	1956
7. Chuck Allison	34	993 TT	1997
8. Cindy Jacisin	33	986	2001

Class C Novice	Pts.	Model	Year
1. Bill & Beth Tench	168	997S	2006
2. Craig Knight	166.5	911	1986
3. Mary Chlystek	162	964	1991
4. Scott MacDonald	161	996	2000
5. David Kinsey	160	996	2001
6. Mark Smith	158	911	1986
7. Daniel Fox	154.5	911	1988
8. Joe Williams	145.5	944	1987











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2007 911 Carrera S Coupe

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2007 911 Carrera 4 Coupe

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2007 911 Carrera Cabriolet

Red/Tan, Black/Tan

2007 911 Targa 4S Coupe

Red/Black

2006 911 Carrera 4 Cabriolet

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

2003 911 Carrera Cabriolet

Red/Black, Silver/Black, Black/Black

2003 911 Carrera 4 Cabriolet

Blue/Grey

2003 911 Carrera 4S Coupe

Seal Grey/Grey

2003 911 Turbo

Black/Black

2002 911 Carrera Cabriolet

Speed Yellow/Black

2002 911 Carrera 4 Cabriolet

Silver/Black



# Membership News & Anniversaries

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

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

Bob Conti  
Brenda Conti  
Batavia, IL  
1996 993 4S

Mark Farrahar  
Christy Farrahar  
Palatine, IL  
1995 993

Mark McIntyre  
Sheri McIntyre  
North Aurora, IL  
2004 Cayenne S

Michael Serrano  
Hoffman Estates, IL  
2006 Cayman S

Ricardo David  
Caroline David  
Green Oaks, IL  
1990 964

Steve Joung  
Daniel Kim  
Chicago, IL  
2007 GT3

Sanjiv Mehta  
Jyoti Mehta  
Naperville, IL  
2001 996

## August Anniversaries

1964 S. Thomas Grunnah

Judith K. Grunnah

1994 Jeffrey R. Mayeri

Tanya Chavez

1972 Craig L. Williams

Ana Koval

1994 Robert Douglas

1980 Jay R. Novick

1995 Michael P. Milhouse

April Milhouse

1980 Dan E. Bacin

Linda L. Bacin

1995 Ray Shei

Janet Shei

1982 George A. Estrada

Eve M. Estrada

1995 Philip Brown

1982 William J. Samp

Debra L. Samp

1995 Paul J. Wible

Dan Wible

1982 Tony Koufos

1996 John D. Miller

Donna Lewis

1987 William C. Lindoo

Rhonda F. Lindoo

1996 Mell Wostoupal

Ilene Wostoupal

1988 Robert B. Davis Jr.

Betty Davis

1996 Richard J. Swiderski

Barbra Swiderski

1988 Theodore J. Roseman

Judith Roseman

1996 Jody Lift

1989 Todd L. Conforti

Ann T. Conforti

1996 Robert E. Sullivan

Hugo Hugger

1991 Antonio J. Venezia MD

Joan Venezia

1997 Judd E. Blunk

Cyndy Blunk

1991 Mark Squitieri

Debra Squitieri

1997 Wes Nowakowski

Mary Anne Nowakowski

1991 Donald M. Larson

Donald E. Larson

1997 Robert J. Danko

1992 Tim R. Wiese

Samantha Wiese

1997 Denis Goraczniak

Nancy Goraczniak

1992 Scott Musser

Beth Musser

1997 James A. Lynch

Michelle Lynch

1992 Randy L. Krup

Carol A. Krup

1998 Joseph D. Battista

Michael Battista

1993 Greg MacDonald

Jean MacDonald

1998 Gary Bartholomew

Nancy Bartholomew

1993 George W. Paul

1998 John H. Calhoun

Peter Calhoun

1994 Steve A. Hristakos

1998 William T. Prassas

Helen Prassas

1994 Daniel E. Daly

Deborah R. Daly

1998 Daniel J. Larson

Joyce Lear

1994 Lawrence A. Hicks

Lois K. Hicks

1998 Manuel Cantoria

Denise James Cantoria

## *Anniversaries ...*

1999 Gerald J. Weiland	Sandra L. Weiland
1999 Patrick J. Connelly	Linda H. Connelly
1999 Michael Shoffner	
1999 Kenneth W. Johnson	Susan Johnson
1999 Henry A. Deutsch	Pamela A. Deutsch
1999 Charles A. Marsicek	Frances M. Marsicek
1999 T. J. Scott	Betty Jane Lau
1999 Brian D. Rink	David L. Rink
1999 W. Rogers Faden	Matt Faden
1999 Craig Shields	Russ Burke
1999 T. Andrew Winterbottom	Susan Winterbottom
2000 Tom Thompson	Kristi Moen
2000 Marty L. Flaska	Elissa Flaska
2000 Nicki King	Rob King
2000 Richard R. Cantore	Debra Cantore
2000 Joseph B. Ongenars	
2000 Jim Mirochnik	Amy Mirochnik
2000 Frank C. Fleeger	Judith Fleeger
2000 Dianne A. Hudson	Michael Hudson
2001 Wesley S. Swanson	Anne Swanson
2001 Michael H. Fitton	Jim Fitton
2001 Terry McKenna	Margaret McKenna
2001 Alex Markov	Ted Schwartz
2001 Shirley A. Bayliff	Joe Proietto
2001 Phillip J. Kweton	Benjamin Kweton
2001 Kenneth J. Kass	Denise Kass
2001 Robert S. Mintz	Kathryn Mintz
2001 Michael Scoop" Heavey"	Bill Styczynski
2001 Louis J. Elsner	Janet Elsner
2002 Christof Heisser	Vicki Jarvis
2002 Maggie Kiep	Robert Kiep
2002 Jon M. Larue	Molly Larue
2002 Phillip W. Semmer	Sharon R. Semmer
2003 Greg Kritz	
2003 Raymond P. Zilionis	

2003 Doug Wakeley	Patty Wakeley
2003 Christian J. Nalls	Anna Nalls
2003 Colin Gibson	Dianne Grieve
2003 Jose J. Garcia-Bertran	
2003 Kenneth D. Soch	Mary Ellen Soch
2004 Athanasios G. Damis	
2004 Gary T. Kachadurian	Peter Kachadurian
2004 Chuck A. May	
2004 Joshua Stein	
2004 Rita J. Kerns	
2004 James King	Nicole King
2004 Craig T. Smid	
2004 Liam P. Henry	
2004 Robert C. Snider	Richard Snider
2004 Mark A. Wild	Sue Wild
2004 Robert L. Grossfeld	Aaron Grossfeld
2004 Chad Crosley	Clark Crosley
2004 Richard K. Cannon	Meryl Squires Cannon
2005 Mark Kengott	Karl Kilroy

## ***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

2005 Timothy Reckard	Jenell Dixon	2006 Al C. Marquardt	Linda Marquardt
2005 Kenneth Vydra	Michael Metrick	2006 Russ Fitton	Pam Fitton
2005 Dan Draper		2006 Michael Coulson	Susan Coulson
2005 Paul Claytor		2006 James A. Collins	Sue Collins
2005 Thomas J. Jernberg		2006 Robert A. Tamblyn	Denice Mock
2005 Dean G. Sarantos		2006 Michael A. McKillip	Kathy McKillip
2005 Thomas J. Lutz	Judy A. Lutz	2006 Edward H. Nielsen	
2005 John King	Jill King	2006 James A. Holmes III	Noriko Ito
2005 Joe Murauskis	Patricia Sand	2006 Mike Thompson	
2005 James R. Stepien	Therese M. Stepien	2006 Robert G. Ang	Almira Ang
2005 Brian J. LaBardi	Richard Labardi	2006 Bruce Webster	Kathy Webster
2005 Gerald E. Kirschbaum	Evelyn S. Kirschbaum	2006 Jacob D. Gehl	
2005 Joseph H. Sterbenc	Sara Sterbenc	2006 Peter Hanushewsky	Colleen Hanushewsky
2005 Albert R. Taylor	Bradley A. Taylor	2006 Thomas P. Gorman	
2006 Roger Theis	Bill Theis	2006 Michael B. Burbank	

## ***CHANGE OF ADDRESS***

Name(s)

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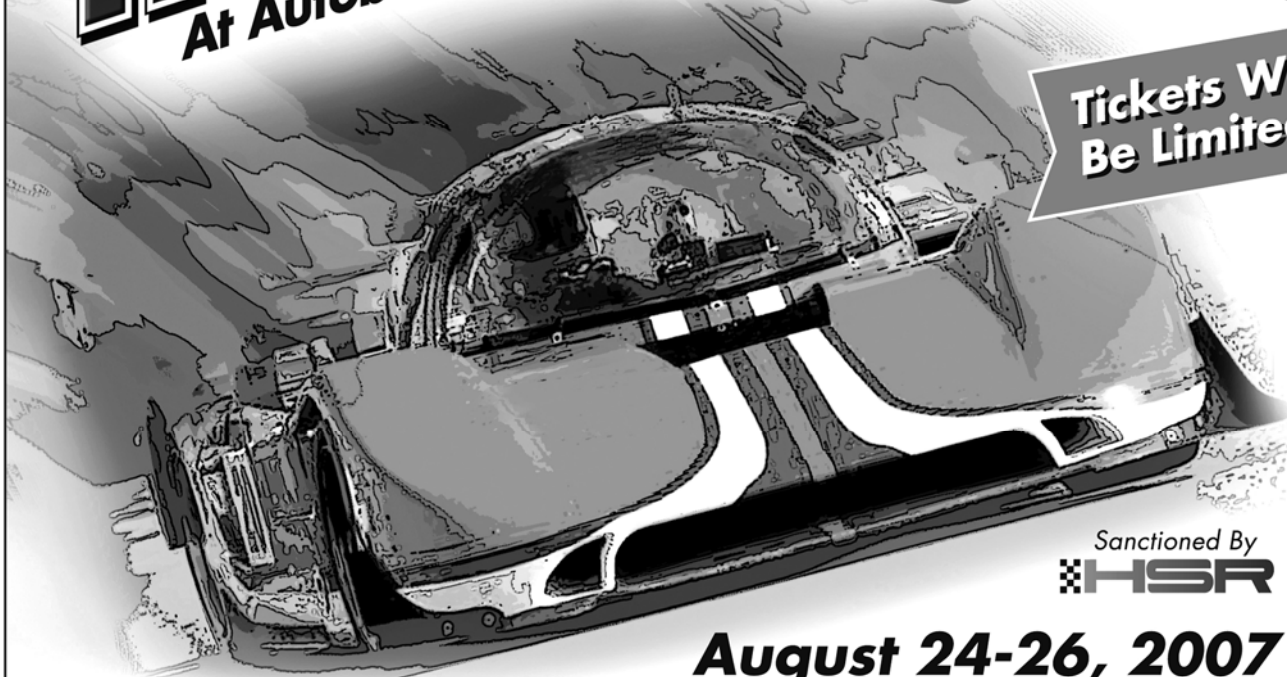
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# HISTORIC RACES

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# News From Loeber Motors

Dave Mathews

*"Hot town, summer in the city ..."* Lovin' Spoonful 1966

Summertime and life doesn't get any better than this! We've got car shows...autocross events...road rallies...that quick trip to the neighborhood ice cream stand. Despite my years of owning and selling Porsche, I'll invariably stare at any Porsche that motors down the street. The silhouette is unmistakable; the tone is memorable. Do you share my enthusiasm? Loeber Motors Porsche can provide that special model that's grabbed your attention and will not let loose.

With the high-tech improvements Porsche has incorporated into its website: [www.porsche.com](http://www.porsche.com) you can configure your favorite model exactly the way you want using the Porsche Model Advisor. Choose the color; select the interior; add the options you want to make it your own. Look at your creation from any angle...top up or top down, inside or out. Once you've equipped your Porsche the way you wish, save it for future reference.

Now comes the neat part. You may share your configuration with one of our sales consultants entirely via the internet. Through email, we can discuss ideas, suggestions, and alternatives while looking at the same file you created at home or at your office. Contact us or come by for a visit. We are proud of this new enhancement and are happy to show you how it works.

Other things to show you? Yes indeed. Not only is the 2008 Cayenne in our showroom ready for your viewing and driving pleasure, we'll share with you a host of enhancements for the other 2008 models.

For example, all 2008 Porsche models equipped with Porsche Communication Management (PCM) now include the functionality of what was previously the "Extended Navigation" option. These features include: automatic route recording, back tracking navigation and off-road navigation. One does not have to be lost in the wilds of Africa to appreciate these improvements. New subdivisions, unmapped streets, and uncharted neighborhoods do not baffle our new PCM.

Leather sports seats, newly designed for our sports cars, offer great lateral support in aggressive driving situations. Using a combination of fiberglass and carbon-fiber material, these seats incorporate a thorax airbag in the outer side of the backrest. Additionally, these seats provide apertures for six-point competition-style seat belts. Do you want to stay firmly planted in the driver's seat while negotiating through the turns at the autocross course or on the track? These seats are just the ticket.

Different exterior and interior colors, exciting options and improved build components round out the 2008 offering. How about a Ruby Red Carrera with color matched 19" Sport Design

wheels, or a Sport Exhaust System for your new Cayenne S?

Hey, wait a minute...almost forgot a very cool, very special model to be introduced shortly. Porsche will offer a Limited Edition Boxster and Boxster S that sports the exclusive GT3RS orange exterior with black wheels and Alcantara interior accents. Stylized front and rear dams and unique exhaust pipes contribute to its custom appearance. Not for the bashful, this Boxster model is a sure hit. Only 500 will be built. Stop by Loeber Motors Porsche for details. Ah yes...bring your checkbook.

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# Concours IV

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**Porsche Cars North America**

**Presents**

**The Geneva Concours 2007**  
**Sunday, August 26, 2007**

An elegant Concours set in historic downtown Geneva will offer all of our Porsches a specific area. Our standard classes will be judged according to our standard Region rules. The setting will be in the center of town within immediate walking distance of shops, restaurants and sidewalk cafes of historic Geneva. The entire town and its merchants have gone to special efforts to make this *the social event of the season*.

AND, we will be a major part of a growing classic car concours sponsored by Porsche Cars North America at the same time. If you would like your classic Porsche considered for the Classic Concours, please visit the show website at [www.GenevaConcours.com](http://www.GenevaConcours.com) for complete details.

- 6 to 8 am      Vehicle Registration Begins
- 9:00 am      Judging Commences
- 10:00 am     Concours d'Elegance Opens to the Public
- 3:00 pm      Concours d'Elegance Awards Presentation
- Special Prizes sponsored by Joe Rizza Porsche, Orland Park, IL
- 4:00 pm      Event concludes

- Class A:      Exterior, Interior, Trunk, Engine and Undercarriage
- Class B:      Exterior, Interior, Trunk, Engine
- Class C:      Exterior, Interior, Trunk
- Class D:      Exterior, Interior
- Class E:      Exhibition Style of Exterior and Interior – Visual Inspection Only
- Novice:      For fun and 1<sup>st</sup> time participants only – judged to Class C Standards

**RSVP** with registration form and \$20 entry fee to:

**Van Larson**  
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 St. Charles, IL 60175

Checks payable to PCA Chicago Region

Questions: **630 377 4686** before 9 PM

Concours Entrant \_\_\_\_\_ phone \_\_\_\_\_

email \_\_\_\_\_

Porsche Model \_\_\_\_\_ Body Style \_\_\_\_\_ Year \_\_\_\_\_

Class (circle)    A      B      C      D      E      Novice      Enclosed: \$ \_\_\_\_\_

# Really ... What's All the Fuss About?

Patty Jacisin

When Jim asked me if I'd do a Rallye with him, I didn't hesitate. 'No way', I said. After he stopped laughing, he reminded me how much fun we had doing Gallagher's Picture Rallye, which we won. It didn't work. 'No way', I said again. 'Put simply, Jim, I know how you and your sister get before, during and even after one of these things. If you and I are going to argue, I can think of better things to fight about than how I didn't read the instructions correctly and I'm the one who got us lost'. No, no, he explained, still laughing. This one will be easy and it's in our back yard, just a drive through Hinsdale and Oak Brook. How lost could we get?

It took a little more cajoling and I finally agreed to navigate. But I was still nervous. Even after extracting a solemn oath to not get mad at my, what I'm sure would be, obvious errors, I still had to get past the terminology (the acronyms alone would require a month of study, I was sure), the equipment, the paperwork ... I gave Jim several opportunities to find another navigator, but to my chagrin, he still wanted me to join him. Rats!

The day began with breakfast at Fresh Start Café in Elmhurst, our hometown. It was cloudy which wasn't a good omen, since Jim was driving the new Cayman S. He'd been looking forward to taking it out for the first time, but not in the rain. But trying to keep a positive outlook, we met for a Rallye School, led by Jack Stephenson, which was very helpful for a rookie like me. The terms (ODO, ONTO, CAST) suddenly didn't seem all that intimidating, sort of. Next, came the Drivers meeting. Rallyemaster Sharon Olson had some additional instructions to add, which is quite common since road conditions can change overnight.

After the meeting, before our out time, Jim asked me how I was doing. 'I'm freaking out! Additional instructions? What, a dozen pages of driving instructions aren't enough?! I am sooooo

out of my league! If someone needs some a tooth pick run around the moldings to remove old wax? I can do that. Need an errand run? I'm your volunteer. Need some forms sorted and score sheets logged? I'm a whiz. But with this, I'm sure I'll goof it up ... we might as well head straight for The Kerry Piper '... I'm sure he regretted asking, but to his credit, he let me wait for a few minutes and all of a sudden it was time to get going. Our out time was coming up. Seat belt on, check. Route instructions, check. Post-it notes, check (Post-it notes?). Pens, check.

The ODO leg took us in and around Oak Brook, ending at a location down the street from the Oak Brook Fire Station. Once stopped, we check our mileage (which was spot on) and the time (slightly off, but not by much.) Okay, I thought, that wasn't so bad. 'Just keep reading the instruction to me in order', Jim said. 'Make sure the numbers aren't out of order. Sometimes that's done on purpose as a trick'. 'But how do we know where to go after we get to the first checkpoint?' I asked. 'We get new instructions and just continue on the next numbered instruction.' Oh.

I learn faster when I'm totally immersed, and this was no different. From the first leg I was completely focused on not getting us lost, especially, as Jim said, in our own back yard. So, upon arriving at the first checkpoint, I learned that we came into it correctly. After getting our time and new instructions, Jim came back to the car with a big grin on his face. 'Nice job, Patty, we're the first car to come in from the correct direction. Everyone else came in from the opposite direction!' 'I guess I'm doing something right, because I didn't think it was all that difficult', I crowed. I now know that not only does coming into a checkpoint backwards cost points, but also subjects teams to some good natured public humiliation. Whew! Glad we avoided that.





## *Really ...*

As the Rallye progressed, so did my navigating skills. While nowhere near an expert, I did begin to pick up on certain rules. Cars can only turn on a street, not a sign so watch for an instruction in quotes. ONTO instructions can change with each leg so read the checkpoint updates carefully. Straight as possible and right/left at T suddenly began to have significance. I think I'm getting this stuff, I thought. It's not nearly as hard as I made it out to be.

As predicted the weather turned from cloudy to sunny as the day progressed. Kind of like my anxiety level. By the last leg, I was feeling pretty good about myself. And then, like all rookies, I was resounding put in my place. The last leg included an ONTO instruction which took drivers on 83. I assumed it was Route 83, which it was, but also included any other 83's we came to, like 83<sup>rd</sup> Street. I totally missed that trick which brought us into the last checkpoint, gulp, backwards! So much for my crowing after the first leg.

The Kerry Piper, as our end point, was a great choice. We were able to sit and compare notes with other teams, share stories,

laugh a lot, and where I learned that the points system for Rallyes are the exact opposite of what I'm accustomed to in Concours. Karen Stephenson patiently helped me tally up each leg. Some legs were in the hundreds of points. Cool, I thought, we're doing great! One leg was only 8 points. Bummer, guess we didn't do so great on that one. Talk about backwards, I was rooting for the wrong totals! That '8' got ooooo's and aaahhh's, as well as lots of high-fives. So, I guess the hundreds of point on our other legs, well, not so good.

Thanks so much Sharon and Steve Olson for putting together a great ride for a Sunday afternoon. Now being able to say I've done a Rallye, I'm reminded again of the amount of work involved in creating and coordinating this type of event. They did a spectacular job as did all the volunteers who helped make this rookie's first time out a success.

Overall, we came in 3<sup>rd</sup> Place. Never did I think when I let Jim talk me into this that we'd get that far, especially with me in the navigators seat. In fact, I felt sorry for him that he got stuck with me. But we had a great time, a lot of laughs, and not one argument.





## Second Chance Rallye - 6/24/2007

Position	Car No.	Driver	Navigator	Car	Class	Score
1	5	Charlie Pyne	Dave Matthews	911 GT3	SOP	1023
2	3	Jack Stephensen	Karen Stephensen	911 Targa	SOP	1095
3	24	Art Kardatzke	Janet Kardatzke	Boxster	SOP	1703
4	7	Jim Jacisin	Patty Jacisin	Cayman S	SOP	1755
5	4	Toby Duckett	Bonnie Duckett	911 RS America	SOP	1818
6	9	John Miller	Lee Lichtenstein	968	SOP	1868
7	8	Mike Bracki	Nadine Haupt	911	SOP	1904
8	1	Steve Rashbaum	Susan Shire	Boxster	SOP	1940
9	11	Peter Faehnrich	Peter Brychel	911 Cab	SOP	1990
10	14	Rich Styczynski	Nicole Styczynski	996 Cab	SOP	1995
11	6	Tom Harwood	Phyllis Harwood	911 SC	SOP	2020
12	16	Fred Jacobson	Marilee Jacobson	968	SOP	2023
13	10	Shauna Stephens	Paul Balga	Boxster	SOP	2118
14	13	Ron Micek	Martha Kuffel	911 Turbo	SOP	2413
15	21	Andy Szavay	Jaime Szavay	Spyder	SOP	2722
16	23	Doug McDonald	Scott McDonald	911 S	Novice	2762
17	18	Van Larson	Bruce Janecek	997 S	SOP	2835
18	20	Tom Snyder	Ann Synder	Boxster	Novice	3002
19	17	Mike McKillip	Christine McKillip	Boxster	Novice	3189
20	22	Cara Cuuny	Tracy Kleinschmidt	Boxster	Novice	3473
21	12	Dimitar Antov	Edi Grheta	Boxster	SOP	3485
22	19	Jeff Swanson	Mary Kay Swanson	911	SOP	3996

Rallye Masters	Steve Olson	Sharon Olson
Pre-Drive	Dan Gallagher	Ed Barnicle
Check Point	Bob Rath	Cindy Jacisin
Check Point	Steve Olson	Con O'Mahoney
Check Point	The Olson & Gregor Children	



*photos by Jack Stephensen*

# The Chicago Region's TRAC 2007 ...

Road America in Elkhart Lake, WI

Friday, August 31<sup>st</sup> – Monday, September 3<sup>rd</sup>

*15<sup>th</sup> Club Race – 41<sup>st</sup> Drivers' Education - Concours - Dinner - Party*



**Drivers' Education** - Friday, Saturday and Sunday with additional (optional) drive time on Monday. Drive time on Monday may be earned by volunteering three hours during the weekend or may be purchased for an additional fee. *Driver Education is limited to Porsche sports car drivers who have had previous experience at Road America.* Instructors are not available for this event. NO on-site registrations will be accepted.

*New for 2007*, registration for the **TRAC 2007 Drivers' ED registration will be on-line only thru a link from the Chicago Region website at [www.pca-chicago.org](http://www.pca-chicago.org) or directly at [www.clubregistration.net](http://www.clubregistration.net)** Drivers ED' registration will open June 1<sup>st</sup>, and close August 23.

The **TRAC 2007 Club Race is limited to licensed PCA Club Racers only** and will be run under current PCA Club Racing Rules. TRAC 2007 Club Race Registration will open July 15th at [www.clubregistration.net](http://www.clubregistration.net) and will close August 23rd. NO on-site registrations will be accepted.

**TRAC 2007 Club Races** – Friday optional "Test & Tune Day", Saturday practice and Fun Races, Sunday 90 Minute Enduro Races, and Monday Sprint Races.

**Registration confirmations for TRAC 2007** will be sent only AFTER receipt of event payment. Confirmation of Drivers' Ed and Club Race participants, the tentative TRAC 2007 Schedule, and a copy of the *Rules of Road America* will be sent via email. Please read the *Rules of Road America* carefully before you arrive at the track to ensure that you, as well as your guests and crew, are in full compliance. All TRAC 2007 Drivers' ED and Club Race participants should note that their cars may not exceed the maximum Road America noise restriction level of 108 decibels. After August 15<sup>th</sup>, the list of confirmed DE and Club Race participants, car numbers, run groups and any schedule updates will be posted on the Chicago Region webpage at [www.pca-chicago.org](http://www.pca-chicago.org)

**TRAC 2007 Concours, Dinner, and Party** – Saturday evening, September 1st, at Siebkens Resort in Elkhart Lake. Returning this year, the police will escort us from Road America to Siebkens via the historic 1952 Road Course.

Not driving, but still want to be part of the event? Volunteer to help and you will have the Concours and dinner on us! All TRAC 2007 participating drivers and volunteers will have their TRAC 2007 Concours registration fee waived and will be the dinner guests of the Chicago Region. Additional dinner tickets for crew and guests may be purchased via your registration form or at the event.

There will be 24-hour security at the track Thursday through Monday evenings. Road America will allow participants to camp on the grounds for a fee. Some electrical hook-ups are available, also for a fee. These fees are payable directly to Road America. Please note that the track gates will close promptly at 7:00 PM on Monday evening and everyone must vacate the property by that time.

Golf cart rentals are available again this year. Reservations must be made at least four weeks in advance of the event via your registration. Amounts listed are for 3 and 4 day rental of a 2-person and 4-person carts. Other cart options are available. Please contact the event registrars. Please note that you will be responsible for any damage. All cart drivers must have a valid Drivers License.

Additional **TRAC 2007** information (hotel information, etc) is available at [www.pca-chicago.org](http://www.pca-chicago.org) You may also contact any of the Road America committee members between 6:00 PM and 8:00 PM CDT, or via email.

See you at **TRAC 2007 at Road America!**

*Pete Hackenson* TRAC 2007 DE/Event Chairman  
*Keith Clark* TRAC 2007 Club Race/Event Chairman

## The Road America Challenge 2007 Committee Members

Pete Hackenson	DE/Event Chairman	630-728.7294	<a href="mailto:roadam.pca-chicago@comcast.net">roadam.pca-chicago@comcast.net</a>
Keith Clark	Club Race/Event Chairman	630.690.3381	<a href="mailto:KC_Design@sbcglobal.net">KC_Design@sbcglobal.net</a>
AJ Tiller	Volunteer Coordinator	708.957.8262	<a href="mailto:AJ2ManyCars@aol.com">AJ2ManyCars@aol.com</a>
Susan Shire	Club Race Registrar	847.272.7764	<a href="mailto:TRAC07CRReg@aol.com">TRAC07CRReg@aol.com</a>
Mary Anne Nowakowski	Drivers ED Registrar	847.929.1831	<a href="mailto:nowakowskim@permapipe.com">nowakowskim@permapipe.com</a>
John Ruther	Chief Driving Instructor	847.304.5515	<a href="mailto:John@northstarmotorsports.com">John@northstarmotorsports.com</a>
Toby Duckett	Tech Coordinator	630.248.7680	<a href="mailto:Toby@leyassociates.com">Toby@leyassociates.com</a>
Todd Conforti	Safety Coordinator	847.382.9653	<a href="mailto:TLControls@aol.com">TLControls@aol.com</a>
Chuck LaMantia	Event Coordinator	847.417.6685	<a href="mailto:claman1022@msn.com">claman1022@msn.com</a>



# Concours Five at TRAC 2007

## Siebkens Resort, Elkhart Lake, WI

### September 1, 2007

EVENT INFO

This is **THE PLACE** to begin your Labor Day Weekend ... at the **BEST PARTY** in PCA the **TRAC 2007 CONCOURS** held streetside at Siebkens Resort in Elkhart Lake, WI.

- 2:00 pm Concours participants may begin parking & final prep on the closed street outside Siebkens Resort
- 3:15 pm Judging begins streetside for *NON-RACE CAR Concours Entrants*
- 5:15 pm Concours trophy presentation for *NON-RACE CAR Concours Entrants*  
Special Prizes sponsored by Joe Rizza Porsche, Orland Park, IL
- 5:45 pm *Race Cars* are police escorted from Road America into Elkhart Lake *via the 1950 Road Course*
- 6:00 pm Judging begins streetside for *Race Car Concours Entrants*.

***LET THE DINNER AND PARTY BEGIN!***

- 7:00 pm Concours trophy presentation for *Race Car Concours Entrants*
- 9:00 pm *Race Cars* police escorted back to Road America. Street reopens to traffic

- Class A: Exterior, Interior, Trunk, Engine & Undercarriage
- Class B: Exterior, Interior, Trunk, & Engine
- Class C: Exterior, Interior, & Trunk,
- Class D: Exterior & Interior
- Class E: Exhibition Style of Exterior & Interior - Visual Inspection Only
- Novice: For fun and 1st time participants only - Judged to Class C Standards
- Exhibition Class: For all participating PCA Club Race and Drivers ED Cars. (No entry fee required.)

Questions : John Diwik 630.904.9915  
 R.S.V.P. with registration form and check to 29 W 090 Lakeside Drive  
 Naperville, IL 60564

**Concours Fee \$30.00 per car                      Please make checks payable to PCA Chicago Region**  
**TRAC 2007 Race & Drivers ED participants and volunteers are FREE**

---

Concours Entrant \_\_\_\_\_ phone \_\_\_\_\_

---

e-mail \_\_\_\_\_ Region \_\_\_\_\_

PORSCHE Model \_\_\_\_\_ Body Style \_\_\_\_\_ Year \_\_\_\_\_

Class (circle)      A      B      C      D      E      Novice      Race/Drivers Ed Car Exhibition

Participating in police escort from/to Road America?                      Y      N

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Meet Our Staff

Owners and brothers, George and Brian Weathered grew up twenty miles west of Chicago in LaGrange, Illinois. As young boys they had full access to the family two-car garage where they could help or watch their father fix the family car, build mini bikes, go-karts, and generally modify anything with a motor on it.

George, at age 12, built a rear-engine, 5 HP snowmobile out of wood. The sled had two skies up front and a knobby tire in the rear. Brian, four years younger, was usually the test dummy/pilot. The machine made a better trench digger than snow mobile. A week later, after the snow had melted, they took the skis off and made a wild, three wheel go-cart with rope steering and no brakes. Luckily, they survived that era.

The late 60's and early 70's were the peak of the American muscle car. George and Brian spent their teen years customizing their own cars, friend's cars, and they became interested in drag racing. George got his first job turning wrenches at the age of 16 at Jack Douglass Chevrolet, in Hinsdale, IL. Jack, the owner of the dealer, loved high performance cars and sold a lot of Corvettes and *Yenko* muscle cars, so

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Kohler, WI – 800.344.2838

AmericInn Motel - Plymouth  
Plymouth, WI—920.892.2669

AmericInn Motel/Suites  
Sheboygan, WI—920.208.8130

Baymont Inn, Plymouth, Wi.  
920-893-6781

**Mention “Porsche Club-Chicago  
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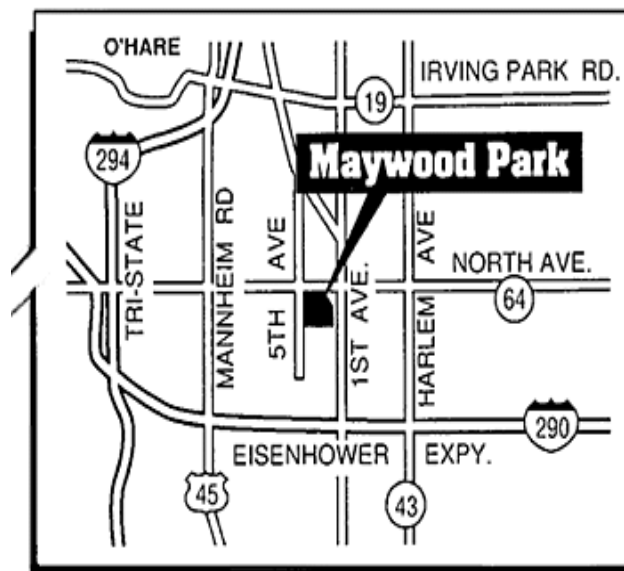
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# Autocross I

## Sunday September 16, 2007

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**Maywood, IL**



O-T-Z-T-Z-M-E

9:00 - 10:00 am	Registration and Tech
10:15 am	Tech closed
10:15 am	Driver's Meeting
10:30 am	First car off
3:30 pm	Trophy Presentation

### QUESTIONS?

Mike Hill - 708.415.0769

or

Bob Rath - 708.579.1454

Driver #1	\$35.00 Member
	\$40.00 Non-Member Guest - Member MUST be present
Driver #2	\$15.00 Family Member
	\$40.00 Non-Member Guest - Member MUST be present
	\$35.00 Member sharing car with other Member

GENERAL RULES: Required - Snell 2000 helmet, full-length pants, long-sleeved shirts, socks and full shoes. Member may bring one guest. Guest may drive member's Porsche or a two door sports car. Associate Member driving a non-Porsche is considered a Guest. Maximum two drivers per car. Member MUST be present with Guest. Only first car driven will trophy. Valid driver's license at Registration.

### REGISTER ON-SITE .... please bring this completed registration form

Driver 1 \_\_\_\_\_ Chicago Region Permanent # \_\_\_\_\_

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



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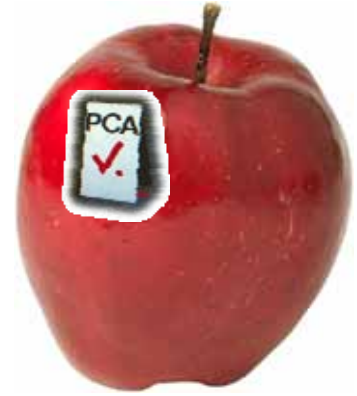


**PORSCHE**



# 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: \_\_\_\_\_

# Rookie!!

Chuck LaMantia,

photos by Neil MacDonald

The October 2006 Scene contained my usual monthly article of which the focus was on the The Road America Challenge (TRAC) Club Race completed the previous Labor Day. My comments included the fact that I was feeling comfortable enough about my driving experience and abilities that my next goal was to club race.

Mission accomplished!

I had been doing the drivers education thing for the past five seasons. I was starting to enjoy the proximity of cars “doing the dance” in the higher run groups. I wanted more of that feeling and the only place to find it was going to be club racing. There is no in-between drivers ed and club racing.

As we entered 2007, like every year, I make a journey to Northstar Motorsports to purchase some of the “stuff” I need to make it through the year ... wax, brake fluid, brake pads ... maybe a new pair of driving shoes. This time, it was things like a kill switch, fire extinguisher, harness belts, window net, race seat and a roll cage. To my surprise, the roll cage was going to take 12 weeks to arrive! Something about a slow boat from the other side of the pond. Instead of just ordering the thing in February ... I waited a while ... almost too long. I think it was late May. As far as my club racing ... my plan was going to have our TRAC 2007 event be my rookie race weekend. Then ... my friends in the club started circling the Porsches and came up with a new plan for the beginning of my club race endeavors.

Susan Shire reminds me about getting the application process complete ... including a physical from my doctor. Now, seeing the doctor is nothing I look forward to doing. I get the usual speech ... can you loose 10 pounds, can you find time to exercise ... blah blah blah. Anyway, the physical went well, the results were good (blood pressure down, colestorral down) so I was cleared to go. The application was completed, checks written and before you know it, Susan personally delivers my acceptance letter, transponder, decals and the club race patch for my drivers' suit. That is when the whole thing sunk in ... I was really going to do this?!! It was not too late to back out?!

First ... the guy who started it all ... Keith Clark, calls me up on the way back from the Mid Ohio club race. Keith stated rather emphatically that the gang (Chris Ingot, Greg Turek, John Ruther, Susan Shire, Steve Rashbaum) discussed and unanimously decided that it was not a good idea for me to have the TRAC 90 minute enduro as my first club race. They decided that GingerMan was the place to begin the journey to the club race side of the house. Keith had prior commitments for the July GingerMan club race and was not available to be my mentor. Greg Turek quickly volunteered ... so that part was set.

I always struggled at GingerMan (no snickers from those who think I struggle at Road America, Blackhawk and Autobahn).



The track always seems too narrow and too slippery for me. I am comfortable at Road America ... maybe because I have driven it 7 days a year for the past five years. Anyway, to myself, I agree that Gingerman will be the place for my rookie weekend.

There is still this little problem of the roll cage taking 12 weeks ... I was running out of time. It was early June, the cage is still 8 weeks away and I only have 4 weeks to go. Well, John Ruther makes a couple of phone calls and all of a sudden, the back half of the cage is available ... which meets the club race requirements for a “hoop”.

The next problem is getting everything installed. Time for the gang at R Fischer Motors to step in. I get the car to Fischers in the third week of June (two weeks to club race). The cage arrives one week prior to race week. Rick Fischer says “no problem” ... the car is ready to go on July 5<sup>th</sup>.

I pick up the car on July 5<sup>th</sup> using my good friend, Pete Hackensen's trailer. The car looked great! The hoop was in and every thing was ready. I had the old numbers removed and the car detailed. The car looked like it belonged at a concours ... not a club race! I get the car home and start putting on the new numbers (I had to go to a double digit, 49 for the weekend), the letter “F” for the race class I am entered, the required club race logos on each side of the car, drivers name above my door and my wife Melissa and kids Anthony and Gabrielle above the passenger side door. The sticker for the transponder goes on the front end of the car and then finally, the Northstar Motorsports stickers ... one on each side. The old windshield banner in red letters on a black background from Fischers Motors was replaced with a new one with Fischer in yellow letters. The transformation was complete ... the 1988 911 that I bought off of eBay just over 5 years ago is now a race car!

So race week is upon me, the car is ready ... all I need to do is get there! Our webmaster, Carl Walstad had a free weekend

and ended up coming along for the experience. Melissa and the kids ... they know the usual track weekend involves me running a round, spending the entire day at the track so Melissa stayed back and took care of the "kid" things, as usual.

Friday, July 6<sup>th</sup>... off to the races. I get to the track as planned, right around noon. The schedule for this day included 5 test and tune sessions. I arrive in time to get ready for session three. As I register, I inquire as to the test and tune rules ... if they are the same as drivers' education. The answer I was given ... "yes". I then make my usually rounds, say hello ... find my mentor Greg Turek. Chat for a while and then I get ready for my first test and tune session.

As I said, I already missed the first two sessions. It usually takes me a session or two to familiarize my self with the track. As soon as I finish the first lap (pace lap) ... the difference is upon me. This is NOT drivers ed ... this is test and tune for racing. Space on the track ... it is at a premium. Not only on the straights but in the corners and the carousel. I think this session was schedule for 30 minutes ... I last for 15 minutes and then came in. I did not feel comfortable.

I spent the hour in between sessions trying to relax. Even breathing was difficult ... no rhythm. Chatted with Greg, Chris, and a few others. Then put the helmet back on and tried it again. This time I felt like I was the President (not president) of the United States (not the Chicago Region) flying on Air Force 1. I think just about every lap, I had an escort ... not the fighter jets the President sees ... for me it was the 944's of Chris Inglot and Greg Turek. Greg was kind enough to slow things down for himself and stay behind me for a couple of laps. Then Greg swooped in front and stayed close enough so I could see his line. Next was Chris Inglot ... Chris hung around for a half a lap then was making his move after turn three. I continued my line through three and promptly jumped in front of Chris. This session, I stayed out for about 25 minutes.

After the session, Greg, with a track map, made some suggestions on improving my line in about 7 of the 11 turns. Chris and I shared a bit of a laugh but then Chris explained to me that my movement in front of him was a bit unexpected and I need to avoid as many unexpected movements as possible. That "X" on the back indicates "rookie" but I am still required to be predictable.

My last and final session of the day I find myself working on as many of the suggestions as possible from Greg. And I really needed to finish a session. So even though I continue to struggle with the closeness of the driving, I press on. As I find myself with a bit of room in my mirrors, I push myself a bit. So of course, as I go through turn three, I decided it is time to work on the 'compulsory portion' of the program ... doing 360's and 180's on the track. This earns me a trip to the black flag station. After a brief visit, I go back out and continue on. I finish the session!!

By this time the National staff has arrived and I need to go through complete tech and get back to the hotel in time for my club race Orientation Meeting. Tech was pretty much a

non-event but we were not able to complete as the Scrutineer's luggage was lost by the airline (remember my articles on that topic?!) and did not have the stickers for my helmet and roll cage.

Went to the Orientation Meeting. I can't speak for the other regions but we in Chicago are pretty fortunate to have the resources and experiences from people such as Greg Turek and John Ruther who hold a new racer workshop approximately every other year. If you have been through our workshop you will be well prepared for the club race Orientation Meeting.

That evening ... a bit of a restless night. Went out, bite to eat ... Not the usual beverages. I knew that I had to really be sharp on Saturday as I had three practice sessions, practice starts, fun race and then my first race ... a 60 minute enduro.

Saturday, July 7<sup>th</sup>. the 13/13 rule is now in effect. At this point any contact with anything could result in possible probation. I wonder if this includes accidents on scooters (testing to see who has paid attention to my past antics!?). What this also means is that the "race" is on. Pass ANYWHERE ... NO POINTS. Driving a "line", forget about it! Some of us spend years and countless hours learning how to drive a "race line" around a track. This is suppose to represent the smoothest and ultimately the fastest way around. This works when the DE rules are in place. In a club race setting, the race line is wherever your car is as long as it is on the track!

Anyway, on to practice session 1. My best times for the previous test and tune session were slower as Friday progressed. I really wanted to improve on Saturday. So, of course, I am doing my best and once again I spin out in turn three. This time when I visit black flag the National Scrutineer is there ... he tells me to not push so hard. I get back out and finish the session.

The next two sessions things are pretty decent. The 944 escort service is still in play with other Chicago Region drivers joining in on the fleet. The only thin missing was my good buddy Keith Clark. Later, on Sunday, in the sprint race something tells me that Keith had a helping hand.

Anyway, next up is the practice start/fun race combination. I need to make all three practice starts to qualify for my Rookie license and then, if I want, participate in the fun race.

The adrenaline is really pumping... I get reminding myself to breath. The first two starts go well but again the closeness is so different and the noise is a lot more noticeable. Coming around turn 11 to the front straight I have the outside position. I try to take a peak to see the green flag drop. I promptly take the turn a bit too wide and hit the leading ledge of the track out section. A big thump rocks the car as I step on the gas, then clutch, then shift ... race is on.

The fun race lasted only 7 laps but I did manage to stay on the lead lap, and more importantly, stay on the track. The checker drops, the fun race and school are over, I graduate and am now a rookie club racer.

## *Rookie!! ...*

Next up, the enduro. This is where I really start to get nervous. As expected, I qualified last. Not a bad place to be seeing that I was struggling to stay on the track going through corner three. The strategy was for me to drive 40 minutes, pit as required for 5 minutes, and then finish that last 15 minutes. I pretty much figured on getting lapped around the 20 minute mark. My expectations were met as the leaders started coming around. It was not so bad as they did not come all through at once ... my guess is that some of them took an early pit stop.

The 40 minute mark arrives and into the pits I go. The guys from Fischer Motors were waiting ... Carl Walstad was waiting and they both timed my stop. The "egg timer" I bought for such purpose was not working. Both Rick Fischer and Carl had come to an agreement as to my arrival in the pits. Carl counted down the clock ... I pulled away at about the 4:55 mark ... counted to 10 and left the pits. I figured I was around 5:10 for my stop. Apparently someone in timing and scoring thought otherwise. The black flag and #49 were on the number board. I arrive back to serve my penalty ... a one minute stop as they said I did a 4 minute pit stop. Anyway, I served my "punishment" and back to the races.

I was surprised as to how hard it was to get back into the race "grove". Getting on to a hot track is always difficult as those on the track usually are in a different mindset. Quickly, it is back to the races.

Before you know it ... the one hour mark passes and I get to see the checker flag. What a cool feeling to have finished my first race event ever! It was really neat to come off the track and see the volunteers from the host region and all the people from the Chicago Region applauding and giving the thumbs up.

Success ... I made it though day 1! The post race cigar and beer really went down well. I stayed for the dinner at the track but by 8:00PM I was exhausted. Carl and I decided to hook up with Toby Duckett who was nice enough to come down and show his support. A couple of lemonades later, I was finished. I have driven in the heat many times but never at the intensity level of a club race. All I wanted to do was clean up and get to sleep. Another day of racing lied ahead.

Sunday, July 8<sup>th</sup> ... Sprint Race day. The day started out with a brief warm-up. It was great to get back in the car. This session was only about 15 minutes long but it helps the mind get back into the racer mode.

Next was qualifying. Starting spots for qualifying were based on the prior day positions for the start of the enduro. So for me... this meant back to the end of the longest line. This time, the results were different! I completed my first pass of the weekend and really felt comfortable. The session ended without incident and I was not last ... not even in the last row but in the second to last row.... PROGRESS.



The hard part of the day ... quiet time! At GingerMan Raceway ... something about the local church requires no race engines to run from 10:00 until noon.

While waiting, the drivers meeting is held for the sprint race. We go through a few things for the sprint race and expectations for the day. The National Steward leaves it up to the drivers as to the length of the race ... 15, 20 or 25 laps. We vote as a group and surprisingly to me, we picked the 20 lap sprint. The final piece of business was the presentation of licenses to those that had successfully completed the Club Racing School. I completed the classroom session, I completed the three practice starts and I completed the fun race! My name was called ... applause from all the drivers in attendance ... hugs and high fives from the Chicago Region contingent. I did it! I am officially a club racer.

Sprint Race time! We lined up in our starting positions... it was pretty neat to pass three cars to get to my starting spot. We are called out on to the track, the splitter signals me to take the outside lane and around we go. As we go into turn one... I am stuck on the inside requiring me to take off more speed than the person on the outside. I therefore lose two spots. Still, there is someone behind me!

Way different feeling than the enduro! I stayed close to about a dozen cars for several laps and really close to one car in particular. I have the car in my sight, ready to make a move in corners 1 and 2, and then it happens ... I miss a shift!! I quickly recover and continue on in the pursuit. A lap or two later the inevitable happens, here come the lead cars.

They swarm on my like fighters from the death star. I feel like I am Luke Skywalker in a disabled star fleet fighter. Into corner 1 ... they are getting closer ... through corner 2 ... when will "it" happen ... then into corner three ... I stay to the outside ... three cars come through ... then I see a green car ... #69. To me ... it looks like Darth Vader! I know he is on my passenger door.. I am as far to the left as I think I can go ... then I hear a voice ... could it be Obi Wan Kenobi ... or is it Keith Clark. Not sure but the voice says "let the force be with you"..."trust your senses"! So what do I do ... I slide over even a little bit more



and it is a good thing ... so did Darth Vader in car #69! I made it! The leaders came and went and no incident!

Back on to my race! I get close to the car I was trying to pass earlier. He too had survived being lapped by the lead group. Surely I was going to be no challenge. Then all of a sudden ... maybe he too felt the force from me and off the track he went ... no harm, no foul. But off long enough for me to take the lead.

Looking at my clock, I knew I only had a couple of laps to go. Finally, the checker is out. I go through start finish. SUCCESS. I won the only thing that really mattered and that was to drive my car back onto the trailer as shinny as it looked when I arrived. The special cigar I had purchased was waiting!!

After the final sprint race and packing the car, it was time for the awards session. I knew that there was no way I was going to be among the winners. For me a podium finish is not going to EVER happen, not in my current car. What I was really hopping for was to win the set of Hoosier tires. Well, that did not happen either. The only other options was to somehow get acknowledge by the corner workers for a Worker Choice Award.

The Worker Choice Award is voted by the corner workers to the individual they feel had the best race. It is intended to not be given to the person who wins the race ... unless that individual

does something special in winning the race. The award is intended to go to the individual who runs the best race ... based on a combination of ability, car and driver performance.

To my great surprise ... I was the first Worker Choice award winner for the enduro race ... truly my rookie race. I was thrilled to be acknowledged by the corner workers. My first race weekend ... all kinds of nervous feelings. The only real goal was to be able to take the car home in the exact condition it arrived ... nothing more and nothing less!

Somehow, I did it! I know I talked about club racing, mentioned it in my article late last year ... but actually pulling it off was something different. Club racing is a commitment ... a commitment to a different kind of driving. You need to expect the unexpected. Almost be a "Jedi" kind of driver.. you need to be able to feel the situation. No matter how well you think you may be able to drive, no matter how much driver's education time you have accumulated, none of that matters once the "X" goes on the back of the car!!

For the last 2 years a few people have been asking me when I was going to club race, now the question will be where!!

Next up, the super bowl of club racing, TRAC XV!



**Rallye V**

**October 14, 2007**

is still in the planning stage ...

Full details in the September issue of the Chicago Scene



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

*50th Anniversary and Awards Banquet*

*Saturday, November 17*

*Butterfield Country Club*

*2800 Midwest Road  
Oak Brook, IL  
630.323.1000*

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

***Black Tie Preferred***

*Entrée choices: Filet Mignon, Mahi-Mahi or Chicken*

Name: \_\_\_\_\_

Entrée choice: \_\_\_\_\_

Name: \_\_\_\_\_

Entrée choice: \_\_\_\_\_

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

*If you joined in the:*

*1950s - \$50 per person*

*1980s - \$65 per person*

*1960s - \$55 per person*

*1990s - \$70 per person*

*1970s - \$60 per person*

*2000s - \$75 per person*

Number of Porsches owned: \_\_\_\_\_

Highest mileage as original owner: \_\_\_\_\_

RSVP by **November 1st** to: Cindy Jacisin, 10813 Hastings, Westchester, IL 60154 708. 562.6353

Please make check payable to PCA Chicago Region

Please reserve a table of 10 for: \_\_\_\_\_

No reservations or cancellations after Nov 1st

\*\*\*Complimentary valet parking

Overnight accommodations: Oakbrook Hills Marriott Resort, 3500 Midwest Road, Oakbrook, IL

630.850.5555 <http://www.marriott.com/hotels/travel/chimc-oak-brook-hills-marriott-resort/>

“Porsche Club” room rate: \$89, available until Oct 26 or until sold out



# 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.

DRIVER'S SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

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

Revised January 25, 2007



# The Mart

The Mart/Chicago Scene  
Susan Shire  
1897 Mission Hills Lane  
Northbrook, IL 60062

Phone: 847.272.7764  
Fax: 847.272.7785  
e-mail: ChiScene@aol.com

- PCA members are welcome to place ads of a non-commercial nature at no charge in The Mart. The non-member, non-refundable fee for this service is \$15.00 for three months, and checks should be made payable to PCA Chicago Region.
- Ad material must be received by the 5th of the month for publication in the next month's issue, is subject to editing, and will run for three months. To run again, after the initial three month period, ads must be resubmitted.
- Please limit ads to 75 words or less. Only digital photos will be accepted.
- No photos to be scanned. Please see the next page for submission information.

## For Sale - *PORSCHE*S

**1977 911S Targa** Special order Platinum Metallic paint/new German Sliverknit int; 2.7L Fully doc; All engine upgrades/ never raced; Stainless targa bar; Fog lights; Fuchs alloys; RUNS PERFECT; \$14,500/ OBO. Paul-847.390.6587 paulolsen4@msn.com (JAS)



**1985 Turbo-look base PCA GT4S** perfectly built 911 race car; 2,035 lbs/2.8 ltr/326 HP Peter Dawe motor built on 3 ltr. SC case; Motec Engine Mgt; TWM induction; lightweight exhaust; All recent suspension upgrades; WEVO 915 magnesium transaxle; 930 brakes/newly rebuilt calipers; 2 sets BBS 3-pc. 16" race wheels w/Hoosiers; Features/upgrades too numerous to mention. \$59,000. George Mueller 708.489.0466 George-mueller@sbcglobal.net (JJA)

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

**1989 944 T E** class race car; fully-prepped/compl legal PCA E/NASA GTS 2 or GTS 3; set up is best of everything/ no expense spared; partial list of goodies/ JRZ double adj shocks/Racer's Edge bushings/Kelly-Moss cockpit adj sway bars/Fabcar A-arms/Custom roll cage/

Accusump oil accumulator with electric valve/cockpit ABS reset switch; 2 sets 18" wheels. \$27,000 Jeff Phillips 312.282.8665 jnphil61@comcast.net (JJA)

**1993 911 RS America** Midnight blue/black int; all four options/sun-roof/ radio/AC/ltd slip; Big Red brake upgrade; modified exhaust; lowered suspension/ bra/matching mirror bras; built in radar detector; all books/tools. \$39,000. Gary Busse 630.747.4328 (JJA)



**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)



**1999 Boxster** Ocean Blue/Metro blue/blue top; 22K mi; 5 spoke Boxster S 18" wheels; PSS9 susp; Fab-Speed sports exhaust; garaged and covered. \$21,000. 2nd set 18" turbo twists/Michelin Sport

Cup tires available Kris 312.733.0200 allcroftdk@sbcglobal.net (JJA)

**1999 996 C2 Coupe** Guards Red/Savannah Beige; GT3 clone 19K mi; 6 spd; no track. \$32,000 Stuart Acker (d) 815.802.000 (n) 708.246.7691 (MJJ)

**1999 996 C2 Coupe** GT3 clone; Guards Red/Savannah Beige int; 19K mi; BBS RS-GT wheels; 6 sd; no track. \$32,000. Stuart Acker (w) 815.802.0000, (h) 708.246.7691 (JJA)

**2000 Boxster S** Silver/Dark Blue; 29K mi, 6 spd; XM radio/600 w amp; 6 pt harness; fire ext; Halon. \$23,500. Ken 708.732.1684 (JJA)

**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 gards/bra; no snow/ smoke/rain; always garaged/showroom cond. \$45,000 FIRM. George 708.772.8910 (JAS)



**2001 Carrera Coupe** Black Metallic/ Cinnamon Brown full leather; aero package; 22,800 mi; 6spd; 18" polished wheels; htd seats; xenon; hidden K40 detector; clear 3M; no track/winters/rain/ smoke; extremely clean; extra set 17" wheels/ tires; compl records/books; Napleton Porsche serviced. \$49,500 Tom 630.240.5015 tarchakis@wowway.com (JJA)



**For Sale - TIRES/PARTS/MISC**

**Parts** 1987 Carrera black leather pwr firt seats/exc cond \$400; 1987 Carrera factory engine lid/tail assembly (Guards Red)/"ET" third brake light \$350. Kurt Konrath sofright@earthlink.net 708.431.4772 (JJA)

**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 janezczehmate@comcast.net (ASO)

**For Sale - TRAILERS/RVS**

**2000 McLander 22' Open Trailer** twin axle; elec brakes/both axeles; lg equip box; spare tire mount. \$3,000. John Sikora 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 GingerMan 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 interior; 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 dnezcet@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)

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# Aungahh!



Steve at the GingerMan Club Race.

photo by Neil MacDonald

Without any planning on my part, the theme of this issue seems to be time ... In The Point Chuck as where does it go, Pat and Bonnie Yanahan told us about their time in Europe with fellow Porsche nuts, Jeff Pawlowski writes about his 'first time', Patty Jacisin assures us that her time with Jim on the Rallye was 'no big deal', and finally Chuck, who can't stop smiling, shares the story of his rookie/ first Club Race.

So, on that theme, please read carefully what Chuck says in "The Point" about the 2008 Officers and Board of Directors. The Nominating Committee has been selected (see page 5). If you are interested in a Director of Officer position, please read carefully Chuck's article as to the procedure for submitting your name to the Committee and the calendar of event.

And, Chuck is correct when he says that July *flew* by with too many things to do and not nearly enough time. August is bursting at the seams with Region events. We began July in MI at the GingerMan Club Race (aka the 'other' Chicago Region Club Race). Our racers upheld the honor (and tradition of bringing home most of the awards) of the Chicago

Region. It was also great to see our very dear friend Gary Knoblauch who is now involved with the management of the GingerMan facility. We miss you Gary! Thank you to Gary and the SEM Region for a very nice weekend.

Steve and I, unfortunately missed Potter's Picnic (we were working on our rallye to 'out west of the Fox River' and by the time that we headed back you-all had headed home from the Fischers. I understand that it was a terrific day with lots of old and new Region Members in attendance ... and it wasn't 100 degrees in the shade! The September issue will be full of the pictures that so many of you have sent me of the event.

If your free time is limited this month and you must make choices regarding the Region events you can 'fit in', at the top of the list should be the Autobahn Autocross/Concours ... and then there's the Cougar's Game, the 50 on 50 Rallye, Concours IV at Geneva, and a Blackhawk DE ... hmmm I think that's everything between now and when we leave for TRAC!

Just not enough time for everything ...

If you are going to TRAC, please please please give us some of your time while you're there ... we need your help to make it happen! ... to make it happen right! .... And you'll have a fun time helping us ... we can use help from the beginning to the end of the event. Call A J Tiller, or me, or any Board Members, or anyone on the TRAC Committee ... just say you're willing to give us a couple of hours and we'll find you something to do and give you a free Dinner ticket as a thank you.

And now I'm out of time and space ...

Stay cool ... I find that ice cream, ice cold beer, and margaritas all work well!

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

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

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



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

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