

# THE MIDSHIP REPORT<sup>©</sup>

by John Miller [Boxster\_S@veryspeedy.net]

## To V or Not to V ...

... it could have been. The choice was Ventura or Volkswagen.

Ventura. The annual German Autofest was held September 9-10 in Ventura, CA. This year the theme was Mid-Engined Porsches (excepting the Boxster, which was the featured car 3 years ago). I had great expectations of going, having found a hotel room, a rental car, and even a means to fly out there courtesy of a friend and fellow-PCA-er from Chicago who was also planning to attend.

As the date grew closer, the conflicts mounted, and ultimately, I had to make the difficult decision not to go. However, all was not lost as PCA-Chicago members Jack and Terry White made the trip and offered some photos and insights to an always spectacular event.

The Ventura Autoshow previously celebrated the mid-engined Boxster in 2003, so this year, they thought it appropriate to honor all other mid engine Porsches with in a show of their own. As you can see from the picture down Main Street and the surrounding grass areas (photo 1), turnout was, as always, outstanding.

While Jack and Terry had expected the 'originals': Spyderys, 904/6/8's



Ventura pictures by Jack White





## **Maneuverability? Let's just say it made its way to the top.**

There are many ways to describe the new, more aggressive Boxster. For instance, "Car and Driver" commented on its "pinpoint balance" and "quintessential sports-car experience." And according to "AUTOMOBILE Magazine," "driving one is never routine." Visit us today, and we assure the new Boxster will top your list as well.

## **The Award Winning Boxster.**



### **THE EXCHANGE**

(847) 268-7000

2900 Skokie Valley Rd.  
Highland Park, IL 60086

[www.4porsche.com](http://www.4porsche.com)

Sales Hours M - Th 9AM - 8PM, Fri 9AM - 8PM, Sa 9AM - 5PM

New Service Hours M - T 7AM - 12M, Fri 7AM - 8PM, Sa 8AM - 5PM



**PORSCHE**

and 914/16's, the new Cayman and Carrera GT (also mid-ship Porsches) were in attendance. In addition to the fabulous cars, there were numerous Tech Sessions, including one by Bruce Anderson (currently a PCA Senior Technical Advisor), a massive Porsche Literature & Mobilia Meet, a huge Porsche-Only Swap Meet (photo 2), and even a PCA Judged Concours d'Elegance.

All was not lost however, as my 'Consolation Prize' was a short visit to a local Concours for the OTHER air-cooled German car marque: Volkswagen. The turn-out is nowhere near the size of the Ventura show (photo 3), but always attracts some unique, customized ... Ahhh ... cars? (photo 4).

## To E or Not to E ...

... that was the question.

And the answer. And it (to E or not to E) most certainly cost us (maybe) the outright win in the final PCA-Chicago (Zone 13) rally presented by ... (note to Editor: - any idea which fiendish member concocted that Rallye?).

Rallye 5 was a Zone 13 event that invited Chicago and Milwaukee region participants. Given that the rallye was run through rural Wisconsin (west of Milwaukee), it was something of a surprise that

only 1 of the 17 entrants was in fact, from the Milwaukee region.

No matter, the crowd was enthusiastic even for the 'crisp' Wisconsin morning (photo 5). And off Lee Lichtenstein and I charged, into the 27°F 'heat' of battle in Car 6, the L-M Prototype 968. Legs 1 and 2 were, by my calculations, low scoring, well executed legs. So, it was somewhat disheartening when we learned they would have to be thrown out due to timing errors.

No matter. We pressed on to leg 3 and again scored quite well (see below). On we went to Leg 4.

It was simple, elegant, and oh so heinously clever: Right there in the Rallye Supplementals: "For purposes of this Rallye, East, E, North, N, South, S, West, and W should not be considered and do not exist". And there it was. So innocent, so simple, so elegant. Right in the middle of Leg 4, Lettered Route Instruction 58-E - a pause instruction that amounted to 60 seconds.

Sure, NOW it seems obvious. But in the HEAT of battle/Rallying, the 'E' in the Supplementals was, in my mind, strictly a directional (as in EAST) cue. DUHHHHHHHHH. E did not exist. We executed the E. 60 seconds. And 60 points.

Congratulations to winners Frank Creamer and Anne Birberick

(taking overall first with 165) ... we came in less than 60 points behind them with a respectable 204!

Of course, I would also allow that LUCK played some small part in Frank and Anne's day ... perhaps it was that giant horseshoe in Frank's back pocket as they walked away with first place in the Rally AND came up with the winning hand in the Poker Rally.

One final note to for the end of the PCA-Chicago Rally season ... and perhaps a warning to rallyists next year:

There were two Rallye cars that scored the rarely seen, great, big, FAT ZERO (meaning perfect execution of all steps in that leg) on leg 3 of the rallye. Both are cars were the same model (photo 6 -if you look carefully in the reflection of the car in the fore-ground, you can see the other car belonging to Fred and Marilee Jacobson - who also got a ZERO on leg 3). Both are Porsche 968's. Was it the car or the entrants?

I leave all you 2007 Rallyists to ponder that during the off-season.

*(Editor's note: I am the fiendish member who concocted the Rallye ... a Rallye on a perfect fall day where no one got lost, everyone finished, and some learned the difference between a Rustic Road and a Scenic Road.)*

