

THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA N CHICAGO REGION

Chicago Scene

AUGUST 2004



BLACKHAWK FIRST FRIDAY

KANE COUNTY COUGARS

TRAC 2004 AND OCTOBERFEST REGISTRATION INFORMATION

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Contributing to this issue: Jim Jacisin, Steve Rashbaum, Ed and Debby Leed, Van Larson, Van Miller, Mary Anne Nowakowski, John Miller, Brent Johnson, Jim Dvorak, Chris Ingot, Tom and Phyllis Harwood, Chuck LaMantia, Lee Lichtenstein, Tim Green, Dan Metz



photo by
Chris Ingot

(from left) Monica Ingot, Victoria Lynn, Nicole Ingot, Rachel Lynn, and Kristen Ingot are all smiles at the Kane County Cougars game.

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THREE MONTHS AT A GLANCE

2004 Calendar (as of 7/15/04)

Italics = info in this issue CAPS = change

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 CONCOURS III - CUNEO CLASSIC	2	3	4	5	6	7 GINGERMAN DE
8 GINGERMAN DE	9	10	11	12	13 BOARD MEETING	14
15 RALLYE III	16	17	18 BLACKHAWK DE	19	20	21
22 AUTOCROSS IV	23	24	25	26	27	28
29	30	31	Aug 2004			
Sep 2004			1	2	3 TRAC 2004 DE PRACTICE CLUB RACE TEST & TUNE	4 CLUB RACE CONCOURS IV GOLF PARTY
5 CLUB RACE SPRINT RACES TRAC 2004 DE 	6 CLUB RACE ENDURO RACES	7	8	9	10 BOARD MEETING	11
12 RALLYE IV	13	14	15 BLACKHAWK DE	16	17	18
19 AUTOCROSS IV	20	21	22 	23	24	25
26 CONCOURS V & CHARITY EVENT	27	28	29	30		
Oct 2004					1	2 OCTOBERFEST BLACKHAWK DE
3 OCTOBERFEST BLACKHAWK DE	4	5	6	7	8 BOARD MEETING	9
10	11 	12	13	14	15	16 RALLYE V - TO NEW GLARUS, WI
17 RALLYE V - FROM NEW GLARUS, WI	18	19	20	21	22	23 CONCOURS JUDGES SCHOOL
24 WEBER GRILL SOCIAL/ BEARS GAME	25	26	27	28	29	30
31 						

Aug

- 1 *Cuneo Concours III*
- 7-8 *GingerMan DE*
- 15 *Rallye III*
- 18 *Blackhawk DE*
- 22 *Autocross IV - Lake Geneva*

Sep

- 3-6 *TRAC 2004 DE & Club Race*
- 4 *ROAD AMERICA GOLF OUTING*
- 4 *TRAC 2004 Concours IV*
- 5 *TRAC 2004 Dinner & Party*
- 12 *Rallye IV*
- 15 *Blackhawk DE*
- 19 *Autocross V - Maywood Park*
- 26 *Concours V & Charity Event*

Oct

- 2-3 *Blawhawk Octoberfest DE*
- 16-17 *Rallye V*
- 23 *Concours Judge's School*
- 24 *Weber Grill Social/Bears Game*

Nov

- 6-7 *Driving Tour in MI*
- 14 *Tech Session*

Dec

- 11 *Dinner Dance*

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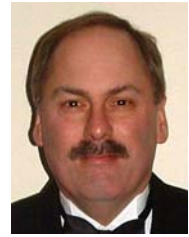
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It's Why You Bought The Car

by Jim Jacisin, President

Eighth Trip Around The Sun

The world of Porsche is ruled by favorites: favorite model, favorite year, favorite color, favorite wheels, favorite tires ... you get the idea. Yours is probably in the garage right now or at least only one lottery ticket away. The same holds true for our own Chicago Region events. And with over forty events to choose from, like the cars themselves, all of us have our favorites. Some look forward to the Concours School & Chili Tasting, some the Tech Sessions, Autocross, Rallye, Driver's Education, Potters Picnic ... just look at the calendar.

Mine? Without question The Road America Challenge, our signature Labor Day event Elkhart Lake, Wisconsin. That said, of the four days, my favorite activity is the street side concours outside of Siebkens. After spending the morning and afternoon sessions on the track, the race cars are escorted into town led by a quick police escort. Mary Anne Nowakowski tells me this year there is a new twist. The police escort will take the cars around the old road circuit that was used in the 1950's before the track was constructed, something right out of "The Last Open Road" by B.S. Levy. There, the race cars will join the true concours group for the best street & dinner festival in all Porsche-land.

You will see the legendary 962's that you saw in full song on the track parked next to a 914 or a 935 next to a 996 TT Cabrio. And it's free. If you wish to join us for dinner, drop Mary Anne a note. The cost is quite reasonable. Bring your family. Bring your camera. It is the best way I can think of to celebrate the end of summer.

Also new this year at our TRAC weekend is The First Annual Road America Golf Outing for those

interested in drives somewhere other than the track. The details may be found elsewhere in this issue.

And here is a peek into the TRAC future. I believe our future is developing the Labor Day event into a weeklong Porsche Fantasy Camp. Joining our Drivers Ed, Club Race, Golf Outing, and Concours, next year will include a Rallye on the old street course, completing a dozen or so laps at legal speeds with our bag of tricks thrown in. An Autocross surely cannot be far behind.

Speaking of rallyes, I owe our esteemed Editor drinks at Siebkens due to the Cubs winning the 2004 cross-town classic. *But*, as of this writing, my beloved White Sox are in 1st place. A small price to pay.

Looking forward...

You would think that as summer winds down, so would our schedule. It doesn't.

Our next Concours will be held at the beautiful Cuneo Estate and

Gardens. This represents the epitome of a true classic concours d'elegance. Our Porsches, tucked away in the gardens, are again joined by machinery from Alfa through Rolls Royce and back again. If you missed pre-registering, you can still register at the gate the morning of the event. The admission fee goes to charity and you get to see Pat Yanahan and Dan Gallagher in tuxedos doing final judging.

The GingerMan week-end is next, Drivers Education in the beautiful Lake Michigan resort town of South Haven, Michigan. It really is closer than you think!

My sister Cindy and I are Rallyemasters (we use that term very loosely here) for the "Driver Around the Neighborhood Rallye ... again". This is a basic time, speed, distance rallye that at times drives like an autocross as you navigate the serpentine streets of Hinsdale, Oak Brook and Elmhurst. Cindy and I didn't get lost (we live there!) and neither will you. We will Rallye again at the end of the day to



Patty and Jim Jacisin enjoying the fine Chicago summer weather at the Kane County Cougars game.

photo by Chris Ingot

McNally's Irish Pub in lovely downtown Elmhurst.

And two more driving events finish off the eighth month of the year. Our always-popular Blackhawk Series and an Autocross. We will cross the border again as Jeff Girard has us at the "High Banks" of the Lake Geneva Speedway. This promises to be another safe and quick autocross site. Can it really be Autocross IV? Can it really be August?

Looking back...

I hear from the grapevine that several of our Region members did quite well in their entered events at Parade in Fort Worth. Congratulations and thank you for representing the Chicago Region so well!

Thanks to Jeff Girard for our Autocross at the MGA Proving Grounds and thanks to our tech team of Toby Duckett and Mike Hill who keep the wheels on. Literally. Thanks again to George Schaeffer III and Chuck Bittman who keep us all on the clock. These guys work while we play. Thank them in person.

Another Blackhawk, another terrific job from the Blackhawk team. Peter Hackenson, Keith Clark and Todd

Conforti all keep the flags green. Maybe next year they will let me go out and get in their way.

Next time you see Janice and Peter Fischer, hug them, kiss them and thank them (your choice of who) for hosting the quintessential American summer picnic. Like summer, Potters Picnic goes on. Thank you A.J. Tiller for chairing this classic.

And finally, the Barnicle Affair, aka the Flagg Creek Golf Championship. Despite the risks to bodily harm and obvious lack of talent, this event continues to go on. Let's just say I'm always surprised when we're asked back each next year. Thanks Ed & Gayle Barnicle. No really.

On the personal side, our Webmaster, Greg Gulik will be leaving his "post" for all the right reasons. Greg needs to spend his time with his growing family. I have not said it enough ... thank you, Greg. If you have ever seen this website you know that he has an adventurous spirit. We all wish him well on his and his family's future adventures. So ... we are looking for a new Web Coordinator. If interested, drop me a line or see me at our events.



Greg Gulik and 'all the right reasons'

photo submitted by Greg Gulik

The 2004 Nominating Committee has been selected.

John Takehara - Chair

Chuck Bittman

Todd Conforti

James Drury

Mary Anne Nowakowski.

Believe it or not, it's time to start thinking about next season. If you have an idea for an event or would like to chair an event, contact me. If you're interested in a Board position, contact any member of the Nominating Committee.

It's still summer...grab the keys, get out there.

The Porsche Club was a big part of Harold Beach's life. He enjoyed the club and the friends he made in it. His passing has made a void in our lives but your expression of sympathy will always be remembered with deep gratitude.

Lois Beach and family



Cuneo Classic Concours 2004

Pat and Bonnie Yanahan

For the fifth year the Chicago Region, PCA is organizing the prestigious Cuneo Concours d'Elegance. Held at the elegant Cuneo Estate in Vernon Hills on August 1st, this is already promising to be the biggest and best concours in Chicago recent history. Registration is ahead of last year when we had over 150 show cars representing American and European classics as well as the finest Porsches in the Midwest.

We will place the exhibiting cars around the mansion amongst the gardens and trees, allowing all entrants to have a beautiful area in which to show their cars to the other participants as well as spectators, which last year numbered over 2,000. The food tent was moved last year to a more central area, away from the show cars and our volunteers and scoring team were moved to the central air-conditioned cabana by the pool.

We have support from numerous antique and collector car clubs in the Midwest, which will allow you to see other brands of special cars. Although we are organizing the event, we are getting support and help from our friends at these different clubs. If you have friends with special cars, please tell them about this event. Be sure to register early because we are accepting registration only up to July 23rd. Please see the event announcement in this issue of the Chicago Scene for full event details.

Lots of Help Needed

We are calling for workers, runners, scorekeepers and judges. It takes over 40 people to run this event, so we are asking for help now. If you can spare just a couple of hours helping, we can make this a special event as well as have time to enjoy the show. The grounds will be open at 7:30 am and we need traffic coordinators to spot the show cars. If you are a morning person, please call us. If you and your family are coming, we could use some runners to take score sheets to the cabana. And if you are good with numbers, Bonnie and Patti could use your help with tabulation. Finally, we are looking for judges. If you are a graduate of our Concours Judges School and would like to judge cars other than Porsches, please call. Befitting the quality of the entries, final judging will be in formal attire. There will be a continental breakfast for all workers starting at 8:00 am.

And the best news is that not only are we producing a great show, the proceeds go to a children's charity of our choice.

Please contact us as early as possible.

Pat and Bonnie Yanahan
630.887.7605
pyanahan@comcast.net

*Chicago's Premier Classic and
Special Interest Automobile Invitational*

The Cuneo
Concours d' Elegance III

*The Cuneo Museum & Gardens
1350 N. Milwaukee Ave., Vernon Hills, IL
Information: 847.362.3042
cuneo@lake-online.com*

Sunday, August 1, 2004 - 10:00 am to 4:00 pm

The Cuneo Concours d'Elegance will be hosted by the Cuneo Museum and Gardens and the Chicago Region Porsche Club. This is the thirteenth year for this major Midwest Concours de' Elegance. The lush lawns and grounds of the Cuneo Estate showcase these automobiles of classic design and styling. This event will also include mansion tours (additional charge) and musical entertainment for our guests to enjoy. Don't forget to visit the gardens and conservatory while attending the show. A registration fee of \$20 per show car is charged. Registration will close on July 23rd. A portion of the proceeds from this event will be presented to a local children's charitable organization.



Show Car Pre-Registration Required by July 23rd, Fee \$20*
PCA questions: Pat Yanahan 630.887.7605 or pyanahan@comcast.net

**Registration includes passengers in show car: all other spectators are \$5 each.
Show cars may begin arriving at 7:30 am and must be in place by 9:30 am for judging*

Please mail completed registration form and check payable to:		Concours Fee \$20 per car*	
Cuneo Museum and Gardens, 1350 North Milwaukee Avenue, Vernon Hills, IL 60061			
Name: _____			
Address: _____			
City _____	City: _____	State/Zip: _____	
Phone: (____) _____	e-mail: _____		
PORSCHE Model _____	Body style _____	Year _____	
Class A B C	D E	Novice	
Number of guests: _____			

Take Me Out To The Ball Game ...

by Chuck LaMantia

On Saturday, June 5th the Chicago Region PCA attended the Kane County Cougars baseball game against the West Michigan White Caps. The Cougars, whose home field is located in Geneva IL, are a minor league affiliate of the Oakland Athletics while the White Caps are an affiliate of the Detroit Tigers. Major league stars such as Josh Beckett and Dontille Willis (remember those names Cub fans) worked their way to the majors through Kane County.

The game was not only a sell out with a crowd in excess of 11,000 but the Porsche group was a sell out with 50 people in attendance.

Members took advantage of the special parking and brought out their sparkling Porsches. All the Porsches (actually 9 varieties of the 911 and one 944) were parked in a row getting plenty of looks as the fans filed into the stadium. Even President Jim Jacisin (a white Sox fan who admittedly is not used to such large crowds at baseball games) took a chance and parked his beautiful Boxster within a half mile of the right field foul line.

The final score (I had to look this one up) was 9 - 3 ... Cougars WIN!

The real fun was hanging out on a perfect evening with friends and

family members, especially all the kids! All enjoyed the pre game picnic of hot dogs, hamburgers and chicken sandwiches. Beverages and deserts were plentiful. The kids had a great time ... Gabrielle LaMantia and Brittney Clark found themselves constructing special keep sake boxes at the Home Depot exhibit while Anthony LaMantia and Brandon Clark spent the pre game time chasing down fouls balls.

During the game the star entertainer of the evening, Myron Noodleman, spent some time right in the middle of our seating area. Apparently the Lynn's are special fans of Myron's as Sharon and the girls could not



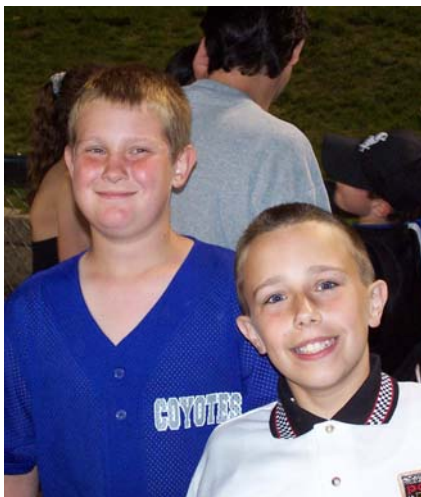
Gayle Barnicle and her sleepy grandson Michael Barrett



Brittany Clark (left) and Gabriella LaMantia



Chuck LaMantia



Brandon Clark (left) and Anthony LaMantia



(above) Ohhhhhhh, ahhhhhhh - the evening's finale!!!

photos by Chuck LaMantia and Chris Ingot



The Lynns , Scott (above left) and Sharon (above right) with Myron Noodleman

get enough of the Jerry Lewis look alike. The Barnicles had a special evening with their grandson at his first baseball game while yours truly caught (ok, it deflected off the concession stand) his first in game foul ball. No, I did not fight it away from those other 10 year kids!

Take a look at the following pictures of the cars in attendance and tell me which one does not belong! Be the first to tell me (the usual board members and coordinators and their family's are NOT eligible) at Road America and you will win a free Chicago Region hat!

Thanks to all the members for making the event a fun evening. Based on the reaction from those in attendance we will do this again next season.





August 7 - 8, 2004

South Haven, MI

The time is here again for our annual trek to South Haven, MI, home of GingerMan Raceway. GingerMan Raceway is a very challenging 1.88 mile road course with 11 turns, elevation changes, and LOTS of run off area. It is one of the safest track you can run.

Drivers will grouped based on experience, ability, type of car, and willingness to play nicely with others. Novices are welcome and will be assigned an instructor for the weekend. Novices should register early as their run groups always fill first.

It is the driver's responsibility to meet the requirements on the Chicago Region Technical Inspection form. All cars MUST pass tech inspection to be allowed on the track. Mandatory requirements for helmet and non-synthetic apparel are: a SNELL approved SA '95 or later helmet (date will be checked at the track), long sleeved shirt, full length pants, socks, and closed-toe shoes. Recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher.

Registration and tech will be open at the track on Friday, August 6th from 4:00 p.m. - 7:00 p.m. EDT and on

Saturday August 7th from 8:00 a.m. - 11 a.m. EDT. All drivers will be required to present a valid driver's license and current PCA membership card at registration.

Race/track cars, trailers and support vehicles may be securely left at the track beginning Friday August 6th through the conclusion of the event.

There will a **MANDATORY** drivers' meeting regarding safety and policy issues for the event at the track, beginning promptly at 8:00 a.m. EDT on both Saturday and Sunday mornings. Failure to attend either meeting forfeits participation in the event with no refund.

Bring your non-driving friends and family as the South Haven resort area has shopping, beaches, family entertainment, and night life.

Registration fees include Saturday evening at the track featuring, dinner and music. Extra dinner tickets may be purchased at the event.

Directions to GingerMan Raceway: From I-94 and I-196 near Benton Harbor, Michigan, go north on I-196 for 20 miles to Exit 20 (Phoenix Road). Turn right (east) on Phoenix Road 5.5 miles to GingerMan Raceway on your left.

Year/Car Make/Model Chicago Region Permanent Car Number or if none, number requested

First Driver
 Name: _____
 Address: _____
 City, State, Zip: _____
 Phone: _____
 e-mail or Fax: _____
 PCA Member _____ Region _____
 Applicant _____ Guest of _____
 Run Group: Fastest Intermediate Slow
 Prior Experience: _____

Second Driver (same car)
 Name: _____
 Address: _____
 City, State, Zip: _____
 Phone: _____
 e-mail or Fax: _____
 PCA Member _____ Region _____
 Applicant _____ Guest of _____
 Run Group: Fastest Intermediate Slow
 Prior Experience: _____

Please include number of track days per year, professional driving schools attended, and tracks driven with typical lap times.

Questions: **Jeff Girard** 815.838.3000 dukiemaxgirard@aol.com

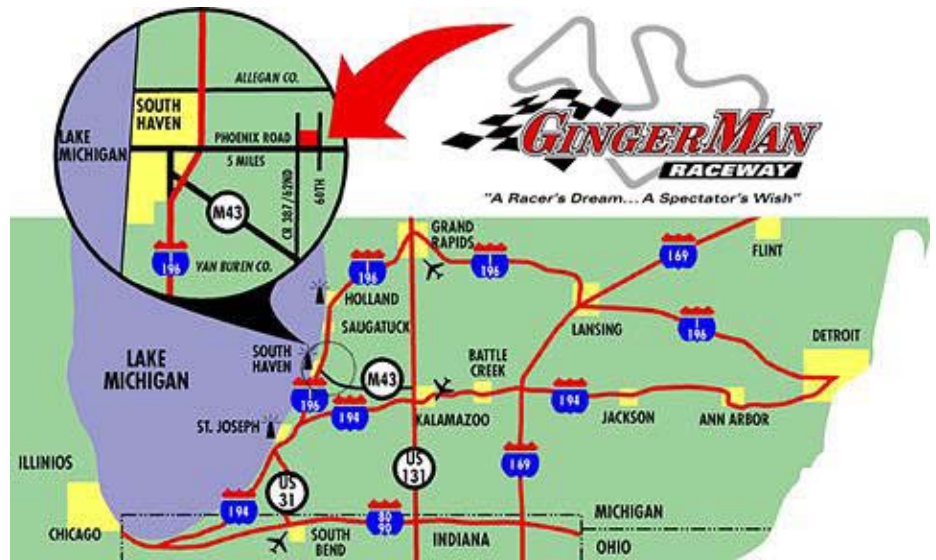
Mail Registration with check to: **Jeff Girard** Checks payable to: **PCA Chicago Region**
 17439 Woodbrook Lane
 Lockport, IL 60441-7416

Pre-registrtration Fees: Registrations received after August 4th or on-site, add \$10.00 per entrant
 1st Driver \$260.00
 2 Driver (same car) \$300.00 (must be family/affiliated member)

2 drivers/2 cars - complete separate registration forms (\$260.00 each)

**PLACES TO STAY
WHILE VISITING THE
GINGERMAN
RACEWAY AREA**

UPDATED FOR 2004



The Chicago Region has blocks of rooms at: Old Harbor Inn, Guesthouse Inn, Hampton Inn, and Lake Bluff Hotel. You must mention that you are with PCA to secure a room in the reserved blocks.

Old Harbor Inn, Inc.
515 Williams St.
South Haven, MI 49090
269.637.8480

Guesthouse Inn - South Haven
72320 Phoenix Rd.
South Haven, MI 49090
269.639.9900

Hampton Inn
04299 Cecelia Drive
South Haven, MI 49090
269.639.8550

Lake Bluff Motel Inc.
76648 11th Ave.
South Haven, MI 49090
269.637.8531

Yelton Manor Bed & Breakfast
140 North Shore Drive
South Haven, MI 49090
269.637.5220

Carriage House Bed & Breakfast
at the Park - 233 Dyckman
269.639.1776
at the Harbor - 118 Woodman
269.639. 2161
South Haven, MI 49090

Budget Lodge
09817 M-140
South Haven, MI
800.955.1831 or 269.637.5141

A Country Place Bed and Breakfast
79 North Shore Drive N
South Haven, MI 49090
269.637.5523

The Inn At HawksHead
6959 105th Ave.
South Haven, MI 49090
269.639.2146

Last Resort Bed & Breakfast
86 North Shore Drive
South Haven, MI 49090
269.637.8943

Sleepy Hollow Resort
7400 North Shore Drive
South Haven, MI 49090
269.637.1127

Victoria Resort B&B
241 Oak Street
South Haven, MI 49090
269.637.6414 or 800.473.7376

Southview Bed & Breakfast
7019 109th at I-196
South Haven, MI 49090
269.637.2552

Arundel House
56 North Shore Drive
South Haven, MI 49090
269.637.4790

Michi-Mona-Mac-Cottages
337 N. Shore Drive
South Haven, MI
269.637.3003 or 847.332.1443
Oak Cove Resort

58881 48th Street
Lawrence, MI
269.674.8228 or 630.9838025

Pigozzi's North Beach Inn
51 N. Shore Drive
South Haven, MI
269.637.6738

Sun 'N' Sand Motel
176 N. Blue Star Hwy
South Haven, MI
(269.637.2007

Sunnybrook
68300 C.R. 388, (Phoenix Road)
South Haven, MI
269.637.796

Vacation Place, Ltd.
410 Phoenix, \
South Haven, MI
269.637.6537

Americinn Inn of Douglas/Saugatuck
2905 Blue Star Highway
Douglas, MI
269.857.8581

(Editor's note: This is, by no means, a complete listing of the accommodations in the South Haven, MI area. Other area accommodations are listed on the Gingsherman Raceway and the South Haven, MI web pages.)

A Hot Lap Of GingerMan Raceway

from www.na-motorsports.com

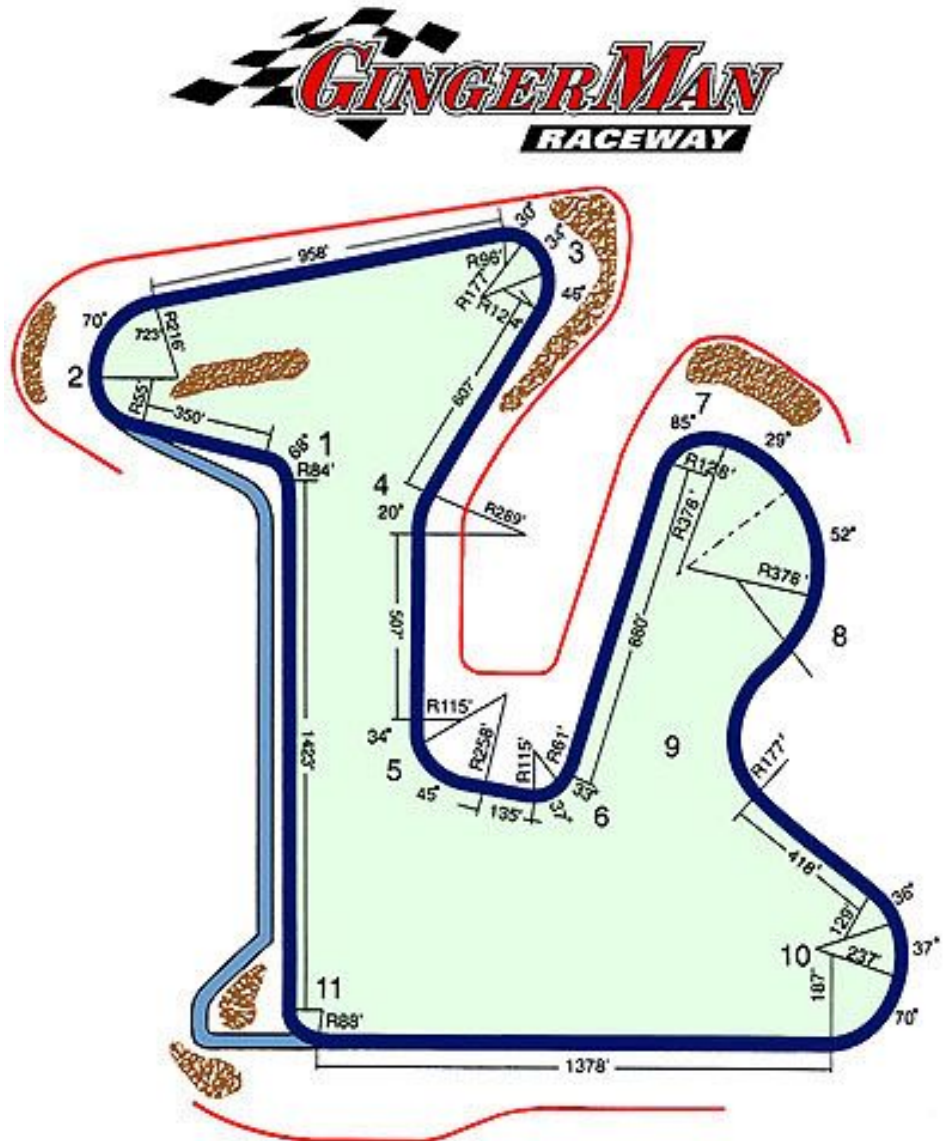
Starting on the front straight, carry speed up the straight as far as possible, but still treat turn 1 as a classic turn. Do not brake any more than necessary. Turn 1 can be taken very fast. There are some bumps in the braking area and at the turn-in point. You may want to straddle them or move in from the track edge for your turn-in.

Accelerate across the turn 1 apex to a mid-track turn-in point midway through turn 2. Brake slightly, turn in and start early acceleration in the increasing radius right hander. The uphill turn will give you more traction than you will expect. Hit a very late apex and continue accelerating hard toward turn 3. Turn 3 is a constant radius, slightly downhill 140 degree right. Do not late brake here. Set up for strong acceleration across a late apex. Be ready for the car to get light as the track drops away leaving turn 3.

Holding flat, ease to the right edge of the track coming out of turn 3. Ease left to the apex of turn 4 and straight to the right track edge approaching turn 5. Do not lift from the turn-in for 3 until you brake for turn 5.

Novices: As you start out, brake hard along the right edge of the track to slow for turn 5. Turn in and gas for a moment and brake again to slow for turn 6. From center of the bumpers on the right edge of the track, turn in and accelerate hard across a late apex on turn 6. You must get well into the bumpers on the inside of turn 6.

Experienced racers: Carry speed on the 3-5 straight almost to an early apex on turn 5. Trail brake around turn 5 to the right edge of the track to the turn-in point for turn 6. Turn in hard and accelerate across a late apex on turn 6. Novice or expert: If you find yourself on the right bumpers coming out of turn 6,



LENGTH: 1.88 MILES WIDTH: 36 FEET
DIRECTION: CLOCKWISE SURFACE: POLYMERIZED ASPHALT
VERGE: MINIMUM 2000' GRADIENT VARIATION: 40 FEET

0' 100' 200' 300' 400' 500' 600' 700'
DRAWING SCALE 1" = 350'

move your turn-in a little further into the turn and be absolutely sure you are getting well into that apex.

Turn 7 is a classic late turn-in, late apex turn, but then you keep sweeping to the right hugging the right edge of the track under full acceleration through turn 8. Hold right longer than you think you should and then cut left for a late

apex in turn 9. You cannot make up a lot of lap time here, but you can lose a bunch easily. The trick is to go as slow as you have to, to be on the left track edge under complete control coming out of turn 9, to set up for turn 10.

Turn 10 is the most important on the course. The key is early hard acceleration. Move your turn-in/

acceleration point back as far as you can. Be hard on the gas from the time you turn in. Use all the track. Hit a medium-late apex and honk down the 10-11 straight.

Turn 11 is another classic turn and the wide smooth track allows lots of speed through it. The Armco at track-out tries to intimidate. Don't let it. Carry lots of speed and use all the track. The front straight is the longest of the course, but uphill and not quite as fast as the back straight between 10-11.

Start another lap. Remember the key is to carry speed as long as possible on the straights. This makes the corners important in this sequence: 10, 11, 3, 5-6, 2, 1, 7, 9, 8. Refine your driving in this order for the fastest improvement in lap times. Good luck. You will have fun!



maps and photo from www.gingermanraceway.com



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Membership News

by Van Miller, 2004 Membership Coordinator and Debby and Ed Leed, Membership Database

July 2004 New Members

Welcome! We hope to see you at an event soon!

Jason Bemis Heidi Bemis Sheboygan, WI 1986 944 Turbo	Bob Grossfeld Aaron Grossfeld Chicago, IL 1987 944 Turbo Coupe	Chuck May Terry May Westmont, IL 1985 Carrera Coupe	Paul Russo Laura Russo Lincolnshire, IL 2001 Boxster
Timothy Brennan Len Tamburro Hammond, IN 2003 Boxster	Liam Henry Anna Henry Chicago, IL 1986 911 Coupe	Todd Mintz Highland Park, IL 2001 996 Cab	Craig Smid Jason Smid Plainfield, IL 1986 944 Turbo
Richard Kirk Cannon Meryl Cannon Barrington Hills, IL 1989 911 Speedster	Ralph Hunter Christine Hunter Geneva, IL 2000 911 Cab	Howard Newman Susan Newman Chicago, IL 2003 911 C4S	Joy Strid Greg Strid Wheaton, IL 2000 Boxster
Chad Crosley Clark Crosley Aurora, IL 1986 951 Coupe	Gary Kachadurian Peter Kachadurian Hinsdale, IL 2003 GT2	Paul Nice Griffith, IN 1980 911SC Targa	Robert Taylor Vincent Taylor Plainfield, IL 2003 Boxster
Dean Galloway Peter Galloway Lake Bluff, IL 2003 996 C4 Cab	Jim King Wheaton, IL 1995 911 Cab	John O'Leary, Jr. John H. O'Leary River Forest, IL 1998 911 Cab	Nectarios Vryzas Chris Efremidis Arlington Heights, IL 1999 911 C2
Knut Gjermstad Sandra Gjermstad West Dundee, IL 1997 993 TT	Will Lutman Lynne Lutman Lake Zurich, IL 1974 914 Targa	Vince Pavlicek Susan Cook St. Charles, IL 1990 911 C2	Doug Withington Chicago, IL 1966 911 Coupe

August Anniversaries

S THOMAS GRUNNAH	JUDITH K GRUNNAH	1996	DONALD M LARSON	DONALD E LARSON	1991
GLENN E JOHNSON	DEBBIE JOHNSON	1971	MARK SQUITIERI	DEBRA SQUITIERI	1991
CRAIG L WILLIAMS	ANA KOVAL	1972	ANTONIO J VENEZIA	JOAN VENEZIA	1991
DAN E BACIN	LINDA L BACIN	1980	RANDY L KRUP	CAROL A KRUP	1992
JAY R NOVICK		1980	SCOTT MUSSER	BETH MUSSER	1992
VICTOR F HARRIS	VALERIE A HARRIS	1981	MICHAEL E THOMPSON	MARSHA THOMPSON	1992
ANTHONY P KOUFOS		1982	TIM R WIESE	SAMANTHA WIESE	1992
WILLIAM J SAMP	DEBRA L SAMP	1982	GREG MAC DONALD	JEAN MAC DONALD	1993
ANTHONY J SCIACCA	JOYCE SCIACCA	1983	GEORGE W PAUL		1993
WILLIAM C LINDOO	RHONDA F LINDOO	1987	LESLIE W CLEMONS		1994
ROBERT DAVIS	BETTY DAVIS	1988	DANIEL E DALY	DEBORAH R DALY	1994
THEODORE J ROSEMAN	JUDITH ROSEMAN	1988	ANDREW J DISCHER	MELANIE DISCHER	1994
TODD L CONFORTI	ANN CONFORTI	1989	ROBERT DOUGLAS		1994

Anniversaries ...

LAWRENCE A HICKS	LOIS K HICKS	1994	HENRY A DEUTSCH	PAM DEUTSCH	1999
STEVE A HRISTAKOS		1994	W ROGERS FADEN	MATT FADEN	1999
JEFFREY R MAYERI	TANYA CHAVEZ	1994	KENNETH W JOHNSON		1999
GREGORY P SHUTT		1994	CHARLES A MARSICEK	FRANCES M MARSICEK	1999
PHILIP BROWN		1995	STEPHEN C MC GUE	JULIE R MC GUE	1999
HOWARD G NELSON		1995	WILLIAM NEMEC		1999
RAY SHEI	JANET SHEI	1995	BRIAN D RINK	DAVID L RINK	1999
PAUL J WIBLE	DAN WIBLE	1995	T J SCOTT	BETTY JANE LAU	1999
JODY LIFT		1996	CRAIG SHIELDS	RUSS BURKE	1999
JOHN D MILLER	DONNA LEWIS	1996	MICHAEL SHOFFNER		1999
RICHARD J SWIDERSKI	BARBRA SWIDERSKI	1996	T ANDREW WINTERBOTTOM	SUSAN WINTERBOTTOM	1999
MELL WOSTOUPAL	ILENE WOSTOUPAL	1996	WILLIAM M BRADLEY	MICHAEL BRADLEY	2000
ROBERT J DANKO		1997	RICHARD R CANTORE	DEBRA CANTORE	2000
DENIS GORACZNAK	NANCY GORACZNAK	1997	MARTY L FLASKA	ELISSA FLASKA	2000
JOHN K HOLTON	DEBORAH W HOLTON	1997	DIANNE A HUDSON	MICHAEL HUDSON	2000
JAMES A LYNCH	MICHELE LYNCH	1997	NICKI KING	ROB KING	2000
WES NOWAKOWSKI	MARY ANNE NOWAKOWSKI	1997	ROBERT MARCONI	LYNN MARCONI	2000
JOSEPH D BATTISTA	BRENDA BATTISTA	1998	JIM MIROCHNIK	AMY CRAMER	2000
JOHN H CALHOUN	PETER CALHOUN	1998	JOSEPH B ONGENARS		2000
BABY A D CHAPMAN	JAREK CIESLIK	1998	GARY SCHROEDER	ANN MARIE SCHROEDER	2000
DANIEL J LARSON	JOYCE LEAR	1998	PAUL L SHERIDAN	HOLLY SHERIDAN	2000
WILLIAM T PRASSAS	HELEN PRASSAS	1998	ALBERT J SUDZUS	MARK SUDZUS	2000
MICHAEL REED		1998	TOM THOMPSON	KRISTI MOEN	2000
PHILIP P CLARKE	CYNTHIA CLARKE	1999	SHIRLEY A BAYLIFF		2001
PATRICK J CONNELLY	LINDA H CONNELLY	1999	JAMES BOYCE	GINGER BOYCE	2001
			LOU CAPRA		2001
			ANGELO N CASTANZA	VICKY CASTANZA	2001

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MICHAEL HEAVEY	BILL STYCZYNSKI	2001	COLIN GIBSON	2003
KEN KASS	DENISE KASS	2001	GREG KRITZ	2003
PHILLIP KWETON	BENJAMIN KWETON	2001	KEVIN P MORGAN	2003
ALEX MARKOV	TED SCHWARTZ	2001	CHRISTIAN J NALLS	ANNA NALLS 2003
TERRY MCKENNA	MARGARET MCKENNA	2001	ROBERT A PHILPOTT	JOANNE PHILPOTT 2003
ROBERT S MINTZ	KATHRYN MINTZ	2001	JEFFREY L PICCIRILLO	BETTY PICCIRILLO 2003
JOE NOVICKI	JUDY NOVICKI	2001	RYAN M ROSENTHAL	JOANNA ROSENTHAL 2003
BRYAN OLIS	JERI OLIS	2001	MANNY C SCHIOPU	CECILIA SCHIOPU 2003
WESLEY S SWANSON	ANNE SWANSON	2001	CHAD SCHWAGER	2003
GEORGE ABRAMS	JOHN FOLEY	2002	KENNETH D SOCH	MARY ELLEN SOCH 2003
JERRY ELSNER	DIANA ELSNER	2002	TRAVIS R STOUB	VALERIE STOUB 2003
CHRISTOF HEISSER	VICKI JARVIS	2002	BRIAN R TOTH	2003
MAGGIE KIEP	ROBERT KIEP	2002	DOUG WAKELEY	PATTY WAKELEY 2003
TIMOTHY J MC CARTHY	CHRIS MC CARTHY	2002	TRISTAN J WHITEHEAD	SHARON WHITEHEAD 2003
PHILLIP W SEMMER	SHARON R SEMMER	2002	RAYMOND P ZILINOIS	2003
JOSE J GARCIA BERTRAN		2003		

CHANGE OF ADDRESS

Name(s)

Old Address

NEW ADDRESS

Home Phone

Fax

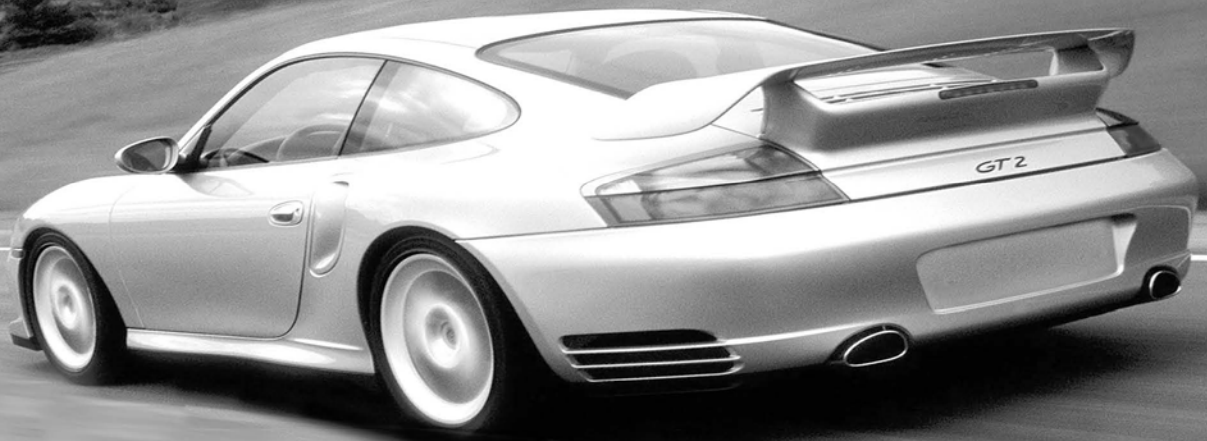
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Because Autobahn Country Club has two tracks that can run simultaneously, Members will have access to the track, (North or South), that is not being rented on that day. Groups will be set on a daily basis by the Track Manager who will accommodate the different types of cars and bikes as well as driver experience. So whether you are a racer or someone who wants to learn, Autobahn Country Club is the place for you. *Drive Fast. Be Safe.*

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We are located 2.5 miles west of Chicagoland Motor Speedway in Joliet, Illinois

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2004**



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Drive Around the Neighborhood Rallye III

What could be more simple than a Sunday drive around town?



On **August 15th**, start your Rallye with coffee at **McDonald's** in Hinsdale. Not any McDonald's, but a flagship designed to replicate the neighboring historic Graue Mill on Salt Creek.

Hinsdale McDonald's is located at **935 York Road** in **Hinsdale**, just north of Ogden Ave. Please use the north parking lot adjacent to the restaurant for Rallye car staging.

- 10:30 am: Registration opens**
- 11:30 am: Drivers Meeting**
- 12.01 pm: First car off**
- 3:30 pm: Every Club Member is welcome to join us for dinner, a Post Rallye critique and awards at McNally's Traditional Irish Pub in Elmhurst**



We will Rallye our way through the beautiful tree lined streets and homes of Hinsdale, Oak Brook and Elmhurst where we will Rallye again at **McNally's Traditional Irish Pub** at 3:00 pm.

McNally's Traditional Irish Pub is located at **122 S. York Road** in downtown **Elmhurst**, just south of the Metra tracks 630.941.7100 www.mcnallysirishpubs.com



Questions: Call Jim Jacisin 630.279.4835 email: james@design-dept.com or Cindy Jacisin 708.562.6353 email: jacisiC@VANKAMPEN.com

There are opportunities available for any non-rallyists who wish to join the fun and volunteer to staff a check point ... on-the-spot training

Please make checks payable to: PCA Chicago Region and send with registration form:
c/o Jim Jacisin 508 Rex Blvd. Elmhurst, IL 60126

Rallye Fee: \$20 early registration per car.
On site Fee: \$25 with difference going to our Chicago Region Charity.

Driver: _____

Navigator _____

Phone _____ Email _____

Region _____ Member Number _____

Car Model & Color _____

SOP or Equipped _____ 1st Rallye? _____

Blackhawk - First Friday

by Brent Johnson

What began with a wet track matured into a beautiful day at Blackhawk Farms for a new tradition – a DE event at Blackhawk on a Friday!!! The event was well attended and novices made up the majority of groups. In spite of a couple of off track excursions and one inversion, the record of injury free Blackhawk DE events remains intact.

Andrew Johnson has participated in a handful of DE events in the past and he was lucky enough to pick the short straw and inherited me as an instructor. He drives a 993 club racer and we both had a learning experience the first couple sessions.

All in all, First Friday at Blackhawk was a smashing success in spite of tornado warnings during dinner.

(top) Andrew Johnson and his beautiful yellow 993.

(right middle) On grid

(bottom right - from left) Ron Risch, Mark Palmer, Joel Johnson, Kurt Konrath, and Dave Swanson

(bottom left) Scott Origer's 1996 993

photo on this page by Brent Johnson





Brent Johnson's 1997 993

Todd Conforti (1993 911 RSA)
follows Ken Malo (1996 993)
through the turn



photos on this page by Jim Dvorak



Mark Palmer's 1985 911



PCA CHICAGO REGION 2004 DRIVERS' EDUCATION EVENTS

Drivers' Education is a medium to high speed (top speeds can be from 90-130 mph) event on a closed course (race track). Multiple cars are on the track simultaneously with tightly controlled passing rules. No racing is tolerated. This is not a timed event, and there is no competition. Both classroom and in-car instruction, utilizing approved PCA Instructors, are an integral part of these events. Skills practiced include choosing the optimal path around a road course, controlling a vehicle at its cornering limits, slowing a vehicle, and utilizing controlled situations to improve understanding of vehicle dynamics. Please check the latest issue of "Chicago Scene" for event locations and starting times.

CHICAGO REGION DRIVERS' EDUCATION VENUES

Blackhawk Farms Raceway: 1.8 mile road course with 7 turns, located in South Beloit, IL

GingerMan Raceway: 1.88 mile road course with 11 turns, located in South Haven, MI

Road America: 4 mile road course with 14 turns, located in Elkhart Lake, WI

DRIVERS' EDUCATION 2004 EVENT SCHEDULE

- | | |
|---|--|
| ✓ Saturday, August 7 & Sunday, August 8 | GingerMan Raceway Drivers' ED |
| ✓ Wednesday, August 18 | Blackhawk Drivers' ED |
| ✓ Friday, Sept. 3 thru Monday, Sept. 6 | Road America Drivers' ED Labor Day Weekend |
| ✓ Wednesday, September 15 | Blackhawk Drivers' ED |
| ✓ Saturday, October 2 & Sunday, October 3 | Blackhawk Oktoberfest Drivers' ED |

DRIVERS' EDUCATION EQUIPMENT REQUIREMENTS

REQUIRED:

- ✓ 1995, or later, SNELL SA approved helmet. (No M rated Motorcycle Helmets)
- ✓ Full length pants, long-sleeved shirt, and socks of non-synthetic materials
- ✓ Full shoes. No bare feet, sandals, open toed or thick-soled shoes
- ✓ Original factory installed belts for Novice, C & B2 run groups
- ✓ 6 point harness system with stock seat (H strap without harness bar) - or - race seat and 5 or 6 point harness system for all other classes and Class B at Road America
- ✓ Harness and seats must be similarly equipped for driver and instructor side
- ✓ Refer to 2004 Tech Inspection Sheet for additional information and requirements

RECOMMENDED:

- ✓ Competition brake pads and fluid
- ✓ Driving suits, driving shoes, neck collar, and gloves made of fire resistant materials
- ✓ Fire extinguisher

RECOMMENDED FOR MORE ADVANCED DRIVERS/FASTER CARS:

- ✓ Roll bar or roll cage
- ✓ DOT approved race tires (e.g. Hoosier or G Force)



Blackhawk Drivers' Education WEDNESDAY, AUGUST 18th

PCA CHICAGO REGION

Here it is, the THIRD Wednesday event at Blackhawk. As you know, Blackhawk is a great road course close to home in Rockton, Illinois. Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

Mandatory clothing for all drivers at this event includes: a Snell SA 1995 or 2000 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, driving shoes and a protective neck brace all made of Nomex or similar fire-resistant material, as well as a 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 and your car do 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 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 Year 2004 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!

Blackhawk Concession Stand serves breakfast from 9 a.m. until 10 a.m., 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.

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

For more information on Track Events, Schedules, Tech & Safety Requirements go to www.PCA-Chicago.org

For more Blackhawk information go to www.namotorsports.com/Tracks/Blackhawk.html.

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.

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail
(circle ALL applicable) Member Non-Member Guest of: _____

Run Group:
[Instr/Red] [A/Black] [B1/White] [B2/Yellow] [C/Green]

Prior Experience: _____

Second Driver (same car)

Phone

E-mail
(circle ALL applicable) Member Non-Member Guest of: _____

Run Group:
[Instr/Red] [A/Black] [B1/White] [B2/Yellow] [C/Green]

Prior Experience: _____

Pre-registered Entrance Fees received by August 16, 2004:

Member First Driver - \$160	\$ _____
Family Member-2nd Driver - \$80 *	\$ _____
Non-Member - \$170	\$ _____
Registration received after August 16th, or On site registration add \$10	\$ _____
Total	\$ _____

* The \$80 fee only applies to 2nd family member who drives the same car as the first driver. A non-member = \$160

Make check payable to: PCA- Chicago Region

Mail to:

Todd Conforti - Blackhawk Drivers' ED Registrar
553 West Carboy Road
Mount Prospect, IL 60056

(847) 382-9653 home (847) 952-0070 work
e-mail: tlcontrols@aol.com
fax: 847-952-1261

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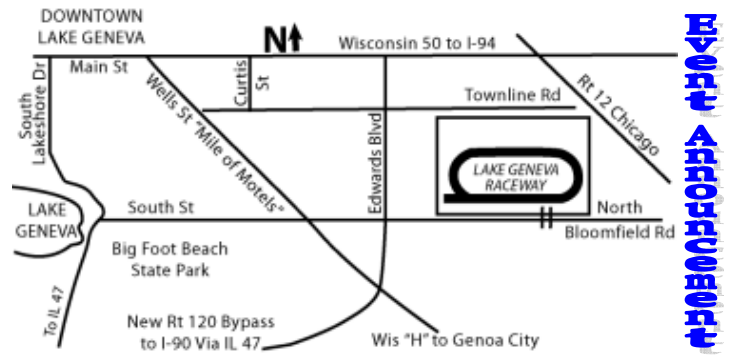
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Autocross IV

August 22, 2004



LAKE GENEVA RACEWAY

- 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

Directions to Lake Geneva Raceway

- From I-94, exit Highway 50 (Lake Geneva Exit).
- West (about 20 miles) to 3rd stoplight/"H" in Lake Geneva
- Left on H to 2nd STOP sign (Bloomfield Road)
- Left on Bloomfield for 1/2 mile to Lake Geneva Raceway

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	

Questions: Jeff Girard 815.838.3000 dukiemaxgirard@aol.com

GENERAL RULES: Required - Snell 1990 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

	Member	Guest**
Driver #1 _____		
_____		Phone number

Car Model	Chicago Region Permanent #		
		Member	Guest**
Driver #2 _____			
_____			Phone number
Car Model	Chicago Region Permanent #		

** _____	Total enclosed _____
Guest of	Member MUST be present
	Checks payable to PCA Chicago Region



The Chicago Region's TRAC 2004

Road America in Elkhart Lake, WI

Friday, September 3rd - Monday, September 6st

12th Annual PCA Club Race Drivers' Education Concours Dinner Party *Golf Outing*

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.

Club Racers - Friday optional "Test & Tune Day", Saturday practice and Fun Race, Sunday Sprint Races, and Monday 90 minute Enduro Races.

TRAC 2004 Concours, Dinner and Party - Saturday evening, September 4th, at Siebkens Resort in Elkhart Lake.

TRAC 2004 Drivers' Education Registration form is available in the current issue of the Chicago Scene, at www.pca-chicago.org, from the registrar at 847.929.1831 or nowakowskim@permapipe.com. Drivers ED Registration is now open. Drivers ED Registration will close August 28th.

TRAC 2004 Club Race Registration form is available in the current issue of the Chicago Scene, at www.pca-chicago.org, from the registrar at 847.604.4795 or TRAC2004CR@aol.com. Club Race Registration forms may be returned to the TRAC 2004 Club Race registrar with a postmark date NO EARLIER than July 12st.

Registration confirmations for TRAC 2004 Drivers' Education and Club Race participants, the tentative TRAC 2004 Schedule, and a copy of the *Rules of Road America* will be sent via email or US-Mail. Please read the *Rules of Road* carefully before you arrive at the track to ensure that you, as well as your guests and crew, are in full compliance. All TRAC 2004 Drivers ED and Club Race participants should note that their cars cannot exceed the maximum Road America noise restriction level of 108 decibels. On August 15th 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.

Not driving, but still want to be part of the event? Volunteer to help and you'll have concours and dinner on us!. All TRAC 2004 participating drivers and volunteers will have their TRAC 2004 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 evening. Road America will allow participants to camp on the grounds for a fee of \$50 for motorhomes. Electrical hook-ups will also be available for \$20. 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 form. The amount listed on the registration forms is for 3-day rental of a 2-person cart. 4-seat, utility, and 4-day rentals are also available for an additional fee. Contact the Registrars via e-mail for pricing, prior to mailing in your registration. Please note that you will be responsible for any damage and a minimum age of 16 years is required to operate the carts.

Additional **TRAC 2004** information is available on the **24-hour Information Hotline at 847.604.4795**. You may also contact any of the Road America committee members between 6:00 PM and 8:00 PM CDT.

This is the best PCA event of the year so register now!

See you at **TRAC 2004 at Road America!**

Pete Hackenson
Keith Clark

TRAC 2004 Event Chairman
TRAC 2004 Event Co-chairman

The Road America Challenge 2004 Committee Members

Pete Hackenson	Event Chairman	847.604.4795	roadam.pca-chicago@comcast.net
Keith Clark	Event Co-Chairman	630.690.3381	ClarkFNflying@aol.com
Chuck LaMantia	Event Coordinator	630.510.7418	claman1022@msn.com
AJ Tiller	Volunteer Coordinator	708.957.8262	AJ2ManyCars@aol.com
Susan Shire	Club Race Registrar	847.604.4795	TRAC2004CR@aol.com
Mary Anne Nowakowski	Drivers ED Registrar	847.929.1831	nowakowskim@permapipe.com
John Ruther	Chief Driving Instructor	847.304.5515	chief_instructor@pca-chicago.org
Toby Duckett	Tech Coordinator	630.248.7680	Toby@mc2fyi.com
Todd Conforti	Safety Coordinator	847.382.9653	TLControls@aol.com

DRIVER MEDICAL INFORMATION for DRIVERS EDUCATION TRAC 2004
 For second driver, please photocopy this sheet, complete, and submit with event registration form

Name _____ Age _____ Birth Date _____

List any medication currently used (including eye drops) _____

Contact lenses? Y N Last tetanus shot date _____ Blood type _____

Allergies (including asthma, hay fever, medications or drugs) _____

List any current Medical Conditions _____

Describe any medical changes since your last physical _____

Physician's Name _____ Phone _____

NOTE: This information is kept confidential and is to be utilized only in the event of a medical emergency. This form will be destroyed after the event.

POLICIES: This registration form must be signed. Your signature below signifies acceptance of these policies.

- The PCA Chicago Region reserves the right to deny registration for or attendance at this event or request the removal from this event of any person as it sees fit.
- Incomplete Registration forms will not be accepted and will be returned with no registration place held. Late fees will apply.
- Road America requires that we exit the track by 7:00 pm Monday, September 6, 2004.
- The PCA Chicago Region's policy regarding fees incurred and damage caused at the track is that the party or parties responsible will be required to reimburse Road America for any fees or physical damage caused to the track, its facilities, or its equipment including (but not limited to) the clean up and removal of any spilled oil, coolant, brake fluid, discarded tires, or late exit. These are not covered in your registration fee.
- I agree to indemnify and hold harmless the organizers of this event and their agents with respect to the condition and preparation of my car or any subsequent failure or damage to my car or its occupants as a result of 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 known physical or mental problems which might jeopardize others or myself if I participate in this event.
- I give permission to any hospital, medical institution or physician to furnish any information necessary for treatment regarding my condition.

Signature _____ Date _____

In Case of Emergency Notify:

Name _____ Phone/cell phone/pager _____

Relationship _____ At track? Y N At local hotel? (name) _____

DRIVERS' EDUCATION FEE SCHEDULE TRAC 2004

	EARLY REGISTRATION <i>Postmarked by 8/6/04</i>	LATE REGISTRATION <i>Postmarked after 8/6/04</i>
First Driver		
_____ Friday, Saturday & Sunday	\$ 300.00	\$ 325.00
_____ Monday	\$ 50.00	\$ 50.00
Second Driver (family or affiliated PCA member only)		
_____ Friday, Saturday & Sunday	\$ 150.00	\$ 175.00
_____ Monday	\$ 50.00	\$ 50.00
Second Driver (non-family / non-affiliated PCA member, non-PCA member)		
_____ Friday, Saturday & Sunday	\$ 300.00	\$ 325.00
_____ Monday	\$ 75.00	\$ 75.00

NO REFUNDS FOR CANCELLATIONS AFTER AUGUST 14, 2004

A \$25.00 Processing Fee per driver will be deducted from all refunds.

CANCELLATIONS MUST BE IN WRITING

Driver(s) Fees		\$ _____
Extra shirt(s) S M L XL XXL XXXL	# _____ @ \$ 25.00 EACH	\$ _____
Extra Dinner Tickets Adult	# _____ @ \$ 25.00 EACH	\$ _____
Child (12 and under)	# _____ @ \$ 10.00 EACH	\$ _____
Golf Cart Rental* (3 day rental of 2 seat cart)	# _____ @ \$ 225.00 EACH	\$ _____
Golf Cart Rental* (3 day rental of 4 seat cart)	# _____ @ \$ 300.00 EACH	\$ _____
Make checks payable to PCA Chicago Region (No credit cards accepted) TOTAL enclosed		\$ _____

*2-day, and 4-day rentals are also available for an additional fee. Contact Registrar via email for pricing, prior to mailing in this form.

Mail this two page pre-registration form and check payable to PCA Chicago Region to:

Mary Anne Nowakowski, TRAC 2004 DE Registrar
 527 South Rammer Avenue
 Arlington Heights, IL 60004

NO REGISTRATIONS ACCEPTED AFTER AUGUST 28TH



Concours Four

Siebkens Resort, Elkhart Lake, WI

September 4, 2004

This is **THE PLACE** to begin your Labor Day Weekend ... at the **BEST PARTY** in PCA ... the **TRAC 2004 CONCOURS** held streetside at Siebkens Resort in Elkhart Lake, WI.

- 3:00 pm Concours participants may begin parking & final prep on the closed street outside Siebkens Resort
- 3:30 pm Judging begins streetside for Non-Race Car Concours Entrants
- 5:45 pm Race Cars are police escorted from Road America into Elkhart Lake
- 6:00 pm Judging begins streetside for Race Cars. Let the dinner and party begin!
- 7:00 pm Concours trophy presentation
- 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

Race Car Exhibition: Class for all participating PCA Club Race and Drivers ED Cars. No entry fee required.

Questions and R.S.V.P. with registration form and check to: Ron Bean 847.835.5265 (before 9:00 pm)
 786 Vernon rbean@stagnito.com
 Glencoe, IL 60022

Concours Fee \$20.00 per car

Please make checks payable to PCA Chicago Region

TRAC 2004 Race & Drivers ED participants and volunteers are FREE

Concours Entrant _____ phone _____ e-mail _____

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



PCA CHICAGO REGION presents
TRAC 2004 CLUB RACE at Road America

September 4 - 6, 2004

Pete Hackenson - TRAC 2004 Chair
 Keith Clark - TRAC 2004 Co-chair

DO NOT WRITE IN THIS BOX Registrar Use Only	
Car Number	Race Group
Race Class	2 Driver car?
Sprint	Enduro

CHICAGO REGION CLUB RACING

This event is held under the current PCA Club Racing Rules

No confirmations will be mailed. All confirmation, Orientation Meeting, and schedule information will be posted on the Chicago Region webpage www.pca-chicago.org beginning August 15, 2004. Race run group and car # information will be posted as available.

Driver's name _____ e-mail address _____

Street address _____ Evening Phone (with Area Code) _____

City, State, Zip _____ Day phone (with Area Code) _____

Shirt Size (circle) S M L XL XXL XXXL _____ Fax (with Area Code) _____

PCA Region _____ Car # request: 1st _____

PCA Membership # _____ 2nd _____

PCA Membership Expiration date _____ 3rd _____

I am (circle) SPRINT PRIMARY DRIVER SPRINT CO-DRIVER Name of Primary Driver: _____

ENDURO PRIMARY DRIVER ENDURO CO-DRIVER Name of Primary Driver: _____

2nd Driver registered for this car? (circle) No Yes Sprint ONLY Enduro ONLY Sprint AND Enduro

2nd Driver Name _____

(2nd Driver please copy and complete this page. Please submit with Primary Driver Registration Form)

ALL Club Racing entrants must have a current PCA Club Racing License

PCA Club Racing License Status: (circle) FULL Rookie Candidate Rookie 1st Time Provisional* Provisional

*Completed license application must be received by the Club Racing Program Coordinator's Office three weeks prior to this event

Attending Friday Night Orientation Meeting? (circle) Yes No **Rookie Candidates and 1st Time Provisionals **must** attend the Orientation Meeting.

Porsche Model _____ Year _____ PCA Club Racing Class _____

Color _____ Car Weight _____ Engine Displacement _____

(circle) Stock Prepared GT AMB Transponder # _____

Will you participate in Saturday Evening TRAC 2004 Concours Special Exhibition Class? (circle) No Yes Race car Other

RACER MEDICAL INFORMATION: This completed Medical Information must be submitted with your registration form and entry fee. You will not be permitted to register or race without this information on file with the Chicago Region Club Race Registrar. This information will be kept confidential, will be utilized ONLY in the event of a medical emergency, and will be destroyed after the event.

Age _____ Circle any that apply: Contact Lenses Diabetic Asthmatic Dentures Epileptic

Blood Type _____ Last Tetanus shot date _____

Allergies (including insect bites, hay fever, medications or drugs) _____

List any current Medications: _____

Describe any medical changes since your last PCA physical? _____

Physician's Name: _____ Phone (with Area Code) _____

In Case of Emergency, Notify: _____ Relationship: _____

Phone, cell phone (with Area Code) _____ At track (circle) YES NO Local hotel:

REGISTRATION /
 CANCELLATION

PLEASE Initial

REGISTRATIONS POSTMARKED PRIOR TO JULY 12, 2004 WILL NOT BE ACCEPTED.

\$25.00 FEE PER DRIVER FOR ALL CANCELLATIONS (MUST BE IN WRITING)

NO REFUNDS OR CANCELLATIONS AFTER AUGUST 15, 2004

PLACES TO STAY WHILE VISITING ROAD AMERICA IN ELKHART LAKE, WI

UPDATED FOR 2004

52 Stafford – An Irish Guest House
Plymouth, WI – 920.893.0552

The American Club
Kohler, WI – 800.344.2838

AmericInn Motel - Plymouth
Plymouth, WI – 920.892.2669
*Mention Chicago Porsche Club
for Block Reservation Rates*

AmericInn Motel/Suites
Sheboygan, WI – 920.208.8130

Baymont Hotel, Plymouth, WI.
920-893-6781 (NEW)
*Mention Chicago Porsche Club
for Block Reservation Rates*

Baymont Inns
Sheboygan, WI – 920.457.2321

Best Value Parkway Motel
Sheboygan, WI – 800.341.8000

Blue Harbor Resort
Sheboygan, WI.
866-701-2583 (NEW)
*Mention Chicago Porsche Club
for Block Reservation Rates*

Breeze Inn to the Chalet Motel
Mequon, WI – 414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI – 920.451.0644

Comfort Inn
Sheboygan, WI – 800.228.5150

Grand Hotel
Sheboygan – 920.458.1400

Harbor Winds Hotel
Sheboygan, WI – 920.452.9000

Hillwind Farm B & B
Plymouth, WI – 877.892.2199

Holiday Inn Express
Sheboygan, WI – 920.451.8700

Imperial Motel
Sheboygan, WI – 920.458.3578

Inn on Woodlake
Sheboygan, WI – 800.919.3600

Krupp Farm Homestead B&B
New Holstein, WI – 414.782.5421

Lakeland College
Howards Grove, WI – 920.565.1248

The Osthoff
Elkhart Lake, WI – 800.876.3399
*Mention Chicago Porsche Club
for Block Reservation Rates*

Pinehurst Inn
Sheboygan Falls, WI – 920.467.4314

Plymouth Inn
Plymouth, WI – 920.893.5623

Ramada Inn Downtown
Sheboygan, WI – 800.909.8770

Riverview Spa Suites
Sheboygan, WI – 920.451.9576

Rochester Inn
Sheboygan Falls, WI – 920.467.3123

Safe Harbor Inn
Fond du Lac, WI – 920.923.0223

Saukville Super 8 Motel
Saukville, WI – 414.284.9399

Select Inn Fountain Park
Sheboygan, WI – 800.909.8770

Sheboygan Super 8 Motel
Sheboygan, WI – 920.458.8080

Siebkens Resort
Elkhart Lake, WI – 920.876.2600
*Mention Chicago Porsche Club
for Block Reservation Rates*

Victorian Village
Elkhart Lake, WI – 920.876.3323
*Mention Chicago Porsche Club
for Block Reservation Rates*

Windy Mare
Kiel, WI – 920.894.2284

Wisconsin Aire Motel
Random Lake, WI – 920.994.4501

Yankee Hill Inn B & B
Plymouth, WI – 920.892.2222

Campgrounds

Cedar View Camper Rentals
Kiel, WI – 920.894.7884

Hoef't's Resort Campground
Cascade, WI – 920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI – 920.892.4252

Mark & Dean's Camper Rental
Kiel, WI – 800.894.7181

Westward Ho Camp Resort
Glenbeulah, WI – 920.526.3407

Elkhart Lake Information & Booking available private Houses

Elkhart Lake Tourism Commission and the Elkhart Lake Area Chamber of Commerce

41 E. Rhine St.,
Elkhart Lake, WI 53020
920 876-2922
Toll Free - 1 877-ELKHART
elcoc@excel.net

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PORSCHE



★ IN STOCK/IN-BOUND PORSCHEs ★

- '04 C2 Cabrio - Tip Midnight Blue/Graphite!
- '04 Boxster - 5spd AeroKit!
- '04 Boxster "S" - Tip Artic Silver/Black!
- '04 Boxster - 5spd White/Black!
- '04 Boxster - 5spd Speed Yellow/Black!
- '04 Boxster "S" - 6spd Guards Red/Graphite!
- '04 Boxster "S" - 6spd Artic Silver/Black!
- '04 911 Cabrio - Tip Blue/Graphite!
- '04 911 Cabrio - Tip Speed Yellow/Black!
- '04 911 C4S - 6spd Black/Black!
- '04 C4S Cabrio - 6spd Artic Silver/Black!
- '04 C2 Cabrio - Tip Carmon Red/Savanna!
- '04 C4S Coupe - 6spd Guards Red/Black!
- '04 C2 Coupe - "Aero" Midnight Blue/Graphite!
- '04 C4S - 6spd Seal Grey/Black!
- '03 Boxster "S" - 6spd Midnight Blue/Graphite!

GIANT SELECTION OF CAYENNES IN STOCK

**STARTING IN THE
LOW \$40s!**

★ CALL FOR UPDATED PRE-DRIVEN INVENTORY ★

- '04 Cayenne "S" - 1K Miles \$54,500
- '04 Cayenne "S" - 8K Miles \$49,900
- '03 911 Turbo - 8K Miles \$106,900
- '03 911 Cabrio Tip - 800 Miles \$69,900
- '02 911 Coupe - 16K Miles \$58,900
- '01 911 Cabrio C4 Tip - 19K Miles INQUIRE!
- '01 911 Coupe Tip - 19K Miles \$53,900
- '01 911 Coupe Tip - 32K Miles \$52,500
- '01 Boxster "S" - 19K Miles - AeroKit \$37,900
- '01 Boxster - 19K Miles \$31,900
- '00 911 C4 Coupe 6spd - 37K Miles \$45,900
- '00 Boxster 5spd - 22K Miles \$28,900
- '95 911 C4 6spd - 53K Miles \$37,900
- '87 928 S4 Automatic - 56K Miles \$15,900

CALL: AARON ZELINSKI, TONY RIZZA,
PAUL AMATO OR ROBERT BELCHER
TO RESERVE YOUR CAR OVER THE PHONE!

A



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ORLAND PARK
708 403-0300**

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GO www.rizzacars.com

The Crane Rallye IV

Sunday, September 12, 2004

Registration	10:00 am	The Brat Stop, Kenosha, WI
		1/2 block west of I94 (exit
Drivers Meeting	10:30 am	344 on Route 50 (enter
		The Brat Stop from Route 50
1st car off:	11:01 am	- use upper parking lot)
\$20.00 per car		Awards, post-rallye party at
		The Brat Stop around 4:00 pm

Return with us to WI (less than 1 week after TRAC 2004 at Road America) to the rural roads of southern WI. Come spend a lovely fall Sunday on a fun, finishable rallye with high and low CASTs and hills, twists, and turns.

We encountered cranes along the rallye route.

*Checkpoint workers wanted....
on the spot training!*

Registration - Mail to Susan Shire, 1897 Mission Hills Lane, Northbrook, IL 60062		
Phone: 847.272.7764	Fax: 847.272.7785	ChiScene@aol.com
Driver _____	Phone _____	e-mail _____
Member _____	Applicant _____	Guest _____
Navigator _____	Phone _____	e-mail _____
Member _____	Applicant _____	Guest _____
CAR INFORMATION: Model _____ Color _____		
SOP or Equipped _____		1st Rallye? _____
PLEASE MAKE CHECK PAYABLE TO: PCA - Chicago Region		

First Hand Report: Porsche Parade

by John Miller [Boxster_S@veryspeedy.net]

photos by John Miller except as noted

Waltz Across Texas

They do things BIGGER in Texas. It should have been a 'tip-off' to the attendees when PCA Club President Tom Bobbitt repeatedly mentioned in his speech at the PARADE Welcome banquet that the Maverick Region had put together a PARADE event that jammed a month's worth of activities into a week. NO LIE! I can't remember the last time I took a vacation that was so demanding and exhausting that it was something of a relief to come home and resume a 'leisurely' work schedule.

A little background: Porsche Parade, for those that have never been, is an annual event presented by Porsche Club North America that brings together Porsche Cars and Porsche People from all over the world for a week of dinners, drinks and car talk. and a few, or in this case a few hundred car events including a Concours, a Rallye, a DE event, A Club Race, and an Autocross.

Let me sample just a few days of the schedule for you:

Saturday, 03-July: Wake up at 4am and leave Elmhurst for Texas at 5:15. Drive 16 hours; Arrive Ft Worth.
Sunday: Wake up at 7am; Drive into

downtown Fort Worth to register and then drive over to Concours prep garage and spend 2 hours washing and scrubbing 16 hours worth of bugs and road dirt off the car. Spend another hour waxing Boxster after Larry Emmons of Emmons Coachworks (from Villa Park, IL) offers free use of all Zymol products.

Monday: Up at 4am. Need to be on the street in Fort Worth at 5:45AM to work as a volunteer for the Concours.

Tuesday: Up at 5am; Rally begins at 7:30am and I need to pick up my Navigator, to be at the start point at least a half hour early.

Wednesday: Up at 5am. Check-in for the DE at Texas Motor Speedway opens at 7am.

Friday: Up at 6am; Autocross at the Speedway. Check in opens at 7:30am (and closes at 8am)-Don't be LATE!

Don't take this as complaining - this is boasting (or BRAGGIN' as they say in Texas). Parade 2004 makes Florida Parade (2003) look like a long afternoon nap.

The Concours

This was the first official event on the Parade calendar, assuming you don't consider Registration or

the Concours prep as events ... adventures, perhaps, but not official events. Still, Registration has the look and feel of a cocktail party without the cocktails, which made for a nice assemblage of familiar faces before meeting them on the street in the pre-dawn hours before the Concours.

Photos 1, 2, 3 and 4, give a small (tiny!) sampling of the 85 cars officially entered in the Concours, and I counted at least another 80 non-competing cars (and tractors). You can't actually appreciate the difficulty of staging a Concours on (closed) public streets unless you were there. This event (unlike many Concours) was open to the general public. A quick translation for 'general public' means: 'handprints on the cars'. Not a good thing to someone that spent the last 24 hours doing final detail on their car. The event drew an estimated 10,000 visitors to the area for the event including this VIPP -Very Important Porsche Person (photo 5- Hint: He answers to the name Peter Porsche).

The Rally

Once again, I went to Parade having entered the Rally without a Navigator. My hope was to find one once onsite. Fate and fortune truly smile on me in this respect.



photo 1



photo 2

Parade ...

By way of an unfortunate/fortunate occurrence (the starter on their 911 failed and a replacement wasn't available in time), I lucked into a navigator who turned out to be our very own Phyllis Harwood. This, however, would only be the beginning of fortunate/unfortunate circumstances surrounding the Rally. I'll leave the details for next month (Part II of the Parade Report), but I will say this: Photo 6 shows our official Rally Scorecard. Unadjusted and based on all 6 legs, Phyllis and I won first place. But this was Texas and when things go wrong, they go wrong BIG. And thus, when we were awarded trophy's, they were not for first place, but for ninth.

But a big 'wrong' for us turned into a BIG 'right' for other Chicago Region Parade Rallyists and perennial rally winners - Lee Lichtenstein and Chuck Bittman came back with the first place trophies. Photo 7 shows the first/ninth place winners accepting their awards at the banquet. Later in the evening I stole Lee's trophy (*uhhmm ..., make that exchanged his trophy for mine*), only to be caught (discovered).

In spite of the snafus, the Rally was very well thought out. The routes and directions were laid out in such a way that it would be very difficult to get irrecoverably lost. And yet, there were a couple of screaming-quick 911 GT-3's entered that just wouldn't observe the Main Road

Rule: It doesn't matter how FAST you're going if you don't know WHERE you're going.

The DE

FEARSOME. The sign says 'Welcome' (photo 8) but fearsome is far more accurate when you see the big high-banked oval turns of Texas Motor Speedway (photo 9). Parade 2004 presented another BIG opportunity for the DE portion. The Maverick Region arranged for two days of access including formal DE instruction at the Super-Speedway just north of Fort Worth. I don't know anyone that participated on both days, but I would be in awe of them - it took me most of the following day simply to recover from the day at the track.



photo 3



photo 4

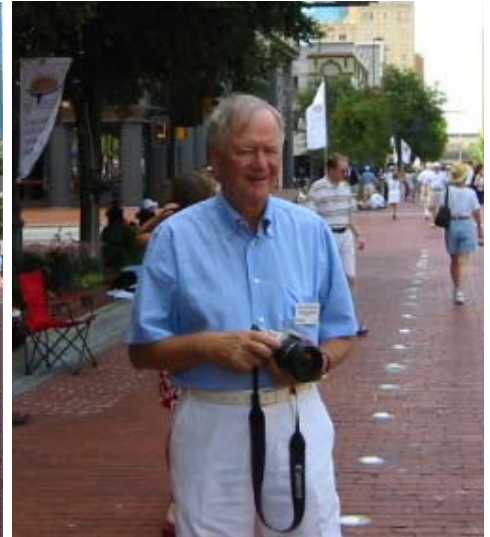


photo 5

by Lee Lichtenstein

YOKOHAMA Rally Scorecard	
Please submit at the Finish a completed scorecard and your control timing slips in the provided envelope within one hour of your arrival time at the final Control. There is assistance available at the Finish if it is needed.	
FORT WORTH '04 - THE 49TH PORSCHE PARADE	
Leg#	1 2 3 4 5 6 7 8
IN TIME	8:48:37 9:30:90 9:56:38 10:21:68 10:58:62 12:18:53
OUT TIME	8:21:50 8:53:00 9:36:00 10:01:00 10:25:50 11:03:50
ELAPSED TIME	26:87 37:90 20:38 20:68 33:12 75:33
OFFICIAL TIME	26:87 36:46 19:69 20:78 33:29 75:40
DIFFERENCE	0:00 1:44 69 10 17 7
DELAY ALLOWANCE	- / - / - / - / - / -
PENALTIES	- / - / - / - / - / -
SCORE	0. 1.44 69 10 17 7
220 D: John Miller N: Phyllis Harwood Out time: 8:11:50am	Unequipped 220A 217B
TOTAL SCORE	247 (240 minus 6)

photo 6



photo 7

by Lee Lichtenstein

Day 1 attracted 185 Porsches in 98 degree heat (in the shade ... for which there is darn little of in the infield of a racetrack.

The Autocross

Big Fun on a Big Course. The Autocross offered some truly unique elements this year that challenged both drivers skill and drivers memory (how many times was I supposed to circle that 'loop?'). In spite of huge numbers of participants (nearly a dozen Boxsters in just my class, the event moved swiftly ... until ... it would have been a really good joke - several 944's and a 968 were re-classified from 'water-pumpers' to 'water-dumpers'. It was kind of humorous ... until ... you realized that they had just dumped a load of coolant on a track that you would have to traverse in the next few minutes. The Parade volunteers/ corner workers earned extra points in my book for trying to clean up the repeated messes.

Next month: I'll add some (more) personal observations of the Parade event and some of the non-car/ driving activities. I'll close this edition of the Parade Report with an (unofficial) **Award for WORST TIMING** to a Chicago Region PCA member. The biggest moment at Parade came on the final night as the final door prize was drawn: The trip for 2 to the Porsche Factory in Germany (complete with cars, hotels and tours). And the announcement was read: "The winner ... from the Chicago Region ..." and all of us at the table (from

photo 8



photo 9



the Chicago Region) stopped breathing, "The winner is .. Mike Liebmann. Mike, are you here? ... Mike?...Mike? ... No Mike? ... ok, we have to draw another name" .


Last year, the prevailing wisdom that I came away with for all the Parade events was "It doesn't matter how FAST you're going if you don't know WHERE you're

going". To that I will append Parade Rule number 2: *You must be present to win.*

The event has been over for only a few days and I sit here still contemplating Parade ... PARADE 2005. Hershey, PA. **MAKE NO SMALL PLANS.**

To be continued ...

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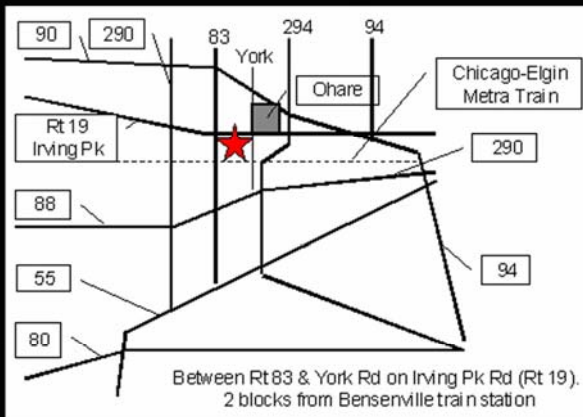
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Blackhawk Drivers' Education WEDNESDAY, SEPTEMBER 15th

PCA CHICAGO REGION

Here it is, the LAST 2004 Wednesday event at Blackhawk. As you know, Blackhawk is a great road course close to home in Rockton, Illinois. Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

Mandatory clothing for all drivers at this event includes: a Snell SA 1995 or 2000 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, driving shoes and a protective neck brace all made of Nomex or similar fire-resistant material, as well as a 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 and your car do 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 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 Year 2004 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!

Blackhawk Concession Stand serves breakfast from 9 a.m. until 10 a.m., 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.

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

For more information on Track Events, Schedules, Tech & Safety Requirements go to www.PCA-Chicago.org

For more Blackhawk information go to www.namotorsports.com/Tracks/Blackhawk.html.

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.

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

(circle ALL applicable) Member Non-Member Guest of: _____

Run Group:

[Instr/Red] [A/Black] [B1/White] [B2/Yellow] [C/Green]

Prior Experience: _____

Second Driver (same car)

Phone

E-mail

(circle ALL applicable) Member Non-Member Guest of: _____

Run Group:

[Instr/Red] [A/Black] [B1/White] [B2/Yellow] [C/Green]

Prior Experience: _____

Pre-registered Entrance Fees received by August 16, 2004:

Member First Driver - \$160	\$ _____
Family Member-2nd Driver - \$80 *	\$ _____
Non-Member - \$170	\$ _____
Registration received after August 16th, or On site registration add \$10	\$ _____
Total	\$ _____

* The \$80 fee only applies to 2nd family member who drives the same car as the first driver. A non-member = \$160

Make check payable to: PCA- Chicago Region

Mail to:

Todd Conforti - Blackhawk Drivers' ED Registrar
553 West Carboy Road
Mount Prospect, IL 60056

(847) 382-9653 home (847) 952-0070 work
e-mail: tlcontrols@aol.com
fax: 847-952-1261

Technical Scene

Car Noise

by Peter D. duPre, Nord Stern, May 2004

While most of us have seen talking cars in movies and cartoons, few of us really believe that cars can talk. OK, there have been a few production cars that told us the "door is ajar" and "the lights are on," but as a general rule cars don't speak. They do, however, have their own "language"-rattles, clunks, squeaks, and mechanical noises. When your car starts "speaking," you need to listen.

We all know the everyday noises our vehicles make and become used to them. You know when your vehicle is running well because you can hear it. However, a new noise may be a warning of mechanical problems. Try to figure out where the sound is coming from and when it happens. Then, ascertain what type of sound it is, such as clicking, clanking or squealing. Your mechanic needs this information and it must be accurate. What you call buzzing, the mechanic may call a rattle.

To assure that you and your mechanic are speaking the same language, here is a list of some common "strange" car noise and their probable causes.

- **Buzzing:** Vibration of a loose fascia, vent, knob or wiring connector rattling against ductwork usually causes this bee-like noise. Debris in the ductwork also causes buzzing. High-pitched buzzing from under the vehicle usually means the heat shield on the catalytic converter is loose.
- **Clicking:** A metallic-sounding clicking noise that becomes more frequent as the throttle is applied may be caused by bent or loose fan blade hitting the radiator or protective shroud.



Those clunks, clanks, squeaks, and rattles say a lot about a vehicle's health

This is especially true on older vehicles with metal fan blades.

- **Clunking or thumping:** A heavy, metallic sounding noise that usually happens as the vehicle is put into gear. On rear-wheel drive vehicles it can indicate a failing universal joint on the drive shaft. Also, check for loose items stored in the trunk.
- **Grating or grinding:** Metallic grating or grinding sounds occurring when the brakes are applied means worn brake pads or shoes. Good brakes are vital to vehicle safety. Get them repaired right away.
- **Growling:** On older vehicles, a growling sound coming from under the dash means a worn speedometer cable. In the engine, it can mean the crankshaft bearings are worn. Growling sounds may also be an indication of rear end problems.
- **Hissing:** If it sounds like air escaping, it probably is. Check the tires for a puncture or loose valve stem. Escaping steam from a blown radiator hose also hisses. When checking for steam, open the hood carefully. Steam burns can be nasty.
- **Knocking:** A metallic knocking sound like a hammer hitting a metal door could mean worn piston rod bearings, allowing the piston rod to knock against the inside of the engine, destroying it in minutes.
- **Pinging:** If the engine makes noises that sound like loose gravel in a tin can, you probably have pre-ignition, a condition caused by improper timing or by using the wrong octane fuel.
- **Rattles:** These can be caused by anything from a loose jack handle in the trunk to a broken or loose shock. Check for loose items before seeing the mechanic.
- **Squeaks:** Most squeaks are in the suspension system and are caused by a combination of road dirt and a lack of lubrication. Pressure wash the suspension and get a lube job. Spraying

door seals with a Teflon lubricant will usually cure squeaking doors.

- Squealing or screeching: A loose drive belt can cause a high-pitched squeal under the hood. If the sound happens as the brakes are applied, the wear indicators are telling you the pads are worn.
- Tapping or ticking: A light metallic tapping or ticking sound may mean that the valves aren't getting proper lubrication or need adjustment.
- Whirring: A whirring, whirling sound may be an indication of pending automatic transmission trouble.
- Whistle: Caused by disturbed airflow around the vehicle, whistles can be difficult to pinpoint. Anything from a loose molding, antenna, mirror, roof rack or slightly open window can cause a whistle.

(Editor's note: Peter duPre has been writing about cars and car care for over 30 years. He has authored automotive technical manuals and been published in numerous automotive magazines.)

How Often Should I Change My Oil?

by Dan Metz, Potpourri, May 2003

Car enthusiasts have been asking this question since the first car was built! How do you know when you oil is "worn out" and should be replaced? And what "wears out" oil anyway?

Mostly, oil *doesn't* wear out. It does, however, become *contaminated* with products of combustion that manage to make their way past the piston rings of the engine. These include unburned gasoline, water vapor, partially combusted gasoline and contaminants that get past the engine air cleaner, through the

intake system and then past the rings. All of this stuff combines to dilute the oil, introduce particles into it and prevent its lubricity from reducing engine friction and carrying away heat.

Ever notice how quickly oil gets dirty? Seemingly only a few miles after an oil change, the stuff appears almost black again! That's because modern oils contain emulsifiers and detergents that clean the interior of an engine. To the extent that those additives are doing their job, the oil gets dirty - fast! That's what it is supposed to do, so don't be alarmed.

Also, have you ever checked your oil, found it full-up, then taken an extended drive at high speed, only to find when you re-checked the oil only a few hours later it was down two quarts? What's likely is that the oil had a lot of contaminants in it that were heated to their vaporization point during the drive and then eventually outgassed either through the exhaust or crankcase ventilation systems. Not to worry - your baby isn't using a quart/100 miles yet!

Obviously, then, how often to change oil depends not just on

miles accumulated but also on *severity* of driving. Lots of stop and go driving is the hardest service of all. Contaminants are continually introduced (worse with a cold engine not running properly for the first several seconds after you light it off) and they don't get vaporized. Best is a lot of high speed driving, as detailed above. Regardless, it's probably good practice to change oil once or twice a year almost no matter how few miles you drive.

There are services that will analyze oil to determine its contamination and condition, and some modern cars even attempt to estimate severity so as to provide the driver with warning when a "sufficient" amount of use has taken place (BMW's come to mind here). But unless you operate a fleet of trucks, analysis isn't worth the money. Better to just be conservative.

One set of gaskets for an engine overhaul (not to mention parts and labor!) costs more than several oil changes, even for air-cooled Porsches that take 12 quarts.

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The Straight Scoop: Memorial DE

by John Ruther, Chicago Region Chief Driving Instructor

During the Memorial Day DE event at Road America we held a meeting for drivers interested in learning more about PCA Club Racing. Our very own Susan Shire, PCA Club Racing Coordinator, Greg Turek and I, answered questions from a group of about 20 interested drivers for nearly 45 minutes.

At the end of the meeting one driver indicated he was going to give Club Racing a try and he asked my opinion of making Road America his first race. My response was it is kind of like going to the Super Bowl without having done any play-off games. The Club Race at Road America is one of the most popular and largest in the country. We usually have over 200 race cars plus another 100 or so DE cars. I told him that Road America is a very large event with large race groups approaching 60 cars. And for some reason Road America tends to bring out the worst in many drivers. Last year we had quite a few cars that were damaged and we even had a couple up on their roofs. My advice to the person asking the question was to do his first Club Race at GingerMan. By contrast the event is much smaller, it is much more "laid back" and the track is much safer than Road America. A mistake at GingerMan usually results in taking a ride through the grass, but at Road America there are gravel traps which can put the car on its roof if the driver panics and there are plenty of concrete barriers to hit.

The driver told me he viewed Road America as his "home track" and was more comfortable there than at GingerMan. I told him I thought the nature of the race at GingerMan should outweigh his view of a "home track" advantage.

The bottom line is he took my advice and throughout the weekend we discussed various aspects of the driving in his race group. By the end

o



Kurt Konrath (right) accepts Best Rookie Racer Award at the GingerMan Club Race from Jeff West

photo by Steve Rashbaum

of the weekend he had finished 4th in the Sprint Race, 3rd in the Enduro, and was named the Best Rookie Racer of the weekend. Best of all, his car came home in the same condition it went there in. For those who are curious, the driver is Kurt Konrath.

Kurt drives an '87 911 Carrera in Class D. Kurt has been doing DE with the Chicago Region for several years and he has been an Instructor for the last two years.

I'm sure Kurt is still wearing the grin he had at the end of the race weekend. And he told me later that he is very glad he went to GingerMan to do his first race, actually he did two races since he drove in both the Sprint and the Enduro. Originally, Kurt wasn't going to do the Enduro since he was concerned about racing with all the faster cars. I told him it would be terrific experience and to just be predictable. Staying on his line and letting the faster cars through was made easier by a little point indicating we knew he saw us. And that is exactly what

he did. I can tell you every time I went by him and he gave me a little point I also gave him a little wave - my way of saying thanks to a fellow racer who is doing it right.

Congratulations Kurt for a job well done! Now you should have a really good time at the Road America Club Race, since those first race jitters are long gone.

I'd also like to congratulate all the Chicago Region racers who went to GingerMan and did well. I know this event has kind of become our Region's second Club Race since we had a huge Chicago Region turnout. I hope the S.E. Michigan Region continues to do this event for many years to come since it is one of the best in the country.

And best of all, I don't think there was a single car damaged during the entire weekend - now that's what I call a Great Club race.

I look forward to seeing you all at T.R.A.C. 2004.

Autocross V

Sept 19, 2004

*Maywood Park
8600 W North Avenue
Maywood, IL*



- 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

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 1990 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

	Member	Guest**
Driver #1 _____	_____	
_____	Phone number	
Car Model	Chicago Region Permanent #	
	Member	Guest**
Driver #2 _____	_____	
_____	Phone number	
Car Model	Chicago Region Permanent #	

** _____
 Guest of Member MUST be present

Q-tip Corner

by Van Larson, Concours Co-coordinator

It's What's Inside That Counts (Too)!

Now that you have all perfected the outside surfaces of your prized Porker, let's go inside to play.

Fortunately (Cayenne pilots excepted), most P-cars have finite interior space to lavish one's attention upon. For the most part, a little common sense, a good eye and some old fashioned elbow grease with the use of appropriate products will help achieve a concours-ready entrant. As a side benefit, the exercise rewards one's body contortions will experience while delving into the innards of your Porsche may help qualify you for the next Cirque du Soleil casting event.

Unlike the exterior protocol, it generally seems prudent to work "from the bottom up" in detailing the interior. Vacuuming your seats, carpet and upholstery inevitably stirs up dust and dirt vortices which, when carried aloft, will find new homes on your dash, instruments and windows once the disturbances you've created subside. A clean, damp, lint-free rag and soft-bristled brush are effective tools for seat track crevices, under pedals area, etc. Along with the ever popular long-stemmed Q-tip, these tools help dislodge detritus from seen and to be seen areas. Don't forget the door jambs, window sills and channels and air vent areas - favorite hunting grounds for many concours judges.

Once your carpet and seats are thoroughly vacuumed, you may need to "clean" these areas. Most Porsches use a relatively low pile, tight weave of carpet material so that any remaining "lint", dirt, etc., can be removed by using a "sticky tape roller" generally used for sweaters. You won't need to use your prized shag-carpet rake (YEAH, BAY BEE) since alternative

strokes using a short-tined metal bristle dog hair brush can help create a stunning, dramatic 3-D effect on your carpet areas - a nice touch often appreciated and worth some extra "points". Please plan to remove your "mats" at the concours events as the underlying carpet is what the judges evaluate.

If you notice scuff marks, dirt, etc., on your leather or vinyl interior areas, try using (read the instructions, please) a "Mr. Clean Magic Eraser" ... personally, I'm plenty pleased at their usefulness and effectiveness in removing dirt, scuffs, marks from most interior surfaces. Don't rub too hard and make sure the eraser is damp - should also work well on soiled fabric headliners.

To further clean and subsequently protect your interior vinyl and leather surfaces, there are many "approved" products commonly available including, but not limited to: Lexol, Vinylex, 303 Protectant, Connolly Hide and Leather Food, Zymol, Griot's Garage products, Zaino Brother's products, etc., etc.

Please feel free to refer back to previous "Q-tip" articles for vendor/product web-sites, data, advice and recommendations. Also, please don't forget out local Chicago PCA website, Concours column, where the ever-green Pat Yanahan has compiled a select "hit" list of products providing successful results and subsequent recommendation. Again, don't go nuts using excessive amounts of product - being able to see yourself on your seat is not the idea.

As most are aware, in most Porsches, the window glass areas can be a real PITA to get to and clean. I recommend that all inside



Interior of a 2004 911 Turbo Cabriolet

photo courtesy of Porsche AG

window cleaning be done by your favorite "under 10 year old" as their smaller hands and greater dexterity will minimize the number of Motrin tabs you will ingest if you end up doing it yourself.

Using lint-free towels or microfibre rags is wise. Make sure to apply the window cleaner to the rags/towels while outside the vehicle as some products can leave unpleasant "reminders" on your leather, vinyl or plastic dash surfaces or instrument face gauges should contact occur. I recommend cleaning the glass out of direct, hot sunlight. Then move your P-car into the sun to see how good or bad you've done. With care, crumpled up newspapers with their high carbon content do a good job of leaving a nice, clear "shine" on your window surfaces - just don't smear the ink on your white or linen interior! Finish off your interior efforts with Novus plastic cleaner on any dirty/etched plastic surfaces - don't go "round and round", but use short, straight moves to minimize any swirl marks.

So, you see, there are no more good excuses for you folks to justify not having a concours-ready interior - get to work.

Concours One Results - Medinah Country Club

from A J Tiller, Concours Co-coordinator

Class A

1st	Richard Laurie	1998 933 Carrera
2nd	Sam Collura	1989 944 Turbo
3rd	David Slack	1974 911 Targa

Class B

1st	Michael Milhouse	1996 993 C4S
2nd	Michael Haas	1996 993 Twin Turbo
3rd	Ron Bean	1986 911 Carrera
4th	Van Larson	2002 996 Targa
5th	Frank Dusek	1986 951 Coupe
6th	John Ross	1996 RS911

Class C

1st	Joe Macek	1988 911 Targa
2nd	Jack White	2001 986 Boxster S
3rd	Joe Orneles	2001 986 Boxster
4th	Joey Santucci	1976 914
5th	Art Koenigsberger	2001 996 Coupe
6th	Maureen Hutton	1977 924 coupe

Class D

1st	Darryl Hughes	1989 911 Carrera Targa
2nd	Dean Harris	1997 993 C2S
3rd	Paul Becker	1985 911 Coupe
4th	Cindy Jacisin	1992 968 Cabriolet
5th	William/Helen Prassas	1987 928

Class E

1st	George/Bernabette Biskop	2004 996 GT3
2nd	Jim Jacisin	1999 986 Boxster
3rd	Robert Cook	1988 911 Coupe
4th	Toby Duckett	1993 RS America
5th	Tim Hanson	1989 911 Carrera
6th	James Drury	1988 911 Carrera Cabriolet
7th	Nicholas Lillig	1987 911 Carrera Cabriolet
8th	A.J. Tiller	1988 924S
9th	Bruce Janecek	1999 996 Coupe

Novice

1st	Mike Hasanov/family	1987 911 Carrera Cabriolet
-----	---------------------	----------------------------



Reflections on a GT3. A special thanks to Russ Cole for bringing his Carrera GT for all to drool over.

photo by Mike Rende

Hear the roar of engines! Feel the power . . .

Come Drive in Naperville Exchange Club's 14th Annual Grand Prix!



Sunday, Sept 26th

- Race the streets of downtown Naperville!!
- Racers drive identical race karts, built by Dino, USA
- Karts are powered by 9HP Honda engines and can reach speeds up to 35mph along the 1/2 mile track
- Safety gear provided
- Top five finishers each heat advance (individual and team prizes)
- Proceeds go to local agencies to combat child abuse and domestic violence

Join Us in the Race Against Child Abuse!

Race as an individual, or put together a team

Bring Your Family and Friends – There's Something for Everyone:

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Visit the 3rd Annual Car & Motorcycle Show in Downtown Naperville

View the Porsche Concour at City Hall



\$110 Driver

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- OR -

Fax: 630.536.8367

DRIVER INFORMATION (You Must be 16 and Produce a Valid Drivers License at Event)

Name: _____

Address _____ City _____ State _____ Zip _____

Phone _____ Fax _____ Email _____

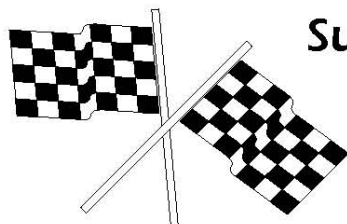
Submit Information for Additional Drivers on Separate Sheet.
There must be 7 - 10 drivers to enter team competition

FOR MORE INFORMATION CALL FRANK MALLINDER AT 630.369.4615

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Signature: _____



Sunday Sept 26th

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All proceeds support local agencies in the fight against child abuse and domestic violence



Concours Five

Naperville Grand Prix

September 26, 2004

- We did it last year and it was a huge success - concours and go kart racing! Imagine having the Police wave all Porsche drivers into their own private downtown Naperville parking lot, and then being urged to drive through the streets as fast as you can, being cheered on by your Porsche Club friends and family
- Even if you don't race, bring your Porsche and compete in the final Concours of 2004.
- Still not convinced? Well, just drive your Porsche and you'll get special parking privileges in the "Porsches Only" lot and join us at a local piub for race headquarters.

8:00 am Go Kart Racing begins through the downtown streets of Naperville
 10:00 am Concours & participants cars may begin parking & final prep at Naperville City Hall Parking Lot
 Noon Concours Judging begins
 2:00 pm Concours Presentation
 5:00 pm Kart Championship Race

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

Concours & Grand Prix Questions James Drury 708.354.8121 (before 9:00 pm) James.Drury@ameritech.net
 343 N Edgewood La
 Grange Park, IL 60526

Concours Fee \$20.00 per car

Please make checks payable to PCA Chicago Region

Concours Entrant _____ phone _____ e-mail _____

PORSCHE Model _____ Body Style _____ Year _____

Class (circle) A B C D E Novice



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The Midship Report: A Bridge Too Far

Article and pictures by John Miller [Boxster_S@veryspeedy.net]

The working title for this copy was "Oops, I did it again." Those of you that recognize that blurb and think its cool, let me address you first: GET OUT OF MY SPACE. I'm no fan of ... ah, that is, I despise the (I HAVE to say it) The Pop Tart. To steal her album title for my column would have been ... an irony ... but no less so by the 'Bridge Too Far' reference. The irony is subtly represented in Photos 1 and 2. Are they?

- a) Mid-America ("Tweeks") Porschefest
- b) The PCA Chicago 'Cemetery' Rally
- c) Exit Glacier, Kenai Alaska.

I touted the Mid-America Direct/Tweeks Porschefest here a few columns. I registered, I actively recruited a couple of Boxster friends and broadcast a 'call to go' on one of the Boxster web pages. I reserved a hotel and had planned out my entire trip southern Illinois so as to return to Chicago plenty early to go to the Cemetery Rally. I even declined to pre-run the rally route as I was certain I would be driving in the actual event. And then I left town and went as far as possible from Chicago without leaving the US or crossing an ocean.

This wasn't entirely intentional - I was hoping to get 'bumped' off the flight to Anchorage all the way to the point of boarding the plane. But go on, I did, and thereby embarked on a Boxsterless automotive (another Kia ... sigh) adventure across Alaska. 1500 miles in 48 hours. Not a personal best in terms of distances, but in terms of scenic Wow factor - its right up there near the top.

While there's no easy way to get up to Anchorage in your Porsche, once you're there, you only need to grab a cab into town. There, among the multitudes of business selling four/

photo 1



weekend. This is a terrific facility

photo 2



all wheel drive vehicles, you'll find a Porsche dealer. While I didn't get a chance to talk to anyone from the dealership, I did notice that it wasn't a lot filled with Cayennes and C4's - there was a decent mix of Boxsters and 2wd 911's to choose from and I did see a Boxster and a couple of other non-truck Porsche s driving around in the 'summer' Alaska weather. And so, as with Rally 1, the best of intentions and plans to run Rally 2 were too far out of reach.

Though I missed the rally, I did find my way over to Medinah Country Club for Concours I the following

(the same venue the Rally School was held at) and the grounds were ideal for the dozens of Porsches that were showing including four Boxsters and a Carrera GT (photos 3 and 4). Yes, that is our illustrious President, Jim Jacisin behind the wheel of a \$450,000 sportscar.

Concours II is an annual favorite - Potter's Picnic and Concours at Peter Fischer's. If you're reading this and realizing you missed this one, you will truly be sorry. The same goes for Concours III, Sunday, August 1 at The Cuneo Estate. Plan ahead!

Midship Report ...



photo 3

WHERE are your BRAINS

So I changed the brake pads. I haven't had the need to touch a brake pad in nearly 10 years (having actually sold off cars or trucks rather than tackle the brake job). The last time I got into a disc brake system, I had 2 distinct advantages:

- 1) I had a detailed set of instructions, and
- 2) I was working on the best #\$\$%&* designed disc brake system I've ever seen.

Proof? The detained instructions read:

Step 1 Remove lower retaining bolt.
Step 2). Rotate caliper up.

That was it. The whole caliper swung upward like opening a clam shell and the pads literally fell to the ground. It took twice as long to get the wheel bolts off.

With the Boxster, I was again armed with an excellent set of instructions. The Trygve Isaacson web page (<http://www.bombaydigital.com/boxster/projects/brakes/>) is simply outstanding - another example of a member of the Boxster community giving back to the rest of us and I highly recommend taking a look or better yet, printing it out before starting.

What I can't recommend is starting the task on a Wednesday night. At 9:45 PM. I quite distinctly heard the echo of my Dad's voice: "WHERE are your BRAINS?". Dunno. It looked so easy. I was only planning on taking one wheel off and looking at the pads and caliper so I would know what to expect when I started the job on the weekend. As in daylight, when there would be plenty of time. But it looked sooooo simple. And it was. Or should have been.

The first set of pads were out and replaced in less than 20 minutes (photo 5).



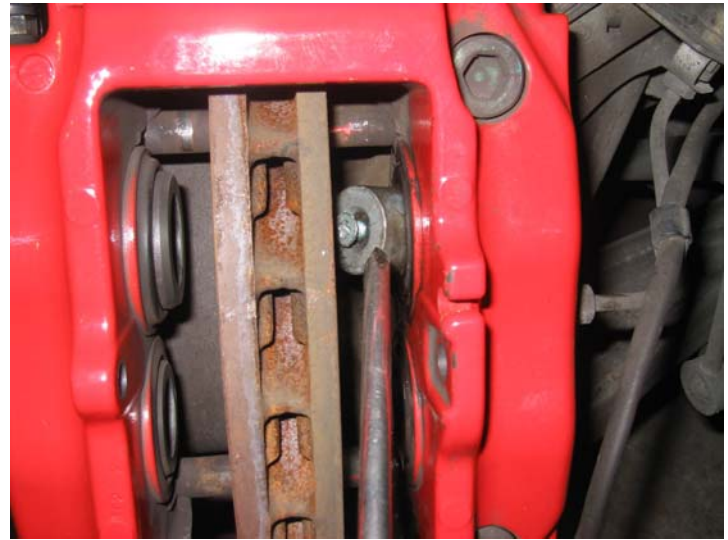
photo 4



photo 5

The second set would prove to be less cooperative. Photo 6 shows the unexpected. A piece of one of the pads - an anti-rattle weight refused to come out. Eventually it broke away from the pad but remained stuck in the caliper piston. It took the better part of an hour to work it out (without actually taking the caliper off). In all, it would be 2.5 hours before all was put back together.

photo 6



I also took some additional precautions: The next day, I gave the entire job a complete look over and retraced all the instructions to make sure everything was in order, and I found some empty streets in an industrial area to test and bed in the brake pads.

While I was in a maintenance mood, I took the opportunity to change out the air cleaner filter. Another relatively simple do-it-yourself job that can pay dividends. Photo 7 shows the old air cleaner on the right and the new one ready to be inserted.

photo 7



... a month in Texas one week.

As in "I once spent a month in Texas one week". Parade 2004. Look for a firsthand report of the weeklong action-packed, adventure-filled report on the annual gathering of Porsche people and cars in Fort Worth, Texas elsewhere in this issue.

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OCTOBERFEST 2004 Schedule

SATURDAY
OCTOBER 2nd

SUNDAY
OCTOBER 3rd

8:00-11:00	Registration
8:00-11:00	Tech Open
8:45	* Yellow - B2 Drivers Meeting
9:00-9:30	Yellow - B2
9:15	* White - B1 Drivers Meeting
9:30-10:00	White - B1
9:45	* Black - A Drivers Meeting
10:00-10:30	Black - A
10:15	* Green - C Drivers Meeting
10:30-11:00	Green - C
11:00-11:30	Yellow - B2
11:30-12:00	White - B1
12:00-12:30	Black - A
12:30-1:00	Green - C
1:00-1:30	Yellow - B2
1:30-2:00	White - B1
2:00-2:30	Black - A
2:30-3:00	Green - C
3:00-3:30	Yellow - B2
3:30-4:00	White - B1
4:00-4:30	Black - A
4:30-5:00	Green - C
5:30	Dinner - German Fest at William's Tree Farm

8:00-11:00	Registration
8:00-11:00	Tech Open
8:45	* White - B1 Drivers Meeting
9:00-9:30	White - B1
9:15	* Green - C Drivers Meeting
9:30-10:00	Green - C
9:45	* Black - A Drivers Meeting
10:00-10:30	Black - A
10:15	* Yellow - B2 Drivers Meeting
10:30-11:00	Yellow - B2
11:00-11:30	White - B1
11:30-12:00	Green - C
12:00-12:30	Black - A
12:30-1:00	Yellow - B2
1:00-1:30	White - B1
1:30-2:00	Green - C
2:00-2:30	Yellow - B2
2:30-3:00	Black - A
3:00-3:30	Black - A
3:30-4:00	White - B1
4:00-4:30	Yellow - B2
4:30-5:00	Green - C
5:00	Track Close

***** Driver Ed Instructions - Must Read!**

Enter the Start Grid at Silo - If you see car from turn 7, Wait until clear!
 Stage on Left side of Grid
 Cars should Stage 5-10 Minutes Prior to Session
 Wait to be released from Start Line
 First Lap will be under YELLOW for Each Run Group
 Hug Inside Blend Line from Start Grid through inside of Turn 1
 Exit from Track after Turn 7 at Silo to Right side of Grid
 Flagging compliance is a Must
 4 wheels off = Re-enter Track only by Corner Worker Command
 4 wheels off = Automatic Black Flag
 Red Flag = Stop on Track at Next Closest Manned Corner Station
 ** Absolutly NO Passengers** Registered Drivers ONLY on Track**
 ** ALL PERSONS Must sign BOTH Blackhawk and PCA Waivers**
 ** ALL PERSONS Must receive & display Event Wrist Band **
****Non Compliance of above may result in extraction from Event****

***Must
Read***

PHOTOGRAPHY

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Tech Quiz

by Mary Anne Nowakowski

Test your knowledge on the following Porsche related questions.

Have Fun!

1) After hard or extended driving in the 944S and 968, the engine should be kept at an increased idle for about two minutes before being turned off.

True or False

2) Recommended tire pressure for the collapsible spare tire on the 1994 968 is 36 psi.

True or False

3) ABS brakes were standard on a Porsche with the 1986 928 model series.

True or False

4) The 911 Carrera 930-25 engine was tuned to use 95-octane lead-free fuel in the U.S.

True or False

5) The Boxster's four-wheel disc brakes with mono-block aluminum calipers have four pistons of various size to get more equal brake pad wear.

True or False

6) The 996 C4 Cabriolet with Tiptronic weighs 386 pounds more than a 996 C2 six-speed coupe.

True or False

7) The maximum towing capacity for the Cayenne S is different than for the Cayenne Turbo.

True or False

8) The clutch pedal free-play, measured at the pedal, on a 1986 944 is approximately 3mm.

True or False

9) The electronic fuel injection used by the 914-4 was developed jointly by Robert Bosch and Volkswagen.

True or False

10) The 930 was introduced in the US as a 1976 Turbo Carrera.

True or False

Answers: 1) True 2) True 3) True 4) True 5) True 6) True 7) False 8) True 9) True 10) True

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Driver's Education Instructor for PCA, BMWCCA, Viper Days and others

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AMERICAN COLLECTORS INSURANCE, INC.

das Bergrennen Rallye to and from New Glarus October 16 - 17, 2004



Saturday, October 16th - Holiday Inn, Greater Beloit

10:00 am	Registration Opens at	Holiday Inn, Greater Beloit
11:00 am	Driver's Meeting	U.S. Hwy. 51 & IL. 75
11:31 am	First car off	South Beloit, IL. 1-815-389-3481

Having received many requests, we with the help of Ginny and Bob Gummow are again putting on the two-day rallye to New Glarus, WI. Our overnight stay on Saturday night will be at the Chalet Landhaus Inn, in New Glarus, your Swiss Country Home. The Chalet offers a perfect blend of modern convenience and old-fashioned Swiss Décor – to give you a touch of Switzerland close to home. The rooms have hair dryers and coffeepots and the Chalet now has a swimming pool, so come prepared to enjoy it. We should arrive in New Glarus by approximately 4 p.m. so you should have plenty of time to tour the town and enjoy the quaint little village or relax in the swimming pool.

On our way to New Glarus, the rallye will stop in Monroe at the Suisse Haus for a late lunch break between 1 and 2 p.m.

You can make your reservations for Saturday night, October 16, 2004 by calling the Chalet Landhaus at 1-800-944-1716. Be sure to tell them you are with the Porsche Club so that you get the special rate of \$119.00 per room for two people. Your reservation includes Sunday breakfast

buffet for two before we leave on the rallye. You must make your reservation by September 16, 2004. The address for the Chalet is 801 Highway 69, New Glarus, WI 53574.

Dinner Saturday night will be a banquet at the Chalet with a choice of three different items from their menu. Please mark your choice on the registration form below or email your choice to us with your indication that you will be attending. Menu choices are:

- 1) Beef Tenderloin. An 8-ounce tenderloin filet, smothered in a rich red wine sauce.
- 2) Cordon Bleu. A pocket of Veal, stuffed with Ham and Swiss cheese, lightly breaded and pan-fried to a golden brown.
- 3) Wienerschnitzel. Three slices of Veal, lightly battered and breaded, then pan-fried to a golden brown, served with a wedge of lemon.

All entrees served with their special house salad, fresh baked rolls, Roesti & Spatzle, fresh vegetable and choice of coffee, tea or milk. All dinners include service charge and tax.

We will rallye on Sunday to Beloit, Wisconsin. This will be the completion of the rallye. We will end at Hanson's Tavern where they have a soup bar or you can order off the menu for your late lunch. We should be there by 2 p.m.

REGISTRATION:

DRIVER _____ PHONE _____ EMAIL _____
 Member _____ Applicant _____ Guest _____

NAVIGATOR _____ PHONE _____ EMAIL _____
 Member _____ Applicant _____ Guest _____

CAR INFORMATION: Model _____ Color _____

Saturday night Menu choices: All entrees are \$20.50 each. Please mark your choice/s.

1) Beef Tenderloin.	# _____ at \$20.50	total \$ _____
2) Cordon Bleu.	# _____ at \$20.50	total \$ _____
3) Wienerschnitzel.	# _____ at \$20.50	total \$ _____

Cost \$20.00 per Rallye car. Total: \$ _____

PLEASE MAKE CHECK PAYABLE TO: PCA - Chicago Region.
 Send reply to Tom and Phyllis Harwood, 1142 Florimond Drive, Elgin, Illinois 60123 or email us at trh911sc@aol.com.

The Bulletin Board

Notes, e-mails, and info from other Regions, National, various websites, and the rest of the universe ...

Calling ALL Cars!!

by Randy Hallenbeck, PCA MIL
Region DE Chairman

Milwaukee Region's big two day Drivers Ed event takes place Aug. 19-20 (Thurs./Fri.) at challenging Blackhawk Farms Raceway in South Beloit, WI!

With only two weeks left to take advantage of the early registration \$40 discount, mail your registration NOW and take advantage of it!

Need more reasons to sign up now?

- 1) You can sign up for either or both days ... the 2-day rate is a fabulous value.
- 2) Meet new friends: whether you're a brand new member with no experience or a seasoned racer, it's a great place to make new friends, as well

- as meet up with old friends!
- 3) This is the Milwaukee Region's one joint event with the Nord Stern Region, and they're a very friendly bunch!
 - 4) Free catered bar b que dinner! ... whoever said "there's no free lunch" never mentioned dinner. When the track closes at 4:30pm Thursday, we all gather under the pavilion canopy for great food cooked on-site and beverages, plus a special

comradery that only this event provides!

- 5) Loads of quality track time, food, fun, cars, and sports car enthusiasts ... It's better than a carnival!

Register today so you're not left out of this special event!
www.porschepark.org/calendar/calendar.html



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Saturday 8 AM - 1 PM

da Bears



da Bucs



da Weber Grill



da PERFECT SUNDAY

Chicago Region FOOTBALL SOCIAL

Chicago Bears play Tampa Bay at Tampa Bay

- WHO:** PCA members and friends
- WHERE:** Weber Grill, Lombard, IL. Bar area with large screen TV and other small TV's (NW corner of Rt56 Butterfield Road & Meyers)
630.953.8880
- WHEN:** Sunday, October 24, 2004
- TIME:** Noon till end of game or ??? COME ANYTIME, leave anytime
- COST:** Buffet* \$19.00 per person includes one (1) automatic entry** for GRAND PRIZE
- Cash Bar**
- *All you can eat Weber Grill Favorites Buffet (like last year)
- **Additional squares available for the other 3 quarters at \$2.00 each.
- GRAND PRIZE:** Mini Weber Gas Grill Deluxe

Please come out and enjoy the game with your friends. Weber Grill wanted us back.

Please call Toby Duckett to hold a spot on the fifty yard line buffet.

630-293-7251 (office)

630-858-3316 (home)

Reservations are not necessary, but we do need a 'head count' by October 17th

PCA Chicago Region 2004 Tech Inspection Sheet

NAME: _____ DRIVER CLASS: _____ RUN GROUP: _____

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

Driver Classes: Green (prior C) is slowest, progressing to Yellow (prior B2), White (prior B1), Black (prior A) most experienced and faster. Red may be used as an additional identification for Instructors.

- | | | | |
|----------------|-------|-------|--|
| | Pass | Fail | !!! TO BE INSPECTED BY ENTRANT PRIOR TO EVENT !!! |
| Inside | _____ | _____ | 1. HELMET, SNELL SA 95 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 90 or later required for all Autocross events (Snell SA or M sticker must be attached inside). Helmet Requirements! |
| | _____ | _____ | 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); <u>Stock Seat =6- point, "H" Harnesses without Harness Bar & no "H" with Bar or Race Seat = 5/6-Point.</u> 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 all A Class. The same Roll Protection is highly recommended although not required for other Classes. Any open car (no roof) must run A Class rules. Cabs must have roof in up position and sunroofs must be closed. |
| | _____ | _____ | 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. |
| Outside | _____ | _____ | 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. |
| Engine | _____ | _____ | 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.

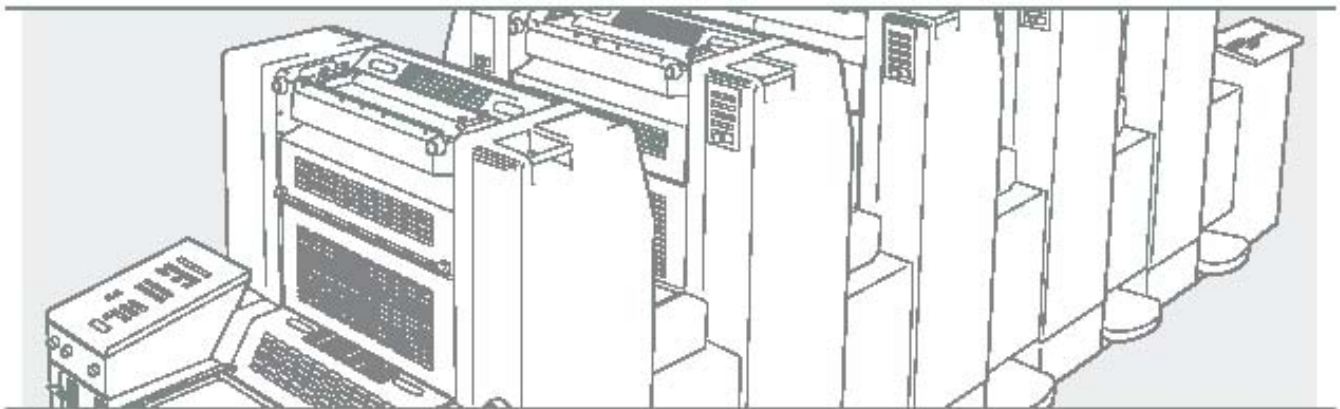
DRIVER'S SIGNATURE: _____ DATE: _____

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



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State Mottos

submitted by Tim Green

Alabama : Hell Yes, We Have Electricity

Alaska : 11,623 Eskimos Can't Be Wrong!

Arizona : But It's A Dry Heat

Arkansas: Literacy Ain't Everything

California : By 30, Our Women Have More Plastic Than Your Honda

Colorado : If You Don't Ski, Don't Bother

Connecticut : Like Massachusetts, Only The Kennedy's Don't Own It yet

Delaware : We Really Do Like The Chemicals In Our Water

Florida : Ask Us About Our Grandkids

Georgia : We Put The "Fun" In Fundamentalist Extremism

Hawaii : Haka Tiki Mou Sha'ami Leeki Toru (Death To Mainland Scum, Leave Your Money)

Idaho : More Than Just Potatoes ... Well, Okay, We're Not, But The Potatoes Sure Are Real Good

Illinois : Please Don't Pronounce the "S"

Indiana : 2 Billion Years Tidal Wave Free

Iowa : We Do Amazing Things With Corn

Kansas : First Of The Rectangle States

Kentucky : Five Million People; Fifteen Last Names

Louisiana: We're Not ALL Drunk Cajun Wackos, But That's Our Tourism Campaign

Maine: We're Really Cold, But We Have Cheap Lobster

Maryland : If You Can Dream It, We Can Tax It

Massachusetts : Our Taxes Are Lower Than Sweden's (For Most Tax Brackets)

Michigan : First Line Of Defense From The Canadians

Minnesota : 10,000 Lakes...And 10,000,000,000,000 Mosquitoes

Mississippi : Come And Feel Better About Your Own State

Missouri : Your Federal Flood Relief Tax Dollars At Work

Montana : Land Of The Big Sky, The Unabomber, Right-wing Crazies, and Very Little Else

Nebraska : Ask About Our State Motto Contest

Nevada : Hookers and Poker!

New Hampshire : Go Away And Leave Us Alone

New Jersey : You Want A ##\$%##! Motto? I Got Yer ##\$%##! Motto Right here!

New Mexico : Lizards Make Excellent Pets

New York : You Have The Right To Remain Silent, You Have The Right To An Attorney...

North Carolina : Tobacco Is A Vegetable

North Dakota : We Really Are One Of The 50 States!

Ohio: At Least We're Not Michigan

Oklahoma : Like The Play, Only No Singing

Oregon : Spotted Owl...It's What's For Dinner

Pennsylvania : Cook With Coal

Rhode Island: We're Not REALLY An Island

South Carolina : Remember The Civil War? We Didn't Actually Surrender

South Dakota : Closer Than North Dakota

Tennessee : The Educashun State

Texas : Sí, Hablo Ingles

Utah : Our Jesus Is Better Than Your Jesus

Vermont : Yep

Virginia : Who Says Slackjaw Yokels and Government Stiffs Don't Mix?

Washington : We have more rain than you do

Washington , D.C. : Wanna Be Mayor?

West Virginia : One Big Happy Family...Really!

Wisconsin : Come Cut The Cheese

Wyoming : Where Men Are Men...And The Sheep Are Scared



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For Sale



PORSCHE

1973 911 White; Car #817; 2.7 webbers; cage/fuel cell/coil over suspension/fire system; includes 24 ft model year 2000 Interstate 1 enclosed trailer. \$25,000 Stuart Acker 815-802-0000 weekdays (JAS)

1976 914 2.0 Black/ white negative stripe/ white int; 110K mi; single owner since '86; repainted '87; no accidents/rust; one small dent; beautiful/exc orig example. \$6,900. Candie 847.700.5124 630.497.0241 (JJA)

1978 Porsche 911 SC Targa
Silver/black interior/turbo tail; fresh Euro 3.0 eng/trans/clutch with good upgrades (Carrera tensioners, heavy case bolts, etc); very strong/light/quick; interior/ exterior very presentable, but not mint; good/affordable/drivable 911. \$10,500. Norm Chaffee 630.357.1612 (JJA)

1979 930 Silver/black 35K mi; Silver/ black; Kokeln turbo/ intercooler/headers/exhaust; Tial wastegate;18 Kinesis; SO'2's; Smart sway bars/hollow torsion bars/Bilstein sport shocks/ltd slip; Wevo shifter; sunroof; much more. \$35,000 Bob Ziino 608 233-7704 RobertZiino@aol.com (ASO)

1980 911SC Weissach Limited Edition, 1 of 400 built; very desirable model in excellent condition; 66K mi; too many toys/must sell. \$19,400/OBO. Bob 847.878.9668 (JAS)

1980 911 SC Coupe Wide Body
Red/ tan; Rare factory Lightweight; no air/sunroof/cruise/etc; perfect track/DE candidate; all steel 930S body; recent 75K service; all books/records/upgrades; 82K mi; great runner/looker! \$19,500 or consider trade. Bill Kniewel 630-853-8422 herkniewel@sbcglobal.net (ASO)

1980 928 Coupe Pearl white/brown leather interior; 83K mi; strong eng; 5-spd manual trans; solid body/clean/no rust; sorted with new rack & pinion steering/ alternator/timing belt/water pump/ accessory belts/hoses/fuel injectors & pump/tires/brakes/misc relays, switches, sensors; VIN #92A0810378; service records. \$8,500/OBO Bill 773.761.7776 (JJA)

1983 911SC Beige/cream/brown interior; clean/no dents; maint records; 5 spd; sun roof; car cover/bra; exc rubber/brakes; 94K+ mi; winter storage; \$15,000. Lou Morabito Lmorabito@comcast.net or 847.736.4643, (JJA)



1984 911 Cabriolet Guards red/black; 30K mi; cover May Chicago Scene; always garaged/driven nice weather only (no rain); inc bra/cover; pristine! \$28,500. Mark Toth mark.t@skydesign.com 219.464.1782 (JAS)

1986 944 Turbo Garnet red/ burgundy leather; 70K mi; orig owner; electric sport seats; LSD; 8 & 9 inch Fuchs; S turbo; Milledge chips/cam; lightened flywheel; Centerforce clutch; adj yellow Konis; 30mm front/21mm adjustable rear Porsche sway bars; strut brace; carbon fiber rear muffler; much more/garage kept/ no winters; only Mobil 1 15w50. \$12,000.00 Rich Potempa 630.717.1173 (JAS)

1986 Porsche 944 Guards red / brown leather; 5 speed; 71K mi; sunroof/all options plus Blau equal amp. Replaced time belt/water pump/alt/front brakes; all records; New Eagle HP tires/ K&N air filter. 15 year owner/ always garaged/no winters. Looks/runs great. \$8,750 Don O'Brien 847 888 1404 (ASO)

1987 928S4 Black/ gray; 60K mi; rare 5 speed; factory sport seats/ shocks/limited slip; 17" chrome cup wheels w/Yoko AVS Sports; K&N filter; \$9k in recent main w/ new clutch/timing belt/water pump/tune /alignment; exc cond! \$21,500 Rick Cornell 847. 226.9680 rick@b-goat.com (JAS)



1989 Porsche 911 Turbo (930) Coupe
Guards red/black; beautiful; 5 spd;

The Mart ...

orig; Mobil 1 synthetic; Midwest Euro; 54k mi; ltd slip; no smoking/winters/raced; electric sun roof/windows/seats/mirrors; central locking/alarm. \$42,000 Mike Kenaga michael.kenaga@piperrudnick.com or 312.368.8937 (JAS)

1988 928 S4 Rare Diamond Blue metallic/burgundy int; 5 spd/all options/maint; Mobil 1; 2nd owner/ no smoking/winters; heated garage; exc cond; new cover/Bridgestone Potenzas/bra; 34K mi; \$23,500 George LaCross 708.233.6000 or 708.772.8910 (ASO)

1989 944 Turbo GT3 race car Technodyne prepared; widebody; lightweight; big brakes; cockpit adj brake bias; Fabcar arms; Kelly Moss camber plates; full spherical bearing suspension; 968 6 speed w/ GT3R LSD; 968 Turbo RS axles; O-ringed head; K27/8; RSR Clutch; Kokeln wing; 367 HP/rear wheel; 2 sets of 10" x 18"/12" x 18" 3 piece wheels; many more options. \$35,000 trba951@aol.com (ASO)

1990 944 S2 Cabriolet Alpine white /new navy blue top/interior; all original; always garaged; newer brakes/rotors/tires; all receipts available; exc cond; 89K mi; pics by e-mail. \$15,900/OBO 847.826.4657 or Lzdkng99@aol.com (JJA)

1991 911 C2 Targa Guards red/tan leather interior; 46,500 orig mi; interior/exterior in superb cond; new targa top; no snow/little rain/ always garaged; all maint records; CD; \$26,500. Mike 630-420-8576 or sevenwd@earthlink.net (JAS)

1994 968 Cabriolet Red/tan/lack Interior; 82K mi; clean/all main done/timing belt etc; new BFG Comp TA tires; upgraded pullout Blaupunk/AM/FM/CD; inc car cover. \$20,000/OBO. Doug 847-452-8087 dougcoup@msn.com (ASO)

1997 986 Boxster Artic silver/ Boxster red leather; 19k+ mi; outstanding cond; hardtop/tip-S/ sports package/AVS Sport/ magnetic bra; records, owner former Parade concours entrant/judge; concours potential, \$29,900. 941-639-6394 or ccling@surfbest.net (JAS)



2001 Factory 996 GT3 SuperCup Driven exclusively/signed by Alessandro Zampedri 2001 Super-Cup season; exc cond/many important upgrades; very quick/

many podium finishes. Interested? Glen Gatlin 972 672 9986 (ASO);

2003 Cayenne S Titanium/grey embossed leather; 17K mi; new 3/03 from Napleton/like new cond; comfort seats w/memory; extra set winter floor mats/18" 5-spoke wheels w/Pirelli snows; rear rubberized cargo tray; 20" Sport Techno wheels w/Michelin Diameris; \$50,000. Wm Baker at wbakercgar@ameritech.net or 630.235.0618 (JJA)

TIRES/PARTS/MISC

Wheels and Tires 1999 16" Boxster factory wheels/tires Never used/ won't separate; \$2,000 for the set/OBO. 1986 944T Phone Dial wheels/won't separate; \$400 for the set/OBO. Steve Rashbaum 847.272.7732 (ASO)

Boxster Wheels and Tires Set of 4 Porsche alloy wheels w/Yoko AVS tires/Dealer take offs from a new Boxster; Fronts 6J16ET50 w/205/55ZR16; Rears 7J16ET40 w/225/50ZR16; As new condition; Will deliver part way or UPS for cost. \$1200. Jeff Folkerts, 815-248-3890 jfolke@woodward.com (ASO)

Tires and Wheels 4 Mille Miglia rims 17by 71/2 front 17by 9 rear 4 Michelin Pilot Sport Cup Tires

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225/45/ZR17 Front 255/40/ZR17 Rear; used 3 times at DEs; purchased last year for \$2000+/asking \$1200 Call Chuck Cell # 773-209-9801 (JAS)

Parts for Sale: 915 shifter w/ Robotek sure shift, boot and shifter knob; solid motor mounts; Turbo 1/2 shafts (good condition); 24 MM sway bar; 3.2 balance connecting

rods; 3.2 pistons; 3.2 distributor and coil; wiper motor & linkage, wiper arms; fan blower; heater control module; front fuse block-relay block w/cover; rear fuse-relay block w/cover; factory alarm module w/key switch & harness; brake air scoops and other items. George Mueller (w) 708-331-8707 gmueller@greatline.net (JAS)

944T Yokohama Tires 4 AVS 50i (AV1-50i) 2=225-50-ZR 16/2=245-45-ZR 16; brand new/never mounted/won't separate; paid \$400+/asking \$200/OBO. Dan at dantee03 @sbcglobal.net (SON)

914 Parts One (1) steel spare wheel with tire \$25.00; late model exhaust complete (good heat exchangers/flapper valves & Cat/bypass tube) \$350; Two (2) complete front strut/brake assemblies (low mi Bilstein struts/new rotors/BMW calipers) \$400; Weltmeister harness bar (like new) \$100; Two (2) rear brake calipers \$150; stock front sway bar \$100; some other engine/chassis parts. Bruce Clay 630.837.4754 (eve) clay_bartlett@prodigy.net (JAS) **73-75 911 Misc Parts** torsion bar/brake pads/lug bolts/throttle bodies for 2 liter; gears for 901 box (3rd and 4th); other stuff too. Offers Ed Raymond 847.884.1070 or eraymond@d211.org (JJA)

996 Parts Poly-Rib Belt (New) \$10; Black Magnetic Bra (never worn by Janet Jackson) \$50 ; "EVO" Power-Flow Air Intake System w/K&N type filter \$200 "Brey-Krause Harness Bar w/Blue "Schroth Profi III" 6 pt. Belt & 5 pt. Belt (You'll need these items for D/E at R/A, etc)

\$500. All located in S/W Cook County for your inspection. Bruce Janecek-708-361-8421 or janeczmate@aol.com (ASO)

2002 911/996 Silver Front Bumper removed when purchased to install a "turbo" bumper/mint cond; \$375 plus shipping. Carlos 773.960.9673 carlos@segura-inc.com (JJA)

Dansk Muffler 1974 Dual inlet Style lightly used 500 mi total; aluminized/original box. Will take any serious offer over \$145.00. Proud owner pick her up in Lisle, IL. Patrick Yanahan Jr. 630-753-9687 or rufturbo99@sbcglobal.net (JJA)

Trailex Trailor 4100 always garaged; custom fuel boxes; spare tire/more. \$ 3,500 George Mueller (w) 708-331-8707 gmueller@greatline.net (JAS)

OTHER

2003 Aprilia Scarabeo 150 Scooter Brand new/32 miles; silver w/beige seats; auto trans/dual disc brakes;

perfect track "support vehicle"; top speed 70mph, cost \$4,200.00, will sell for \$3,500.00. John Diwik 312.907.9823/630.904.9915 (JAS)

1996 Jeep Cherokee (Cheep) 2 dr/ 6 cyl; 4WD,A/T,P/S,P/W,P/ locks,AM/FM/Cassette; block heater; 78K+ mi; good runner/inc 4 mounted snow tires. Buy Now! Price goes up at first snowfall. \$3150 firm. Bruce Janecek 708/361-8421 janeczmate@aol.com (ASO)

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For Rent: Galena/Eagle Ridge Getaway 4 BR Home 4 1/2 BA, 2 FP, 3 TV (1 plasma) w/DVDs; 3 golf courses, bucolic countryside. Chicago PCA member - for details, 1-800-892-2269, (unit #610) (ASO4)



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PERFORMANCE FRICTION BRAKES

Aungahh!

The summer is just zooming by ... I can't believe that we're half-way through July already! It's almost Labor Day. It is time to pull together the final bits and pieces for the TRAC 2004 event at Road America.

If you've been there, driven or participated in any way, forgive me as I am preaching to the choir. You know how much fun the entire event is ... lovely cars of all sorts ... Concours, DE, race, and street.. Porsche friends from all over the country. Wisconsin and Chicago Region hospitality at its best! You also know that it (the event) doesn't *happen* without the work of a lot of folks.

If you never been to a TRAC event ... What's the matter with you? It's a whole big heap of fun! You can come for a day (it's doable - up and back to Chicago - in a day). You can come and enjoy the whole weekend. But, it doesn't just *happen*. We need your help. We need all kinds of help ... in registration, on the grid, in the pits, at the Concours, on Thursday, on Friday, and on every other day. You name it, we need it!

If you wanted to be more involved in the Region and didn't know how to get started, here's your opportunity. Call me. Call AJ Tiller (the volunteer coordinator).

Call any one on the Board or on the TRAC 2004 Committee. We'll direct to the right person and get you set up. All volunteers will receive a free ticket for dinner on Saturday night as well as the satisfaction of knowing that you helped to put on one of the best events in Porschedom.

It's hard to believe that the TRAC event could get any better with age, but like fine wine, it does. This year a golf event has been added to the schedule. The event registration form is in this issue. Also, the drive from the track to the concours will be longer as the route will follow the 1952 Road America race circuit.. Those who have pre-driven it tell me that it's a whole bunch of fun.

Parts of the original Road America race circuits are currently threatened by proposed road construction that would alter and/or destroy the original circuits. The original street races were organized by members of Chicago Region of SCCA and the Village of Elkhart Lake. The proposed construction on County Hwy. A would alter the part of the 1951 and 1952 circuit called Schoolhouse Straightaway west out of Elkhart Lake and Kimberly Korner.

The road courses were generally triangular. The 1950 circuit start-finish line was on County Road P and competitors went north to County Road J, then South into the

Village of Elkhart Lake and West on what is now County JP, then called County Hwy. X, and reconnected with County Hwy. P, a distance of 3.3 miles.

The 1951 and 1952 courses were 5.3 miles, starting in the Village of Elkhart Lake and taking Lake Street South to County Road A, West on County A to County P, North to County Road J and South back into Elkhart Lake and the start-finish line.

For more information on the fight to save the original Road America road circuits, go to RoadAmerica.com. Show your support for Road America by joining us at TRAC 2004 and driving the 1952 road circuit with us.

I understand that some rooms are still available at The Osthoff, Siebkens, Victorian Village, as well as the new Baymont in Plymouth.

To end this column about wanting things (TRAC 2004 wants you, Road America wants no construction on their road circuits, and the Chicago Regions wants someone to fill the soon to be vacated job of web master), let me say that I want you to have an enjoyable August ... join your Porsche friends at an event. Our wonderful summer weather is too soon gone and our cars are returned to their winter havens. Get out and enjoy them and the Club.

The following sums it all up (submitted by Brent Johnson).

"Money can't buy happiness -- but somehow, it is more comfortable to cry in a Porsche than in a Hyundai."

See you at an event soon!

Susan

We Need You!

The Chicago Region is looking for a new webmaster.

Interested parties should contact Jim Jacisin

Aungahh (a-úun-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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