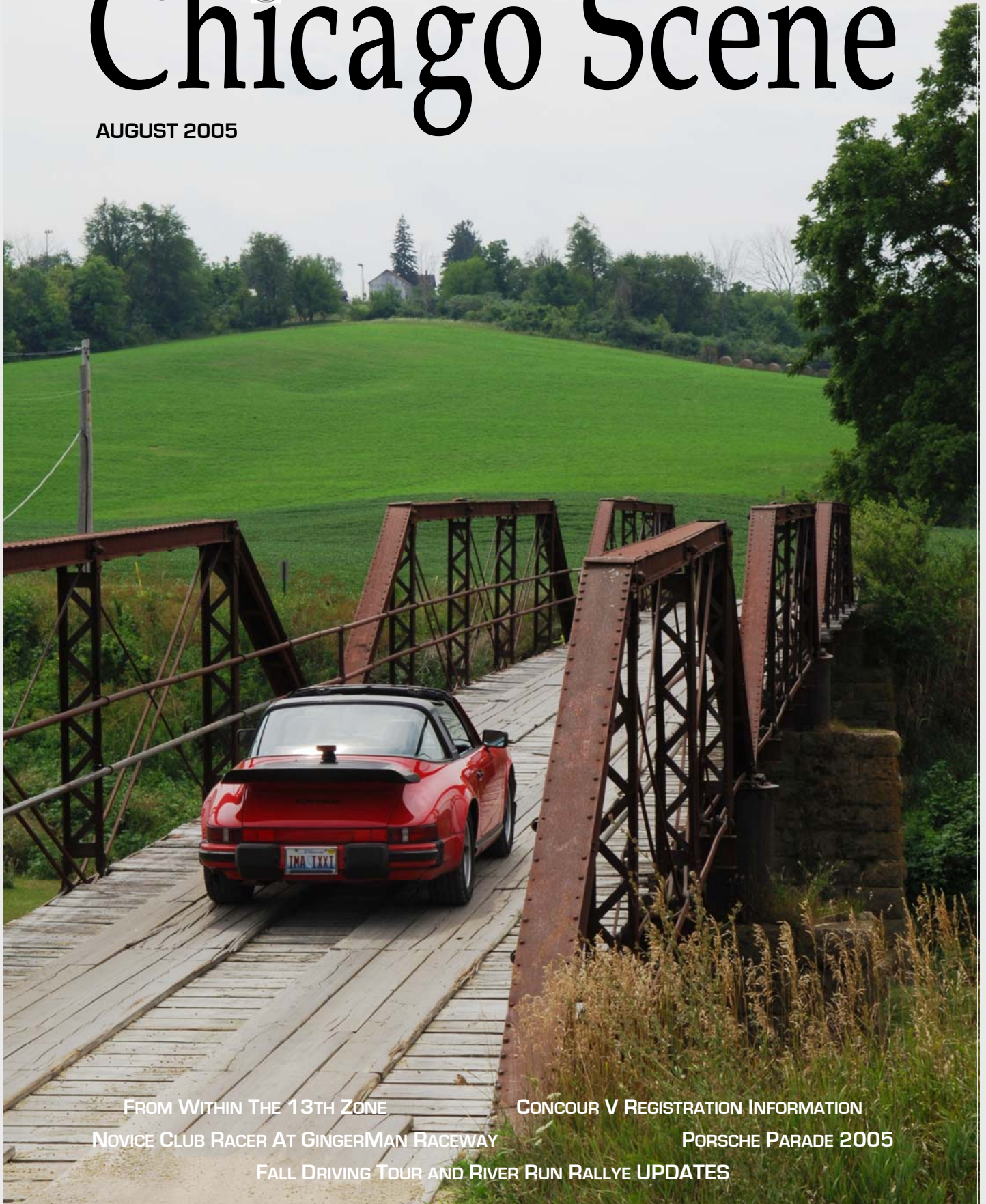


THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA / CHICAGO REGION

Chicago Scene

AUGUST 2005



FROM WITHIN THE 13TH ZONE
NOVICE CLUB RACER AT GINGERMAN RACEWAY

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PORSCHE PARADE 2005

FALL DRIVING TOUR AND RIVER RUN RALLYE UPDATES

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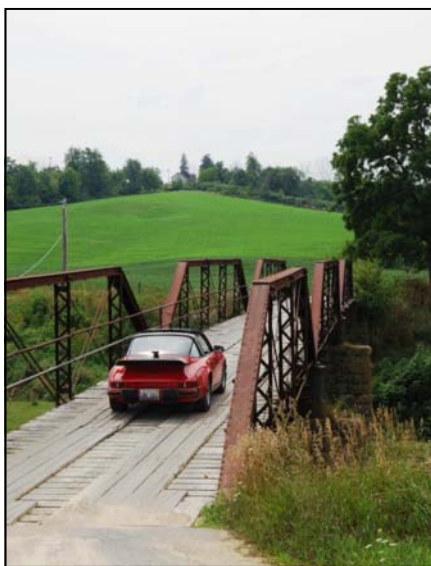
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52	Fall Driving Tour - Sep 24-25
7	Golf Outing - Aug 13
53	Rallye III: River Run Rallye I - Sep 24
53	Rallye IV: River Run Rallye II - Sep 25
25	TRAC 2005 Club Race - Sep 2-5
29	TRAC 2005 Concour IV - Sep 3
23	TRAC 2005 DE - Sep 2-5
27	TRAC 2005 Golf Outing - Sep 3
60	Wine Tasting Charity Social - Oct 9



Jack and Karen Stephensen pre run the River Run Rallye

photo by Steve Rashbaum

Contributing to this issue: Jim Jacisin, Ed and Debby Leed, Bruce Janecek, Mike Haas, Ed Barnicle, John Miller, Ron Bean, Ray Quick, and Chris Inglot

Photographers: Neil MacDonald, Steve Rashbaum, Chris Inglot, John Miller, and Greg Turek

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THREE MONTHS AT A GLANCE



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 AUGUST	2	3	4	5 GINGERMAN REG/TECH	6 GINGERMAN DE
7 GINGERMAN DE	8	9	10	11	12 BOARD MEETING	13 GOLF OUTING
14 AUTOCROSS IV	15	16	17	18	19 BLACKHAWK DE	20
21 Cancelled	22	23	24	25	26	27
28	29	30	31	1 TRAC DE T&T REG/TECH	2 TRAC DE T&T	3 TRAC DE & CR GOLF CONCOUR PARTY
4 TRAC DE & SPRINT RACES	5 TRAC DE & ENDURO RACES	6 SEPTEMBER	7	8	9 BOARD MEETING	10
11 AUTOCROSS V	12	13	14	15	16	17
18 CONCOUR V	19	20	21	22	23	24 RALLYE III - FALL DRIVING TOUR
25 RALLYE IV - FALL DRIVING TOUR	26	27	28	29	30	1 BLACKHAWK OCTOBERFEST DE
2 BLACKHAWK OCTOBERFEST DE	3 OCTOBER	4	5	6	7 BOARD MEETING	8
9 CHARITY-SOCIAL WINE TASTING	10	11	12	13	14	15
16 RALLYE V	17	18	19	20	21	22 Date changed FALL DRIVING TOUR
23 Date changed FALL DRIVING TOUR	24	25	26	27	28	29
30	31					

2005 CALENDAR AS OF 7/8/05

Italics = info in this issue CAPS = change

Aug

- 6-7 *GingerMan DE*
- 12 Board Meeting
- 13 *Golf Outing*
- 14 *Autocross IV*
- 19 *Blackhawk V DE*
- 21 Rallye - CANCELED

Sep

- 2-5 *TRAC 2005 DE/Concour IV/Party/
Club Race/Golf*
- 9 Board Meeting
- 11 *Autocross V*
- 18 *Concour V*
- 24 *RALLYE III - FALL DRIVING TOUR*
- 25 *RALLYE IV - FALL DRIVING TOUR*

Oct

- 1-2 *Blackhawk Octoberfest (VI) DE*
- 7 Board Meeting
- 9 *Charity-Social Wine Tasting*
- 16 Rallye V
- 22-23 *FALL DRIVING TOUR - DATE
CHANGED TO SEPT 24 - 25*

Nov

- 4 Board Meeting
- 6 *Fall Tech Session*
- 13 *Concours Judge's School*

Dec

- 17 *Dinner Dance*

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IT'S WHY YOU BOUGHT THE CAR

Jim Jacisin, President

Ninety-Nine, Nine Eleven

It seems happiness does indeed have a price. It is exactly ninety-nine thousand, nine hundred and eleven dollars. I'm speaking of the 2006 911 Club Coupe that was unveiled in Hershey during Parade Week to commemorate our club's 50th anniversary.

Only 50 will be built and from my perspective, they are breathtaking. While color is a very personal choice, this color, Azzuro Blue, covers the new 997 beautifully. From the deep, now swollen, fender flares to the gentle curves of the hood, light just dances off this color. It even looks good indoors under unflattering fluorescent light. And, an additional 26 or so ponies via an X51 engine kit doesn't hurt matters either. If the price of happiness seems a bit steep, one will be given away (as in free) in September to a very, very fortunate PCA Club member. Visit Porsche.com/911clubcoupe. I did.

We all took a collective breath in July from our 40-plus events as the 50th anniversary party in Hershey, PA dominated our attention. It was, by all accounts, a huge success. Summer, Porsches and chocolate. That's a perfect trifecta. And while Parade attendance was limited by lottery this year, the Chicago Region did bring home more than it's share of trophies. In Autocross, trophy winners included a First Place by Chuck Bittman. Other class winners were Lee Lichtenstein, Bob White, Frank Creamer, John Miller and Chris Inglot (in a *loaner* car).

In Rallye: Equipped: George & Linda Guttman;
Unequipped: Bob & Wilma White, Lee Lichtenstein & Chuck Bittman, Frank Creamer & Anne Birberick;
Unequipped Plus, (whatever Unequipped Plus is), Bruce Janeczek & John Miller brought home a trophy in it.



The 2006 911 Club Coupe at Porsche Parade



The Jim and Patty Jacisin entry at Parade—2nd in Preparation Class

photos by Chris Inglot

In Concours, Rich & Susan Laurie and Patty, Cindy & I brought home trophies.

In the wild Gimmick Rally, Chicago trophied again with George Guttman, Frank Creamer and Lee Lichtenstein.

And ... Jim Becker brought home a First Place in Porsche racing. It was in 1/32 slot car racing, but racing after all, is racing.

Well done all.

Parade is in Portland next year, San Diego in 2007, followed by the Carolinas and Colorado in 2008 and 2009.

Back in January, back when there was snow on the ground, I asked the Chicago Region to 'get its collective hands dirty' in a charity. It has become easy to just pick a charity for our region and simply write a check at the end of the year. I asked that we get involved. The money aside, the effort is what makes it sweet.

A few months ago I asked the questions, where do heroes come from? What makes firemen rush into collapsing buildings? What drives people to donate bone marrow to complete strangers? What motivates soldiers to enter harms way to save children in a foreign land? What drives ordinary people into extraordinary, selfless acts? What is a hero?

This year's charity is the Susan G. Komen Foundation and we have two heroes among us. Heroes to me, at least. Our outgoing Director, Mary Ann Nowakowski and my lovely wife, Patty, are part of a team named "Donna's Divas" in memory of Patty's aunt, Donna Tamburino, who ultimately lost her struggle with breast cancer, and now remains in memories and hearts. To me, this team's 60-mile fundraising 3-Day Walk qualifies them for hero status.

Now we all have the opportunity to become heroes ourselves and

support this cause, and the team. First, over the Labor Day weekend, you can show support and spend a little time on the legendary Road America Race Track in Elkhart Lake, Wisconsin. Even if you are not participating in the DE sessions or the Club Race activities, for a simple \$10 donation, you too can drive parade laps on this beautiful circuit Friday from 4:00 PM to 4:30 PM and again on Sunday from 11:30 AM to Noon. Come join us for the day. Watch the races. Spend some time in the beautiful town of Elkhart Lake; maybe even take a few 'laps' in the gorgeous lake itself.

And, if you can, stay Saturday night for the best party Porsche can throw with a 50th anniversary driving tour of the old public road course, ending with a street party in front of legendary Siebkens Resort in 'downtown' Elkhart Lake. Of everything we do, it is simply my favorite event. It is the best way I know of to celebrate the traditional end of summer.

If you cannot make the trip to Elkhart Lake, you can still show your support. 'Donna's Divas' and the rest of the 3-Day participants will be walking part of the 60-mile trek down the Illinois Prairie Path from St. Charles, though the historic railroad towns along the Path's

route, finishing at Chicago's beautiful lakefront. And as luck would have it, the Prairie Path is just steps from our home in Elmhurst where the Chicago Region will sponsor a water station Saturday, September 17th. Please be a hero and help by passing out refreshments to our team and all the other heroes. Get your hands 'a little dirty'. You can use my sink to wash up. Details will be posted on the website as we get closer to the event.

And finally, it's time to start to chart the Region's direction for the next calendar year. I have formed a Nominating Committee that I believe represents what a founding member kindly referred to as 'a dog from every town'. The Committee consists of Vice President Chris Ingot, James Drury, Mary Anne Nowakowski, John Takehara and chaired by me. I have selected this group not only for their friendship, but also for their ability to represent all facets and disciplines that form the Chicago Region. If you wish to step up or just wish to share your vision of events or activities, now is the time to let the Committee know. As we in Chicago reach our 50th anniversary, the future is now.

While you still can, grab the keys ... get out there.



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PCA Golf Is Now Twice As Much Fun



**Saturday
August 14th**

Submitted by Chicago Scene Golf Staff Chief Correspondent, Ed Barnicle

In November of each year, the PCA Board of Directors, along with the Coordinators appointed by the President, meet to plan the calendar for the following year. Also present are those who have volunteered to be an Event Chair for one or more events. For the past eight years, in addition to my other duties as a Coordinator and Board Member, I have served as the Event Chair for a nine-hole PCA Golf Outing; and those that have attended have always had a great time. I make the rules, then encourage those that play to "cheat only if you're sure that you won't get caught". It's been designed to encourage those who don't play very often to come out, and find out how much fun the game can be; especially when you are playing with friends, and know that you will have the chance to socialize with them afterwards.

When it came time to schedule this year's golf outing at the Planning Meeting, many of those who had played last year and in previous years felt it was time to play a full 18-hole round in 2005. Hence, "PCA Golf Is Now Twice As Much Fun". Since we will be playing a full round, it was necessary to move the event from the 9-hole Flagg Creek Golf Course; and this year's outing (our 9th) will be held at the **White Pines Golf Club in Bensenville on Saturday, August 13, 2005**. We have reserved eight tee times **beginning at 1:00 pm**; and have dinner planned for around 6:30pm in their restaurant. Any member wishing to bring a guest(s) will be able to play with them. The **registration fee of \$62.00** includes greens fees, a riding cart, and a \$10.00 donation to this year's PCA Charity. Dinner is on your own, and a cash bar will be available. So, mark your calendars, clean your clubs, get out to practice, and get excited. Then all you will have to do is complete the entry form below; and get it, along with your check, to me before the deadline. If you can't make it for golf, but would like to join us for dinner, please let me know that you will be attending.

Please note that our 32 openings will fill up fast, that pre-registration is *mandatory*; and that it closes on August 3rd. This mandatory pre-registration is necessary because White Pines requires a guaranteed number of players no later than one week prior to the event.



Questions? Contact me at ebarnicle@dolphincartage.com or, in the evening, by phone at 1-630-323-2963.

Make your check payable to PCA Chicago Region, and mail it to Ed Barnicle, 3 Hanover Court, Burr Ridge, IL. 60527-8307.

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e-mail: _____ Phone: _____

Name #2: _____ N S O H _____

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THE MIDSHIP REPORT: WINNERS NEVER QUIT

John Miller [Boxster_S@veryspeedy.net]

photos by John Miller

But, they know when to get off the road. Elsewhere in this issue, you'll find the *Firsthand* coverage of Porsche Parade 2005. What follows here is partly related to Parade, but whereas the *Firsthand* coverage is (mostly) objective, The Midship Report will make no such efforts.

To Coin a phrase

'It ain't no picnic' I suppose it (Porsche Parade) could be, but it would require compromises. The last several Parades I attended have always started out as a vacation and ended as exhausting labor. Fun, yes, but no picnic. And that perhaps is where the balance and compromise comes in. The Parade organizers strive to maintain a balance between time and events. A Parade that is too long (in terms of days) may not be appealing to some. Proper scheduling (and spacing of) events is also important so that participating in one event doesn't prevent participation in another. Apparently, though, the organizers don't expect anyone to be foolish enough to try and do all the events. And that's where I come in.

The (my) event schedule came out like this:

Saturday: Registration; Tech Inspection; Swapmeet; and Welcome Banquet
Sunday: Early AM staging for the

Porsche Corral parking at the Concours; Concours (plus luncheon); Rallye School, and dinner in town
Monday: Early morning Rallye departure; Rally to apx 12 noon; Ice Cream social; Afternoon Volunteer worker shift; dinner in town
Tuesday: Gimmick Rallye; Art show; Autocross course walk, Rally Awards Banquet;
Wednesday: Early AM Autocross staging; Autocross; Staging for Parade of Porsche; Parade of Porsche; Tour of AAMA museum; dinner in town;
Thursday: Sleep in! Autocross Awards Banquet
Friday: Early AM Volunteer worker shift, Volunteer worker lunch; wash car (again); pack car for trip to Watkins Glen; Victory Banquet.
Saturday: Drive 4 hours to Watkins Glen; Completely unpack car; Check in and drive one session; PCA-DE dinner.
Sunday: Drive at Watkins Glen; Return to hotel; Completely repack car; Drive 12 hours home.

What isn't on the formal schedule are the impromptu meetings held at the local pub and hotel bar, or the extended dinners that makes those early AM wakeups a bit ... traumatic. Don't get this wrong - it's not a

complaint. I probably need to cut back on some activities (planned and impromptu).

On the other hand, I also have concerns about Parade 06. The 2006 event will be held in Portland, OR (the 2007 Parade, by the way, is in San Diego, CA). The Portland Parade Chair spoke at the final banquet at Hershey Parade and wisely spelled it out: The Portland region would not try to 'top' the Hershey Parade ... but (and it's a bit early to gauge), the agenda he spelled out gave the distinct impression that the focus of Parade 06 would be on social events. I find this a particularly interesting (though not necessarily appealing) shift.

It's NOT TWEAKS

It's FUNFEST for Porsche at Mid-America Motorworks. Some of have a hard time giving up the TWEAKS name. Funfest is an annual event (usually right before PARADE - this year in mid-June) in Effingham, IL in very relaxed, picturesque surroundings. It wouldn't be a fair comparison to the VW Funfest event sponsored by MidAmerica the previous weekend - that event was graced with gorgeous weather from start to finish, whereas the Porsche



.At Funfest the estimate was somewhere in the area of 350 cars (including a 'few' Boxsters) not bad considering the weather.

PCA Chicago member Larry Petry once again (and rightly so) gathered up a Judges Choice Award.



As usual, the museum display that MidAmerica put on was spectacular

event attracted flash storms that blew in quickly and ferociously (making the KC Wrenching Society/ Rennlist Tent one of the most popular areas all weekend). The turnout was still good, but undoubtedly hampered by the storms that came and went all morning. Of course, this also meant that if you were there, you REALLY wanted to be there. Look for TWEerrr, Funfest to be combined with the VW event next year ... it always makes for nice season starting road trip.

Get off the road

Had I only listened. I had received a voicemail message from Lee Lichtenstein who had departed for Parade a day earlier than I and advised that the Illinois tollway (and Skyway) to Indiana were a complete mess and the backup stretched for miles. This could be expected ... except that Lee went thru around 1AM. I noted it and took a quick glance at some maps for alternate routes, and yet, there I was on a Friday morning, stuck in an endless

backup on I-80 and feverishly jabbing at the GPS trying to find alternate routes. The catch is that there are darned few exit ramps once you enter that debacle of a highway.

Lesson learned. I took a roundabout (local two-lane) route on my return trip home except for a stint on the Dan Ryan, and avoided the IL tollways altogether. On the same thought path - a 12 hour drive can be tiresome, and somewhere in Ohio (at one of their very upscale rest stops), I knew it was time to get off the road and took 45 minute nap in the Boxster. It's surprising how comfortable it was stretching over the center console and resting my head in the passenger seat ... which happened to be empty at the time.

And stay off the roads, I shall ... until ...

I have to stay in Illinois for a while and get caught up. The PCA Chicago event schedule is unwittingly cooperating as there are darned few events (one AX and a few DE's)

during August. But look for me in September: the AX, the Concours, the Rallyes, and the DE's. In fact, everyone ... yes, **everyone** and anyone you know should start the month at Road America. PCA Chicago is running the usual TRAC event over Labor Day weekend and once again is presenting the 'Taste of the Track' Charity event. A PALTRY \$10 puts you on the famed 4+ mile course for a couple of parade laps. You don't need a Porsche (but you should question yourself if you don't have one) ... you don't even have to be a PCA member, so bring your friends, bring your relative, tell your co-workers (at least the ones you like). EVERYONE wins with this event.

Next Month: Something's bound to come up ...

MORE FROM FUNFEST

photos by Chris Inglot



Outside the Museum ...
putting the 'fun' in Funfest



Inside the Museum ... one of only
575 Speedsters built in 1957 ...
Metallic Aguamarine on loan from
the Ingram Collection of NC



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Autocross IV

Sunday August 14, 2005

MGA Proving Grounds

5000 Warren Road
Burlington, WI



Event Info

Directions to MGA Proving Grounds

- From Chicago (O'Hare International Airport)
- Start out going East on I-190 E. (1.3 miles)
- Merge onto I-294 N via exit number 1C toward MILWAUKEE/I-90 W/ROCKFORD (Portions toll). (13.1 miles).
- I-294 N becomes I-94 W (Portions toll). (29.6 miles)
- Take the WI-50 exit- exit number 344- toward KENOSHA/LAKE GENEVA. (0.3 miles)
- Turn LEFT onto 75TH ST/WI-50 W. Continue to follow WI-50 W. (17.7 miles)
- Turn RIGHT onto CR-P/DYER LAKE RD. Continue to follow CR-P. (2.4 miles)
- Turn LEFT onto WARREN RD. (0.1 miles)

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

Questions: *Mike Hill*
708.415.0769
michael@mphproductions.com

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

Driver 1 _____ Chicago Region Permanent # _____

Member/Family Member/Guest* Phone Number _____

Driver 2 _____ Chicago Region Permanent # _____

Member/Family Member/Guest* Phone Number _____

Car/Year/Model _____

Checks, please (made out to PCA-Chicago Region) Total Enclosed \$ _____

*Guest of _____ Member MUST be present

FROM WITHIN THE 13TH ZONE

Chris Inglot, PCA Zone 13 Rep

Porscheplatz at Road America

ALMS and IMSA are sponsoring five GT3 Cup Challenge races as part of an ALMS weekend. The one within our zone is at Road America. The dates will be August 19-21st. There will be a hospitality area with special opportunities to meet pro drivers, do parade laps on Road America, win an honorary pit crew session to name a few. There are more details in Panorama or on the IMSA website. We will need volunteers to staff the hospitality area. Interested parties should contact me as soon as possible.

Hershey Porsche Parade

Those that were fortunate enough to attend the 50th Annual Porsche Parade witnessed quite a show. Perhaps it was meeting the members of the Porsche family or witnessing 750 plus concours cars surrounding the fairways near the Hotel Hershey or competing in a favorite event. I am pleased to say that each of the 8 regions within the zone were represented at Parade. The zone had trophy winners in all area of competition. Hopefully I have recognized all the appropriate trophy winners, my apologies to those that may have been overlooked:

Autocross P2M - Chuck Bittman - Chicago Region - 1st Place
Autocross M6M - Robert White - Chicago Region - 1st Place
Autocross SS9M - Chris Inglot - Chicago Region - 5th Place

Concours-Restoration, Touring 69-73 911 - James & Teresa Schragger - Chicago - 2nd Place
Concours-Preservation, Touring 84-95 911 - John & Renee Takehara - Chicago - 3rd Place
Concours Group Grand Award - 1988 924S - Gary Princl - Milwaukee Region
Concours-Full 944 & Turbo -

Jim & Patty Jacisin - Chicago Region - 2nd Place

Gimmick Rally - Wayne White-Lincoln Trail Region - 1st Place
 - Beverly Jurkowski - Milwaukee Region - 6th Place
 -.Frank Creamer - Chicago Region - 24th Place
 - Butch Raiha - Lincoln Trail Region - 25th Place
 - George Gutmann - Chicago Region - 40th place

PCA Public Service Awards
 - Blue Grass Region - 2nd Place

Rally Unequipped - Bob & Wilma White - Chicago Region - 2nd Place
 - Lee Lichtenstein & Chuck Bittman - Chicago Region - 13th Place
 - Gary Princl & Steve Kidd - Milwaukee Region - 18th Place
 - Rex & Lee Grunewald - Central Wisconsin - 25th Place

Rally Unequipped Plus - Bruce Janecek & John Miller - Chicago Region - 5th Place

RC Car Awards Electric - Max Schragger - Chicago Region - 2nd Place

Slot Cars Mens 18+ - Jim Becker - Chicago Region

Tech Quiz Early 911 Women's - Linda Gutmann - Chicago Region - 4th Place

Tech Quiz 996 & 997 & Boxster Men's - Bruce Janecek - Chicago Region - 4th Place
 Steven Jacobs - Lincoln Trail - 7th Place
Tech Quiz 924/944/968 Men's - Phillip Doty - Bluegrass Region - 1st Place

Tech Quiz Cayenne Women's - Patty White - Lincoln Trail - 1st Place

Win a 2006 911 Club Coupe

At the Porsche Parade, Porsche AG and PCNA announced the limited production of a 911 Porsche Club Coupe to commemorate the 50th Anniversary of the Porsche Club of America. Only 50 cars will be produced. 48 will be available for purchase only by club members for \$99,911 and 1 will be raffled off to a club member. To enter the sweepstakes or to enter the lottery to purchase the car, visit their website at www.porsche/911clubcoupe.com.

PCA ZONE 13 CALENDAR

<i>Date</i>	<i>Event</i>	<i>Region</i>
8/4	Board Meeting	Milwaukee
8/4	Drop In	Kentucky
8/5-8/7	DE @ Gingerman Raceway-South Haven, MI	Chicago
8/7	Autocross # 3 @ Miller Park	Milwaukee
8/8	Membership Meeting	Kentucky
8/12	August Board Meeting	Chicago
8/13	Breakfast Social	Kentucky
8/13	Golf 18 Hole Outing	Chicago
8/13	The Dog Days Rally	Bluegrass
8/14	Autocross @ Columbus 151 Speedway	Central Wisc.
8/14	Autocross # 4 @ MGA Proving Grounds	Chicago

8/15	Dinner @ Lucca Grill	Lincoln Trail
8/18	Dinner @ Mario's Pizza	Lincoln Trail
8/19	DE @ Blackhawk Farms Raceway	Chicago
8/19	Walter Mitty Challenge	Central Wisc.
8/19 - 8/21	Porscheplatz @ Road America	PCA Zone 13
8/20	Drive (To be determined)	Kentucky
8/21	Autocross # 4	Lincoln Trail
8/21	Membership Party & Social	Bluegrass
8/25	Dinner @ Monicals Pizza	Lincoln Trail
8/27	Breakfast @ Panera's	Lincoln Trail
8/27	Lexington Concours D'Elegance	Bluegrass
9/1	Board Meeting	Milwaukee
9/1	Drop In	Kentucky
9/1-9/5	TRAC 2005 @ Road America (DE,Club Race,Golf)	Chicago
9/3	Concours @ Siebkens	Milwaukee / Chicago
9/9	Board Meeting	Bluegrass
9/9	Board Meeting	Chicago
9/10	German Wheels & Wings, Oshkosh, WI	FVR, CWR, Milw.
9/11	Autocross @ Columbus 151 Speedway	Central Wisc.
9/11	Autocross # 5	Chicago
9/12	Membership Meeting	Kentucky
9/15-9/16	Driver Education @ Blackhawk Farms	Milwaukee
9/15	Dinner @ Mario's Pizza	Lincoln Trail
9/15	Drop In	Kentucky
9/17	Dr. Porsche's Birthday "Drive Your Porsche"	Kentucky
9/17	Breakfast Social	Kentucky
9/18	Autocross # 4 @ Miller Park	Milwaukee
9/18	Concours # 5	Chicago
9/19	Dinner @ Lucca Grill	Lincoln Trail
9/21	Membership Party & Social	Bluegrass
9/24	Breakfast @ Panera's	Lincoln Trail
9/24	Car Show @ Furrows Winery	Lincoln Trail
9/24-9/25	River Run Rallye # 3 & 4	Chicago
9/29	Dinner @ Monicals Pizza	Lincoln Trail
9/30-10/2	Autumn Derby	Kentucky
10/1-10/2	Octoberfest DE @ Blackhawk Farms Raceway	Chicago
10/2	PCA Car Collection Tour	Milwaukee



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Fri 9:00am to 6:00pm
Sat. 9:00am to 5:00pm



PORSCHE



BLACKHAWK III DRIVERS' EDUCATION

FRIDAY, AUGUST 19TH, 2005

Event Info

Blackhawk Farms Raceway is a great road course close to home in Rockton, Illinois. **This August 19th event is open to all drivers from Novice to Experienced veterans.** 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, driver 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 2005 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

Contact Event Chairman:

Pete Hackenson (630) 655-4661
 p.hackenson@comcast.net

For more information on Track Events, Schedules, Tech & Safety Requirements use the WEB at www.PCA-Chicago.org

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

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

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

Prior Experience: _____

Pre-registered Entrance Fees received by August 15th, 2005:

Member First Driver - \$160	\$ _____
Family Member-2nd Driver - \$80*	\$ _____
Non-Member - \$170	\$ _____
Registration received after August 15 th 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.

Make check payable to: PCA-Chicago Region

PLEASE - ONLY ONE EVENT PER CHECK

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

BULLETIN BOARD

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

2005 Ozark Tour (a road trip for Porsches) November 5 - 10 submitted by Jack McCall

Only your driving fantasies could compare with the passion of piloting your Porsche on incomparable, uncompromising roads like those you will experience on this tour. Whether you are a repeat participant or first timer, you will be amazed at the precision and reliability of your Porsche. The engineers must have been thinking of these roads when designing your Porsche.

Denise McCluggage of auto racing and AutoWeek magazine fame said, "As roads, they are absurd, but they sure are fun." She went on to explain that to get from point "A" to point "B", they make no sense; but they provide endless entertainment to the enthusiast.

Davy Jones, 1996 LeMans winner for Porsche, said, "I had no idea how much fun road driving could be." Davy has participated the past three years and schedule permitting, will attend this year.

Driving ranges from mild to wild. Accommodations are made for every style of Porsche and driver. This includes those who pretend to live in the fast lane, but don't know their apex from a hole in the road. Their secrets are safe with us; we won't tell.

Instructions in the arts of stealth and cooperative driving will be given. While safety reigns supreme, the thrill of roller coaster roads will demand undivided attention. This level of concentration eliminates distractions and pressures associated with today's living. Recapture that youthful feeling of unadulterated fun.

The only catch is that participation is limited to those who will strictly adhere to the 21 safety rules prescribed by this adventure. The

second prerequisite is to sign up before this year's extremely limited allocation of slots is sold out. A few new twists will be introduced this year; don't miss out on all the fun.

For those who participate in the early payment program, eligibility for any and all priorities and privileges will be expanded this year. This permits me to fulfill all the financial burdens of deposits and reservations that need to be met, some a year in advance.

This will be the 23rd year of the Ozark Tour, and the 30th tour of its kind. Unfortunately, West Texas keeps moving further away. If it helps, I am beginning to understand what it takes to organize a tour for a group of Porsche owners.

Mission Statement

The purpose of this trip is to enjoy driving in its purest form. The perfect drive is neither the fastest, nor the slowest. The perfect drive is the triple distillation of automobile (Porsche), roads (Car and Drivers' Ten Best), and driver input (rhythm created by you). It is a rapport between you and your Porsche that transcends merely progressing toward a destination. It is an experience that demands your full attention and participation. It eliminates all external distractions including the routine stresses of occupation and responsibilities of today's fast paced world.

These are the roads that showcase the engineering that separates Porsches from all the other automobiles, and lifestyle from transportation. This experience will escape those who drive either too fast or too slowly. The speed freaks will be concentrating on survival, while the tortoises won't be concentrating on anything.

You will partake of scenery that

could fill a photo album; food that justifies a few more pounds, and accommodations where your business is truly appreciated. Whatever level of excitement you are enjoying, the single most rewarding feature is the other participants. The common denominator being your Porsche, the shared experience has been and will be the creation of great and lasting friendships. Even with the super destinations, the journey is our primary reward. Have a great trip, and never surrender to the "red mist".

In A Nutshell

If you are confronted with 2,162 turns on this trip and successfully negotiate 2,161 of them, your trip has been a failure. Not only has your trip been unsuccessful, your misfortune has dampened the energy shared by the other participants. This is a team effort that requires 100% in the safety column. Do not permit your ego to write checks that you can't cash.

The Birth of the Ozark Tour (a road trip for Porsches)

The January edition of Car and Driver in 1983 was its first "Ten Best" issue. In it, Larry Griffin wrote about the ten best roads in America. Jack McCall, an avid reader, was the Sales manager of Giles Porsche in Lafayette, LA.

Arkansas' Highway 7 made this list. Jack was inspired and organized a road trip for Porsches. This included several Porsche customers and Larry who has since made six more trips.

One of the themes that helps define Porsche is the process of continuous improvement. Porsche makes changes on the fly; they don't wait for model year change, government mandates, or the competition to dictate change. So goes the tour. Recommendations are proposed by

the participants constantly, but a camel is a race horse designed by a committee. The basic formula for the trip is tweaked every year to create a better product. The trip's success is due in large part to all the mistakes made on past trips.

It takes an iron will to reign in the exuberance of some of the drivers. Safety is a no nonsense subject that has to be preached constantly. Compromise on any issue usually comes back to bite us.

For the gourmets, eating is not a neglected subject on these tours. Every evening is a different experience. There are even a few lunches and breakfasts thrown in to enjoy.

Two resorts host our group. Lake Hamilton Resort in Hot Springs, AR provides an all suite facility that sits

on a finger of land that reaches into Lake Hamilton. This provides for a lake view from any room. The resort is in need of a make over, but the location, parking, employees, and access to the good roads make up for the less than perfect appearance. Willie will prepare some great "down home" cooking; and you won't go away hungry.

Big Cedar Lodge is the experience that may be like nothing else in the country. The resort has been referred to as "America's Premier Wilderness Resort". It is. The setting alongside Table Rock Lake is gorgeous. The buildings and grounds are immaculate. The food is gourmet. Almost everyone who has visited the resort with our touring group has returned on their own.

Satisfaction has been defined as

performance minus expectation. No matter how much we build up this place, it will not fail to satisfy.

The roads in-between these two resorts are the real stars. Three of them have made Car and Driver's Top Ten at one time or another. These roads are both beautiful and entertaining. Of course we have some neat stops along the way. Bring your camera. The amount of fun being thrown at you almost puts your senses on over-load.

There is no adequate way to describe this experience. It certainly showcases the engineering that has gone into your Porsche. One thing is for sure: if you weren't totally in love with your Porsche before the trip, you will be after the trip. We couldn't imagine doing this in any other car.

2005 OZARK TOUR REGISTRATION FORM

Name: _____

Address: _____

Phone #: _____

E-Mail: _____

Porsche yr. & model: _____

Maturity and responsibility (1- 10, low to high): _____

Falls Lodge (double queen): \$2780 Falls Lodge (King): \$2930 Cabin: \$3020 2B/R Cabin: \$3360

Prices are for two. Add or subtract \$585 per person for meals.

Deadline for balances and cancellations is September 15, 2005. Add \$100 late fee after this date

Mail deposit (\$250) to: Jack McCall 9 N 768 Whispering Springs Lane Elgin, IL 60123.

Chicago participants should choose to depart Friday the 4th and stay in Marion, IL before going on to Hot Springs (add \$100).



PORSCHE

Contact: Bob Carlson
Media Relations Manager, Automotive
(770) 290-3676

Martin Peters
Media Relations Manager, Business
(770) 290-3667

PORSCHE® WILL BUILD FOURTH MODEL LINE: PORSCHE PANAMERA®
Board Approves Four-Door Sports Coupe for 2009 Launch

Atlanta, July 27, 2005 -- The Supervisory Board and the Board of Management of Dr. Ing. h.c. F. Porsche AG, Stuttgart, gave their approval today for the development and production of another Porsche model line. To be called Panamera, the new car will be a premium-class sports coupe with four seats, four doors, and a choice of front-mounted engines driving the rear wheels.

Scheduled to enter the market in 2009, the Panamera will be the fourth model line from the Stuttgart carmaker following the 911®, the Boxster® and the Cayenne®. The new car's name is derived from the legendary *Carrera Pan-americana* long-distance race.

Production of the Panamera is to be in Leipzig, where Porsche already builds the Cayenne SUV and the Carrera GT® supercar. The final decision will require further detailed talks between the Board of Management of Porsche AG and the Management of Porsche Leipzig GmbH with representatives of the employees. Porsche's total investment in the new model line, including development, will be more than Euro 1 billion and will come entirely from the company's own funds. Expected sales are at least 20,000 units a year.

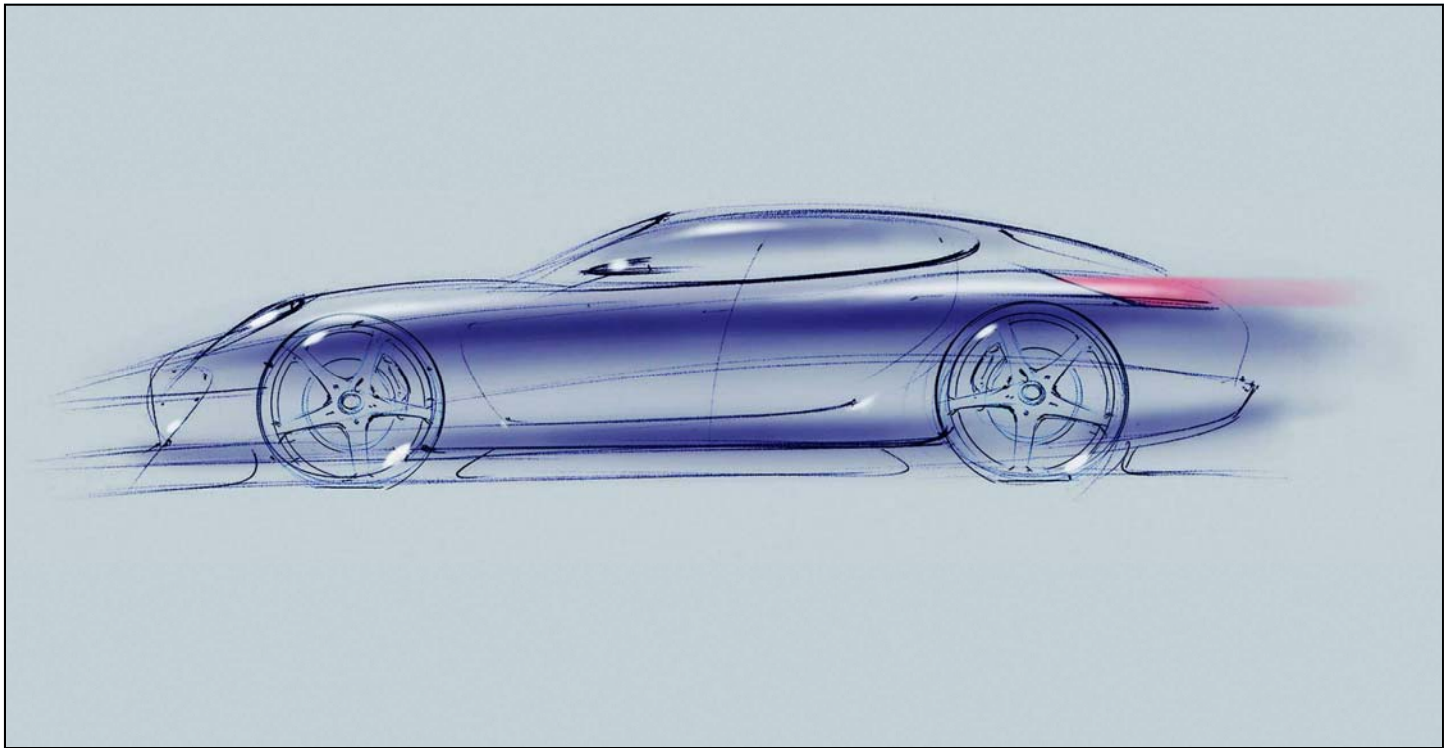
"The Panamera is a perfect fit for Porsche," said Dr. Wendelin Wiedeking, the President and CEO of Porsche AG. "It has all the typical DNA characteristic of a genuine sports car. In terms of performance, design, and driving dynamics, it meets Porsche's high standards in every respect. Through this sports coupe we are making our customers a highly attractive offer in the top performance segment."

Porsche will develop and build the Panamera using the company's own resources. "We will be developing a separate platform for our fourth model line at our Weissach R&D center," said Wiedeking. "There are no plans for a joint venture with another car maker, but to ensure the profitability of this new model line we will cooperate more closely than so far with selected system suppliers."

Production of the Panamera in Leipzig would potentially create some 600 new jobs there. In the course of the project, approximately 400 more new jobs will be created at Porsche's original plant in Stuttgart-Zuffenhausen, where the engines for the fourth model line will be built, and at the Weissach Development Center.

Like the 911, the Boxster and the Cayenne, the Panamera will bear the "Made in Germany" stamp of quality. Domestic share of the Panamera's overall assembled value will be approximately 70 percent.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 208 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



Porsche's new Panamera will be the fourth model line from the Stuttgart carmaker following the 911®, the Boxster® and the Cayenne®.

You Can Win the 911 Club Coupe!



In honor of the 50th Anniversary of the Porsche Club of America, Porsche is pleased to announce the 911 Club Coupe, a limited production car made specifically for the PCA. This occasion marks one of the first times Porsche has ever officially named a car in recognition of a group. Only 50 Club Coupes will be produced, each car representing one of the PCA's fifty years in existence.

To honor the PCA's 50th Anniversary, PCNA is going to give away one of the 50 limited 911 Club Coupes to one lucky PCA member! PCA members can enter to win by visiting www.porsche.com/911clubcoupe.

PCA members may also register online for the opportunity to purchase one of the 48 limited edition 911 Club Coupes that will be offered for sale. Sweepstakes information, purchase details, vehicle specifications and full terms and conditions are available at www.porsche.com/911clubcoupe.



The Chicago Region's TRAC 2005 ...

Road America in Elkhart Lake, WI

Friday, September 2nd - Monday, September 5th

13th Annual Club Race - Drivers' Education - Concours - Dinner - Party



Drivers' Education - Friday, Saturday and Sunday with additional (optional) drive time on Monday. Drive time on Monday may be earned by volunteering three hours during the weekend or may be purchased for an additional fee.

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

TRAC 2005 Concours, Dinner, and Party - Saturday evening, September 3rd, at Siebkens Resort in Elkhart Lake. Returning this year, the police will escort us from Road America to Siebkens via the historic 1952 Road Course.

The **TRAC 2005 Drivers' Education Registration form** is available in the current issue of the Chicago Scene, at www.pca-chicago.org or from the registrar at 847.929.1831, or nowakowskim@permapipe.com. Drivers ED' registration is now open. Drivers' ED registration will close August 28.

The **TRAC 2005 Club Race Registration form** is available in the current issue of the Chicago Scene at www.pca-chicago.org, from the registrar at 847-272-7764 or TRAC05ClubRace@aol.com. TRAC 2005 Club Race Registrations postmarked or date stamped before July 12th will not be accepted.

Registration confirmations for TRAC 2005 Drivers' Education and Club Race participants, the tentative TRAC 2005 Schedule, and a copy of the *Rules of Road America* will be sent via email or US-Mail. Please read the *Rules of Road America* carefully before you arrive at the track to ensure that you, as well as your guests and crew, are in full compliance. All TRAC 2005 Drivers' ED and Club Race participants should note that their cars may not exceed the maximum Road America noise restriction level of 108 decibels. By 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 will have the concours and dinner on us! All TRAC 2005 participating drivers and volunteers will have their TRAC 2005 Concours registration fee waived and will be the dinner guests of the Chicago Region. Additional dinner tickets for crew and guests may be purchased via your registration form or at the event.

There will be 24-hour security at the track Thursday through Monday evenings. Road America will allow participants to camp on the grounds for a fee 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 form is for a 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. Cart drivers must be a minimum of 16 years old.

Additional **TRAC 2005** 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.

City of Milwaukee construction: The Marquette Interchange in downtown Milwaukee is under construction for the 2005 season. While I-43 will remain open, there will be lane closures and traffic delays. Visit www.mchange.org for details on construction closures.

See you at **TRAC 2005 at Road America!**

Pete Hackenson

TRAC 2005 Event Chairman

Keith Clark

TRAC 2005 Event Co-chairman

The Road America Challenge 2005 Committee Members

Pete Hackenson	Event Chairman	630-728.7294	roadam.pca-chicago@Comcast.net
Keith Clark	Event Co-Chairman	630.690.3381	KC_Design@sbcglobal.net
AJ Tiller	Volunteer Coordinator	708.957.8262	AJ2ManyCars@aol.com
Susan Shire	Club Race Registrar	847.272.7764	TRAC05ClubRace@aol.com
Mary Anne Nowakowski	Drivers ED Registrar	847.929.1831	nowakowskim@permapipe.com
John Ruther	Chief Driving Instructor	847.304.5515	John@northstarmotorsports.com
Toby Duckett	Tech Coordinator	630.248.7680	Toby@mc2fyi.com
Todd Conforti	Safety Coordinator	847.382.9653	TLControls@aol.com
Chuck LaMantia	Event Coordinator	847.417.6685	Claman1022@msn.com



PCA Chicago Region
The Road America Challenge 2005
September 2nd thru 5th, 2005
 Pete Hackenson, Event Chairman
 Keith Clark, Event Co-Chair

DRIVERS' EDUCATION REGISTRATION FORM

REGISTRAR USE ONLY	
First Driver	Second Driver
Grp _____	Grp _____
# _____	# _____
Shirt _____	Shirt _____

Event Info

First Driver Name _____	Second Driver Name (must be in same car) _____
Address _____	Address _____
City _____ State _____ Zip _____	City _____ State _____ Zip _____
Eve Phone with AREA CODE _____ Day Phone with AREA CODE _____	Eve Phone with AREA CODE _____ Day Phone with AREA CODE _____
E-mail address _____	E-mail address _____
Shirt size: S M L XL XXL XXXL	Shirt size: S M L XL XXL XXXL
PCA Member Region _____	PCA Member Region _____
Current PCA Membership # _____	Current PCA Membership # _____

Please note that there will be NO Novice drivers or instruction available at this event.

First Driver Requested Run Group	Second Driver Requested Run Group
Fastest Intermediate Slow	Fastest Intermediate Slow
Chicago Region (previously assigned) Permanent Car # _____	Chicago Region (previously assigned) Permanent Car # _____
If none, Requested # _____	If none, Requested # _____
(Indicate 1 st , 2 nd , 3 rd choice of 3 digit number)	

Porsche Year/Model _____ Color _____

To help us better classify car/driver combinations, please specify your driving experience, including number of track days per year, professional driving schools attended, and tracks driven with typical lap times:

Please list other performance enhancing modifications to help us classify your car: _____

Will you be participating in Saturday evening's TRAC 2005 Concours? (circle)

NO YES Class _____ Special Exhibition Class

There may be reserved parking spaces set aside for some participants based on size requirements. Please help us by specifying your parking needs for trailers or semis of more than 30'. No other reservations will be honored. Call 847.604.4795 for info.

With Group? No Yes Group Name and contact _____

phone _____ e-mail _____

Please specify how many: Semi _____ Dimensions _____ ft x _____ ft

Trailer _____ Dimensions _____ ft x _____ ft

Other (be specific) _____ Dimensions _____ ft x _____ ft

On an additional sheet of paper, please sketch your optimum set-up of trailer, awning and tent space requirements.

This is a two-page form. Please complete second page.

DRIVER MEDICAL INFORMATION for DRIVER EDUCATION TRAC 2005

For second driver, please photocopy, complete, and submit with pre-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.

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 5, 2005.
- 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 2005

	EARLY REGISTRATION <i>Postmarked by 8/6/05</i>	LATE REGISTRATION <i>Postmarked after 8/6/05</i>	
First Driver			
_____ Friday, Saturday & Sunday	\$ 300.00	\$ 325.00	NO REFUNDS FOR CANCELLATIONS AFTER AUGUST 14, 2005 A \$25.00 Processing Fee per driver will be deducted from all refunds. CANCELLATIONS MUST BE IN WRITING
_____ 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	

Driver(s) Fees		\$ _____
Extra shirt(s) S M L XL XXL XXXL # _____ @ \$ 25.00 EACH		\$ _____
Extra Dinner Tickets Adult # _____ @ \$ 28.00 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 2005 DE Registrar

527 South Rammer Avenue

Arlington Heights, IL 60004

NOWAKOWSKIM@PERMAPIPE.COM

**REGISTRATION FOR THIS
EVENT OPENS
JULY 1, 2005**



PCA CHICAGO REGION presents
TRAC 2005 at Road America

September 2 - 5, 2005

TRAC 2005 Co-chairs: Pete Hackenson and Keith Clark

This event is held under the current PCA Club Racing Rules

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

Event Info

No confirmations will be mailed. All confirmation, Orientation Meeting, and registration information will be posted on the Chicago Region webpage www.pca-chicago.org no later than August 15, 2005. 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 must copy and complete this form. Send form with Primary Driver's entry)

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

PCA Club Racing License Status: (circle) FULL License Applicant* 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 2005 Concour 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 POLICIES _____

REGISTRATIONS POSTMARKED PRIOR TO JULY 12, 2005 WILL NOT BE ACCEPTED.

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

PLEASE Initial **NO REFUNDS OR CANCELLATIONS AFTER AUGUST 14, 2005**

There may be reserved parking spaces set aside for some participants based on size requirements and needs for trailers or semis of more than 30' ONLY. No other reservations will be honored. Separate form completion required for Reserved Parking. For more information please call 847.604.4795.

Any TRAC 2005 participant using a space assigned to someone else will be required to move.

RESERVED PARKING WILL BE CONFIRMED.
NO PARKING RESERVATIONS ACCEPTED AFTER AUGUST 20th.

WE NEED YOU! to make the Chicago Region's TRAC 2005 Weekend the best it can be. Your help in the past has done just that. All volunteers will have their entry fee for TRAC 2005 Concour waived AND be guests of the Chicago Region at the Saturday evening Dinner. So, if you, members of your family or crew would like to help, please indicate your work assignment preferences.

Name	e-mail address	Phone (with Area Code)
Please circle preference and time		
Timing	Grid	Start
Thursday PM / Friday AM or PM / Saturday AM or PM / Sunday AM		Registration
		Anywhere or PM / Monday AM or PM

- 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 5, 2005.
 - 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.

Driver's signature: _____ Date _____
Your signature above signifies acceptance of all PCA Club Race and Chicago Region policies.

FEES: (Includes 1 Shirt, 1 Concour Fee & 1 Dinner ticket for Saturday Evening Dinner per fee-paying driver.)

PRIMARY DRIVER

RACE PACKAGE (A, B & C)	\$600.00
OR	
A - SPRINT RACE (Sunday)	\$ 350.00
B - ENDURO (Monday)	ADD \$ 100.00 per car*
C - TEST & TUNE (Friday - DE Rules)	ADD \$ 175.00
TOTAL PRIMARY DRIVER	\$ _____

**All drivers must be registered for Sprint Race to participate in Enduro*

CO-DRIVER SAME CAR - SPRINT AND ENDURO RACES

RACE PACKAGE (D, E & F)	\$350.00
OR	
D - SPRINT RACE (Sunday)	\$ 200.00
E - ENDURO (Monday)	No additional charge**
F - TEST & TUNE (Friday - DE Rules)	ADD \$ 175.00
TOTAL CO-DRIVER	\$ _____

***Co-driver must be registered for Sprint Race to participate in Enduro*

CO-DRIVER SAME CAR - ENDURO RACE ONLY

G - ENDURO (Monday)	\$ 100.00***
TOTAL CO-DRIVER	\$ _____

****Co-driver registered for Enduro ONLY*

Extra Shirts: (circle/indicate #)	TOTAL DRIVER'S FEES	\$ _____
S M L XL XXL XXXL @ \$ 25.00 each	_____ Total - Extra Shirts	\$ _____
Extra Dinner Tickets: @ \$ 28.00 per adult	_____ Total - ADULT Dinner Tickets	\$ _____
@ \$10.00 per child 12 & under	_____ Total - CHILD Dinner Tickets	\$ _____
3 day/2 SEAT Golf Cart* @ \$ 225.00 each	_____ Total - 3 day/2 SEAT Golf Cart	\$ _____
3 day/4 SEAT Golf Cart* @ \$ 300.00 each	_____ Total - 3 day/4 SEAT Golf Cart	\$ _____
*call 847.604.4795 for other golf cart options	Make checks payable to PCA Chicago Region	
(No credit cards accepted)	TOTAL AMOUNT ENCLOSED	\$ _____

SEND completed form with check to:
Susan Shire
TRAC 2005 Club Race Registrar
1897 Mission Hills Lane
Northbrook, IL 60062

phone: 847.272.7764
e-mail: TRAC05CLUBRACE@aol.com

REGISTRATIONS POSTMARKED PRIOR TO
JULY 12, 2005 WILL NOT BE ACCEPTED

TRAC 2005 at Road America GOLF OUTING

Join us for the 2nd Annual
Road America Golf Outing,

... and drive 100, 150 or 200 just like the racers!

This outing is open to all PCA members, family, & friends of TRAC 2005 participants

Quit Qui Oc Golf Club

500 Quit Qui Oc Lane
Elkhart Lk, WI 53020
920-876-2833
www.quitquioc.com

Saturday, September 3, 2005
First Tee Off: 10:15am*

Cost: \$48 with cart (this is the course rate)
\$34 walking (*Not Advised! Hills Hills Hills !!*)

Directions:

The clubhouse is located at the intersection of Route AJ and Golf Course Lane (aka Quit Qui Oc Lane).

From Road America:

Take 67 North about 1.5 miles
Left onto Highway AJ/Hickory Lane
Left at the stop sign into the Clubhouse parking lot

From the front door of the Osthoff:

Proceed to the right on Osthoff Ave (south towards the track)
Proceed through the stop sign at Highway AJ/Hickory Lane and turn left into the Clubhouse parking lot

* Tee times are limited so **please RSVP by Friday August 19th**

To reserve you spot, make check payable to: PCA Chicago Region

Mail form and check to: Martha Kuffel
109 Lela Lane
Schaumburg, IL 60193

Questions?
847-895-7736

Name #1: _____

e-mail: _____ Phone: _____

Name #2: _____

Name #3: _____

Name #4: _____

_____ # of Registrants

\$ _____ Amount enclosed



Event Info



PLACES TO STAY DURING TRAC 2005

UPDATED FOR 2005

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

Harbor Winds Hotel
Sheboygan, WI – 920.452.9000

Rochester Inn
Sheboygan Falls, WI – 920.467.3123

The American Club
Kohler, WI – 800.344.2838

Hillwind Farm B & B
Plymouth, WI – 877.892.2199

Safe Harbor Inn
Fond du Lac, WI – 920.923.0223

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

Holiday Inn Express
Sheboygan, WI – 920.451.8700

Saukville Super 8 Motel
Saukville, WI – 414.284.9399

AmericInn Motel/Suites
Sheboygan, WI – 920.208.8130

Imperial Motel
Sheboygan, WI – 920.458.3578

Select Inn Fountain Park
Sheboygan, WI – 800.909.8770

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

Inn on Woodlake
Sheboygan, WI – 800.919.3600

Sheboygan Super 8 Motel
Sheboygan, WI – 920.458.8080

Baymont Inns
Sheboygan, WI – 920.457.2321

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

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

Best Value Parkway Motel
Sheboygan, WI – 800.341.8000

Lakeland College
Howards Grove, WI – 920.565.1248

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

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

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

Windy Mare
Kiel, WI – 920.894.2284

Breeze Inn to the Chalet Motel
Mequon, WI – 414.241.4510

Pinehurst Inn
Sheboygan Falls, WI – 920.467.4314

Wisconsin Aire Motel
Random Lake, WI – 920.994.4501

Brownstone Bed & Breakfast
Sheboygan, WI – 920.451.0644

Plymouth Inn
Plymouth, WI – 920.893.5623

Yankee Hill Inn B & B
Plymouth, WI – 920.892.2222

Comfort Inn
Sheboygan, WI – 800.228.5150

Ramada Inn Downtown
Sheboygan, WI – 800.909.8770

Grand Hotel
Sheboygan – 920.458.1400

Riverview Spa Suites
Sheboygan, WI – 920.451.9576



Concour Four at TRAC 2005

Siebkens Resort, Elkhart Lake, WI

September 3, 2005

Event Info

This is **THE PLACE** to begin your Labor Day Weekend ... at the **BEST PARTY** in PCA the **TRAC 2005 CONCOUR** held streetside at Siebkens Resort in Elkhart Lake, WI.

- 3:00 pm Concour participants may begin parking & final prep on the closed street outside Siebkens Resort
- 3:30 pm Judging begins streetside for *NON-RACE CAR Concour Entrants*
- 5:30 pm Concour trophy presentation for *NON-RACE CAR Concour Entrants*
- 5:45 pm *Race Cars* are police escorted from Road America into Elkhart Lake *via the 1950 Road Course*
- 6:00 pm Judging begins streetside for *Race Car Concour Entrants*.
- Let the dinner and party begin!**
- 7:00 pm Concour trophy presentation for *Race Car Concour Entrants*
- 9:00 pm *Race Cars* police escorted back to Road America. Street reopens to traffic

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

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

Concour Fee \$20.00 per car

Please make checks payable to PCA Chicago Region

TRAC 2005 Race & Drivers ED participants and volunteers are FREE

Concour Entrant _____		phone _____
e-mail _____		Region _____
PORSCHE Model _____	Body Style _____	Year _____
Class (circle)	A B C D E	Novice Race/Drivers ED Car Exhibition
Participating in police escort from/to Road America?		Y N

NOVICE CLUB RACER AT GINGERMAN RACEWAY

Ray Quick

The Club Racer Novice experience is an exuberating ride through steep learning curves with many firsts, most of them pleasant and all of them memorable. This first race of mine was at GingerMan in MI and the weather was what you'd expect in July, with plenty of sun and warm breezes. The Chicago Region made up 1/3 of the grid for this event that was superbly conducted by South Eastern Michigan Region, with the support of our National Club Racing staff. This all made for a comfortable environment, somewhat lessening the stress of a 'new' car, a 'new' track and a 'new' track experience.

A great aid to the novice experience is the Mentoring Program in Club Racing. What a tremendous help this was in being able to anticipate activities, prepare for them, being on schedule, and being planful in the approach to racing activity. Chris Inglot graciously responded to my plea for mentoring and he seemed ever-present with info, guidance and advice. His contributions to my club racing experience has been tremendous. His initiatives were key to my comfort level and enjoyment.

The required Club Racing Orientation Meeting was conducted by Ron Mistak, who made it fun and quite educational. He has a way of getting points across that stick, delivered in a way that has you sharing experiences with him and others.

Core messages were the philosophy of co-existing on the track and taking responsibility for your behavior. It became clear that as a racer it is up to you to 'pilot' the car in a way that others can anticipate what you are going to do, and as you pass, it is up to you to make sure it is done safely and without incident. During competition it is a balance of assertive yet courteous and defensive driving all rolled into one. Having this clearly explained helped get my head straight and



Ray Quick into the turn at GingerMan Raceway

photo provided by Ray Quick

keep my mind clear while racing. This is no time to stay out of people's way, or overdrive your car, or zig when you should zag. Hold your line, let the obvious happen, and take control of situations. Look out for each other, keep options open, and constantly look for an 'out' in case things changed in your windshield or mirrors.

Dan Matre of Milwaukee region and I shared this rookie experience as we became new comrades in Club Racing. Being in different run groups we were able to lend moral and some physical support to each other. Once again, it truly is about 'the people'. Now we are looking forward to sharing the Road America event. And camaraderie expanded to paddock neighbors as well as direct competitors on the track, all the way through the Awards and Recognition gathering at the end of the weekend. What a great life experience.

Even with my 8 years of DE and 4 years of Instructing experience, keeping things together in preparing to go race was demanding. It was a handful dealing with fuel,

carefully checking tire condition and pressure, managing the window net, the CoolShirt, the video, the lap timer, and oil level, plus racing suit/shoes/neckbrace/gloves and earplugs! Thankfully my pit crew of wife and daughter helped a lot. Plus you are attempting to get your mind around a race strategy, car/tire/brake management and your goals/priorities of the race.

Yes, it definitely is more than just a step up from DE, in both demands and rewards! Getting a handle on your specific competitors at this event takes some homework, and then deciding your potential performance in the race is critical to a practical race strategy and use of tactics once on course. Those little grey cells between your ears are hyper-active and get well exercised. Fitness, rest and preparation are essential. This is no drive in the park that is about to happen. It quickly becomes the challenge of putting everything on the edge, and keeping it there!

What a blast!



At the start, John Ruther (33) and Marty Flaska (95)

photo by Greg Turek

One key goal of my first race was not accomplished though, that of 'completing the race'. I wish I'd not had the experience of a wreck, but I learned a lot from it. What John Crosby, our Chairman, wrote in a Club Racing newsletter about the 'risk/reward' of passing became particularly pertinent. Paraphrasing him, ask yourself if the pass can be safely made given the opportunity and your respective capabilities, and is the pass worth the risk/reward, at this time, of this driver. Passing is a part of racing, and done without incident it is a gratifying. But with an incident, a pall is thrown onto your event that overwhelms too much of the joy and excitement of the weekend. So pass smartly, or you pay a heavy tax on all the other excitement you've enjoyed.

And there is certainly plenty of excitement, perhaps the biggest being the Start! Compacting so much activity into those few minutes is a rush: getting into your assigned position, warming up tires and brakes, assessing who is around you, planning a drive line at the

start and through the first corner, queuing into a tightening formation, checking what gear you're in, vigilance for the green flag, and keeping a plan of escape, leaving an out, an optional course if obstructed.

With anticipation and expectations at a peak, the green flag is given, the engine noise blares and the herd starts jockeying for space, as the scenes in your windshield and mirrors change dramatically, giving and taking – mostly taking until the last possible milli-second and then it's time for brakes and executing the turn within the space available while taking as much position as possible! Yow! WhoHaa! What a kick. And what is neat about the Practice Starts is that you get to do it again and again. Having the benefit of my mentor's advice and the racing philosophy of PCA Club Racing, the Start was less intimidating than anticipated, and even more thrilling than expected. It'll keep you coming back for more.

Coming back for the heat of the competition, taking and giving

space with assertive and defensive moves, driving to win while co-existing. Since the GingerMan Sprint race I've had the pleasure of 2 more sprint races and an enduro at Heartland in Topeka, Kansas, all without incident, all with improvement in my performance, and all with increases in camaraderie. The people part just gets better and better.

Many thanks to those who've gone before us and to those who today make Club Racing possible! I want to sing the praises of National Steward, Ron Mistak, and National Scrutineer, Dan Jacobs. They have tough jobs, working as volunteers among their peers to exercise sensitivity, analysis, impartiality and decisiveness in adjudicating incidents. The performances of these duties are the bedrock of keeping Club Racing a highly competitive, safe and thrilling experience.

So if you think DE's are fun, come double your pleasure in Club Racing.

OUR RACERS, OTHER RACES

Sebring 2005

photos by Jason Meredith



Bob Heniff in his 'old' car



Mike Faems



Rob King



Mike Keck



Bob Klaskin



Chris Inglot

Mid Ohio 2005

photos by Greg Turek



Gary Knoblauch



Glenn Sapa (70)

GingerMan 2005

photos by Greg Turek



Gary Boss



Tim Green



John Mueller (46)

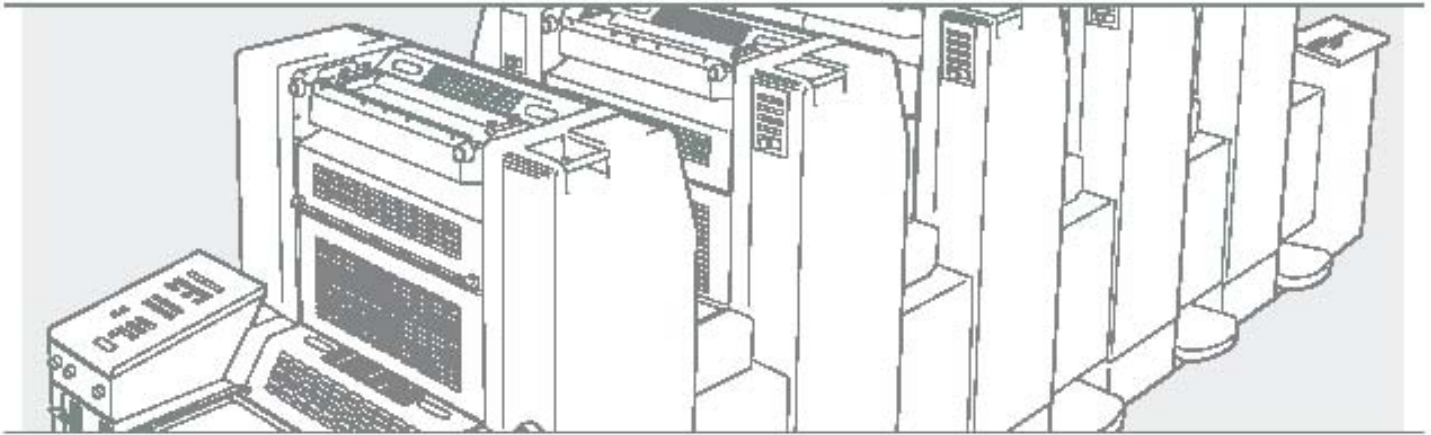


Bob Henniff in his 'new' car



INK

TECHNICAL SPECIFICATIONS



The Heidelberg Speedmaster is one of the highest-quality presses found on the market today.

Offering the latest printing technology and experienced press technicians, we are determined to provide the best possible product – every time. This commitment to quality extends beyond paper and press to include regular reviews of the latest in ink and color technologies. At the core of any printing specification is the often overlooked ink quality and sequence. To maintain a standard of excellence, we consistently calibrate our presses to match the latest advances in inks and toners. Be it spot color, dry-trapped varnishes or 4-color process, our careful attention to detail ensures your job will stand out.

HEIDELBERG QUALITY Heidelberg presses are known the world over for their quality. At PressTech, we schedule regular meetings with technicians to learn new ways of optimizing our equipment and processes. Much like a compulsive car buff, our pressmen have an obsession with the inner workings of this amazing machine. More than just a conglomeration of cogs, gears and cylinders, our press is a finely tuned instrument that operates at peak performance because of the fanatic nature of our maintenance. Don't believe us? Just give us a call and we will put you on the line with one of our pressmen for a detailed accounting of how lubrication viscosity affects roller operation. You may want to block off a couple of hours.



PRESSTECH

INK. PAPER. PRESS.

Autocross V

Sunday September 11, 2005

*Maywood Park
8600 W North Avenue
Maywood, IL*

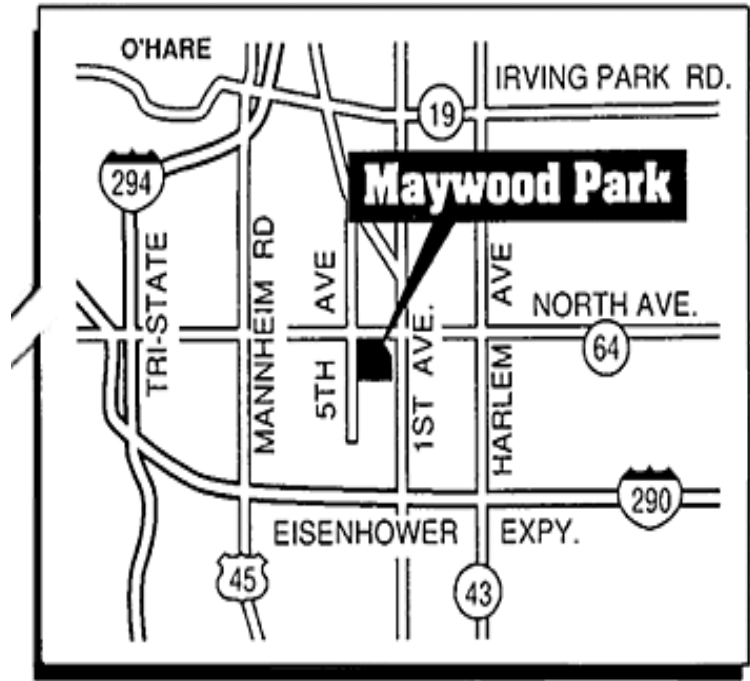


PHOTO: HECHO

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

*Questions: Mike Hill
708.415.0769
michael@mphproductions.com*

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

Driver 1 _____ Chicago Region Permanent # _____
 Member/Family Member/Guest* Phone Number _____

Driver 2 _____ Chicago Region Permanent # _____
 Member/Family Member/Guest* Phone Number _____

Car/Year/Model _____

Checks, please Total Enclosed \$ _____

*Guest of _____ Member MUST be present

Great Selection & Prices • Pre-Driven Porsche Inventory • Factory Trained & Certified Technicians



JOE RIZZA

PORSCHE

Joe Rizza Porsche

Visit Our
Brand New
State-Of-The-Art
Showroom
Now Open in
Orland Park!

**BRAND NEW PORSCHEs IN STOCK
FOR IMMEDIATE DELIVERY!**

'05 C2 Cabrio	Black/Beige!
'05 Boxster Tip	Seal Grey/Black!
'05 Boxster 5spd	Midnight Blue/Black!
'05 Boxster 5spd	Seal Grey/Grey!
'05 Boxster 5spd	Guards Red/Black!
'05 Boxster 5spd	White/Black!
'05 Boxster 5spd	Artic Silver/Black!
'05 Boxster "S"	Midnight Blue/Black!
'05 Boxster Tip	Black/Black!
'05 Boxster 5spd	Black/Black!
'05 C2 Coupe	Basalt Black/Black!
'04 Boxster "S" - Tip	Artic Silver/Black!
'04 Boxster - 5spd	Black/Beige!
'04 C2 Coupe - "Aero"	Midnight Blue/Graphite!

**CALL FOR UPDATED
PRE-DRIVEN INVENTORY**

'05 Boxster "S" - 2K Miles	\$56,900
'05 Boxster - 2K Miles	\$47,900
'04 Cayenne Turbo - 16K Miles	\$73,700
'04 Cayenne Turbo - 38K Miles	\$66,900
'04 Cayenne "S" - 500 Miles	\$55,900
'04 Cayenne "S" - 13K Miles	\$52,900
'04 Cayenne "S" - 19K Miles	\$50,900
'04 Cayenne "S" - 30K Miles	\$47,900
'03 911 C4S - 9K Miles	\$66,900
'03 911 Coupe Tip - 9K Miles	\$60,900
'02 911 C4 Cabrio Tip - 36K Miles	\$56,900
'02 Boxster "S" Tip - 4K Miles	\$38,900
'02 Boxster "S" 6spd - 27K Mi	\$34,900
'01 911 Cabrio Tip - 19K Miles	\$52,900
'01 Boxster "S" Tip - 19K Miles	\$34,900
'00 911 C4 Cpe - 27K Miles	\$44,900
'00 Boxster 5spd - 16K Miles	\$27,900
'96 911 Turbo - 22K Miles	\$74,900
'89 911 C4 Coupe - 30K Miles	\$23,900

SOME INTERESTING TRADES

'05 Mercedes C55 AMG - 14K Mi	\$45,790
'03 Mercedes CL55 AMG - 8K Mi	\$82,990
'03 Mercedes S55 AMG - 23K Mi	\$76,690
'02 Mercedes S55 - 15K Mi	\$57,890
'02 BMW 330Ci - 21K Mi	\$28,390



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BOARD MEETING MINUTES: JULY 8, 2005

Ed Barnicle, Secretary

PCA CHICAGO REGION July 8, 2005

Voting Members Present:

Ed Barnicle, Jack Stephensen, Mary Anne Nowakowski, Todd Conforti, Chris Ingot, Steve Rashbaum, Jim Jacisin, & Chuck LaMantia

Coordinators Present:

Toby Duckett, Ron Bean, Mike Haas, John Ruther, Susan Shire, Carl Walstad, Pete Hackenson, George Schaeffer, Bob Rath, & Scott Lynn

Members Present: Cindy Jacisin, Vanessa Ingot, & Tim Green

Meeting Called to Order by Jim Jacisin at 8:05 PM, at the Park Ridge VFW Hall, Park Ridge, IL

Secretary: As Keith Clark, who took the minutes for the June meeting wasn't present, the minutes weren't available for approval. Barnicle said he would get them from Clark for the August meeting.

Treasurer: LaMantia presented the highlights of the Club's financial position, and stated that Bowen and Bowen had completed their review of the Club's records. Ingot moved to accept the report, Conforti seconded, and the motion passed unanimously.

Vice President: Ingot said that he had no report as VP; but, wearing his hat as Zone Rep, wanted everyone to know that all PCA members are eligible to win a PCA 50th Anniversary 911. Details are in Pano, Autoweek and the Chicago Scene. He also requested all Chicago Region members to consider volunteering to work the ALMS Race and Road America in August. Interested? Contact Chris.

President: Jacisin announced that he had appointed the following members to serve as this year's nominating committee: Jim Jacisin,

John Takehara, Chris Ingot, Mary Anne Nowakowski, and Jim Drury. Anyone interested in running for a position on the board should contact at least one of the committee members. He also introduced the idea of having different sets of people serve as board members, coordinators, and event chairs. He suggested this after reviewing this year's lineup, and seeing that many people were serving in several different capacities. While he commended those who give a lot of time to the club, he is interested in expanding the number of people involved in running it. Ingot suggested that outgoing people prepare a written report for newcomers to the club's administration. Jacisin then read a list of those Region members who had won trophies at the Parade, and thanked them for representing us so well. He closed his report by thanking those who ran events since last month.

Autocross: Bob Rath reported that Autocross 2 was a success. All is set for the next event.

Timing & Scoring: George Schaeffer reported that we continue to use last year's software, but that it continues to work well while Bittman continues to pursue new software.. Shire asked that autocross results be sent to her for inclusion in the Scene.

Road America: There was a general discussion regarding TRAC 2005 with many ideas presented, but no action being taken. Tim Green reported that he was working with Greg Turek to acquire the additional radios that had been previously approved by the Board. More to come.

Blackhawk Farms: Conforti reported that the June event had 85 cars participating without any incidents, and that 35 cars were pre-registered for July. He said that dinner after the event had been moved to the track from a local restaurant. Best of all, profits are as expected.

GingerMan: Lynn reported that 20 cars are pre-registered, and that JR Marchand had assumed the duties of General Manager of the track from Bob Gilroy. He said that the Sunday event would start earlier due to the area's Quiet Time being expanded to 10:00 AM to Noon.

Chief Driving Instructor: John Ruther reported that our new instructors are doing a great job.

Insurance: No Report.

Concours: Bean reported that the Medinah event had 23 cars, and made money as did the Long Grove event. Several attendees praised the Long Grove location. Potter's Picnic is next on 7/24. Long Grove wants us back for next year. AJ Tiller needs wristbands for Potter's. Hackenson will supply them. C. Jacisin requested and received approval for a stipend for the Elkhart Police Department for the TRAC weekend.

Rallye: Rallyes 3 & 4 will be in the Freeport-Galena corridor. Stephensen needs checkpoint workers.

Social: Next up is the Cougars game on 7/30, and golf on 8/13. All is set.

Membership: Hass reported 23 new members.

Safety: All is safe.

Technical: Toby Duckett reported that Napleton Porsche will host the Fall Tech Session on 11/6/05.

Goodie Store: LaMantia said that Barnicle still hasn't bought anything.

Charity: Jacisin reported that fund raising is ahead of schedule. Nowakowski reported that donations were large at Road America from track touring.

Chicago Scene: Shire needs articles, pictures, ads, etc. on time. August material must be submitted by 7/15/05.

Property: No Report.

Sponsorship: No Report.

Photography: No Report.

Historian: No Report.

Webmaster: Walstad said to check website for what you want and/or need. Conforti asked about the possibility of developing an e-mail database by discipline.

Old Business:
None.

New Business:
Jacisin asked current coordinators

to develop a plan for their events for next year.

Motion to Adjourn: Stephensen
Second: LaMantia
Approved Unanimously

Adjournment: 10:05 PM

Next meeting:

August 12, 2005, 8:00 PM
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Park Ridge, IL

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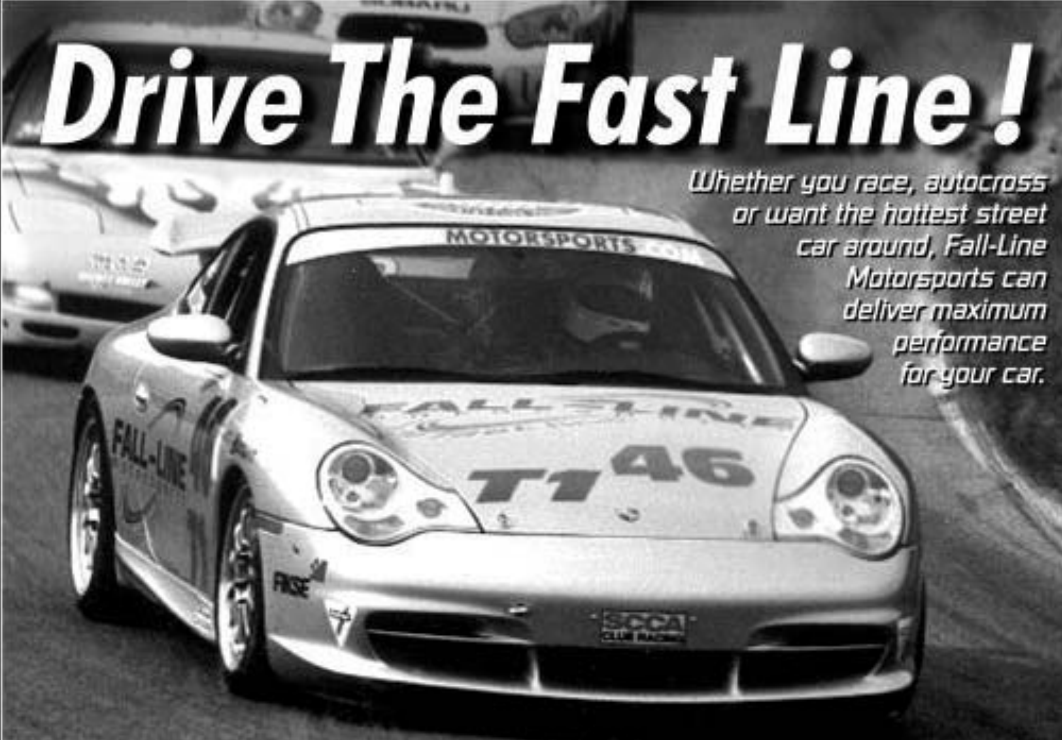


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AND, we will be a major part of a classic car concours sponsored by Porsche Cars North America at the same time. We know that many of our Porsches are national competition caliber. If you would like your classic Porsche considered for the Classic Concours, please call Pat Yanahan. Porsches competing in the Geneva Concours will still be judged as part of our regular Chicago Region concours event for year-end points. There is no additional cost.

6:00 to 8:30 am	Registration of all invited vehicles on Fulton between 2nd and 3rd Street
8:00 am	Breakfast for Concours Judges
8:45 am	Judges Meeting
9:00 to 11:00 am	Judging
10:00 am	Show opens to the General Public
12:00 noon	Awards Presentations
1:30 pm	Fashion Show in Dodson Place
4:00 pm	Show Concludes

Registration - You may either register online or download a form and send it directly to the Geneva Concours at: www.GenevaConcours.com

If you do not have internet access call and I will fax you a form.

Cost: \$20.00 - payable at registration table at event

Contact Information:

Patrick Yanahan
Home: 630-920-1929
Office: 630-920-1020 x 1
Cell: 312-718-0732

Note: This event replaces the popular Cuneo Classic which is not sanctioned by us.

SCENES THRU THE BACKLITE

Bruce Janeczek, Chicago Region Historian

Pilfered Particles from August, 1971

Our Region's Annual Trek to Road America is on course for mid-September. Warm-up laps on Friday nite to be held at "Karting Kettle" (Go-Karts!) north of Elkhart Lake. Saturday - on track practice and Sunday our ever-popular 4 mile autocross. You had to be there. Mike (Black Bart) Vandr Werf provided hi-lites of his trip to "Urupe" with wife, Arlene and Mike Jr. to experience Le Mans 24 hour live. "Working the signal pits at the Musanne for the NART Ferrari team was Totally Awesome".

- TAKE OFF ALL YOUR CHROME AT LEAST ONCE A YEAR.
Addendum to above: Not only did

Dan win a roomful of Concour awards, but he found time to co-raise a wonderful crop of kids.

Editor Dan Gallagher reported several newsworthy items:

Factory announced the end of soft-window (plastic) Targas. (\ This feature did return in later years with Cabriolets and Boxsters.)

Good news: Region member George S. recently married.

Not-so good news: Region member George S. (for various reasons) chose to sell his 911-S. Editor Gallagher's reflection: "It all goes to show that not even a 911-S can replace a good woman"! (Dan considering including an "Advice to the Lovelorn" column.) Don't go there, Dan.

Concour tips from Dan Gallagher and fellow co-conspirator, Henry Novoselsky:

- When the car is waxed, all the letters and removable metal strips should be removed. (you first, Dan)
- On later model cars, remove the aluminum rocker panel trim and clean underneath it. Clean the drain holes and "YOU MAY DRILL ADDITIONAL DRAIN HOLES IN THE PANEL IF YOU WISH".
Then: "REMOVE THE DOOR OFF THE HINGES (EASIER THAN YOU THINK). "wannabet?"

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MEMBERSHIP NEWS

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

JULY 2005 NEW MEMBERS *Welcome! We hope to see you at an event soon!*

Victor Bell Sandi Bell Orland Park, IL 05 Cayenne	Jon Cheffings Jana Cheffings Chicago, IL 05 997	David Mansfield William (Red) Mansfield Chicago, IL 05 997 S	Laszlo Rausch Svetlana Rausch Lake Bluff, IL 05 997 S
Thomas M Bullard Pat Willard Chicago, IL 04 Boxster S	Hseien-Ta-Fang Helen Fang Lisle, IL 05 Boxster	Brett Marlowe Colleen Marlowe Chicago, IL 04 GT3	Dave Smith Tina Smith Libertyville, IL 77 911 Targa
Craig Caswell Lyn Caswell Oak Park, IL 05 Cayenne	Ed Lees Jeanne Lees Kenilworth, IL 78 911 Targa	Christian Nyberg Jeannette Nyberg Elmhurst, IL 70 911 Targa	Dan Stanek Amy Stanek Chicago, IL 02 Boxster S

AUGUST ANNIVERSARIES

1964 S. Thomas Grunnah	Judith K. Grunnah	1994 Lawrence A. Hicks	Lois K. Hicks
1972 Craig L. Williams	Ana Koval	1994 Jeffrey R. Mayeri	Tanya Chavez
1980 Jay R. Novick		1994 Leslie W. Clemons	
1980 Dan E. Bacin	Linda L. Bacin	1994 Robert Douglas	
1982 William J. Samp	Debra L. Samp	1995 Ray Shei	Janet Shei
1982 Tony Koufos		1995 Philip Brown	
1987 William C. Lindoo	Rhonda F. Lindoo	1995 Paul J. Wible	Dan Wible
1988 Robert B. Davis Jr.	Betty Davis	1995 Howard G. Nelson	
1988 Theodore J. Roseman	Judith Roseman	1996 John D. Miller	Donna Lewis
1989 Todd L. Conforti	Ann T. Conforti	1996 Mell Wostoupal	Ilene Wostoupal
1991 Antonio J. Venezia MD	Joan Venezia	1996 Richard J. Swiderski	Barbra Swiderski
1991 Mark Squitieri	Debra Squitieri	1996 Jody Lift	
1991 Donald M. Larson	Donald E. Larson	1997 Jeffery S. Whyte	
1992 Tim R. Wiese	Samantha Wiese	1997 Kevin McLaughlin	Andrea McLaughlin
1992 Scott Musser	Beth Musser	1997 Jeff A. Chelstrom	Sheila Chelstrom
1992 Randy L. Krup	Carol A. Krup	1997 Peter S. Sygieda	Margaret Sygieda
1993 Greg MacDonald	Jean MacDonald	1998 Joseph D. Battista	Michael Battista
1993 George W. Paul		1998 Gary Bartholomew	Nancy Bartholomew
1994 Andrew J. Discher	Melanie Discher	1998 John H. Calhoun	Peter Calhoun
1994 Steve A. Hristakos		1998 William T. Prassas	Helen Prassas
1994 Daniel E. Daly	Deborah R. Daly	1998 Daniel J. Larson	Joyce Lear

1998	Michael Reed		2002	Jon M. Larue	Molly Larue
1999	Patrick J. Connelly	Linda H. Connelly	2003	Tristan J. Whitehead	Sharon Whitehead
1999	Michael Shoffner		2003	Greg Kritz	
1999	Kenneth W. Johnson		2003	Raymond P. Zilionis	
1999	Henry A. Deutsch	Pamela A. Deutsch	2003	Doug Wakely	Patty Wakeley
1999	Charles A. Marsicek	Frances M. Marsicek	2003	Travis R. Stoub	Valerie Stoub
1999	T. J. Scott	Betty Jane Lau	2003	Christian J. Nalls	Anna Nalls
1999	Brian D. Rink	David L. Rink	2003	Colin Gibson	Dianne Grieve
1999	W. Rogers Faden	Matt Faden	2003	Jose J. Garcia-Bertran	
1999	Craig Shields	Russ Burke	2003	Manny C. Schiopu	Cecilia Schiopu
1999	William Nemece		2003	Ryan M. Rosenthal	Joanna Rosenthal
1999	Andrew Winterbottom	Susan Winterbottom	2003	Kenneth D. Soch	Mary Ellen Soch
2000	Tom Thompson	Kristi Moen	2004	Athanasios G. Damis	
2000	Marty L. Flaska	Elissa Flaska	2004	Howard M. Newman	Susan Newman
2000	Nicki King	Rob King	2004	Jason R. Bemis	
2000	Richard R. Cantore	Debra Cantore	2004	Gary T. Kachadurian	Peter Kachadurian
2000	Joseph B. Ongenars		2004	Chuck A. May	Terry May
2000	Jim Mirochnik	Amy Cramer	2004	Joshua Stein	
2000	Paul L. Sheridan	Holly Sheridan	2004	Rita J. Kerns	
2000	Gary Schroeder	Ann Marie Schroeder	2004	Peter V. Josenhans	Jeromy Josenhans
2000	Dianne A. Hudson	Michael Hudson	2004	Knut Gjermstad	
2001	Wesley S. Swanson	Anne Swanson	2004	James King	Nicole King
2001	Angelo N. Castanza Jr	Vicky Castanza	2004	Craig T. Smid	Jason Smid
2001	Michael H. Fitton	Jim Fitton	2004	Liam P. Henry	
2001	Terry McKenna	Margaret McKenna	2004	Mark A. Wild	Sue Wild
2001	Bryan Olis	Jeri Olis	2004	Robert L. Grossfeld	
2001	Alex Markov	Ted Schwartz	2004	Chad Crosley	Clark Crosley
2001	Shirley A. Bayliff	Joe Proietto	2004	Richard Cannon	Meryl Squires Cannon
2001	Phillip J. Kweton	Benjamin Kweton	2004	Andrew E. Lewis	
2001	Kenneth J. Kass	Denise Kass			
2001	Robert S. Mintz	Kathryn Mintz			
2001	Michael "Scoop" Heavey	Bill Styczynski			
2001	Joe Novicki	Judy Novicki			
2002	Christof Heisser	Vicki Jarvis			
2002	Jerry Elsner	Diana Elsner			
2002	Timothy J. McCarthy	Chris McCarthy			
2002	George McKie	John Foley			
2002	Maggie Kiep	Robert Kiep			



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FIRSTHAND REPORT: PORSCHE PARADE 2005

John Miller [Boxster_S@veryspeedy.net]

photos by John Miller

The Sweetest Place on Earth

The road to Hershey is not paved in chocolate. In fact, the road (Interstate 80), as anyone trekking thru Illinois at the Indiana border will swear (and swear, and swear, and swear) to, is not, at the moment, really paved at all. An unfitting start to the 50th Porsche Parade. Things quickly improved once inside the city limits of Hershey, PA (aka, The Sweetest Place on Earth!©).

A quick side note, Porsche Parade, for those that have never been, is an annual event presented by Porsche Club of America that brings together Porsche Cars and Porsche People from all over the world for a week of dinners, drinks and car talk. They even manage to work in a few hundred car events including a Concours, a Rallye, a Parade, an Autocross, and a DE event.

The 2005 edition of Porsche Parade coincided with the 50th Anniversary of the Porsche Club of America. When registration opened in January, the online site was flooded with applications. Ultimately, far more applications were submitted than spaces available. Unknown to many, PCA has (previously) published rules that govern the allotment of spaces available to each region. Each region is guaranteed only 4 spots (in

addition to any National Staff and Club President in that region) - which surprised the heck out of me - I (incorrectly) thought the allotment was based on region size. A lottery system was put in place to select from the remaining applicants in each region. Unfortunately, this left a lot of long-time loyal attendees out of the event (it wasn't until the backlash of this flared up that I realized I was a fortunate 'selected entrant', rather than just another attendee). Also unfortunate, but well intentioned, the event organizers/chair-persons didn't address the oversubscription issue until mid-March, by clarifying that their goal was to present a Parade that was "well organized, not oversubscribed and crowded".

As always, Porsche Parade is an action-packed, event-filled week. What follows is a sampling of the 2005 events in words and pictures.

Carwash! (photo 1) It wasn't to the level of Concour Prep but after hundreds of miles on the road, this was the first stop for many Parade-goers.

Swap? The Saturday Swapmeet was ... a bust (photo 2), comparatively speaking. Having been to several of the early spring Porsche - Hershey Swapmeets, this one barely approached the size and appeal of the event that took place in April.

Concours and Corral

The Parade 2005 Concours and the Porsche Parking Corral may have been the premiere event of the week and perhaps the Porsche event of the year. An accurate count of all the cars participating will probably never be available, but a quick glance at some of the photos plus the cars participating in the actual judged events plus the cars in the Historic display easily pushed the tally close to 1000 cars. Photo 3 is of the staging area for the parking corral. Cars and owners had to arrive in a staging area at 7AM in order to convoy to the Concours in organized groups.

Historics Display: This brought out cars rarely seen outside their usual museum homes - cars from the Porsche Factory, the (closed to the public) Collier Collection, and ultra rare privately held cars - everything from 904's to 962's. Photo 4: The 1960 Porsche 804 Formula one car (driven by Dan Gurney). Photo 5: Porsche race cars included a 908 and several 917's. Photo 6: Rarely seen until recently, a 1953 Porsche 550 coupe from the Collier collection. Photo 7: the King of Kings, the 1973 Porsche 917/30.

Parking Corral: This brought out cars nearly as interesting as the Historics and Judged cars: Photo 8:



FIRSTHAND ...

More spectacular 356's in one place than you could ever imagine.

Original Owners Display: Parade organizers arranged for a special section for (long-time) original

owners ... and they don't get any-more original than this (photo 9): Larry Petry and Mike Robbins: Together, these two combine for over 90 years of Porsche ownership. Larry (on the right - with Edith Schumacher behind the car) bought his 356B Roadster new in October

1960 - second only to Mike Robbins (left) who purchased his in 356A Speedster in 1959. Larry explained that he bought the 356 from the dealer without having any actual money to pay for it. After signing the deal, he went to his local bank to apply for a loan. The Loan Officer



advised Larry that his actions were a bit overly confident (buying before arranging the loan). Larry confidently advised the Loan Officer that his father was a Director at the Bank. And the rest is 45 years of happy Porsche ownership history.

Concours entrants: It takes courage, patience, faith, and a ton of cleaning supplies to enter a national event like Parade Concours. Chicago Region was well represented by our own President Jim Jacisin and entourage Patty and Cindy with their flawless '90 944S2 Cabrio which placed second in Preparation class (edged out by a paltry 2 points). Photo 10: The Takehara's 911. John and Renee drove this car out east from Chicago (UGHHH! see I-80 reference above) and took 3rd place in their (Preservation) class. Photos 11: The Lauries (Susan-left, Rich-far right) with their 993.

TSD Rallye

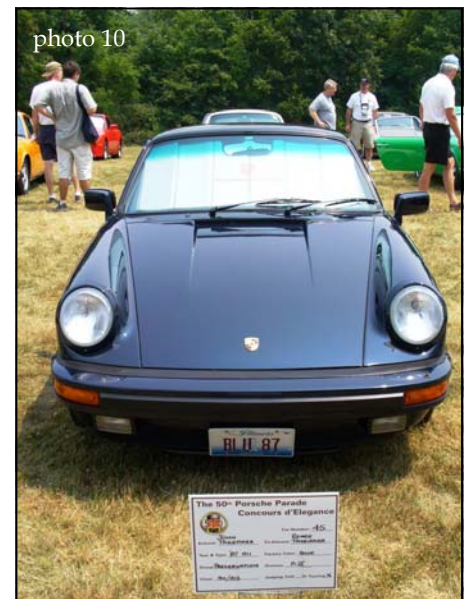
I especially look forward to the Parade Rallye where I, a rank amateur get to compete against seasoned professionals. And as many times as not, the seasoned professionals outsmart themselves and the amateurs (who don't know any better!) score quite well. The Chicago Region was well represented in almost every class and again brought home multiple Rallye trophies.

Once again, I went to Parade having entered the Rallye without a navigator. My hope was to find one onsite. Fate and fortune truly smile on me in this respect. Last year, I lucked into a navigator who turned out to be our very own Phyllis Harwood who brought us in with a 9th place (trophy!). This year, our own Bruce Janecek graciously allowed me to navigate for him and prior to the results committee retabulating the numbers, we scored a very respectable 3rd in the Unequipped Plus class. The DARNED results committee however reviewed the numbers and we eventually ended up with 5th place (and a trophy). Photo 12 (by Jean Janecek): some of the Chicago Region Rallye rallyists: (l-r) Bob



White, Chuck Bittman, Wilma White, Lee Lichtenstein, Bruce Janecek, and me.

Bob and Wilma white triumphed with a second place in the Unequipped class. What the results won't tell you is the Bob and Wilma 'background' story. It seems that right from start - the very first turn in fact, Bob and Wilma turned Left instead of Right. They realized their error after several blocks, but it was a disappointing start and Wilma even suggested going back to the hotel and skipping the Rallye. A good call to return to the start point and give it another go.



FIRSTHAND ...

photo 12



photo 13



photo 14



Gimmick Rallye

This was a new addition to the Parade agenda this year. The premise of the gimmick rally is to follow printed directions and answer questions based on the locations that you are taken to or past. It sounds simple in theory, but I found it far more frustrating than the TSD Rallye. Members Frank Creamer and George Guttman both brought back Gimmick Rally, while Lee Lichtenstein and I finished out of the money (i.e., 67th place, but I swear there was an error and that we were the only ones to answer the very last question correctly).

Parade of Porsches

Picture 600 + Porsches going out for a drive. How the organizers managed to arrange this is beyond imagination. A 10.2 mile route was set up that ended with all the cars parked in front of the Antique Automobile Museum of America (photo 13). It

was an amazing site - a rolling line of Porsches that stretched out over 2 miles. Thanks to a prior arrangement with the PA State Police (to wave us through stop lights, stop signs and other intersections); the 10 mile journey only took an hour!

Autocross

With the exception of the Watkins Glenn DE, the Autocross is the most physically challenging event of the week (no disrespect to the concours prep people who face a different but equally tough set of physical demands). And is not the place or experimentation. After a very respectable first run, I decided to experiment with left-foot braking on my second run. And promptly came in with a slower time. Returning to straight out driving cut 4 seconds off my time and put me in for a 5th place finish in the SS5 (Boxster) class.

Immediately after the picture (photo 14) I raced back to the hotel and napped for several hours. Chuck Bittman on the other hand, didn't need to experiment or nap. He brought his 924 out with a first run time that put him in first place and shaved a few tenths off on his next two runs to keep first. Some other Region members were Lee Lichtenstein in his 968 who placed just out of the money as did Frank Creamer. Bob White managed a first place in class M6M in his 911.

Watkins Glenn DE

While not directly associated with Parade, this DE event was available to entrants that were willing and able to invest the time and money and drive 4 hours north to upstate New York. The return on this investment is incalculable. I had the good fortune of having an experienced Watkins Glen driver (and the event Registrar) Bruce Dobbs show me the lines around the track. WHAT A RIOT! Yes, the track can be deceptively tricky. It has more elevation changes than a Six Flags rollercoaster and landscape that repeatedly tempts you into turning waaayyyy too early (and the infamous blue Armco will BITE). Once I learned the lines and brake and shift points, I couldn't stop smiling. Even the '4 wheels off' jaunt didn't dissuade. A second ('2 wheels off') excursion did earn me a black flag for the session, but it was on the last lap anyway. PCA Chicago member Frank Creamer

also made the trek up to WG. I'll bet he's still talking about it. Even the drive away from the track was spectacular.

At Weeks and Belts End

Of course, the week wasn't just about events. As much as I would have enjoyed having more Chicago Region members present, there were endless opportunities to meet so many other fascinating people - for example: the guy from the Carolinas region that told me how the region (actually, broken into 3 regions) was in line for Parade 2008, but that only one of the 3 regions reps turned up at Hershey, and it seems very likely that the '08 event will go to Colorado Springs; or the guy that works with Brain Redman and told me that RennSport Reunion #3 is in the works for September '07; and a terrific bunch of Wisconsin region members that invited us to come to their regional events (Rallye, AX, etc) if it suited our schedules; and Matt and Jay - the Apex Auto guys; and list goes on endlessly.

And yes, the above list of events may seem like a lot for one week, but the shocking truth is: There were even more events and activities that I couldn't do justice to [which led to more than a few "It doesn't matter how FAST you're going if you don't know WHERE you're going" moments both on and off the road]. I have the utmost respect for those that participated in the Tech Quiz---as much for getting up and over to the event at 7:30AM on Friday morning as for taking the quiz; And there was the always excellent Art Show/Auction, the (new this year) Porsche Slot car racing that attracted kids of all ages, the R/C cars, the golf tournament, the Museum display, the Porsche Academy sessions ... and more banquets than my belt could tolerate. I'm sure those Hershey chocolates that the hotel staff kept leaving in the room had nothing to do with it.

Portland, anyone?

Driver's Education Auto Physical Damage Insurance

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John D. Heckman

Accredited Advisor in Insurance

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SECOND HELPING OF HERSHEY

photos by Chris Inglot

THE CONOURS AND HISTORIC DISPLAY





PORSCHE FAMILIES



Date Changed to
September 24th - 25th



FALL DRIVING TOUR

Our Fall Driving Tour for October has been changed to coincide with the River Run Rallye on September 24 and 25th. If you do not want to drive your Porsche on the tour ... bring whatever you have that is powered by a gasoline engine only. No hybrids or diesels on this Tour please.

On Saturday we will be following the Rallye drivers from Freeport Illinois and ending up at the Chestnut Mountain Resort in Galena. The tour will end early enough to take in some sightseeing at Galena. If you want to spend the night and participate in the tour on Sunday, contact the Chestnut Mountain Resort for accommodations. Or, you can return home Saturday night ... your Choice.

The roads are spectacular and a fun couple of days are planned. Come on out and enjoy the day(s).

Questions? Call me @708.354.8121 or email me at jamesdrury@ameritech.net





**2 Days + 2 Rallyes
= 1 GREAT
WEEKEND!**

This event has been changed to Rallye 3 & Rallye 4. Come for one, or come for both! Either way you will get the chance to experience some of the great roads of Illinois. We will be staying at Chestnut Mountain Resort. A block of rooms will be held until August 24th at Chestnut Mountain under the Porsche Club at a room rate of \$95.00 per night. Please call to make your reservation by August 24th. We will be having a Buffet Dinner on Saturday night at Chestnut Mountain. The cost will be \$20.00 per person.

Make your plans and reservations now to attend these 2 great events!

Direct questions to Jack & Karen Stephensen
708-492-0160 or JStephensen@aol.com

Directions to Country Inn & Suites: Take I-90 west to the Illinois Route 20, Interstate 39 exit for Rockford. Take Route 20 west and exit onto Business Route 20. Business Route 20 will turn into South Street. Continue west to just past IL 26. The Country Inn & Suites will be 1 block west of IL26 on the south side of the road. It is approximately 100 miles from the intersection of Route 53 and I-90.

Starting Location for Saturday

Country Inn & Suites \$79.00 (room)
1710 S. Dirck Drive
Freeport, IL 61032
815-233-3300

A block of rooms has been reserved under the Porsche Club of Chicago for those wishing to drive up Friday Night.

Starting Location for Sunday

Chestnut Mountain Resort \$95.00 (room)
8700 West Chestnut Road
P.O. Box 6328
Galena, Illinois 61036

Reservations/Information: (800) 397-1320
(Be sure to mention the Porsche Club by August 24, 2005)

Start Time for Saturday 9-24-05

10:00 a.m. Registration Opens
10:30 a.m. Driver's Meeting
11:00 a.m. First Car Off
7:00 p.m. Dinner Chestnut Mountain
\$20.00 (CASH BAR)

Start Time for Sunday 9-25-05

9:00 a.m. Registration Opens
9:30 a.m. Driver's Meeting
10:00 a.m. First Car Off



Mail registration to : Karen Stephensen, 3018 Halifax Ave. ,Westchester, IL 60154 708-492-0160

Driver: _____ Phone # _____ Email: _____
 Member ___ Applicant ___ Guest of _____

Navigator: _____ Phone # _____ Email: _____
 Member ___ Applicant ___ Guest of _____

Car Model _____ Color _____ Rallye 3 - September 24, 2005 \$20.00 _____

SOP ___ Touring ___ Novice _____ Rallye 4 - September 25, 2005 \$20.00 _____

Dinner Saturday # _____ @ \$20.00 _____ Total \$ _____

Please make Checks Payable to PCA-Chicago Region

BLACKHAWK FARMS RACEWAY - JULY 22ND

photos © Neil MacDonald 2005. All rights reserved.

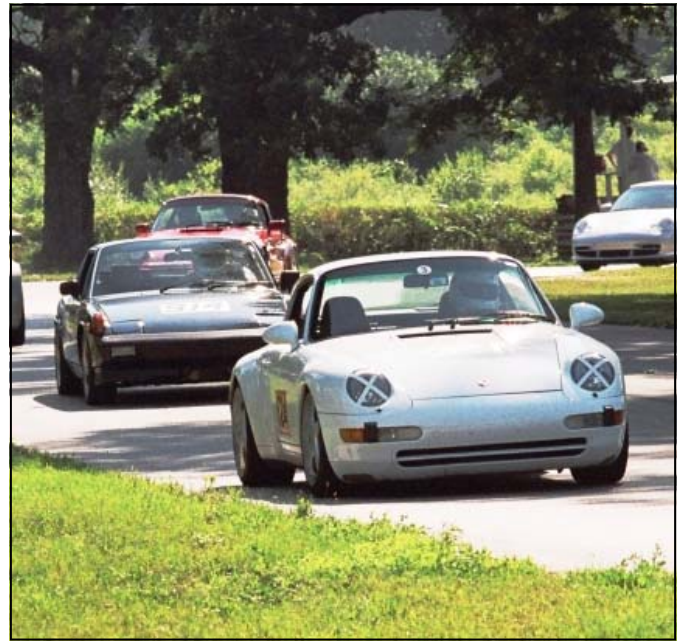


(above left and right) The day begins with tech

(left) Find a place in the paddock.

(below) The Drivers Meeting





(top left) Phil and Chad Wesa's 79 930 – Phil and Chad set up the track and their wives, Susan and Brenda manage at-track registration.

(top right) What a way to spend a day!

(middle left) George Paul's 944 T

(middle right) Chick Sanford's 00 911 C2

(bottom right) Peter Kaplan's 89 911 and Ed Leed's orange 69 911



OCTOBERFEST 2005

Blackhawk Farms Raceway

SATURDAY - SUNDAY

OCTOBER 1st- 2nd

- ⇒ **Two Days of DE at Blackhawk Farms Raceway**
- ⇒ **Saturday night Pig Roast at Williams Tree Farm**
- ⇒ **Large screen projector - view your track videos**
- ⇒ **Trackside Pizza Party on Sunday at day's end**

—THIS IS A NO-NOVICE DRIVING EVENT. YOU MUST HAVE PREVIOUS TRACK EXPERIENCE TO ATTEND—.

This event is a great finale to our DE season. Two full days of track time, plus new this year we will have a large screen video projector to view all our favorite in car track videos, while enjoying the pig roast Saturday night so bring your best videos. Sunday concludes with a pizza party at the track.

Waiting lists will be used to fill any open spots. All cancellations and refunds will be honored until 9 p.m. on the Wednesday 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 2005 Tech Inspection Sheet. 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.

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.

Pre-registered Entrance Fees received by September 26, 2004:

FIRST DRIVER FEES

SATURDAY ONLY \$170.00 \$ includes Pig Roast
 SUNDAY ONLY \$170.00 \$ includes Pizza Party
 2 DAY (Sat & Sun) \$290.00 \$ includes Pig Roast & Pizza Party

SECOND DRIVER FEES

FAMILY MEMBER

2nd Driver 50% of that days event ___ price \$

NON-FAMILY MEMBER

2nd Driver 75% of that days event ___ price \$

Total Driver Fees \$

Extra Dinners:

Adult # ___ @ \$30.00 each \$
 Child 6 - 13 # ___ @ \$15.00 each \$
 Child under 6 # ___ \$ FREE

Registration received after Sept 26th, or \$

On site registration add \$10 per day.

Non-PCA members add \$10 per day \$

Enclosed Total \$

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
 fax: 847-952-126 [e-mail: tlcontrols@aol.com](mailto:tlcontrols@aol.com)

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group: [A/Black] [B1/White] [B2/Yellow] [C/Green]
 Prior Experience

Second Driver (same car)

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group: [A/Black] [B1/White] [B2/Yellow] [C/Green]
 Prior Experience

For more information on Track Events, Schedules, Tech & Safety requirements go to www.pca-chicago.com

OCTOBERFEST 2005 Schedule

SATURDAY

OCTOBER 1st

SUNDAY

OCTOBER 2nd

Event Info

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

TAKING CARE OF TRAILERS AND TIRES

by Bob Tonczos, Sr, from Porscheforum, July 2005

Since trailer maintenance seems to be a concern of mine, and since very few people attended the trailer workshops, I decided to find another way to educate drivers about the necessity of maintaining your trailer properly.

I read an article in a magazine called "Seaworthy, the Boat U.S. Marine Insurance and Damage Avoidance Report." Vol. 23 #2, April 2005. Trailering a boat is about the same as trailering a car so the following facts and tips taken for this article will help make life a little easier when trailering your car to the track.

Almost half (43%) of all calls for assistance are for flat tires. Unlike automobile tires, which typically are used every day and lose tread gradually, trailer tires tend to be used infrequently and the tread may look "healthy". However, looks can be deceiving. Instead of failing after tens of thousands of miles of hard driving, trailer tires tend to fail after many years of sitting quietly in the sun. Sunlight degrades and weakens the sidewall. Before the start of any trip, look for spider web cracking on the sidewalls. This indicates that the tires have rotted and must be replaced. Removing the tires and bringing them inside (set blocks under the axles) when they will not be used for awhile prolong life (and also help to deter theft). If you can't store your tires, cover them with a tarp.

Trailers that sit for long periods suffer from another problem: under-inflation. Tires lose about a pound of pressure per month and another pound for every 10 degrees the temperature drops. An under inflated tire is more likely to fail and could cause the trailer to fishtail (sway). Step one before starting a trip, when a trailer has been sitting for many months, should be to always check tire inflation pressures.



The right tire is key to trailer safety and reliability

Other sources of flats are the load capacity and design of the tire. Tires are stamped with their load rating on the sidewall. The weight of the car (including fuel, gear, etc.) and trailer must never be more than the total capacity of the tires. The larger the tire diameter, the slower it rotates and generates less heat. All things being equal, larger tires are better and safer than smaller tires. Trailers need tires with a ST (Special Trailer) rating, which have stiffer sidewalls and more capacity to reduce sway. Either bias-ply or radials can be ST rated. Radials generally run a bit cooler and are better for long distance towing and light loads, while bias-ply tires are best for heavy loads or for an extra measure of stability. One other thing to remember, ST tires have a maximum speed rating of 65 mph.

Even if you take exceptional care of your tires, road debris may cause a flat. Do you have a spare? Do you have a jack? A typical car jack will not work on a trailer; you will need a scissors jack or a hydraulic jack that is big enough to handle the trailer with the load. Do you have a properly sized lug wrench? Are the

lug nuts rusted onto the wheel? Even with assistance, the quickest way to get back on the road is to carry a spare. Leaving your trailer by the side of the road runs a risk that the car and/or the trailer may be gone when you return. Also, unlike a damaged automobile tire, a damaged trailer tire can be difficult to locate.

Trailer Towing Tips

- Make sure the trailer can handle the weight of the car and gear. The gross vehicle weight rating (GVWR) is marked on the trailer; the load should be no more than 85% of the rating.
- Be sure your tow vehicle is rated to handle the combined weight of the towing vehicle, trailer, load, and gear - referred to the vehicle's gross combined weight rating (GCWR).
- The trailer hitch must be within the limits of the tow (GVWR). Make sure the hitch is the proper class rating.

- Ensure that the tongue weight on the hitch is five to ten percent of the total load. Too little weight will make the trailer prone to fishtailing (swaying); one of the main reasons for serious towing accidents. Under inflated tires or excessive weight of the trailer and the car can also cause fishtailing. Conversely, too much weight on the hitch will make it difficult to steer the tow vehicle.
- Securing the coupler with a latch will ensure it does not come off the hitch ball. Be sure the ball and coupler are size matched. A 1 7/8" ball will not stay on a 2" coupler for long. Do not forget to crisscross and fasten the safety chains.
- Keep up with maintenance on the trailer's bearings. Stop frequently to make sure the hubs are not over heating. Do not over grease hubs since



A trailer hitch

grease can ooze out and migrate to the brake causing brake failure. Over greasing may also push out the rear seals that will allow water and dirt to get into the bearings and cause

premature bearing failure.

- Frequently inspect your wiring harness and verify that your lights are operating properly before the start of every trip.

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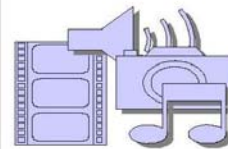
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608.274.5054**

- Date:** Sunday, October 9, 2005
- Time:** Noon until 3:30 pm
- Price:** \$45.00 per person
- Place:** 36 South LaGrange Rd
Downtown LaGrange, IL
- RSVP:** Dan Bacin at Bacinos@comcast.net
or call Amy @ 312.201.0013



Chicago Region PCA Wine Tasting at Bella Bacino's

A Charity - Social Event

Donation to be made to the Susan G Komen Breast Cancer Foundation

Taste a little... Laugh a little... Learn a little ... at our informal wine tasting at Bella Bacino's in Downtown LaGrange. We will taste wines from around the world and enjoy them with some of the delicious foods we prepared for the PCNA Carrera GT Event that we recently catered. Join us and taste some of the wines and foods *Hurley Haywood* raved about; you won't go away hungry or thirsty.

Dan and Linda's *Bella Bacino's* has just earned its fourth consecutive *Wine Spectator Award of Excellence*; an honor recognizing it as one of the best restaurants in the city for Wine Lovers.

We will taste some favorites from Dan's extensive 650 bottle wine list ... and *raffle* off a few for some lucky members to enjoy at home. In addition *all wines from our tasting will be available for purchase at special pricing* for attending club members!

Q-TIP CORNER

Ron Bean, Concour Co-coordinator

Wheels of Fortune

Porsche wheels and tires always get the second notice next to body style and color. Wheels/ tires do not have high point percentages in the Chicago Region scoring but they can set a visual precedent for the judges. Well done wheel/tire presentations finish off your total concour look . Tires are replaced on a fairly regular basis and at a minimum of about \$400 per set, why not keep them happy.

When washing the Porsche tires use a soft bristle brush with auto wash soap and then, if possible, use a rubber cleaner to thoroughly remove any old silicone or rubber treatments.

As well as a key visual element on your Porsche, wheel/tires also get

the most dirt, brake dust and road grime. In preparing for your first concour it's probably best to remove them, clean the backside and the inside back of the rim as well as the lug holes or recesses. If filthy, a good power wash will help remove the heavy duty crud and then proceed with a high quality wheel cleaner and a medium to soft small bristle brush. Use a high quality wheel cleaner per the directions and then brush clean the heavier stuff. Dry thoroughly and then treat with a high quality wax. The clear coat wheel finish will then look showroom new.

For earlier Fuchs painted type wheels, clean as you would the painted body parts and finish off with a high quality wax. For the

flat black finish type Fuchs wheels, refer to your owners manual where they tell you to rub in Vaseline!

Now treat the tire with a high quality, read NO SILICONE, rubber treatment. A small sponge works well and apply evenly and lightly on the tire and let dry. Then buff lightly with a clean sponge or cotton towel to achieve a satin finish. The buffing 'lightly' takes some practice to develop the touch. Have patience here.

For occasional wheel touch ups use spray detailer.

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COMING ATTRACTIONS ... SAVE THE DATE!!!!!!

RALLYE V
OCTOBER 16TH

FALL TECH SESSION
NAPLETON PORSCHE
NOVEMBER 6TH

DINNER DANCE AND AWARDS PRESENTATION

Even though it's still
HOT, HOT, HOT

It's time to start thinking
HO, HO, HO

2005 PCA Chicago Region
Dinner Dance and Awards Presentation

Saturday, December 17, 2005

The Hyatt Lodge
at McDonald's Campus
2815 Jorie Boulevard
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www.thelodge.hyatt.com

Don't forget about the kids!
2nd Annual Toys for Tots Collection



PCA Chicago Region 2005 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

Helmet Requirements!

- | | | |
|-------|-------|--|
| _____ | _____ | 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). |
| _____ | _____ | 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 Black Class. The same Roll Protection is highly recommended although not required for other Classes. Any open car (no roof) must run Black Class rules. All Cabs in all classes (except Boxsters & 996 and later Porsches) must have Roll bar or better. |
| _____ | _____ | 6. PEDALS - Free return and in good operating condition. Firm brake pedal. |
| _____ | _____ | 7. LOOSE OBJECTS - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, mats, etc. Glove box locked. Spare secured or removed (spare adds to structure to certain Porsches). |
| _____ | _____ | 8. AIR BAG EQUIPPED CARS - No Obstructions in front of Air Bag (s). |
| _____ | _____ | 9. WINDSHIELD - No major cracks and functional wipers with good blades. |
| _____ | _____ | 10. MIRRORS - At least one side (two highly recommended) and one securely mounted rear view mirror. |
| _____ | _____ | 11. GAS CAP - Gasket intact and cap tightened. |
| _____ | _____ | 12. RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes. |
| _____ | _____ | 13. FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; Axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition. Warning: 944/968 MUST Check Ball Joint & Control Arms for cracks and binding caused by excessive lowering, larger sway bars and track usage. |
| _____ | _____ | 14. REAR SUSPENSION - No excessive looseness. Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber on any car. |
| _____ | _____ | 15. WHEEL BEARINGS - Correct adjustment, check for play and proper lubrication, no damaged or burnt bearings. |
| _____ | _____ | 16. BRAKES - Sufficient brake linings or pads. No rubbing, cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness must be checked periodically for 2mm minimum thickness throughout the high-speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh Competition pads properly bedded in. |
| _____ | _____ | 17. WHEELS - No cracks. No bends. All lug nuts must have 94 - 96 lbs. torque. Valve stem must have airtight cap. Hubcaps and Center Caps must be removed. |
| _____ | _____ | 18. TIRES - In Good condition. No cracks or bulges. ZR or better required (HR for Autocross only). Minimum tread depth of 3/32" on contact patch area (race tires or shaved performance tires must have as least 1/16" tread wear marker depth and No Cord Showing). Seek an experienced driver with like car/tires for hot/cold tire pressure. |
| _____ | _____ | 18. BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high-speed event. If another high-speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| _____ | _____ | 20. BATTERY (IES) - Securely fastened and in good condition. No acid leaks or corrosion. Check fuel lines under battery trays on 914's. The Positive (+) Terminal on All batteries must be covered by cap or tape. |
| _____ | _____ | 21. ENGINE - Check for odd sounds and satisfactory exhaust (remember 108db limit at Road America) |
| _____ | _____ | 22. DRIVE BELTS - Tight and in good condition. |
| _____ | _____ | 23. LEAKS - No exhaust leaks and leaks of any fluid - oil, gas, brake, or coolant. |
| _____ | _____ | 24. THROTTLE RETURN - Freely operating and good springs. Check both throttle return springs on CIS cars. |
| _____ | _____ | 25. BRAKE LIGHTS - All bulbs on both sides and center brake light (if so equipped) must be functional. |

Outside

Engine

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

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

DRIVER'S SIGNATURE: _____ DATE: _____

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

Revised January 20, 2005

Oversteer

patrol car, put on the flashing lights, promptly pulled the man over and carried out a Breathalyzer test. To his amazement, the Breathalyzer indicated no evidence of the man having consumed alcohol at all.

Dumbfounded, the officer said, "I'll have to ask you to accompany me to the police station, apparently this equipment is broken. "I doubt it," said the man, "Tonight I'm the designated decoy."

Leave it to the cheese heads!!!

Leave It To the Cheese Heads from the Internet

From the state where drinking and driving is considered a sport comes a (allegedly) true story from Milwaukee (and that's probably not something we should be proud of!! but read on ...)

A routine police patrol parked outside a local neighborhood bar. Late in the evening the officer noticed a man leaving the bar so intoxicated he could barely walk. The man stumbled around the parking lot for a few minutes with the officer quietly observing.

After what seemed an eternity and trying his keys on five different vehicles he managed To find his own car, which he fell into. He was there for a few minutes ... long enough that a number of other patrons left the bar and drove off.

Finally he started the car, switched the wipers on and off (it was a dry night), flicked the hazard flasher, tooted the horn and then switched on the lights. He moved the vehicle forward a few inches, reversed a little and remained stationary for a few more minutes as more patrons left in their vehicles. At last he pulled out of the parking lot and started driving slowly down the street.

The police officer, having patiently waited all this time, started up his

along, with the necessary cooking utensils and sauces, and takes it to the man, who is lounging beside the grill, beer in hand. The man places the meat on the grill.

4. The woman goes inside to organize the plates and cutlery.
5. The woman comes out to tell the man that the meat is burning. He thanks her and asks if she will bring another beer while he deals with the situation.
6. The man takes the meat off the grill and hands it to the woman.
7. The woman prepares the plates and brings them to the table.
8. After eating, the woman clears the table and does the dishes. Meanwhile, everyone praises man and thanks him for his cooking efforts.
9. The man asks the woman how she enjoyed; her night off. And, upon seeing her annoyed reaction, concludes that there's just no pleasing a woman.

BBQ

from the Internet

Barbecuing is the only type of cooking a real man will do. When a man declares he will BBQ tonight, the following chain of events is put into motion:

1. The woman goes to the store and buys everything.
2. The woman makes the salad, vegetables, and dessert.
3. The woman prepares the meat for cooking, places it on a tray

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THE MART

PCA members are welcome to place ads of a non-commercial nature at no charge in **The Mart**. The non-member, non-refundable fee for this service is \$15.00 for three months, and checks should be made payable to **PCA Chicago Region**. Ad material must be received by the 15th of the month for publication in the next month's issue, is subject to editing, and will run for three months. To be run again, after the initial three month period, ads must be resubmitted. Please limit ads to 75 words or less. Digital photos will be accepted. No photos to be scanned, please. Please see page 1 for submission information.

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

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

For Sale - PORSCHES



1974 RSR 911 Race Car Red /black/ red interior; red custom gauges/ rollbar/Sparco belts; Kinesis custom wheels(2 sets); fire system; Lots of carbon fiber/only 1850 lbs/390 hp/3.5 liter engine/935 crank; RSR Sprint cams/mechanical Bosch fuel injection/EXTRA gearbox; Top runner CA Speedway PCA/POC; like new/only 4 events; Must sell. \$60 000 Clint Eagar 630.341.8800 or clint.251@netzero.com (JJA)



1974 911S Targa Disability forces sale of beloved 911; owned/fully maintained by me since '78; mech

exc/rebuilt "S" engine by Autothority/ all paperwork available; fast/strong/ real joy to drive!; approx. 38K mi on eng; stainless steel heat exch/exhaust; no winters/rain/racing; some minor body. \$12,000. Bob robert_gettleman @ilnd.uscourts (ASO)



1978 930 Turbo Rare Copper Metallic/ Tan; 24K mi; fully loaded; all orig/ owned 24 yrs/63rd Turbo built; No snow/rain; meticulously maintained. \$37,500. Seymour Rifkind 847.757.5379 rifkinds@interface-group.com (JAS)



1979 911 SC Coupe Silver/black Western car/no rust ever; 119K mi; sunroof/sport seats; updated tensioner; pop off valve; Seine shifter; well maint/receipts; looks/ runs great. \$14,000 Don Emery (w) 219.769.3561 x118 , (h) 219.662.9221 (JJA)



1980 911SC PCA G class winning race car built by Bob Johnson/ JohnsonAutosport; custom everything/2:42 at Road America/ too much to list/contact for full info. \$35,000 w/ multiple sets of wheels. Bruce Boeder 952.475.7040 Bboeder@boederlaw.com (JJA)



1980 911 SC Wide Body Coupe Red/Tan; Rare factory Lightweight; no air/sunroof/cruise/etc; perfect track/DE candidate; all steel 930S body; recent gearbox, clutch & service; all books/records/upgrades since new; 85K mi; great runner/ looker! \$15,900/OBO Out of garage space! Bill Kniewel 630.853.8422 herrkniewel@sbcglobal.net (ASO)

1982 928 Black/black & burgundy interior; many new parts: front susp/brakes/tires; body/interior in good shape/ no rust; runs/drives well; needs some work; \$3800/OBO. Brian 630.988.8090 (JJA)



1984 Carrera Targa Grand Prix white/ Burgundy leather; 16" polished Fuchs; garaged/no winters; 114K maintained mi; PW/PM/Cold AC; runs/ sounds/looks outstanding. \$16,000. D.A. Bernstein 773.251.3634 (JJA)



1984 911 (Euro) Cab 1st year factory Cab; 43K mi; garaged/covered; aftermarket Alpine stereo/Infinity speakers & alarm(added by last owner); otherwise "as delivered" cond; inc full leather Burgundy

int/16" Fuchs/AC/PW/PL/short shift/etc/lighted ign key; new OEM top (boot w/slight sewn tear); proper maint w/records/orig owner's Ger & Eng/Blaupunkt stereo manuals; Concours car/winner with little work; PCNA value letter; insured for \$29.5K; trade for good DE/sunroof/hardtop 911/\$24,000/OBO. Russ Pesko 630 759-2099 (JAS)



1985 911 Coupe Guards red/black; 98K mi; no snow; same owner last 12 years/well maintained/all receipts; upgrades: Koni shocks/Momo steering wheel/factory H5 headlights/third brake light/Weltmeister strut bar/Autothority chip/16" wheels; great shape/a blast to drive/solid; e-mail for photos/information. Bruce Malter bruce_malter@yahoo.com or 847.274.6368 (JJA)



1986 911 Carrera Red/black interior; exc cond inside/out; 80K mi; runs perf/very reliable/everything works; 2nd owner/always garaged/smoke-free; maint by Midwest Eurosport/have most records; new clutch & synchros; 16" Fuchs/3K mi on Bridgestone SO3s; CD player; A/C; factory short shift/lmted slip diff; new mats/car cover; Asking \$19,500. Thad 708.524.2748 or tndrasche@comcast.net (ASO)



1986 911 3.2 Carrera Club Sport Clone Owned/maintained by

serious collector w/less than 23K mi/museum quality; full concour prep/no flaws; a few performance mods/orig parts incl; always used Mobil One; complete SSI exhaust sys/high flow air intake/K&N filter; Joe 815.378.2174 or Fred 815.988. (ASO)

1987 944 T Rare factory opt Nougat Brown/brown interior; opt factory C78 touring pkg; LSD; Koni Sport shocks; chromed Turbo S rims/hand painted centers on new Dunlop SP 9000 tires; new battery/cooling system/brakes & rotors; CarFax certified; very clean/unique; 71K mi. \$14,500/OBO Tom 847.909.8460 (JAS)



1988 Carrera Convertible 69K mi; very clean; new Alpine CD/radio; lrg Infinity speakers; new clutch at 60K mi; extra Tondeau cover. \$24,900/OBO. 708.790.5546 (ASO)

1989 928 GT Guards red; ext/int in exc cond; 5sd; 115K mi; new parts installed last 2K mi/all clutch parts/plugs/wires/water pump/timing belt/A-C compressor/r134a retrofit/LH computer/alternator/battery; all docs/service records \$19,000/OBO Michael Hill 708.415.0769 (JJA)

1993 RS America #001 First ever built; Grand Prix Wht/blk int; Big Red Brakes upgrade; Fact ABS upgrade; Brian Copans Gearbox; 2 computers 93 Octane 280 RWHP, 100 Octane 300 RWHP; custom safety Devices Matter style cage; RSR full susp; car sorted by David Murry; B&B header exhaust system; 26K mi. \$59,950. Mike 847.372.9911 (JAS)



1994 911 Speedster Guard's Red;

10K mi; No paintwork/accidents/dents/dings/scratches/rain/smoke/food/stories/excuses; low miles; great condition; concour prepared; none finer. \$55,000 Joe 815.378.2174 or Fred 815.988.6692 (ASO)

1996 993 Twin Turbo White/Tan 28K mi/2nd owner; exc. cond; autoX/never raced. \$70,000 Jim Schwade 815-939-9638 or jimschwade@yahoo.com (JJA)



1997 Porsche Carrera European RS Replica Black on black sunroof coupe/leather interior; 37K/1 owner mi; recent emissions; H&R susp/Weltmeister sway bars & strut brace; Turbo brakes/Tech Art Exhaust; RS body work/wheels/shifter/door panels & steering wheel/seats/Club Sport 6 pt Schroth belts; Motor sport air box; fire ext/roll-bar/radio delete; many receipts/docs. robert taheel@sbglobal.net or 847-946-8018 (JJA)



2001 GT-3 Cup Black/Yellow; 11/04 engine rebuilt by Jerry Pellegrino (EPE)/0 hours on rebuilt eng; matching passenger seat; extra set Porsche/BBS wheels; luftlanze, (Nitrogen fitting for air jacks); travel rings; spare front brake calipers w/spare Porsche/Pagid front pads; rain tires; shift light (plug-in for 7,000RPM); 2 spare spindles/wheel nut sets; spare set wheel pins; FIA log book/orig user & shop manual/binder; engine rebuild receipt; never hit or club raced. \$109,900. Douglas 617-834-3837 (JAS)

THE MART ...

2001 911 Turbo Pristine Silver/Blk; Loaded plus \$7500 in extras; B & B exhaust; 3M Techart Pedals; silver dials/console; 6 spd; tint; F & R radar; new tires/brakes; 27K mi; \$79,900. Mike 847.372.9911 (JAS)



2003 GT3 RS last 2003RS produced/purchased late in 03 season; raced by Buckler & Cort Wagner in ALMS the final part of 03/raced 04 in the Grand Am Series to 6 podiums and 3rd in the driver championship; no damage; very clean; every conceivable option inc/special lightweight water system & alternator/small clutch w/long reference sensor; full blown PMNA sprint motor/raced at an 8000 rpm max since late 04 rebuild (approx 20 hours). \$140,000 Kevin Buckler kevin@theracersgroup.com (JAS)

2004 Cayenne S White/Sand/full leather; 950 total mi; 19" wheels w/colored crest; rear sun screens; Bose CD Audio 14 spkr; full pwr heated seats/steering whl; Xenon lights; all the amenities exc nav; 4yr/50K warranty; \$57,000 D. A. Bernstein 773.251.3634 (JJA)

For Sale - TIRES/PARTS/MISC

Tires Two (2) Hoosier R3S04 245/40/18 & Two (2) Hoosier R3S03 305/40/18; new/never mounted/bagged & stored in climate controlled garage; can deliver to Blackhawk. \$750/OBO Jeff Wagner 815.494.7851 (ASO)

Wheels/Tires Porsche BBS Sport Classic II 18" wheel & tire set - new car/takeoffs (fits Boxster, 993, 996, 968, 928) w/Pirelli PZero Asimmetrico 265/35 ZR18N3 & 225/40 ZR18N3. Perfect cond. \$2100/OBO for 4. **Tires** (7 to 8/32nds): Pirelli PZero Asimmetrico

265/35ZR18N3 & 225/40ZR18N3. 4 for one: \$245/OBO for 4. **Inserts:** 4 color crest wheel inserts - \$100. edmond.russ@gt.com. (w) 312.602.8004, (h) 847.914.9116 *Operators are standing by* (JJA)

Wheels Two (2) 8.5 x 18 (47mm offset) & two (2) 11 x 18 (41mm offset) Kinesis K28 3 piece forged wheels w/polished wheel center to fit 996 Turbo; perf cond; can deliver to Blackhawk. \$3,000/OBO. Jeff Wagner 815.494.7851 (ASO)

Wheels One (1) set stock 16" Boxster wheels from 99 Boxster. Make an offer! Steve 847.272.7732 (JJA)



Wheels 8.5 & 9.5 x 17 with 225/45ZR17 & 255/40ZR17 Victoricers \$1,700. Jim 630.742.2452, 630.832.1451 jim.dvorak@mcd.com (JAS)

Wheels 17" x 9" & 17" x 11" BBS Racing wheels 911 (no centers/half's only); exc cond/2 seasons. \$600 total. George Mueller gmueller@greatline.net or 708.331.8707 (JAS)

Parts Sparco 6pt harness \$250; Evo Induction kit for Boxster S # \$200. jim.dvorak@mcd.com (JAS)

Parts 915 shifter w/Robotek sure shift, boot & shifter knob \$ 350. Solid motor mounts \$ 25. Turbo 1/2 shafts (good cond) - 24 MM sway bar - 3.2 balance connecting rods - 3.2 pistons - 3.2 distributor & 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 - "A" arm air scoops for brake to fit SC or Carrera and other items. George Mueller 708.331.8707 or gmueller@greatline.net (JAS)

Recaro Pole Position Race Seat with Porsche sliders/mount; Brey-Krause adapters; for 996/986 and Porsche Cup sub mount. Brand new/used 1 DE \$600. jim.dvorak@mcd.com (JAS)

2001 Sport Heated Seats Black; exc cond. \$2,995 for pair. Mike 847.842.1001 (JAS)

For Free

Free 993 Suspension I just upgraded my 30,000 mile 993 C2 to a sport suspension/have the original springs, shocks, stabilizer bars, etc; all in great shape; can't stand to throw them away/free to a good home. Frank Creamer 847.867.9036 (ASO)

For Sale - OTHER

Data East "Checkpoint" Pinball Machine with manual; loaded with Porsche features - very nice. \$1750. Robert Gummow 815.624.7369 (JAS)



P-O-R-S-C-H-E letters and Shield; each letter is 12"h x 30" w; shield is 48" w x 64"h; both enamel on steel; exc cond; types of items displayed on dealerships up until 1974. Robert Gummow 815.624.7396 (ASO)



Harley Davidson Custom Sportster XR883 Orange; 500 mi; pro built/one of a kind/commemorates Harley's true racing heritage; brand

new 2002 Sportster XLR stripped/redone street legal flat track style racer (frame only remaining stock item); eng increased to 1200cc/all Screaming Eagle parts; all other items custom with no regard to cost; performance machine/Storz/Ceriani/etc/over \$20,000 to build/100+ hp @ rear wheel; extremely lgtwtgt/blindingly fast/100% flawless. Fred (h) 815.389.1966 © 815.988.6692 (ASO)



2001 BMW 330 Blue 2 door coupe/black leather interior w/all the

goodies; 61K mi; sport susp; 5 speed manual/stick/fold down rear seats/winter package; great AM/FM/CD; Michelin Pilot tires. \$21K/OBO. John Meyers 630.833.7304 (JJA)

2001 Acura MDX Sport Utility Grey w/black leather; 48K mi; 2K mi on warranty; all options except nav; 12 CD changer; Dealer int wood pkg; Running boards; Luggage rack; Tow pkg; no smoke/all records/exc cond. \$23,500/OBO Don Larson 709.448.8649 or dlarson@ableornamental.com (JJA)

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bucolic countryside. Chicago PCA member - for details, 1-800-892-2269, (unit #610) (ASO)

Wanted

Kumho AutoX tires need one or two used Kumho Victoracers V700 245/45ZR17 (Tena wants to try them on her Harley) Ed edmond.russ@gt.com (wk) 312.602.8004 or (h) 847.914.9116 (JJA)

944 Turbo Interior Parts Interior restoration in progress/in black/exc cond:OEM floor mats & rear hatch carpet (no speaker holes). Michael Webb 630.605.4973 or m-webb@kellogg.northwestern.edu (JJA)

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Aungahh!

regarding The Ozark Tour that he puts on every year ... it's in the Bulletin Board.

Also in the Bulletin Board is the info for the raffle for the 911 Club Coupe.

On two of our recent road trips to Club Race events, one of our travel companions has experienced 'trailer issues'. So, check out the Trailer and Tires article.

And, as our trailer seems to occasionally make news in this column ... last year a flood, and this year ... in Steve's own words ...

It started out a normal Saturday morning. A few errands and then it was time to pick up the race car and take it to the mechanic in preparation for TRAC 05. We got out all of the supplies we needed for the trip, then headed to the storage facility to load up the trailer and then off to the mechanic.

Needless to say, nothing goes smoothly; we "got" the freight train and had to wait fifteen minutes for it. We finally made it to the storage location and were surprised to see that some of the craters on the so-called access road had been "filled in" and that a speed of 5 mph could comfortably be maintained while keeping the fillings lodged in our teeth.

Up to the gate we went, took out the electronic access card and opened the gate. We drove toward the location of the trailer, noting some "capital

improvements" – new tenants and more tractor and trailer storage. Off to the very end of the property – next to the Junk Man vans. We looked and NO TRAILER. We looked at each other and wondered out loud if we had forgotten where I parked the trailer and had, in fact, misplaced it. We reviewed together our trip home from GingerMan. We had off loaded the race car and parked it in its spot. We had brought the trailer to the storage lot, unhooked, and locked it. I had even gone back the next day to retrieve my tires. But there was still NO TRAILER. This is crazy. I called Chris to ask if my trailer was in front of his house (for the last month). NO TRAILER.

So, I guess NO TRAILER.

So, if you happen to see a kidnapped Featherlite trailer out on the roads, ask it if it belongs to me.

We'll be at TRAC as our mechanic will get the car there.

In the meantime, remember that the Scene is on the web about 3 weeks before it arrives in your mail box.

See you at Road America!!!!

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.

Wow! It's a really big issue with lots and lots of stuff to do. Please pay close attention to two events.

The first is the River Run Rallye weekend. There has been a format change ... the addition of the Fall Driving Tour to the September 24th - 25th weekend. We pre-ran the route several weekends ago ... WOW! ... what a lot of fun ... easy rallyes ... great roads ... terrific scenery. We're sorry to miss it.

The other is a non-Club event but worth a look as it is an event of our 2005 Chicago Region Charity, the Susan G Komen Breast Cancer Foundation ... see page 63 for more details.

Jack McCall, from Loeber Motors, has just provided me with a whole bunch of articles that I'll begin next month, under the banner of "The Ownership Experience". In the meantime, check out the information

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