

Chicago Scene

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



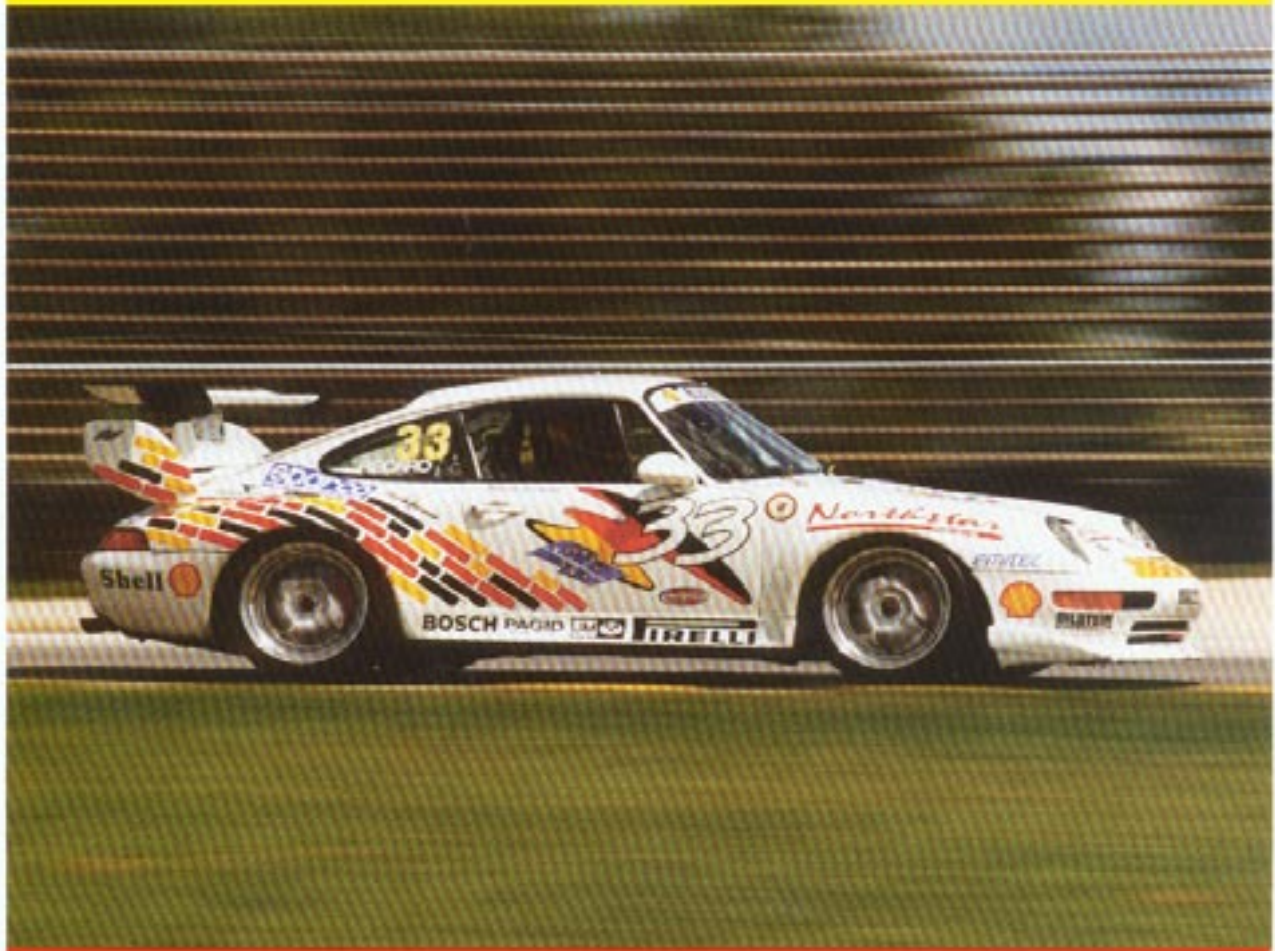
December 2001

Winter Tire Advice • Reader Survey • Lake Geneva Autocross • Vintage Valuations

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Chicago Scene

The Official Publication of the Porsche Club of America – Chicago Region



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SUBMISSION INFORMATION

Articles are preferred in MSWord but they can be contained in the body of an e-mail. Do not send articles as a pdf. As a last resort, faxes will still be accepted.

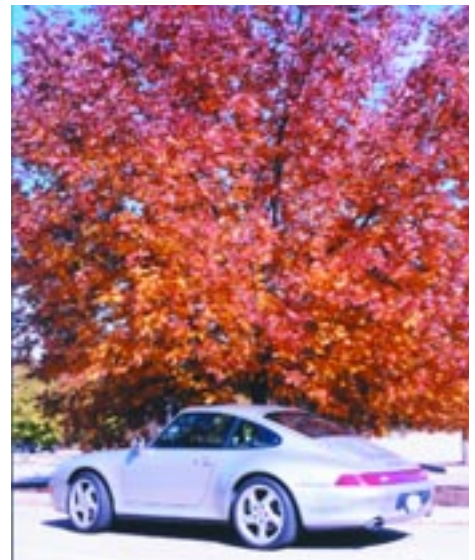
Digital photos: The preferred format is a 600 dpi TIFF image in final print size.

Commercial Advertising can be in the following formats: Quark Xpress, TIFF, EPS or JPEG.

The Mart: To avoid errors, ads should be type written. All ads should be sent to the Editor, preferably by e-mail.

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1997 Carrera 2S in the parking
lot of Chicago Botanic Gardens-Oct 2001.
Owner & Photographer: Scott Adleman

DAS FUTURE

Current Calendar of Events

JANUARY-
DECEMBER
2002

NEXT YEAR'S
EVENT CALENDAR
IS

Coming Soon!

D E C E M B E R - 2 0 0 1						
monday	tuesday	wednesday	thursday	friday	saturday	sunday
					1	2 PCA-Chicago Calendar Meeting 10A-3P
3	4	5	6	7	8	9
10	11	12	13	14	15 Holiday Dinner Dance	16
17	18	19	20	21	22	23
24 31	25	26	27	28	29	30

J A N U A R Y - 2 0 0 2						
monday	tuesday	wednesday	thursday	friday	saturday	sunday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

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Election Results for 2002

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Secretary:	Mary Ann Nowakowski
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Past President:	Ed Barnicle
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Directors (continuing):	Pat Yanahan Pete Hackenson

BLARNEY FROM BARNICLE'S BRIEFCASE

by Ed BARNICLE, PRESIDENT, PCA – CHICAGO, edbarnicl@aol.com

The club has been really busy since I finished writing last month's article. And, I'd like to tell you about all the fun you missed if you haven't been participating, or remind you of the good times you had if you have.

Planning and holding a Concours event is a tough job when it's just the PCA involved; but it gets tougher when other car clubs are involved, and really tough when the weather doesn't cooperate. Pat Yanahan and Jim Jacisin had worked really hard to plan an elegant event at the beautiful Cuneo Museum in Vernon Hills for September 9th, and everything seemed to be in place. We were to be joined by the Corvette Club, the Mercedes Benz Club, and by the owners of some of the most beautiful antique cars that you ever saw. On Saturday, Pat and Jim had over 150 cars registered for the event, but then the rain came. Sunday was so miserable that about half of the entrants decided not to bring their cars out - but the show had to go on, and that it did. Steve Shirey was quite a sight in his yellow rain slicker and green fishing boots as he helped direct traffic. His girlfriend would have really been embarrassed if she had been there. Pat, Jim, all those who helped them, and all those who showed their cars deserve high-fives for the outstanding effort that was put forth under truly adverse conditions. Great job!

The weather didn't really cooperate for the final Autocross either. Gayle and I were in the north woods with Nikki Kroll and Ken Pesavento at the summer home of Mel and Ilene Wostoupal for the weekend so I wasn't able to attend the event at Hawthorne Park. We drove through the rain for four hours to get home, and the report I received the next day indicated the weather was just as bad here. While the rain forced some adjustments to the normal routine, the event was safe and fun because of hearty PCA'ers who refused to be intimidated by the weather. Congratulations to all who participated, and to Shawn Young and Mike Gallagher for overseeing the event.

The following weekend found Gayle in California visiting her new grandson, and I was in Indianapolis for the Formula One race. Julene Timbers (wife of Gayle's son Jim) gave birth to Jonah Gabriel on 9/23/01. Congratulations to Mom, Dad, and to the best Grandma

on the planet. While we were both traveling, we missed Rallye 4 but those who were there said that Jack Stephenson did another outstanding job. Thanks, Jack.

Next up was Octoberfest Drivers Ed at Blackhawk, and Mother Nature was at it again. This time, however, it was cold temperatures rather than rain. My car was ailing so I didn't enter, but I did drive up Sunday morning to hang out and socialize. Gallagher has been doing this event for so long that you can make book on it running smoothly and on time, and this was no exception. Everyone was having fun despite the chill in the air, and knowing that this was the last DE event of the year. They also were talking about the good time they had at the Pig Roast party the night before. Many thanks to Ginny and Bob Gummow for all the help they gave to Dan in making the party the big success that it was.

Two weeks later was the last rallye of the year, and this time Gayle and I were able to attend. We want to personally thank Rallyemasters Susan Shire and Steve Rashbaum for not getting us hopelessly lost. Rallyes are fun all of the time, but they are really fun when you do well. We finished fourth, our best ever.

The following weekend found us chasing ghosts around the southwest suburbs on Gallagher's Gimic Rallye. While there were no ghostly appearances, there were kids, cars, and adults in costumes galore. We all had fun. Thanks to Dan & Peggy. By the way, we beat the club's resident Dutchman Keith Clark by more than 1000 points! Too bad, Wooden Shoe.

Next up are the Tech Session at Napleton Porsche, the social event at Café 36, and the Dinner Dance at the Union League Club, but reporting on them will be left to your next President. My year is almost up, and I want to thank all the other members of the Board, all of the Coordinators and Event Chairpersons, and to everyone who participated in our events and helped out while they were there for making my job easier. I believe that the problems that we faced twelve months ago have been mostly solved, and that the club is well-positioned to continue moving forward under the leadership of the incoming Board. Thank you for allowing me to serve as your President, and for all the words of encouragement that I heard throughout the year. It was a great run. ■

BEHIND THE SCENE

by SCOTT & MARIA ADLEMAN, EDITORS

Things are starting to fall into place and we are on target to meet one objective, getting Chicago Scene into your mailbox before the first of each month. Many thanks to all those who contributed to the first two issues with articles, photos, event announcements and inspiration. It helps make our job easier.

I have included a reader survey in this issue. I'm sure you have seen these before. We ask all kinds of questions so that Susan Shire can tell current and potential advertisers how great an opportunity it is to for them to place ads in Chicago Scene. Please make an effort to fill out the short survey and fax it back to me. I don't need to know who it is from. In fact, I don't want to know who it is from. However, it must be from an adult reader and not your children. Keep in mind that we are only going to use the aggregate information in our marketing materials. For the survey to be useful (i.e. reliable and representative), we need a good response. So don't forget to get this back as soon as possible.

As reflected in the minutes from October's Board meeting, we reviewed the advertising rates for Chicago Scene and discovered that they were significantly below those of other comparable PCA newsletters. This may come as no surprise since the ad rates had not been adjusted since 1997. Advertising in the Chicago Scene is really a good value considering the caliber of our audience (soon to be bolstered by the reader survey data). For those of you considering advertising in the Scene, we are preparing an advertising package which we can send to you or which may be downloaded from the website.

Speaking of downloads, the Chicago Scene is now downloadable. By now, some of you may have had the opportunity to retrieve it from the website and view it through Adobe Acrobat Reader. This is a different approach from browsing the newsletter on-line. This change is the result of a switch in our publishing software system. The new system offers increased design control, compatibility and flexibility. However, the program does not offer an easy way to output the newsletter for online viewing. I hope you find this new method of web access to the newsletter preferable.

We hope to see and meet more of you at the Dinner Dance on December 15th. We hear that it promises to be a great time. ■

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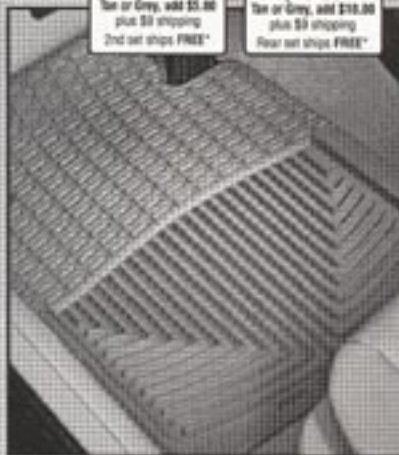
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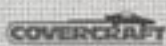
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Reader Survey

Please fill out and fax this survey back to Chicago Scene at 847-390-8885. Let's not make this personal, please don't include your name.

Which category best represents your age? (circle one)

- 18-20
- 21-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70+

Which of the following best represents your highest level of education? (circle one)

- Some High School
- High School Graduate
- Some College/Technical School
- College Graduate
- Advanced Degree (masters, doctorate, etc.)

Please tell us your total household income, all members combined? (circle one)

- Under 40K
- 40-79K
- 80-119K
- 120-139K
- 140-179K
- Over 180K

Your Job Title: _____

On average, how much time do you spend reading Chicago Scene each month (in minutes)?

How many people, including yourself, look at a typical issue of Chicago Scene?

Have you ever done business with an advertiser in Chicago Scene?

Yes No

For how many years have you been a Porsche Club Member?

Are you a member of any other car club(s)?

Yes No

Approximately how much do you spend on Porsche parts, service, accessories, storage, etc. in an average year? Please do not include the cost of PCA activity fees, fuel or insurance. (circle one)

- Under \$100.00
- \$100.00-\$499.00
- \$500.00-\$999.00
- \$1,000.00-\$1,499.00
- \$1,500.00-\$2,499.00
- Over \$2,500.00

When do you plan to purchase a Porsche next? (circle one)

- Within the next year
- 13-24 months from now
- 25-36 months from now
- 37-48 months from now
- Over 48 months from now

Would it be a new or pre-owned Porsche? (circle one)

- New
- Pre-Owned

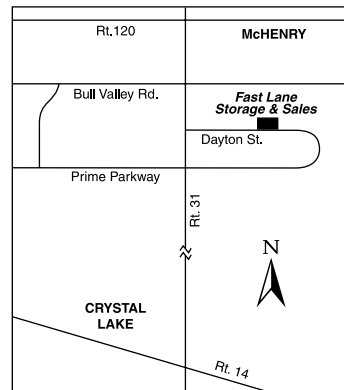
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ANATOMY OF A COVER PHOTO

by SCOTT ADLEMAN, Editor

There are a few things I can say for sure. One of those things is that if you are reading this, you are into cars, one of the cars you own and enjoy is a Porsche, and that you would probably love to see yours on the cover of this magazine.

What you may not know is that we need quality cover pictures. So, it appears we have a match.

The truth is that while we get many new pictures each month, we do not get enough images that are "cover quality." While we may have many talented photographers in this club, it doesn't take an expert to get a great cover shot (though it may be easier for them). What it takes is a bit of forethought and some guidelines. In other words, you need to plan to shoot a cover picture and not just hope one of your usual pictures will be good enough. Indeed, very few pictures are ever taken with the cover in mind. That is where planning ahead comes in. Please keep in mind that the guidelines below come from an amateur photographer (me) and should not be construed as the gospel.



Correct orientation & good composition, but the light was too uneven.

Orientation. Cover shots are vertically oriented even though cars are inherently horizontal. This means you will have to orient the camera vertically, also known as portrait rather than landscape.

Film. Since most of your pictures will be taken outdoors, I suggest a film speed of 100 ASA. Some people will choose 200 for cloudy days. Never use 400 or higher for



Correct orientation, but poor composition - powerlines & bush obstruction.

cover photos. While such film speed may be good for indoors (i.e. the restaurant or bar after an event), they yield photos that are grainy and not sharp.

Composition. Think about how the subject of the picture relates to the background. What is going to fill the space above or below your subject? Will the subject be centered right to left and/or top to bottom or will it be off to one side? Centering is not always the best option. What is in the background? Will the sky or ground be attractive or not? Are



Wrong orientation, and way too much background interference. However, great subject and color.

there bystanders in the way? Are there other cars competing for attention? The point is, make sure the subject relates to the background. Look at the photos on this page for some good and not so good examples of composition.

Lighting. This is the most difficult challenge for a photographer. One of the basic principles of photography is to light your subject from the front. With the exception of some highly technical, i.e. creative, shots shooting a subject with your camera pointed into the sun, or with light coming from behind the subject, is not a good idea. Still sun is too bright and can cause hot spots and glare. Not enough sun can result in areas that are too dark.

Timeliness. I would like to have photos that reflect the season, holiday or event. You can take a photo anytime you want but I may use it at a later date. For example, a summer beach shot may not be our best choice for a winter issue, nor will a Halloween scene be good in any month except October. I also would not want to run a photo from the spring Road America event in December. As you can see, the cover of this issue would have been more appropriate for October

Continued on page 19

Buffing in Tight Places

by BURNELL CURTIS, LONE STAR REGION

After I have washed my car for several months, despite my best efforts, there will be fine scratches in the paint. In addition to that, my 1987 Carrera has red enamel paint and it tends to turn rosy with time. No reason to put it off, it is time to get out the buffer and put a proper shine on the car. However, even though I have a very fine buffer, there are places on the car that cannot be buffed with a conventional buffer. One of those places is the cowl. Attempt to buff this area and you will scar the windshield washers or catch the buffer on the windshield wiper blades. Another area that is difficult is the bumpers. If the buffer touches the "smile" or the rubber bumpers, then it may burn them.

You could do these areas by hand. However, I have little success with buffing by hand. Maybe I am impatient and want to move too quickly, but I usually end up with more scratches.

What to do? Well, I have discovered an easy solution. All you need is a standard 3/8" drill and some inexpensive parts to make a buffer that is very gentle and easy to use.

Start by getting a "canton flannel buff" or a "loose section buff." The diameter should be 4" or 6" at the most. I usually get my parts from Eastwood, who is a company that sells supplies to those who restore cars. Their number is 800-345-1178. The

parts numbers for the 4" canton and the 4" loose buffs are 13056 and 13042, respectively. To mount the buff to the drill you will need a mandrel, and that is part number 13054.



Mount the buff to the mandrel and the mandrel to the drill, and you are ready to go. NO, wait. You need something to use as an abrasive, which is the same buffing compound that you use with your standard buffer. I use Meguires #9 for removing the fine scratches. I use Meguires #2 if the scratches are deep or the paint has turned rosy over time.

Simply spread a small amount of the buffing compound on the paint and move the buff over it. You will find that you cannot press the buff too hard to the paint because the buff will collapse. This is a safety feature that will prevent you from burning the paint. By the way, if you have a spiral sewn or a sisal buff around, do not use them. They are too coarse for paint and they do not collapse.

I have used this technique many times on many cars and have always been happy with the results. It is much quicker than by hand, and it is safe. After you have done the buffing, wash the buff before you use it again because the dry compound will be too coarse and leave scratches in your paint. **HAPPY BUFFING!** ■

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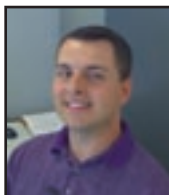
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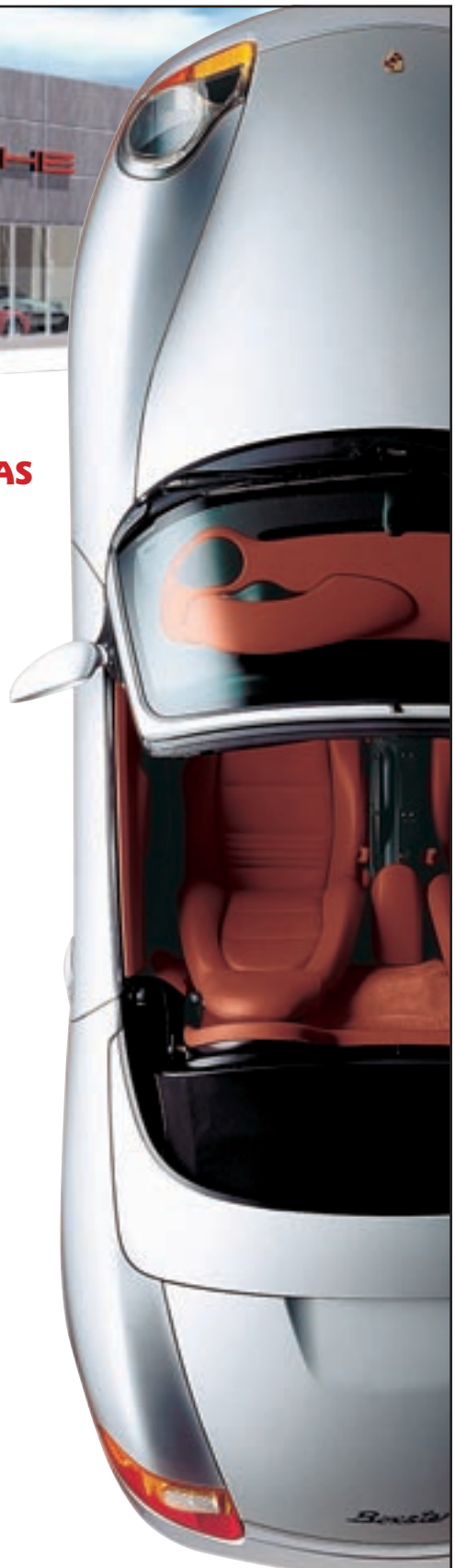


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WINTER TIRES Q&A

by JOEL REISER, PCA Website 10/08

Question

As a new 2001 C4 owner living in Massachusetts, and who plans to use his car as a daily driver all winter (I hope), are there any suggestions about snow wheels and tires? Tire Rack suggests Dunlop Winter Sport M2 with a 17" Mille Miglia Cup 3 wheel. I'm not hung up on the wheel, as much as getting the right size and kind of tire. Thanks-JFA

Answer

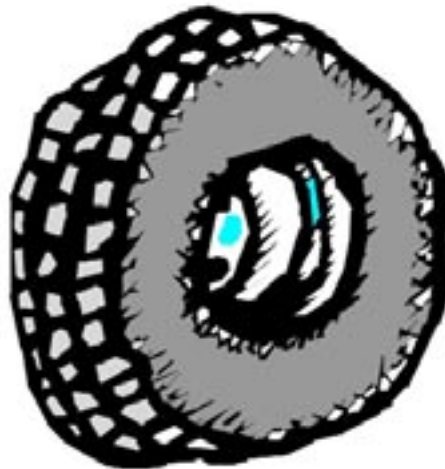
Hi, Joseph. I have used Tire Rack a number of times for this, with good results, in fact I used to drive a 993 C4S in the snow with a setup they supplied. It was a lot of fun. However, call them on the phone. Their web site attempts to do so many things that it is not very good for Porsche winter tire selection. I just tried it and it only showed 18's in a full summer width (225 and 265/18). This may be because they are not all in stock yet for the season, which again suggests a call. Widths are important for snow tires, and you want narrower widths than standard. Porsche usually does.

By the way, if you check your owner's manual, it will tell you what Porsche recommends for winter rim & tire sizes for your car. Narrower widths than the good weather tires is desired because of the following argument.

If you have the same number of pounds of vehicle spread over LESS square inches of tire, then you have MORE pounds per square inch, i.e. more pressure on the tread. This is good for slippery conditions. Now the tire height, or diameter, of the tires must be equal and correct (e.g. just above 25"), or else the ABS and AWD calibration will be wrong. This is also a concern with track tires, bad braking, or overheating

the AWD coupling. I have also used Mille Miglia repro wheels, and was pleasantly surprised by how good they were for snow tires (I normally prefer Porsche factory wheels for the street cars).

A typical fitment for the 996 (and the 993 for that matter) is 205 and 235 on 7" or 7.5" F and 9" R wheels. For the 964 and 993 you can run 16" unless you have big brakes. For the 996 or cars with big brakes, you need to run 17's. The only reason to run 18" snow tires would be to spend more money.



So, typical sizes would be 205/50R17 and 235/45R17. Speed rating (H, Q, V, Z) is lower on snow tires, which is OK unless you plan to come down the snowy mountains from a skiing trip and then head down the autobahn at 140 mph. If so, check your speed ratings carefully and/or reduce your speed to stay within spec.

For those on 16's, 205/55R16 and 225/50R16 are typical sizes for these cars. On the widebody cars such as the C4S, Carrera S, and Turbos, it is best to keep these same narrow sizes and use rear wheel spacers to take it in track width.

Now, the tougher area is for the actual tire choice. This is where the real satisfaction will come from, or

be lost. I am oversimplifying but let me say there are two kinds of modern car snow tires: grippier and sportier. The most famous of the grippier ones are the Bridgestone "Blizzaks." Your Dunlop Winter Sport is a good example of the sportier type.

Many manufacturers have many products, but they generally stack up this way. The grippier ones are best in snow, slush, and ice. However, you will tear them up or wear them down very quickly if you drive much (or hard) on dry pavement. Now, the sportier tires will do all of the above pretty well, giving better performance on dry or wet pavement but giving up quite a bit in snow, slush, and ice. I have run both kinds on Porsches (and BMW/Audi as well), and I can report that there is a significant difference in the bad weather. Likewise, when the weather is good, there is a big difference the other way.

That said, the grippier winter tires are hard to find for late model Porsches. I assume the manufacturers or their marketing arms have taken the position that the Porsche driver wants sporty all the time, or that they don't want to hear about the tires being all used up in under a thousand miles of hard cornering on dry pavement. Most, if not all, of what is readily available are the sporty type. So don't be surprised if others drive right by you with real snow tires, especially in bad weather on the highway — you won't keep up with an Audi Quattro on Blizzaks and, if the weather gets really bad, you may wish you were in an SUV. Is this where the Cayenne fits in?

As long as you have a good perspective on all of this, you can have a good time driving your Porsche in the snow. ■



Imagine...

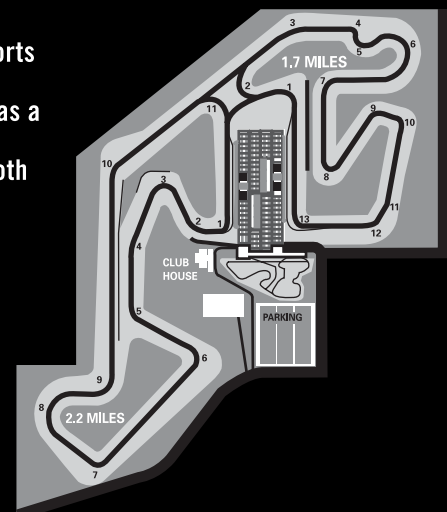
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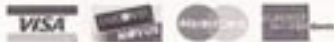
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1987 944

BRIAN CAPRINI
St. Charles, IL
2000 Boxster S

JAMES C. LANG
St. Charles, IL
1982 911

NICHOLAS J. LYNN
River Forest, IL
2000 Boxster

JOE MARTINEZ
Highland Park, IL
1991 911 C4

FRANK NOVAK
Naperville, IL
1993 968

KEN SHOWALTER
Park Ridge, IL
1977 911 Cabriolet

THOMAS L. SPENCE
Arlington Heights, IL
1989 911 Cabriolet

CRAIG STANDING
Glen Ellyn, IL
1981 911 SC

JOSEPH VANEK
Clarendon Hills, IL
2001 996 Cabriolet

JERRY YAKEL
Wheaton, IL
2001 Boxster

THE PCA VALUATION PROGRAM

by THE VALUATION COMMITTEE

The Valuation Committee was established by the Executive Council in 1979 to help PCA members insure older model Porsches. There is no charge to PCA members for this service.

Specifically, there are two problem areas in which we try to help. One, obtaining a proper level of insurance coverage for an older Porsche that might otherwise be considered nearly valueless by an insurer and, two, establishing a proper value for an older Porsche in the case of a claim settlement dispute where the owner thinks the recently-deceased Porsche is worth more (sometimes considerably more) than does his insurance company.



We don't do anything else. By PCA policy we don't have an inventory list of used Porsches for sale that we can use to find just that car you want. We also don't help you price your car for the upcoming issue of PANO, or tell you if the asking price of a particular car is fair. That would be influencing the market, and we only report on the market.

The reasons behind the non-coverage of certain year/models, fall into one or more of several categories, including: too new, lack of

sufficient database to support a valuation, rampant speculation in prices of some models, lack of interest to justify the work required, and perhaps others.

How are the statistics gathered?

The committee collects and reports to you data that is designed to help in one of the two areas of insurance listed above. The procedure used is relatively straightforward. Prices are recorded monthly from newspapers gathered from major cities around the country, plus several other automotive publications including Panorama, Hemmings Motor News, and the 356 Registry. Altogether, about 400 to as many as 500 individual entries are recorded each month for the set of Porsche model/year categories.

The results are averaged in each model/year grouping, and a normal statistical process is applied that identifies the upper and lower bounds of the price spread such that 80 percent of the cars are included. This price spread reflects the variation in the values due to condition of the cars. The top ten percent (the nearly perfect concours cars) and the bottom ten percent (the real beaters) are outside the price range we provide.

In recording the basic data, some prices are omitted. For example, "1976 911s, no floors and only rolled once" would not even be entered, nor would "1965 356 Cab, 6,000 total

miles, winner of six straight zone concours." Porsches such as these are simply outside the acceptable database.

What the committee can't do.

Don't misunderstand about the PCA valuations; we do not evaluate your particular Porsche. What we do provide is a range of values for your specific year and model. The range of values provided indicates



the spread in value as a function of condition. The average price provided to you is representative of an average condition Porsche of that year and model. The high value provided is appropriate for a true street concours Porsche and the low value given is about what a fairly disreputable Porsche in need of some work and TLC should bring. ■

Editors note: This article can be found on the web at <http://www.pca.org/members/valuation.html>.



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THE RALLYE CORNER

by JOHN STEPHENSEN, JSTEPHENSEN@HOME.COM

EVENT DATE: OCTOBER 28, 2001

Here it is December already. Another season has come to pass. The final two rallyes of the year were held in October and, as promised, they were both fun events. Susan Shire and Stephen Rashbaum's Flantlanders II Rallye was held on October 21st. Susan always finds new ways to challenge us. She did not let us down in this rallye. This was a rallye in which it was very difficult to get off course. You might have come into a checkpoint the wrong way, but nobody should have gotten lost. What was difficult was trying to maintain the correct CAST. For non-rallyists, CAST stands for Change Average Speed To. This is



George Schaefer trying to find his way with a little help from a friend.

the average speed you must maintain over a given section of the rallye route. To say the least, it was very busy inside the car. Watching for signs along the road, and applying special instructions that were given to us at the checkpoints, all in the pursuit of trying to calculate the correct CAST. I know of one driver who proclaimed to his navigator, "DOES ANYONE KNOW WHAT SPEED WE ARE SUPPOSED TO BE DRIVING?!" Of course, that was me saying that and thank goodness Karen is a very understanding and patient navigator.

I must extend many thanks to Stephen and Susan for agreeing to be rallyemasters for this rallye. Putting on this rallye was over an above the call of duty. They had just



The Yanabans pose for a shot during the rallye.

spent the year as rallyemasters for this year's Parade which was held in Milwaukee. So, to take on this rallye was greatly appreciated. Thanks for the great job on this rallye and thanks to everyone who helped as checkpoint workers.

The second rallye of October was Dan and Peggy Gallagher's Ghost Hunt Gimmick Rallye. Once again, we had Gallagher Weather for this event. For late October, it was a beautiful fall day to hunt for ghosts. Dan had us following a rallye route that took us to various haunted locations in the southwest suburbs. We searched graveyards, had lunch



Jack Stephensen grazing around in a cow costume at the Gimmick Rallye with his son's friend Roy Brown.

at a haunted restaurant called the Country House, and listened to the Ballad of Resurrection Mary at a local bar along Archer Ave. — all in order to be able to answer the questions that were presented to us in the rallye instructions. Dan's rallye once again was a combination of folklore, historic information, and great rallye roads. Thanks Dan and Peggy, and to all your ghosts along the way that helped you put on this event.

I cannot say enough to everyone who helped this year in putting on rallye events. My thanks go out to Dan and Peggy for starting the year with their Rallye School and ending the year with their Ghost Hunt



Ed Barnicle and "Father" Pat Yanaban at St. James of the Sag.

Gimmick Rallye, to Tom and Phyllis Harwood for being Rallyemasters for Papas Abend's II Rallye, to Ron and Martha Kuffel for being Rallyemasters for the Fly'n Out of DPA rallye, and to Stephen and Susan for Flantlander's II Rallye. I must also thank all those people who worked events as checkpoint workers. But most of all, I want to thank everyone who came out to a rallye this year. I hope you all had as much fun this year as I did! THANKS! ■

or November. If you have any photos with snow for January and February, get them in. And don't forget to take some holiday pictures for next year.

Don't be cheap. Once you find the right shot, take several pictures at slightly different angles and exposure levels. Professionals and serious photographers will shoot a whole role making minor changes in the hope of getting that perfect shot, 'cause you never know which one will come out best.

Film development Once you have taken a well composed, properly oriented picture, get the film developed and send me all the contenders. You can send them to Chicago Scene at the address on the Table of Contents page.

Digital cameras, Now for you digital Duds, use the highest quality your camera can produce. Remember the cover dimension is 8.5" x 11". That is a big picture and to do it right we need high resolution. In fact, if you don't have at least a two mega-pixel camera, you may not be able to produce detailed pictures for the cover. Do not compress the images and do not change the format. You can burn a CD and send it too me unless you have a very fast Internet connection. Do not print the pictures on your computer.

Oh, one last thing, use color. This is not a photography journal and you are not Ansel Adams. Now, imagine your car in full color on the cover of your club publication. If you don't, you could be seeing a whole lot more of my car. ■

The names of the photographers have been intentionally omitted. No offense to the folks that took these. I mean no disrespect. In fact, I took one of them. Can you guess which one?

LET'S THAI ONE ON

Luncheon Social

The last time we did this was 1993, so it's waaay past time to do it again. I, personally, have been eating Thai food prepared by this same group for more than 20 years, so I know you will enjoy it and want to return on your own.

When: Sunday, February 24, 2002 - 2:00pm til ...?? (We'll have the first 2 hours to ourselves, as the restaurant doesn't open to the public 'til 4pm on Sundays.)

Where: 1 AM SIAM - 1 Huntington Lane Wheeling, Illinois
(On north side of Dundee Rd/Rte 68, in the Arlington Commons strip mall, 9/10 mile west of Elmhurst Rd/Rte 83, 2/10 mile east of Buffalo Grove Rd)

Service will be "buffet" style, and includes the following items (some hot, some not hot, some prepared both ways):

- Hot & Sour Noodle Soup with Pork
- Chicken Satay with Peanut Sauce
- Mee Krob (Sweet & Sour Fried Rice Stick)
- Pork with Garlic & Black Pepper
- Fad Kee Moe (Drunken Noodle)
- Chicken Lad Nar
- Sweet & Sour Chicken
- Basil Beef
- Broiled Shrimp Scampi Curry with Pineapple
- Fried Rice; White Rice
- Non-alcoholic Beverages

Since the restaurant has NO liquor license, you are welcome to bring the alcoholic beverages of your choice.

Price: \$25.00 per person, all inclusive

Seating capacity is limited to approximately 120 persons, so get your reservation in to me quickly. Reservations and checks should be sent directly to me at: Lee Lichtenstein, 1540 Springview Ct, Wheeling, IL 60090-5374 847-577-1550. email: Lee@pmsales.com

Please Reserve _____ Places @ \$25.00ea Total \$ _____

Name: _____

Evening Phone# () _____

E-mail: _____

WHAT A FUN RUN

by JERRY MATTA, jQMATTA@MSN.COM

EVENT DATE: OCTOBER 20, 2001



*Dualing 911's
Good vs. evil?
Naw,
just good fun.*



For those who missed Shawn Young and Mike Gallagher's event at Lake Geneva last month, all I can say is you missed a great time! Personally, I have not been a regular on the autocross circuit, my only other experience was at Utica last fall. I had such a blast co-driving Van Miller's '74 911 (mine was suffering a broken gearbox from R.A.) that I knew I had to save some dates to take out my '73.

Intentions aside, the Fun-Run was my second autocross and the first in my car. Sunday's forecast was a beautiful fall day in the mid 60's, so we set out, arriving in Lake Geneva before 9:30 a.m. The raceway is an oval stock car track with a paved infield. I watched as Chuck Bittman, Shawn and Mike set-up pylons utilizing most of the track and infield. For those (including me) who limit their driving to Blackhawk or Road America, this was to be a very different experience.



*The man, the machine -
Shawn Young after his FTD run.*



*The very generous Mike Keck
strolling through the grid.*

With close to forty cars and a fair number of novices, our first run was to be at 50%, then full speed! Watching and listening to Porsches (with some foreign and domestic types thrown in) was quite entertaining, especially with tires screeching and cones flying! Diving in and out of pylons, up onto the banking and around at speed (more pylons) is a great way to challenge your driving skills, as well as your car's limits.



Ed Russ in his 944 S showing us his stuff.

In all, the drivers put on a great show. I thought it was terrific that Matt Keck (Mike's 16 year old son) came out and drove quite well (I wish I could have thrashed my Dad's BMW at that age!). Come to think of it, a number of drivers thrashed Mike's car that day. I had a great deal of fun, ate a few too many cones and watched as Shawn beat my time by over 3 seconds—in my car, nonetheless! He then went on to improve his time by mere thousandths in Van's '74. The old Porsches took fast times, helped by some pretty spirited driving. Thanks again, for all your work: setting up, timing/scoring and, most of all, hanging out and having a good time with Porsche friends! ■

...And the Fun Run Results

Name		Best	Car #	Class	Yr.	Car	Region	Overall	Class
Joe	Holler	61.007296		P1		914	Chicago	26	1
Sean	McNamee	66.578581		P2		944	Chicago	33	1
Shawn	Young	51.70488		P3		TBA	Chicago	1	1
Jerry	Matta	55.339125		P3	73	911	Chicago	6	2
Howard	Nelson	59.423472		P3		911T	Chicago	21	3
Ed	Russ	55.309705		P4		944S2	Chicago	5	1
Chuck	Bittman	56.26124		P4		944S2	Chicago	9	2
Jack	Amstadt	59.314224		P4		99S2	Chicago	19	3
Bill	Kidder	59.422409		P4		Boxste	Chicago	20	4
Myles	Miller	63.280269		P4		944S2	Chicago	29	5
Van	Miller	53.230228		P5	74	911	Chicago	2	1
Dan	Cubric	55.533939		P5		911	Chicago	7	2
Bob	Teasley	55.562767		P5		911	Chicago	8	3
Frank	Magnifico	58.598361		P5		911	Chicago	16	4
Anthony	Chiodo	61.118816		P5	88	911	Chicago	27	5
Kirk	Jurinek	55.130266		P7		996	Chicago	4	1
Sami	Daher	56.584607		P7		C4S	Chicago	11	2
Arnold	Klein	57.728907		P7		993	Chicago	14	3
Mario	Delrossa	65.457580		P7		911C2	Chicago	32	4
Michelle	Holler	59.788274		P7L	98	993	Chicago	24	1
Jim	Mirochnik	56.576395		P8		996	Chicago	10	1
Jeff	Mattes	57.619399		P8		996	Chicago	13	2
George	Rudowsky	61.410916		M1		914-6	Chicago	28	1
Mike	Gallagher	53.251717		X		GTI	Chicago	3	1
John	Franks	56.852178		X		Sub	Chicago	12	2
Marty	Harris	57.803646		X		Miata	Chicago	15	3
Joe	Slowisk	58.85520		X		M3	Chicago	17	4
Mike	Keck	59.074691		X		BMW	Chicago	18	5
Matt	Keck	59.679692		X		BMW	Chicago	22	6
Joel	Driver	59.700173		X		Corvett	Guest	23	7
Christy	Russ	60.59313		X		Miata	Chicago	25	8
Brad	Bilut	63.645172		X		Audi	Guest	30	9
Dino	Ubo	63.822174		X		Musta	Guest	31	10

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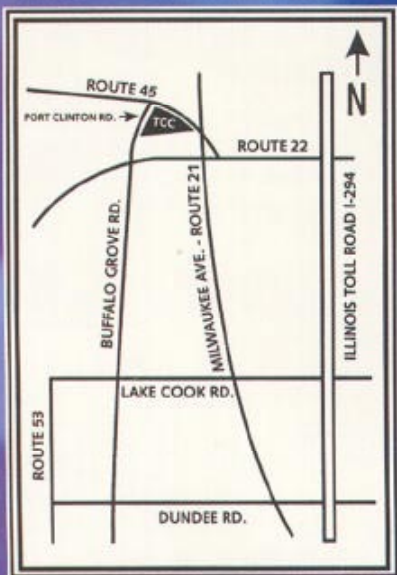
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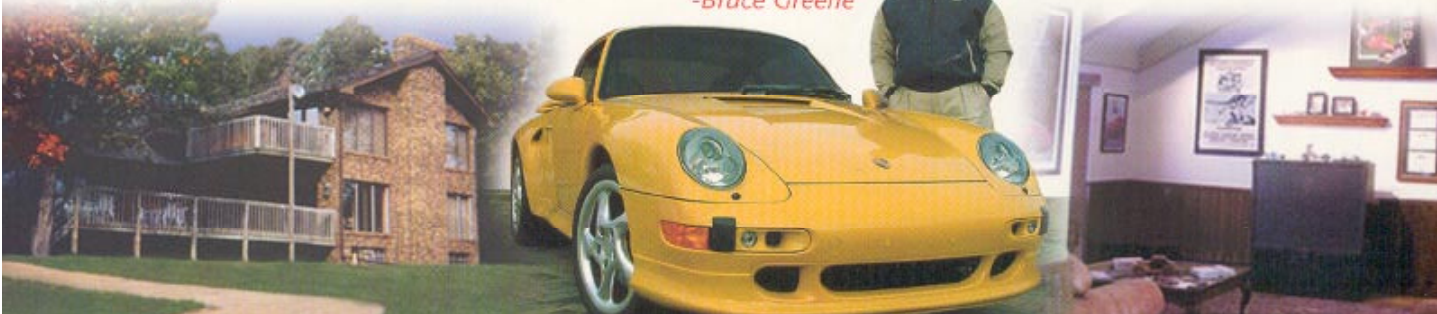
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-Bruce Greene



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Saturday, December 15th at 6:00 p.m.

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7:30 P.M.

Four Course Dinner (Select one Entree)

- Filet Mignon

- Mahi Mahi

- Rack of Lamb

Smoking or Non-Smoking Seating (Circle One)

CASH BAR FOLLOWING DINNER

8:00 P.M.

Awards

9:00 P.M.

Dance to the Music of The Ralph Wilder (13pc) Orchestra

Valet Service or Self-Parking Available (Federal Street Entrance)

Please make Checks payable to PCA Chicago Region and RSVP by December 1st to:

*Nikki Kroll
2 South 430 Canterbury Court, Glen Ellyn, IL 60137
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Overnight Accommodations:

The Union League Club will have overnight accommodations for the PCA Chicago Region members. Guests may call the Union League Club in order to make reservations at (312) 427-7800. All rooms are based upon availability on a first come, first-serve basis. Guests may say they wish to make a reservation with the "Porsche Club" in order to secure a room. Hotel reservations must be made prior to Friday, November 30th, 2001. Dress Code Policy to Share with Guest: Business Casual Attire is defined as collard shirts and slacks without a tie or jacket for men and similar attire for women.

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PCA - CHICAGO REGION BOARD MEETING MINUTES

OCTOBER 12, 2001

Voting members present: Barnicle, Clark, Gallagher,
P. Hackenson, Inglot, Jacisin, Pesavento, Yanahan.

Coordinators present: Attendance was not taken.

Meeting called to order: by Barnicle at 8:08 p.m. at the
Park Ridge V.F.W., Park Ridge, IL.

Secretary – Chuck Bittman

- Barnicle asked for a motion to accept the September board meeting minutes. Clark moved, Inglot seconded to approve the minutes as presented. Approved unanimously.

Treasurer – Ken Pesavento

- Pesavento presented a report on the finance of the club. The report included the following: A balance sheet as of 10/12 showing total deposits of \$321,702.67 and total assets and equity of \$344,201.33; an income and expense report for the period from 9/7 through 10/11 showing a net surplus of \$2,107.42; an interest income report showing \$5,800.46 received year-to-date; an income and expense report from Autocross 5 showing a net deficit of \$1,022.88; an income and expense report for Blackhawk 5 (cancelled) showing a net deficit of \$2,756.84; an income and expense report from Concours 5 showing a net deficit of \$110.76; and an income and expense report from Rallye 3 showing a net deficit of \$307.75. Clark moved, Inglot seconded to approve the Treasurer's report. Approved unanimously.

President – Ed Barnicle

- By-laws Committee should have report for the Board by November meeting.
- O'Bryan's had their second daughter on October 4th.
- Barnicle wants feedback on whether to move ahead on the donations as a result of what happened on September 11th. Holler said not to donate to the Red Cross based on his own experience. He suggested contacting the Rotary Club of New York. Gallagher feels that we should keep our focus local and in the spirit of helping children. It was thought that we should sponsor a

blood drive at the General Meeting in January. Barnicle said he will investigate and report on it at the next meeting.

- Have national guidelines accepted to allow 16-17 year olds at autocross and rallyes. A single waiver can be used if all events are listed. This will avoid having a new waiver for each event. Clark moved to accept national age regulations for autocross and rallyes. The motion was seconded by Inglot. Approved by Board.

Autocross – Mike Gallagher & Shawn Young

- Young reported that Autocross 5 went well. One person had pre-registered for the For Fun autocross with many planning to attend.

Drivers' Education/Club Race - Road America Drivers - Chris Inglot

- Inglot reported that there was a surprise in the bill from Road America. The bill included the replacement of 4 concrete barriers at a cost of \$200 each and damage to one golf cart. The club will be contacting the people involved to recover the cost. Road America also quoted \$1,700 in asphalt repairs due to fuel spills. Chris said we have not received a bill for this yet. It may be dropped. Chris gave them a preliminary schedule which is the same as last year. He also reported everyone had a good time and he received positive feedback.

Drivers' Education – Blackhawk Farms – Dan Gallagher

- Gallagher reported that Blackhawk 5 insurances will be carried forward to next year. He said we also passed a test by the insurance carrier in that we were checking armbands. There were 63 cars the first day. He also expressed his thanks to the Gummow's, Cook's and Harwood's for their work on the dinner. Only 103 people attended the dinner. 110 people were needed to break even. Dan did not have time to do shirts. There are 37 shirts that did not sell. Gallagher stated that the club may want to add an additional weekend for next year. He has requested, but will not know until after November if we will receive the date. We have the 1st week in October. We are looking for 3 weekends and have put in for them. There is

Continued on page 29



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some talk of a weekend with Rallye, Concours, Driver's Ed and Autocross, although there could be some conflicts. Chris stated that the Octoberfest weekend was really nice, and that the club should send thank you letters to the Gummow's and Harwood's and Cooks.

Insurance Coordinator – Keith Clark

- Clark said insurance was done for the year. He's still organizing waivers. Keith said he has been asked about alcohol being served at events. He stated we do have host insurance through Naughton Insurance. Inglot questioned whether we can have alcohol at driving events. The answer is "No." Gallagher stated that at Blackhawk we have coverage through K&K through a 159085 mandatory endorsement.

Concours – Jim Jacisin

- Jacisin reported that he would like to make some changes in point scoring for next year. He stated that we give bonus points for older cars and that new cars are at a disadvantage to older cars. Jacisin wants to rewrite scoring but will present his plan to the Board. Gallagher made the suggestion that we add a new class for new cars. He doesn't want to take away points from the old cars. Clark suggested that Jacisin make his suggestions in writing for the Board to look at. Yanahan stated that he has a safety issue at Concours. At Potter's Picnic, an entrant was there with an engine running to keep his daughter warm. Yanahan felt that this was an unsafe situation. He wants some power given to Concours chairman to enforce safety issues. The feeling of the Board was that this was a non-issue because the Concours chair has the power now to enforce safety concerns.

Rallye – Jack Stephensen

- Gallagher stated that he has four cars pre-registered for October Gimmick Rallye. He also stated he has spent \$600 so far, which is \$100 more than for what he had approval. He stated he hopes to have 30 cars.
- Stephensen reported that he only had 8 cars up for the House Beautiful Rallye and that he would have a loss on the event. He also thanked Ron Micek and Martha Kueffel, and Tom and Phyllis Harwood for their help with this rallye.
- Stephensen also reported that Rashbaum and Shire are ready for the 5th rallye which will start at the Motorwerks in Barrington and end at the

Flatlanders Restaurant in Lincolnshire.

Social – Nikki Kroll & Ilene Wostoupal

- Pesavento reported for Nikki that everything is ready for Café 36 and the Dinner Dance.

Membership – Mary Anne Nowakowski

- Nowakowski presented 19 applicants for membership to the Chicago Region. Jacisin moved, Hackenson seconded to accept the applicants as members. Approved unanimously.

Technical – Pete Hackenson & Todd Conforti

- Hackenson reported that there will be a tech session on November 4th at Napleton. The session will feature Boxsters. Other locations were looked at to hold the tech session, but Napleton works out really well. Hackenson moved to have beer and wine at the tech session. Inglot seconded. The Board approved a price increase from \$5 to \$10. Same menu of sausage and sauerkraut will be offered.

Goodie Store – Karen Hackenson

- P. Hackenson reported for Karen that sales were good at Road America. Sold approximately \$3,400. He stated that it worked out well having the Goody Store at the Concours.

Charity – Doug Coup

- Barnicle reported that Coup had contacted him to report that he finished the Chicago Marathon. PCA had pledged \$10 per mile for a total of \$260 to charity.

Chicago Scene – Scott Adleman

- Adleman reported that his goal is to publish Scene before the beginning of the each month. In order to accomplish this, he stated he needs to move the deadline for materials from the 10th of the month to the 1st of the month. Adleman also discussed advertising rates. He distributed charts describing our rates compared to other regions. Our rates have not changed since 1997. His proposal is to immediately increase prices to \$150 for a full page and \$200 for the cover, and then have another price increase in 2003. Adleman wants to discourage one-time advertisers by raising rates for single issues. Jacisin said that, since we have ads on the Web, more could be charged. Gallagher said that advertising should be seen as a contribution and not a charge for advertising. Gallagher felt that contributors may have a prob-

Continued on page 30

lem with paying more. He suggested that the Club be very careful about raising its rates. Gallagher said he would rather see a fee for the newsletter. Ingot feels that since we are printing the Scene with some color that it will add to the value of the Scene. Adleman said that there is the consideration of changing to color throughout by moving to a new press. With the increase in the rates, we would increase our income from \$2,000 per month to \$3,000 per month. Yanahan said that the quality of the distribution (size of our readership audience) is more important than the quality of the book. Yanahan moved to accept the rate increase schedule as presented by Adleman. Barnicle seconded. Motion passed with one vote against.

Webpage – Joe Holler

- All Road America sponsors have a link from the Web page. Sponsor banners will be posted to the Web page. Link on Wednesday to use PayPal to pay for Gimmick Rallye.

Old Business:

- No old business.

New Business:

- Michelle Holler asked what the regulations are for 4-door cars at Autocross. Ingot said that no 4-door cars are accepted at Autocross. Young feels members should be able to drive 4-door cars. He would like to see the Safety Committee have the

choice. Ingot made the recommendation to have Young and M. Gallagher contact the Safety Committee for a written adjustment to the regulations. This will be presented to the Board at the next meeting.

- Joe Holler wants to have a recommendation made to all people in authority in the club that if they have some sort of problem at an event with the way it is being run that all objections be made in private and not in the presence of the general membership.

No report From the following:

- Vice President – Keith Clark
- Safety – Todd Conforti
- Drivers’ Education – GingerMan – Jeff Girard
- Chief Driving Instructor – John Ruther
- Novice Driving Instructor – Ed Leed
- Scene Advertising & Publicity – Susan Shire
- Member Database – Debbie Leed
- Property – Ed Leed
- Archive Historian – John O’Keefe
- Timing & Scoring – Chuck Bittman

Adjournment:

- Clark moved, Ingot seconded to adjourn. Approved unanimously.

Respectfully submitted (minutes taken/typed by Jack Stephensen, cut/pasted by Bittman),

Chuck Bittman, Secretary

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Please see page one for submission information.

For Sale Porsche Cars

911

1983 911SC, Silver w/ Red interior, All Options, SS Exhaust, Boxster Wheels, W/ PPS02 Tires (new), 90K miles, \$13,900.00. Call Paul (847) 438-6190. [DJF]

1982 911SC Targa. Metallic Carribe Blue w/black leather. Totally original, no modifications, very clean & in great condition for 88,000 miles. No winter driving. Needs some minor TLC to perfect, hence \$13,500 o.b.o. Call Phil on 847 231 6709 Graylake, Illinois 60030 [DJF]
1965 911 Race Car. GT3R class car in excellent condition, ready to race. 3.3L motor built and maintained by Bob Johnson Autosport. IMSA body work is eligible for PCA and vintage racing events. Great race history (prior owner Owen Johnson), light car, very good suspension and well maintained. \$65,000 - contact Tony (630)865-4357 or AGShaneen@oasvas.com. [NDJ]

1972 911 (Factory Prototype ??) for 1973 Carrera RS. 99% original body and interior. Full Roll Cage, HRE 3 pc. Web-center race wheels, with new Dunlop D40-M2 tires. Webers with Vol stacks and K&N air cleaners. DANSK Exhaust. RS body painting white w/red Carrera graphics w/duct tail. Ideal for vintage racing. 68,000 original mile. Cars first 15 years in Hawaii. Driven to Car show (Downers Grove, Westmont) and during the summer, with no rain occasionally to work in Oak Brook. Would like to keep it in the Porsche Club. \$14,000 obo. Call Bob Ksiazek daytime 630-574-4453. or 630-963-7036 eve. [NDJ]

1972 911 Coupe #9112101014 Gemini Blue with black Recaro seats and interior.

Professionally modified in 1979 to include 3.0 injected engine, A/C, Carrera brakes and steering wheel, SC front and rear fenders, European headlights, lowered, all trim black, tinted windshield, double batteries, front spoiler, Koni shocks, 5 spoke Porsche wheels, large fuel tank with collapsible spare, car stripped and repainted in 1991 for 9,000.00, 55,943 original miles on chassis, 27,600 original miles on engine. Beautiful fast light car. \$23,000.00 Guy Revesz 847-634-3111 Days. [OND]

1979 Porsche 911 Euro Rebuilt with roll bar, R.S.America interior, cruise, CD player, excellent condition. \$19,500 Free Wednesday or Thursday evening practice (6-9pm EST) at GINGERMAN RACEWAY with purchase. Call Dan Schnitta at 616-253-2017. [OND]

1988 Porsche 944 - Stone Grey/burgundy leather interior, 91k mi., excellent condition, all records since new, adult owned and garaged always, 2nd owner, 5-spd, new clutch (spring-centered), new exhaust (cat. & muffler), new timing belt, new factory A/C compressor, A/C converted to R134a, great tires, non-smoker, interior has no rips or tears and no dash cracks, cruise control, never raced or tracked, needs nothing, asking \$8200, Blake at 312-368-8921 (Days) or 312-527-2880 (Evenings). [NDJ]

1990 Carrera 2 Targa Red, Superb condition, Hand painted Porsche logo wheel trim, new roof, AC, Sony CD/Radio, New clutch 1998, Docs and photos available. Summer driven only. New tires. 78,000 miles, \$28,000 OBO, Peter Gibbons, Barrington, 847-382-7072. [NDJ]

1993 911 RS America, Factory Turquoise Metallic w/ black. All stock, 30,000 mi \$45,000.00 obo, Mike Coglianese 630-582-0443, MC1CPA@aol.com. [OND]

1997 RUF TURBO R vin#W09HDO368VPR06004 Red with Black leather. Road & Track's Nov, 2000 cover car scoring 100 of 100 points & titled as the World's Greatest Sports Car, beating everything from Porsche, Ferrari, Lamborghini, and BMW. 4,200 miles. Ruf IRC, Ohlins suspension, \$8,000 stereo, remote radar/jammer. A true world-class supercar for the street. \$122,000 obo. Contact Austin

Mansur 312 263-2400 or 312 560-5365. [OND]

2000 Carrera Cabriolet, Guards Red with Black Leather. 18" wheels, full options, custom cover - 4,000 miles, \$84,900 Crete II, Call William 708-672-6566. [NDJ]

2000 Carrera 996 - Biarritz white w/metropolitan blue interior. 6,000 miles. 18" wheels, hi fi sound, full leather, 6 CD changer in trunk/single play in dash, full power seats, wheel caps with colored Porsche crest, Porsche floor mats, PSM, K40 integrated radar detector, and Porsche cover. No rain, smoke or track. \$67,750. Doug911W@aol.com 630-837-7202 Doug. [NDJ]

924/944/928/968

1987 Escort Series 944T, PCA GT3S or R, Historic Group 1, #5 of 11 factory built cars. KMR 2.6 liter, (430 hp) dry sump turbo, Motec engine management, ball bearing turbo 935 boost controller, KMR/Tilton clutch and fly wheel, Fabcar front and rear suspension with spherical bearings in complete chassis, double adjustable KMP Penske shocks and struts, custom dash with lightweight Mil spec wiring harness, Stack dash system, quick release lightweight composite wide body, (2350 lbs) Lexan windows, BBS 3 piece wheels (10's and 12's) with 275 front and 335 rear tires, adjustable sway bars, Big Charlie brakes front and rear, drivers "cool air" system, Fabcar billet shifter, Fabcar wing, Hewland DGB transaxle, custom fuel cell with external collector tank and dual pumps. Built with all the best parts, nothing spared. Maintained by Kelly-Moss Motorsports, this car is very fast and race ready. New business prompts sale at \$79,000/OBO Dan Bacin 630-235-2400 ***Recent decisive GT3 class win at 2001 Road America Club Race. [OND]

1982 928S Coupe - Guards Red ext/ Tan/Brown int. One owner, never raced, all original, virtually concours condition. New

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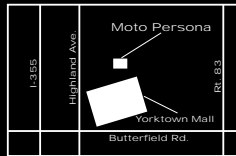


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tires, Sony High-end radio/tape. Peter Fisher serviced since new. Photos available. \$13,500 Firm. Need to sell - out of room! Ed Holzer, Barrington Hills. 847-381-0983. [NDJ]

356/912

1959 Porsche Speedster, very good body, 1 repaint, C engine - drive it to Hollywood \$48,000 Free Wednesday or Thursday evening practice (6-9pm EST) at GINGERMAN RACEWAY with purchase. Call Dan Schnitta at 616-253-2017. [OND]

1966 Porsche 912 Very original car, body good, recent repaint. I cannot spend the time to work on this and will part with it for near \$5500.00 Henry W D Parker, HWDP@aol.com 708-331-2340. In my garage in South Holland. Henry W D Parker 800-900-0196. [OND]

Others/Parts

1997 Fabcar 911ME. Fabcar mid engined 911. Campaigned in '97 by Alex Job Racing w/Haywood & Hessert. Winner 6 hrs Glen. Hewland transaxle w/60 gear sets. Double wishbones w/rockers/horizontal shocks. 3.2L slide valve Motec. Center locks, air jacks, Pi dash/data & spares. Legal & com-

petitive in Grand Am or GTP3R PCA. \$140,000.00 - contact Sol/Perfect Power (847)367-8837, perpow@aol.com. [DJF]

2001 BMW M3 Convertible, Titanium Silver/Imola Red leather, invisible bra, built in K40 radar/laser detector. 5k miles, \$57,950 call Mike at (847) 372-9911, Palatine, IL. [DJF]

1998 Harley Davidson 883 Sportster - Sinister Blue. 5,000 miles. Screaming Eagle pipes, lots of chrome, HD Bags, sissy bar. \$5,900 obo. dug600f2@home.com 708-494-3684 Doug. [NDJ]

1959 Corvette vintage race or hot rod \$18,000, **1968 Corvette** 38000 K stock, very good condition, blue/black T-top \$14,000, **1989 Mustang AS** race car, SCCA log book, ready to race \$9,500 **1974 Lotus Elan + 4** under 40,000, excellent original condition, \$8,500, **1970 Porsche ex-Euro Rally Car**. Restored to vintage race car (streetable) French pink/black \$24,500, **1967 Alfa Romeo GTV** Race Car with 2 liter '74 built up engine and gear box. Raced by J. Marchetti in Chicago Historic \$14,000. Free Wednesday or Thursday evening practice (6-9pm EST) at GINGERMAN RACEWAY with purchase. Call Dan Schnitta at 616-253-2017. [OND]

80cc Shifter Kart. 2000 Birel Q31 chassis with ext. porch, Mike Cambell blueprinted 80cc watercooled Honda, bluepainted carb, Vortex ignition, RLV pipe, M-4 Titanium silencer, xtra mags with rains, assorted engine sprockets, kart cover. \$6500 invested asking \$4500. Mike Keck 630-260-0612. [DJF]

930/30 gearbox with LSD and racing gear ratios. Asking \$3,500. Will provide specific ratios to interested parties. Gearbox can be seen at Midwest Eurosport in Bensenville. John Kramer. Days (312) 732-7352. Evenings (773) 772-4696. 2001 West Wabansia, Chicago, IL 60647. [DJF]

Free - Classic Magazines - Free Yours for the taking. No delivery. From the classic years of rock & roll, free love and good "grass". Road & Track 01/60 to 12/69 (complete & inseparable) Car & Driver 01/75 to 12/84 (complete & inseparable) Don't wait when they're gone they're gone. Call now Bruce Janeck, Post & Rail Farms Palos Park (day) 708-354-1907 or (other times) 708-361-8421. [DJF]

B&B Triflo muffler for 944 turbo cost \$800 new. As good as new sell for \$500. Mike Keck 630-260-0612. [DJF]

Brey Krause harness bar. Was in 1991 911.

Driver and passenger Simpson shoulder harness, lap belts, and submarine belts. Cost \$700 new. Will sell for \$400. Mike Keck 630-260-0612. [DJF]

1985 Carrera 3.2L engine complete from air filter to tail pipe, including DME box & harness. 70K. Clean & dry. Excellent leak down & compression. \$7,250.00. '89-'94 964 suspension lowering collars. Complete sets for \$300.00. Universal tie down hooks for 911, 993 & 996's. Set of 4 for \$200.00. Sol/Perfect Power (847) 367-8837, perpow@aol.com. [NDJ]

Race trailer. 14' w/beavertail, tire rack holds 8 tires, large storage box, new: paint, tires, brakes, bearings, suspension hardware. Can haul 911's and 944's, good condition, delivery possible. \$1200 or best. Kyle Stevens, Geneva, IL, 630-845-8453. [NDJ]

C2/C4 Sport Suspension - Factory M030 Bilstein sport shocks, H+R sport 1" lowering springs, and front mono-ball adjustable camber mounts. New never used. Includes installation by factory trained Porsche tech. \$1,800. Peter Spentzos, Barrington IL. Pager 847 633-1115 leave message. [NDJ]

356 Parts: Super engine case \$250, super heads \$250 Pr, super 90 crank (mag OK)\$550, 590 valve covers \$100 Pr, SC/912 crank (mag ok) \$350, new 1600 pistons \$300set, European engine sheet metal \$200, new engine compartment insulation J.G. \$100, 3 cabriolet vent windows, frames, uprights \$200 all. Buyer pays shipping Chuck Shank, Sandwich, IL 815-498-4500. [OND]

911 Parts: For 3.6 911 turbo C2 (1) 9x18 factory front wheel, (1) 11x18 factory rear wheel (List \$1600 each) pair \$900. For Carrera 2- 7 spoke wheels (2) 6x16 front, (2) 8x16 rear-\$400 set. 911 cabriolet top boot

\$100. Chris Shank, Sandwich, IL 815-498-4500. [OND]

Parts 996 Coupe Harness Bar by Speedware and 2 Sparco 5 point Harnesses with all hardware necessary for installation. Like new, brushed stainless steel. No drilling needed to install. \$800. Barry Dittus, 630 416 3674 or bdittus@aol.com. [OND]

WHEELS & TIRES: OEM 18" turbo-look 7.5 X18 ET 50, 10X18 ET 65 with Continental Sport Contact N1 225/40 and 265/35. Used with 8k miles \$1700. R Mosquera, Hinsdale, 630.455.9498. [OND]

C2 / C4 Sport Suspension - Factory M030 Bilstein sport shocks, H+R sport 1" lowering springs, and front mono-ball camber mounts. New never used. Includes installation by factory trained Porsche tech. \$1,800. Peter Spentzos, Barrington IL. Pager 847 633-1115 leave message. [ASO]

Parts for 911, 1983-86 Speedometer, U.S. Spec 160 mph dual scale with circle \$120; Alloy black lug nuts (for Fuchs wheels) \$1.00 each, 993 black bra and mirror covers (Porsche parts) with case and original box (for bra), excellent condition, \$65. Shipping extra. Call 773-506-2711. [OND]

Wheels and tires - (4) Yokohama Guardex 600 M&S 225/60 R 15 w wheels to fit 5 series BMW perfect for winter. \$225.00/set, (2) BFG Comp TA R1 205/55 ZR 16. \$25.00@, (2) Yokohama A008P 205/55 ZR 16. \$50.00/set, (2) Yokohama A008P 225/50 ZR 16. \$50.00/set, (2) BFG G Force TA 245/45 ZR 17. \$120.00/set, (2) BFG G Force TA 255/50 ZR 17. \$120.00/set, (2) Hoosier R3SO3 275/40 ZR 17. \$60.00/set, (2) Fuchs 7X16 black centers polished lip. \$600.00/set, Off 86 944T (2) Fuchs 8X16 black centers polished lip. \$600.00/set. Off 86 944T, (1) Transmission w/ cooler line, 1986 944T. \$600.00, (1) Space saver tire 165/15 from 944T. \$20.00, 847-548-1080 days, 847-223-1221 evenings, Grayslake. [OND]

New Michelin Pilot SX take off tires. (2)205x50x17, (2) 255x40x17, \$900+value for \$595/OBO Dan Bacin 630-235-2400. [OND]

For Rent

Secure Vehicle Storage in Westmont. Heated/AC. Conveniently located on 63rd/Fairview. Don't wait until the last minute. Reserve now - Have two spaces left. Dominic 630-571-2164. [NDJ] ■



A bit of photographic artistry entitled "Zoom" by Bruce Janecek

Don't Forget! the Reader's Survey

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Find it on page 5.

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PCA Chicago Region 2001 Tech Inspection Sheet

NAME: _____ CAR COLOR: _____ RUN CLASS: _____
 MODEL/YEAR: _____ ENG. DISP.: _____ PERM. CAR #: _____

Pass Fail **!!! TO BE INSPECTED BY ENTRANT PRIOR TO EVENT !!!**

Helmet Requirements!

Inside

Outside

Engine

1. **HELMET, SNELL SA 95 or later required for all track events** including Blackhawk, Road America, and GingerMan (sticker must be attached inside).
- 1A. **HELMET, SNELL SA or M 90 or later required for all autocross events** (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 installation; or five or six point harnesses required for Any Class except Novice at all high-speed Tracks securely anchored metal-to-metal for both driver and passenger, with large diameter washers on both sides of floor mounting holes; tunnel side seat belt mounting approved only on Factory Seats.
4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. CEA-614 or Halon recommended.
5. **ROLL BAR** - Required for all open cars except 914's, and Targa's. A Class "Cab" & Boxter cars require a roll bar or cage using the "broomstick rule." A roll bar or cage is highly recommended for any high-speed event.
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, etc. Glove compartment locked.
8. **WINDSHIELD** - No cracks. Functional wipers with good blades.
9. **MIRRORS** - At least one (two highly recommended) securely mounted rear view mirror(s).
10. **GAS CAP** - Gasket intact and cap tightened.
11. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
12. **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.
13. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber on any car.
14. **WHEEL BEARINGS** - Correct adjustment, check for play and proper lubrication, no damaged or burnt bearings.
15. **BRAKES** - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will 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.
16. **WHEELS** - No cracks. No bends. All lug nuts must have 90 - 96 lbs. torque. Valve stem must have airtight cap. Hubcaps must be removed.
17. **TIRES** - Good condition. No cracks or bulges. ZR or better recommended. Factory recommended tire pressure. Minimum tread depth 3/32" on contact patch area (race tires or shaved performance tires must have at least 1/16" tread wear marker depth and No Cord Showing). Spare removed or secured.
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.
19. **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.
20. **ENGINE** - Check for odd sounds and satisfactory exhaust. (Remember 108db sound limit at Road America.)
21. **DRIVE BELTS** - Tight and in good condition.
22. **LEAKS** - No leaks of any fluid - oil, gas, brake, or coolant.
23. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
24. **BRAKE LIGHTS** - All bulbs on both sides must be functional.

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

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

DRIVER'S SIGNATURE: _____ DATE: _____

WITNESS TO DRIVER'S SIGNATURE: _____ DATE: _____

Revised Feb. 2001

“Executive Car 2001” in Germany

Nearly 18,000 readers of Impulse, a German magazine targeting senior business managers and entrepreneurs, responded to a survey naming the 911 as the “Executive Car of 2001” in the sports car category. (Christophorus Oct./Nov. 2001)

“Eyes on Design” Award

A jury of experts voted the Carrera GT the quintessential sports car at this year’s North American International Auto Show in Detroit. The jury ruled that this clear and unambiguous description fit only one sports car at the show. (Christophorus Oct./Nov. 2001)

Porsche Travel Club

Planning a getaway? Have you checked out the Porsche Travel Club website? They have many interesting trip itineraries for the driving enthusiast. Some of these might make nice side trips on a typical vacation, while others can be considered full vacation packages. We will feature one or two trips each month. All trips can be found on the Porsche USA website. Since summer is over, this month we have focused on a winter adventure.

Porsche Alpine Pass Tour

The Alps are one of the most awe-inspiring mountain ranges in the world, stretching across eight countries for some 750 miles. As well as being home to Europe’s highest peak, Mont Blanc (4,807 m), the Alps are famous for its crisp, clear air, rich green pastures, cozy mountain huts, and some of the most beautiful roads in Europe. With its high winding roads and lofty mountain passes, they are the perfect destination for an unforgettable Porsche experience.

The Itinerary

Day 1: Experience your first taste of the beautiful Swiss countryside en route to the Horn in the canton of St. Gallen. Spend the night in maritime-style luxury at the Seehotel Bad Horn, with wonderful views of the Bodensee (Lake Constance).

Day 2: Today, you cross the Arlberg Pass and drive on through the Lechtal Alps towards Sölden, stopping for dinner and the night, at the five-star Central Hotel.

Day 3: Continue on through the Ötztal Alps and over the Timmelsjoch Pass into South Tyrol. Stop for the night at the Meisters Hotel Irma, set in extensive parkland in

the exclusive residential quarter of Merano. After your arrival, there’s plenty of time to relax in the sauna or swimming pool, to enjoy a massage or beauty treatment.

Day 4: From Merano, drive on through the Vinschgau Valley, crossing the Reschen Pass to reach Sils Maria near St. Moritz. Stop for the night at the Waldhaus Hotel, which blends modern five-star comfort with the charm and refinement of an earlier era. Dinner is served in the intimate hotel restaurant.

Day 5: Set off towards Lugano, over the Majola Pass and along Lake Como, to the shore-side Hotel du Lac, where you can relax over dinner in exclusive surroundings.

Day 6: Today, you head on towards Interlaken, crossing the St. Gotthard Pass, the Susten Pass and on past the Brienersee. Stop for the night at the Solbad Hotel Beatus, delightfully positioned on the shores of the Thunersee.

Day 7: Drive on over the Col des Mosses to Prangin near Lausanne, where you spend the night at the Hotel La Bacarolle. A farewell dinner brings the final day of this unforgettable tour to a close.

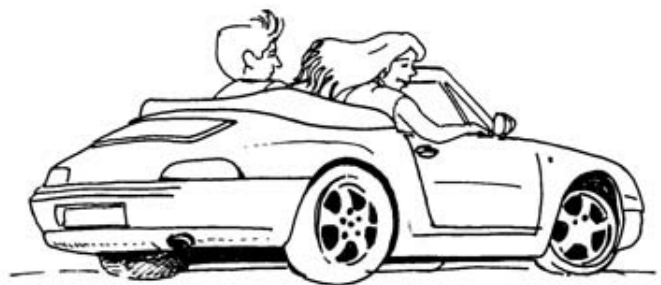
Day 8: Breakfast at the hotel, followed by your individual departure.

Dates: Available on request

Prices: DM 2,590.00/ \$1,217.00 USD pp/ double room
DM 2,990.00/ \$1,405.00 USD pp/ single room

Package includes: seven nights’ accommodation with half board (breakfast and dinner), tour pack with route map, information pack with maps. Package does not include a tour guide.

This package is intended for existing Porsche customers traveling in their own vehicles, or for new customers taking delivery of their Porsche in Zuffenhausen. The Porsche Travel Club does not provide a car for this tour. <http://www.us.porsche.com/english/events/travelclub/touren/passrundreise.htm> ■



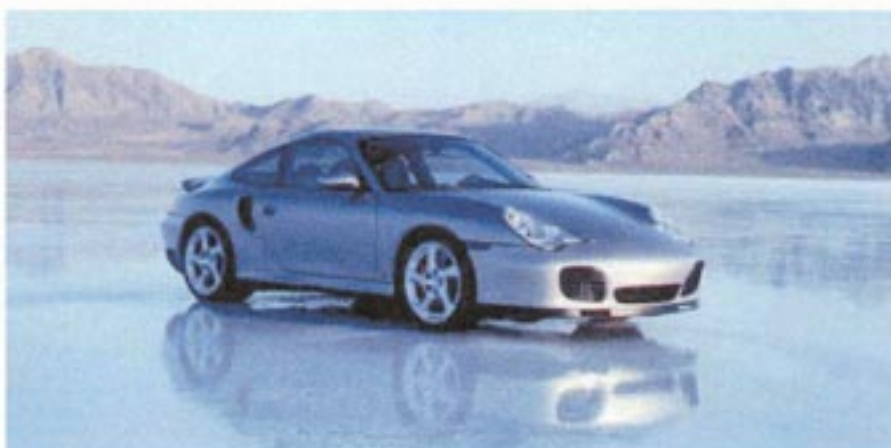
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TECH QUIZ - TEST YOUR KNOWLEDGE

by MARY ANNE NOWAKOWSKI



- Porsche announced a six-year rust protection warranty for U.S. cars beginning with:
 - A. Model year 1980
 - B. The model 911SC
 - C. Model year 1985
 - D. Model year 1995
- The forged 5-spoke alloy wheel first appeared as standard on the model year:
 - A. 1966 911S
 - B. 1967 911S
 - C. 1968 911S
 - D. 1968 911L
- The first Porsche production car use of internally vented disc brakes on all four wheels was on the model:
 - A. 1967 911S
 - B. 1966 911
 - C. 1968 911L
 - D. 1965 911
- One of the key interior clues that you are in a new U.S. model Carrera RS America is:
 - A. A standard roll cage
 - B. Manual rather than electric driver and passenger windows
 - C. No glove box cover
 - D. A pull strap for a door handle

- In what model year did Porsche introduce the 944S in the U.S.:
 - A. 1986
 - B. 1987
 - C. 1988
 - D. 1989
- The 924's heating and ventilating system came from the:
 - A. 911
 - B. 914
 - C. Mercedes 190
 - D. VW Rabbit
- One of the primary body differences between the U.S. model 924 and 924 Turbo was:
 - A. The Turbo had a hood scoop.
 - B. The rear fenders were flared on the Turbo.
 - C. The Turbo had boxed rocker panels.
 - D. The front fenders were made out of fiberglass on the Turbo.
- At the age of 16, Ferry Porsche was thinking of becoming a:
 - A. Designer of automobiles
 - B. Race car driver
 - C. Comedian
 - D. Machinist
- A 1990 Carrera 4 has two switches in the center console, one to lock the rear differential and the other to:
 - A. Lock the front differential
 - B. Turn off the ABS
 - C. Select which side view mirror to adjust
 - D. Raise the rear spoiler
- The formula $(R+M)/2=?$ is used to determine:
 - A. Lease payments
 - B. Octane Ratings
 - C. Optimal shift points
 - D. Final Gear Ratio

6	D - From "Excellence was	Expected," page 825
7	A - From "Up-fix in der	December 1979, page 11
2	B - From "Porsche: Excellence	was Expected," page 44-45
3	A - From "Excellence Was	Expected," page 44-45
4	D - From "Porsche Panoram,	March 1992, page 9
10	B (most owner manuals and	page 16
9	D - from "Porsche Family Tree,"	1990, page 52
8	C - from "Panorama," March	Porsche," Vol. VI, page 118
5	B - From, "Up-fix in der	Porsche," Vol. VII, page 291

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