

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

Chicago Scene

FEBRUARY 2004



2003 DINNER DANCE AND AWARDS PRESENTATION

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Chicago Scene



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- 9 Valentine's Day Dinner Social - Feb 14th
- 19 Vehicle Dynamics Workshop - Mar 6th



At Laguna Seca,
John Ruther's 2000
996 GT3

Contributing to this issue:

Jim Jacisin, Van Larson, Chris Inglot,
Bruce Janecek, Russ Pesko, Jim Drury, Tom
And Phyllis Harwood, Ken Pesavento, Dan Metz,
Jeff Girard, John Ruther, John Miller, Van Miller,
Debby and Ed Leed

Cover photo by Mike Klaskin

The **Chicago Scene** (ISSN 10564195) (USPS 0006-381) is the monthly publication of the Porsche Club of America (PCA) - Chicago Region, printed at PressTech, 959 Lee Street, Des Plaines, IL 60016-6545. Periodic Rate Postage paid at Des Plaines, IL USPS Subscription is provided to members of the PCA - Chicago Region. PCA dues are \$42.00 annually, of which \$12.00 is for the subscription. Subscription rate for non-Chicago Region members is \$24.00 per year. Permission to reprint any material published herein is granted, provided full credit given to **Chicago Scene** and the author. PCA - Chicago Region is not responsible for any services or products advertised herein. Statements appearing in the **Chicago Scene** are those of author and do not constitute an opinion of the PCA - Chicago Region or its Board of Directors.

All copy material must be received by the 1st of the month for publication in the next month's issue and will be published on a space available basis. The editor reserve the right to edit all materials submitted for publication.

Articles are preferred in MSWord. Do not send articles in pdf format. All digital photos should be taken at the maximum resolution the camera allows (minimum 300 dpi). File format may be tiff or jpeg.

Commercial Advertising Rates (per issue/billed quarterly)
Business card: \$75.00 One-quarter page: \$175.00
Half-page: \$250.00 Full page: \$450.00
Cover: not currently available

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THREE MONTHS AT A GLANCE

2004 Calendar

Italics = info in this issue CAPS = change

Sun	Mon	Tue	Wed	Thu	Fri	Sat	
1	February 2004						7
8	9	10	11	12	13 BOARD MEETING	14 VALENTINE'S DAY DINNER SOCIAL	
15 TULIP RALLYE <i>(not for points)</i>	16	17	18	19	20	21 Milwaukee Region Tech Session	
22	23	24	25	26	27	28	
29 CONCOURS SCHOOL & CHILI TASTING							
March 2004						6	
7	8	9	10	11	12	13 ST PAT'S DAY PARTY	
14 RALLYE SCHOOL <i>Milwaukee Region Tech Session @ Northstar</i>	15	16	17	18	19	20	
21	22	23	24	25	26	27	
28 SAFETY TECH SESSION	29	30	31				
April 2004				1	2	3	
4	5	6	7	8	9 BOARD MEETING	10	
11	12	13	14	15	16	17	
18 PHOTO RALLYE I	19	20	21	22	23	24	
25 AUTOCROSS SCHOOL	26	27	28	29	30		

Feb

- 14 *Valentine's Day Dinner Social*
- 15 *Tulip Rallye*
- 29 *Chili Tasting/Concours School*

Mar

- 6 *Vehicle Dynamics Workshop*
- 13 *St. Patrick's Day Party*
- 14 *Rallye School*
- 28 *Safety Tech Session*

Apr

- 18 *Photo Rallye I*
- 25 *Autocross School*

May

- 1-2 *Driving Tour in WI*
- 5 *Blackhawk DE- Experienced Only*
- 12 *Blackhawk DE- Novice Only*
- 22 *Swap Meet*
- 23 *Autocross I*
- 28-30 *RADE 2004 DE*

Jun

- 5 *KANE COUNTY COUGARS GAME*
- 6 *Rallye II*
- 11 *Blackhawk DE*
- 13 *Concours I*
- 27 *Autocross II*

Jul

- 4-10 *Porsche Parade*
- 18 *Potter's Picnic/Concours II*
- 23 *Blackhawk DE*
- 25 *Autocross III*
- 31 *Golf Outing*

Aug

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

Sep

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

Oct

- 2-3 *Blawkhawk Octoberfest DE*
- 16-17 *Rallye V*
- 23 *Concours Judge's School*

Nov

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

Dec

- 11 *Dinner Dance*

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It's Why You Bought The Car

by Jim Jacisin, President

Things That Make Us Say Ah

Ah, February. The daylight hours are growing longer, the temperatures a little warmer, and pitchers report to Spring Training. If that's not enough, here are a few more things to warm your heart: the Auto Show hits town, St. Valentines Day sponsored by Toby Duckett, and our Concours School/Chili Tasting/Remote Control Car Races. For something completely different, on our February Calendar, Dan and Peggy Gallagher are putting together a Tulip Rallye to prepare for this summer's Porsche Parade.

Ah, Tulips ... I can't wait. After sliding a Porsche through the snow, maybe that Cayenne thing isn't such a bad deal after all.

If you missed the Annual General Membership Meeting, shame on you. It's always a great way to renew friendships as we come out of hibernation.

Ah, out of hibernation.

Here's the news:

Sometimes the hardest steps are the first ones ... lest we forget what it was like to be a new member before we got hooked. You have the car or cars, you've joined the club. You've found your way here, so it's time you started using that free time you work so hard for.

Typically our new members' questions are directed to the event's most recognizable face, the event chair; the person responsible for running the event, the single busiest person at the event! Try asking a concours event chair "why is Jacisin cleaning the bottom of his car?" Try asking about the quickest line around the autocross course or "why has the Region's President left some of the cones standing?" Ask Dan Gallagher or Pete Hackenson

how to get started in Drivers Education at Blackhawk the day of the event and learn all about Rule #1. If you come to a Rallye early and try asking the Rallye Master what is meant by S.O.L. in the General Instructions. As nice as the Harwoods and the Pesaventos are, the answer might not be 'sign on left.' And, believe it or not, Road America is not always the best place to ask John Ruther about helmets.

Throughout this club's long and rich history, we've all been there and somehow survived. But "survived" shouldn't be the norm. That's why we are going to try something different: coaches and a hospitality/volunteer tent at all our events.

The coaches are members that have proven they have 'the right stuff',

both locally and nationally. This region is blessed with an enormous talent pool that we need to dip into to mentor the Chicago Region's future. They (the coaches) will be easy to identify with their yellow name badges. They're a large group and are representative of all of our disciplines. So, if you've got a question, from wax to tire temperatures, we have you covered.

Now, here's where you come in. The hospitality tent is where you can register, volunteer, get acquainted with our crew and take the next steps in exercising your life and your car.

Ah ha!

The keys are waiting ... get out there.



Patty and Jim Jacisin, all smiles and 'duded up,' at the 2003 Dinner Dance and Awards Presentation

photo by Russ Pesko

2003 Dinner Dance and Awards Presentation

by Chris Inglot, 2003 Dinner Dance Co-chair

Party Time!

December 13th brought an end to the Chicago Region's 2003 Calendar of Events with the Annual Dinner Dance and Awards Ceremony. The festive spirit was in the air as guests arrived at the Skokie Country Club. Jack and Karen Stephensen, Gary and Myra Knoblauch, and Ron Micek and Martha Kuffel were at the door as PCA "greeters"; the first to welcome new arrivals. More than 180 members and guests came out to visit with each other and talk "cars" for the last time in 2003.

The Skokie Country Club, despite on-going renovations, was aglow with festive decorations and holidays lights. My wife, Vanessa, volunteered her creative talent and handcrafted the centerpieces for the entry, awards, and dinner tables. Each of the 30 centerpieces had a slightly different holiday flavor with a touch of Porsche spirit. One lucky winner from each dinner table took home a centerpiece.



One of Vanessa Inglot's festive handcrafted centerpieces

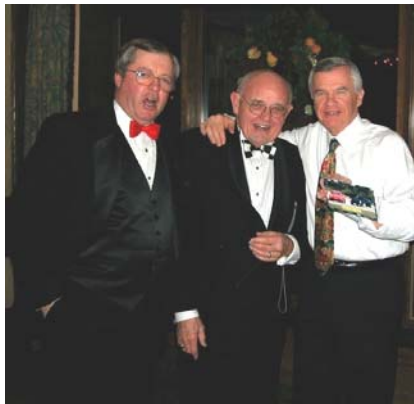
The evening began with cocktails and appetizers. Music, provided by a trio, accompanied the very hard decisions as to which raffle gifts to pursue. Jeannie Ruther and Marla Turek did an outstanding job of acquiring more than 30 excellent

raffle prizes. There was something for every taste; from portraits to PDA's, jewelry to DVD recorders.



Too many choices, too few tickets!

Dinner was terrific. The entire evening was lovely. Our thanks go to Jack and Pam Schriver and Mike and Susan McGill for hosting our evening at their club.



Two of our hosts, Jack Schriver (left) and Mike McGill (right) with John Bonnett.

Greg Turek did his usual great job of being the MC and keeping the evening rolling through awards presentations and raffle drawings. We actually did have a raffle winner at our table. Esther Platowski had a Kodak moment when her name was called to claim a beautiful diamond pendant.

Nick Brenkus, the event's award coordinator, rose to the challenge of obtaining beautiful trophies within budget. Every couple took home custom "Porsche" chocolates, and customized stopwatches. The Year

End Award Winners received personalized mantel piece clocks.



Clocks for the Year End Award Winners.

Following the awards presentation by the various venue coordinators, Keith Clark, in his last act as Region President, "recognized" several individuals with Presidential Awards for their hard work and contributions throughout 2003 and past years. Keith also thanked the 2003 Officers, Board of Directors, and Coordinators.

Concluding the presentation portion of the evening, Jim Jacisin, 2004 President-elect, presented Keith with a steering wheel and 'driving' shoes, and introduced the 2004 Officers, Board of Directors, and Coordinators.



Jim Jacisin (left) presents Keith with a steering wheel and 'driving' shoes.

photos by Chris Inglot, Steve Rashbaum, and Russ Pesko

The evening ended, as it had begun, to the sounds of music. The Brian Patti Orchestra had everyone dancing up a storm until midnight.

My thanks go out to all the members and their guests that attended, and to all those special friends/volunteers that continue to make our events the successes that they tend to be.

May everyone have a great "off-season" and we all look forward to yet another great year in 2004.

2003 Awards

Men's Autocross

- 5TH BRIAN JACKSON
- 4TH JOE MARTINEZ
- 3RD GREG TUREK
- MIKE HILL
- ED RUSS
- 2ND ROB COOK
- 1ST BOB RATH
- TONY KOUFOS
- SHAWN YOUNG

Women's Autocross

- 4TH CINDY JACISIN
- 3RD JILL JANESKI
- HEATHER DIEDRICH
- 2ND CHRISTY RUSS
- 1ST MARLA TUREK



Chris and Vanessa Inglot



Andy and Esther Platowski were all smiles even before she won the diamond pendant



Steve Olsen and Sharon Gregor



Autocross Award Winners (left) Marla Turek and Cindy Jacisin



Scott and Sharon Lynn



Keith, Todd Conforti (back), Pete Hackenson (right) and Nicki King

Concours

- 5TH FRANK DUSEK
- 4TH RON BEAN
- 3RD DAVID SLACK
- 2ND ROBERT FOLLMER
- 1ST JAMES DRURY



Beth and Russ Pesko, Chicago Region Chief Photographer



Myra and Gary Knoblauch



Pat Yanahan (right) presents the Awards to the 'squeaky clean' guys: James Drury, Robert Follmer, David Slack, and Ron Bean

Party Time ...

Club Racing

5TH JOHN RUTHER
4TH GARY KNOBLAUCH
3RD JEREMY GOLDBERGER
2ND KURT HIPKE
1ST BILL ECONOMOS



Club Race Award Winners (left)
Gary Knoblauch, John Ruther, and
Bill Economos

Overall

5TH ED LEED
4TH JOE ORNELAS
3RD A J TILLER
2ND JIM JACISIN
1ST LEE LICHTENSTEIN



A J Tiller (left), Keith Clark, Jim
Jacisin, and Lee Lichtenstein

2003 PRESIDENT'S AWARDS

Toby Duckett
Debby and Ed Leed
Lee Lichtenstein
Mary Anne Nowakowski
Bob Soske
A J Tiller



Bob Soske (right), Chicago Scene
printer and source of invaluable
advice and help, receives a President's
Award from Keith Clark

Rallye - Driver/Navigator

5TH RON MICEK
MARTHA KUFFEL
4TH DAN GALLAGHER
PEGGY GALLAGHER
3RD TOM HARWOOD
PHYLLIS HARWOOD
2ND STEVE RASHBAUM
SUSAN SHIRE
1ST LEE LICHTENSTEIN
CHUCK BITTMAN



Family of the Year

The Fischer Family

Wayne Potter Award

Tom and Phyllis Harwood



This group knows how to follow instructions



Phyllis and Tom Harwood accept
the Wayne Potter Award



SPECIAL VALENTINE'S DAY DINNER SOCIAL

Saturday, February 14, 2004 - 6:30 pm

*Shaw's Crab House, Schaumburg
Higgins & Rt 355 (Rt 53)*

CHICAGO PCA

Jump Start your Chicago PCA season by saying "Thank You" to your special loved one. You should go out anyway, it is the perfect day, and it will be a special evening for you both to remember.

Highlights:

6:30 pm	Appetizer buffet	Cash Bar
7:00 pm	Champagne Toast	
Dinner:	Choice of	Clam Chowder or Caesar Salad
	Choice of	Fresh Fish (baked or broiled)
		Shrimp Linguini
		8 oz Filet Mignon (specify doneness)
		Parmesan Crusted Chicken

Each party of two will receive a Special 15% Discount Certificate for a future dinner at Shaw's Schaumburg

Special Day - Special Porsche Social

\$56.00 per person

REGISTRATIONS MUST BE RECEIVED BY FEBRUARY 6TH

SEND IT IN NOW!!!! (No phone or e-mail reservations accepted)

Send this form with check (payable to Chicago PCA) to:
Toby Duckett, 23W272 Edgewood Court, Glen Ellyn, IL 60137 Questions? 630.248.7680

Contact Name _____
Soup OR Salad _____
Entree - specify as above

Contact Phone # _____
Contact e-mail

Name _____
Soup OR Salad _____
Entree - specify as above

Phone # _____
e-mail

Membership News

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

January 2004 New Members

Robert R Evans Robbie Evans Fox River Grove, IL 1982 968	Alan G Kossof Wheeling, IL 2003 911
Helge Fillipsen Anna Fillipsen Chicago, IL 2003 Cayenne S	Jay Owen Lake Forest, IL 2002 911 Turbo
Jim Greenwell Bev Greenwell Park Ridge, IL 2004 C4S Coupe	Michael Strain Deborah Strain Munster, IN 2002 C2
Jeff Huseman Claire Huseman Crystal Lake, IL 2003 Carrera Cab	David Tekler Susan Shimmin Evanston, IL 1987 911 Cab
Tony Kinnear Marie Kinnear Wheaton, IL 1999 911 Cab	

Transfers

Michael B Dekutoski Sheryl Dekutoski Elgin, IL 1972 911 T
Marc Duchossosis Chicago, IL 2001 Boxster
Gerald D Fox Chicago, IL 1973 911 E
Marc Herman Ivy Gracie Chicago, IL 1988 911 Carrera
Richard H Strawsburg Amy Noffsinger Valparaiso, IN 1988 911 Targa

Farewell

Goodbye, good health, and good luck to Chicago Region Charter Members Gene and Marian Bussian. who are relocating to Las Vegas. Gene. who recently purchased a Cayenne S, says " ... life began for me in Milwaukee with a 1954 Green 1500 Porsche Coupe ... no dealer, no showroom, no warranty and no fuel gauge - only a wooden stick to measure my gas. Now I have several places to check my fuel, but alas no spare tire!"

He adds "Please tell Harold Beach he still looks great (picture on pg.15 Jan. Scene) and he was always 'wonderful!'"

Editor's note: Gene has promised us an article comparing his 54 Coupe with his new Cayenne ... after he puts some more miles on the Cayenne.

January Anniversaries

Eugene F. Bussian	Marian E. Bussian	1950	Chris Ingot	Vanessa Ingot	1990
Glenn K. Appleton	Olga Appleton	1960	Jason N. Shih		1992
Craig K. Skaar		1961	Jeffrey W. Kane	Peter Kane	1992
Lawrence W. Petry	Edith Schumacher	1963	Douglas E. Coup	Bill Shaw	1993
Robert J. Kohl	Goldie Kohl	1964	Heather L. Diedrich	Christopher Diedrich	1993
O. Jerome Meyer	Helga Meyer	1967	William R. Huffman	Patricia Huffman	1994
Eleonor Kalweit	Michael Kalweit	1968	Larry G. Mosely	Jackie Mosely	1995
Ronald R. Deutsch		1969	Scott H. Glazer	Meredith Glazer	1995
George N. Malos	Kristine Malos	1970	Samuel J. Patterson	Chris Patterson	1995
Jon Randal Jester	Mickey Jester	1972	Michael Ryan	Penny Ryan	1995
Terry B. French	Carol N. French	1974	Joseph A. Asfour	Joyce Anne Asfour	1995
James Kutill	Laura S. Kutill	1982	Edwin Holzer	Josephine Holzer	1995
Lee A. Lichtenstein		1984	Skip Gianopulos	Gayle M. Gianopulos	1997
Phil Bohlander	Sue Iseley	1985	Martin M. Alter	Sandra Alter	1997
Michael G. Corrigan	Alma Corrigan	1990	John W. Diwik	Beth Luddy	1997
Frank S. Allgauer	Carole Allgauer	1990	Werner W. Hausner	Helga Hausner	1998
George C. Balbach	George F. Balbach	1990	William E. Rodak	Brian Krygier	1998

John Doessel	Cheri Doessel	1999	Mark Suppes	Carol Suppes	2001
Rodney D. Merrick	Linda Merrick	1999	Michael Teeling	Marge Teeling	2001
Thomas B. O'Brien	Mary Kay Clinton	1999	Martha Kushner MD	Matthew D. Kushner	2002
Roscoe C. Kinard Jr.	Daniel Kinard	1999	Jeff Stone		2002
Mark F. Poncer	Nancy Poncer	1999	Hank Weil	Jolly Weil	2002
Stephen W. Sum	Jean Sum	1999	Jerry Maynard	Kathy Maynard	2002
Paul W. Descoteaux	Reinier Descoteaux	1999	Steven G. M. Stein	Jackie Dubin	2002
John A. Dienner	Martha Dienner	1999	Marc Horn		2002
Peter Martin		1999	Bob Crowe	Mary Ellen Maguire	2002
Gary L. Bannon	Elizabeth Bannon	2000	Dean Harris	Laura Harris	2002
Kevin T. Lehmann		2000	Don Nelson	Judy Nelson	2002
John Zajac	Lisa Zajac	2000	Robert E. Oehmke		2003
Charles B. Mattas	Eileen Mattas	2000	Raymond J. Meyer	Julieta Meyer	2003
Ronald N. Heftman	Ronna Heftman	2000	Michael Walsdorf	Brian Walsdorf	2003
Amy J. Kristoff		2001	Paul Peterson	Karen Peterson	2003
Richard B. Suerth	Patricia M. Suerth	2001	Jeffrey D. Burkett		2003
George Krass	Susan Krass	2001	Peter Moag		2003
Jake Bleveans	Lu Bleveans	2001	Charles L. Fleisleber Jr.	Charles L. Fleisleber Jr.	2003
Becky McGovern	Frank McGovern	2001			

February Anniversaries

Robert L. White	Susan B. White	1974	Ronald A. Micek	Martha Kuffel	1995
M. Bradley Wood	Colleen Wood	1981	Corbett Kull	Joy Kull	1995
Roger Briggs	Marilyn Briggs	1988	Jerry A. Mejdrich	Lois Ann Mejdrich	1995
William G. Fischer Jr.	Jane Fischer	1988	Peter H. Faehnrich	Christel Faehnrich	1996
Gary S. Kovener	Sharon Kovener	1988	Rocci J. Primavera		1996
James A. Ladwig	Paula Ladwig	1989	Michael G. Allen		1996
Rob King		1990	H. Edward Barnicle Jr.	Gayle Barnicle	1996
Theodore A. Boundas	David Boundas	1990	James B. Mansfield	Karen Mansfield	1996
Edward B. Vaughan Jr.	Andrew Mardis	1991	Gordon A. Smith	Lynn Smith	1996
Gary A. Busse	Leah Nelson	1993	Robert E. Durkee	Erni Durkee	1996
John Gerald Matta	Cindy Matta	1993	John J. Casey	Mike Tompkins	1996
R. Gordon Lowery		1993	Martin Glusberg		1997
Michael R. Southard	Audrey M. Southard	1993	Paul Joyaux		1997
Michael S. O'Meara	Lenore Moser	1993	Jack Stvan	Mary Jo Stvan	1997
Terrence L. Hubbard	Leslie Hubbard	1993	Steven M. Barger	Cynthia L. Barger	1997
William R. Micheli	Sheila A. Micheli	1994	Scott Holtz	Wendy Holtz	1997
Brian Mulligan	Gisele Perez	1995	Quincy L. Adams	Stephen K. Adams Jr	1997
Robert W. Klatt	Chris Klatt	1995	John P. L'Herault	Leslie L'Herault	1998

Anniversaries ...

			Cornelius J. Crane		2001
			Ryan A. Gabel	Richard Scalzo	2001
Seiji Daito	Christine Daito	1998	John Oliver	Elizabeth Oliver	2001
Dale Costello	Amber Costello	1998	Raymond S. Schlueter		2001
Gary L. Neale	Sandra C. Neale	1998	Gregg E. Johnson	Jean Johnson	2001
J. Bradley Weber		1998	Robert Whitehead		2002
Robert J. Wilson	Cass Wilson	1998	Toby Lees	Katie Lees	2002
Kenneth W. Fraser	Teresa Fraser	1998	Leonard Muller	Judy Muller	2003
Craig Whitehead		1998	Matthew W. Jeffrey		2003
David Frohlichstein	Carol Frohlichstein	1999	G. Allen Cole	Marci Cole	2003
Scott J. Johnson	Bryant T. Johnson	1999	David Tribbey	Jonathan Tribbey	2003
Brent Crossley	Andrew Meyers	1999	Steven J. Ogrentz	Angela Ogrentz	2003
Michael R. Getz	Sharon Getz	1999	Steve Cosgrove		2003
Rainer Dronzek	Nancy Ross-Dronzek	1999	Edward J. Giese	TJ Hogan	2003
John Kelsey	Yvette Kelsey	1999	Aaron J. Van Delft		2003
Russ Pesko	Becky Pesko	1999	Todd D. Halamka	Susan Halamka	2003
Paul Becker	Joanne Becker	1999	Kevin J. Smith	Roger Smith	2003
Kris Tucker		1999	Bruce E. Ballis		2003
David B. Small	Robin Small	1999	Robert A. Miller	Linda Miller	2003
David W. Lockhart		2000	Mark O'Brien	Sonia O'Brien	2003
Thomas J. Hess	Sharon C. Hess	2000	Weston W. Walter	James Walter	2003
Richard Olson	Tiffany Massey	2000	Jay Schuette	Gretchen Schuette	2003
David Deroche	Katie Deroche	2000	Rick Rios		2003
Robert E. Recar		2000	Roman B. Kowal	Michael Kowal	2003
William J. Walsh Jr	Lydia C. Walsh	2000	Tim Dugan		2003
Jack Dabrowski		2000	Matthew N. Erickson		2003
Robert J. Kussy	Silvia Lucchinetti	2000	Enrique Saguil	Osmundo Saguil	2003
John Polywka		2000			
Nicki King	Rob King	2000			
Vincent J. Pappalardo	Lisa Pappalardo	2001			
Sanford A. Busse	Becca Moulthrop	2001			
William B. Avellone	Jo Ann Avellone	2001			
Don Faems	Lauren Faems	2001			
Peter Hrabski	Janet Hrabski	2001			
Thomas J. Dunn	Robert Spallina	2001			
Howard K. Weissman	Nancy Ann Weissman	2001			
Paul A. Brandt	Kelly L. Loeffler	2001			
Jason Loeffler	Brian Loeffler	2001			
Kay Reed	Harry Reed	2001			



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Dan Gallagher's "EVERYTHING YOU HAVE ALWAYS WANTED TO KNOW ABOUT TULIP RALLYES BUT WERE AFRAID TO ASK RALLYE"

DATE: Sunday, February 15, 2004
TIME: 12 noon.
PLACE: Bucks Pit Stop
6701 Kane
Hodgkins, Illinois
708-588-0895

FIRST CAR OFF: 1:00 pm

Not this kind
of TULIP ...



This kind of
TULIP



The Chicago Region has not run a tulip rallye in approximately 15 years. It was announced that this year's Parade Rallye would feature a Tulip Rallye. Therefore, we have decided to run a short (62 miles) instructional Tulip Rallye. You will not get lost as I am providing a cheat sheet and will tell you at the driver's meeting where the Check Points are located; where the mid point (Stonecutter's in Lemont) and the end point (Bucks) are located.

This fun day is just not for those of you who plan to go to the Parade but also for those who would just like to learn about Tulip Rallyes. Also some of you might just like to go to some fun places with great people on an otherwise boring February Sunday.

Bucks is a very interesting local pub dedicated to NASCAR Racing and memorabilia. The food is also very good and inexpensive. Peggy and I have eaten there many times.

There is no entry fee for this event as it is just for fun and learning. No trophies or points will be awarded. You don't have to drive a Porsche, in fact, why would you? February is not exactly Porsche Weather! If the weather is horrible on the 15th the event will be held the following Sunday. If you cannot make the date you can call me and I will send you the generals and route instructions so you can run it at your convenience.

You will not get lost. You will visit some fun saloons and it will be over prior to 5 p.m. Please give me a call so I have some idea of how many reservations to make.

Questions: Call Dan (or Peggy) Gallagher at 1-708-784-0784 or bbabies@aol.com.

Directions to Bucks:

From the North: I-294 South, Exit St. Louis Exit, pay 15-cent toll; take middle fork to Joliet Road East, take Joliet East for approximately 3 miles to East Avenue (T). Right (south) on East 0.7 miles, left on Lyons 4 blocks to Bucks.

From the South: I-294 North exit at the St. Louis Wolf Rd. Exit, stay to the left for Wolf Road Exit; right (north) on Wolf for 2 blocks to Joliet Rd.; right on Joliet Rd. (east) approximately 2 miles to East Avenue (T). Right (south) on East 0.7 miles, left on Lyons 4 blocks to Bucks.

From the East: I-55 (Stevenson) west to LaGrange, exit LaGrange Rd. north. Go approximately 1/4 mile and then right on 67th Street (east). Take 67th approximately 1/2 mile to East Avenue, left (north) on East Avenue 2 block to Lyons, right on Lyons (East) 4 blocks to Bucks.

From the West: I-55 Stevenson east, exit Joliet Rd (Exit 276C on your left); proceed straight (east) on Joliet approximately 3 miles to East Avenue (T). Right (south) on East 0.7 miles, left on Lyons 4 blocks to Bucks.

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Clubhouse construction will begin after the track becomes operational.

To receive a membership package please call 630 375 7652

www.autobahncountryclub.net



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February Word Find

Concours Words

Find out what all of these word mean at the Concours School and Chili Tasting on February 29th.

Scene - Feb

BRAKEDUST
COSMOLINE
HAZE
PATINA
PREWAR
SICK

CARSHOW
DETAILED
LINT
PICKY
QTIP
SMUDGE

CLASSIC
FANATIC
LUSTRE
POSTWAR
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L E B Y E L L E H E N I L O M S O C A S A C T A S
M C S M K N G C O D Z L P I T Q I K G O I I R P N
D H N W B D Z T W U A A U U A T Z C E P N P L D W
F I Z Z U H B I R S M G H S A T T M Q A S A U E B
R P B M K I I B E T Z K Q N T P E R U R T Q G V V
E P S C M Y H L S G P Z A D E R P D E T K U B R F
A U R L J X P E I F N F M A P J E V E I Q N C E N
O X F M Q G C L D N X W K E V R O R N C M A P S T
O W A W Y J O U U J T S R A L G E Z S U K E Z E R
P V G C Q Z C D E R O T S E R E F W J L W Z R R W
F R J S V D G U H M O F V Q R A J T A A W N W P V
E C N E L L E C X E F O W O H S M N D R Q Z Y X Y
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O L F O H S T T Y J D G X A E E S F T G K O N U Y
B F E P R W W F X V T W G I K S A T R F A J B Z V
T K G P N K M K Q N T Q R Y Z Z C P E F N C K G A
W T W J A C Z A V O N E G S L K S D V G P C B J K
Q X A D U U X E M M C V U A K L Q Y E K C J A A T
P L T F B B W J M H X R T X P N N M O G B U O O A
P F D J W V F N O C S X O S R A O Y I X F T H E U
F Z F M X X X U B T R N X W N F B A U X I Z N K F

Solution in March Chicago Scene

The Concours Scene

Q-tip Corner

(all usual disclaimers apply)

Yo, hey dare - over the next 11 months of your Scene, look out for a monthly discharge of never-ending helpful "tips" designed to increase the anxiety of any/all anal retentive Porsche owners/enthusiasts aspiring to the pinnacle of Porsche perfection in the cleanliness department(s). All usual and customary "disclaimers" apply and an "up-front" thanks/acknowledgment is given to those Chicago PCA concours gurus (we know who you are) who have sacrificed their time and talents in indoctrinating your erstwhile contributors (AJ Tiller and me) in the pursuit of this sickness.

Each P-car varietal presents some unique challenges for concours preparation regardless of the "class" into which the car will be registered. The ensuing (monthly #\$\$%&*) articles will be "generalized", format-wise, to reach the broadest audience and to encourage all Chicago region members to participate in as many of this years' five scheduled "concours" events as possible.

The locales selected for the concours events are designed to attract participation regardless of your Chicago area headquarters and family members/interested parties are always welcome to attend. Also, please note that each year's current

Concours "rules/formats/scoring" protocol are published annually in the region's Membership Directory and may differ from National PCA rules.

Are you tantalized? Interests piqued? Take it away, AJ (fade as cliffhanger to next month's Scene).

For more Concours information, please contact:

Van Larson

630.377.4686

Valyr9090@aol.com

A J Tiller

312.735.8771

aj2manycars@aol.com

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11am - 3pm

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CHILI TASTING

CHICAGO REGION PORSCHE CLUB OF AMERICA

Come get gas(sed) and class(ed) at this year's Annual Chicago Region Porsche Club of America "**Chili Tasting and Concours School**" to be held **Sunday, February 29th** from **11am to 3pm** "down south" at **Rizza Porsche**.



CONCOURS SCHOOL

11:30 General Concours Techniques

1:30 Paint Chip Repair

No half-baked beans or excuses will be allowed so bring out your best recipe and see if the judges' taste buds pick yours for the *meatiest, beaniest, veggiest, hottest, wickedest, and any other "est" award* that can be conjured up. Bring your own Beano. Liquid refreshment supplied by the Region.

Pick up helpful tips from your local (and nationally acclaimed) Concours Whizzes ... Q-tips for everyone!

There will again be a model **RC Car Concours and Race** for the rug rats. So charge up your battery packs and limber up your controllers.

Chili Entrants need to RSVP as follows:

"Southern-style" (south of I-88), contact **A J Tiller**
AJ2ManyCars@aol.com
708.957.8262

"Yankee-style" (north of I-88), contact **Van Larson**
Valyr9090@aol.com
630.377.4686

Questions/want to help?

Contact either AJ or Van



RC CAR RACE & CONCOURS

Vehicle Dynamics Workshop

Before you can improve your car's handling, you need to know what to change and why to change it ...

Going Faster

It doesn't matter if you have just finished your first year of autocrossing, been a regular at PCA driver's education events, or have been participating in PCA Club Racing for several years before you can go faster you need to understand how your car works. How it keeps your tires in touch with the road. How your driving style changes your car's handling. And what changes you can make to improve your times.

The morning session of the *Vehicle Dynamics Workshop* will focus on the theory and application of vehicle dynamics to making a race car, or any car for that matter, go faster. Topics include: tires, springs, shocks, and suspension settings.

We will also discuss aerodynamic effects, how to identify "aero" tracks, corners, and when and how to make changes to cars with adjustable wings, splitters, and spoilers.

Recent advancements in electronics and software have brought the cost of data acquisition (DA) systems down to the point where amateur racers with limited budgets can afford to install these great coaching and tuning tools. But, as with all tools, unless you know how to use it, a data acquisition system is just ballast in your car.

We will discuss what to look for in a DA system including software, hardware, sensors, inputs, memory, etc. But more importantly we will discuss how to read the data it collects and how to use it to modify your driving style and your car's handling.

The best time to use a DA system is while you are testing. As in golf, practice does *not* make perfect, only *perfect practice* makes perfect. Just pounding around the track will not make you faster. You need to have a plan and an area of focus. This

segment cover how to use a DA system in testing to improve either the driver's or the car's performance. At the end of the day you will have an opportunity to ask questions and do some "bench racing."



L. Daniel Metz, Ph. D., P.E.

Our speaker, Dan Metz, is Emeritus Professor, Department of General Engineering, University of Illinois at Urbana-Champaign and was Professor of General Engineering from 1970 until his retirement in 1998.

Dan has received numerous awards for his teaching including, the Everitt Award for Teaching Excellence, Ralph R. Teeter Award from the SAE, Urbana-Champaign Campus Teaching Award, Gamma Epsilon Outstanding Teacher Award twice (1982 & 1998), and the Dean's Advisor Award.



Dan has consulted in the areas of automobile and motorcycle vehicle dynamics and aerodynamics, and in accident reconstruction, for more than 30 years. His clients include: USAC, CART, the FIA, the IRL, the NHRA, Indianapolis Motor Speedway, Penske Racing, Team Green Racing, Jim Russell Racing School, Jim Hall Kart Racing School,

General Motors Corp., Ford Motor Company, Daimler-Chrysler, Toyota Motor Corp., Yamaha Motor Corp., and Nissan Motors.

Dr. Metz has presented various *vehicle dynamics and racing seminars* to engineers at General Motors, Ford Motor Company, Daimler-Chrysler, Nissan, Honda, Porsche, Ferrari, Nissan, Toyota, and Hyundai.

If that's not enough for you, Dan is also building a 300 mph Bonneville streamliner, and is a Porsche owner and long-time PCA member. If you are a racer, an autocrosser, participate in DE events, or just want your car to handle better, *don't miss this event!*

When and Where

Saturday, March 6, 2004—9 am
River Run Club
4204 Clearwater Lane
Naperville, IL 60564

Questions? Suggestions?

Contact:

John Ruther: 847-304-5515
chief_instructor@pca-chicago.org

Greg Turek: 630-904-0800
gjt@tureks.net

Directions:

From I-88: Exit at Rt. 59, go South 7-1/2 miles to 103rd St, turn left, go 1 mile to Book Rd, turn right, go 0.1 miles to 104th St, turn left on 104th St, go 3/4 mile to Clearwater, turn right to the River Run Club.

From I-355: Exit at Boughton Rd., go West 8 miles to Plainfield-Naperville Rd. (Boughton ends), turn right, go 1/2 mile to 104th St., turn left, go 3/4 miles to Clearwater, turn left to the River Run Club.

From I-55: Exit at Weber Rd, go North 1 mile to 119th St, turn left, go 2 miles to Plainfield-Naperville Rd, turn right, go 2 miles to 104th St, turn left, go 3/4 miles to Clearwater, turn left, to the River Run Club.



VEHICLE DYNAMICS WORKSHOP

Saturday, March 6, 2004 – 9:00 am

**River Run Clubhouse, Naperville
Near 103rd Street & Plainfield-Naperville Rd.**

If you have taken your favorite Porsche to autocrosses, or maybe you have tried your hand at high speed driving at on-track driver's education events, or you have been participating in PCA Club Racing for several years, eventually you need to adjust the handling of your car to improve your lap times and become more competitive, or to improve your own driving skills. This workshop will cover the *whys*, in addition to the *whats*, when it comes to making changes to your car's handling.

Highlights:

- 9:00 am Registration
- 9:30 am Vehicle Dynamics – Why your car handles, or not
- 12:00 pm Lunch Break – (hot lunch provided)
- 1:00pm Data Acquisition – what it is, what it does, and how to use it
- 4:00pm Questions/Wrap-up

Pre-registration is required and seating is limited. Send in your registration early! If you have questions about this event contact John Ruther – Chief Driving Instructor, at Northstar Motorsports (847-304-5515) or Greg Turek (630-904-0800).

Vehicle Dynamics Workshop – Saturday March 6th

\$40.00 per person

REGISTRATIONS MUST BE RECEIVED BY FEBRUARY 28TH

Send this form with check (payable to Chicago PCA) to:

Greg Turek, 4231 Colton Circle, Naperville, IL 60564

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Rallye Scene

by Tom and Phyllis Harwood and Ken Pesavento, 2004 Rallye Coordinators

What Is A Rallye?

A rallye is not a race, rather it is a contest in which a team consisting of a driver and a navigator combine their driving, observational, mathematical, and communicative skills (as well as patience) in the negotiation of a prescribed road course at prescribed speeds. The main objective is to stay on course following a set of route instructions. A rallye can be competitive or for fun. (Please see the 2004 Directory for Rallye Classes and Notes.)

2004 Rallye Schedule

Mark your calendars!

Feb 15 Tulip Rallye (Gimmick * Rallye - not for points)

Mar 14 Rallye School* at Medinah Country Club

Apr 18 Photo Rallye* I

Jun 6 Rallye II

Aug 15 Rallye III

Sep 12 Rallye IV

Oct 16 - 17 - Rallye V

*Event Announcements in this issue of the Chicago Scene

Need a Rallye Partner? Come to the Rallye School or call Tom, Phyllis, or Ken and they'll see what they can do for you.

For further information about Rallyes contact:

Tom or Phyllis Harwood,
847-742-6804
trh911sc@aol.com

Ken Pesavento,
630.469.1546
kenneth_a_pessavento@ml.com



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2004 RALLYE SCHOOL

March 14, 2004

9:00 am

Medinah Country Club

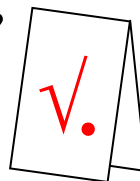
\$10.00 per person



Special Instructions??

General Instructions??

Check Point Slips??



We will hold our annual Rallye School again this year at the beautiful Medinah Country Club, 6N001 Medinah Road, Medinah, Illinois; Phone 630-773-1700 on Sunday March 14, 2004. Casual wear is acceptable, but please, no jeans or T-shirts.

A breakfast buffet will be served at 9:00 a.m. and the Rallye School will start immediately thereafter. Rather than classroom presentation and discussion only, we are going to have you also drive/navigate a practice rallye. If you have a van or four-seater car, you can bring it and we will fill it with at least one experienced navigator to help you and advise you only if you deviate from the course. The rallye course will have traps for you to negotiate and questions will be answered after the practice rallye.

To defray expenses a fee of \$10.00 will be charged for each attendee. Please no children unless he/she is a navigator.

For further information contact

Ken Pesavento at 630-469-1546 or kenneth_a_pessavento@ml.com

Phyllis & Tom Harwood at the addresses below.

DIRECTIONS TO MEDINAH:

From North

Take Route 53 south to Lake Street exit (just past I-290 exit). Turn right (west) to Medinah Road (2nd stoplight), turn right (north) go approximately 1/2 mile to Main Gate located on the right (east) side of road.

From South

Take Route 355 north to Lake Street exit, turn left (west) to Medinah Road (3rd stop light), turn right (north) go approximately 1/2 mile to Main Gate located on the right (east) side of road.

From Downtown

Take 290 west (Eisenhower-Western Suburbs) to 355 south/ Joliet-Lake Street Exit. Stay right on ramp to Lake Street. Turn right (west) to Medinah Road (2nd light), turn right (north) and go approximately 1/2 mile to Main Gate located on the right side of road.

I/we will attend the 2004 Rallye School on March 14th. Please sign up no later than March 5th.

DRIVER

phone/e-mail

NAVIGATOR

phone/e-mail

Mail to: Phyllis & Tom Harwood, 1142 Florimond Drive, Elgin, Illinois 60123; or E-mail to trh911sc@aol.com or phone 847-742-6804 regarding your intention to attend.

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- 2004 C4S Coupe - "6spd" Guards Red/Black!
- 2004 C2 Coupe - "Aero" Midnight Blue/Graphite!
- 2004 C4S - 6spd Seal Grey/Black!
- 2004 911 Turbo - 6spd Artic Silver/Black!
- 2003 911 - 6spd Black/Black!
- 2003 Boxster - Tip Dark Teal/Graphite!
- 2003 Boxster "S" - 6spd Midnight Blue/Graphite!

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- '02 Targa 6spd - 10K Miles "Certified" \$65,900
- '01 911 Coupe 6spd - 9K Miles "Certified" \$55,900
- '01 Boxster 5spd - 19K Miles "Certified" \$34,500
- '00 Boxster 5spd - 28K Miles "Certified" \$31,500

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- '04 Cayenne - 5K Miles \$55,900
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- '01 Boxster "S" - 19K Miles \$36,900
- '00 911 C4 Coupe 6spd - 37K Miles \$46,900
- '00 Boxster 5spd - 14K Miles \$29,900
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- '99 Boxster 5spd - 19K Miles \$26,900

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Club Racing Scene

by Susan Shire, PCA Club Racing Program Coordinator and John Ruther, 2004 Chicago Region Chief Driving Instructor

What Is PCA Club Racing?

PCA Club Racing is an organized wheel-to-wheel competition race series between drivers who hold PCA Club Racing licenses. Club Racing has classes for every type of Porsche. Eligibility, class definitions, and safety equipment requirements may be found in the 2004 Club Racing Rule Book at www.pca.org/pca/clubrace

Where Do I Find Information About PCA Club Racing?

Contact Susan Shire in the Club Racing Office at 847.272.7764 or at PCAclubRace@aol.com or consult the PCA Club Racing web page at www.pca.org/pca/clubrace

Who Do I Contact In The Chicago Region For A Certification Of Ability And Experience (required for all Rookie License Applicants)?

John Ruther is the Chicago Region's Chief Driving Instructor. John may be reached at 847.304.5515 or at chief_instructor@pca-chicago.org.

Feb 13/14/15	Sebring International Raceway*	Gold/Sun Coast	Dave Tabony 561.626.6812 dtabony@bellsouth.net
Feb 14/15	Phoenix International Raceway*	Arizona	Bruce Martz 480.753.3241 lbmartz@trane.com
Mar 6/7	Carolina Motorsports Park*	Carolinas	John Taylor 803.796.0983 jtaylor@lrcarch.com
Mar 19/20/21	Texas World Speedway*	Lone Star	Robert Granger 281.492.5330 rgranger@dodi.com
Mar 26/27/28	California Speedway*	San Diego	Vince Knauf 619.287.6591 vvvince@aol.com
Apr 3/4	Road Atlanta	Peachstate	Ian Scott 770.623.0213 idsqa@bellsouth.net
Apr 23/24/25	Rennsport Reunion at Daytona	Non -PCA	http://www.gorace.com/
Apr 30/May 1/2	Laguna Seca Raceway	Zone 7	Masuo Robinson 408.399.5228 masuo@ix.netcom.com
May 1/2	Las Vegas Motor Speedway	InterMountain	Tim Martin 801.733.4439 martin@sisna.com
May 8/9	Mid Ohio Sports Car Course	Mid Ohio	Jeff West 740.745.2136 william.west@dla.mil
Jun 5/6	Mid America Motorplex	Great Plains	John Krecek 402.505.9911 krecek@cox.net
Jun 5/6	Barber Motorsports Park	Alabama	Bill Mitchell 205.251.9263 eas930@bellsouth.net
Jun 11/12/13	Watkins Glen International*	Zone One	Botho von Bose 800.567.1566 ByonBose@lomltd.com
Jun 11/12/13	Portland Rose Cup	Oregon	Jay Culbertson 503.297.8100 Jay.Culbertson@TCMcorp.com
Jul 3/4	Gingerman Raceway	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Jul 9/10	Texas Motor Speedway PARADE CLUB RACE	Maverick	Bryan Henderson 817.354.6045 BDHender@comcast.net
Jul 17/18	Putnam Park	OhioValley	Dave Schardt 937.299.0610 dschardt@wheel1.com
Aug 7/8	Brainerd International*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Aug 21/22	Summit Point	Potomac	Dave Derecola 301.743.5948 clubrace@aol.com
Aug 28/29	BeaveRun MS Complex	Allegheny	Linda Hamerly 724.443.2086 linda@apexperformance.net
Sep 4/5/6	Road America*	Chicago	Pete Hackenson 847.604.4795 roadamerica@pca-chicago.org
Sep 11/12	Pueblo Motorsports Park	Rocky Mtn	Jeff & Tricia Mitchell Jeff_Mitchell@peoplesoft.com
Sep 17/18	Lime Rock Park	Conn Valley	John Howard 845.534.3358 race_director@cvrpca.org
Oct 1/2/3	Virginia International Raceway	First Settlers	Ramon Rodriguez 757.229.8123 RacingMD@aol.com
Oct 2/3	Hallett Motor Racing Circuit	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Oct 30/31	Heartland Park	Kansas City	Sean Reardon SReardon@glpma.com
Nov 5/6/7	Carolina Motorsports Park*	Carolinas	Dick Lane 803.932.7988 dicklane@sc.rr.com
Nov 20/21	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrah@pipeline.com
	* Indicates an enduro event		

March 28th. Safety – Tech. Session- Safety & Preparation

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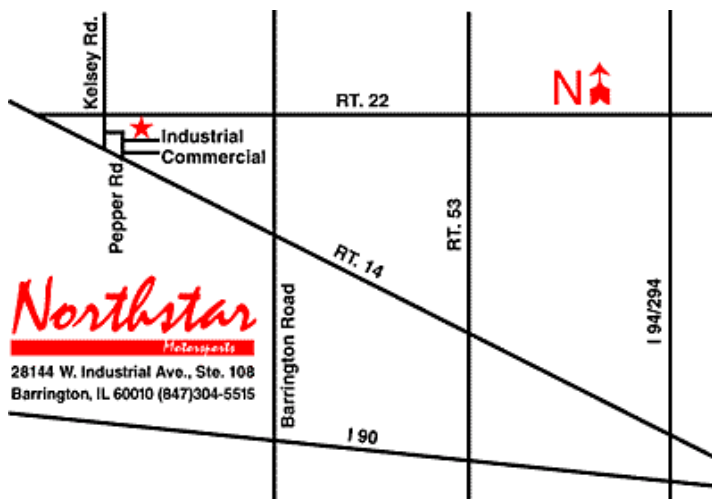
The **2004 Track Season** is about to begin and it's important to make sure that both the car and driver's equipment are all up to the job. A great way to do that is to see Recaro's new racing seat lineup and hear our discussion of 5 & 6 point harness systems. Northstar has just been appointed one of Recaro's new master distributors nation wide. Also check out Northstar's HUGE new inventory of Sparco racing products including new seats, suits, helmets etc. We will also discuss technical and safety preparation and there will be plenty of time to have all your questions answered. **Best of all – Northstar will be offering the Attendees a 10% DISCOUNT on ANY purchases this day only (excluding items already discounted)**

John Ruther **Owner, Northstar Motorsports:** Our Host, Chicago Region Chief Driving Instructor, along with Grand-Am, IMSA, Daytona, Sebring and PCA Racer. John will be on hand to discuss equipment, requirements, options, what works and what doesn't.

Other Experts **PCA Chicago Region:** Experts covering Track, Autocross, Drivers Education, Racing and Porsche set-up will be on hand to shed light on questions you have that they have come up against previously. Knowledge is KEY and it is well shared within our PCA Chicago Region community.

Pre Registration is not required but a call or e-mail to our Tech Coordinator, Toby Duckett would be appreciated so that we may give preplanning numbers to our Hosts: Northstar; John and Jeannie Ruther.

We all look forward to seeing you!
 Toby Duckett 630-248-7680 or 630-858-3316 (before 9:30 PM please) or Toby@mc2FYI.com



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The Midship Report: Route 66 ... Interrupted

by John Miller [Boxster_S@veryspeedy.net]

A Most Fortunate Decision

This was to be titled Route 66 ... *Revisited, but I've changed* direction for something more topical. Next month I'll return to this subject ... which is not as the title might imply. Route 66 - the original Route 66 has become something of a tourist expedition. Museums/ roadside attractions, strip malls, Winnebago's --- Route 66, before the superhighways, used to be a two and sometimes four lane road that was the passage to the West. Now it's a destination for those that want to relive the nostalgia. Only in doing so, it's attracted elements that cater to the nostalgia ... kind of a Disneyesque re-creation of the real thing. Yes, there is a Boxster tie-in to all this ... but that'll keep until next month. For now.....

It was a peculiar sensation. I was stopped in traffic, perhaps 10 cars back from a red light that had just changed to green, my foot was firmly on the brake and yet, I was moving forward. It took a second or two to register that I had also heard a loud noise. Yes, this was the 'opening gun' of silly season. A driver of a Pontiac Sunbird 'merged' well into my back bumper. This (sadly) adds to my reasoning that I need not take the Boxster out for (most) of the winter season. Luckily, I had looked at the driveway before leaving that morning and decided the light coating of snow was more than what I would tolerate on/ under the Boxster and so I took my pickup truck that day. A most fortunate decision.

It was around 3:45pm on a weekday --- not quite rush hour, still light out, and the snow had cleared. How does this happen? One moment your minding your own business, diligently paying attention to traffic in front and to the side of you, and the next, you're standing next to your vehicle looking at all the plastic

and glass on the street. Had I been driving the Boxster, the tone of this column would not be ... well, it would have never seen print. I should point out that there were no injuries - this should always be your first priority. Cars can be replaced. Not so for the person you see in your mirror every morning. But the whole incident got me thinking ... what if I had been driving the Boxster? This sort of thing has never happened to me before ... sure an occasional tap here and there, but not like this. I glanced in the rear-view mirror before climbing out of the truck and could see a folded and spindled car behind me. It (sort of) got worse once I got out. How did this person get enough speed from a complete stop to completely compress the front of her car? The hood, the grill, the lights, the quarter panels, the radiator --- all mashed beyond recognition. Bits of her car were lodged in the bumper of my truck and coolant was starting to collect on the pavement. And yet, you wouldn't believe it was my truck she hit. The noticeable damage to the truck was a crease in the metal bumper, which was now slightly bent at a downward angle. The end result for me was me was a minor inconvenience and a new bumper for the truck (not until spring --- AFTER silly season). But there was that nagging thought: what if I had been driving the Boxster? What would I have done?

What follows is a brief description of how I handled the actual incident. I later sat down with an insurance industry veteran and asked him dissect the incident. Scary stuff.

After checking myself for injuries, I got out and went to the other driver's car and checked that she was ok. Since there didn't appear to be much damage to my vehicle, I asked her if she wanted to call the police to get a report which she enthusiastically declined. We were

on the inside lane of a three lane divided road and there was no chance of getting to the outside shoulder, so I suggested we move to the beginning of the inside left turn lane to get somewhat out of the way of traffic. Once parked, I recommended we trade information --- names, numbers, etc, but wasn't sure where to begin. She wrote down her name and address, phone number and her insurance number and gave it to me. I gave her my name, address and phone. It occurred to me to make a few notes about the accident - mostly time and location (Looking at them now - a few weeks later - it's mostly gibberish). I stopped by a body shop the following day and got an estimate. A new bumper, installation, and a little clean up would cost in the five to six hundred dollar range. Her insurance company phoned me the next day and set up an appointment for an inspection, which concluded with their adjuster giving me a check for an amount slightly higher than the estimate I had obtained - with the option to request an adjustment if actual repairs exceeded their assessment. So now I have a new bumper ... but it won't be installed on the truck until April.

As I noted before, I've never before been involved in a real accident, so my knowledge is limited. I suspect the damage would have been far more significant had I been in the Boxster. And not that I want to worry about future incidents with the car, but I figure it's better to be prepared. So I called up a Boxster pal of mine, an insurance industry veteran, and asked him to review the situation and tell me where I went right or wrong, expecting to come away with a definitive primer. What I ended up with looks more like a flowchart from a PowerPoint presentation ... If 'A', then 'B' or 'C'. The one recurring point that emerged from our conversations

Midship Report ...

was every accident situation is going to be unique. You, as a driver, need to assess the situation, apply common sense, and decide what path is appropriate. (Insert usual disclaimer: Your mileage may vary, Void where prohibited, etc.)

First and foremost is the concern for safety. You and your passengers come first (and then other parties). No exceptions. In my case there were no injuries, so I proceeded to the next issue: 'fault'. Such that I was hit from behind, it was clear cut I was not at fault. (That said, my insurance friend has heard an occasional claim that the driver of the car in front backed up into the car behind.) Had the hit been from the side or front and I was clearly not at fault, it would have been prudent to get witness(es) statements. Which leads to the next point: Call the Police/file a report? This was a mis-step in my case. Illinois law requires the filing of a police report for incidents involving property damage that exceeds \$500. Although the damage to my vehicle looked minor, it did amount to more than \$500. And certainly, the damage to the other car was well above \$500, so a report should have been made. If it had been minor damage, then it would have been a judgment call. On the other hand, my insurance friend pointed out that regardless of damage, if the other driver is acting peculiar or suspicious, or if there is a hint of



So now I have a new bumper ... but it won't be installed on the truck until April.

photo by John Miller

alcohol or impairment, a police report is strongly suggested.

Another caveat: In Chicago, the likelihood of getting an actual police car to the scene of a minor accident is zero percent --- a report can be filed at a local precinct.

One final point regarding a police report that involves the previously mentioned need to 'assess the situation': If the other party(s) suggests (not insists) filing a police report and you decline, even if you have exchanged information, the other party(s) involved can still elect to file a police report and can

suggest to the police that you left the scene of the accident.

The next issue was moving the cars. Again, this specific situation was clear on fault and since we were blocking traffic, it was prudent and safer to move off the road. It was then that the collection and exchange of information began. I really dropped the ball here. This also ties into 'assessing the situation'. The professional opinion is to collect as much info as possible. This means time, date, exact location, direction of travel, weather conditions, car model and color, license plate number AND VIN if

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possible, as well as the driver's license and insurance car information. These last two items should be recorded directly from their cards by you rather than letting the other party make a copy of the info and giving it to you. The discussion with my insurance friend also illuminated a very unsettling point. While Illinois auto insurance coverage is mandatory, the minimum property damage coverage limit (\$15,000) won't be displayed on the insurance card, and would barely cover the amount of damage to a Porsche in anything but a minor accident.

Concerning the question of contacting my own insurance company: as before, situation variables will determine direction. In my case, as I was not at fault and the other party was insured by one of the five major US carriers (an

important distinction), it was in my best interest not to involve my insurer. The possibility exists that my insurer would have recorded that I was involved in an accident, noting that I was not at fault. Not a significant point today, but one or two more 'not-at-fault' accidents on my record could lead my insurer to conclude that I'm a poor risk (or, as my insurance pal put it: an accident waiting to happen) making renewal or changing companies a very expensive proposition for me.

A couple of final points that my insurance friend made: Keep a detailed log of any conversations that occur with the insurance companies. Record names, dates and times as your proof of statements, promises, etc. should there ever be a problem. And when it comes to repairs, the insurance adjuster's estimate is just that, an estimate. If

you have good reason to dispute the numbers, say so. And don't be afraid to speak to a manager or someone else higher up and prepare to be persistent (but always polite). I wouldn't go so far as to say I was lucky to be involved in this accident, but considering the degree of inconvenience, minor damages, that I was in my truck and not the Boxster, and that no one was hurt, this experience was worth the price. Let's hope that you or I never have to benefit from this information ... of course, I'm now keeping an inexpensive camera in the car and truck ...

NEXT Month: The Road is calling ... do I let it go to my answering machine?

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The Bulletin Board

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

Kevin Buckler Will Not Drive 2004 ALMS Series

from www.americanlemans.com

Friend of the Chicago Region, Kevin Buckler, has chosen not to drive to the 2004 American LeMans Series. Instead, he will focus on running the two-car The Racers Group team in the GT series.

Cort Wagner and Patrick Long will be in the #66 Porsche. Patrick comes from the Porsche factory Pierre Ehret and Jim Matthews will be in the #67.

Gone also are the familiar blue and gold markings. The 2004 campaign will be run with a brand new pair of Porsche RSRs with a gold, green and white color scheme.

photos from www.americanlemans.com



The blue and gold The Racers Group cars are no more in ALMS.



Kevin Buckler

Websites Of Interest

CART WEBSITES

CART: www.cart.com
American Spirit Team Johansson: www.johanssonracing.com
Dale Coyne Racing: www.dalecoyneracing.com
Fernandez Racing: www.fernandezracing.com
Herdez Competition: www.herdezcompetitionteam.com.mx/CART/
Mi-Jack Conquest Racing: www.conquestracing.com
Newman-Haas Racing: www.newman-haas.com
PK Racing: www.pk-racing.com (under construction)
Players-Forsythe Racing: www.teamplayers.com
Rocketsports Racing: www.rocketportsracing.com
Team Rahal: www.rahall.com
Visteon/Patrick Racing: www.patrickracing.com
Walker Racing: www.walkerracing.com

NASCAR WEBSITES

NASCAR: www.nascar.com
Petty Enterprises: www.pettyracing.com
Roush Racing: www.roushracing.com
Jasper Motorsports: www.jasperengines.com/racing.html
Brett Bodine Racing: www.brettbodine.com
Bill Davis Racing: www.billdavisracing.com
PPI Motorsports: www.ppi-racing.com
Dale Earnhardt, Inc.: www.daleernhardtinc.com
Evernham Motorsports: www.evernhammotorsports.com
A.J. Foyt Racing: www.foytracing.com
Hendrick Motorsports: www.hendrickmotorsports.com
Richard Childress Racing: www.rcrracing.com
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www.bacemotorsports.com

Wood Brothers Racing:
www.woodbrothersracing.com
 Morgan-McClure Motorsports:
www.morgan-mcclure.com

Blackhawk Farms Raceway
www.blackhawkfarms.com
 Gingerman Raceway
www.gingermanraceway.com

Race Tracks Websites

The obvious ones
 Road America
www.roadamerica.com

Editor's note: Share your websites of interest by sending the address to ChiScene@aol.com. It's cold, we can't drive ... but we can surf!

Scene - Jan

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DE Scene

by John Ruther, 2004 Chicago Region Chief Driving Instructor

The Straight Scoop

I've been asked to write a monthly column about issues relating to our club's Drivers Education events and PCA Club Racing. The purpose will be to provide information for those new to driving their "pride and joy" on a race track as well as to provide new information for those who have anywhere from some to a lot of experience in track driving or racing.

For those of you who don't know me, I have been the Chief Driving Instructor of the Chicago region for the past 10 years. During that time, I have been both a racer and a participant at our region's DE events. My racing activities have included PCA Club Racing and Vintage Racing as well as professional endurance racing, having driven in the 24 Hours of Daytona 4 times and the 12 Hours of Sebring 3 times. In addition, I have owned Northstar Motorsports, the country's premiere supplier of racing safety equipment, since 1996. So hopefully these experiences will allow me to give you "The Straight Scoop".

Let's start at the beginning. If you've never driven your Porsche in any of PCA's driving events but have always had the urge, here's how to get started. First, let's define the different types of events that are available:

Autocross: a low to medium speed (typically 2nd gear) handling course defined by safety cones. This type of event is run one car at a time and the fastest time in each class is the winner. There are classes for virtually every model of Porsche. There are also classes for women. Participants include first time novices thru very experienced autocrossers.

Drivers Education: is a medium to high speed (top speeds can be

from 90 - 130 mph) event on a closed course (race track).. Multiple cars are on the track simultaneously with tightly controlled passing rules. No racing is tolerated. There is no timing and there is no competition. Both classroom and in-car instruction, utilizing experienced club drivers, are an integral part of these events.

Club Racing: PCA Club Racing is designed to be fun, safe and competitive road racing. Any conduct which jeopardizes safety or results in dangerous or damaging situations will not be tolerated. Drivers found to be at fault in an incident will be excluded from the remainder of that event and will be placed on probation for 13 months. There are a number of additional safety equipment items that are either required or recommended above those for drivers education.

One of the best places to start is the Novice Autocross School that the Chicago Region puts on each spring. This year it will be on Sunday, April 25 and the Event Registration Form is in this issue of the Chicago Scene.

This school will allow you to explore the handling limits of your Porsche in an environment that is completely safe (i.e. there's nothing to hit). In order to participate in this (or any other PCA driving event) you'll need a helmet.

The best helmet for the beginning driver would be a helmet designed specifically for auto racing (as opposed to a motorcycle helmet). These helmets begin at just over \$200 for an open face helmet to just under \$300 for a full-face helmet. If you're just going to do autocross and never have any desire to do drivers education then an open face helmet is just fine. However, if you even think you might try your hand at driving your Porsche on a race track I would strongly recommend a full-face helmet. If you have any questions regarding helmets or any safety equipment items you may either call me at Northstar Motorsports (847) 304-5515 or email me at john@northstar-motorsports.com.

If you do the Novice Autocross School in April and really get

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hooked there are a couple of ways you can go. You can obviously participate in the club's autocross program and/or you can also try one of our Drivers Education events.

If that sounds appealing the place to start is the Novice Drivers Ed event at Blackhawk Farms Raceway in S. Beloit. This event is designed for people who have never done track driving before. It is obviously helpful if you have done the autocross school, but certainly not mandatory. At the Novice Drivers Ed event we have both classroom instruction and in car instruction. You will be required to have an instructor with you until he/she is satisfied that you can drive "solo". That may or may not occur at this first event. This year the Novice Drivers Ed event is on Wednesday, May 12.

The next Drivers Ed event is THE BIG ONE at Road America over Memorial Day weekend. In order to participate in that event you MUST have done our Novice event at Blackhawk or have some other on-track experience. Road America is truly one of the best race tracks in North America, but it is very fast (read scary-fast). That's why we insist on you having at least one track driving event under your belt before trying Road America. I will put more information in this column on what to expect at these events as we get closer to them.

If you have experience driving your Porsche in our regions driving events (autocross, drivers ed or racing) there is a seminar that may be of interest to you. On Saturday March 6, Greg Turek and I are hosting a Vehicle Dynamics Work-

shop. Registration information for this event is in this issue of the Scene. Registration is limited so send yours in early if you want to attend. Our speaker is Prof. Dan Metz, who has over 30 years of teaching experience in automotive engineering at the U of I, and who now is a consultant to many race teams including those in CART, IRL and Formula 1. If you want to know why your car handles the way it does and what to do to make it handle better - then this workshop is for you. We will also spend time discussing Data Acquisition Systems which are used by most race teams as far as what they do and why you would want to invest in one.

For additional information contact John Ruther, Chief Driving Instructor, at 847.304.5515 or chief_instructor@pca-chicago.org

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PCA CHICAGO REGION

Sunday, April 18th

PLACE: Bucks Pit Stop
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Non-Porsches may participate

REGISTRATION 10:00 am
DRIVER'S MEETING 10:30 am
FIRST CAR OFF 11:01 am

To qualify for year-end points,
 participants must drive a Porsche

Entry fee: \$20.00 per car

Dan Gallagher and Ed Barnicle present a 100% finishable rallye for the 1st rallye of the season. Last year 37 cars started this rallye and all 37 finished. The idea is simple: match the photo to the intersection and follow the instructions. The rallye is less than 100 miles and along the way you will be looking for the Santa Fe Speedway

The beginning and end points of this rallye is Bucks Pit Stop - a NASCAR oriented neighborhood tavern with good food. The midpoint/break will be at Stonecutters in Lamont

Dinner is at 5:00 pm with a choice of Prime Rib, Chicken or Fish (more details in the March Scene).

Directions to Bucks:

From the North: I-294 South, Exit St. Louis Exit, pay 15-cent toll; take middle fork to Joliet Road East, take Joliet East for approximately 3 miles to East Avenue (T). Right (south) on East 0.7 miles, left on Lyons 4 blocks to Bucks.

From the South: I-294 North exit at the St. Louis Wolf Rd. Exit, stay to the left for Wolf Road Exit; right (north) on Wolf for 2 blocks to Joliet Rd.; right on Joliet Rd. (east) approximately 2 miles to East Avenue (T). Right (south) on East 0.7 miles, left on Lyons 4 blocks to Bucks.

From the East: I-55 (Stevenson) west to LaGrange, exit LaGrange Rd. north. Go approximately 1/4 mile and then right on 67th Street (east). Take 67th approximately 1/2 mile to East Avenue, left (north) on East Avenue 2 block to Lyons, right on Lyons (East) 4 blocks to Bucks.

From the West: I-55 Stevenson east, exit Joliet Rd (Exit 276C on your left); proceed straight (east) on Joliet approximately 3 miles to East Avenue (T). Right (south) on East 0.7 miles, left on Lyons 4 blocks to Bucks.

Questions: Call Dan Gallagher at 1-708-784-0784 or bbabies@aol.com.

Mail Registration to Dan Gallagher, 11156 Indian Woods Drive, Indian Head Park, IL 60525

Make checks payable to PCA Chicago Region

 DRIVER

 phone/e-mail

 NAVIGATOR

 phone/e-mail

Autocross Scene

by Jeff Girard, 2004 Autocross Coordinator

What Is An Autocross?

An autocross is a closed-course driving event where the objective is to complete the course in a safe manner against a timing clock with competitors who have a similar Porsche to yours. The driving skill contests emphasize the driver's ability and the car's handling characteristics. Individuals who have the best times for their classes are determined the winners. Some autocrosses are held using a large open area with the course marked by pylons and some autocrosses are held on a closed-circuit road course. There are classes for Ladies. Participants include first time novices thru very experienced autocrossers. Some safety requirements must be met in order to participate.

2004 Autocross Schedule

Mark your calendars!

Apr 25 Autocross School*

May 23 Autocross I

Jun 27 Autocross II

Jul 25 Autocross III

Aug 22 Autocross IV

Sep 19 Autocross V

*Event application in this issue of the Chicago Scene

See the 2004 Directory for Autocross and Gymkhana Classes and Notes and Autocross Tech and Safety. The 2004 Chicago Region Tech

Inspection Sheet. will be in the March issue of the Chicago Scene

Required:

- 1990 or newer SNELL SA (special application for auto racing) or M (motorcycle) approved helmet.
- Full shoes. No bare feet, sandals, or open toed shoes.
- 3 point stock seat belt.

Recommended:

- 2000 SNELL SA approved helmet.
- Full-length pants, long sleeved shirts, and socks of non-synthetic materials.
- Driving shoes.
- 4 point (or greater) harness.

For additional information contact Jeff Girard at 815.838.3000 or dukiemaxgirard@aol.com

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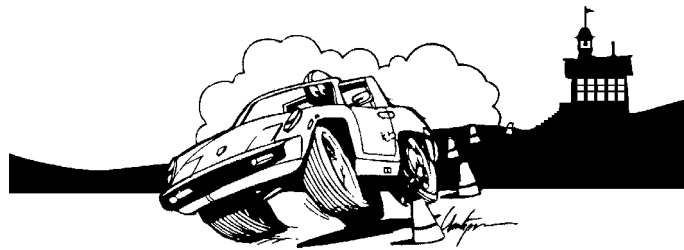
AMERICAN COLLECTORS INSURANCE, INC.

Autocross Driver School

Sunday April 25, 2003

Maywood Park

8600 W. North Avenue in Maywood



Northstar Motorsports

If you plan to participate in our Chicago Region Autocrosses or in our Driver's Education events at Blackhawk Farms Raceway, Elkhart Lake and Gingerman, you should attend this first driving event of the year. Our Autocross Driver School is a must event for new members and anyone who just bought his or her first Porsche!

What is an Autocross? An Autocross is a competition event requiring precision and skill negotiating a tight course marked by rubber pylon cones. From tight, low speed slalom sections to short bursts up to 50 or 60 MPH, the action is fast and furious. Quick reflexes and finesse are more important than high horsepower. An Autocross abuses your nerves more than your Porsche, so it will not destroy your budget or your Porsche. Beware that Autocrossing is habit forming and may lead to an addiction to speed. This kind of speed is a good thing.

We offer a ninety-minute class discussing the fundamentals of high performance driving. Following the classroom session, you will receive personal instruction at the skid pad, braking practice, slalom and ninety degree turn exercises. Finally, we will coach you as you drive a real Autocross course at your own speed. Times will not be taken because this is an educational not competition event.

Time	8:15 AM	Registration and Technical Inspection Opens
	9:30 AM	Classroom Session (Tech Inspection of entrants' cars will continue during class)
	11:30 AM	Lunch
	12:00 PM	On Track Driver Instruction at skid pad, slalom, turn and braking areas
	3:00 PM	Autocross Course driving with on-track instruction

Pre-registration is required because lunch is included in the registration fee and must be ordered in advance. Please be prepared to display a valid driver's license

Late Registration: Entrants registering after **Wednesday, April 21** or registering at the event site **may not have lunch available**. Snell approved 1990, 1995 or 2000 **helmets are required** and a few loaner helmets may be available. Northstar Motorsports, one of our Scene advertisers, can provide you with the properly sized new helmet and other safety equipment you need.

First Driver	\$30.00 Member	Or	\$35.00 Non-Member Guest - Member Must Be Present
Second Driver	\$15.00 Family Member	Or	\$35.00 Non-Member Guest - Member Must Be Present
Or	\$30.00 Member Sharing Car With Another Member (Register as two First Drivers)		

Please register by mail. Email is okay with check mailed separately. (Checks payable to PCA-Chicago Region)

To: Ed Leed
37 Lakeview Drive
Barrington, IL 60010

Email Leedlast@Hotmail.com

Questions? Call 847-382-6911 before 9:30 PM please

Driver 1 _____ Member/Guest _____ Phone Number _____

Driver 2 _____ Member/Guest _____ Phone Number: _____

Total Enclosed \$ _____

Q & A

How To Avoid Speeding Tickets: Part II & III

Dan Metz, Potpourri, Apr & May 02

In the Second Part of our series on Driving Safely While Avoiding Speeding Tickets, we look at the events surrounding a stoppage.

If you have a good radar detector and are practicing fast defensive driving (there will be book references on this at the end of the Series), this event is never supposed to occur. But it may, either because you made a mistake, or because your Porsche was (rightly or not) singled out of a group of cars.

The first thing to understand if you are stopped is that traffic offenses are criminal proceedings. This means that all provisions of the Constitution apply (even though they may not be given to you). There is a case before the Supreme Court that would require a Police Officer to read you your Miranda rights when you are stopped!

Police Officers have an impossible and dangerous job. So, if stopped, your first objective is to convince the Officer that you are not a danger to him. This is best accomplished by keeping both hands on the steering wheel in plain sight and not getting out of your car. Have your driving license, car registration and Illinois insurance card handy too, as these will almost certainly be requested for examination by the Officer.

The most likely First Question you'll be asked is something like "Do you know why I stopped you?" or "Do you know how fast you were going?" This question has but a single objective: to convict you of a crime by causing you to confess to it. Remember: everything you say can and will be used against you in a court of law. It is vital that you not admit to having committed a traffic offense! Your best answer here is

something like either "No" or "The speed limit."

If possible, take careful notes of the conversation between you and the Officer, preferably in a highly conspicuous way. DO NOT, under any circumstances, argue or in any way raise the intensity of the situation. You might, by being friendly, courteous and straight, actually get off with a warning!

If the citation is being issued as the result of a radar clocking (about 95% are these days, because radar, however inaccurate, makes the Officer's job much easier), then you should request that the Officer show you the radar reading on his gun. He should be willing to do so, but if he isn't, note his refusal in your notes. If a citation is issued, this can be good ammunition in court.

If a long time seems to be passing after you are stopped, the Officer is probably running you and your license plate through the national computer system to see if you own the car, have any outstanding warrants, etc. Remember, the situation is high-stress for you but just everyday operation for the Officer.

In order to operate radar properly and accurately, the Officer is supposed to (but usually doesn't) follow a strict regimen for obtaining a valid radar clocking.

First, it is nearly impossible to accurately measure your speed if the police car from which you were clocked is moving. Tens of millions of citations have been issued this way. But in order for a radar clocking to be valid, that is, for the Officer to actually be sure that it was your Porsche that produced the reading on his gun, a number of checks have to be done, and none of them can be done from a moving vehicle. Moving radar most

definitely can produce a reading by measuring the speed of "something," then subtracting or adding the speed of the patrol car to get a net speed for that something. We'll describe the necessary checks in a minute, but realize that even though the reading on the gun may be invalid, you might still have to defend your innocence in court. And, you still might lose to a Judge or Jury who either don't understand your arguments or simply choose to ignore them.

Before clocking a vehicle, an Officer is supposed to calibrate the radar gun. A calibration log is also required to be kept, as is a record of the use and repair history of the gun. All of these are pro-forma, and can usually be produced. It is unlikely that you can invalidate a ticket because the radar gun wasn't calibrated or records weren't kept, as both of these things are too easy to do.

More interestingly, the Officer is also supposed to conduct a **Traffic History** and a **Traffic Survey** before each clocking. A Traffic History is just what it sounds like: a scan of the field of view of the gun to be sure that what is being clocked is actually a vehicle. Remember that radar works by bouncing a beam of radio waves off objects and, if the objects are moving, measuring the Doppler shift between the incident and reflected beam (see previous Potpourri articles). It doesn't care what the moving object is: a vibrating stop sign, a swinging power line, or even the a/c and engine fans in the police car can be and often are measured! Without a **Traffic History**, it is impossible to be certain that a vehicle is being clocked. Obviously, this is impossible with moving radar.

A **Traffic Survey** is a little different. Once a radar gun has locked onto a target, it may ignore another target

Technical Scene

Data Acquisition in Racing

Dan Metz,

It is no exaggeration to state that racing is just one more area that's been revolutionized by computers and data acquisition. How and why?

Data acquisition systems (and many modern passenger cars have some form of D/A) require sensors, a device to record and store information (usually some form of dedicated chip or computer) and the ability to download the data for analysis. The sensors are all transducers that turn something into an electrical signal. The something could be force, acceleration, displacement, velocity, temperature, pressure or a host of other items. On our Bonneville Streamliner, we plan to record exhaust gas temperature of each cylinder (EGT), air pressure into and

out of the intercooler, turbo exit pressure, engine oil pressure and temperature, wheel rpm, engine rpm, throttle and brake position, steering wheel angle (SWA), and airspeed at several selected locations, lateral and longitudinal acceleration and atmospheric temperature - a total of 20 channels. Each transducer produces an electrical signal that is calibrated: so many millivolts = such and such a temperature, for example. The signals are fed to a central computer (we actually have two), where they are stored in memory. Analog signals are digitized first, and sample rates can be very high for some signals, sometimes as high as 5kHz for accelerometers!

After a run or practice, team engineers read out or download all of the signals. Dedicated software

programs (a nice one is made by Pi Research in Indianapolis, IN) and engineers then interpret the signals. Everything from temperature v. time plots, circuit maps, driver behavior (What! You claim you used wide open throttle here! Why does the throttle position transducer only show 82% throttle!?!?) and atmospheric conditions can be saved. Engine performance can be monitored and, through radio communications, a driver can be told to take it easy when it appears the engine is on the verge of blowing, for example.

Editor's note: Dan will expand on this and discuss much more at the Vehicle Dynamics Workshop on Mar 6th. The event information is in this issue of the Chicago Scene.

Q & A ...

much closer to it. Unless the Officer tracks a target long enough to observe a speed reading as the car exits the radar beam, he cannot be certain that the car he was observing was actually responsible for the reading. Clearly this one is a little easier if you are the only car on the road (notwithstanding the comments above about **Traffic Histories**).

Obviously, neither a Traffic History or Survey can be reliably taken from a moving vehicle — which is how the vast majority of citations are issued!

Next month we'll examine what to do to fight a ticket that has already been issued, and give you some tips on how to beat this vicious and often erroneous game!

Editor's note: Please send your questions to the Chicago Scene at the addresses listed on page one.



Dan Metz at *The Brickyard*

photo provided by Dan Metz

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Charity Scene

by James Drury, 2004 Charity Coordinator

News From the Charity Front

In 2004 we are going to continue to raise money for great causes. Kirsten Knott will be at many of our events to collect charity donations.

The plans for the, **2 TOURING EVENTS** are coming together. The first one is going to begin on Friday April 30th. It is called The Farm to Feast: A Culinary Getaway. Milk a cow, tour the Huber Brewery, take

part in a cooking class, and enjoy a gourmet meal on Saturday evening. Come with us to enjoy the dairy air in WI.

The second tour is going to be in Southwest Michigan on Nov. 6th. A tour of the Tabor Hill Vineyard and dinner in their private dining room is only the beginning. If you choose to spend the night in one of the local Bed & Breakfasts we could then go to the Door Prairie Auto Museum

in LaPorte IN on Sunday. The Museum has some great cars on display. Check out their web page at dpautomuseum.com

Please feel free to contact me with any questions regarding these touring events.

Jim Drury
708.354.8121
JamesDrury@ameritech.net



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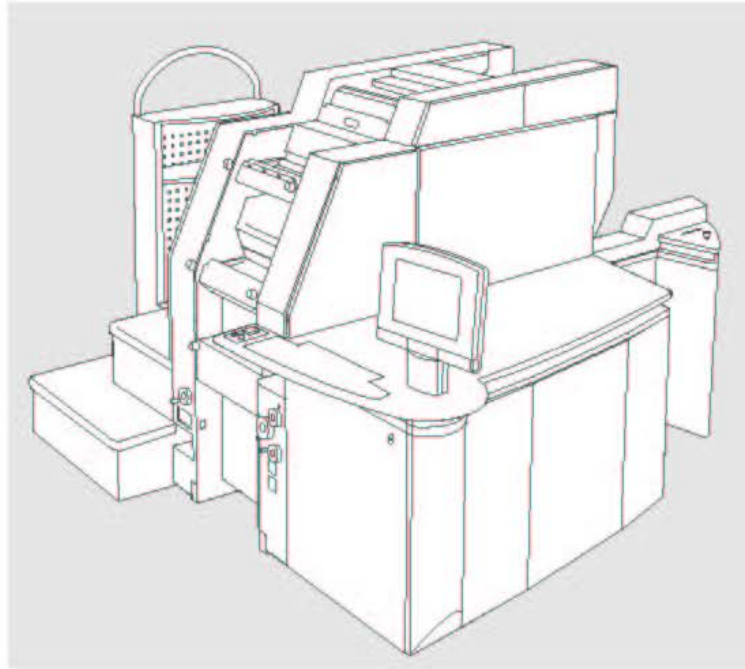
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New Automobile Rules

Galena Daily Gazette, August 1, 1910

As there are many new autos in this vicinity, we publish some new rules for their benefit.

The following is the new code agreed upon by the Anti-Auto Protective Society, which just held its annual conventions in the different states in the Union.

1. On Discovering an approaching team (horses), the automobilist must stop offside and cover his machine with a tarpaulin painted to correspond with the scenery.
2. The speed limit on country roads this year will be secret, and the penalty for violation will be \$10 for every mile an offender is caught going in excess of it.
3. In case an automobile makes a team run away, the penalty will be \$50 for the first mile, \$100 for the second mile, \$200 for the third mile, etc.; that the team runs; in addition to the usual damages.
4. On approaching a corner where he cannot command a view of the road ahead, the automobilist must stop not less than 100 yards from the turn, toot his horn, ring a bell, fire a revolver,

halloo, and send up three bombs at intervals of five minutes.

Automobiles must again be seasonable painted, that is, so they merge into pastoral ensemble, and not be startling. They must be green in spring, golden in summer, red in autumn, and white in winter.

5. Automobiles running on the country roads at night must send up a red rocket every mile and wait ten minutes for the road to clear. They may then proceed carefully, blowing their horns and shooting Roman candles.
6. All members of the Society will give up Sunday to chasing automobiles, shooting and shouting at them, making arrests and otherwise discouraging country touring on that day.
7. In case a horse will not pass an automobile, notwithstanding the scenic tarpaulin, the automobilist will take the machine apart as rapidly as possible and conceal the parts in the grass.
8. In case an automobile approaches a house when the roads are dusty, it will slow down to one mile an hour and the chauffeur will lay dust in front of the house with a hand sprinkler worked over the dash board.

The Gynecologist

A gynecologist had become fed up with malpractice insurance and was on the verge of being burned out. Hoping to try another career where skilled hands would be beneficial, he decided to change careers and become a mechanic.

He found out from the local technical college what was involved, signed up for evening classes, attended diligently, and learned what he could.

When the time for the practical exam approached, the gynecologist prepared carefully for weeks, and completed the exam with tremendous skill. When the results came back, he was surprised to find that he had obtained a score of 150%.

Fear an error, he called the instructor, saying "I don't want to appear ungrateful for such an outstanding result, but I wondered if there had been an error which needed adjusting."

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which was also worth 50% of the mark."

The instructor went on to say "I gave you an extra 50% because you did all of it through the muffler."

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 1st 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. 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



PORSCHE

1979 911SC Coupe Bronze/tan; well maintained/garaged; updated chain tens; pop off valve; 62,000 mi; short shifter; recent upper engine rebuild; \$16,000. Tom 815-633-2631 [JFM]

1981 911SC Coupe. Silver/black; 51K miles; sunroof; F&R adj sway bars; 22mm/27mm torsion bars; sport shocks; 16" wheels; shock tower brace; SS brake lines; cool-brake kit; Carrera tail; no AC; new tires; excellent paint/mech cond; \$17,900. Vic Harris, (h) 847-382-3217, vphoto@attglobal.net. [DJF]

1983 911SC Targa Ruby red metallic/beige interior; original owner/purchased 11/15/82; all records/references; always garaged. No winters/rust/racing/smoking; Kenwood radio/CD player-1990;

new clutch-1995. \$11,000 OBO. (Tendonitis in left knee/can no longer comfortably shift.) #WP0EA0916DS160215. Jim Russell, 195 Maple Hill Road, Glencoe IL 60022; (w) 312-558-6084; jrussell@winston.com. [DJF]

1986 944 Turbo Black/black leather; 5 speed with LSD; new Yokos/7 & 8 Fuchs; Brey Krause SS harness bar; Weltmeister sway bars; strut brace; Charlie Arms (\$1600 billet alloy A arms); Koni adj yellows; Schroth 3" 5 point belts (2 sets); SS brake lines; 968 cooling ducts; frozen rotors; bras/cover; more; \$11,900 OBO. Would consider less w/o track equipment. Jim Davis (w)630-443-6560 or jim.davis@raymondjames.com [DJF]

1988 911 Cabriolet Black/maroon; 49,750 miles; concours ready; Weidman polished OEM rims/Yoko AVS tires like new; all new Autoauthority chip/K&N air filter; Boge shocks; sway bar bushings & rear linkages; Blaupunkt CD stereo/speakers; 12-way drivers seat/8-way passenger seat; Momo steering wheel; bra; factory window seals/horizontal & vertical; A/C recently serviced; rear window is clear; top exc cond; leather soft/scratch free; car needs nothing! \$38,000.00 invested/\$32,000.00 OBO, Dave Leger, 630-669-1979, drddl@sbcglobal.net [JFM]

1988 Porsche 930 GT1S Race Car 700 hp; proven winner/too many 1st Places to list; fresh motor/trans; 935 suspension w/adjustable Penske's; Fabcar chassis/wing/cage; fully sorted/needs nothing! 2 Workers Choice Awards/Class Winner Road America 3 years straight; PRICE REDUCED! Glenn Sapa, 27W506 Wallace Rd. Wheaton, IL 60187, (630) 291-6982. Glenn@TheSapas.com [JFM]

1996 Carrera Cabriolet: Polar silver/blue top with full blue leather interior; power everything; windstop; tires new (approx. 1000mi); updated wiring harness; garage kept; never raced; 32k miles; asking \$43,000. 630-357-3179 [DJF]

1997 Boxster 28,500 miles/Dollars is a 'steal'; 5-speed; Blue Turquoise/Black Top - quite unusual with everyone asking "is it custom"; B&B headers/exhaust; lowered suspension; practically every option/alum trim/computer/TC/17" wheels; no heated seats; stored winters; 6x CD disk trunk; never been hit/dinged/dented; drives like a dream/sounds like a symphony. Richard Sorock (h) 847-869-1014 or (w) 914-2779 Rsorock@msn.com [DJF]

OTHERS

Spec Racer Ford Chassis #131; closely regulated/highly competitive racing/most popular class in SCCA; corners at 1.4+ g's; professionally sorted/ready to race/SCCA Runoffs in 02; stack data acquisition; Butler seat; 3 sets wheels; all updates. \$19,500.00 Jack Amstadt 630-443-1217, jwamstadt@linecrafttool.com [DJF]

Tires/Parts/Misc

944 Turbo S rims with tires One set, chromed with painted center caps on Dunlap Sport 9000 225/50ZR16, 245/45ZR16; \$3,000 new from Wheel Enhancement/as new condition, \$2,000. Tom, 847.909.8460, tkowalski@mwenv.com [FMA]

Wheel (1) 8.5 x 16 OEM Slot Disk (Manhole Cover) rim in good condition. \$60 Tom, 847.909.8460, tkowalski@mwenv.com [FMA]

Wheels/tires set (4) OEM factory 17 inch Cup wheels w/ Bridgestone Blizzak winter tires, minimal use/rarely drove 993 in winter. asking \$900 OBO, Larry 847 673-8097 (before 10pm), lsross@uic.edu. [JFM]

16 " Snow Tires Mounted/freshly balanced w/new stems. Goodyear 225/50/R16 back & 205/55/R16 mounted on after market wheels; Wheels pitted/very functional; tires

excellent; \$250 OBO Thomas Ficho
847-657-7911 [JFM]

Time for Snow rims! Factory 944
Turbo "Phone Dial" Set/5000
miles/stored & forgotten in back of
locker; '86 "early offset" 7Jx16 &
8Jx16 ET23.3; pretty/clean/straight;
\$400 for 4; Ezra Goldman 847-274-
3879 Naperville [DJF]

Time for Snow rims! Factory 16"
'Design 90' set/beautiful cast alloy
wheels; silver painted w/clear coat;
6x16 and 8x16; original equipment
on '91 C4/replaced by Speedline/
Fikse wheels at 25k miles; fitments
for some '89-98 C2/C4, Boxster, 944,
968, 7 928; can be fitted to early
911, 912, 924 with spacers/studs;
straight; \$400 for 4; Ezra Goldman
847-274-3879, Naperville [DJF]

Parts Early 911s leather steering
wheel; custom 2.2 ltr. headers jet hot
coated; super trap silencers w/
mounting brackets; early 911
mufflers (2), both w/chrome tips;

early 911 roll bar/roll cage (auto
power); Mike Ryan 847-370-9500 or
847-884-8949 [JFM]

Parts Complete 915 shifter w/
Robotek sure shift, boot & shifter
knob; solid motor mounts; 3.2
balanced Carrera connecting rods;
3.2 distributor; 3.2 cams w/special
grind for motronic; light weight
fiberglass hood/hood hinges; 3.2
Carrera pistons; 3.2 engine oil
cooler/cover; alarm, door switch w/
key & wiring; 911 gauges complete;
other misc items. George Mueller
(w) 708-331-8707, Palos Heights,
gmueller@greatline.net [JFM]

Parts Complete interior from 1986
951; all black/full leather in almost
perf cond/no crack/as original;
front seats (driver's electric sport/
passenger manual); dash w/gauges;
console; rear seats; door panels/
windows & hardware; sun roof w/
actuator & trim. Need anything?
Tim (h) 847.223.1221, (w)
847.548.1080, trw@pwpinc.com

Porsche Style Calendar-2004

13 sketches of the Carrera GT in
calendar form. 50% off list-\$40.
See factory "Lifestyle Accessories
catalog," item #WAP09200314
Bruce Janecek, Palos Park, Ill.
(weekdays) 708/354-1901 Call now!
(other) 708/361-8421 [JFM]

For Rent

For Rent: Sun Valley, ID

Townhouse 4 br/4.5 bath; 2 blocks
to Warm Springs lift/4 years old-
spectacular!; directly from owner/30
year PCA member. Thomas Ficho
847-657-7911. [JFM]

Wanted

Wheels Used 17" Fikse; 8.5x17 front
for tire 245x17/11x17 rear for tire
315x17; buyer pay delivery. John
Sikora (h) 847.541.3616 or (cell)
847.630.2037 [JFM]



Everyone can make up their own caption

Aungahh!

The Bulletin Board. And, if you know some good ones that aren't listed, send them to me and I'll run them next month. (Please keep them Porsche, car, and/or venue related.)

We welcome another new advertiser this month, Dale Costello of American Collectors Insurance. Dale is a Chicago Region member.

Be sure to check out Chris Inglot's article about the Dinner Dance. It was a wonderful night. (We all clean up fairly well!) Chris, Steve and Russ Pesko have provided pictures to accompany the article and list of award recipients. Chris and I enjoyed chairing the event and have passed along to the others who helped us the thanks we have received from those who were there. Please congratulate the Award Recipients when you see them at the various events. I know that I'll sound like my mother when I say this, but everyone who participates in or volunteers at an event is a winner ... if for no other reason than you got yourself up out of your chair, out the door, hopefully fired up your favorite Porsche as transportation, and got involved.

Speaking of events, because of the close proximity to Milwaukee, I am running notations of appropriate Milwaukee Region events on the Three Months At A Glance Calendar. For the specific details of their events, please check their website at www.porschepark.org.

There is no doubt that it would be easier to do this editorship thing every month if the Chicago Scene were static. I could just drop in the new stuff and ship it off to Soske. But, it's not static ... and (except for the week that I'm pulling the issue together) that's a good thing.

A change in this issue involves the *Ask The Professor* column that I talked about last month. Pat Yanahan so liked the *Ask The Professor* portion of the January Technical Scene column that he has

volunteered to answer any questions relating to Concours. So, *Ask The Professor* as it appeared last month has morphed to a new column titled Q & A. I'm also changing the way in which questions should be submitted. Send them to me at ChiScene@aol.com. I'll get an answer and then run the question and answer. Questions must be Porsche or venue related.

In resurrecting *Oversteer*, it had not occurred to me that a fringe benefit would be that some of you would so readily share with me what strikes you as weird and amusing. Some of the jokes, etc that I've received, while I can't print them, have caused me to LOL. I will share the ones that are appropriate.

Speaking of weird, my mother sent me a clipping from her local paper (she's in FL near Daytona). The article is titled "Please leave the Porsche lights on." In brief, the article says that police and local Porsche owners in her area are frustrated by thieves adept at stealing the blue-tinted headlights from Porsches and using them to customize cheaper models. She wanted to know if this is a problem here. Anybody?

Steve, don't forget that there's a day this month that requires observance (flowers/gift) if you wish to have a tranquil life ... I don't mean Mario Andretti's birthday on the 28th.

There's lots going on this month. We'll see you at an event.

Happy Valentine's Day (hint, hint).

Susan

Aungahh (a-uun-gaaa), n. [Skip Barber Racing School]. 1 The sound of the motor of a car as the clutch is depressed, the brakes applied, and the throttle "blipped" to effect a heel and toe downshift. 2 Editors' column.

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