

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

# Chicago Scene

FEBRUARY 2005



THE OTHER GUYS - PHASE II

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DRIVER WORKSHOP

SPRING DRIVING TOUR

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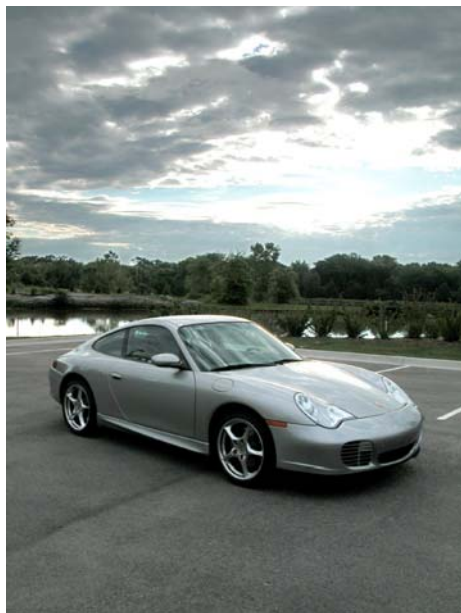
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# Chicago Scene

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Charles Deets' 2004 Anniversary 911

*photo by Charles Deets*

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5	Concours School - Feb 27
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23	Rallye I - Go West - Apr 17
35	Rallye II - Books and Beans - May 15
19	Spring Driving Tour - Apr 9 - 10
17	Spring Tech Session - Mar 19
11	St Pat's Party - Mar 12

Contributing to this issue: - Jim Jacisin, Ed and Debby Leed, Mike Haas, John Miller, Chuck LaMantia, and Brent Johnson

Contributing photographers: John Miller, Brent Johnson, and Charles Deets

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# THREE MONTHS AT A GLANCE



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		15	16	17	18	19
		<b>FEBRUARY</b>				
20	21	22	23	24	25	26
27 <b>CHILI TASTING &amp; CONCOURS SCHOOL</b>	28	1	2	3	4 <b>BOARD MEETING</b>	5 <b>INSTRUCTORS WORKSHOP</b>
		<b>MARCH</b>				
6	7	8	9	10	11	12 <b>ST PAT'S PARTY</b>
13 <b>RALLYE SCHOOL</b>	14	15	16	17 	18	19 <b>SPRING TECH SESSION</b>
20	21	22	23	24	25	26
27	28	29	30	31	1	2
					<b>APRIL</b>	
3	4	5	6	7	8 <b>BOARD MEETING</b>	9 <b>SPRING DRIVING TOUR</b>
10 <b>SPRING DRIVING TOUR</b>	11	12	13	14	15	16
17 <b>RALLYE I</b>	18	19	20	21	22	23
24 <b>AUTOCROSS SCHOOL</b>	25	26	27	28	29	30
1 <b>AUTOCROSS I</b>	2	3	4 <b>BLACKHAWK DE-NOVICES</b>	5	6 <b>BOARD MEETING</b>	7
	<b>MAY</b>					
8	9	10	11	12	13 <b>BLACKHAWK DE-EXPERIENCED</b>	14
15 <b>RALLYE II</b>						

## 2005 CALENDAR AS 2/4/05

*Italics = info in this issue* CAPS = change

### Feb

- 4 Board Meeting
- 12 Valentine Social
- 27 Chili Tasting/Concours School

### Mar

- 4 Board Meeting
- 5 Instructor Workshop
- 12 St Pat's Party
- 13 Rallye School
- 19 Spring Tech Session

### Apr

- 8 Board Meeting
- 9-10 Spring Driving Tour
- 17 Rallye I
- 24 Autocross School

### May

- 1 Autocross I
- 4 Blackhawk I DE Novice
- 6 Board Meeting
- 13 Blackhawk II DE Experienced
- 15 Rallye II
- 27-29 RADE DE

### Jun

- 3 Board Meeting
- 5 Autocross II
- 10 Blackhawk III DE
- 12 Concour I - Medinah
- 19 Concour II - Porsche Exchange

### Jul

- 8 Board Meeting
- 22 Blackhawk IV DE
- 24 Potter's Picnic/Concour III
- 30 Kane County Cougars Social
- 31 Autocross III

### Aug

- 6-7 Gingerman DE
- 12 Board Meeting
- 14 Autocross IV
- 19 Blackhawk V DE
- 21 Rallye III
- 27 Golf Outing

### Sep

- 2-5 TRAC 2005 DE/Concour IV/Party/Club Race/Tour/Golf
- 9 Board Meeting
- 11 AUTOCROSS V
- 16 Autobahn CC DE
- 18 CONCOUR V
- 25 Rallye IV

### Oct

- 1-2 Blackhawk Octoberfest (VI) DE
- 7 Board Meeting
- 9 Cafe 36 Social
- 16 Rallye V
- 17 22-23 Fall Driving Tour

### Nov

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

### Dec

- 10 Dinner Dance

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*No phone calls or faxes after 9:00 pm, please*

# IT'S WHY YOU BOUGHT THE CAR

Jim Jacisin, President

## Spring Training

Oh sure, it doesn't look like much right now. Snow is probably still coating Canada Corner at Road America. Wait, the oak grove at Medinah...well I'm pretty sure parking 60 Porsches under the trees would be frowned upon right now. Hold on. Those lovely challenging country roads we rallye on...good luck carrying those speeds in February. While an Autocross in the snow might be well, interesting, I'm pretty sure Porsche National might question the insurance waiver. I can hear the hotline ringing now. And really, no one is all that happy to replace all the cones I knock down when it's warm out let alone when the temperature is in the little numbers. And I wouldn't exactly start heading out for our annual event at the Kane County Cougars ballpark. But, like you air-cooled guys know, nothing lasts forever (I knew that was just a fad).

While pitchers are now reporting to spring training, in a way we have our own preseason spring training programs.

Looking forward...

First to report is the Concours crew. The Concours School/Chili Tasting event is always one of the year's best-attended events. If you wish to participate in any of this years concours events, or simply want learn how to remove winter from your Cayenne, Ron Bean, Van Larson and Pat Yanahan will show you the ins and outs and dirty little secrets of our hugely successful concours program.

Now drag in some chili, a few beverages and surprises along the way and you end up with a 'don't miss' party. We will even have 'Hot Wheel Races' for the little "drivers" on a 100 foot long track.

Next up is the Instructors Workshop. Our Chief Driving Instructor, John Ruther, is our host. He won't tell me where it is, but if you think you are a qualified candidate to share your knowledge around a racetrack, I understand that there is an application in the pages that follow.

Batting third is a party to celebrate the most important holiday of the entire year ... St. Patrick's Day, of course. I've asked our own Irish good luck charm, Ed Barnicle, to host this year's event. To be sure the drums go bang, the cymbals clang and the horns they blaze away, he has chosen Ballydoyle in Westmont to hold the holy day proceedings. If you attended the General Membership Meeting last month, you know that it boasts *cea'd mile fa'ilte* (welcome a hundred thousand times over). Come join us and lift a pint celebrate spring, dance a wee bit and toast my father's birthday.

In what completes this year's first 2-day event weekend, we visit beautiful Medinah Country Club to Rallye around our new Chairs, Lee Lichtenstein and Chuck Bittman. Be sure to "navigate" your way through the Scene and plan to attend this

don't miss event. Perennial winners, Lee and Chuck promise to add their own touch to coordinating this year's Rallye schedule.

And finally, we end March with a spring tech session at Northstar Motorsports. Since you're tuned up, it's time to make sure your car is also.

Looking back...

Two events in the rear view mirror, 46 still ahead in 2005. That's quite an ambitious schedule.

Thanks Cindy Jacisin for the great job putting together the General Membership Meeting. It was fabulous. And thanks Toby Duckett for putting together the St. Valentine's Day celebration at Shaw's Crab House. It was sweet. Both were a great start to the new year.

Once again, I'll make you a promise. Just give us one or two test drives and I promise you'll come back for a third. You see, this region has been getting it done since 1957 ... two years before a Chicago baseball team has played in a World Series.

Grab the keys...we're just starting.

---



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**SUNDAY, FEBRUARY 27, 2004**

**11am - 3pm**

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## CHILI TASTING

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 27th** from **11am to 3pm** at **Loeber Porsche** in Lincolnwood.



## CONCOURS SCHOOL

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 **Hot Wheels Race** for the rug rats.

**Chili Entrants please RSVP to:**

Ron Bean  
rbean@stagnito.com  
847.835.5265

Van Larson  
Valyr9090@aol.com  
630.377.4686

**Questions/want to help?**

Contact either Ron or Van



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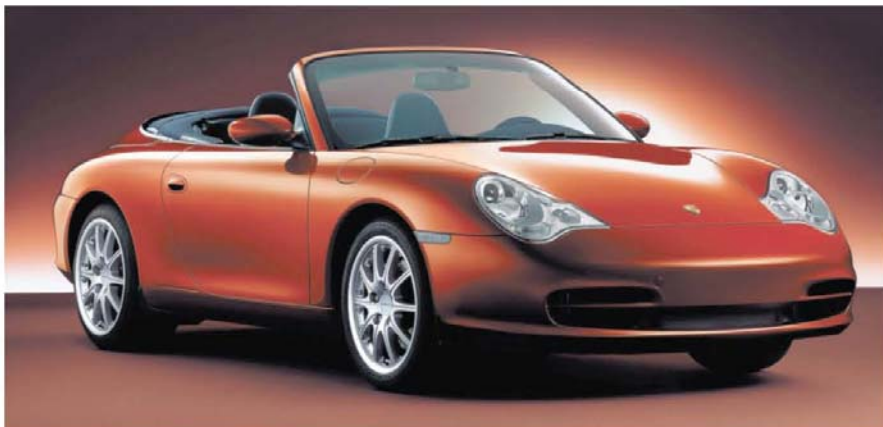


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# Q-TIP CORNER

Ron Bean, Concours Co-coordinator

*My Porsche sparkles and looks better than the day I drove off the dealer's lot.*

*I've learned how to prep my Porsche and I have selected the judging class where I feel comfortable. I have mailed in the registration form and fee for the upcoming event, and have directions to the event.*

Congratulations ,you have made the decision to do your first Chicago Region Concours

It will be fun, and to echo the words of our Chicago Region President, "it's why you bought the car." OK, what else do you need to know?

All that's left is a few helpful reminders and hints.

Usually the event coordinators attempt to group the Porsches by the six classes, so you'll be with others at your level.

You'll want to do a few last minute clean-up checks upon arrival, so here are the areas that might need attention.

- The windshield usually needs a quick inspection along with the front end and any upfront spoilers that might catch bugs or grime.
- Also check lower body areas behind the wheel wells as they can pick up grit too.
- The wheels will need a wipe down as even a few miles of driving can produce a fine haze of brake dust. This usually can be done with a clean, barely damp cloth.
- A quick interior inspection will also help if you are in C class or above. Make sure you remove all radar detectors, slurpy cups, sun glasses and anything else that is not part of the Porsche.

- Remove floor mats on C class and above, as interiors are judged here. Cabriolet tops should be up and all windows and sunroofs should be closed.

As much as you prep your Porsche prior to a Concour event, you'll always find something upon arrival at the event that you missed. Also humidity and sunlight can vary from your prep area to the event, so be prepared for surprises.

After the judging and awards you'll receive your score sheets. A great way to learn is comparing you score sheets with your other class entrants as you'll see what the judges were looking for. Keep your score sheets for direction in prepping you Porsche for the next event.

You'll learn, have fun and have a great Porsche day. "It's why you bought the car!"



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# *PCA Chicago Region Instructor Workshop*

**March 5, 2005**

**Marriott Hotel**

Higgins Road -West of Cumberland Ave., Rosemont

**10 am - 2 pm**

**Buffet Lunch at Noon**

**Whether you are an Experienced Instructor, a New Instructor, or  
would like to become an Instructor -**

**this Workshop is for you.**

This workshop is designed to improve both the quality and consistency of the instruction we give to our novice drivers. This year the material will primarily be a repeat of material covered during the past several workshops and will be facilitated by John Ruther and Greg Turek. The intent of the workshop is to get our newer instructors up to speed (so to speak) with the teaching outline and techniques that our seasoned instructors have been using for the past several years. While experienced instructors are certainly invited to participate, this meeting is by no means mandatory and the material to be covered may well be "Old Hat". If you are an Instructor but have not attended our Annual Instructor's Workshop during the past several years, this would be a good time to catch up with the programs we have presented previously.

If you are not currently an Instructor, but would like to be considered to be an Instructor please fill out the application. We will review your qualifications and will let you know if you qualify.

As in years past, we will try to have this Workshop be an interactive discussion between our facilitators and our Instructors. Our meeting will be held at the Marriott Hotel in Rosemont, IL and will run from 10 am SHARP to 2 pm. We will serve a buffet lunch at noon.

---

**Yes, I will attend the Instructor Workshop.**

**Name:** \_\_\_\_\_

**No. of People:** \_\_\_\_\_

Mail or Fax to: John Ruther, 12 Kensington Dr., N. Barrington, IL 60010

**Fax: (847) 304-5615**

# PCA Chicago Region Instructor Application

Name: \_\_\_\_\_ Street: \_\_\_\_\_  
Home Phone: \_\_\_\_\_ City, State, ZIP \_\_\_\_\_  
Work Phone: \_\_\_\_\_ Email: \_\_\_\_\_  
Porsche Model: \_\_\_\_\_ Racing Licenses (if any): \_\_\_\_\_

## RACE TRACK EXPERIENCE (Include Professional Schools):

<u>YEAR</u>	<u>RACE TRACK</u>	<u>DATES DRIVEN</u>	<u>NO. OF DAYS</u>	<u>TYPICAL LAP TIMES</u>
2004				
2003				
2002				
2001				
2000				
Before				

### WHY DO YOU WANT TO BE AN INSTRUCTOR?

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### WHY WOULD YOU BE A GOOD INSTRUCTOR?

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*Spend Some Quality Time  
With Your Baby.*



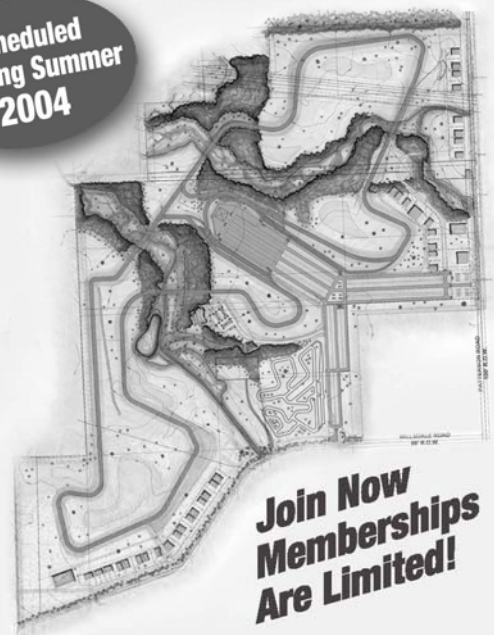
Join the Country Club that has a race course instead of a golf course. Actually, there are three race layouts. The North Track has 10 turns and is 1.46 miles in length. The South Track has 15 turns and is 2.1 miles long with a 2000 ft straight. Combine them both and you get a 3.56 mile long course with 24 turns.

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

**[www.autobahncountryclub.net](http://www.autobahncountryclub.net)**  
**Call: 630-375-7652**

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

Scheduled  
Opening Summer  
2004



**Join Now  
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**“Wearin’ Of The Green”**  
**St Pat’s Party**  
**March 12, 2005**  
**\$34.00 per person**



**Ballydoyle Pub**  
**5157 Main Street**  
**Downers Grove, IL**  
**630.969.062**

Cocktails - 7:00 pm

Dinner - 8:00 pm

Cash Bar

Come join us for a celebration of the “Wearin’ Of The Green”. Saturday March 12<sup>th</sup> is the date, and the Ballydoyle Pub, 5157 Main Street in Downers Grove is the site. There will be an authentic Irish American dinner in a private dining room featuring corned beef and cabbage for the “Real Irish” (take note Keith and Chuck), as well as fish and chips for the left-handers, and an authentic Celtic band performing on the main stage beginning at 9:00PM. The \$34.00 per person price of admission will include dinner, dessert, non-alcoholic beverages, tax, gratuity, and a cover charge for the entertainment. Cocktails (cash bar) for those who desire a “Touch Of The Creature” will begin at 7:00PM ( with dinner at 8:00PM. ), and will feature Ed Barnicle’s extensive collection of Irish music. There aren’t many other pubs in the Chicago area that can give you that “Kiss me, I’m Irish” feeling quite like this one. Plan to be there.

Please make your check payable to PCA Chicago Region, and mail it to Ed Barnicle, 3 Hanover Court, Burr Ridge, IL 60527. Due to the necessity of giving the Pub an accurate head-count of the number of people, please get your reservation into Ed by March 5, 2005.

**Directions:**

**From the north :** Take I-294 or IL Route #83 south to Ogden Avenue(Rt. #34). Ogden west to Main Street in Downers Grove ( about 3 miles west of Route #83 ), then south about one mile to the Pub which is on the east side of the street.

**From the south:** 55<sup>th</sup> Street is an alternate to Ogden for getting to Main. Take Main north to the Pub.

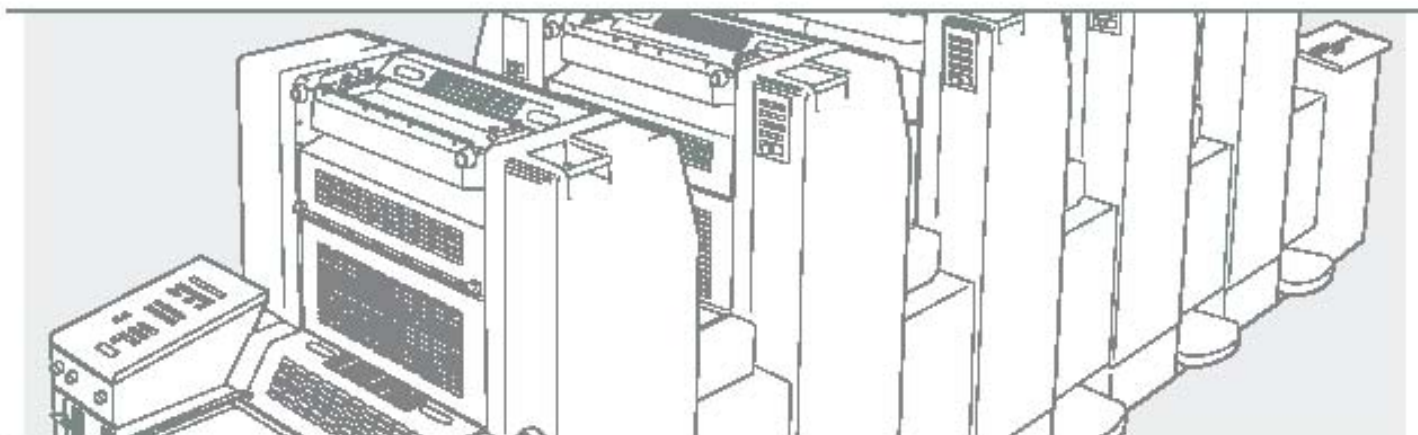
**Attendees**

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Name:	Phone #	E-Mail Address
Name:	Phone #	E-Mail Address



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

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**PRESSTech**  
THE. PAPER. PRESS.

# 2005 RALLYE SCHOOL

MARCH 13, 2005 9:00 AM

## MEDINAH COUNTRY CLUB

6N001 MEDINAH ROAD  
MEDINAH, IL  
630.773.1700

**\$10.00 PER PERSON**

We will hold our annual Rallye School again this year at the beautiful Medinah Country Club,

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.

*Please no children unless he/she is a navigator.*

For further information contact

Lee Lichtenstein - 847.577.1550 or Lee@pmsales.com

Chuck Bittman - 708.352.9505 or cbittman@bellebotanicals.com

To be added to the Rallye e-mail list for periodic updates and event information

Phyllis & Tom Harwood - trh911sc@aol.com

### 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.

Mail (with or without payment) to: Lee Lichtenstein, 1540 Springview Ct., Wheeling, IL 60090

E-mail to Lee@pmsales.com or phone 847.577.1550 regarding your intention to attend.

I/we will attend the 2005 Rallye School on March 13<sup>th</sup>.

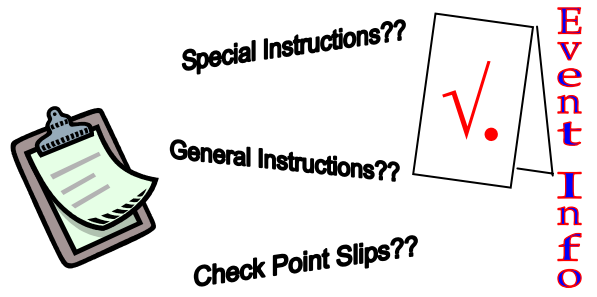
**Please sign up no later than March 4<sup>th</sup>**

\_\_\_\_\_  
DRIVER

\_\_\_\_\_  
phone/e-mail

\_\_\_\_\_  
NAVIGATOR

\_\_\_\_\_  
phone/e-mail



# THE OTHER GUYS - PHASE II

Brent Johnson

A dream of several of us PCA members has always been to race our cars side by side at high speeds around an internationally acclaimed track, such as Road America.

Approximately 2 years ago, Marty Bour, Kurt Konrath and myself, began the road to achieve that ultimate goal. We attended an all-day seminar led by John Ruther and Greg Turek, a couple of seasoned veterans. The history and purpose of the PCA Club Racing program were explained as well as licensing requirements. Major emphasis was placed on safety. They also reviewed recommendations of what to bring to a race and how to prepare your car and your body prior to a race. 'In car' videos demonstrated some of the dos and don'ts of club racing and were often more helpful than conventional chalk talks.

The three of us decided to take the plunge. Next step was to complete an application and get the required recommendation from Mr. Ruther and pass a physical. Being the squeaky clean, quiet gentlemen we are, this was not too much of a problem. About that time, I was renewing a health & life insurance policy. Why would one of the questions be "do I race cars?" What a silly question.

Once this was accomplished, the most demanding, mental exhausting, intense portion of the process faced us. A 45-minute interview with Susan Shire. 'Yikes!' That's like going to see the Wizard. Truthfully, Susan wanted to make double sure we knew what we were getting ourselves involved with and to make sure we were doing it for all the right reasons. Banging fenders on a Sunday afternoon is not a good reason to club race.

We felt, with six years of experience in DE at Road America, that should be the place to start since we



(left) Kurt, Marty and Brent at the Gingerman Club Race

*photo from Brent Johnson*

consider it to be our "home" track. "Not so", according to John Ruther and others with more experience club racing. Too many egos, cars, and vertical objects come into play at Road America, which is one of the major PCA Club Race events of the season. It was highly recommended to begin with a track such as Gingerman or Putnam with fewer obstacles with which to make acquaintance should concentration be momentarily lost.

We took the advice and Marty and Kurt began their club racing careers at Gingerman (Marty in 2003 and Kurt in 2004). I could not wait for Gingerman 2004 and opted for Mid-Ohio 2004. (I would not recommend Mid-Ohio for a first timer. It is extremely technical, although a fun and exciting track. There is no margin for error. I considered setting the cruise control and kept telling myself, "Someone has to be last"). Three others in the group, Paul Radja, Bob Danko and Dave Swanson have decided to wait another year before taking the plunge.

During Orientation prior to one's first club race, the point that is drilled into everyone's mind is that we are all on the track to "co-exist." The whole point of club racing is not so much to be the first to get the checkered flag, but to co-exist with others on the same track so that you do see the checkered flag. We were told that when faster cars start breathing down our exhaust pipes to be predictable. In other words, hold your line. Let the experienced guy find a way around you and believe us, they will, without much problem.

The three of us drove in the Gingerman 2004 Club Race and had a great time. Kurt and I drove both the Sprint and Enduro races and agreed the Enduro was more fun since it allows more time to think about overtaking cars and moving up through the field (of cars, that is).

Secondly, some pit strategy comes into play. The rules seem to vary between events (depending on the size of the pit area). At Gingerman, drivers were allowed to make their

mandatory 5-minute pit stop under a full course caution, which is what happened when a car came to rest outside turn 7. Rather than pit, I opted to stay on the track since I was then in 2<sup>nd</sup> place overall (everyone else was in the pits. Only two of us were stupid enough not to pit). That brilliant move cost me 2 and a half laps later in the race when I decided to pit. Making the mandatory pit stop under a full course caution is not allowed at Road America. Strategy then comes into play. Pit early when in heavy traffic or pit later?

Being a 90-minute Enduro, Road America becomes even more of a challenge, especially when the track temperature is 100+ degrees. This

is when physical fitness comes into play as well as consuming huge amounts of water and Gatorade prior to the race. Regardless of what your mother-in-law says, club racing (even DE for that matter) requires good physical fitness and a sound mind. Besides enduring the heat inside your nomex long underwear and 3-ply race suit and depending upon the track, you are shifting gears 20+ times per lap. Lifting weights to build forearm and shoulder strength is highly recommended as well as some sort of aerobic workout to build up endurance.

Enough about the specific races. Combined between the three of us, we have completed thirteen (make

that twelve) incident free races. The "X's" are gone from our bumpers. In those twelve races, we have amassed 6 top five; 4 top ten and 2 top twenty finishes. Not too bad for starters.

Not all DE drivers are Club Race material. It takes a certain mind set along with the knowledge everyone's car is very expensive (in most cases, we do not have sponsors) and we would very much like to take our car home in the same condition it was when we arrived at the track. We really enjoy the camaraderie and look forward to another safe and fun season.

Hopefully, some more of the "Other Guys" will come on over.



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danced in their heads.**

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



**PORSCHE**

# March 19th. Safety -Tech. Session- Safety & Preparation

11:30 AM - 4:30 PM

Only \$5 Per Person, Kids Free

Location:

Northstar Motorsports  
28144 W. Industrial Ave, Suite 108  
Barrington, IL  
(847) 304-5515

## - FEATURING -

- New Products from Hans, Sabelt & Puma
- Relax in an informative atmosphere
- Pizza, beer, wine & pop!
- Ask our Panel of Experts
- 10% Discount on all purchases this day only

The **2005 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 how the Hans device actually works and hear our discussion of Sabelt's new 5 & 6 point harness systems as well as Sabelt's new line of safety equipment. Northstar has just been appointed one of the new distributors for the Hans Device, as well as being an importer for Sabelt's line of racing safety equipment and harnesses. Also check out Northstar's HUGE new inventory of Sparco racing products. 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 and the Hans Device)**

### 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.

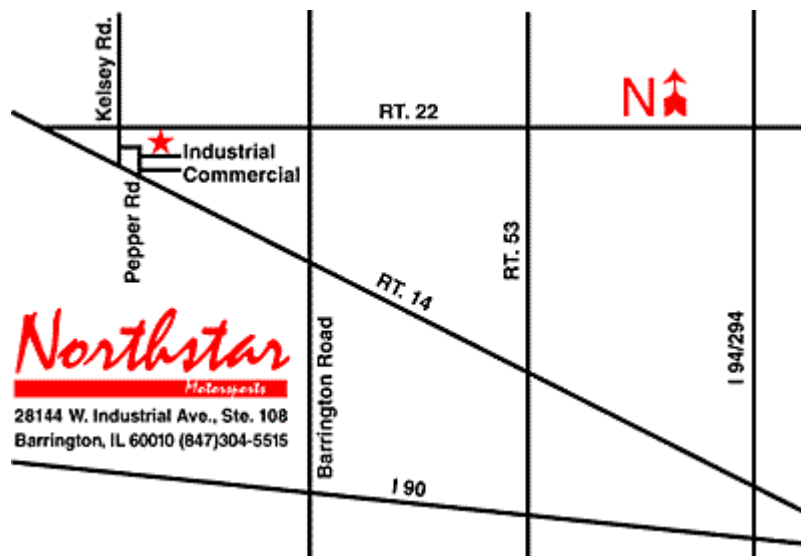
### Other Experts

**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](mailto:Toby@mc2FYI.com)



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**3017 PERRY STREET  
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53713  
608.274.5054**

**SPRING DRIVING TOUR****SATURDAY, APRIL 9TH****10:00 AM****OUTLET MALL PARKING LOT  
HUNTLEY, IL****\$20 per car (donated to 2005 Chicago Region Charity)****Sign-up or Questions: Jim Drury - 708.354.8121**

*The Spring Driving Tour will begin on Saturday, April 9th at 10:00 AM in the parking lot of the outlet mall in Huntley, IL. We will blast our way to Galena via the Stagecoach Trail which starts in Rockford, IL. The drive is about 87 miles after we start in Rockford. Lisa and I are going to spend the night in Galena and zip back early Sunday morning. This road will make you feel like you are not in Illinois.*



Here's what [www.drivers.com](http://www.drivers.com) says about the route:

If you live in the Chicagoland area, a popular day trip is to Illinois' second largest city, Rockford. But if you want some truly scenic roads and an unique and quaint destination town, head west from Rockford to Galena, near the Mississippi River. Take U.S. 20 west from Rockford through Freeport, where you can see the spot of the famous second Lincoln-Douglas debate at Taylor Park. Continue west on U.S. 20 to Rte. 73. Take Rte. 73 north one mile into the town of Lena, where you must stop at Lena's Drive-In for the best soft-serve ice cream you've ever eaten.

Heading west out of Lena is the Historic Stagecoach Trail, marked along the route with Historic Trail signs. Now you're on one of the most scenic 40 miles of road in the whole state. The normally flat topography of Illinois changes into beautiful lush rolling hills, with farmhouses and barns that look like a scene from the 1850s. You will pass through small, sleepy, all-American towns with names like Waddams Grove, Apple River, and Scales Mound. The winding two-lane road, with tight turns and switchbacks is ideal for enthusiastic top-down sports car driving, or better yet, in the saddle of a nimble motorcycle.

The end of the trail takes you right to the top of Main Street in historic Galena, where 85 percent of the town is included in the national Register of Historic Places. There you can tour the home of President Ulysses S. Grant, go wine tasting at the Galena Cellars Winery, or browse the quaint Main Street shops featuring antiques, crafts, and unique art galleries and eateries. If you are a golfer, stay at the Eagle Ridge Inn and Resort, where you can choose from three outstanding golf courses and a host of luxury amenities.

**Starting Point:**  
Rockford, IL

**Distance of Drive:**  
87 miles

**Best Time of Year for Drive:**  
Spring to fall

**Must Eat:**  
Lena Drive-In  
304 N. Freedom St., Lena, IL 61048  
Phone: 815-369-4317 *Call ahead to confirm hours of operation.*

**Points of Interest on Drive:**  
Home of President Ulysses S. Grant

# MEMBERSHIP NEWS

Mike Haas and Van Miller, Membership Coordinators and Debby and Ed Leed, Membership Database

---

## JANUARY 2005 NEW MEMBERS

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

Tom Chavoen  
Bartlett, IL 60103  
1988 911 Black Carrera

David McEachern  
Joliet, IL  
1969 911E Coupe

Ernie Rossi  
Dave Rossi  
Naperville, IL  
1989 911 Black Carrera Targa

Z. Mark Ghaowi  
Prospect Heights, IL  
2000 996 C4 Violet Millennium Coupe

Matt Mikyska  
Chicago, IL  
1973 911 Blue Coupe

James Skelton  
Kay A Skelton  
Scherverville, IN.  
1997 Black Boxster

Rod Lubeznik  
Portage, IN  
2004 996 Gray Twin Turbo

Markus Netzel  
On board ship USS Shiloh in the  
Indian ocean  
1983 911SC Brown Coupe

Robert Snider  
Richard Snider  
Park Ridge, IL  
2000 911 Coupe

---

## FEBRUARY ANNIVERSARIES

1974 Robert L. White	Alexander White	1996 James B. Mansfield	Karen Mansfield
1977 Michael Adler	Petra Adler	1996 Gordon A. Smith	Lynn Smith
1988 William G. Fischer Jr.	Jane Fischer	1996 Robert E. Durkee	Erni Durkee
1988 Gary S. Kovener	Sharon Kovener	1996 John J. Casey	Mike Tompkins
1989 James A. Ladwig	Paula Ladwig	1997 Martin Glusberg	
1989 Frederick E. Fess II	Kara Fess	1997 Paul Joyaux	
1991 Edward B. Vaughan Jr.	Andrew Mardis	1997 Jack Stvan	Mary Jo Stvan
1993 Gary A. Busse	Leah Nelson	1997 Steven M. Barger	Cynthia L. Barger
1993 John Gerald Matta	Cindy Matta	1997 Scott Holtz	Wendy Holtz
1993 R. Gordon Lowery		1998 John P. L'Herault	Leslie L'Herault
1993 Michael R. Southard	Audrey M. Southard	1998 Seiji Daito	Christine Daito
1993 Michael S. O'Meara	Lenore Moser	1998 Dale Costello	Amber Costello
1993 Terrence L. Hubbard	Leslie Hubbard	1998 Harry S. McGee II	Anne McGee
1995 Brian Mulligan	Gisele Perez	1998 Gary L. Neale	Sandra C. Neale
1995 Robert W. Klatt	Chris Klatt	1998 J. Bradley Weber	
1995 Ronald A. Micek	Martha Kuffel	1998 Robert J. Wilson	Cass Wilson
1995 Jerry A. Mejdrich	Lois Ann Mejdrich	1998 Kenneth W. Fraser	Teresa Fraser
1996 Peter H. Faehnrich	Christel Faehnrich	1996 James B. Mansfield	Karen Mansfield
1996 Rocci J. Primavera		1996 Gordon A. Smith	Lynn Smith
1996 Michael G. Allen		1996 Robert E. Durkee	Erni Durkee
1996 H. Edward Barnicle Jr.	Gayle Barnicle	1996 John J. Casey	Mike Tompkins

1997	Martin Glusberg		2000	John Polywka	
1997	Paul Joyaux		2001	Vincent J. Pappalardo	Lisa Pappalardo
1997	Jack Stvan	Mary Jo Stvan	2001	Sanford A. Busse	Becca Moulthrop
1997	Steven M. Barger	Cynthia L. Barger	2001	William B. Avellone	Jo Ann Avellone
1997	Scott Holtz	Wendy Holtz	2001	Don Faems	Lauren Faems
1998	John P. L'Herault	Leslie L'Herault	2001	Peter Hrabski	Janet Hrabski
1998	Seiji Daito	Christine Daito	2001	Paul A. Brandt	Kelly L. Loeffler
1998	Dale Costello	Amber Costello	2001	Kay Reed	Harry Reed
1998	Harry S. McGee II	Anne McGee	2001	Cornelius J. Crane	Lance Jack
1998	Gary L. Neale	Sandra C. Neale	2001	Ryan A. Gabel	Richard Scalzo
1998	J. Bradley Weber		2001	Raymond S. Schlueter	Masako Schlueter
1998	Robert J. Wilson	Cass Wilson	2003	Leonard Muller	Judy Muller
1998	Kenneth W. Fraser	Teresa Fraser	2003	G. Allen Cole	Marci Cole
1998	Craig Whitehead		2003	Edward J. Giese	TJ Hogan
1999	David Frohlichstein	Carol Frohlichstein	2003	Todd D. Halamka	Susan Halamka
1999	Scott J. Johnson	Bryant T. Johnson	2003	Kevin J. Smith	Roger Smith
1999	Brent Crossley	Andrew Meyers	2003	Mark O'Brien	Sonia O'Brien
1999	Michael R. Getz	Sharon Getz	2003	Weston W. Walter	James Walter
1999	Rainer Dronzek	Nancy Ross-Dronzek	2003	Jay Schuette	Gretchen Schuette
1999	Russ Pesko	Becky Pesko	2003	Roman B. Kowal	Michael Kowal
1999	Paul Becker	Joanne Becker	2003	Tim Dugan	
1999	Kris Tucker		2003	Matthew N. Erickson	
1999	Nadine Haupt		2003	Enrique Saguil	Osmundo Saguil
1999	David B. Small	Robin Small	2004	David Tekler	
2000	David W. Lockhart		2004	Jeffrey J. Huseman	Claire M. Huseman
2000	Thomas J. Hess	Sharon C. Hess	2004	Jay L. Owen	
2000	David Deroche	Katie Deroche	2004	Tony Kinnear	
2000	Robert E. Recar		2004	James R. Greenwell	Beverly Greenwall
2000	William J. Walsh Jr	Lydia C. Walsh	2004	Helge Fillipsen	Anna Fillipsen

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# GOODIE STORE SCHEDULE

Chuck La Mantia

**Chili Tasting/Concours School**  
Sunday, Feb 27th  
Loeber Motors, Lincolnwood, IL

**Autocross School**  
Sunday, Apr 24th  
Maywood Park, Maywood, IL

Look to the "new look" Chicago Region website for updates and additional information.

**Spring Tech Session**  
Saturday, Mar 19th  
Northstar Motorsports, Barrington, IL

Note the schedule above and do not forget your checkbook. Cash also works but sorry, no credit cards.

Feel free to contact me at my email address ([claman1022@msn.com](mailto:claman1022@msn.com)) or give me a call at 847-417-6685.

## Coming Attractions

In the March Issue ...

Event Information for:

- Autocross II
- Blackhawk DE III
- Concours I

## CHANGE OF ADDRESS

Name(s)

Old Address

**NEW ADDRESS**

Home Phone

Fax

Work Phone

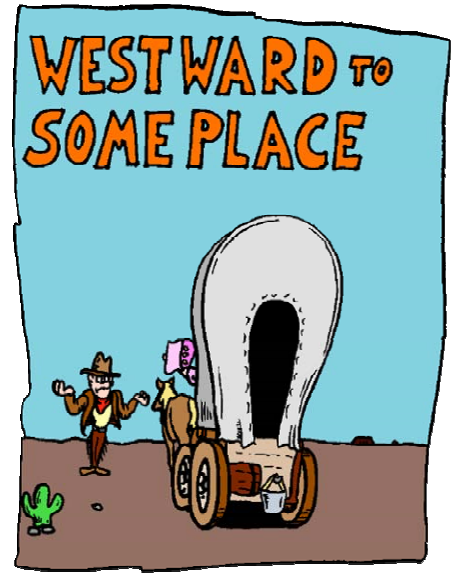
e-mail

Mail, fax or e-mail to: Debbie Leed, 37 Lakeview Drive, Barrington, IL 60010-1949 / Fax 847.382.3562 (8:00 am - 8:00 pm only) / [Leedlast@hotmail.com](mailto:Leedlast@hotmail.com)

# GO WEST TO KENDALL COUNTY RALLYE

## SUNDAY, APRIL 17, 2005

### \$20.00 PER CAR



Event  
Info

#### START POINT LOCATION:

The start point for the rallye is the parking lot at the south east corner of the intersection of Randall Road and Fabyan Parkway in Batavia. In this strip mall is a Trader Joe's, Circuit City and a Walgreen's. The restaurant is on the east side of the parking lot and behind Walgreen's. Home Depot is across the street on the north east side of the intersection. (Watch for all these signs as you go on Randall). You enter the parking lot from Fabyan Parkway. To get to the start point, it is probably best that you exit I88 at Ill. 31 north. Make a left on Mooseheart and go to Randall. Make a right on Randall to Fabyan. There is not a direct exit for Randall Road from I88.

This rallye will be over the roads of southwest Kane County and Kendall County.

#### END POINT LOCATION:

The end point will be at Lincoln Inn on Route 31 in Batavia. The Lincoln Inn is approximately 3.00 miles north of I88 south of down town Batavia.

Questions can be directed to the Rallyemasters, Ken Pesavento at 630-469-1546 or Kenneth\_a\_Pesavento@ml.com or Tom and Phyllis Harwood at 847-742-6804 or trh911sc@aol.com

**Mail Registration to Ken and Nikki Pesavento, 2 S 430 Canterbury Court, Glen Ellyn, IL, 60137.**

DRIVER: \_\_\_\_\_ Phone # \_\_\_\_\_

Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest of \_\_\_\_\_

NAVIGATOR: \_\_\_\_\_ Phone # \_\_\_\_\_

Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest of \_\_\_\_\_

Car Model \_\_\_\_\_ Color \_\_\_\_\_ SOP \_\_\_\_\_ Touring \_\_\_\_\_ Novice \_\_\_\_\_

**Rallye Car Fee: \$20.00 Please make checks payable to PCA/Chicago Region.**

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# JOE RIZZA

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

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

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# PCA Chicago Region 2005 Tech Inspection Sheet

NAME: \_\_\_\_\_ DRIVER CLASS: \_\_\_\_\_ RUN GROUP: \_\_\_\_\_

MODEL/YEAR: \_\_\_\_\_ CAR COLOR: \_\_\_\_\_ ENG. DISP.: \_\_\_\_\_ CAR #: \_\_\_\_\_

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

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

Inside

Outside

Engine

**Helmet Requirements!**

1. **HELMET, SNELL SA 95** or later required for all **Track Events** including Blackhawk, Road America, and GingerMan. **(Snell SA sticker must be attached inside)**
- 1A. **HELMET, SNELL SA or M 90** or later required for all **Autocross** events **(Snell SA or M sticker must be attached inside)**.
2. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials. Arm restraints required for All Open Cars.
3. **SEAT BELTS** - Original factory installed belts for Novice, Green and Yellow. Required for all other Classes (and all Yellow/White Classes at Road America); Stock Seat = 6- point, "H" Harnesses without Harness Bar & no "H" with Bar or Race Seat = 5/6-Point. All securely anchored, Metal-to-metal, with large diameter washers on both sides of floor mounting holes. Tunnel side belt mounting only on factory seats. Harness and Seats must be equipped the "same" for Driver and Passenger side (Instructor).
4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. AFFF or Halon recommended.
5. **ROLL PROTECTION** - Roll Bar, Cage or Extender using "broomstick rule" Required for Black Class. The same Roll Protection is **highly recommended** although not required for other Classes. Any open car (no roof) must run Black Class rules. **All Cabs in all classes (except Boxsters & 996 and later Porsche) must have Roll bar or better.**
6. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
7. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, mats, etc. Glove box locked. Spare secured or removed (spare adds to structure to certain Porsches).
8. **AIR BAG EQUIPPED CARS** - No Obstructions in front of Air Bag (s).
9. **WINDSHIELD** - No major cracks and functional wipers with good blades.
10. **MIRRORS** - At least one side (two highly recommended) and one securely mounted rear view mirror.
11. **GAS CAP** - Gasket intact and cap tightened.
12. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
13. **FRONT SUSPENSION** - No excessive looseness in steering or suspension. Lower trailing arm to radius tight. Axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition. **Warning: 944/968 MUST Check Ball Joint & Control Arms for cracks and binding caused by excessive lowering, larger sway bars and track usage.**
14. **REAR SUSPENSION** - No excessive looseness. Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber on any car.
15. **WHEEL BEARINGS** - Correct adjustment, check for play and proper lubrication, no damaged or burnt bearings.
16. **BRAKES** - Sufficient brake linings or pads. No rubbing, cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness must be checked periodically for 2mm minimum thickness throughout the high-speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh Competition pads properly bedded in.
17. **WHEELS** - No cracks. No bends. All lug nuts must have 94 - 96 lbs. torque. Valve stem must have airtight cap. Hubcaps and Center Caps must be removed.
18. **TIRES** - In Good condition. No cracks or bulges. ZR or better required (HR for Autocross only). Minimum tread depth of 3/32" on contact patch area (race tires or shaved performance tires must have as least 1/16" tread wear marker depth and No Cord Showing). Seek an experienced driver with like car/tires for hot/cold tire pressure.
18. **BRAKE FLUID** - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high-speed event. If another high-speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.
20. **BATTERY (IES)** - Securely fastened and in good condition. No acid leaks or corrosion. Check fuel lines under battery trays on 914's. The Positive (+) Terminal on All batteries must be covered by cap or tape.
21. **ENGINE** - Check for odd sounds and satisfactory exhaust (remember 108db limit at Road America)
22. **DRIVE BELTS** - Tight and in good condition.
23. **LEAKS** - No exhaust leaks and leaks of any fluid - oil, gas, brake, or coolant.
24. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
25. **BRAKE LIGHTS** - All bulbs on both sides and center brake light (if so equipped) must be functional.

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

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

DRIVER'S SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

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

Revised January 20, 2005



# Autocross Driver School

## Sunday April 24, 2005

### Maywood Park

Event Info

8600 W. NORTH AVENUE  
MAYWOOD, IL

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. Chaired again by Ed Leed, Ed Russ, and Christy Russ, our Autocross Driver School is a must event for new members and anyone who just bought his or her first Porsche! This driver education event is an excellent opportunity for all 16 to 18 year olds in PCA's Junior Participant Program to gain some safe hands on experience behind the wheel of their parent's Porsche. For details about the Junior Participant Program and the necessary waiver forms, please visit [www.pca.org/members/library.html](http://www.pca.org/members/library.html).

**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. However, please be aware that **Autocrossing may be habit forming** and lead to doing things with your Porsche that it was designed to do.

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 a competition event.**

<b>Time</b>	8:00 AM 9:30 AM 11:30 AM 12:00 PM 3:00 PM	<b>Registration and Technical Inspection Opens</b> <b>Classroom Session</b> (Tech Inspection of entrants' cars will continue during class) <b>Lunch</b> <b>On Track Driver Instruction</b> at skid pad, slalom, turn and braking areas <b>Autocross Course</b> driving with on-track instruction
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**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 20** 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.

<b>First Driver</b>	\$35.00 Member	<b>Or</b>	\$40.00 Non-Member Guest - Member Must Be Present
<b>Second Driver</b>	\$20.00 Family Member	<b>Or</b>	\$40.00 Non-Member Guest - Member Must Be Present
<b>Or</b>	\$35.00 Member Sharing Car With Another Member (Register as two First Drivers)		

**Please register by mail.** Email registration is okay with check mailed separately. (Checks payable to PCA-Chicago Region)  
**To:** Ed Leed 37 Lakeview Dr. Barrington, IL 60010 **Email** Leedlast@Hotmail.com

**Questions?** Call **Ed Leed** at 847-382-6911 (before 9:30 PM please) or **Ed Russ** at 847-444-9119

**Driver 1** \_\_\_\_\_ Member/Guest \_\_\_\_\_ Phone Number \_\_\_\_\_

**Driver 2** \_\_\_\_\_ Member/Guest \_\_\_\_\_ Phone Number \_\_\_\_\_

**Total Enclosed \$** \_\_\_\_\_



## AUTOCROSS I

SUNDAY, MAY 1ST

PLANS ARE UNDERWAY ...

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FOR THE DETAILS ...

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**847-382-5285**

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**Contact: Chuck Harley - Owner**



# BLACKHAWK **NOVICE** DRIVERS' EDUCATION

## WEDNESDAY, MAY 4TH

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Here it is, the first novice track event of the year. Blackhawk is a great road course close to home in Rockton, Illinois. **This May 4th Blackhawk event is for Novice Drivers and Instructors only.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

**Mandatory clothing for all drivers at this event includes: a Snell SA 1995 or 2000 Helmet, long sleeve cotton shirt, long pants, socks, all made of non-synthetic materials, and closed toe shoes.** Recommended but not mandatory are: driver's suit, driving gloves, driver shoes and a protective neck brace all made of Nomex or similar fire-resistant material, as well as a mounted fire extinguisher. Please check the date on your helmet now, as it will be inspected during the Tech Inspection at the track. **If you and your car do not pass Tech Inspection, you will not be able to drive.** You will be required to show a valid drivers license (no tickets accepted) along with a valid PCA Membership at registration.

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. **Review the NEW Updated Year 2005 Tech and Safety Requirements** - there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

Blackhawk Concession Stand serves breakfast from 9 a.m. until 10 a.m., lunch from 10 a.m. until 1:30 p.m. The Accessories Store has gas (leaded & unleaded Race only), air, and showers that are open all day.

### General Event Schedule:

- 8:00 a.m. - Registration & Tech Open
- 9:00 a.m. - Novice Classroom
- 9:35 a.m. - Mandatory Drivers' Meeting
- 4:30 p.m. - Last Car off Track

### Contact Event Chairman:

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

For more information on Track Events, Schedules, Tech & Safety Requirements use the WEB at [www.PCA-Chicago.org](http://www.PCA-Chicago.org)

**Directions From Chicago:** Take I-90 west to the Rockton Road exit (about 15 miles north of Rockford.) Go west (left turn) on Rockton Road, approximately 5.5 miles and through town of Rockton to Prairie Avenue. Go north (right turn) on Prairie Avenue, approximately 1.5 miles to the track, which will be on your left.

\* Mobil station 2 blocks south of Rockton Rd. on Blackhawk Blvd.

### First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group: Novice Instructor

Prior Experience: \_\_\_\_\_

### Second Driver (same car)

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

Run Group: Novice Instructor

Phone

E-mail

Prior Experience: \_\_\_\_\_

### Pre-registered Entrance Fees received by May 2, 2005:

Instructor - \$ 30	\$ _____
Member First Driver - \$160	\$ _____
Family Member-2nd Driver - \$80*	\$ _____
Non-Member - \$170	\$ _____
Registration received after May 2nd or	\$ _____
On Site registration, add \$10	
Total	\$ _____

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

Make check payable to: PCA-Chicago Region  
**PLEASE - ONLY ONE EVENT PER CHECK**

### Mail to:

Todd Conforti - Blackhawk Drivers' ED Registrar  
553 West Carboy Road  
Mount Prospect, IL 60056  
(847) 382-9656 home (847) 952-0070 work  
e-mail: [tlcontrols@aol.com](mailto:tlcontrols@aol.com)

# IN OUR OWN BACKYARD: THE BEAST WITHIN

John Miller [Boxster\_S@veryspeedy.net]

*Note: While the MidShip Report is on hiatus (a fancy way of saying I was running out of Boxster stuff to write about) I'll be filling a few pages with a series of tales about unusual Porsche cars right here in our own 'backyard' (Chicago metro area ... which means anything between the borders of Indiana, Wisconsin, and Iowa).*

**Stealth Bomber** That was the first thought that came to mind when I saw this car. Aside from the unusual air duct on the hood (photo 1), this car gave no hint of what hid within the confines of the standard Porsche 944 body. Like the military plane of the same category, this car utilizes some special metals ... as in finely cast and machined aluminum. Most of it takes the shape of a GM 350 cubic inch LT1 V-8 engine. You probably know (or fear) it by its more common reference: The VETTE motor. One turn of the ignition key and this beast growls "Move it or Lose it".

This bomb of a car belonged to Les Nalevac when I saw it advertised in AutoWeek® this past November. I recognized the area code as Chicago's southwest suburbs, so I called to get some details. Les graciously invited me to have a look and see for myself. Les is no beginner when it comes to Porsches, having owned a couple of Cayenne's (turbo and V8), a 996 C4S (Cabrio), a 996 Carrera (Aero), a 928(S4) and, of course, a 944 (Beast). Many Porsche enthusiasts will argue that the 944 (in Turbo S form) was one of the finest cars ever produced by Porsche. These cars offered superior power, power to weight, handling, braking, and value. And yet there will always be someone looking for a little bit 'more'. Les Nalevac wanted more. A lot more.

Though several years in the making, Les acquired the car in (nearly) the form it was when I saw it. The original fabricator of the car was

an autobody specialist and experimenter from the Northwest Chicago suburbs who prefers to remain anonymous. Most of the modifications were completed in 2002.

Take a look at these specifications: The car is a Guards Red 1986 Porsche 944 (non-turbo). The suspension is tricked out Leda coil-overs, lowered 2 to 2.5 inches with BEASTLY Porsche Cup sway bars replacing the stock pieces at front and rear.

The main event is a nuclear reactor that resembles a 1996 GM 350 cubic inch, aluminum headed, LT1 motor (photos 2 & 3). A few engine tweaks including the install of GM LT4 Cams, a high flow K&N Air intake and a custom three inch stainless steel exhaust, and the net result is something approaching 400 horsepower (at the crank). In installing the V8, the strategic placement and relocating of parts



yielded an impressive 57-43 (Fr-Rr) weight distribution. Transferring all this power to the ground is a Porsche 944 Turbo 5 speed transaxle.

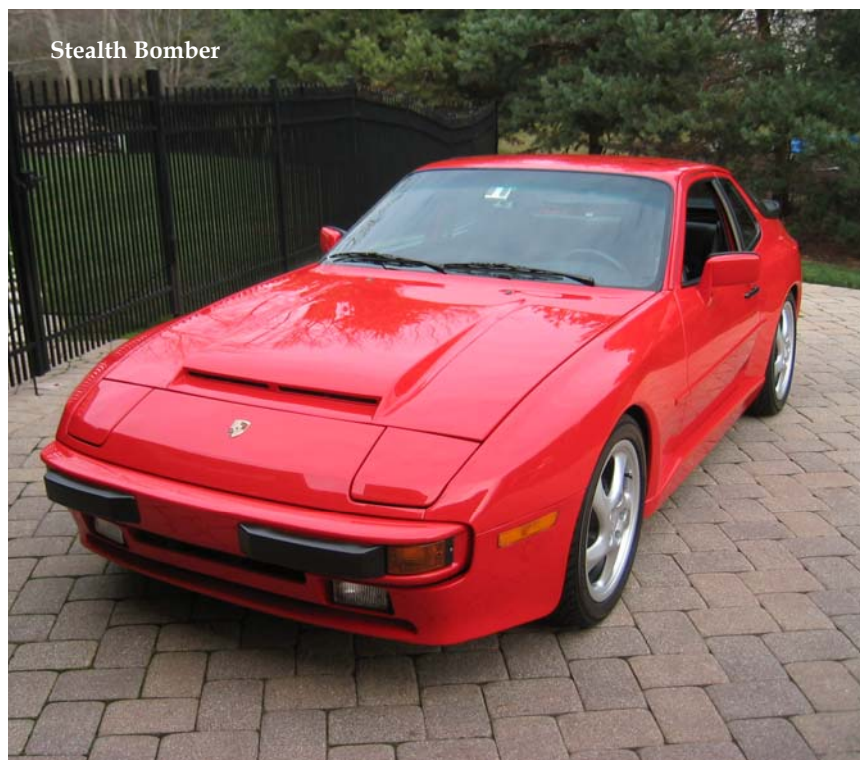
Les has taken the car to the track for a few test runs and found the most limiting factor to be the (near) stock tire sizes. The car sits on Porsche Turbo-Twist wheels (mated to Porsche 944 turbo spindles and rotors) with Yokohama (ES100) 225-45-17's up front and 255-40-17's

in back. So, what can nearly 400 HP do for a Porsche 944 (with seriously overmatched tires)? A non-scientific glance-at-the-watch measurement said 0 to 60 in just under 4 seconds.

Les had to sort out a few minor issues (as is bound to be the case with a combination of such complexities) and had to detail the car from top to bottom. Oddly, one of the changes Les made was to install an improved stereo.

Listening to the engine snarl and the distinctive rumble coming out of sewer pipe sized exhaust ... any stereo, improved or otherwise, is pointless.

Back in the 50's and 60's it was one of the highest automotive compliments you could give to someone with a fast car to offer "you've got a REAL Bomb there" ... or a real Bomber ... a Stealth Bomber.





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# BLACKHAWK EXPERIENCED DRIVERS' EDUCATION

Event Info

## FRIDAY, MAY 13TH

As you know, Blackhawk is a great road course close to home in Rockton, Illinois. **This May 13th event is for Experienced Blackhawk drivers only.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Tuesday prior to the event.

**Mandatory clothing for all drivers at this event includes: a Snell SA 1995 or 2000 Helmet, long sleeve cotton shirt, long pants, socks, all made of non-synthetic materials, and closed toe shoes.** Recommended but not mandatory are: driver's suit, driving gloves, driver shoes and a protective neck brace all made of Nomex or similar fire-resistant material, as well as a mounted fire extinguisher. Please check the date on your helmet now, as it will be inspected during the Tech Inspection at the track. **If you and your car do not pass Tech Inspection, you will not be able to drive.** You will be required to show a valid drivers license (no tickets accepted) along with a valid PCA Membership at registration.

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. **Review the NEW Updated Year 2005 Tech and Safety Requirements** - there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

Blackhawk Concession Stand serves breakfast from 9 a.m. until 10 a.m., lunch from 10 a.m. until 1:30 p.m. The Accessories Store has gas (leaded & unleaded Race only), air, and showers that are open all day.

### General Event Schedule:

- 8:00 a.m. - Registration & Tech Open
- 9:00 a.m. - Mandatory Drivers' Meeting
- 4:30 p.m. - Last Car off Track

### Contact Event Chairman:

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

For more information on Track Events, Schedules, Tech & Safety Requirements use the WEB at [www.PCA-Chicago.org](http://www.PCA-Chicago.org)

**Directions From Chicago:** Take I-90 west to the Rockton Road exit (about 15 miles north of Rockford.) Go west (left turn) on Rockton Road, approximately 5.5 miles and through town of Rockton to Prairie Avenue. Go north (right turn) on Prairie Avenue, approximately 1.5 miles to the track, which will be on your left.

\* Mobil station 2 blocks south of Rockton Rd. on Blackhawk Blvd.

### First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

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

Prior Experience: \_\_\_\_\_

### Second Driver (same car)

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

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

Phone

E-mail

Prior Experience: \_\_\_\_\_

### Pre-registered Entrance Fees received by May 10, 2005:

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

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

Make check payable to: PCA-Chicago Region

**PLEASE - ONLY ONE EVENT PER CHECK**

### Mail to:

Todd Conforti - Blackhawk Drivers' ED Registrar  
553 West Carboy Road  
Mount Prospect, IL 60056  
(847) 382-9656 home (847) 952-0070 work  
e-mail: [tlcontrols@aol.com](mailto:tlcontrols@aol.com)

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# BEANS AND BOOKS RALLYE

## SUNDAY, MAY 15, 2005

### \$20.00 PER CAR



**START POINT LOCATION:**

The start point of the rallye is in downtown Algonquin on Harrison Street. Harrison Street is the first street after crossing the bridge going NW on IL. Route 62. If you come into town that way, turn left on Harrison. Beans and Books is on the left. If you come into town on IL. Route 31 from the south, turn right on Washington for one block and then left on Harrison. Beans and Books is on the right side. Across the street from Beans and Books is a town parking lot where you can park your car. Coffee and Bakery products are available at the start point (not complimentary). We will be meeting and having the drivers meeting in the back room at Beans and Books.

This rallye will be over the roads of Kane and McHenry Counties, which are all familiar to us.

**END POINT LOCATION:**

The end point will be at Hooper's Sports Bar and Grille, 975 N. McLean Blvd., Elgin, IL 60123. This is just south of Big Timber Road on the NW side of Elgin.

Questions can be directed to the Rallyemasters Tom and Phyllis Harwood at 847-742-6804 or email trh911sc@aol.com or to Mike and Anita Haas at 847-658-8844 or email at arabela911@yahoo.com.

**Mail Registration to Anita Haas, 1229 Meadow Drive, Algonquin, IL 60102.**

DRIVER: \_\_\_\_\_ Phone # \_\_\_\_\_

Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest of \_\_\_\_\_

NAVIGATOR: \_\_\_\_\_ Phone # \_\_\_\_\_

Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest of \_\_\_\_\_

Car Model \_\_\_\_\_ Color \_\_\_\_\_ SOP \_\_\_\_\_ Touring \_\_\_\_\_ Novice \_\_\_\_\_

**Rallye Car Fee: \$20.00 Please make checks payable to PCA/Chicago Region.**



## R.OAD A.MERICA D.RIVERS' E.DUCATION 2005

### Friday, May 27 – Sunday, May 29, 2005

On behalf of the Chicago Region, we invite you to register for the first of two events that we will be hosting this year at historic Road America in Elkhart Lake, Wisconsin.

**Road America is celebrating their 50<sup>th</sup> Anniversary in 2005!** Come help Road America celebrate all fourteen turns, three long straights, and four total miles of winding track cut through the Kettle Moraine area of southern Wisconsin in Elkhart Lake. Since 1955, Road America is the longest road course in North America, and one of the most exciting and picturesque racetracks in the world.

**Registration for this event is open to all Porsche sports car vehicles and drivers including new Drivers' Education participants. Pre-registration is required for this event, as on-site registrations will not be accepted.** For drivers who have never been on a road course before, our high level of instruction will allow you to better learn the capabilities of your Porsche within a controlled environment. Novice drivers who wish to participate in this event should return the completed registration form with payment today as space is limited to 50 novices and this event is traditionally a sell out! We strongly recommend that all new Drivers' Education participants first attend the Autocross Driver's School on Sunday, April 24<sup>th</sup> as well as the Novice Driver's School at Blackhawk Farms Raceway on Wednesday, May 4<sup>th</sup>, in preparation for driving this challenging track.

Novice drivers will begin their weekend by attending a mandatory *Novice Orientation Meeting on Thursday evening, May 26<sup>th</sup> at 8:00 pm sharp* at Siebkens Resort located on Elkhart Lake. Friday, May 27<sup>th</sup>, will be devoted **EXCLUSIVELY** to new Drivers' Education participants and their instructors. Instruction includes participation in a classroom training session led by professionals from the Skip Barber Program, followed by controlled car handling exercises with the help of SCCA Instructors. All new Drivers ED participants will also be assigned a PCA Instructor who will work together throughout the weekend to help improve his or her driving skills.

The format for Saturday and Sunday will include experienced drivers and will consist of four run groups as follows:

- |              |  |
|--------------|--|
| Group 1      | Our most experienced drivers<br>- usually, but not always, the fastest cars.   |
| Groups 2 & 3 | Our next most experienced drivers<br>- somewhat slower than Group 1.           |
| Group 4      | New Drivers' ED participants and others<br>- still fairly new to Road America. |

Before you arrive at the track, it is your responsibility to thoroughly check your car and complete a Chicago

Region Tech Sheet. Although you may perform this tech inspection yourself, we strongly recommend you consider using a mechanic familiar with what it takes to properly prepare a Porsche for use on the track. In either case, please pay close attention to the specifics detailed on the Tech Sheet, especially concerning brake fluid and brake pads. A copy of the 2005 Tech Sheet is in this newsletter.

For Groups 1 thru 3, a five point harness with race seat or a six point harness with stock or race seat is mandatory for the driver, and if you wish to have an instructor ride with you, the same type of harness/seat requirements must be installed on the passenger side. Novice Class only may run stock Porsche seats and three point belts. Mandatory clothing for this event includes a SNELL approved SA 1995 or newer helmet, long sleeve cotton shirt, long pants and socks - made of non-synthetic material, and closed toe shoes. Recommended, but not mandatory are driver's suits, driving gloves and shoes, and a protective neck brace all made of Nomex or similar fire-resistant materials, and a properly mounted fire extinguisher. As a reminder, please check the date on your helmet **NOW** as it will be checked at tech inspection. Remember that if you do not pass tech inspection, you will not be permitted to drive! For more information on safety equipment for the driver and vehicle please reference the Chicago Region 2005 Tech Sheet.

The event registrar will assign car numbers prior to the event and ALL cars must display those numbers on each side of the car and on the front hood. If you would like a permanently assigned Region Number, please contact Ed Leed (847.382.6911). Numbers must be at least 6 inches tall on the sides and 8 inches tall on the hood. Shoe polish is not acceptable! If the corner workers cannot read your car's numbers at speed, you will be black-flagged and not be permitted out again until the deficiency is corrected. Once you have received your number assignment from the registrar, we recommend that you find a local sign shop that can create inexpensive static cling numbers.

All cars that participate in this event must not exceed the maximum Road America noise restriction level of 108 decibels. Please ensure that your car is in compliance with this sound limit in advance. Monitoring equipment will be used throughout the weekend.

Approximately two weeks before the event, participants will receive a confirmation packet via email or US mail that will include a copy of the *Rules of Road America*. Please take the time to review them in detail before you arrive at the track. As these rules are set by Road America it is important that you and all of your guests are in full compliance.

In addition to the mandatory Novice Orientation

Meeting on Thursday evening at Siebkens Resort, there will also be trackside *Mandatory Driver's Meetings* on Friday morning for Novices and Instructors, and on both Saturday and Sunday mornings for **ALL DRIVERS**. Each of these meetings will begin at **7:30 AM sharp**. Any driver missing any of these meetings that address safety and policy issues for the weekend will not be allowed to drive. Regarding safety, we ask all participants to provide some personal medical information as part of the registration form. The Chicago Region believes in taking a proactive approach to your personal well-being and this information will be made available only to the track physicians in the remote possibility it is needed. All medical information will be destroyed after the event.

Space for this event is limited and we recommend that you pre-register early! Prior to April 1<sup>st</sup> we will accept pre-registrations from Chicago Region members **ONLY**. After that date, pre-registration will open to all Porsche sportscar drivers on a first-come, first-serve basis. Notification (by e-mail or US-mail) of acceptance will be provided by the registrar. **Registrations will not be accepted after May 18, 2005.** If you are planning to attend this event, this would also be a good time to make your room reservations as many of the hotels in and around Elkhart Lake will fill up quickly for the holiday weekend. A listing of places to stay is provided in this newsletter. Please note that we have a block of rooms reserved for the Chicago Region Porsche Club at various inns in the Elkhart Lake and Plymouth Wisconsin area. Room blocked inns are indicated on the "Places to Stay" sheet. You must mention that you are a Chicago Region PCA member.

On Thursday, May 26<sup>th</sup>, from 4:00 pm until 7:00 pm, Registration for New Drivers Education Participants and Instructors will be open at Siebkens Resort in Elkhart Lake. Registration for all other drivers will be at the Registration Building at Road America from 4:00 pm – 7:00 pm on Friday, May 27<sup>th</sup> and on Saturday, May 28<sup>th</sup> from 7:00 am – noon. All drivers must present a valid driver's license and a current PCA membership card at registration. The Tech Crew will also be on hand to scrutinize your car and helmet. If your car is not available for Tech on Thursday or Friday afternoon, it must pass inspection on Saturday morning following the driver's meeting. No cars will be allowed to run without a Tech

Inspection sticker!

There will be 24-hour security at the track Friday through Sunday evening. Road America will allow participants to camp on the grounds for a fee of \$50 for motorhomes and \$35 for tents. Electrical hook-ups will also be available for \$20. These fees are payable directly to Road America. **Please note that the track gates will close promptly at 7:00 PM on Sunday, May 29, and everyone must vacate the property prior to that time.**

If you are looking for an easy way to get around the pits and track viewing areas, consider renting a golf cart. Golf cart rental reservations must be made by April 30<sup>th</sup>. Cart renters are responsible for any damage and a minimum age of 16 years is required to drive the carts.

The registration fee includes a **R.A.D.E. 2005** shirt. Please indicate your shirt size for a cotton T-shirt on the pre-registration form. Extra shirts, at \$20 each, may be pre-purchased if payment and size are included with the registration fee. A very limited supply of shirts will be available for purchase during the event.

If you would like additional information or have questions regarding this event, please email the registrar at [nowakowskim@permapipe.com](mailto:nowakowskim@permapipe.com). Committee members may also be reached at the phone numbers and e-mail addresses listed below.

If you are hesitant to put your car on the track but are curious about the event, join us at the track. A great way to learn about any Chicago Region event is to volunteer to help out. We are always in need of volunteers. At track events, helping out in registration, at tech, or on grid is a great way to make new friends and see lots of great cars. Either fill out and return the Volunteer Form or contact AJ Tiller.

*Returning this year* is low speed track touring after lunch on Saturday and, time permitting, on Sunday. This is your chance to take the family out in the family minivan, SUV, or Cayenne and show them the beauty of Road America! We will ask for a \$10 donation for this privilege, with all proceeds going to charity.

Join us over Memorial Day Weekend at Road America for one of the best track events of the season!

Pete Hackenson and Keith Clark  
**R.oad A.merica D.rivers' E.ducation**

## R.oad A.merica D.rivers' E.ducation 2005 Committee Members

Pete Hackenson	Event Chairman	847.604.4795	roadam.pca-chicago@comcast.net
Keith Clark	Event Co-Chairman	630.690.3381	ClarkFNFlying@aol.com
AJ Tiller	Volunteer Coordinator	708.957.8262	AJ2ManyCars@aol.com
Mary Anne Nowakowski	Event Registrar	847.929.1831	nowakowskim@permapipe.com
John Ruther	Chief Driving Instructor	847.304.5515	John@northstarmotorsports.com
Toby Duckett	Tech Coordinator	630.248.7680	Toby@mc2fyi.com
Todd Conforti	Safety Coordinator	847.382.9653	TLControls@aol.com
Chuck LaMantia	Event Coordinator	847.417.6685	claman1022@msn.com

# PLACES TO STAY WHILE VISITING ROAD AMERICA

## UPDATED FOR 2005

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

Harbor Winds Hotel  
Sheboygan, WI – 920.452.9000

Rochester Inn  
Sheboygan Falls, WI – 920.467.3123

The American Club  
Kohler, WI – 800.344.2838

Hillwind Farm B & B  
Plymouth, WI – 877.892.2199

Safe Harbor Inn  
Fond du Lac, WI – 920.923.0223

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

Holiday Inn Express  
Sheboygan, WI – 920.451.8700

Saukville Super 8 Motel  
Saukville, WI – 414.284.9399

AmericInn Motel/Suites  
Sheboygan, WI – 920.208.8130

Imperial Motel  
Sheboygan, WI – 920.458.3578

Select Inn Fountain Park  
Sheboygan, WI – 800.909.8770

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

Inn on Woodlake  
Sheboygan, WI – 800.919.3600

Sheboygan Super 8 Motel  
Sheboygan, WI – 920.458.8080

Baymont Inns  
Sheboygan, WI – 920.457.2321

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

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

Best Value Parkway Motel  
Sheboygan, WI – 800.341.8000

Lakeland College  
Howards Grove, WI – 920.565.1248

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

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

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

Windy Mare  
Kiel, WI – 920.894.2284

Breeze Inn to the Chalet Motel  
Mequon, WI – 414.241.4510

Pinehurst Inn  
Sheboygan Falls, WI – 920.467.4314

Wisconsin Aire Motel  
Random Lake, WI – 920.994.4501

Brownstone Bed & Breakfast  
Sheboygan, WI – 920.451.0644

Plymouth Inn  
Plymouth, WI – 920.893.5623

Yankee Hill Inn B & B  
Plymouth, WI – 920.892.2222

Comfort Inn  
Sheboygan, WI – 800.228.5150

Ramada Inn Downtown  
Sheboygan, WI – 800.909.8770

Grand Hotel  
Sheboygan – 920.458.1400

Riverview Spa Suites  
Sheboygan, WI – 920.451.9576



**PCA Chicago Region**  
**Road America Drivers' Education 2005**  
**Friday, May 27 – Sunday, May 29, 2005**  
 Pete Hackenson, Event Chairman  
 Keith Clark, Event Co-Chair

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

Event Info

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

Novice driver Experienced driver Instructor <i>Must be approved by Chief Driving Instructor John Ruther</i>	<b>Please circle one:</b>	Novice driver Experienced driver Instructor
<i>First Driver Requested Run Group</i> <Fastest 1 2 3 4 Slowest>		<i>Second Driver Requested Run Group</i> <Fastest 1 2 3 4 Slowest>
Chicago Region (previously assigned) Permanent Car # _____ If none, Requested # _____		Chicago Region (previously assigned) Permanent Car # _____ If none, Requested # _____
Porsche Year/Model _____		Color _____

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

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

*All drivers must attend the Skip Barber classroom instruction unless they attended at a previous Road America event, or have very strong driving credentials and receive approval from the Event Chair or Event Chief Driving Instructor John Ruther.*

Yes	No	Did you receive Skip Barber instruction at a previous PCA Chicago Region Road America event?	Yes	No
Yes	No	If "No" above, circle "Yes" box indicating you will attend the Friday Skip Barber session, or circle "No" indicating you wish to be exempted. (Exemption <i>must be approved by an Event Chair or Event Chief Driving Instructor John Ruther.</i> )	Yes	No

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

With Group? No Yes Group Name \_\_\_\_\_ Group Contact \_\_\_\_\_

Please specify how many: Semi \_\_\_\_\_ Dimensions \_\_\_\_\_ ft x \_\_\_\_\_ ft

Trailer \_\_\_\_\_ Dimensions \_\_\_\_\_ ft x \_\_\_\_\_ ft

Other (be specific) \_\_\_\_\_ Dimensions \_\_\_\_\_ ft x \_\_\_\_\_ ft

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

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

## DRIVER MEDICAL INFORMATION

*For second driver, please photocopy this sheet, complete, and submit with event registration form*

Name \_\_\_\_\_ Age \_\_\_\_\_ Birth Date \_\_\_\_\_

List any medication currently used (including eye drops) \_\_\_\_\_  
 \_\_\_\_\_

Contact lenses? Y N Last tetanus shot date \_\_\_\_\_ Blood type \_\_\_\_\_

Allergies (including asthma, hay fever, medications or drugs) \_\_\_\_\_  
 \_\_\_\_\_

List any current Medical Conditions \_\_\_\_\_  
 \_\_\_\_\_

Describe any medical changes since your last physical \_\_\_\_\_  
 \_\_\_\_\_

Physician's Name \_\_\_\_\_ Phone \_\_\_\_\_

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

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

- The PCA Chicago Region reserves the right to deny registration for or admittance to this event or request the removal from this event of any person as it sees fit.
- Incomplete Registration forms will not be accepted and will be returned with no registration place held. Late fees will apply.
- The Chicago Region's policy regarding fees incurred and damage caused at the track is that the party or parties responsible will be required to reimburse Road America for any fees or physical damage caused to the track or its facilities, including (but not limited to) the clean up and removal of any spilled oil, coolant, brake fluid, discarded tires, or late exit. These are not covered in your registration fee.
- I agree to indemnify and hold harmless the organizers of this event and their agents with respect to the condition and preparation of my car or any subsequent failure or damage to my car or its occupants as a result of such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car.
- I give permission to any hospital, institution or physician to furnish any information regarding my condition.

Signature \_\_\_\_\_ Date \_\_\_\_\_

***In Case of Emergency, Notify***

Name \_\_\_\_\_ Phone/cell phone/pager \_\_\_\_\_

Relationship \_\_\_\_\_ At track? Y N At local hotel? (name) \_\_\_\_\_

**R.A.D.E. 2005 FEE SCHEDULE**

*Fee includes one shirt*

**EARLY REGISTRATION**

*Postmarked by 4/27/05*

**LATE REGISTRATION**

*Postmarked after 4/27/05*

**First Driver**

___ Novice	Friday, Saturday & Sunday	\$ 400.00	\$ 430.00
___ Instructor	Friday, Saturday & Sunday	\$ 325.00	\$ 355.00
___ Other First Driver	Saturday & Sunday	\$ 325.00	\$ 355.00

**Second Driver (family or affiliated PCA member only)**

___ Novice	Friday, Saturday & Sunday	\$ 215.00	\$ 245.00
___ Other Second Driver	Saturday & Sunday	\$ 180.00	\$ 210.00

**Second Driver (non-family/ non-affiliated PCA member, non-PCA member)**

___ Novice	Friday, Saturday & Sunday	\$ 400.00	\$ 430.00
___ Other Second Driver	Saturday & Sunday	\$ 325.00	\$ 354.00

**NO REFUNDS FOR  
 CANCELLATIONS AFTER  
 MAY 13, 2005**

CANCELLATIONS MUST BE IN  
 WRITING OR BY EMAIL

**A \$25.00 PROCESSING FEE  
 WILL BE DEDUCTED FROM  
 ALL REFUNDS.**

**ALL APPLICATIONS MUST BE  
 RECEIVED BY MAY 18, 2005.**

Driver(s) Fees \$ \_\_\_\_\_

Extra shirt(s) S M L XL XXL XXXL # \_\_\_\_\_ @ \$ 20.00 EACH \$ \_\_\_\_\_

Golf Cart Rental : 3 day rental of 2 seat cart # \_\_\_\_\_ @ \$ 225.00 EACH \$ \_\_\_\_\_

Golf Cart Rental: 2 day rental of 2 seat cart # \_\_\_\_\_ @ \$ 150.00 EACH \$ \_\_\_\_\_

Golf Cart Rental: 2 day rental of 4 seat cart # \_\_\_\_\_ @ \$ 200.00 EACH \$ \_\_\_\_\_

*Make checks payable to PCA Chicago Region*

**TOTAL enclosed** \$ \_\_\_\_\_

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

**Mary Anne Nowakowski, R.A.D.E. 2005 Registrar**  
**527 South Rammer Avenue**  
**Arlington Heights, IL 60004**

**ON-SITE  
 APPLICATIONS WILL  
 NOT BE ALLOWED**

# TECHNICAL SCENE

Michael Dolphin, *The Circuit*, January 2005

## Tires - The Ride Of Your Life

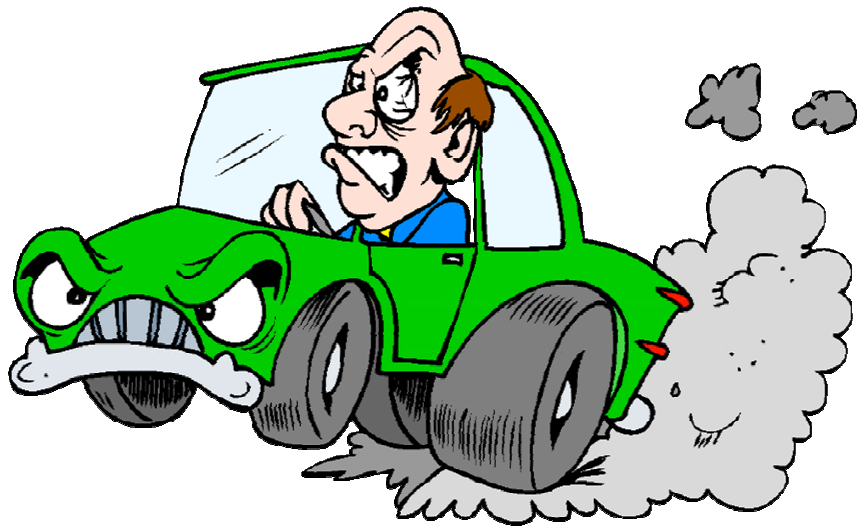
Several years ago, I almost lost a friend and his wife to an auto accident caused by his very poor choice of tires for a 911SC. As we surveyed the great deal of damage caused by an exploding tire at 100 miles per hour, he admitted that the tires were on sale, were the right size for his car and seemed okay for his usual driving habits.

Since that day, I have been continuously cognizant of the fact that many of our members have the same answer as to why they chose their tires. I walk the parking lot at Porsche gatherings and am often surprised at what I see on cars capable of 140+ MPH and tendencies of *trailing-throttle oversteer*.

Over these years, I've learned a lot about tires. Over the next paragraphs I'll try to cover some of the most important elements you should consider in your own tire choices (engineering or automotive degrees will not be required).

On a glance, tires seem simple enough - air-filled ovals of rubber that connect your vehicle and the road. They provide some degree of shock isolation from the road as well as to enhance both traction and control of your vehicle while the car is moving at any speed over a wide variety of wet or dry conditions. While simplistic, this explanation is pretty much the essence of what a tire is intended to do for your car. However, what it means to your particular vehicle is not so simple. The following bullet points are not all-inclusive, but they are the ones that will enhance your knowledge of automobile tires.

- **Brakes stop the wheels from turning - tires stop the car!!**  
Picture this - how many times have you seen a car continuing to slide even though the wheels are no



longer turning. Porsche has continually provide some of the best brakes available in the world, so the issue becomes the abilities of the tire itself. The tire needs to provide enough friction (grab) for the car to stop. The combination of speed, tread design, tread compound, and slip angle are the elements that separate *grip* from *slide*. Sometimes you need the best combination to bring a car to a safe stop.

- **Tires are technology and every tire is a compromise.**

The industry spends billions of dollars on tire technology. Tread patterns, compounds and assembly techniques are state-of-the-art. Each tire is designed and built for a purpose - and some do a better job than others. Tire makers offer a wide range of tires to meet a variety of needs.

- **Tread design.**  
You probably know that many race cars run tires called *slicks*, which have no tread whatsoever. On a dry surface the tire has 100% contact with the pavement and thus provides the very, very biggest/best contact patch. But if it rains then the lack of tread gives water no place to go except under the tire

itself, and the slick becomes a perfect surface for hydroplaning - that is, the tire now rides on water and not on pavement. Result - totally uncontrollable slide!!

A street tire has to meet a different need than race cars on dry pavement. So how much of slick design should be built into a street tire? How much and what tread design to allow water to escape from under the tire? How much compromise between the two?

- **Rubber compound.**  
*Slicks* also maximize another design component - they are made of exceptionally soft rubber. Softer rubber better molds itself to the road surface. *Grip* is tremendously improved and the car is less likely to slide because of the tremendous adhesion provided by soft compound tires and the surface. In fact, as the tire gets warmer, the rubber softens and has even more adhesion. A downside of soft rubber it that it wears more quickly. In a race car, treadwear is measured in hundreds of miles. As a street driver, do you want to buy new tires every month? Likely not, so the manufacturers make another compromise by creating rubber compounds that last for

## TECHNICAL ...

tens of thousands of miles. Again, how much of a compromise do you want to allow between good traction and good mileage? Treadwear ratings are only a guide to how long a tire will last. The numbers are not exact because there is no standard for them. They are only a guide. Recently we've seen tires with high treadwear ratings actually designed as competition tires. Club and amateur racing entities do not penalize the driver for higher tread wear ratings.

- **Tires are a direct component of your suspension system.**

Tire profile is a ratio of the tire's sidewall height (distance between the wheel and the road) to its width. The higher the number (60 or 70 series) the bigger the distance between the wheel and the ground. The more tire between the wheel and the ground the softer the ride. The higher profile tire carries more air and sits higher, and thus has a lot more give as you drive over bumps and pot holes. High profile tires work well on a Cadillac or a Crown Victoria.

With lower profile tires (30 or 40 series) the wheel is closer to the ground, there is less flex, the ride is much stiffer, and the car grips better going around corners. Your Porsche is not a passenger sedan. As mentioned regarding technology, tires are built with a purpose. There are very different considerations of a tire for a 4200 pound, long wheelbase front wheel drive car that also has that intentional floating-boat-on-water suspension design (yuck).

With passenger cars and high sidewall tires, as your car exerts sideways pressures (as in a turn) there is more sidewall available for that car to move (squirm) sideways on the tire itself. As a simple descriptive exercise, grab a piece of paper at the top and bottom. As you hold the bottom steady, you can see that there is a lot of room for sideways movement from the

top. Move your grab point about halfway down the same piece of paper and you obviously see that you now move the point where you have hold to a much lesser degree.

- **Tire and wheel size is only one component of whether the tire is right for your car.**

You also have some choice regarding tire size. You could likely find a size that fits both your Porsche and a small SUV, but that particular tire tread and compound will not be optimal for both vehicles.

There are also performance trade-offs in wheel and tire sizes. Changing to larger or smaller wheels and tires is almost like changing transmission gear ratios. Simply, a smaller tire/wheel combination enhances acceleration performance. Larger wheel/tire takes a longer to get to speed but increases top end performance. Do you want a quicker 1/4 mile time or do you want 2 extra MPH? Answer - it's your choice.

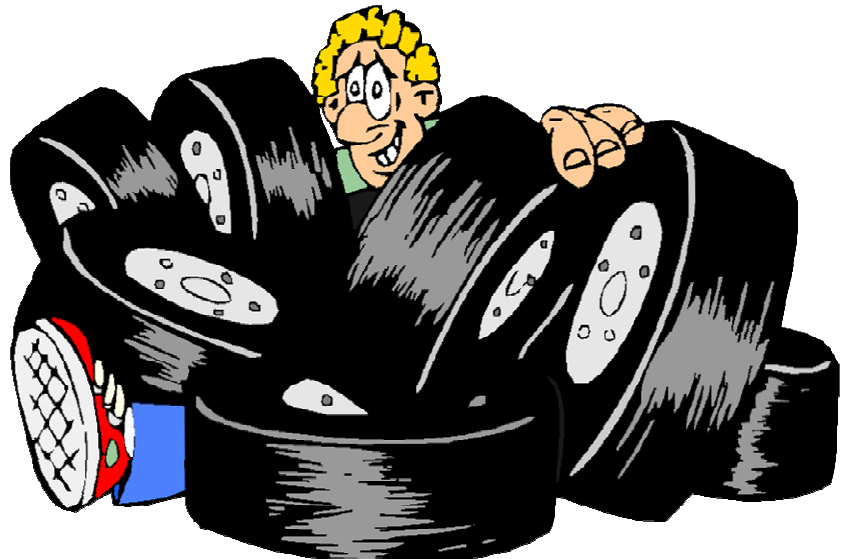
Another consideration with bigger, heavier wheels is unsprung weight. More unsprung weight decreases brake performance. However, bigger wheels can (but not always) look pretty cool.

So, what tires for your Porsche? There are several choices that allow

you to make some compromises yourself, but within a relatively safe margin. I, of course, have my own preferences. I have also had a great deal of informed opportunity to pick the tire that works for me and my car (which may not be the tire you'd prefer). Porsche has tested many tires to determine the right ones for our vehicles. Some tire manufacturers provide specific tires for specific Porsche models. These tires come are designated as an "N" certified version. This is Porsches' stamp of approval. If you have a newer Porsche, I suggest that you do follow their recommendation (it could effect your warranty).

Dealer tire pricing is now comparable to other tire dealers. A new partnership with Tire Rack provides some great savings and deals to match website prices without the inconveniences of shipping costs and waits for delivery. See your dealer for details. A great tool of a more objective nature is available online at [www.tirerack.com](http://www.tirerack.com). Shop for tires by vehicle rather than tire size. The site will return specific tires that are appropriate for any year or model of Porsche (or other vehicle).

Remember, tires ARE the ride of your life - literally and figuratively.





**HAD ENOUGH OF THIS?  
TIRED OF WINTER?**



**THINK SUMMER!!!!**

**THINK BASEBALL!!!!**

**THINK THE KANE COUNTY COUGARS!!!!**

**FULL DETAILS IN THE MARCH CHICAGO SCENE!**

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PERFORMANCE CARS**

# Oversteer

## Deep Observations on Life from the Internet

- 1) When I die, I want to die like my grandfather - who died peacefully in his sleep. Not screaming like all the passengers in his car." *Author Unknown*
- 2) Advice for the day: If you have a lot of tension and you get a headache, do what it says on the aspirin bottle: "Take two aspirin" and "Keep away from children." *Author Unknown*
- 3) "Oh, you hate your job? Why didn't you say so? There's a support group for that. It's called EVERYBODY, and they meet at the bar." *Drew Carey*
- 4) "The problem with the designated driver program, it's not a desirable job, but if you ever get sucked into doing it, have fun with it. At the end of the night, drop them off at the wrong house." *Jeff Foxworthy*
- 5) "If a woman has to choose between catching a fly ball and saving an infant's life, she will choose to save the infant's life without even considering if there is a man on base." *Dave Barry*
- 6) "Relationships are hard. It's like a full time job, and we should treat it like one. If your boyfriend or girlfriend wants to

leave you, they should give you two weeks' notice. There should be severance pay, the day before they leave you, they should have to find you a temp." *Bob Ettinger*

- 7) "My Mom said she learned how to swim when someone took her out in the lake and threw her off the boat. I said, 'Mom, they weren't trying to teach you how to swim.'" *Paula Poundstone*
- 8) "A study in the Washington Post says that women have better verbal skills than men. I just want to say to the authors of that study: "Duh." *Conan O'Brien*
- 9) "Why does Sea World have a seafood restaurant?? I'm halfway through my fish burger and I realize, Oh my God ... I could be eating a slow learner." *Lynda Montgomery*
- 10) "I think that's how Chicago got started. Bunch of people in New York said, 'Gee, I'm enjoying the crime and the poverty, but it just isn't cold enough. Let's go west.'" *Richard Jeni*
- 11) "If life were fair, Elvis would be alive and all the impersonators would be dead." *Johnny Carson*
- 12) "Sometimes I think war is God's way of teaching us geography." *Paul Rodriguez*

13) "My parents didn't want to move to Florida, but they turned sixty and that's the law." *Jerry Seinfeld*

14) "Remember in elementary school, you were told that in case of fire you have to line up quietly in a single file line from smallest to tallest.

What is the logic in that? What, do tall people burn slower?" *Warren Hutcherson*

15) "Bigamy is having one wife/ husband too many. Monogamy is the same." *Oscar Wilde*

16) "Suppose you were an idiot ... And suppose you were a member of Congress. But I repeat myself." *Mark Twain*

17) "Our bombs are smarter than the average high school student. At least they can find Afghanistan." *A. Whitney Brown*

18) "Women need a reason to have sex. Men just need a place." *Billy Crystal*

19) "You can say any foolish thing to a dog, and the dog will give you a look that says, 'My God, you're right! I never would've thought of that!'" *Dave Barry*

20) Do you know why they call it "PMS"? Because "Mad Cow Disease" was taken. *Unknown, presumed deceased*

**R.A. Adams**  
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SATURDAY 7:00 - 1:00

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# THE MART

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

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

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

## For Sale



## PORSCHE

**1972 911S Targa Euro Sportomatic**  
Sepia Brown; nicely restored/  
maintained/all receipts; shown/  
scored well at Chicago Region PCA  
Concours (B class); interior/  
exterior/undercarriage redone/exc  
cond/matching number early 911S.  
\$20,000/interested buyers call  
Charlie 630.655.1340 (JFM)

**1974 914 1.8L** White/Black int; clean  
car/near perfect interior; 2 sets of  
wheels/tires; aftermarket exhaust;  
911 Weltmeister front sway bar,  
pushrod tubes resealed 2 years ago;  
numerous mods/extras/must see;  
great street car/serious concours

potential; car has been babied for  
last 4 years/never seen snow/  
winter; approx. 85K mi. \$5K. Jim  
847.910.3324 (DJF)

**1979 911** Club Racing F class; Sparco  
seats/6 pt rollcage; fresh motor with  
under 5 hrs since rebuild/JE pistons;  
Wevo shifter/torsion bars; fiberglass  
bumper. \$34,000 and and four free  
evening practices at GingerMan  
Raceway. Dan 269.253.2017 (DJF)



**1980 911SC Guards** red/rare black  
leatherette interior/pinstrip velour  
inserts; near perfect car/30K orig mi;  
like new condition/driven only in  
good weather; no smokers/road  
salt; never raced/abused; no acci-  
dents; factory A/C/power sunroof/  
fog lights/Bosch H4's/16" Fuchs  
wheels/Blaupunkt radio w/Visonic  
rear speakers/alarm/tensioners/  
Sachs clutch/SSI exhaust & heat  
exchangers,/pop off valve/camber  
truss/150 mph speedometer (correct  
mileage)/numerical temperature  
gauge; Porsche Certificate of  
Authenticity/complete (6 volume  
with updates) factory service  
manuals. \$22,000. Al Krenz, (d)  
708-865-5381 (e) 708-352-0751 (FMA)



**1982 928** Black/black w/burgundy;  
5 spd; New frt susp/battery/tune-  
up/timing belt/tires; S4 seats; looks  
good/runs great. \$5,900/OBO Brian  
630.988.8090 (JFM)

**1989 944 Turbo S** Champaign/  
black leather; 38K mi; 2nd owner;  
no winters; mint/all records;  
Simpson belts/harness bar/  
Autothority chip; 2nd set C2 turbo  
wheels w/Hoosiers; car cover/bra  
inc. \$21,000/OBO. Tom Burke  
(w) 312.267.6229, (e) 630.653.0697  
tburke@hpslaw.com (FMA)

**1996 993 Twin Turbo** White/grey;  
49K mi; 2nd owner, exc cond; never  
raced/tracked; Midwest Eurosport  
maintained. Asking \$65,000. Bill (h)  
773-506-2711 or wer@acgme.org (FMA)

**1997 Boxster** Silver/black int; 24.5K  
mi; 5 spd/garaged/covered; exc  
cond; divorce forces sale. Gary Egan  
630.561.4964 (DJF)



**2003 911 C4S Seal** Grey Metallic w/  
graphite gray leather interior; sport  
seats w/crest; Bose sound w/CD;  
Xenons; NEW Michelin PS2s tires; 3M  
chip protection/Zymol detailed/no  
smoking/snow; 1 owner/garaged/  
exc cond/1K mi. \$76,900/OBO Bob  
Francisco 630.365.6154 details/pics  
robertfrancisco@earthlink.net (DJF)

**2003 911 C4 Cabriolet** Seal grey w/  
black full leather int; 11K mi; Bose  
sound w/ CD changer; Xenons;  
NEW Michelin tires/premium  
wheels; wind deflector; always ga-  
raged; no smoking/snow; AZ car  
now in Chgo/1 owner/exc cond.  
\$75,000/OBO Tom Gallagher  
tgallagher@iwon.com or  
630.464.1225 (FMA)

## TIRES/PARTS/MISC

**Design 90 Wheel** one 7JX16 (964  
front)/perf true/edges retouched/

## THE MART ...

concoirs tested/no deductions/exc face; \$200 Robert Dirks 309.452.9668 or rtdirks@verizon.net (DJF)

**BBS Racing Wheels** 17" x 9" & 17" x 11". (no centers-half's only) for 911; exc cond; 2 seasons; \$175 each; George Mueller (day) 708.331.8707 gmueller@greatline.net (JFM)

**BF Goodrich tires** R3/Borbert 17x8/5 spoke E36M3. \$400 Dan 269.253.2017 (DJF)

**Goodyear Eagle GW M+S Snow Tires** mounted on aftermarket wheels; get ready for snow/really enhance driving safety/used on 95/97 911s; 10K mi; 205/55R16 89H (fronts); 225/50R16 92H (rears); spacers; wheels cosmetically poor, but true/no mi since new stems and rebalancing; \$250/OBO (Glenview) Thomas Ficho 847.657.7911 or drficho@cellulan.com (JFM)

**Wheels/Tires** - *Tena says get them out of the barn ... there's too much rolling in the hay.* New Porsche BBS Sport Classic II 18" wheels & tires (fits Boxster/993/996/968/928) w/Pirelli PZero Asimmetrico 265/35 ZR18N3 & 225/40 ZR18N3 \$2100 for 4. Nearly new TurboTwist wheels (Boxster, 944, 993, 996, 928) 7x17 and 8.5x17 - \$775 for 4, + BFG R1 gForce tires incl free. Tires (used) Pirelli PZero Asimmetrico 265/35ZR18N3 & 225/40ZR18N3. 7 to 8/32nds - \$278 for 4. 4 color crest wheel inserts - \$100. edmond.russ@gt.com O: 312-602-8004 or H: 847-914-9116 *Operators are standing by* (JFM)

**996 Parts Brey-Krause Harness Bar** (#1030) w/Blue "Schroth Profi III" 6 point Belt & 5 point Belt. (needed for DE at RA & others) *New Years Bargain Priced* \$450/\$500 on May 1<sup>st</sup>; avail for inspection eastern Du Page. Bruce Janecek 630.654.1150 or janecechmate@aol.com (FMA)

**1965 356C Engine** Serial #P713438; SC crank/rods; NPR big bore pistons/cxl; Elgin street cam (Skirmants); SC heads/intake manifolds/air cleaners;

apx 115 hp; no exhaust system/flapper boxes; 10,000 mi in C coupe; slight noise on start needs to be investigated. \$3,500 firm/buyer picks up. Chuck Shank 815.498.4500 (DJF)

**Parts** 993 GT2 strut brace \$125; 993 TT 17" Porsche rims w/Dunlop SP Winter Sport tires \$1000; New grey 003 Porsche mats \$60; Artic Silver Boxster Speedster humps \$700; 2 100 wt Xtant amps \$250. Bill (h) 773-506-2711 or wer@acgme.org (FMA)

**Parts** Trick twin plug 2.7L engine for race/autocross w/webers, build sheet available; 915 trans, wiring harness, fuel tank, oil tank, hard oil lines; Concours quality black interior off 74 911s/will fit 74-89 - Seats, door panels, handles, arm rests, dash, gauges/complete AC, AM/FM/CD, carpets/floor mat, Carrera tail/Concoirs quality chrome trim, windows, doors, window glass, qtrs, rear; rear Boge Shocks. Call/email - details/pricing/photos. Van Miller 847.949.0972 or Doug Coup 847.452.8087 dougcoup@msn.com. (JFM)

**Parts** 915 sifter w/Robotek sure shift, boot and shifter knob \$ 450.00; solid motor mounts \$ 50.00; Turbo 1/2 shafts (good cond); 24 MM sway bar; 3.2 balance connecting rods; 3.2 pistons; 3.2 distributor & coil; wiper motor & linkage/wiper arms; fan blower; heater control module; front fuse block-relay block w/cover; rear fuse-relay block w/cover; factory alarm module w/key switch & harness; brake air scoops to fit SC or Carrera and other items. George Mueller (day) 708-331-8707 gmueller@greatline.net (JFM)

**Bilstein Jacks** (2) for 914/early 911/ not concoirs \$25 each. Bruce Janecek 630.654.1150 or janecechmate@aol.com (FMA)

## OTHER

### For Sale

**1998 Mercury Mountaneer** White/grey leather; AWD; V8; Loaded; 70K mi; GREAT shape inside/out. \$8,000/OBO Kurt Hipke 708.301.2708 or Kates8398@aol.com (FMA)

**1970 Super Vee Zink Z 14** Ready to race/2nd place in 71 US Gran Prix/Ron Fingers the Piloto; \$11,000 and free evening practices at GingerMan Raceway. Dan 269.253.2017 (DJF)

**1994 Frazer LeMans** Sport racer from New Zealand/right hand drive w/Toyota twin cam motor/can be driven on street. \$34,000 and free evening practices at GingerMan Raceway. Dan 269.253.2017 (DJF)

**1994 Caterham (Super 7)** 180 hp; exc cond; right hand drive. \$19,500 and free evening practices at GingerMan Raceway. Dan 269.253.2017 (DJF)

### BMW Snow Tires and Wheels

Set of four E36 series Michelin 205/55/R16 w/new Miglia rims; less than 5K mi; Superb cond; \$700. 630-305-0422/630-853-9079 ejduffy@project-solutions.us (DJF)

**Wheels in sets of 4** Need to go! '94 BMW 525; '93 BMW 318is; '85 Mercedes 380SE; '93 Chevy; All wheels mounted/balanced/in good to exc cond/all stock wheels. \$30 - \$60 per set or take all 4 for \$150. Call for details. Brian 630.988.8090 (JFM)

### For Rent

#### Galena/Eagle Ridge Getaway

4 Bd Home 4 1/2 Ba, 2 FP, 3 TV (1 plasma) w/DVDs; 3 golf courses, bucolic countryside. Chicago PCA member - for details, 1-800-892-2269, (unit #610) (FMA)

### Wanted

**Showroom Brochures** Unwanted showroom brochures? Longtime brochure collector wishes to fill out years 1955 - 1967; all makes, cars/trucks; a few pieces/collection would be welcome. 847.328.5975 siegfriedt2@comcast.net (JFM)

**2 Black Leather Seats for 1989 911,** sport/power seats preferred; (2) 7x16 & (2) 8x16 Fuchs 5 spoke alloy wheels; seats & wheels must be very good/exc cond; orig 911

air pump to pump up spare tire.  
Chuck Shank 815.498.4500 (DJF)

**Need 944 Turbo Interior Parts**

Interior restoration in progress. Need  
black/exc cond: OEM floor mats, driver  
& passenger door panels, rear hatch

carpet (no speaker holes). Michael  
Webb 630.605.4973 or m-webb@  
kellogg.northwestern.edu (JFM)

**Need 944 Turbo Track Conversion/  
DE:** pair of Recaro SRD or Speed  
seats with sub opening, Redline

Rennsport bolt-in rollbar, 5 point  
harness set. Michael Webb  
m-webb@kellogg.northwestern.edu  
630.605.4973 (JFM)

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# Aungahh!

February through the end of MAY!!! are included within the covers of this issue. There's got to be something that interests you.

Looking ahead to next month's issue, I have another article from Gene Bussian. And, there will be even more announcements and registration forms. It's the beginning of the 'chubby' issues!

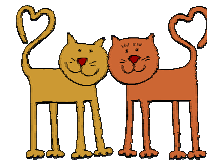
Attention all of your photographers out there. My stash of cover photos is getting low. How about some pics of some 356s or 914s? Even better, how about some pics of you in your car or near your car doing something fun? (Please keep in mind that this is a family magazine.)

Finally, I wish there were some new and attention-getting way to say this, but there isn't ... so here's goes ... The Club runs on the efforts of its members. Their time and energy are the fuel that drives the events and 'puts on the show'. The Club always needs and can use your

help and time. So, while you're considering what events you like to *do*, also consider the ones that you'd like to *work*. From personal experience, Steve and I can tell you that we've had as much fun *working* events as *doing* them and, in the process, gotten to know some really wonderful folks, many of whom we now consider good friends.

As February is a short month, I need to get to work on the next issue.

We'll see you at an event soon!



SUSAN

Happy Winter! I don't know about you, but I'm really weary of the short gray days, piles of black snow, and total absence of 'P-car time'!

It's time for a change! While we can't do anything about the weather, we can think ahead to warmer days ... Days of sun, time spent in our cars!

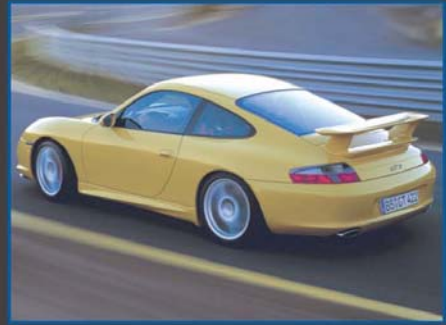
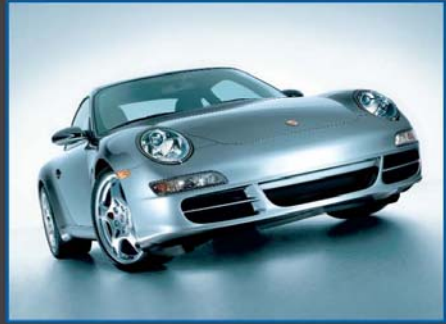
Check out the MANY event announcements in this issue ... most of the events from the end of

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



Teach your children well ... Brent Johnson's granddaughter Maddie can't reach the pedals yet, but she's already eyeing grandpa's car!

photo from Brent Johnson



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