

Chicago Scene

FEBRUARY 2007



2006 CHARITY UPDATES

NEW RACER TIPS

REGISTRATION INFO FOR MARCH & APRIL EVENTS

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Chicago Scene



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Photographers: Neil MacDonald, John Miller, and Steve Rashbaum

Contributing to this issue: Chuck LaMantia, Ed and Debby Leed, John Miller, Bruce Janecek, Chris Inglot, Ranier Dronzek, Marla and Greg Turek, and Neil MacDonald

The 50th Anniversary Banner presented to the Chicago Region by the PCA Executive Committee in recognition of our 50th anniversary.

photo by Neil MacDonald

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- 10 Concour Preparation School - Feb 25
- 23 Rallye School - Apr 22nd
- 18 Safety Tech Session - Mar 25th
- 15 St Patrick's Day Social - Mar 10



Three Months At A Glance

Looking Ahead (as of 2/2/07)

Event Information in this issue

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2 Board Meeting	3
4	5 <i>FEBRUARY</i>	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25 Chili Tasting & Concour School	26	27	28	1	2 Board Meeting	3
4	5 <i>MARCH</i>	6	7	8	9	10 St Patrick's Day Social
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30 Board Meeting (April)	31
1	2 <i>APRIL</i>	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22 Rallye School	23	24	25	26	27	28
29 Autocross School	30 DE Autobahn Experienced					

Apr
TBA Wine Dinner

May
4 Board Meeting
6 Autocross I - Maywood
9 Blackhawk DE - Novices
20 Rallye I
25/27 RADE (Road America DE)

Jun
1 Board Meeting
3 Autocross I
13 Blackhawk DE II
17 Concour I - Long Grove
22 Autobahn DE II (North Track)
24 Rallye II

Jul
13 Board Meeting
15 Autocross III - Tire Rack
20 Blackhawk DE III
22 Potter's Picnic/Concour II
28 Golf Outing

Aug
4/5 GingerMan DE
10 Board Meeting
12 Autocross IV/Concour III
15 Blackhawk DE IV
18 Kane County Cougars Game
19 Rallye III
26 Concour IV - Geneva
31 TRAC DE/Test & Tune

Sep
1 TRAC Concour V/Dinner
1/3 TRAC DE/Club Race
7 Board Meeting
16 Autocross V - Maywood
19 Blackhawk DE V
23 Rallye IV

Oct
6/7 Blackhawk Octoberfest
12 Board Meeting
14 Rallye V

Nov
2 Board Meeting
17 50th Anniversary Party -
Butterfield Country Club

Chicago Region Board Meetings: 7:00 PM at the Park Ridge VFW in Park Ridge, IL. All members are welcome to attend



President

Chuck LaMantia
847.417.6685 (c)
847.765.7245 (f)
claman1022@msn.com



Vice President

Jack Stephensen
708.492.0160 (h)
847.647.2321 (f)
jstephensen@aol.com



Secretary

Ron Bean
847.732.5660 (c)
847.405.4100 (f)
rbean@stagnito.com



Treasurer

Cindy Jacisin
708.562.6353 (h)
630.684.5920 (f)
jacisin@vankampen.com



Immediate Past President

Jim Jacisin
630.279.4835 (c)
jamesjacisin@mac.com



Director

Ed Barnicle
708.302.6384 (c)
773.767.0186 (f)
ebarnicle@dolphincartage.com



Director

Keith Clark
630.514.5937 (c)
630.690.3394 (f)



Director

Toby Duckett
630.248.7680 (c)
toby@leyassociates.com



Director

John Ruther
847.304.5515 (w)
847.304.5615 (f)
chief_instructor@pca-chicago.org



Director

Susan Shire
847.272.7764 (w)
847.272.7785 (f)
chiscene@aol.com

2007 Chicago Region Officers, Directors & Coordinators



Autocross Co-chairs

Mike Hill 708.415.0769 (c)
michael@mphproductions.com
Bob Rath 708.579.1454 (h)
bobrath1@sbcglobal.net

Autocross Tech & Registrar

Mike Rende 708.957.3944 (h)
fasttalkii@aol.com

Autocross Timing & Scoring

George Schaefer III 708.562.5908 (h)
Georgetheiii@bureauhq.com

Charity

Jim Drury 708.354.8121 (h)
JamesDrury@ameritech.net

Chicago Scene

Susan Shire 847.272.7764 (w)
ChiScene@aol.com

Chief Driving Instructor

John Ruther 847.304.5515 (w)
chief_instructor@pca-chicago.org

Novice Driving Instructor

Ed Leed 847.382.6911 (h)
leedlast@sbcglobal.net

Concours Co-chairs

Ron Bean 847.732.5660 (c)
rbean@stagnito.com
Mike Milhouse 708.922.9623 (h)
miketennis7@comcast.net

Dealer Liaison

Steve Rashbaum 847.272.7732 (w)
steve.rashbaum@comcast.net

Drivers Ed - Autobahn

Chris Ingot 847.602.9051 ©
cinglot@aol.com

Drivers Ed - Blackhawk

Todd Conforti 847.254.1527 (c)
tlcontrols@aol.com

Drivers Ed - GingerMan

Scott Lynn 630.921.3834 (c)
scott.lynn@axiom.com

Drivers Ed Tech

Toby Duckett 630.248.7680 (c)
toby@leyassociates.com
Peter Faehnrich 630.476.2267 (c)
bbmotorsports@comcast.net

Historian

Bruce Janecek 630.654.1150 (h)
janeczchmate@comcast.net

Insurance

Keith Clark 630.514.5937 (c)
kc_design@sbcglobal.net

Membership

Mike Haas 773.491.3373 (c)
mphaas@ralphsimpsonco.com

Membership Database

Ed & Debby Leed 847.382.6911 (h)
leedlast@sbcglobal.net

Rallye

Jack Stephensen 708.492.0160 (h)
jstephensen@aol.com

Safety

Todd Conforti 847.254.1527 (c)
tlcontrols@aol.com

Social

Ed Barnicle 708.302.6384 (c)
ebarnicle@dolphincartage.com

Special Events - 50th Anniversary Party (2007)

Cindy Jacisin 708.562.66353 (h)
jacisin@vankampen.com

TRAC Club Race Chair

Keith Clark 630.514.5937 (c)
kc_design@sbcglobal.net

TRAC Club Race Registrar

Susan Shire 847.272.7764 (w)
TRAC06ClubRace@aol.com

TRAC Club Race Tech

Todd Conforti 847.254.1527 ©
tlcontrols@aol.com

TRAC DE Chair

Pete Hackenson 630.655.4661 (w)
pete.hackenson@hp.com

TRAC DE Registrar

Mary Anne Nowakowski 847.929.1831 (w)
nowakowskim@permapipe.com

Volunteers

A J Tiller 708.957.8262 (h)
aj2manycars@aol.com

Webmaster

Carl Walstad 847.640.4642 x118 (w)
webmaster@pca-chicago.org

Zone 13 PCA Representative

Chris Ingot 847.602.9051
cinglot@aol.com

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



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The Point

Chuck LaMantia, President

XLI....L....MMVIII....

Anybody knows what the above means??

XLI = 41

In one of my articles just before or after TRAC 2006, I mentioned that it was safe to use roman numerals once again ... given the Chicago Bears great start to the 2006 season. Well here is it ... as I write the February 2007 article ... it is eleven days from Super Bowl XLI (41). I was lucky to attend Super Bowl XX ... way back when the face value to the ticket was \$75.00 ... versus today of \$600.00. Of course I am not sure of the outcome of Super Bowl XLI but none the less ... what a great season it has been!



Anyway, the picture with this month's article is from the NFC Championship game which myself, my son Anthony, Keith Clark and his son, Brandon attended. From the right to left.. Keith, Brandon with the football, Anthony with the Bears helmet and myself with my prized possession of a helmet hat from XX plus years ago. What a great game and really neat to be there with the boys!!

L = 50

This is what happens in May of 2007.. the Chicago Region of the Porsche Club of America officially turns 50 years old. Plans are to make this a year long celebration culminating with the 50th Anniversary Dinner Dance in November of 2007.

Plans are underway as the event chairpersons have been asked to identify what event within their area of "responsibility" will be a "signature" event. The expectation is that there will be an "old time" approach to the event. Not sure how that will work for the track guys but for the rest of the club... a little creativity should be able to accomplish the goal.

MMVIII = 2008

I know I am getting way ahead of myself but I am already thinking about next year. Next year the Chicago Region Porsche Club of America Officers and Board of Directors will look significantly different.

The President, Past President, Treasurer and Secretary positions are guaranteed to see different faces in the January 2008 Scene. Also, there are three board of director positions which will be up for re-election.

I have heard from more than one member "it is the same old group". Well, there is a good reason for that "same old group"! It is that group that takes the initiative to run the events that the membership so thoroughly enjoy. Now ... do not get me wrong ... being on the board is a responsibility that should not be taken lightly. Even though we are "just a car club" ... Many things we offer require significant skill and assumption of risk by the participant.

Now is the time ... when the season begins! Get involved at the event level, show up to the board meetings ... experience what it takes to assume a leadership role in one of the greatest car clubs in America!! It is an honor to serve on our board ... and honor that is earned by contribution to the events that make this region among the elite of the Porsche Club of America!

10:37PM 1/24/07 ...

Deadline for the February Scene is in 1 hour and 23 minutes. Need to cut this one short. Hopefully I will have seen most of you at the January 28th General Membership Meeting. As some of you may know ... the weekend for the meeting is usually selected so that we will not have to miss our favorite football team ... the Chicago Bears in the Conference Championship game or the Super Bowl.

Perfect Planning!

See you in March.

2006 Charities Update



November 24, 2006

Chuck LaMantia
Porsche Club of Chicago
860 Tamarac Drive
Carol Stream, IL 60188

Dear Chuck:

Thank you for supporting the H Foundation and our cancer research efforts. Through your generosity, you have helped contribute to the H Foundation's continued goal to find a cure for cancer.

Because the H Foundation is administered solely by volunteers, all the money generated will go directly to the Robert H. Lurie Comprehensive Cancer Center of Northwestern University. The Cancer Center includes nearly 300 physicians and researchers who conduct cancer-related research here in the Chicago-land area and is one of only 35 institutions in the United States to have earned the coveted 'comprehensive' designation from the National Cancer Institute.

Your gift matters. In six short years, our small, grassroots organization has raised over \$1.5 million to support basic science cancer research. The H Foundation support plays a crucial role in providing start-up money for individual researchers to vie for government grants and other matching funds. Our donation each year is turned into literally millions of dollars in matching funds for cancer research.

On behalf of the H Foundation, we would like to thank you again for your gracious gift of:

Cash Donation - Value: \$2,500

For more information about the Event or the Foundation, please visit www.HFoundation.org. Together, we can make a difference.

Sincerely,

A handwritten signature in black ink, appearing to read "John G. Rot".

John G. Rot
President
The H Foundation

The H Foundation is organized and operated as an Illinois Not-for-Profit Public Charity. As a result, gifts qualify as Charitable Contributions to the extent allowed under Sections 170 and 501(c)(3) of the Internal Revenue Code of 1986, as Amended. The H Foundation's identification number is 36-4461974.

The H Foundation
60 South LaGrange Road, LaGrange, IL 60525
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Dogs for the Deaf, Inc. – 2006 Charity Overview

Thank you to the members of PCA Chicago Region who supported Dogs for the Deaf, Inc. (DFD) as one of the charities to receive a donation in 2006. For those unfamiliar with the work of DFD, below is a brief summary of how Chicago Region's donation will be used.

The mission of Dogs for the Deaf is to rescue unwanted dogs from shelters and train them to serve as the ears of people who are hearing impaired. Training takes 4-6 months and consists of teaching the dogs to respond to sounds such as a smoke alarm, baby cry, door bell, alarm clock, and telephone by putting a paw on the person's leg and leading them to the source of the sound. After training, the dogs are matched and placed with qualified applicants throughout the United States and Canada. Hearing dogs have legal access rights to all public places.

PCA Chicago Region requested that the donation be used to sponsor a dog for a Chicago-area recipient. Currently there are potential recipients on the waiting list who reside in Arlington Heights and Wildwood, Illinois. Dogs for the Deaf will notify us when a match between a Chicago-area recipient and an appropriate dog is made. So, "stay tuned" for an update on a placement in the near future.

Again, thanks to all who donated to the efforts of PCA Chicago's charity fundraising for 2006.

Marla and Greg Turek

From Within the 13th Zone - February 2007

Chris Inglot, Zone 13 Representative 847.559.1126 cinglot@aol.com

Holiday Parties Continue

Several regions celebrated holiday parties in December, with a few rolling into January. Vanessa and I headed to Neenah, Wisconsin in early January to participate in the festivities with the good folks from the Fox Valley region. They had a fun "Get to Know You Game" that gave us an opportunity to meet several members. A number of donations made the silent auction a success with over a thousand dollars to be given to the region's charity of choice. Both long-term members and new members participated in the evening. Bill Hewitt had a 2007 calendar available featuring FVR region members Porsches.

Dreams That Come True - Part II

As previously reported, the first PCA car raffle was a success with all 4000 tickets being sold and a new 2007 Cayman being awarded to a lucky member in California. Based on that success, look for another announcement in the March Panorama for details on this year's raffle. There will probably be more tickets for sale as this time, there will be two winners, one winning a new 997 and another winning a \$2000 trip towards the 2008 Porsche Parade to be held in Charlotte, North Carolina. The winner will be announced at this year's Parade in San Diego, California being held July 1st - 5th. Due to the legal issues involving automobile raffles, PCA National is recommending against holding a raffle at the local regional level.

They are currently working on a policy regarding holding raffles.

Daytona Rennsport III

Not only will PCA members be able to compete on the sacred grounds of NASCAR during the October PCA Club Race, but also during Rennsport Reunion III that will be held November 24 at the same facility. Based on what was heard after Rennsport Reunion II, this is an event not to be missed. Given that the two above events are scheduled in close proximity to each other, the originally proposed "Escape to Daytona" will be cancelled. Zone 2 and 3 are currently reviewing the possibility of hosting the event.

Autobahn & Instructors

On April 30th, the Chicago Region will be hosting an *experienced* driver education event on the full 3.56 mile circuit at the Autobahn Country Club in Joliet, Illinois. As an addition, there will also be a PCA National DE Instructor Training Program held by Pete Tremper. Information will be forthcoming.

It's not the cars, it's the people.

Go out and start enjoying the Porsche Passion!

Until next time...

Zone 13 Calendar

Feb 2007

2/1	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
2/2	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
2/3	Milw. Carrera Chili Party - River Hills, WI	Milwaukee
2/3	KY Corvette Museum Tour	Kentucky
2/4	Superbowl XLI	
2/5	BGR Board Meeting - Cooking by George	Bluegrass
2/9-2/11	48 Hrs of Sebring DE & Club Race	Kentucky
2/12	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
2/18	BGR Membership Mtg - Portabello's - Lexington, KY	Chicago
2/18	Chicago Wine Dinner	Central Wisc.
2/21	CWR Monthly Meeting @ Lee's Automotive	Chicago
2/25	Chicago Chili Tasting & Concours Prep School	

March 2007

3/1	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
3/2	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
3/5	BGR Board Meeting - Cooking by George	Bluegrass
3/10	St. Patrick's Day Party	Chicago
3/12	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
3/18	BGR Membership Mtg - Portabello's - Lexington, KY	Bluegrass
3/21	CWR Monthly Meeting @ Lee's Automotive	Central Wisc.

March con't		
3/24	BGR Belterra Casino Drive	* Bluegrass
3/25	Chicago Safety Tech Session @ Northstar Motorsports, Barrington, IL	Chicago
3/30	Chicago (April) Board Meeting - VFW Hall - Park Ridge, IL	Chicago
3/30-4/1/07	Road Atlanta Club Race - Braselton, GA	Peachstate
April 2007		
4/2	BGR Board Meeting - Cooking by George	Bluegrass
4/5	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
4/9	KY Membership Meeting - Bluegrass Motorsports, Louisville, KY	Kentucky
4/15	BGR Membership Mtg - Portabello's - Lexington, KY	Bluegrass
4/21	BGR Possible Tech Session	Bluegrass
4/22	Chicago Rallye School	Chicago
4/25	Milw. Blackhawk DE, Rockton, IL	Milwaukee
4/29	Chicago Autocross School - Maywood, IL	Chicago
4/30	Chicago Autobahn Country Club DE (Experienced Only) - Joliet, IL	Chicago
May 2007		
5/3	Milw. Business Meeting - Concours Motors - Glendale, WI	Milwaukee
5/4	Chicago Board Meeting - VFW Hall - Park Ridge, IL	Chicago
5/5	Milw. Road America DE - Elkhart Lake, WI	Milwaukee
5/6	Chicago Autocross # 1 - Maywood, IL	Chicago
5/7	BGR Board Meeting - Cooking by George	Bluegrass
5/9	Chicago Blackhawk #1 DE (Novice/Instructor Only)	Chicago
5/13	Mother's Day	
5/19-5/20/07	Mid-Ohio Club Race	Mid-Ohio

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*Pre-registration is \$7.00 and is required by February 15th so we can plan for enough space for everyone.

PLEASE PRE-REGISTER

Registration at the door will be \$10.00.

Concours Preparation School

OR

How to Get Your Porsche to Really Shine

The Chicago Region will be conducting a Concours Preparation School for both concours contestants as well as members who want their Porsches to just really look good. All members who are interested in improving the appearance and preservation of our lovely machines are invited. Our instructors are experienced national-class concours competitors and judges. Due to the increased attendance at this event we will be using a new format which will give everyone the opportunity to get close and actually see how it is done.

Doors open at 10:30 and the school will start promptly at 11:00 AM. We will hold three simultaneous sessions and then repeat them a total of three times. This will give everyone the chance to spend time with each instructor before rotating to the next group.

Group A

Exterior cleaning, polishing and oh those terrible paint chips.

Pat Yanahan

Group B

Interior cleaning, preservation and how to clean behind the gas pedal

Jim Jacisin

Group C

Engine and all that grime that goes with it

Ron Bean

Concour School Registrations may be sent to Pat Yanahan

Concours School Questions

Pat Yanahan
7754 S. County Line Road,
Burr Ridge, IL 60527

630.887.7605

Email: pyanahan@comcast.net

Kids under 18 and

Kids over 60 are

FREE!!!

Name _____

Address _____

City State Zip _____

Phone _____

Email _____

attending _____ Total enclosed _____

Make checks payable to Chicago Region, PCA

Sunday February 25th

**No Chili or Art to bring?
Bring the family for a day
of Porsche friends and fun!**

Napleton Porsche
201 East Ogden
Westmont, IL
630.725.0911

**E
V
E
N
T
I
N
F
O**

Chili Tasting & Edible Art Social

Chili Tasting - Prepare your best recipe and see if the judges' taste buds pick yours for the meatiest, beaniest, tomatoiest ,veggiest, hottest, and any other est award that can be conjured up. Liquid refreshments will be supplied by the Region.

Edible Art - For you really creative artists, create anything Porsche or car related that can be consumed - Cakes, cookies, candy and sculpted foods - no restrictions.

**No Registration Fee for Chili and Edible Art Entrants*

Prizes in all categories

For the kids!

Hot Wheels Race - Bring yours or use ours

Model Car Concours - Any car you have built or assembled

RC Car Autocross - Battery Powered RC Cars

Chili and Edible Art Registrations may be sent to A.J. Tiller

**Chili or Edible Art
Questions**

A.J. Tiller
1828 Idlewild Lane
Homewood, IL 60430

708.957.8282
Email: aj2manycars@aol.com

Name _____

Address _____

City State Zip _____

Phone _____

Email _____

Will bring (circle) CHILI EDIBLE ART

No registration fee required for Chili or Edible Art Entrants

attending _____ Total enclosed _____

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Sat: By Appointment

Contact: Chuck Harley - Owner

CHANGE OF ADDRESS

Name(s)

Old Address

NEW ADDRESS

Home Phone

Fax

Work Phone

e-mail

Mail, fax or e-mail to: Debby Leed, 37 Lakeview Drive, Barrington, IL 60010-1949 / Fax 847.382.3562 (8:00 am - 8:00 pm only) / Leedlast@sbcglobal.net

Membership News & Anniversaries

Debby and Ed Leed, Membership Database

January Anniversaries

1974	Robert L. White	Alexander White	1998	Dale Costello	Amber Costello
1977	Michael Adler	Petra Adler	1998	Suzanne J. Sharpe	John Sharpe
1981	M. Bradley Wood	Colleen Wood	1998	Seiji Daito	Christine Daito
1988	Gary S. Kovener	Sharon Kovener	1999	Nadine Haupt	H. James Haupt
1988	William G. Fischer Jr.	Jane Fischer	1999	Paul Becker	Joanne Becker
1991	Edward B. Vaughan Jr.	Andrew Mardis	1999	Michael R. Getz	Sharon Getz
1993	Michael S. O'Meara	Lenore Moser	1999	Scott J. Johnson	Bryant T. Johnson
1993	Michael R. Southard	Mike Southard	1999	Karen Baribeault	Ross F. Lee
1993	R. Gordon Lowery		1999	Ken Smithson	Vicki S. Smithson
1993	John Gerald Matta	Cindy Matta	2000	John Polywka	
1993	Gary A. Busse	Leah Nelson	2000	William J. Walsh Jr	Lydia C. Walsh
1995	Robert E. Sloat	Wallis J. Sloat	2000	Thomas J. Hess	John Hess
1995	Reinhard Barthel	Nancy Barthel	2000	David W. Lockhart	
1995	Ray M. Quick	Helen Quick	2001	Raymond S. Schlueter	Masako Schlueter
1995	Matthew L. Minnick	Julie A. Minnick	2001	Paul A. Brandt	Michael Partalis
1995	Jerry A. Mejdrich	Lois Ann Mejdrich	2001	Peter Hrabski	Janet Hrabski
1995	Ronald A. Micek	Martha Kuffel	2001	Don Faems	Lauren Faems
1995	Robert W. Klatt	Chris Klatt	2001	William B. Avellone	Jo Ann Avellone
1995	Brian Mulligan	Gisele Mulligan	2001	Sanford A. Busse	Becca Busse
1996	John J. Casey	Mike Tompkins	2001	Vincent J. Pappalardo	Lisa Pappalardo
1996	Gordon A. Smith	Lynn Smith	2003	Matthew N. Erickson	
1996	James B. Mansfield MD	Karen Mansfield	2003	Roman B. Kowal	Michael Kowal
1996	H. Edward Barnicle Jr.	Gayle Barnicle	2003	Jay Schuette	Gretchen Schuette
1996	Michael G. Allen		2003	Weston W. Walter	James Walter
1996	Rocci J. Primavera	Jayne Primavera	2003	Mark O'Brien	Sonia O'Brien
1996	Peter H. Faehnrich		2003	Janis R. Gray	Curtis Gray
1997	Steven M. Barger	Cynthia L. Barger	2003	Don H. Jerome	Debra Jerome
1997	Martin Glusberg		2003	Todd D. Halamka	Susan Halamka
1998	Kenneth W. Fraser	Teresa Fraser	2003	Edward J. Giese	TJ Hogan
1998	Robert J. Wilson	Cass Wilson	2003	G. Allen Cole	Marci Cole
1998	J. Bradley Weber		2003	Leonard Muller	Judy Muller
1998	Harry S. McGee II	Anne McGee	2003	James L. Peyton II	Laura Peyton

Anniversaries ...

2004 Helge Fillipsen Anna Fillipsen
 2004 James R. Greenwell Coult Greenwell
 2004 David A. Bergquist Mary Bergquist
 2004 Jeffrey J. Huseman Claire M. Huseman
 2004 David Tekler
 2005 Patricia A. Cafferata Mike Cafferata
 2005 Howard S. Horwitz
 2005 Matt G. Mikyska
 2005 Douglas C. Smith Sheryl Smith
 2005 Yasser F. Shaheen
 2005 Robert W. Carlisle
 2005 Richard G. Haas Heidi Haas
 2005 Mike E. Joerns Jill Joerns
 2005 Carl Gargula Jan Gargula
 2005 Henry Matson Peggy Matson
 2005 David Smith Tina Gilmartin-Smith
 2005 Matthew Gilman-Smith David Smith
 2005 Carl A. Jansen Peter Jansen
 2005 Shawn Folkes Sally Folkes
 2006 Stephen Laegeler Kerry Laegeler



2006 Jeremie M. Toma Lisa Toma
 2006 Chris T. Cole Beth Cole
 2006 Steven H. Sanders Brent Sanders
 2006 Ross J. Wainwright Jennifer Wainwright
 2006 James E. Thompson
 2006 Robert E. Fitzgerald III
 2006 Peter J. Murphy
 2006 Joseph Calabrese Deia Calabrese
 2006 James Dragatsis Matthew Dragatsis
 2006 Byron Wigodner
 2006 John Naughton Donna Naughton
 2006 Gordon Grote Marge Grote
 2006 Don Freiny Barb Freiny
 2006 James G. Martell Becky Martell
 2006 Chip Schank Kathy Schank
 2006 David R. Walden Kelly Walden
 2006 Chris Maurath Lisa Maurath
 2006 Robert H. Heitsch Mary Ellen O'Connor
 2006 Steven M Leitner
 2006 Anthony F. Rizzo Kim Lambert Rizzo



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Happy St. Patrick's Day!

Come join us for a celebration of the “Wearin’ Of The Green”. **Saturday March 10th** is the date, and **Molly Malone’s Irish Pub**, 7652 W. Madison Street in Forest Park, is the site. This year, we are going to the heart of the West Side Irish community, as you will see if you start to count the Irish bars along Madison Street. For those who would enjoy a virtual tour of the Pub, you can find them at www.themollymalones.com. As usual, there will be an authentic Irish-American dinner in a private dining room served with an extensive helping of Ed Barnicle’s collection of Irish music. The **\$42.00 per person** price of admission will include hot appetizers, dinner, dessert, non-alcoholic beverages, tax, gratuity, and the cost of the after-dinner entertainment. Cocktails/**cash bar at 6:30 PM** for those who desire a “Touch Of The Creature” and **dinner** being served no later than **8:00PM**. The entrees will include the traditional Irish-American corned beef and cabbage, a delicious Guinness Stew, and Roasted Chicken for those who prefer something without an Irish theme to it. Chuck LaMantia and Keith Clark are the only ones that come to mind to me! We will be entertained with more **Irish music** by Jim Boyle beginning around 8:30PM, and lasting until 10:00PM. *This promises to be a fun-filled event, so mark your calendars now; and plan to be there.*

Directions

From The North: Take I-294 south to I-290 east. Take I-290 east, and exit at Des Plaines Avenue. Turn left on Des Plaines, and head north to Madison Street. Turn left on Madison, and go west about 1/10 of a mile to the Pub which is on the south side of the street.

From The South: Take I-294 north to I-290 east, and then follow the “From The North” directions.

From The Loop: Take I-290 west to Harlem Avenue, turn right and take Harlem north to Madison Street. Turn left, and go about 6/10 of a mile west to the Pub.

*Due to the necessity of giving the Pub an accurate head-count of the number of people who will be attending, please plan to get your reservation to Ed Barnicle by **March 3, 2007**.*

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

Name: _____ Phone # _____

E-Mail Address _____

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PORSCHE

The Bulletin Board

Tidbits of news around all of the place ...

Lincoln Trail Region Tech Session

The Lincoln Trail Region will kickoff the year with a technical session featuring Joel Reisser talking on 964/993/996/GT3 **Performance Mods** - An entertaining look at some better & worse popular performance mods. Engine mods, Suspension, Alignment, Brakes, Transmission, and more. The session will be held Saturday March 24 from 1:00-4:00pm at Isringhausen Imports in Springfield, Il. Joel will have talk for approximately an hour starting at 1:15pm followed by Q&A. Isringhausen is also providing an opportunity to put a couple cars on lifts to see first hand some of the trick Joel will show us. For more details checkout the Lincoln Trail Region website at <http://ltr.pca.org>.

West Texas Tour Is Back! Bridgestone Tires Will Host Us At Their Ft Stockton Test Track - April 15 - 28, 2007

Carl Douglass is currently setting up events at the test track that should prove to be highly entertaining. We will also tour Big Bend National Park and drive some incredibly exciting roads. West Texas is an experience that no Porsche driver should miss.

Our base camp will be the Gage Hotel. There are some other options, but none can provide the ambiance of the Wild West like the Gage.

This location is miles from anywhere which makes it worth the drive. Only the truly adventurous should sign up. This trip will be more exclusive than the Ozark tour, so sign up early. Los Portales will quickly sell out; don't delay. County Sheriff Dodson is looking forward to our return.

The trip includes three nights at the Gage, all the diners, a few more meals when we're together, support for the local authorities, and a lot of fun.

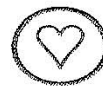
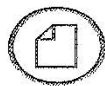
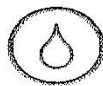
Call Jack McCall at 847.675.1000 for more info.

Michiana GingerMan DE

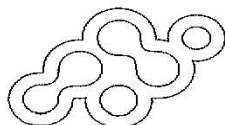
Mark your calendars - ready your Porsches - get a jump on the season - join us at the Michiana Driver's Ed event at Gingerman Raceway April 21st-22nd. For more info go to www.michianapca.org

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March 25th. Safety – Tech. Session- Safety & Preparation

11:30 AM – 4:30 PM

Only \$5 Per Person, Kids under 12 Free.

Location:

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

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- Relax in an informative atmosphere
- Pizza, beer, wine & pop!
- Ask our Panel of Experts
- 10% Discount on all purchases this day only (excluding Hans Devices and items already discounted)

The **2007 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. This Tech Session will feature a discussion of the following:

- List of items to have checked on your Porsche before the driving season starts.
- List of routine maintenance items to be serviced before the first track event of the season.
- Demonstration of the new "Self Tech Inspection" procedure.
- Demonstration of brake pad change and brake bleeding.
- Discussion of the new requirement for seats and belts effective for the 2008 driving season. Several options of seats and belts will be demonstrated.
- Preview new products for 2007 from Bell, OMP, Sabelt, Sparco and others

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, is a 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 before March 18th 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 TDuckett@leyassociates.com



Some Notes On Photographing With Small Digital Cameras

Neil MacDonald

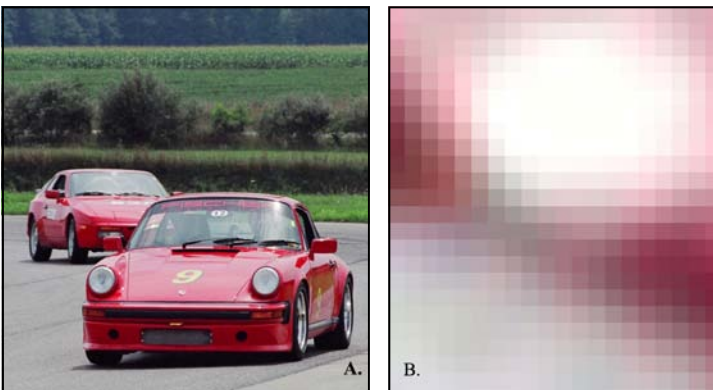
I'm a latecomer to digital photography. I shot with film cameras as a freelance photographer for over 20 years, but got completely out of photography in the early 1990s, just as "digital" was starting to be a hot topic.

I got my first digital camera late last year. Much to my surprise, the sophistication of the current generation of small consumer cameras (I now have two, as well as a quasi-professional single lens reflex) is astonishing. Photographic problems that would have taken substantial professional judgment to resolve are now analyzed correctly by the camera's on-board computer and set automatically, as quickly as you can push the shutter release button.

Surprisingly, a lot of the available information about digital cameras is unnecessarily dense and complicated, and seems almost designed to keep you from using the camera controls. In response, I decided to explain—and hopefully, to simplify—some of the basic photographic issues that every camera owner faces.

I. Digital Basics

When you point your digital camera at something, the camera's lens projects an image of that object onto a light sensor inside the camera. Push the shutter button to take a picture, and the image is recorded as millions of tiny, individual picture elements, called "pixels," that look like the individual tiles of a mosaic. To illustrate just how small pixels are, Picture B is an extreme enlargement of a section of Picture A. It shows how the glint on the right headlight of Car 9 in Picture A is recorded as individual pixels.



Pixel count is one of the ways that manufacturers differentiate their cameras from one another. A camera with three million pixels, for example, has three "megapixels," and is called a "3 MP" camera. If you could shoot Picture A with a 6 MP camera and a 3 MP camera simultaneously, the 6 MP camera potentially could render the scene in finer detail and smoother tonality than the 3 MP camera.

Increasing pixel count comes with a trade-off. All of the pixelized information that makes up each digital image is captured and

recorded as an electronic file, and then stored in your camera's memory card. The size of the electronic file that your camera records depends, in part, on the camera's pixel count. The more pixels your camera has, the larger the digital file that your camera creates.

Bigger digital files, however, take up more room in your camera's memory. This means that you won't be able to shoot as many pictures before you either have to download your pictures, or swap out the full memory card for a fresh card. In addition, large digital files are slower to download from your camera or upload as e-mail attachments. And if you edit your pictures at home, larger files require a more powerful computer to process.

To solve these and other problems, a group of experts developed a file format that actually compresses the raw digital information collected by your camera. The higher the degree of compression, the smaller the file size recorded, and the more pictures you'll be able to store on your camera's memory card before you run out of storage space.

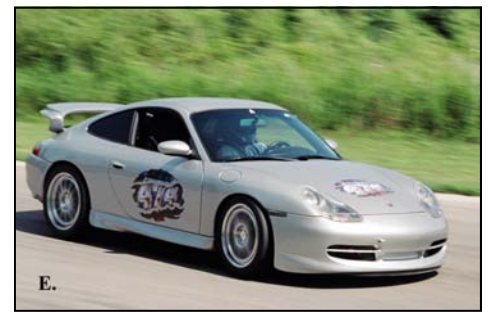
The bad news: although increasing pixel count tends to increase image quality, increased compression tends to degrade image quality, because pixel information gets lost as the image is compressed. This is why a camera with a higher pixel count is only "potentially" more capable of rendering higher-quality images than one with a lower pixel count.

The good news: you have a choice about the amount of compression that your camera applies. When you set up your camera, there is a "picture quality" control that includes settings like "normal," "fine," "super fine," or "highest quality." Set it for higher compression ("normal"), and you'll increase storage capacity, but lose some picture quality. Set it for lower compression ("highest quality"), and you'll decrease storage capacity, but increase picture quality.

By now, your head is probably spinning! Pixels! Compression! What's the right choice? In large part, it depends on what you're going to do with your pictures. A 3 MP camera set at low to medium compression will make excellent 4x6 inch prints. If you want to make 8x10 inch prints, crop your pictures to get close-ups, or intend to publish your images, however, use at least a 5 to 7 MP camera, with only minimal compression. In addition, many of the picture editing programs included with consumer digital cameras give you the ability to create low resolution duplicate images. That way, you can still print high resolution pictures with the large, original files, and shrink them later if you want to send pictures quickly as e-mail attachments.

Finally, the most practical solution to the storage capacity problem is simply to buy a larger memory card. If you use a 6

Cameras ...



MP digital camera and shoot with minimum compression and maximum image size, each individual file will be about 2 or 3 megabytes. Based on those settings, a 2 gigabyte (“2GB”) memory card in your camera will hold between 650 and 750 images. For most of us, that’s a huge amount of storage, and it’s relatively cheap. You may also want to consider buying two smaller cards, rather than a single large card. With a second card as a back up, you’ll still have plenty of storage room if you fill up your primary card, or it malfunctions.

II. Camera Controls: What You Choose Affects What You Get.

A small, compact digital camera and a professional single lens reflex camera with a full array of lenses both rely on the same basic controls to capture images. If you understand and master these controls, you’ll significantly increase the quality of your pictures, no matter what kind of camera you use.

The first of these controls is shutter speed. Shutter speed refers to the amount of time that the camera’s light sensor is recording the image projected onto it by the lens. Depending upon the speed of the object you’re photographing, you might use a high shutter speed to “freeze” the moving object. On the other hand, if the object you’re photographing isn’t moving fast (or at all), or if you’re trying to blur the picture to convey a sense of speed, you might choose a slower shutter speed.

Photographs C, D, E, and H illustrate the effect of varying shutter speed. Picture C, which was shot at approximately 1/1000 of a second, freezes the motion of the car. Picture D was shot at

approximately 1/15 of a second. Not only was the shutter speed so low that the car was recorded as a blur, but “camera shake” is apparent, i.e., the shutter speed is so low that it became impossible to hold the camera steady, and the whole picture looks wobbly. If you’re not shooting moving objects (such as

the car in Picture H), shutter speed will not be your primary concern.

Many consumer digital cameras don’t have a separate, continuously-variable shutter speed control. Instead, they contain a single dial or menu setting that favors higher shutter speeds. Look for a setting called “Kids and Pets,” “Sports,” “Action,” etc., or which includes an “action” icon, such as a

running figure. By putting the camera in action mode, the camera’s computer will select a higher-than-normal shutter speed in an effort to freeze motion. At the same time, the camera’s computer automatically adjusts the other controls to compensate for the increased shutter speed. If the camera’s computer senses that the shutter is too slow (generally this will happen in dim light), you’ll get a warning that the light level is too low to shoot without a flash.

Blur caused by slow shutter speeds is not necessarily a bad thing, however, if you’re careful. The car in Picture E was photographed using a technique called “panning” which refers to using a slow shutter speed and tracking the object as it moves across the picture frame. Look carefully at Picture E: the background is blurred from side to side, but the car still looks relatively sharp. By panning, the photographer has isolated the car from its background. In comparison, the background in Picture C seems cluttered, disorganized, and distracting. Although the technique takes some practice, panning can be very effective if mastered.

Lens aperture is the second important camera control considered in this article. It refers to an adjustable opening inside the camera lens that controls the intensity of the light striking the image sensor. In consumer digital cameras, the camera’s computer automatically regulates the lens aperture and the shutter speed control. By opening or closing the lens aperture, and increasing or decreasing the shutter speed, the camera’s computer attempts to produce a theoretically “perfect” exposure every time: not too light, not too dark, but just right!

Does lens aperture have some independent function, or is it only important as a counterbalance to shutter speed? The answer is, “both.” Not only do lens aperture setting and shutter speed control proper exposure, but the lens aperture affects something called depth of field. Depth of field refers to the distance surrounding the main focus point of your subject that also is in focus. Look at Pictures F and G. Notice how the background in Picture F is out of focus? Compare it to the background in Picture G, which is sharp as far into the background as you can see. In technical terms, the depth of field in Picture F is narrow (or shallow), whereas the depth of field in Picture G is very great.

The smaller the lens aperture setting, the greater the depth of field (Picture G). Conversely, the wider open the lens aperture, the shallower the depth of field (Picture F). As with the shutter speed control, many consumer digital cameras don’t have a separate, continuously-variable lens aperture control. Instead, they contain a single dial or menu setting that favors larger aperture settings, to reduce depth of field. Look for a “Portrait” setting on your camera: the background in traditional-style portraits is often out of focus, to concentrate attention on the sitter. When you select the “Portrait” setting, the camera opens up the lens aperture, which decreases depth of field. The camera’s computer then automatically adjusts the other controls to compensate for this setting.

Depth of field also is controlled by the focal length of the lens, or its zoom setting. (The least complicated way to explain focal length is by comparison: a wide angle lens has a shorter “focal length” than a telephoto lens, which has a relatively longer “focal length.” A zoom lens simply is a variable focal length lens.) Zoom your camera’s lens to maximum telephoto setting, set your camera to “Portrait,” and you not only get a close-up of your subject, but the depth of field in your picture will narrow (the background will be out of focus). Zoom your camera’s lens to wide angle setting, take your camera out of “Portrait” mode, and the depth of field in your picture will increase (the background will be sharp).

Knowledgeable viewers who look at Pictures F and G will realize that Picture F was shot with a telephoto lens at a wider lens aperture (producing shallow depth of field), and Picture G was shot with a wide angle lens at a very small aperture (producing very wide depth of field). In either case, select the control that gives you the principal effect you’re trying to achieve, and the camera’s computer will adjust the other controls so that you get a proper exposure.

The last set of pictures in this group also concern wide angle and telephoto lenses. In general, telephoto lenses let you view things that are far away, whereas wide angle lenses require you to get in closer to your subject. There are other differences in the way they record pictures, however.

The car shown in Pictures H and I was photographed so that the front bumper was approximately the same size in both pictures. Picture H was shot with the lens zoomed in to its

maximum telephoto setting, whereas Picture I was shot with the lens zoomed out to its maximum wide-angle setting. Notice how the front end of the car in Picture I looms toward the viewer and the rear of the car seems disproportionately small, compared to Picture H? If you get in close, wide angle lenses tend to elongate and distort, compared to telephoto lenses. Conversely, telephoto lenses tend to flatten the subject when compared to wide angle lenses.

Another difference between wide angle and telephoto lenses is how much of the background is captured. A wide angle lens (or a lens zoomed out to its maximum wide-angle setting), gives us just that: a wide angle of view. Look at the background in Picture I. You can see all of the buildings and much of the neighborhood, which seems small and far away. Look at how the same background has been rendered in Picture H: only a small section of some of the buildings is included, and the entire background seems much closer than it did in Picture I. This is because a telephoto lens (or a lens zoomed in to its maximum telephoto setting) captures a much narrower angle of view, and tends to compress distances between objects in the picture.

As a practical matter, therefore, use your lens at a wide angle setting when you want to emphasize your subject’s prominence in the picture, and still be able to capture the background. Use a telephoto setting and you can isolate your subject, or compress the apparent distance between the foreground and the background. Finally, don’t forget depth of field: wide angle lenses tend to increase depth of field, and telephoto lenses tend to decrease depth of field.

III. Summary

Hopefully, reading this article hasn’t discouraged you from bringing your camera to the next PCA event! Even if you leave your camera set to “Auto” and forget every confusing thing you read in this article, however, your camera’s computer will probably give you very good pictures. If you want to capture the scene in a particular way, or if you want to create a particular effect, leaving your camera in “auto” may not give you what you want. That’s why understanding the concepts and controls in this article is important. And if you practice, practice, practice, I’m virtually certain that your pictures will improve. You’ll also be much happier with your camera.

Happy shooting!

One of the many great things about PCA Chicago’s website, which you can visit at <http://www.pca-chicago.org/?getpage=1>, is that Chicago Scene is posted on-line. If you go to the website and view this article on your computer, you can enlarge the individual pictures to see more closely the effects described here.



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Registration Opens: 10:30 AM
Class Begins: 11:00 AM
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Cost: \$10.00 per person

??? Questions ???
Email or call Jack Stephensen
708-492-0160 (Evenings)
Jstephensen@aol.com



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Westchester, IL 60154

The MidShip Report: The HEART of the Matter

John Miller [Boxster_S@veryspeedy.net]

The engine is the heart of every Porsche. The body (shape) and perhaps some of the 'intangibles' (handling?) conceivably create the soul of the car, but the 'heart' was at the center of my thoughts.

A couple of weeks ago, before a trip I was taking to Las Vegas, PCA-Chicago club member Bob Ward suggested a visit to an automotive business based there - a business that Bob has done some business with in his own pursuits - Bob's Porsche was featured here in Scene in August of 2005 ("MOAB") - a Porsche 931/924turbo with a 500+ horsepower Buick V-6 turbo motor under the hood. The company is called Renegade Hybrids and what they do might be considered heresy by some and feats of amazement by others. I would admit to a (front) trunk load of reservations before my stopover ... but 10 minutes into the visit, I started rethinking my position. Hybrids are nothing new - the Scene has featured two other Porsches (in addition to Bob's 931) with hybrid parts - a 944 sporting a Corvette V8 motor and a Porsche 944 turbo with 928 engine parts.

Renegade Hybrids purports to put "exciting driving experience back into your Porsche". I suppose that's a statement that you can't argue with - you may derive your own interpretation, and I'm not passing judgment, but consider this: While I was in the shop, I saw them in the process of installing high-powered GM V-8 engines in a 944 shell and a 911 shell (see included photos). In the 'waiting room' were shells from another 14+ cars - everything from 914's to 911 turbo's to a 928S - all engineless for one reason another. This is no backyard, spot-welder operation--they do a lot of their own fabrication and manufacture some very high quality engine adapter kits, clutch and transaxle components, and custom shifters.

My discussions with some other Porsche owners about this concept drew mixed reactions. Yes, there's always a need/desire for more power. Yes, it would be nice if PAG had more

powerful options. Yes, Porsche engine parts do tend to land on the expensive side. And as one Porsche driver put it, (about installing a V8) "it kinda defeats the MISSION". And from that perspective he may be right. It's not a one-for-one heart transplant. It does take the car in a different direction. Is that a



bad thing? I'm not running off to Renegade Hybrids with check-book in hand ... not yet, anyway. But I'm not opposed to it, for a specific reason: Fear. I know of more than few early Boxster engines that turned to MUSH through no fault of the owners - I'm sure one of past Club Presidents can relate to this. There were unquestionably build/engineering issues with some of the engines Porsche produced for the Boxster. And this is where the fear comes into play.

While I'm not driving around in my Boxster with the expectation that the engine will hand-grenade, I do wonder, what would I do if it did? A new Porsche crate motor would be obscenely expensive ... and that's without the labor costs to install. I've known some people to pursue the internal 'upgrade path' - getting a rebuilt 3.4 or 3.6 Porsche (i.e. 911) engine and having that installed. This too is not a one-for-one and requires some modifications. All which leads me back to the hybrid possibilities. Take a quick look on the internet. Brand spanking new GM 350, all aluminum longblock high performance V8 engines can be had for as little as \$3500 (a third of a stock Boxster engine replacement). Here's another number to contemplate: 355. As in Horsepower. That's real world power. Another 1000-1500 will net you a 400+ horsepower engine. Sure, installation wouldn't be cheap - a wild guess is in the \$4000-5000 neighborhood. Presently, Renegade Hybrids isn't even prepared to do a Boxster conversion--they had a platform they hoped to start engineering

tests with this year. Still, the possibility of a hybrid is something to contemplate.

One of the more shocking revelations came near the conclusion of the visit to Renegade Hybrids: One of their most popular conversions was a kit for installing a Subaru WRX motors in Porsche 914's. While I was pondering the reasons for that, my host gave me the insights. The 914's are old. Many of the engines have been played with and more than a few had the fuel injection pulled off and replaced with a carburetor, which did nothing for the reliability or the drivability. Even when properly tuned, you still had an old, low output, relatively expensive motor to maintain. The money is far better spent (in the minds of those opting for the conversion) on an engine that provides two to three times the power, better fuel economy, excellent reliability, modern fuel injection, smooth and quiet operation, relatively affordable, and a similar design (flat 4) that nearly bolts right into place.

Does this 'heart transplant business 'Defeat the MISSION'? I'll let you know. I'm on my way back to Las Vegas (on unrelated business) in a couple of days. I've already contacted Renegade Hybrids to arrange another visit. And a test ride.

To be continued ...



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Scenes Thru The BackLite

Bruce Janecek, Chicago Region Historian

The Ten Commandments of a Porsche Enthusiast

1. Thy Porsche shall take precedence over all other things. Thou shall not worship other cars.
2. Thou shalt know thy Porsche well and drive it wisely at all times (i.e. not below 3000 R.P.M.s)
3. Thou shalt treat thy Porsche with kindness and devotion each day: and love it as thyself.
4. Thou shalt obey its urging you on, and forget about 55 M.P.H.
5. Thou shalt respect and trust thy Porsche's cornering ability, and learn it better at Elkhart.
6. Thou shalt faithfully attend the meetings and events of the Porsche Club.
7. Thou shalt not steal life from the Porsche by keeping it in disrepair.
8. Thou shalt not buy regular gas, inexpensive tires, or cheap oil, or drive in salt
9. Thou shalt visit thy dealer occasionally to revere the new Porsches.
10. Thou shalt do all in thy power to maintain thy Porsche in concours condition and enter one once in a while.

The Ten Commandments As Written By The Spouse Of A Porsche Nut

1. Thou shalt remember to bring thy spouse to Club meetings and flatter her/him with attention so that she/he will come again.
2. Thou shalt not show more concern for thy ailing Porsche than for thy neglected family.
3. Thou shalt remember to say "Good Night" to thy spouse after thou hast tucked thy Porsche into the garage.
4. Thou shalt love, honor, and cherish thy family as well as thy Porsche.
5. Thou shalt not kill thy union by preferring the companionship of thy Porsche.
6. Thou shalt not commit idolatry with thy Porsche.
7. Thou shalt not steal time from thy spouse to spend on thy Porsche.

8. Thou shalt not praise the performance and beauty of thy Porsche without praising thy spouse.
9. Thou shalt not covet thy dealer's Porsches.
10. Thou shalt not spend thy resources on bigger anti-sway bars, mags, etc. while thy spouse goes in rags.

Reprinted from February 1974 Scene: anonymous

Big Car, Little Car

Jim McConnell, Rocky Mountain Region

See the little car. See the little car go fast. See the little car pass the gas station. The little car passes the gas station because it is efficient. It doesn't use much gas when it goes fast. It has an overdrive top gear and a little engine.

See the big, long shiny car go into the gas station. See the driver of the big car smile. He is successful. He must be successful because he has such a big car. His neighbors are impressed. His friends are impressed. The bigger the car the more successful the man is.

See the man at the gas pumps smile when the big car drives in. He knows he can sell many gallons of gasoline to the man in the big car. This will increase his sales for the year. Last year he increased his sales by 15% and got an award. Maybe next year he can buy a big car to impress his friends.

See the man in the big White House. Sometimes, late at night, he wonders if he is really successful. He says everyone must drive at 50 MPH. They all slow down to 50 MPH because they think the man is successful. He lives in the big White House so he must be a good man. Besides, SPEED KILLS.

The man in the big car can't tell the difference between 50 and 70 MPH. His air-conditioning is too noisy. The man in the little car must drive in third gear at 50 MPH. His car is not as efficient in third gear.

See both cars pull into the gas station. But the man at the pumps is not smiling. He has no gas to sell.

See all the grown men cry ...

Reprinted from February 1974 Scene

New Racer Tips

Rainer Dronzek



Nearby passengers on the flight glance at my laptop screen as I watch in-car video from the Daytona Club Race. The clip is a reminder of a great weekend and will be my study tool through the winter as I wait for the first race next season.

A relative newcomer to the world of racing, my first sports car, a Boxster, came into my life in early 1999. A few months later I attended Drivers Education (DE) at Heartland Park in Topeka and was bitten by the bug. Five years of DEs around the Midwest led to my first Club Race at Brainerd in 2005. This year I competed in races at four tracks, including Daytona.

There are as many motivators for club racing as there are drivers. The thrill of driving all out. Wheel to wheel racing. Pitting your skills against those of other drivers. Driving famous venues. Fellowship and camaraderie. Participants come from all walks of life, yet share a common passion for driving and racing.

The path I took from DE to Club Racing is a common one. DEs provide valuable seat time as well as opportunity to receive feedback from a trained instructor. As your skill improves, and as budget allows, you may decide to make changes to the car to enhance your driving experience and increase competitive advantage, including:

- Race tires. Probably the biggest improvement in which to initially invest; helps cornering, braking and accelerating.
- Race brakes and brake fluid. Not as important as tires, but can still make a difference as brakes heat up and fade

during longer events.

- Five or six point harness. Both driver and passenger sets (equal restraint rule).
- In-car lap timer. Although you may feel like you're driving faster, the clock is the ultimate judge. DEs are not timed events, but in-car timers are usually allowed and give you real-time feedback.

To participate in PCA Club Racing, your car needs additional safety equipment, including roll bar or cage, window netting and engine kill switch. The full requirements are defined in the PCA Club Racing Rules. To improve the handling of the car you may choose to stiffen the suspension, lower the center of gravity, corner balance the car and a host of other mechanical improvements. Other options to consider:

- Video camera. For analyzing technique and providing evidence in the case of an incident. Make sure the camera is easily operable from the driver's seat.
- Thin race suit. Splurge for one of the newer suits that provides a high level of protection yet is not so thick (and hot).
- Enclosed trailer. Open is lighter and less expensive than enclosed, but consider the added security when traveling. An enclosed trailer is a rolling storage locker, which frees up room in the tow vehicle. Debris-induced car damage is also eliminated. I've already replaced one windshield as a result of a towing-related crack with an open trailer.
- Head and neck restraint. Of the club racing friends I've made in the last two years, three have had accidents serious enough to total their cars. Accidents can happen to anyone and safety is a priority. Head and neck restraints are not required for PCA Club Racing, but are strongly recommended.
- Data acquisition. In addition to improved engine monitoring, a data acquisition system can help identify driving technique improvement opportunities.

A great resource for new drivers is the mentoring program, where rookies are paired with seasoned racers who provide guidance and support for the rookie's first race. Although it's optional, it's a great program. Chris Ingot, my mentor, helped with preparations prior to the race and provided valuable feedback during the event. Susan Shire, PCA Club Racing Program Coordinator, can set you up with a mentor.

When you arrive at the track, you should be relaxed and prepared. Running around at the last minute looking for missing items or finishing up repairs reduces mental focus. Preparations should start well before the event to make sure the car is prepared and all necessary items for the track are ready. One way to reduce your stress at the track is to outsource it - a.k.a. track-side support. I've used support teams for several events and highly recommend them, especially for those of us who don't

have extensive experience with race car setup and maintenance. The thought that the last person to work on my car was a professional provides reassurance as I go through Turn 2 at Brainerd or Turn 11 (“the Kink”) at Road America, both of which are “pucker and don’t lift” turns in my car.

Being prepared for your event means organizing what you take to the track, including spare parts. Not only might these parts save a weekend for you, they might help out a fellow driver and you may find the favor returned at a future race. Here are some suggested checklist items for race weekends:

Spare Parts

- Common hoses
- Brake pads
- Rotors
- Fuel pump and filter
- Power-steering belt
- Cleaned and tested injectors
- Stainless steel brake line
- Inner and outer wheel bearings
- Tires and wheels (one dry, one rain)

Routine Maintenance Items

- Air compressor
- Batteries (lap timer transmitter and receiver, digital camera, enduro timer, flashlight)
- Brake fluid
- Clothes hanger for drying out race suit
- Duct tape
- Flashlight
- Fuses
- Glass cleaner
- Gloves
- Hand cleaner
- Jack and jack stands
- Lexan or glass windshield cleaner
- Oil (race car and tow vehicle)
- Paper towels
- Rags
- Tar remover
- Tire gauge
- Tool box
- Torque wrench

Take to the Event

- Binoculars
- Business cards to share with other drivers
- Cash and checkbook
- Cell phone (plus battery & charger)
- Cold weather gear
- Cooler
- Digital camera
- Drivers license
- Ear plugs
- First aid kit
- Folding chairs
- Food

- Hat (e.g., baseball cap)
- Helmet and helmet bag
- Ice
- Insurance card, registration, license plates & emissions waiver (if applicable)
- Lap timer (receiver, transmitter, tripod)
- Lip balm with sunscreen
- Log book
- Maps
- Nomex suit, shoes, socks, shirt, gloves and balaclava
- PCA Club Racing License
- PCA Technical & Safety Annual Inspection Form (if first race of the year)
- Pen & paper
- Radios (two way and scanners)
- Rain gear
- Spare car key
- Sports drink
- Sunglasses
- Sunscreen
- Towels
- Video camera, charger and USB cable
- Water

Check Prior To The Event

- All items on the Technical & Safety Annual Inspection Form
- Harness and helmet expiration dates
- Windshield (for cracks)
- Fire extinguisher level
- Fluid levels
- Enduro timer and lap timer functionality
- Tire wear and inflation
- Wash car and clean windows inside & out
- Reserve or order tires for pickup at the event

Each driver has his/her own goals for a race and these may vary from driver to driver. They range from finishing the race without an incident, driving consistently, a personal best time, reaching the podium, setting a track record, to being selected for the Workers Choice Award. One thing is universal – the bottom line is to have fun ... safely.

photos by Colour Tech South

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Going to the Autobahn DE -- April 30th, 2007

Experienced Drivers Required in Joliet, IL

The Chicago Region is returning to the full 3.56 mile road course located in Joliet, the **Autobahn Country Club** on **April 30th**. Similar to last year, this is an “**Experienced Driver**” Education Program. Those wishing to participate must have adequate driver experience to be comfortable learning a new track. As an added feature, we will also be featuring a **PCA National Instructor Training Program** with Pete Tremper being the featured speaker.

We are excited to offer this as one of the first driving opportunities in the area to start off the 2007 driving season. Come out and enjoy your Porsche in a controlled environment. Those wishing to participate in the experienced driver education portion will be driving on the full track complete with 24 turns. Those wishing to refine their student instructor technique or wish to be an instructor at driver education events across the country may participate in a very structured **Instructor Evaluation Program**.

We will be offering “on-line” registration and payment through a website: **www.clubregistration.net**. If you have never registered on this website, we would recommend setting up your profile to ease the registration process that will open: **March 1st**. Payment can be made via Paypal account or sending in a check within 7 days of registering “on-line”.

We highly recommend that you save time at the track by bringing your car to a recognized Porsche Dealer or Specialty Shop (many advertise within the Scene) for a mechanical “tech” inspection prior to attending this event. Have the shop complete, sign and stamp the Chicago Region Tech Inspection Sheet (available at www.pca-chicago.org).

Those that want to arrive in the Joliet area earlier, we will have a block of rooms reserved at The Empress Casino & Hotel (815) 744-9400 minutes away from Autobahn CC. Reservations need to be made by March 30th or the block of rooms may be released.

The concession stand and gas facility will be open within the parking area of the Autobahn Country Club.

Questions?

Contact Event Registrar

Dennis Costis
(847) 204-6100
DHCDDS@COMCAST.NET

Contact Event Chairman

Chris Inglot Chris
(847) 602-9051
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PCA Chicago Region 2007 Tech Inspection Sheet

NAME: _____ DRIVER CLASS: _____ RUN GROUP: _____

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

Driver Classes: Green (prior C) is least experienced, progressing to Yellow (prior B2), White (prior B1), Black (prior A) most experienced.

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

Helmet Requirements!

Inside

- 1. **HELMET, SNELL SA 2000 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 2000 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.**

Outside

- 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.

Engine

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

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

DRIVER'S SIGNATURE: _____ DATE: _____

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

Revised January 25, 2007

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- 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 5th of the month for publication in the next month's issue, is subject to editing, and will run for three months. To run again, after the initial three month period, ads must be resubmitted.
- Please limit ads to 75 words or less. Only digital photos will be accepted.
- No photos to be scanned. Please see the next page for submission information.

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1990 911 C2 PCA Class D Prepared/maintained by Midwest Eurosport; all records; perf cond/never hit; includes trailer and scooter. \$50,000 Andrew 773.852.4068 bulkov@sbcglobal.net (FMA)

1993 968 MO30 Black/classic grey/leather sport seats (grey w/black piping); 41K mi; new transaxle (due to noisy pinion bearing); sparkplugs, newer brakes;

battery; Mobil 1; never tracked/always garaged, exc cond. \$25K/OBO obo. Marty Frith Santa Barbara, CA 805.968.3065 maf968@aol.com (DJF)

2000 911 Carrera Cabriolet Artic silver/black 11K mi; 6 spd; hard top/Porsche stand; Xenon lite pkg; Boss prem sound/6 CD; new Mich Pilot Sports; Mobil 1; 3-M chips guards/bra; no smoke/snow; heated garage. \$53,000 George 708.772.8910 (FMA)

2002 Boxster S 6 Speed/pwr seats/Sport Touring Package/Xenons; 18" Sport Design Wheels w/Color Crest; 6 Disc CD; Clear Bra; almost new tires; 48K mi; California car; Always garaged/treated very well since new by 1 Porsche-phile owner/end of lease soon; either sell or return. \$35,950/OBO Tony (o) 630.584.2701 © 630.677.4429 (DJF)

2004 Boxster Yellow/black int Mint; 18" Carrera wheels/color crest; factory side skirts; PSM; Bose; clear bra; alum-look int/steering wheel & e-brake; custom Porsche alum. Pedals; Yellow console/seat backs; Fab Speed Exhaust; clear markers/3rd B-Light; No track/DE/rain/winters/carwash. \$42,900 Rob (cell)630.890.8810 naprwp@sbcglobal.net (JFM)

2005 911 Carrera S Coupe Guards Red/Sand Beige/full leather; 6K mi; Bose 6 disc high end sound; heated/power seats; colored crests; garaged/covered; exc cond; new car ordered; \$74,000. Dennis 630.357.0843 dkostic@weirintl.com (DJF)

For Sale - *TIRES/PARTS/MISC*

Wheels and Tires (2) 18X10 Porsche Turbo Twist wheels (fits 993, 996 late

944s & more); PN # 99336213800B/99336214001A stamped inside; one wheel has 1" gouge on wheel lip/the other wheel has couple 7" gouges/scrapes along wheel lip/few scrapes on face of wheel; both wheels with ContiSport Contact 265/35 ZR 18 tires/enough tread 1 more season. \$275 for nicer one, \$225 for other, \$475 for both. (4) 16X7 Porsche, chromed Fuchs slotted flat dish wheels/no tires (fits 924, 928, 944s, others?); 2 wheels very good condition/2 fair condition. Sell only as set \$275. Tires (4) New Yokohama A008R 185/70HR 15 tires (no longer produced), never mounted/stored out of sunlight/climate-controlled environment. \$295 per set. (2) Used B.F. Goodrich Comp TA VR4 205/55 R16 M&S tires, 60+ % tread left, \$55 both. All prices OBO/shipping extra from Milwaukee, WI. consider trades for 944 Turbo front fenders, front/rear valance. Masaya Nakamoto SciFi951@MSN.com or after 8:00 PM 414.352.8715. (DJF)

914 Transmission (5 sp) Recently rebuilt by Fischer Motors; Oil cooler connection; Quaife Limited slip; Billet aluminum intermediate plate; Short gears (3 new sets). \$2,000 Mike 847.912.1137 mjc443@msn.com (FMA)

Parts New red 986 (Boxster) hardtop/springs/filters; 930 exhaust/8"/10" BBS wheels/(new) oil tank/Ring/Pinion/gears; F/R red bumpers/harness bar/etc; Early 911 glass/MFI system/Fuch wheels/etc; New black (996) GT3 factory seats/mats. Phil Koepke nkandpk@milwpc.com (JFM)

Parts 924 Porsche Turbo wheels manufactured only 1 year/very rare/Comp set 6 X 15/good used cond \$600; Fuch wheels (2) 7X15/(2) 8X15 \$900 for set/all straight; Dunlap Tires (4) 205/255 ZR16 - Sport Maxx/new \$250 for set 944 Turbo Rear Spoiler (86 thru. 89)/used good cond \$400; 944 Bumper Shocks/used good cond \$20.00 each; 933 Steering Wheel & Airbag/used/4 spoke/Blue leather/very good cond \$200; 924 Turbo transmission/used/works \$300; 911 Heat Exchanger (84 to 89)/good shape/no rust \$150; 87 944 Turbo engine/runs good/comp clutch & bell housing/motor mounts/cross bar/(new) clutch/exhaust manifold/updated manifolds/updated fuel line \$2,800. Pictures available for many items. Gary 650.968.8708 (FMA)

For Sale - TRAILERS

1999 Big Tex Car Hauler 16' steel bed/LCD Lights/Dual Axels with brakes; Removable left side fender; Custom alum ramps for easy loading; Well maintained; Only trailer that will fit inside a standard 2 car garage. \$2200 Peter Sygieda 312.404.9965 (JFM)

Free - TIRES/PARTS/MISC

Tires/Parts/Misc/Suspension for 964 C2 Free to good home/upgraded my suspension/have available stock coils, dampers, and sway bars; exc cond/no flaws Frank 847.382.6391 (DJF)

For Rent - STORAGE

Storage/Shop Space Located near Rt 12/Rand Rd and Quentin Rd in Lake Zurich; 24 hr video security surveillance; electricity/heat/AC/compressed air/much more; Certified Porsche Master Mechanic also rents space/is on premises 2-3 days a week to help you; giant motorized garage door/lift; huge 22' x 22' for \$150 per mo. Outside trailer storage space also available. Randy 847.550.5300 (DJF)

For Rent - OTHER



Park City, UT Condo 1BD/2BA 1st fl w/WB; fireplace; sleeps 4 comfortably; 200 yds from Park City Mountain Resort (#105CBI). 888.PARKCITY or Doug@DougWakeley.com or www.DavidHollands.com. (JFM)



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Aungahh!



WANTED

PCA/Chicago Region memorabilia to be displayed during 2007 for our 50th Anniversary celebration. Any and all items (Chicago Scene -awards - badges, photos, etc.) from 1957 thru 1970 would be appreciated. Especially, pertaining to our four Chicago-hosted National Porsche Parades (1959-1964-1972-1984) All in Wisconsin!

Artifacts may be donated or loaned. All will be given T.L.C. We can arrange pick-up within the Chicago-land area.

For more information:

Bruce Janecek, Region Historian
630.654.1150 janecechmate@comcast.net

There may be a few people left in the universe that don't know ... I'm now a grandma! ... my beautiful granddaughter was born in January. Pictures are available ... just ask me!!!

The General Membership Meeting was well attended for a cold January Sunday and the food was terrific!!! It was nice to see so many good Porsche friends, catch up on all the news since the Dinner Dance, and hear about the 2007 Chicago Region season.

The next big social event is the Chili Tasting/Concours School on Sunday, February 25th ... a not to be missed event!!!! Bring the entire family as there

will be interesting demonstrations, games for children of all ages, and great Chili and Edible Art!

Skip Barber has joined us as an advertiser. Check out their info on page 4.

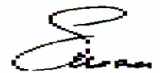
We're starting to get busy! There are event announcements in this issue for the Rallye School (page 23) and the 1st DE of the year at Autobahn Country Club (page 31) for EXPERIENCED Drivers Only. In next month's Scene will be the full info for the Autocross School as well as the first Blackhawk DE of the season - for our Novice Drivers.

You'll find the 2007 Chicago Region

Tech Sheet on page 33. Featured in the March issue will be a complete report of the NEW Tech System for DE.

And for the latest news about happenings in the Chicago Region, check the Region web site at www.pca-chicago.org

See you on the 25th



Aungahh (a-iun-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

Susan Shire
Editor/Advertising Manager
ChiScene@aol.com
Phone 847.272.7764
Fax 847.272.7785
1897 Mission Hills Lane
Northbrook, IL 60062-5760

Send address changes to:
Postmaster
Ed Soske—PressTech
959 Lee Street
Des Plaines, IL 60016-6545
e-mail: Leedlast@hotmail.com

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All copy material must be received by the 5th of the month for publication in the next month's issue and will be published on a space available basis. The editor reserves the right to refuse and/or edit all materials submitted for publication.

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

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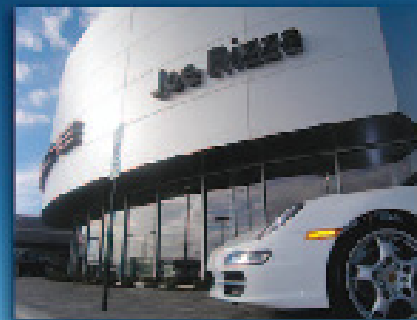
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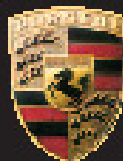
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