

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

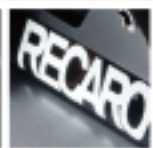


WEBER GRILL SOCIAL

FALL TECH SESSION

2004 CALENDAR

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Chicago Scene

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Tom Harwood, Phyllis Harwood,
Ken Pesavento, Van Miller, Jeff Girard,
Dan Metz, Louis Elsner, Russ Pesko,
Todd Conforti, Steve Rashbaum

Boxster duet: Chris Ingot's (left) 2003 Boxster S and Steve Rashbaum's 1999 Boxster

Cover photo by Steve Rashbaum

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

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

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

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

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THREE MONTHS AT A GLANCE

2004 Calendar

Italics = info in this issue in box = change

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

Jan

25 **General Membership Meeting**

Feb

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

Mar

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

Apr

18 Photo Rallye I
25 Autocross School

May

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

Jun

6 Rallye II
11 Blackhawk DE
13 Concours I
27 Autocross II

Jul

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

Aug

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

Sep

3-6 TRAC 2004 DE & Club Race
4 TRAC 2003 Concours IV
5 TRAC 2004 Dinner & Party
12 Rallye IV
15 Blackhawk DE
19 Autocross V
26 Concours V & Charity Event

Oct

2-3 Blackhawk Octoberfest DE
TBA Rallye V
23 Concours Judge's School

Nov

6-7 Driving Tour in MI
14 Tech Session

Dec

11 Dinner Dance

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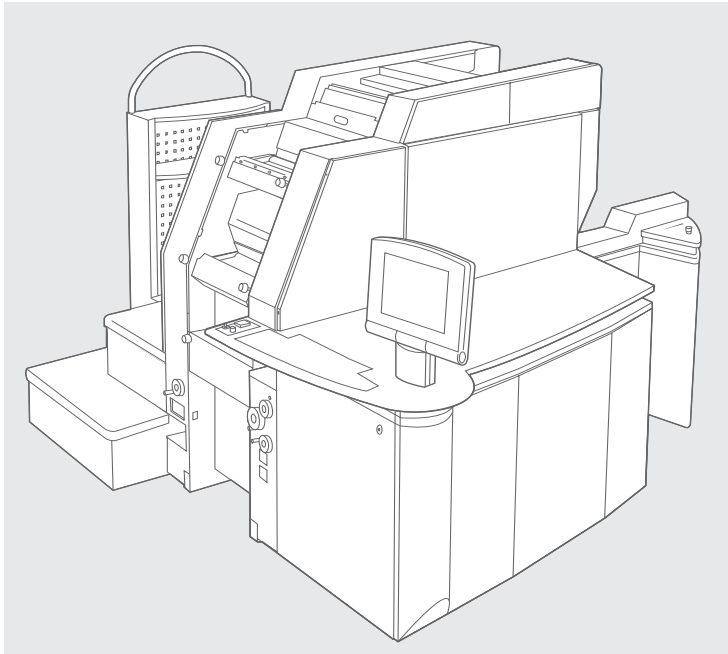
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It's Why You Bought The Car

by Jim Jacisin, President

The First Lap Around the Sun

Each new year starts as a clean sheet of paper, a fresh start with so much promise ahead. Even a brief glance at the 2004 calendar in this issue of the Chicago Scene, tells you that the paper didn't stay clean very long. A quick look reveals 40-plus chances to exercise your life and that Porsche or two that you have in your garage.

Your Porsche, too, holds much promise. Remember when you began picking one out? Looking through the glossy sales brochures, you dreamed of the adventure that the car would bring. Hustling down beautiful country roads in a rallye? We can do that. Pushing the car through cones and exploring your and the car's limits at an autocross? Yes, we do that. Did you dream of putting that car on a racetrack and clipping apexes on the world's great road courses? We can show you how. How about driving the car onto the lawns for a concours d'elegance? That, too. Even if you just want to pull up to a fine restaurant with your significant other. We do that, too.

So, from Potter's Picnic to the Chicago Athletic Club, from the Autocross School to Road America, from the Gimmick Rallye to the scenic roads of New Glarus WI, from Cub Games to the Concours D'Elegance at the Cuneo Estate, we have you covered ... and all this with some of the best instructors in the country.

The single most important thing is that you are there. You don't get the time back. Your minutes will not carry over.

Looking back, the Dinner Dance was another huge success. Thanks to Chris and Vanessa Ingot, Steve Rashbaum, and Susan Shire for hosting the evening. Thanks also to

Jack Schriver for use of the Skokie Country Club. Greg Turek did a great job as MC. Nick Brenkus came up with terrific trophies and chocolates. Marla Turek and Jeannie Ruther selected the most fantastic raffle gifts! It was a simply beautiful evening in a lovely setting.

Looking forward, our first "don't miss" activity in January is the Annual General Membership Meeting. This year it is at a cozy little place in downtown La Grange. The event provides a great opportunity to see old friends, meet the new board members and coordinators, and lunch is on the Region!

February brings three great events. The Registration/Information forms for all three events are in this issue of the Chicago Scene. The first is St. Valentines Day. Remember what you did last year? No? Well this year make plans to join us for a memorable private dinner at Shaw's Crab House. Please make your reservation early.

The second event is a school, of sorts. This year's Parade Rallye is advertised as a Tulip Rallye. As we haven't had a Tulip Rallye in the Chicago Region for many years, there will be a 'practice' Tulip Rallye in February.

The second great event is our Annual Chili Tasting, Concours School and Hot Wheel car races for the young and the young at heart. This year we will head toward the Mason Dixon line to Rizza Porsche for what is always a big "How To" affair. It's never too early to start thinking about the warm weather months that lie ahead.

So, after the next lap around the sun, I'll be back to report on how this Club is being driven.

Thanks to Keith Clark and all the outgoing board members and volunteers who have made this region the finest in all of P.C.A.

Now it's your turn...get out there.



Chris Ingot (left), Keith Clark, and Jim Jacisin at the November Tech Session at the Exchange.

photo by Steve Rashbaum

January Word Find

Who are these people?

What are these venues?

AUTOCROSS	BARNICLE	BLACKHAWK	CHARITY	CHICAGOSCENE
CLARK	CONCOURS	CONFORTI	GINGERMAN	HACKENSON
INGLOT	JACISIN	NOWAKOWSKI	PESAVENTO	RADE
RALLYE	RASHBAUM	STEPHENSEN	TRAC	

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

To find out who these people are and what these venues are, attend the General Membership Meeting on January 25th!

Solution in February Chicago Scene



Hear ye, hear ye! Come one, come all!

The Chicago Region's General Membership Meeting

Sunday, January 25th, 2004

11am – 3 pm

*Via Bella**

*75 S LaGrange Road***

La Grange, IL 60525

708.482.0055

- Introduction of the 2004 Officers, Directors, and Coordinators
- Review proposed venues and plans for 2004
- Begin 2004 with old and new friends
- Lunch is 'on the Region'
- The Goodie Store will be 'on-site' with a 'close out' sale on old inventory items and a preview of new inventory items

Buffet Menu
 Fried Calamari
 Dinner Salad
 Pizza
 Sausage and Peppers
 Italian Cookies
 Coffee, tea and soda

CASH BAR

**Please park in the Village Municipal Lot behind the restaurant or on the street. DO NOT park in the IHOP lot or you will be towed.*

***Located in downtown La Grange, approximately one mile south of the intersection of Ogden and LaGrange Roads (south of the tracks), east side of the street.*

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SPECIAL VALENTINE'S DAY DINNER SOCIAL

Saturday, February 14, 2004 - 6:30 pm

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

CHICAGO PCA

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

Highlights:

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

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

Special Day - Special Porsche Social

\$56.00 per person

REGISTRATIONS MUST BE RECEIVED BY FEBRUARY 6TH

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

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

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

Contact Phone # _____
Contact e-mail

Name _____
Soup OR Salad _____
Entree - specify as above

Phone # _____
e-mail

Weber Grill Football Social

by Toby Duckett

Bears Win, thanks to the Chicago Region PCA!!!

Well, this was not the newspaper headline on October 27th, but it could have been.

33 Porsche/Bear fans came out to the Football Social at Weber Grill on Sunday, October 26th. Everyone had a great time ... especially the winners of the football pool, grill book, and Porsche hat.

The Weber Grill chef 'grilling school' was our half time entertainment. It was interesting to learn that they use 4000 - 5000 pounds of charcoal every week. We learned about direct and indirect cooking methods, the best way to grill salmon, and how to prepare beer can chicken.

Needless to say, the BBQ buffet was fabulous. The chicken wings, pulled pork, yummy chili, hot dogs, ribs, and chips kept all in attendance stuffed for the afternoon, if not the rest of the week.



Being rowdy: (left to right) John Hill, Brent Johnson, Marty Bour, and Mike Hill



Wes and Mary Anne Nowakowski (on the corners) share a table with Jim Hopp and Todd Conforti



Ed Barnicle peruses the pool



Patti (left) and Jim Jacisin with Susan Shire



Our host, Toby Duckett

Gayle Timbers-Barnicle (back to camera) visits with Cindy Jacisin and James Drury



photos by Steve Rashbaum

Membership News

by Van Miller, 2004 Membership Coordinator

New Members

November and December 2003

William Baker
Chicago, IL
1997 C4S Carrera Coupe

Alan George
Virginia George
Wilmette, IL
1993 993 C4 Coupe

Raymond Macklin
Tracey Macklin
Mundelein, IL
1984 911 Coupe

Matthew Witt
Chicago, IL
2000 Carrera C4 Cab

Amir Bastawrous
Hani Khalil
Chicago, IL
2003 911 Turbo Coupe

Chris Girgenti
Wilmette, IL
2001 911 TT Coupe

Thomas Moloney
Carol Moloney
Naperville, IL
2003 Boxster

Greg Zaremba
Cathy Zaremba
South Barrington, IL
2002 996 Turbo Coupe

John C Brink
Roz Brint
Buffalo Grove, IL
1988 Carrera Targa

Brandon R Griffin
Kevin Griffin
Lockport, IL
1983 944

John M Osuyos
Carolyn Osuyos
Long Grove, IL
1991 911

Michael G Zeman
Galena, IL
2003 996

Michael Curry
Elgin, IL
1995 Carrera 4

John C Hansen
Maxine Hansen
Orland Park, IL
1989 911

Daniel Pitariu
Daniel Pitariu
Chicago, IL
1985.5 944 Coupe

Transfers
into the Chicago Region

Fred Ellenberger
Karol Ellenberger
Rockford, IL
1974 914 Targa

Oscar Im
Lorna Im
Mundelein, IL
1999 911 Carrera Coupe

Maneesak Pimsarn
Ruksakul Pimsarn
Forest Park, IL
2003 911 Turbo

Rainer Dronzek
Nancy Ross-Dronzek
Naperville, IL
1999 Boxster

Doug Engelman
Wendy Engelman
Aurora, IL
1985 911 Carrera Targa

Bill Kadlec
Hope Kadlec
Naperville, IL
2000 Boxster S

Steven D Pjesky
Sandy Pjesky
Hinsdale, IL
2001 911

Jason N Shih
Chicago, IL
1991 911C4

Mel Formica
Heidi Wanaski
Chicago, IL
2003 Boxster

Stefan Kleine
North Aurora, IL
1987 911 Carrera

Keith Shay
Kathy Spillane
Palos Park, IL
2001 Boxster S

Kurt L Smith
Judy Smith
Medford, MA
1970 911 T

Mark Furhrer
Joyce Furhrer
Rockford, IL
1989 Speedster

Joseph B Kurian
Chicago, IL
1983 911 SC

Tom Stagemeyer
Jennifer Zabeth
Chicago, IL 60614
1993 968 Coupe

Frank Spinarski
Zion, IL
1995 993 Cabrio

Joseph Gentile
Joey Gentile
Libertyville, IL
1998 Boxster

Gregory Lehman
Debbie Lehman
Vernon Hills, IL
2003 911 Cab

Robert E Ward
Janie Ward
Lake In The Hills, IL
1980 931



Welcome to our new members and transferees!

PCA Chicago Region Board Meeting Minutes

Respectfully submitted by Mary Anne Nowakowski, Secretary

The regular monthly Chicago Region Board Meetings are held at the Park Ridge VFW Hall and are open to all Chicago Region members. Please see the 2004 Calendar for the specific dates.

Friday, November 7, 2003

Voting Members Present:

K. Clark, J. Jacisin, M. Nowakowski, J. Stephensen, P. Hackenson, K. Pesavento, C. Inglot, E. Barnicle

Coordinators Present:

T. Conforti, V. Miller, C. LaMantia, T. Duckett, S. Shire, S. Rashbaum

Members Present: L. Lichtenstein, M. Palmer, V. Inglot, N. Brenkus

Meeting Called to Order by K. Clark at 8:03 PM, at the Park Ridge VFW Hall, Park Ridge, IL

Secretary: M. Nowakowski

Presented minutes from October 10, 2003 Board Meeting.

- Motion to Accept Minutes: E. Barnicle
- Second: J. Jacisin
- Approved: Unanimously

Treasurer: J. Stephensen

Presented Chicago Region Financial Statement dated November 7, 2003.

- Motion to Accept Financial Statement: C. Inglot
- Second: E. Barnicle
- Approved: Unanimously

Vice President: J. Jacisin

Expressed thanks to all for 2003 Season.

President: K. Clark

- Expressed thanks to all Board and Coordinators for assistance thru tenure.
- 2004 Ballots for Board members will be counted by N. Brenkus, L. Lichtenstein, and M. Palmer.

Autocross: S. Young/M. Gallagher

- General discussion regarding proposed autocross site in Glenview.

Timing & Scoring: C. Bittman

- No Report

Road America: P. Hackenson/K. Clark

- No Report

Blackhawk Farms: D. Gallagher/P. Hackenson

- Presented by P. Hackenson. Octoberfest finances have been received and will be forwarded to Treasurer.

Gingerman: J. Girard

- No Report

Chief Driving Instructor: J. Ruther

- No Report

Insurance: K. Clark

- Insurance coverage for all remaining 2003 events has been procured.

Concours: J. Jacisin/P. Yanahan

- No Report

Rallye: K. Pesavento/T. & P. Harwood

- No Report

Social:

- Presented by T. Duckett. 33 people attended the Football Social at Weber Grill. An article will be forwarded to the Scene. The 2004 Valentine's Day Social will be held at Shaw's Crab House in Schaumburg, and will be advertised in upcoming issues of the Scene.
- Presented by C. Inglot/S. Shire: The 2003 Dinner Dance planning is nearing completion, with all menu choices set and door prizes being acquired. Trophies have been ordered, and all traveling trophies need to be returned to N. Brenkus. Updated directions and nearby hotels will be published in the Scene.

Membership: V. Miller

- Presented 25 new members for October.

Safety: T. Conforti

- No Report

Technical: T. Duckett

- Thanks to all Tech Volunteers for 2003. The Sunday Tech session dyno testing is sold out.

Goodie Store: C. LaMantia

- Goodie Store inventory will be ordered on a quarterly or seasonal basis. A few new items will be available for purchase at the General Membership meeting in January 2004. New items may include fleece or denim jackets, denim shirts, rain gear, long sleeve white shirts, and table wear including glasses and desk items. Vendors have been contacted for pricing. The website will be updated to include items for sale. Volunteers have been requested for presenting merchandise at driving events for 2004. Current inventory is minimum with hats and other small items.
 - Motion by C. Inglot to provide \$4000 to set up initial Goodie Store inventory of items for sale at the General Membership meeting.
 - Second: J. Jacisin
 - Opposed: E. Barnicle
 - Approved by Majority

Charity: J. Drury/K. Knott

- No Report

Chicago Scene: S. Shire

- 3rd Quarter advertising billing for the Scene has been sent out, with 5 past due, and 1 advertiser cancelled. October issue had 18 advertisers and 17 for the November issue. General discussion regarding changing the structure of the advertising fees, with S. Shire proposing a new rate structure. Changes to Scene will include full color covers that will be run for 3 months at a time, to decrease set up costs. Expanded issues of the Scene, with more event photos will be placed on the web-page. General discussion regarding Scene costs and structures.

Property: E. Leed

- No Report

Sponsorship: M. McConkey

- No Report

Photography: Russ Pesko

- No Report

Historian: J. O'Keefe

- No Report

Webmaster: G. Gulik

- No Report

Old Business:

- None Heard

New Business:

- VFW Hall has requested that the February meeting be held on February 13.
- M. Nowakowski read the results of the ballots for the election to offices for calendar year 2004 as counted and submitted by L. Lichtenstein, M. Palmer, N. Brenkus:
 - President: J. Jacisin 75 ballots in favor, no write-in candidates
 - Vice-President: C. Inglot 67 ballots in favor, no write-in candidates
 - Treasurer: J. Stephensen 71 ballots in favor, no write-in candidates
 - Secretary: E. Barnicle

69 ballots in favor, no write-in candidates
- Directors: M. Nowakowski 68 ballots in favor, S. Rashbaum 53 ballots in favor, T. Conforti 61 ballots in favor No write-in candidates
Official results of ballots presented by L. Lichtenstein to M. Nowakowski.

Motion to Adjourn: E. Barnicle

- Second: C. Ingot
 - Approved Unanimously
- Adjournment: 9:23 PM

Next meeting - Friday, Feb 13, 2004

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Fall Tech Session

by Toby Duckett

A Day of Dyno, Dining, and the Fire Department at The Exchange

A major thank you is in order to Shawn Young of The Porsche Exchange in Highland Park. Shawn made all the arrangements for a wonderful day that included one special unplanned surprise.

Please be sure you all thank Bruce Semersky at The Exchange for his support of the club through the year, but especially for hosting, staffing, and permitting us to invade this great facility. Lots of new and used Porsches to drool over. Actually, the event may have sold a Boxer S for The Exchange when a passer by stopped in to see what was going on. Another person stopped in and wanted to join the Chicago Region!

Bill and his crew ran more cars on the dyno than planned thanks in part to Chris Inglot and Steve Rashbaum who got their cars in on Saturday afternoon for early runs. The dyno was a very interesting element for all of us at the event. It also created the special surprise when Jeff Girard's car set off the alarm system. The Highland Park Fire Department arrived within minutes ... and the decided to stay until Jeff's car was off the dyno.

John from the Tire Rack came and discussed tires for our cars. He

photos by Steve Rashbaum, Louis Elsner, and Todd Conforti



And it was loud!

was very knowledgeable and gave us information on all kinds of tires, types, and brands for a range of vehicles - from the SUVs that tow, to race cars they tow. One of the more interesting items was when John stated the benefit of the Tire Rack doing a preheat to increase the wear life of the tire. Please be sure to let the Tire Rack know that you appreciated their support of our event when you get your next set of tires.

Todd Conforti provided some hand outs for us all to consider in learning the correct track flags and hand signals. We want everyone to have fun, but we also want everyone and their cars to stay safe on the track. If you did not get your questions answered during our brief talk, send Todd or Toby an e-mail.

Needless to say, the professional grill out catering was out of sight. hot dogs, hamburgers, chicken filets with all the fixings were cooked



The handsome and always wonderful Harold Beach was there.



Lunch at The Exchange

fresh on site. If you missed the hamburger, you missed some of the best ever.

We all had a great day. It was nice to see a lot of new faces. Thanks to all the DE and Autocross TECH TEAMS for their hard work over the whole year. It takes a lot of work to run an event. Come out and support your Chicago Region PCA during next season.



Our very special guests, the Highland Park Fire Department, keep an eye on Jeff Girard's car



John (left) from Tire Rack and Toby Duckett



Dyno prep

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

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

FIRST CAR OFF: 1:00 p.m.

Not this kind of TULIP ...



This kind of TULIP



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

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

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

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

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

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

Directions to Bucks:

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

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

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

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

Charity Scene

by James Drury, 2004 Charity Coordinator

News From the Charity Front

First of all I want everyone to give a BIG THANKS to Ms. Kirsten Knott. Kirsten collected money at the 2003 driving events for our charity, The Exchange Club. She also organized a team for our charity event at the Naperville Grand Prix. Kristen and other members of the club raced in the event and raised over \$1400 for the Naperville Exchange Club. Thank you Kirsten! The Exchange Club used the money for programs to prevent child abuse.

In 2004 we are going to continue to raise money for great causes. To that end, **2 TOURING EVENTS** are planned. The first one is going to begin on Friday April 30th. It is called The Farm to Feast: A Culinary Getaway. Milk a cow, tour the Huber Brewery, take part in a cooking class, and enjoy a gourmet meal on Saturday evening.

The second tour is going to be in Southwest Michigan on Nov. 6th. A tour of the Tabor Hill Vineyard and dinner in their private dining room

is only the beginning. If you choose to spend the night in one of the local Bed & Breakfasts we could then go to the Door Prairie Auto Museum in LaPorte IN on Sunday. The Museum has some great cars on display. Check out their web page at dpautomuseum.com

Watch these column for more information about our touring events and other charity plans for 2004. Be sure to stop by at our table at the General Membership meeting in January for updates and just to say "hello"



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The Concours Scene

by AJ Tiller and Van Larson, 2004 Concours Coordinators

What Is A Concours?

A Concours is a judged event where cars are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models displayed and points are deducted from a maximum possible value based on condition and cleanliness for the designated class. Various Concours rules are used depending on the level of competition. (See the 2004 Directory for Concours Classes and Notes.)

2004 Concours Schedule

Mark your Calendars!

Feb 29 - Concours School/Chili Tasting at Rizza Porsche

Jun 13 - Concours I at Medinah Country Club

July 18 - Concours II at Potter's Picnic

Aug 1 - Concours III at Cuneo Estate

Sep 4 - Concours IV at TRAC 2004 at Siebkens (Elkhart Lake, WI)

Sep 26 - Concours V at Naperville Grand Prix

2004 Concours Classes

CLASS A: Exterior, Interior, Trunk, Engine and Undercarriage

CLASS B: Exterior, Interior, Trunk and Engine

CLASS C: Exterior, Interior and Trunk

CLASS D: Exterior and Interior


CLASS E: Visual inspection of Exterior and Interior

NOVICE: First time participants only, Judged to CLASS C

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11am - 3pm

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CHILI TASTING

CHICAGO REGION PORSCHE CLUB OF AMERICA

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



CONCOURS SCHOOL

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

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

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

Chili Entrants need to RSVP as follows:

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

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

Questions/want to help?

Contact either AJ or Van



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60+ Porsches????!!!!

by Brent Johnson

Back Stage at Centre Events

November 11, 2003 was a special day for this Porsche family in Rockford, IL. What began as a surprise evening for my wife, Barbara's first 49th birthday turned into quite an event.

After 22 years of marriage, one runs out of original ideas for birthday gifts. In my case, Jerry Seinfeld came to the rescue with a concert in Rockford scheduled for November 11 (coincidentally my wife's birthday). Tickets sold out in 30 minutes. A second concert was added for later the same evening, but procrastination resulted in not getting tickets for that show either. An employee heard of my plight and offered two extra tickets he had purchased. I now had a unique birthday gift. But, how do I build upon it and keep it a surprise?

It was two days before the big '4-9'. The concert was scheduled to begin at 7pm, so I made dinner reservations for 9pm. My secretary insisted the concert was not good enough and I still needed to give my wife a "wrapped" gift. As I was considering the old standby, earrings, I received a call from an old friend, Brian, who

runs the finances for Centre Events in Rockford.

Brian, who knows I own a 1997 C2S, was wondering if I was aware Jerry Seinfeld is a Porsche fanatic. I wasn't surprised. What surprised me was that he has a stable of 60+ vintage Porsches!!!! Brian asked if I would consider loaning my Porsche for the evening as a display item for Jerry to gawk at to kill time before and between shows. I agreed and began to think of a way to sneak my car to the theater the morning of the concert without my wife knowing.

First, I had to change wheels to the more attractive BBS'. I managed to rise early on that Saturday, change the wheels and drive the car to the theater while my wife savored her blessed day in her pajamas on the couch. My son met me at the theater and gave me a ride home after arranging the car on stage. I was told to arrive at the stage door at 5:30p and security would let us in. (Barb never missed me).

At 5:30pm, Barb and I arrived at the side entrance. So far so good. She hadn't even noticed the car missing from the garage. Brian met us back stage. Barb began asking questions

when she saw my car parked on stage along with Joe Battista's 1973 RS (S/N 314); his 1973 911E converted to RS/RSR specifications; and two vintage Stingray bicycles. I explained we were going to see Seinfeld in concert.

Brian presented Barb with a bouquet of a dozen roses and we socialized on the stage until Seinfeld was scheduled to arrive. We were then escorted to our seats and told that if Seinfeld wanted to meet us, the ushers would come get us. Unfortunately, that never happened. So, after an hour of jaw breaking laughter, we went to dinner.

We returned at 11pm to pick up my car. We waited backstage for Seinfeld to finish his second show. The curtain dropped and out came Seinfeld walking at a fast gait past us to a waiting limo. Barb said one of the most intelligent things I have heard come out her mouth, "is that him?" We exchanged hellos and told Seinfeld it was a great concert. He thanked us and then was whisked off to the airport. No hand shake, no autograph, only a lasting memory.

photos by Brent Johnson



Brent and the 'birthday girl' Barb on stage.



Other back stage ornaments for Seinfeld's pleasure

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

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- '00 911 C4 Coupe 6spd - 37K Miles \$46,900
- '00 Boxster 5spd - 14K Miles \$29,900
- '00 Boxster 5spd - 22K Miles \$28,900
- '99 Boxster 5spd - 19K Miles \$26,900



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Vehicle Dynamics Workshop

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

Going Faster

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

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

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

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

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

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

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



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

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

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



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

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

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

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

When and Where

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

Questions? Suggestions?

Contact:

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

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

Directions:

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

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

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



VEHICLE DYNAMICS WORKSHOP

Saturday, March 6, 2004 – 9:00 am

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

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

Highlights:

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

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

Vehicle Dynamics Workshop – Saturday March 6th

\$40.00 per person

REGISTRATIONS MUST BE RECEIVED BY FEBRUARY 28TH

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

Greg Turek, 4231 Colton Circle, Naperville, IL 60564

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Rallye Scene

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

What Is A Rallye?

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

2004 Rallye Schedule

Mark your calendars!

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

Mar 14 Rallye School at Medinah Country Club

Apr 18 Photo Rallye I

Jun 6 Rallye II

Aug 15 Rallye III

Sep 12 Rallye IV

Oct TBA Rallye V

For further information about Rallyes contact:

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

Ken Pesavento,
630.469.1546
kenneth_a_pesavento@ml.com

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Contact: Chuck Harley - Owner

2004 RALLYE SCHOOL

March 14, 2004

9:00 am

Medinah Country Club

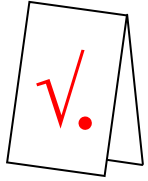
\$10.00 per person



Special Instructions??

General Instructions??

Check Point Slips??



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

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

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

For further information contact

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

Phyllis & Tom Harwood at the addresses below.

DIRECTIONS TO MEDINAH:

From North

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

From South

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

From Downtown

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

I/we am planning on attending the 2004 Rallye School on March 14th. Please sign up no later than March 5th.

DRIVER

phone/e-mail

NAVIGATOR

phone/e-mail

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

Want Track Time?

Autobahn Country Club is pleased to announce...

Sold Out

FACT: 40 Founding Members are signed.

Phase 1 Sold Out

FACT: 19 Team unit lots are reserved.

FACT: 50 Country Club Members are signed.

Time is running out. Membership is limited. Pre-construction pricing on Country Club memberships will be limited to 100. After that the initiation fee will be increased.

Your membership entitles you to:

- Unlimited track use
- Limited guest privileges
- Use of the Clubhouse and amenities.

Clubhouse construction will begin after the track becomes operational.

To receive a membership package please call 630 375 7652

www.autobahncountryclub.net



**Scheduled Opening
Mid-Year 2004**



Drive Fast. Be Safe.

Club Racing Scene

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

What Is PCA Club Racing?

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

Where Do I Find Information About PCA Club Racing?

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

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

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

Dates	Event	Region	Region Contact
Feb 14/15/16	Sebring International Raceway*	Gold/Sun Coast	Dave Tabony 561.626.6812 dtabony@bellsouth.net
Feb 14/15	Phoenix International Raceway*	Arizona	Bruce Martz 480.753.3241 lbmartz@trane.com
Mar 6/7	Carolina Motorsports Park*	Carolinas	John Taylor 803.796.0983 jtaylor@tcarch.com
Mar 19/20/21	Texas World Speedway*	Lone Star	Robert Granger 281.492.5330 rgranger@dodi.com
Mar 26/27/28	California Speedway*	San Diego	Vince Knauf 619.287.6591 vvince@aol.com
Apr 3/4	Road Atlanta	Peachstate	Ian Scott 770.623.0213 idsga@bellsouth.net
Apr 23/24/25	Rennsport Reunion at Daytona	Non -PCA	http://www.gorace.com/
Apr 30/May 1/2	Laguna Seca Raceway	Zone 7	Masuo Robinson 408.399.5228 masuo@ix.netcom.com
May 1/2	Las Vegas Motor Speedway	InterMountain	Tim Martin 801.733.4439 martin@sisna.com
May 8/9	Mid Ohio Sports Car Course	Mid Ohio	Jeff West 740.745.2136 william.west@dla.mil
Jun 5/6	Mid America Motorplex	Great Plains	John Krecek 402.505.9911 krecek@cox.net
Jun 5/6	Barber Motorsports Park	Alabama	Bill Mitchell 205.251.9263 eas930@bellsouth.net
Jun 11/12/13	Watkins Glen International*	Zone One	Botho von Bose 800.567.1566 BvonBose@lomltd.com
Jun 11/12/13	Portland Rose Cup	Oregon	Jay Culbertson 503.297.8100 Jay.Culbertson@TCMcorp.com
Jul 3/4	Gingerman Raceway	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Jul 9/10	Texas Motor Speedway	Maverick	Bryan Henderson 817.354.6045 BDHender@comcast.net
Jul 17/18	Putnam Park	OhioValley	Dave Schardt 937.299.0610 dschardt@wheel1.com
Aug 7/8	Brainerd International*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Aug 28/29	BeaverRun MS Complex	Allegheny	Linda Hamerly 724.443.2086 linda@apexperformance.net
Sep 4/5/6	Road America*	Chicago	Pete Hackenson 847.604.4795 roadamerica@pca-chicago.org
Sep 11/12	Pueblo Motorsports Park	Rocky Mtn	Jeff & Tricia Mitchell Jeff_Mitchell@peoplesoft.com
Sep 17/18	Lime Rock Park	Conn Valley	John Howard 845.534.3358 race.director@cvrpca.org
Oct 2/3	Hallett Motor Racing Circuit	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Oct 1/2/3	Virginia International Raceway	First Settlers	Ramon Rodriguez 757.229.8123 RacingMD@aol.com
Nov 5/6/7	Carolina Motorsports Park*	Carolinas	Dick Lane 803.932.7988 dicklane@sc.rr.com
Nov 20/21	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrah@pipeline.com
	* Indicates an enduro event		

The Midship Report: What Next?

by John Miller [Boxster_S@veryspeedy.net]

An Open Letter to Porsche

Dear Dr. Wiedeking,

Why is the middle child being neglected? It's understandable that the new baby (Cayenne) got all the attention for a few years. And the patriarch 911 approaches 40 without the hint of midlife crisis - the GT2 and GT3 are superb examples of the 'improves with age' idea. And sure, there's the rich uncle (Carrera GT) getting lots of attention. So why is the middle child, the only 2 seat roadster in the Porsche lineup getting the left-on-the-edge-of-the-parking-lot treatment?

I've read and been told by Porsche (Germany) that PCNA doesn't want the Boxster to eclipse the performance of 911 ... which seems peculiar enough of a strategy. In 1989 PCNA produced one of the best all around sports of it's time - namely, the 944 Turbo. A quick comparison of statistics shows the 1989 944 Turbo at 2990

pounds, 250HP and 258Ft-Lbs torque, while the '89 911 (3.2) rolled out at 2750 pounds, 231HP and 209Ft-lbs torque. That should tell you all you need to know about that (the-911-is-the-flagship) philosophy. And what about the 928GTS? It was cranking out over 350HP in 1993 (albeit, to move around 3600+ pounds) while the non-turbo 911 sported 260 or so horsepower to push around almost 2900 pounds of weight. And maybe they don't mention it at the water cooler or in the hallways at Stuttgart, but in case you missed it, even Toyota and Honda have every-day six-bangers putting out over 230 HP. Don't misinterpret this as criticism - in today's market, the Boxster S, at 2800 plus pounds with 258 horsepower and 225 Ft-Lbs of torque seems hopelessly out-of-date. It saddens the Boxster loyalists to see announcements like the recent Commemorative Edition 2004 Boxster S. Special Trim? An extra 8 horsepower? This is not progress. The cynical amongst my Boxster peers tease that this is an indirect

means of lightening the Boxster ... it LIGHTENS the owners wallet. So where does that leave the Boxster hopefuls? The rumors of the next generation Boxster (the 987?) abound. But rumors are ... rumors: A larger roomier Boxster? A few (15- 20) more ponies ... ostensibly to offset the additional weight?

But before you toss this in the round file as just another whining plea for raw horsepower, let me be the first to jump off the horsepower bandwagon. Yes, I would welcome more power/torque. If PCNA delivered an '04 or '05 with over 300HP (with an attendant increase in torque) in the present configuration, I'd wander down to my dealer, check-book in hand. I'd have lot of company in the showroom. If a 325HP 986 showed up, I wouldn't even bother going to the showroom. I'd execute an electronic funds transfer and phone in my preference for color. But that's not likely, is it Dr Wiedeking?

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

Again, understand it's not just about power. If it were, I'd just go find myself a nice up-to-date 911. The 911 GT3 is a perfect example with its mix of 380 horsepower and 285Ft-Lbs torque rolled into a 3000 pound coupe. In auto-enthusiast circles, this is THE car to have. UNLESS ... unless you happen to be like many of my Boxster brethren/Roadster devotees. And frankly, the lines of the 911 cabrio are a bit frumpy. With the top up (or in pure coupe form) the lines of the car are both timeless and gorgeous. In cabrio form: ahhh, errr ... well, to me and many others, the tail section looks 'dumpy'. Sorry. No offense meant to those that have or like them. And yes, the glass roof Targa is nice ... but to a roadster person, no thanks. A few (a very few) Boxster owners I know made the jump to the 911 line. They speak quite highly of their new rides, but readily acknowledge if the Boxster were brought up to form, they would turn in the keys of the 911, no questions asked. And believe me, there's been more than a few 'defections' to the Japanese market. The Subaru WRX Sti and the Mitsubishi Lancer EVO, on paper,

outclass the Boxster S. Their engine development and drivetrain technology (4wd on the WRX) have surpassed the Boxster. And while they don't have the racing heritage or prestige of a Porsche, they also don't have the price tag. Fortunately (for Porsche), the WRX and Lancer are a better deal than the Boxster S, no matter how you look at it ... unless you ACTUALLY look at it. To be polite, let's just say these 2 cars aren't entirely handsome.

Rather than dwell on that, think about this: Porsche History; Do more with less. As in less weight. Could someone at Weissach accidentally slate that 200lb Carbon fiber Carrera GT frame for Boxster production? Put the Boxster on a Slimfast™ program. Slice 300-400 pounds off it and I'll go see my dealer. Find a way to shed 500 pounds and my deposit will be in your hands within an hour.

It can be done. A quick check of Porsche optional parts suppliers tells me carbon fiber hood and trunk lids are available. Light-weight magnesium wheels sheds more

weight. Power seats? LOSE 'em! Same for the rear package shelf. Headliner insulation? Nice, but I can live with out it. Same goes for the CD changer ... in fact, be forward thinking and ditch the CD-radio entirely. Make a radio/MP3 player standard/delete-able equipment. A lot of the center console storage bin plastic can go back to the parts bin too.

Two other good words: Aluminum and Ceramics. One bad word: Steel.

So what about it? I've driven a Boxster S for 2 years, racking up 30,000+miles. I've owned Porsches for last 15 years and seriously ask: What Next? What are you going to do to keep me (and the thousands of other faithful Boxsterites) in the Porsche family?

I anxiously await your reply.

Warmest Regards,

John Miller

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The Bulletin Board

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

PMNA Change of Leadership; Alwin Springer Retires

Atlanta - November 10 - Alwin Springer, 60, will hand his position as President of Porsche Motorsport North America (PMNA) to his successor Uwe Brettel, 38, as of January 1, 2004.

Since 1997, Alwin Springer, born in Essen, Germany, has directed the activities of the Dr. Ing. h.c. F. Porsche AG subsidiary based in Santa Ana, CA. Springer, shaped and promoted Porsche Motorsport not only through exclusive retailing and servicing of Porsche racing sports cars and parts in the USA as well as Canada, but also played a central role in US motorsport organizations and belonged to those who molded the sport in the world's largest market for Porsche. His efficient working style combined with strong ethics and distinctive originality made him - and Porsche Motorsport NA - an institution.

Employed as a consultant to PMNA since 1990, Springer not only became the principal to many race drivers but, most of all, became their confidante and friend. His far-reaching connections earned him the reputation as "Porsche's Motorsport Ambassador" to the USA.

Springer has been closely linked to Porsche motorsport in the USA since 1969 when he took over the responsibility for Porsche racing vehicles with the Californian dealer, Vasek Polak. In 1975 Springer, together with Arnold Wagner and Dieter Inzenhofer, founded Andial, an enterprise specializing in the preparation and running of Porsche race cars and engines. In a five-year period from 1984, Porsche's 962 cars won 50 IMSA races with engines tuned by Andial.

Under the direction of Springer, production-based Porsche 911 GT3

Cup and GT3 RS cars have been successfully competing since the end of the nineties with customer teams. 2003 began with an overall win of a 911 against considerably more powerful proto types at the Daytona 24 Hour race in February. In September, Porsche customers supported by works drivers secured the GT championship of the American Le Mans Series for the second year in a row.

Since May 1, 2003, Uwe Brettel - a Porsche employee since 1995 - has held the position of vice-president of PMNA. Brettel, who holds a master's degree in mechanical engineering, took over as head of the international Porsche Michelin Super Cup in 1996 and one year later Porsche also gave him the added responsibility of the Porsche Carrera Cup Germany. He successfully managed both series until the end of 2002 and furthermore organized the factory entry at Le Mans in 1997 and 1998.

Special Edition Boxster. S Celebrates 50 Years of the 550 Spyder

ATLANTA, GA, Nov. 21, 2003 - Porsche. has announced the creation of an exclusive 2004 Boxster S model designed to commemorate the 50th Anniversary of the legendary Porsche 550 Spyder. To be unveiled at the North American International Auto Show in Detroit in early January 2004, the new "50 Years of the 550 Spyder" Boxster S reflects the spirit of one of Porsche's most famous models.

The Boxster is styled after the 550 Spyder, with similar bodylines, mid-engine roadster configuration, low weight, excellent agility, and a high level of driving pleasure. The new commemorative Boxster S further reflects this classic Porsche model with performance enhancements and additional styling cues not

previously available on any Boxster models.

For added performance, the new Boxster S edition is equipped with the most powerful engine ever offered in the Boxster model line. Rated at 264 horsepower (SAE), the 3.2-liter flat-six cylinder power plant propels the car from 0 to 62 mph (100 km/h) in 5.7 seconds, and to a top track speed of 165 mph (266 km/h). Sportier suspension settings, 5 mm-wide wheel spacers on all four wheels, and standard 18-inch Carrera wheels improve handling, while a 15 percent shorter shift travel in the standard six-speed manual transmission provides quicker gear shifting.

Other standard features include Porsche Stability Management (PSM), an on-board computer, Litronic headlamps with dynamic beam angle adjustment and a cleaning system, and a wind stop. The Tiptronic S automatic transmission system, GT Silver seat back shells, and Dark Gray natural leather interior (at no extra cost and with corresponding black top and carpets) complete the short list of options.

Named after its corresponding internal design project number, the 550 Spyder was the first Porsche sports car created exclusively with racing in mind. Among its numerous racing successes was a class victory in the 1954 Carrera Panamericana - the famed Mexican road race. Triumphs such as this contributed to the Porsche brand fame and its current familiarity among the general public.

Production of the new Boxster S edition is limited to 1953 units to commemorate the 550 Spyder's introduction at the 1953 Paris Motor Show. The new Boxster S model will go on sale in the United States and Canada in March 2004 at a price of \$59,900 US.

PCA Milwaukee Announces Winter Tech Sessions

PCA Milwaukee will hold a Double Winter Twin Tech Session on Saturday, January 24, 2004!

Target audience: Those persons having an interest in engine rebuilding and customizing their vehicles - whether Porsche, Hotrod, Muscle Car, or Motorcycle.

Tech Session #1 will be at 10 am at Classic Coatings, 809 Wilson Ave, Sheboygan, WI. A leader in ceramic & powder coatings, they will explain the benefits of ceramic, moly, teflon and powder coatings. Buell, Ducati, Harley Davidson, and Roush are some who utilize the services of Classic Coatings. For more info check their website at: www.classiccoatings.com

Tech Session #2 takes place at Millennium Technologies, 1404 Pilgrim Road, Plymouth, WI, a leader in the plating and repairing of aluminum cylinders. They will discuss the advantages of nicosil coatings and give us a tour of their facilities. Buell, Harley, the Millennium Superbike team, loads of snowmobile race teams, the Aurora IRL Indy race teams and even Porsche's engine rebuilder specialist, "EBS" uses the services of Millennium Technologies. For more info check their website at: www.mt-llc.com. We will have lunch at a local diner, after the presentation.

RSVP's are required!!! Seating is limited to the first 40 people who RSVP by email to Mr. James Braun at: jamesb@classiccoatings.com or by phone (920) 458-3790 ask for James, leave message mentioning Porsche Club Tech Session and number in party. The cost of the Twin Tech Sessions is \$7.00 per person which includes lunch. Lunch costs defrayed by Mr. James Hackl and staff at Millennium Technologies.

If there is a winter weather warning predicting heavy snow fall between Milwaukee and Sheboygan Counties, the event will be cancelled and held the following Saturday, January 31!!!!

On Saturday, February 21, 2004, from 9:00 am - 11:00 am, PCA Milwaukee, along with the staff at Prestige Auto Works, will hold a "World Class Collision Repair Tech Session". Mr. Keith Raskin and staff at Prestige will be take us through all the steps from estimation of repairs, dismantling, straightening, adjusting, frame straightening, attaching, paint preparation, painting, buffing to detailing a car.

Has your Porsche or daily driver ever suffered from the ravages of the outside world? Dings, paint damage, dents, or major frame damage? Considering restoring a car? You may want to plan on attending too, since Keith and his staff will explain why that may or may not be a good idea. Keith and PAW will also provide a shop tour,

discuss car care, detailing, paint color matching & mixing and how to avoid a nasty winter accident by properly choosing a set of winter tires. To preview their capability, visit: www.pawprestige.com

The cost is \$5.00 per person and registration is required. RSVP by Friday, February 13, 2004 to Jean, Office Manager at PAW by email: paw@pawprestige.com or phone Jean at (414) 466-2111, please include your name and the number of persons in your group. Prestige Auto Works is at 6301 West Douglas Ave, Milwaukee, WI 53218

Finally, Milwaukee PCA will hold a Safety Tech Session on Sunday, March 14th at Northstar Motorsports in Barrington, IL.

For all Milwaukee Region events, please note: that those under 18 years of age must fill out and have both parents sign the minor's waiver form found at: www.pca.org and bring signed form to the event.

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- **Scratch & Dent Area:** Mid America will sell returned, scratched, and discontinued parts at discount prices.
- **Catalog Sales:** Orders from any Mid America catalog will receive 10% off, plus free ground shipping.
- **FREE** admission to the public!
- **Sell Your Car!** "Car Corral" registration is \$25 per vehicle (non-refundable), limit 2 spaces.
- **Shipping Available:** For your convenience, you can ship purchases if you do not want to transport the items yourself.



RESERVE YOUR SPACE TODAY!

Autocross Scene

by Jeff Girard, 2004 Autocross Coordinator

What Is An Autocross?

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

(See the 2004 Directory for Autocross and Gymkhana Classes and Notes and Autocross Tech and Safety as well as the 2004 Chicago Region Tech Inspection Sheet.)

Required:

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

Recommended:

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

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

2004 Autocross Schedule

Mark your calendars!

Apr 25 Autocross School

May 23 Autocross I

Jun 27 Autocross II

Jul 25 Autocross III

Aug 22 Autocross IV

Sep 19 Autocross V

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DE Scene

by John Ruther, 2004 Chicago Region Chief Driving Instructor

What is Driver's Education?

Drivers' Education is a medium to high speed (top speeds can be from 90-130 mph) event on a closed course (race track). Multiple cars are on the track simultaneously with tightly controlled passing rules. No racing is tolerated. This is not a timed event, and there is no competition. Both classroom and in-car instruction, utilizing approved PCA Instructors, are an integral part of these events. Skills practiced include choosing the optimal path around a road course, controlling a vehicle at its cornering limits, slowing a vehicle, and utilizing controlled situations to improve understanding of vehicle dynamics. Emphasis is placed on improving your safety skills as a driver as well as high performance driving. There are safety requirements that must be met in order to participate. (For helmet and other requirements please see the 2004 Directory for Driver's Education Track Events as well as the 2004 Chicago Region Tech Inspection Sheet.)

Required:

- 1995 SNELL SA approved helmet.
- Full length pants, long-sleeved shirts, and socks of non-synthetic materials.
- Full shoes. No bare feet, sandals, or open toed shoes.
- 3 point stock seat belt in Novice run group.
- 5 or 6 point harness system in all run groups above Novice for driver and instructor (if present).

Recommended:

- 2000 SNELL SA approved helmet.
- Competition brake pads and fluid.
- Driving suits and gloves made of fire resistant material.
- Driving shoes made of fire resistant material.
- Neck collar.
- Fire extinguisher.

Recommended for more advanced drivers/faster cars:

- HANS device.
- Roll bar or roll cage.
- DOT approved race tires (e.g. Hoosier or Michelin).

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

2004 Driver's Education Schedule

Mark your calendars!

May 5 Blackhawk - Experienced Drivers Only

May 12 Blackhawk - Novice Drivers (& Instructors) Only

May 28 - 30 RADE 2004

Jun 11 Blackhawk

Jul 23 Blackhawk

Aug 7 - 8 Gingerman

Aug 18 Blackhawk

Sep 3 - 6 TRAC 2004

Sep 15 Blackhawk

Oct 2 - 3 Blackhawk Octoberfest



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March 28th. **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 -

- Speakers to be announced in next months "Scene"
- Relax in an Informative atmosphere
- Pizza, beer, wine & Pop!
- Ask our Panel of Experts
- 10% Discount on all purchases this day
- SPECIAL SURPRIZE

The **2004 Track Season** is about to begin and it's important to make sure that both the car and driver's equipment are all up to the job. As in years past, we will have a prominent equipment supplier on hand to show you what's new for the upcoming season. The details we be announced in next months "Scene". We will discuss technical and safety preparation and there will be plenty of time to have all your questions answered.

John Ruther

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

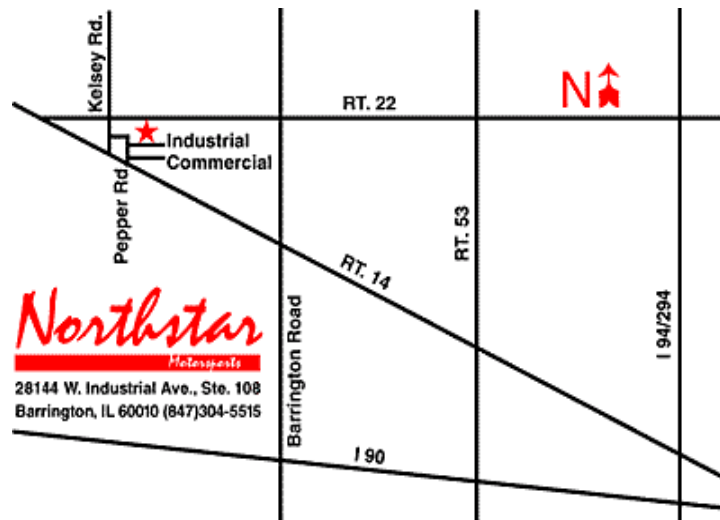
Other Experts

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 please call or e mail Toby Duckett so that we may give preplanning total numbers for our Hosts: Northstar; John and Jeannie Ruther.

We all look forward to seeing you!

Toby Duckett or Judy at 630-293-7251 Energy Associates Inc or Toby@MC2FYI.com



Technical Scene

How to Tighten a Bolt Properly

by Dan Metz, Potpourri, Jan '02

It might be a simple thing to many, but proper tightening of fasteners is often a very important maintenance and safety issue in engine assembly, wheel fitting and many other situations.

First, it is important to know what *torque* is. Simply put, torque is a force applied at a distance in order to create a twist or moment. A force of one pound applied at a distance of one foot (the one foot distance is technically called the *moment arm*) results in a torque of one foot-pound or 12 inch-pounds. It is important that the force be applied *perpendicular* to the distance if a correct torque value is to be obtained. Because Porsches are made in Germany, torque values are not given in the English system units of foot pounds, but in the SI (metric – almost!) system, and so, in our Shop and Owner's Manuals, they appear in units of Newton-meters, abbreviated N-m. For conversion, multiply a torque value in N-m by 0.7375 to get ft-lb.

If you're experienced, you *can* tighten a bolt by feel, but it is much more accurate and repeatable to use a *torque wrench*. These come in two flavors: a *beam* type, which utilizes the deflection of the wrench itself to measure torque and requires quite a bit of feel to use, and a *click-stop* type, which is both more accurate and easier to use (and, of course, more expensive!). Expect to pay \$20 or so for a beam torque wrench, and up to several hundred dollars for a high-quality Snap-On click-stop wrench.

To get an accurate reading and torque, the bolt or nut you are tightening has to be *lubricated*. A little light engine oil or antisieze compound applied to the threads will do it. If using a beam wrench, be sure to keep the handle pivot

free and try to pull *perpendicular* to the beam as well and accurately as you can.

Torque specifications are usually given in Owner's or Shop Manuals, and should be carefully followed. Overtightening of a fastener doesn't produce a stronger, tighter joint, and may just break the bolt!

Ask The Professor

Dan Metz, Potpourri, Mar 02

How To Avoid Speeding Tickets: Part I

In the first part of the Series, *How To Avoid Speeding Tickets*, we'll discuss radar, its use and misuse, and some of the technical details associated with it. In later installments, we'll go into how you find it, avoid it, and fight tickets issued through the use of it.

Radar (**RA**dio **D**etection **A**nd **R**anging) was originally developed for military applications early in WWII. It works by sending out a radio signal of a known frequency (X-band = 10.525 gigahertz, K-band = 24.150 gigahertz) and measuring the Doppler shift of the return signal, or echo. The radar Doppler shift is analogous to the change in pitch, or frequency, we all hear when a train passes. The radar gun beams out a radio signal on one of the assigned frequencies, measures the Doppler shift, converts the shift to a speed and reads out the speed to the operator. Because speed measurement depends on both *transmission* and *reflection*, anything that interferes with either of these signal characteristics can and does affect the speed reading.

It is commonly believed that a radar gun returns the speed of the *fastest* vehicle in a group of vehicles, but this isn't true. Actually, the gun displays the *strongest* reflection, not the reflection of the fastest object (car, truck, etc.). Also, what is included in the "group" is critical.

The signal beam width of a typical radar gun is about 12-24°, depending on the gun. At a distance of 300 yards or so, the width of a beam typically covers *all four lanes and the median of a freeway, thus including every vehicle in any of those lanes in the group!* Ouch!

Typical radar errors include *Batching Error, Cosine Error, Electrical Interference, 3rd-order Harmonics, EMF, Mechanical & RF Interference, Scanning Error, Shadowing Error* and *Target Shifting*. Because of these errors, it is estimated by unbiased observers, that 60-70% of all radar speeding citations are issued in error! The error is particularly likely if the driver is driving an exotic, flashy sports car – like a Porsche!

Radar comes in two flavors: *continuous*, which is easy to detect and *instant-on*, which is the most deadly kind and very difficult to detect. Ironically, the *safest* time to speed (from a ticket perspective) is the *most dangerous* time (from a driving perspective): when there are lots of cars around you, making target identification hard.

If you are stopped, however, none of this matters. The real issues are (a) how to *avoid being stopped*, (b) *convincing* the Officer to not issue a citation to you if you are stopped, and (c) *defeating* the (probably erroneous) citation in court if you are unlucky enough to have received it.

Editor's note: Please send your questions to Dan Metz, Metz Engineering and Racing, 1108 West William St., Champaign, IL 61821, phone/fax 217.351.6070 or e-mailindydoc@uiuc.edu

Dan will be the featured speaker at the Vehicle Dynamics Workshop on Mar 6th. The event information is in this issue of the Chicago Scene.

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Oversteer

The Darwin Awards Are Out!

The Darwin Awards honor those who improve our gene pool ... by removing themselves from it.

First Place Candidate for this year's Darwin Awards.

When his 38-caliber revolver failed to fire at his intended victim during a holdup in Long Beach, CA, would-be robber James Elliot did something that can only inspire wonder: He peered down the barrel and tried the trigger again. This time it worked.

The honorable mentions:

The chef at a hotel in Switzerland lost a finger in a meat cutting machine and, after a little hopping around, submitted a claim to his insurance company. The company, suspecting negligence, sent out one of its men to have a look for himself. He tried the machine out and lost a finger. The chef's claim was approved.

A man who shoveled snow for an hour to clear a space for his car during a blizzard in! Chicago returned with his vehicle to find a woman had taken the space. Understandably, he shot her.

After stopping for drinks at an illegal bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be transporting from Harare to Beltway had escaped. Not

wanting to admit his incompetence, the driver went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital, telling the staff that the patients were very excitable and prone to bizarre fantasies. The deception wasn't discovered for 3 days.

A man walked into a Louisiana Circle-K, put a \$20 bill on the counter, and asked for change. When the clerk opened the cash drawer, the man pulled a gun and asked for all the cash in the register, which the clerk promptly provided. The man took the cash from the clerk and fled, leaving the \$20 bill on the counter. The total amount of cash he got from the drawer? \$15.

(If someone points a gun at you and gives you money, was a crime committed?)

A thief burst into a Florida bank one day wearing a ski mask and carrying a gun. Aiming his gun at the guard, the thief yelled, "FREEZE, MOTHER-STICKERS, THIS IS A ****-UP!"

For a moment, everyone was silent. Then the snickers started. The guard completely lost it and doubled over laughing. It probably saved his life, because he'd been about to draw his gun. He couldn't have drawn and fired before the thief got him. The embarrassed thief ran away and is still at large. In memory of the event, the banker later put a plaque on the wall engraved with the words, "Freeze, mother-stickers, this is a ****-up!"

Seems this Arkansas guy wanted some beer pretty badly. He decided that he'd just throw a cinder block through a liquor store window, grab some booze, and run. So he lifted the cinder block and heaved it

over his head at the window. The cinder block bounced back and hit the would-be thief on the head, knocking him unconscious. Seems the liquor store window was made of Plexiglas. The whole event was caught on videotape.

As a female shopper exited a New York convenience store, a man grabbed her purse and ran. The clerk called 911 immediately, and the woman was able to give them a detailed description of the snatcher. Within minutes, the police apprehended the snatcher. They put him in the car and drove back to the store. The thief was then taken out of the car and told to stand there for a positive ID. To which he replied, "Yes, officer, that's her. That's the lady I stole the purse from."

The Ann Arbor News crime column reported that a man walked into a Burger King in Ypsilanti, MI, at 5 a.m., flashed a gun, and demanded cash. The clerk turned him down because he said he couldn't open the cash register without a food order. When the man ordered onion rings, the clerk said they weren't available for breakfast. The man, frustrated, walked away.

A 5-STAR STUPIDITY AWARD WINNER!

When a man attempted to siphon gasoline from a motor home parked on a Seattle street, he got much more than he bargained for. Police arrived at the scene to find an ill man curled up next to a motor home near spilled sewage. A police spokesman said that the man admitted to trying to steal gasoline and plugged his siphon hose into the motor home's sewage tank by mistake. The owner of the vehicle declined to press charges, saying that it was the best laugh he'd ever had.

The Mart

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

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

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

For Sale



PORSCHEs

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

1979 911 RSR Wide body; GT3 PCA Class (only raced once); new 3.4l race engine/350hp; Tech 3 Programmable fuel inj/Programmable ign; new close ratio transmission w/limited slip; new fuel cell; Big Red brakes; ForgeLine Wheels; light weight fly wheel; new racing clutch; Cobra race seat; Sparco 6 point harness; shift light; new tach/temp gauges; JRZ coilovers; adjustable swaybars; full roll cage; fire system; 2 oil coolers; GT Racing carbon fiber wing; Sparco steering wheel; new Wevo shift. \$90,000 invested/selling for \$30,000. John 574-295-7907, 574-596-5550 [NDJ]

1980 911 SC Coupe Red/Tan; rare factory lightweight, no sun-roof/cruise; no a/c; perfect track/DE candidate; all steel 930S body; 79,000 miles; recent 75k service; books/records; real runner/looker; \$19,500, Bill Kniewel, 630-853-8422 or wkniewel@hertz.com [NDJ]

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

1983 911SC Targa Ruby red metallic/beige interior; original owner/purchased 11/15/82; all records/references; always garaged. No winters/rust/racing/smoking; Kenwood radio/CD player-1990; new clutch-1995. \$11,000 OBO. (Tendonitis in left knee/can no longer comfortably shift. #WP0EA0916DS160215. Jim Russell, 195 Maple Hill Road, Glencoe IL 60022; (w) 312-558-6084; jrussell@winston.com. [DJF]

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

1987 911 Turbo Black; low miles; excellent condition; runs like new; Vin#WPO5BO932HSO5O278. Call for price/more information. Free delivery. (219) 663-8921. [NDJ]

1988 911 Cabriolet Black/maroon; 49,750 miles; concours ready; Weidman polished OEM rims/Yoko AVS tires like new; all new Autoauthority chip/K&N air filter; Boge shocks;

sway bar bushings & rear linkages; Blaupunkt CD stereo/speakers; 12-way drivers seat/8-way passenger seat; Momo steering wheel; bra; factory window seals/horizontal & vertical; A/C recently serviced; rear window is clear; top exc cond; leather soft/scratch free; car needs nothing! \$38,000.00 invested/\$32,000.00 OBO, Dave Leger, 630-669-1979, drddl@sbcglobal.net [JFM]

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

1991 911 Turbo 23,000 miles; midnight blue/gray leather; limited slip; lumbar; moonroof; excellent, original condition; \$50,000. Jim 815-467-5997 after 6pm. [NDJ]

1991 911 C2 Coupe Stunning Cobalt Blue; National Parade/local PCA Concours Winner; \$29,900 price reflects car's excellent condition; mechanically/cosmetically outstanding; 51,000 mi; 5-speed; silver leather interior; dual power seats; trip computer; cruise control; Alpine AM/FM/CD (have original Blaupunkt cassette/CD changer); AC; sunroof; rear window wipers; new 17" tires/cup rims; 50,000 mi tune-up by Fischer; stored winters; new OEM carpet; no leaks; drives tight/no rattles; all original; owner history back to originating dealer; will arrange for escrow, inspection/delivery at PCA dealer of your choice. Frank 847.382.6391 or fcreamer@ameritech.net [NDJ]

1996 Carrera Cabriolet: Polar silver/blue top with full blue leather interior; power everything; windstop; tires new (approx. 1000mi); updated wiring harness; garage kept; never

raced; 32k miles; asking \$43,000.
630-357-3179 [DJF]

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

1999 Boxster, Zenith Blue/Beige leather/Blue top; Alpine cassette/12 CD & amp; 17" s; sport pkg; 5 spd; 26,000 miles; garage stored/no winters/no smoking; prof maint by Fischer Motors; \$28,000 OBO; (days) 847-473-6572, (eve) 815-675-6136, (cell) 815-790-0981 or e-mail jim_lewan@baxter.com [NDJ]

OTHERS

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

2000 BMW 540i Silver/gray leather; 6 speed manual; 32,000 miles; Xenons; split rear seat; CD changer; Dinan upgrades; M5 wheels; very clean exp of a great car; Snows available/16" borbet wheels; \$36000 Ben Gabis (w) 847.842.9664, (h) 630.421.2649, ben.gabis@agedwards.com [NDJ]

1967 Jaguar XKE Roadster Under complete restoration (new Jaguar by Trackside Custom Works); Free track time w/all purchase & invitations to Special Events at Gingerman Raceway; Dan 269-253-2017 [OND]

1994 Mazda Rx7 Race Car ITE 300 hp; total rebuilt engine; Exc condition; \$2600 Free track time w/all purchase & invitations to Special Events at Gingerman Raceway; Dan 269-253-2017 [NDJ]

Tires/Parts/Misc

4 Pirelli Tires Original equipment; P zero's; 800 miles; 265-35-18/225-40-18; \$325.00 (773) 282-8914 [NDJ]

16 " Snow Tires Mounted/freshly balanced w/new stems. Goodyear 225/50/R16 back & 205/55/R16 mounted on after market wheels; Wheels pitted/very functional; tires excellent; \$250 OBO Thomas Ficho 847-657-7911 [JFM]

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

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

One Bag fits '84 911 Good cond/ \$75.00; **One 1984 Cabriolet Blue Boot Cover** new \$2200.00/asking \$500.00; Mike Allen 815-786-6101, MAllen@prairienet.com [NDJ]

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

Parts Early 911s leather steering wheel; custom 2.2 ltr. headers jet hot coated; super trap silencers w/ mounting brackets; early 911 mufflers (2), both w/chrome tips; early 911 roll bar/roll cage (auto power); Mike Ryan 847-370-9500 or 847-884-8949 [JFM]

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

Porsche Style Calendar-2004 13 sketches of the Carrera GT in calendar form. 50% off list-\$40. See factory "Lifestyle Accessories catalog," item #WAP09200314 Bruce Janeczek, Palos Park, Ill. (weekdays) 708/354-1901 Call now! (other) 708/361-8421 [JFM]

For Rent

For Rent: Private Porsche Winter Storage Heated Hanger; Naper area; Steve Wagner 708-738-5775 [NDJ]

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

Wanted

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

Aungahh!

column (what you're reading now) is (as it was when I did this before) "Aungahh!"

The deadline dates are the same ... please see page 1 for the details. The target date to your mailbox remains the 1st of the month. Please understand if an issue (like this one) is occasionally late. The newsletter will continue to be posted on the Chicago Region web page. Also on the web page you will find the 2004 Calendar. On the Calendar, when they become available, will be the same Event Announcements you will find in the Scene ... you can download them there if you don't want to rip your copy of the Chicago Scene.

The changes are really additions. I've added monthly columns from some of the venue Coordinators (Autocross, Concours, and Rallye). There are columns dealing with DE, Club Racing, and Charity. Dan Metz, a Chicago Region member, will contribute to the Technical Scene column and as well answer your questions in the "Ask The Professor" part of that column. (Until Dan has questions from you, I'll run some of his columns from Lincoln Trail's Potpourri ... he was also its editor for awhile.)

And, I've brought back "Oversteer". For those of you not with me the last time through, "Oversteer" is the place where I share what strikes me as funny.

In three of the four years between editorships, I was a Judge for the National PCA Newsletter Contest. I read a minimum of 100 newsletters for each contest! There are some really wonderful newsletters and editors out there, irrespective of Region size or newsletter budget. From so many of those newsletters have come ideas to tweak this already wonderful publication. How about a "Scrap Book" feature with pictures of member's cars and, when there are some, a "Letters (e-mails, or faxes) To The Editor" column? If I can get my hands on the archives,

I'd like to do a "5 or 10 or 20 Years Ago This Month" column.

I almost never do anything alone and this is especially true as I take up again the editorship of the Chicago Scene. Steve is still around to take pictures, write articles, proof-read, and bring me the occasional glass of wine. He will not, however, be as involved in the editorship ... some nonsense about his work. Many of you have called to say that you will take pictures at the events you attend. Yeah!!!! There are, in this issue, photos provided by four different photographers. Thank you! ... and keep those pictures coming in!!!! One or two of you said that you'd take a whack at writing an article.

This is your newsletter. Let me know what you like, don't like, and what else you would like to see and read. Send pictures (include car info/who's in the picture and who you are) and I'll start a "Scrap Book" feature ... who knows, your car just might end up on the cover! Consider taking your camera to your next event and sending me the pictures (with car info/who's in the pictures). If you've got an idea for an article, call me and let's talk about it. Send me what you think is funny ... It might not get into the Scene, but it will brighten my day!

I don't bite ... actually, I'm quite friendly. If you see me at an event, please introduce yourself. I like to "make new friends ..." and put names and faces to the readers.

Thank you Scott, Maria, and your staff for the time and energy you put into the Chicago Scene ... truly a job well done!

Happy New Year!

SUSAN

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

Business first ... This month the Chicago Scene welcomes two new advertisers - R & W Performance and MPH Technologies, Inc. Also, welcome back an old advertiser - Joe Pizza Porsche. Please check out their ads and visit their web pages. While you're at it, check out the ads of all of our advertisers and visit their web pages and places of business. Please be sure to mention that you saw their ad in the Chicago Scene and that you appreciate the support that they give the Chicago Region ... Rizza Porsche is hosting the Concours School and Chili Tasting on Feb 28th.

There's a line from a Brownie/Girl Scout song that goes something like "Make new friends, but keep the old ..." In returning to the editorship of the Chicago Scene, my mantra is "Make some changes, but keep what works ..."

In this issue (and those to come), you'll find many features that Scott, and the editors before him, did so well: calendars, event announcements, Officer/Board/Coordinator listing, Change of Address Form, Membership, The Midship Report, and The Mart, to name just a few. These features may be in different places, but they (and many others that you're accustomed to) are still here. Some of the retained features have new names: Spare Parts is now The Bulletin Board, Jim Jacisin (the 2004 President) has named his monthly contribution "It's Why You Bought The Car", and the editor's

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