



# Chicago Scene

January - March 2013



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

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# Chicago Scene



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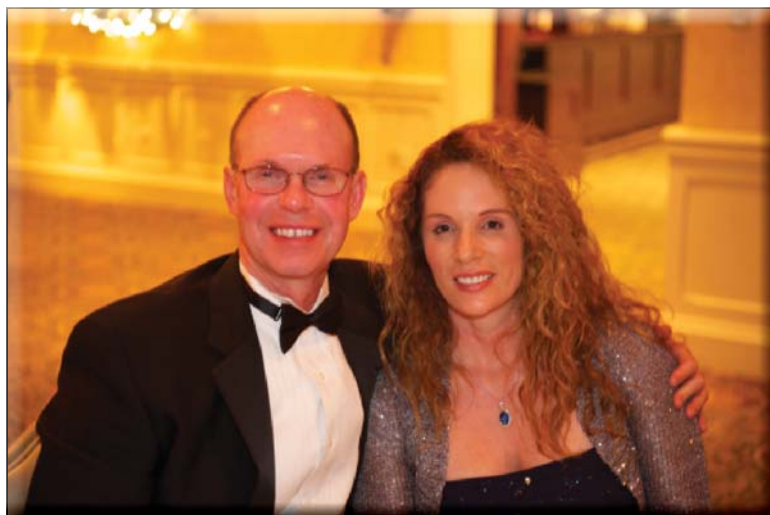
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**Contributing to this issue:** Cindy Jacisin, Nicki Sangdahl, Michael Grove, Steve Rashbaum, Jack Stephensen, Cheryl Lehman Collier, Jim Ptak, Neil MacDonald, Bradley Brownell/Flat Sixes, Michael Grove, and Chuck LaMantia

**Photographers:** Neil MacDonald, Jeff Brown and Steve Rashbaum

2012 Man of the Year - Steve Heim with Gloria at the Dinner Dance. Thank you Steve for all of the years you've given the Chicago Region!

*photo by Steve Rashbaum*



# PCA Chicago Region 2013 Calendar (tentative)

<b>Date</b>	<b>Event</b>	<b>Location</b>
April 5	Board Meeting	VFW Hall, Park Ridge
April 13	Blood Drive, Cars 'n Coffee	Labriola Café, Oak Brook
April 14	Concours Judging School	Porsche Exchange, Highland Park
April 21	Rallye School	Perfect Power, Buffalo Grove
April 28	Autocross School	Maywood Racetrack, Maywood
May 3	Board Meeting	VFW Hall, Park Ridge
May 5	Autocross 1	Maywood Park, Melrose Park
May 10	Blackhawk DE 1 - Experienced & Novice	Blackhawk Farms, South Beloit
May 11	Cars 'n Coffee	Calibre Coffee, South Barrington
May 19	Concours 1	The Promenade Mall, Bollingbrook
May 24-26	RADE	Road America, Elkhart Lake, WI
June 2	Autocross 2	Elgin Community College, Elgin
June 7	Board Meeting	VFW Hall, Park Ridge
June 8	Cars 'n Coffee	WeatherTech
June 9	Rallye 1	
June 16	Concours 2	Long Grove
June 17	Autobahn Drivers Education	Autobahn Country Club, Joliet
June 23-29	PORSCHE PARADE	Traverse City, MI
July 5	Board Meeting	VFW Hall, Park Ridge
July 12	Blackhawk DE 2	Blackhawk Farms, South Beloit
July 14	Rallye 2	
July 19-22	Driving Tour	Pittsburgh Vintage Grand Prix
Jul 27 - 28	GingerMan DE	GingerMan Raceway, South Haven, MI
August 2	Board Meeting	VFW Hall, Park Ridge
August 3	Concours 3 Potter's Picnic	Fischer Estate, Grayslake
August 4	Autocross 3	Tire Rack, South Bend, IN
August 9	Blackhawk DE 3	Blackhawk Farms, South Beloit
August 10	Cars 'n Coffee	Calibre Coffee
August 11	Rallye 3	
August 24	Golf Outing	White Pines Golf Club, Bensenville
August 25	Charity Car Show	Geneva
Aug 30 - Sep 2	TRAC DE and Club Race	Road America, Elkhart Lake, WI
August 31	Concours 4 (at TRAC)	Siebkens, Elkhart Lake, WI
September 6	Board Meeting	VFW Hall, Park Ridge
September 8	Autocross 4	Elgin Community College, Elgin
September 15	Concours 5	Burr Ridge Village Center, Burr Ridge
September 21	Cars 'n Coffee	Labriola Café, Oak Brook
September 22	Rallye 4	
September 29	Autocross 5	Toyota Park, Bridgeview, IL
Oct 5-6	Blackhawk 4 Oktoberfest	Blackhawk Farms, South Beloit
October 11	Board Meeting	VFW Hall, Park Ridge Hall Park Ridge
October 19	Driving Tour	
October 20	Rallye 5	
October 26	Improv Comedy Club	Improv Schaumburg, Schaumburg
November 3	Fall Tech Session	Euroquipe, St Charles
November 8	Board Meeting	VFW Hall, Park Ridge
November 15	Mix N' Mingle	
December 14	Dinner Dance	Butterfield Country Club, Oak Brook

## 2013 Officers

### PRESIDENT

Cindy Jacisin 708.240.4757  
cindyjacisin@hotmail.com

### VICE PRESIDENT

Toby Duckett 630.248.7680  
tobyduckett911@gmail.com

### SECRETARY

Chuck LaMantia 847.417.6685  
chuck.lamantia@msn.com

### TREASURER

Stanley Sangdahl 630.961.1579  
ssangdahl@wowway.com

### PAST PRESIDENT

John Ruther 847.304.5515  
john@northstarmotorsports.com

### DIRECTORS

Carl Armand 708.267.6299  
carlarmand@sbcglobal.net  
Keith Clark 630.514.5937  
kc\_design@sbcglobal.net  
Kori Kwak 312.671.6789  
koriigirl@yahoo.com  
Cheryl Lehman Collier 312.402.6112  
cheryl.lehmancollier@abbott.com  
Neil MacDonald 312.961.3268  
fmacdonald@aol.com

## 2013 Coordinators

### AUTOCROSS

Cheryl Lehman Collier 312.402.6112  
cheryl.lehmancollier@abbott.com  
Jim Ptak 224.245.0797  
kingpin721@hotmail.com  
~ Tech  
Buzz Browne 708.533.1319  
whb4buz1@comcast.net  
~ Timing & Scoring  
Pete Bukantis 312.531.0727  
pbukantis@comcast.net

### BUDDY PROGRAM

Nicki Sangdahl 630.961.1579  
nsangdahl@wowway.com

### CHICAGO SCENE

Susan Shire 847.272.7764  
chiscene@aol.com  
PressTech, Des Plaines, IL  
Ed Soske 847.824.4485

### CLUB RACE (TRAC)

Keith Clark 630.514.5937  
kc\_design@sbcglobal.net  
~ Registrar  
Susan Shire 847.272.7764  
pcaclubrace@aol.com  
~ Race Tech  
Todd Conforti 847.254.1527  
tlcontrols@aol.com

### CONCOURS

Michael Grove 708.363.1294  
mgrovecpa@comcast.net  
~ Co-chairs  
John Diwik 630.962.9224  
j.diwik@comcast.net  
Frank Dusek 312.332.6622  
Fdusek@wsdd.com  
Hank Weil 847.867.2017  
Weilly@aol.com  
~ Chief Concours Judge  
James Jacisin 708.261.8719  
jamesjacisin@mac.com

### DINNER DANCE Co-chairs

Keith Clark 630.514.5937  
kc\_design@sbcglobal.net  
Chuck LaMantia 847.417.6685  
chuck.lamantia@msn.com

### DRIVERS EDUCATION Co-chairs

Autobahn  
Chris Inglot 847.602.9051  
cinglot@aol.com  
Blackhawk  
Todd Conforti 847.254.1527  
tlcontrols@aol.com  
Pete Hackenson 630.728.7294  
phackenson@gmail.com

GingerMan  
Peter Faehnrich 630.476.2267  
bbm motorsports@ymail.com  
Kurt Konrath 708.431.4772  
softtright@earthlink.net  
Road America (RADE & TRAC)  
~ RADE Chair/TRAC Co-chair  
Pete Hackenson 630.728.7294  
phackenson@gmail.com

### ~ TRAC Chair

Chuck LaMantia 847.417.6685  
chuck.lamantia@msn.com  
~ Registrars  
Toby & Bonnie Duckett 630.248.7680  
tobyduckett911@gmail.com  
Drivers Education Tech  
Peter Faehnrich 630.476.2267  
bbm motorsports@ymail.com  
~ Assistant  
Kori Kwak 312.671.6789  
koriigirl@yahoo.com

### DRIVING INSTRUCTORS

~ Chief Driving Instructor  
John Ruther 847.304.5515  
chief\_instructor@pca-chicago.org  
~ Chief Novice Driving Instructor  
Ed Leed 847.382.6911  
leedlast@sbcglobal.net

### DRIVING TOURS

John Diwik 630.962.9224  
j.diwik@comcast.net

### HISTORIAN

James Jacisin 708.261.8719  
jamesjacisin@mac.com

### INSURANCE

Keith Clark 630.514.5937  
kc\_design@sbcglobal.net

### MEMBERSHIP

Nicki Sangdahl 630.961.1579  
nsangdahl@wowway.com  
~ Membership Database  
Ed and Debby Leed 847.382.6911  
leedlast@sbcglobal.net

### RALLYE

Steve Rashbaum 847.272.7731  
steve.rashbaum@comcast.net

### SAFETY

Todd Conforti 847.254.1527  
tlcontrols@aol.com

### SOCIAL

Sharon Ptak 224.245.0789  
chi944t@live.com

### SOCIAL MEDIA

Jim Ptak 224.245.0797  
kingpin721@hotmail.com

### SPONSORSHIP/DEALER LIAISON

Jim Ptak 224.245.0797  
kingpin721@hotmail.com  
Sharon Ptak 224.245.0789  
chi944t@live.com

### TIMING & SCORING

George Schaefer III 708.562.5908  
mrvrod@yahoo.com

### WEBMASTER

Carl Walstad 630.414.8367  
webmaster@pca-chicago.org

### ZONE 13 REPRESENTATIVE

James Jacisin 708.261.8719  
jamesjacisin@mac.com

# Let's Go, Let's Go, Let's Go!

Cindy Jacisin, President

Happy PCA - Chicago Region Year 56!

Now is the time we waited for all winter. The sun shines a little longer each day, I'm trusting the temperature will warm up and my honey-do-list is about as done as it's going to get until next winter.

I'm starting off with a challenge to you. Please continue to attend your favorite events but I challenge you to attend at least one new event this season. As I always say, what's the worst that can happen - you drive your Porsche, spend the day in the fresh air, talk to other enthusiasts, make some new friends and avoid chores and emails! Total Win-Win.

A few things to know about this year's events:

~ You asked for more Cars 'n Coffee so there is one every month from April through September

~ Cars 'n Coffee on June 8 is hosted by our very own David MacNeil, owner of WeatherTech. He'll be displaying his multi-million dollar Porsche collection so save the date for a once-in-a-lifetime event.

~ Potter's Picnic will again be held on a Saturday - August 3

~ One of our driving tours will be July 19-22 to the Pittsburgh Vintage Grand Prix

Since we have something every weekend from April through September, you cannot possibly be bored this season. Our calendar includes:

1 Autocross School & 5 Autocrosses

1 Concours School & Chili Tasting

1 Concours Judging School

1 Charity Car Show & 5 Concours

1 Rallye School & 5 Rallyes

6 Driving Education Events (4 Blackhawk, Autobahn, GingerMan)

RADE (Road America Drivers Education)

TRAC (The Road America Challenge)

3 Tech Sessions

2 Driving Tours

2 Mix 'n Mingles

January - March 2013

photos by Neil MacDonald and Steve Rashbaum

5 Cars 'n Coffees

2 Socials

1 General Membership Meeting

12 Board Meetings and Calendar Planning Meeting

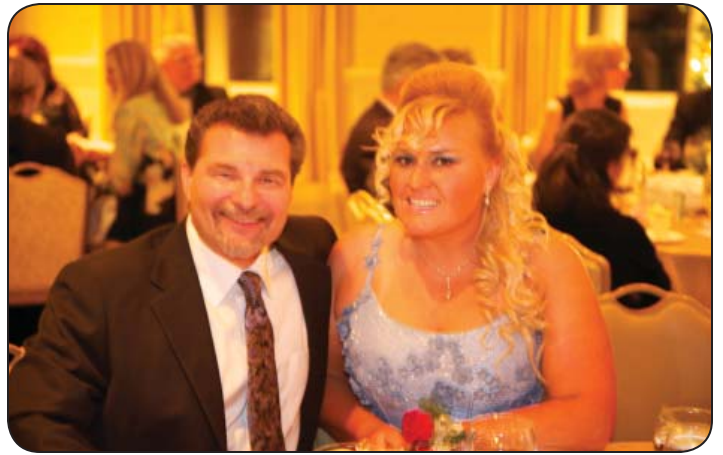
Remember - just show up!

I would like to thank our outgoing Secretary Jack Stephensen, Director John Diwik and Coordinators Carl & Carol Armand (Social), Pete Faehnrich (Autocross Tech) and Scott Lynn (GingerMan) for their time and dedication to their respective roles and to the membership.

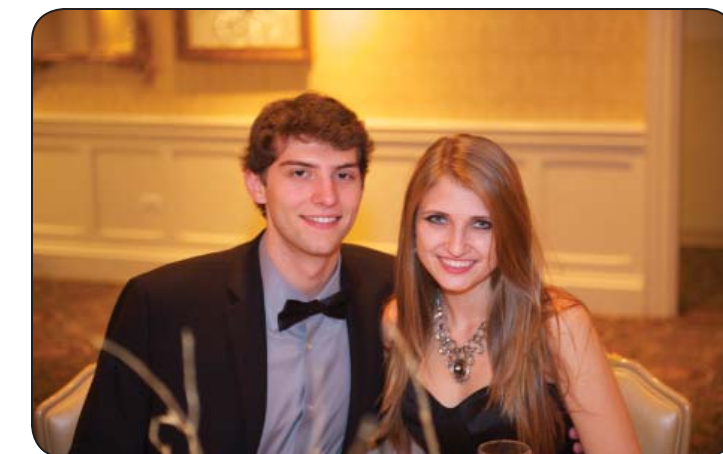
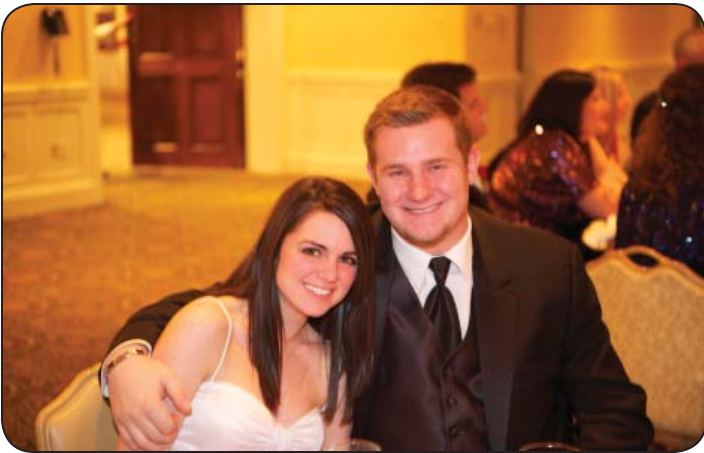
Welcome to Secretary Chuck LaMantia, Directors Cheryl Lehman Collier and Carl Armand and Coordinators Buz Browne (Autocross Tech), John Diwik (Driving Tours), Pete Faehnrich and Kurt Konrath (GingerMan), Michael Grove (Concours) Jim Ptak (Autocross), Sharon Ptak (Social), Nicki Sangdahl (Buddy Program) and Zone 13 Rep James Jacisin.



Thanks to Keith Clark and Chuck LaMantia for hosting our 55th Dinner Dance and Awards Banquet at Butterfield Country Club. The food was delicious, the decor was beautiful and the prizes were won by many happy members. And thanks to Karen, Brandon and Brittany Clark, Gabi LaMantia and Sue Tobin for their help before and during the event. Your work is greatly appreciated. A great time was had by all.









That evening, I was honored to present to 2 Marines our Chicago Region Charity donation to Toys for Tots in the amount of \$20,000! You donated an unprecedented \$10,995.75 and the Chicago Region rounded the check up to the \$20,000 donation. Thank you for your very generous donations throughout the year. Please read the accompanying article to learn how the Marines use your donations.

The highlight of the evening is the awards presentation. Please take a moment to review (elsewhere in this issue) who-won-what and thank the Honorary Award recipients for their dedication.

And now onto 2013!

We started the year with 50+ attendees at our first Mix 'n Mingle of the season. Thanks to Sharon Ptak who hosted our first downtown Chicago event at Haymarket Brewery & Pub and to John Neurauter for his hospitality at his establishment. It was great to see so many members who can't always make the events in the suburbs.

Our annual Membership Meeting was held at the new Pinstripes in Oakbrook and received rave reviews. This is a great event that takes a dozen people to be successful. Membership Coordinator Nicki Sangdahl greeted each member and with the help of husband Stanley, son Logan and daughter Karlin performed a skit to introduce the Buddy Program to new members. Cheryl Lehman Collier (Autocross), Steve Rashbaum (Rallye), Michael Grove (Concours) and Kori Kwak (Tech) worked their respective display tables, handed out event information and answered questions in addition to giving presentations on their upcoming events. John Ruther spoke on Drivers Education and Club Racing. Thank you to all. And thanks to the 170+ members who attended. I was thrilled to see so many new members. We wouldn't do the event if it weren't for you. Now, I look forward to seeing you at the events!

The Club returned to Napleton Porsche in Westmont for our 23rd Annual Concours School and Chili Tasting. Thanks to Michael Grove for chairing the event and hosting an "Introduction to Concours" class. As usual David Angelus, Ron Bean, James Jacisin, Rich Laurie, Tom Stark, Hank Weil and Pat Yanahan demonstrated their techniques.

Members learned how to care for their car's interior, exterior, chassis and engine. Given the instructors' national reputation for excellence, cars will look better than brand new.

Then there was the food! Sixteen chilies prepared by our member chefs fed our 175 hungry members. Prizes were awarded for chili - Beaniest, Hottest, Meatiest, Tomatoiest, and Veggiest. Then my favorite part - desserts. I enjoyed all 4 of them. Thanks to all the chefs and to all judges - well done.

Thanks to Nancy Grove, Beth Diwik, Barb Stark and Karen Morse who worked registration and all who set-up Saturday evening and cleaned-up Sunday afternoon. Great job everyone.

The following Sunday, Napleton Porsche allowed us the rare opportunity to learn exactly what it took to build No. 16 - the Porsche Cayman S that won, in its rookie season, the all-new GX Class at the 2013 Rolex 24 at Daytona. At their race shop in Hinsdale, Joey Bounsante organized his race crew into 6 rooms, reviewing the technology and strategy that went into building their racecar. Thanks to Ron Barnaba and Kerry Terlep for providing a delicious breakfast and luncheon buffet. Your generosity allowed the \$1470 proceeds to be donated to our Region's charity, Toys for Tots. Thanks to Pete Faehnrich and Kori Kwak for organizing the event and to Dan Cubric, Candyce Jones and Heidi Witte for working registration.

Thanks again to Napleton Porsche and Ron Barnaba for allowing us to use both your facilities. And thanks to Kerry Terlep and the Napleton crew who gave up 2 of their Sundays.

Thanks to John and Jeannie Ruther for another successful Spring Tech Session at Northstar Motorsports. Seventy-nine attendees started off their St Patrick's Day with a safety demonstration by Peter Sygieda and Renee. Then Peter Faehnrich and Kori Kwak used Neil MacDonald's GT3 for a comedic skit on completing the new tech sheet and learning what to expect when you get to the track. Thanks to Tech Team members John Hamilton, Glenn DeWeirdt and Candyce Jones for working registration. John - thanks for the raffle prizes and for opening your doors on a Sunday.

I look forward to seeing you at an upcoming event and remember - we are a volunteer organization. We can always use your help.

Seriously, Life is Good.

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Driver: Cooper MacNeil; 12 Hours of Sebring, March 17, 2012

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# And the Trophy Goes to ...

*Cindy Jacisin, President*

At our Annual Dinner Dance and Awards Banquet, we recognized 2 sets of members - those who deserve special mention and those who excelled in Autocross, Club Racing, Concours, Rallye and Overall.

Each President solicits advice from the Board, Coordinators and the Membership on nominations for each of the honorary awards. Try as I might, I couldn't attend every event, and the reality is, some people make it look easy because of their hard work throughout the year.

## The 2012 Honorary Awards were presented to:



*photos by Neil MacDonald and Steve Rashbaum*

**FAMILY OF THE YEAR** - One of my favorite awards because to me, the club is a family.

The **Dennis Costis Family** joined in 1998. Dennis was the Volunteer Coordinator at Road America for 4 years, co-chaired the AutoBahn DE event and enters concours with his family. We've played his daughter Pamela's video at Membership Meetings and Dennis' band played at this year's Potter's Picnic with his wife Jan and kids singing back up. Thanks for making our activities a family event.



**WAYNE POTTER AWARD** - Since 2002, this is the Club's highest honor awarded to a member in recognition of his/her extreme commitment, volunteerism and dedication to the Chicago Region. Wayne Potter was one of our region's founding members, served as our 4th President, remained an active member for decades and from 1957-2000, offered his farm as the site of the Club's annual Potter's Picnic.

This year's recipients are **Susan Shire and Steve Rashbaum**.

Susan has been Scene editor on and off for about 20 years, is our Club Racing Registrar, has served as a Director, Rallye and Social Coordinator and is the PCA Club Racing Program Coordinator..

Steve is our Rallye Coordinator and Club Photographer, served as Director and Sponsorship Coordinator, ran in DE and Club Racing, is the National Club Racing Sponsor Coordinator and acts as the voice of the membership at the board meetings. Together, they are our Rallye experts serving as and mentoring Rallyemasters and hosting our Rallye School.



**MAN OF THE YEAR** - While at Road America, there might be the need to announce the name of one of our drivers, Dr. **Steve Heim**. While it is an announcement we never want to hear, we are grateful beyond words for his dedication to the health of our drivers and all who attend Road America. I hope you have lots of track time in 2013!



not really coveted. created in 2004 by my brother, James Jacisin, then President, for something at which we can't help but shake our head. The "winner" is Jim Ptak and I think it's best I leave it at that.

**ENTHUSIAST** - Jack Stephensen joined in 1994 and is one of the most engaged members by participating, working and/or teaching at most events. He is one of only 3 people to serve as a Director, Treasurer, Secretary, VP and President. After 10 years on the board, he is taking a much deserved break.



**PRESIDENT'S AWARDS:**

For the last 4 years, Concours was led by **John Diwik**. He's going to remain involved in concours but will be focusing on the role of Driving Tour Coordinator. John "toured" us up to New Glarus, WI in October in, as he calls it, "spirited driving", and will lead us to the Pittsburgh Vintage Grand Prix. Thank you for also serving as a Director for the last 2 years.



**NEW MEMBER ENTHUSIAST** - Randy and Donna Baudry attended our first Cars 'n Coffee in Oak Brook. They enjoyed the event so much, they decided they needed a 2nd Porsche so they drove to Napleton and spent the next 6 hours deciding which car to drive home. They then attended almost every event for the rest of the year, only needing to decide which car to bring.



Autocross is where many members start in the Club before they enter DE. The last 3 years, they've been greeted by **Cheryl Lehman Collier**. She puts drivers at ease and encourages them. If they aren't getting the lay of track, she seeks them out to see if they want someone to ride along. She instructs at DE with the same enthusiasm and is a new Director on our 2013 Board.



**TAKEHARA AWARD** - This award is highly anticipated, but



**Pete Bukantis** joined in 2005 and started working Autocross Timing & Scoring in 2008. He gets to the track at the crack of dawn to unload the timing & scoring equipment, generator, laptop, printer, stand, tables, chairs, extension cords, tent, helmet, etc. - all in his 996. The thing is - he rarely gets to drive because somebody does something that makes him get out of line, fix it and then - time to rotate! Pete - it doesn't go unnoticed.



For 17 years, the Club used GingerMan Racetrack in South Haven, MI for one of our DE events. **Scott Lynn** chaired this event for 7 years, acting as event chair, registrar and all-around go-to guy. He chose to retire from the role and we are very grateful for his years of hard work and dedication.



Now Pete has a partner in crime - **George Schaefer III**. They rallye together and George works beside Pete at every Autocross - again rarely does he drive. He joined in 1997 and worked Timing for Club Racing at Road America for most of those years. While everyone is on the track or enjoying the camaraderie that is Road America, George is in Timing & Scoring ensuring the event runs with the precision our racers expect. Congrats on your new role as PCA Club Racing Timing & Scoring Tech.



***IN APPRECIATION*** - **Ed Barnicle** chose to retire from the board after having served 2000-2010 and again in 2012. He served in all board positions as well as the Social Coordinator. Thanks for continuing on as our Golf Outing Coordinator, a.k.a. Golf Czar.

**Jeff Brown** can be found at our events behind the camera lens. We thank him for attending the events. We're sorry he never stops to eat or actually enjoy the event but are grateful he captures the memories for all of us to enjoy.

***Congrats to the Recipients of the 2012 Year End Awards:***

The awards for Autocross date back to 1968. In 1985, Autocross was split into a Men's and Women's division to encourage women to participate. The 2012 trophies were presented to:



**Autocross Men**

- 1st - Jim Ptak
- 2nd - Alden Van Solkema
- 3rd - Buz Browne
- 4th - Andrew Stroede
- 5th - Stanley Sangdahl



**Autocross Women**

- 1st - Sharon Ptak
- 2nd - Bethany Mock
- 3rd - Nicki Sangdahl
- 4th - Cheryl Lehman Collier
- 5th - Cindy Jacisin

January - March 2013

**Club Racing** has been awarded since 2001.

- 1st - Doug Crossman
- 2nd - Rainer Dronzek
- 3rd - Denny Hiffman
- 4th - Craig Smid
- 5th - Gary Knoblauch



**Concours** awards were added in 1982.

- 1st - Frank Creamer
- 2nd - Ron Bean
- 3rd - Sam Collura
- 3rd - Michael Grove
- 4th - Dale Block
- 5th - Bob Rath & Cindy Jacisin



**Rallye** awards also date back to 1968.

1st - Steve & Sharon Olson

2nd - Jack & Karen Stephensen

2nd - Bob Rath & Cindy Jacisin

3rd - Ron Micek & Martha Kuffel

4th - Steve Rashbaum & Susan Shire

5th - Lee Lichtenstein & John Miller



On [pca-chicago.org](http://pca-chicago.org) you will see the complete rules for determining the Top 5 Finishes and who received past trophies.

Let the 2013 Competition Begin!

**The Overall Award** was presented in 1969 through 1973, then reinstated in 1995. It is awarded to members not only for their skill, but also for their participation in all our competitive disciplines. Members must compete in at least one Autocross, Concours AND Rallye.

1st - Bob Rath

2nd - Cindy Jacisin

3rd - Jack Stephensen

4th - Buz Browne

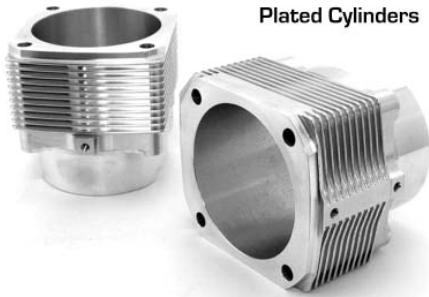
5th - Frank Creamer



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# Board Meeting Minutes Summary

Respectfully Submitted by Chuck LaMantia, Secretary

## Porsche Club of America Chicago Region Board Meeting Minutes January 4, 2013

**Voting Members Present:** President/ Cindy Jacisin, V.P./Toby Duckett, Secretary/Chuck LaMantia, Treasurer/ Stanley Sangdahl, Past President/ John Ruther, Directors/Carl Armand, Keith Clark, Kori Kwak, and Neil MacDonald

**Coordinators Present:** Todd Conforti, Jim Ptak, Chris Ingot, Jim Jacisini, Peter Faehnrich, Pete Bukantis, Kurt Konrath, Sharon Ptak, George Schaefer III, Nicki Sangdahl, Michael Grove, Pete Hackenson, and Carl Walstad.

**Members and Guests Present:** Bob Rath, Carol armand, and Stephensen

A quorum being present, Cindy Jacisin called the meeting to order at 8:00PM at the Park Ridge VFW Hall, Park Ridge IL.

There was a brief discussion regarding the minutes from the November 2, 2012 board meeting. Jack Stephensen was given a well-deserved “thank you” for his work over the last two years as Secretary. Motion to accept approved.

**Treasurer’s Report:** Stanley has sent via email (as usual) the report for November and December. Motion to accept approved.

### **President’s Report:**

- Cindy thanked Keith and Chuck for their work regarding the 2012 dinner dance.
- Membership meeting to be held Sunday January 27th, 2013 at Pinstripe’s located at the Oakbrook Center Mall.
- Expected that the February meeting will focus on pricing for events. Coordinators are encouraged to ask Stanley for historical financial details.
- Cindy brought up that emails had been sent out regarding national awards (Region, Family, Enthusiasts,

Porsche...etc.) in case anyone new of and was willing to nominate someone from the Chicago Region.

### **Vice President’s Report:**

- A special thank you to the 200+ votes that were cast in support of the 2013 board.
- Mention encouraging coordinator cross training.

### **Autocross Report:**

- Ed Leed waiting for the actual contract from Maywood.
- Jim Ptak reported that locations are being planned (Sears Center so far).
- There is a need to review and sort out classes from a competitive stand point including recent vehicles models. Discussion was brief regarding following national rules but not a lot of support.
- Plan is to remove class definitions from the directory and in place direct people to the regions web site.

**Timing & Scoring Report:** No report.

**Road America Report:** Clark reports contracts in hand and will review. There are new and different stipulations that need to be vetted. We will NOT be doing the “pay up front” for track surface damage and will pay for specific damage in and when occurred. This will place emphasis on the pre and post event track inspection process.

**Blackhawk Farms Report:** Todd reports that we are waiting for contracts.

**Autobahn Report:** Chris says event costs up slightly (1-1.5%) driven by increase corner work costs but track rental remains the same from 2012.

**GingerMan Report:** Kurt reports that he has the contract and that the track is looking for our deposit. No increase in track rental for 2013.

**Chief Driving Instructor’s Report:** John will (and has) send out an email gauging interest in another instructor school. It has been several years since

the national certification program and even longer since the regions own instruction was offered.

**Technical Report:** Cindy reported on Peter’s behalf that there will be a High Performance Tech session offered by Napleton at Hinsdale location with a focus on club racing. Motion approved to add an entrance fee.

- Kori reported that the fall tech session was well attended. The session to be held November 3, 2013 will be in St. Charles at a place called “Euroquip”. No swap meet date yet set.

**Safety Report:** Todd reported that tech sheet has been revised to meet Nationals standards.

- Ptak asked what to do with Cayenne’s and driver’s education. Very brief discussion was to continue the regions current position and that the Cayenne is NOT ALLOWED to participate in Chicago Region track events.

**Insurance Report:** Clark directed coordinators that all necessary forms are available on Nationals website and to call him with any questions. Reminder that waivers MUST be printed in color (where color is in the original document).

### **Sponsorship / Dealer Liaison Report:**

Ptak reported that he is contemplating packages, plans and benefits to offer our sponsors and is receptive to new ideas.

**Concours Report:** Grove reported same locations as in the past (Long Grove, Geneva, Potters) and working on others. Expecting no change in pricing.

**Rallye Report:** Stephensen reporting for Rashbaum..Discussion about “no fault” time delay penalty along with other discussion on rules and interpretations.

### **Social Activities Report:**

- Sharon Ptak reminded of Mix

& Mingle at Haymarket (downtown Chicago) for Friday January 18th.

- Sharon requested a magnetic kind of calendar with social event information. Ruther and Clark volunteered that they will sponsor the calendars.
- More kudos for the dinner dance. Significantly under budget and will get into financial details at a later meeting.

#### **Membership & Buddy Program Report:**

- More badges requested.
- Numbers are up 30 from previous year.
- Membership rebate was received.
- Application form was revised with the website now the primary source in receiving new members.
- Updating buddy program information. Looking to recruit “new” experienced people to take mentoring role in the buddy program. Would be a great way to get new people involved.
- General membership meeting will be giving away 2 awards of a 4 pack of \$25 coupons to be used for region events.

#### **Charity Report:**

- Fall tech session raised \$210.00
- Car auction raised just above \$1,000.00.

**Chicago Scene Report:** The annual what do we do with the Scene and Directory discussion. LaMantia to head committee including Shire, MacDonald and Stephensen.

**Webmaster's Report:** Once Scene hard copy is figured out then add Jim Ptak and Walstad to discussion regarding advertng and use of website. Need a process on how to get pictures to the website (Stephensen and Walstad to work on this)

**Social Media Report:** Jim Ptak ... Facebook use along with a discussion for controls for loading content.

**Historian's Report:** Jim Jacisin reported about a 1996 event and Blackhawk and FN\_Flying sponsoring October Blackhawk event. Got back a trailer but not pylons. Reminisce about Dan Gallagher and the evolution of the Blackhawk Oktoberfest event.

**Zone 13 Report:** Jim Jacisin requested that other regions link to our calendar.

**Old Business:** None

**New Business:** None

**Next Meeting:** February 1, 2013 at the Park Ridge VFW Hall.

Adjournment: 10:07PM

### **Porsche Club of America Chicago Region Board Meeting Minutes February 1, 2013**

**Voting Members Present:** President/ Cindy Jacisin, V.P./Toby Duckett, Secretary/Chuck LaMantia, Treasurer/ Stanley Sangdahl, Past President/John Ruther, Directors/Carl Armand, Keith Clark, Cheryl Lehman Collier, Kori Kwak, and Neil MacDonald

**Coordinators Present:** Jim Ptak, Todd Conforti, Chris Ingot, Jim Jacisin, Peter Faehnrich, Kurt Konrath, Sharon Ptak, Nicki Sangdahl, Michael, Pete Hackenson, and Carl Walstad.

**Members and Guests Present:** Karen Stephensen, Rita NacDonald, and Jack Stephensen

A quorum being present, Cindy Jacisin called the meeting to order at 8:00PM at the Park Ridge VFW Hall, Park Ridge IL.

There was a brief discussion regarding the minutes from the January 4, 2013 board meeting. Motion to accept approved.

**Treasurer's Report:** Stanley has sent via email (as usual) the report for January. Expenses running about the same compared to the same period last year. Membership meeting cost was up \$1,200 from prior year. Motion to accept approved.

#### **President's Report:**

- Membership meeting held Sunday January 27th, 2013 was wonderful. Pinstripe's worked with the club by waiving the costs for av equipment in order to make it financially acceptable

to the region.

#### **Vice President's Report:**

- No report but echoed the president's comments regarding the membership meeting.

#### **Autocross Report:**

- Collier reported that three locations have been set: Maywood, Tire Rack, and Toyota Park. Motion to accept approved.
- Other location discussed was Elgin Community College but requires a valid certified Red Cross emergency aid individual. The fifth and final location is being researched.
- Entrance fee was briefly discussed. Collier to present budget for events at 3/1/13 Board Meeting.
- Ed Leed filed a report requesting autocross school pricing. Motion to accept approved.

**Timing & Scoring Report:** C Jacisin on behalf of Bukantis reported that timing equipment is to be tested in February.

#### **Road America Report:**

- Clark discussed RA and the fact that RA does have beer sales during our events. It is the regions responsibility that drivers do not drink. Had more discussion regarding alcohol sale and responsibility.
- Pricing for RADE to be presented March 1.

**Blackhawk Farms Report:** Conforti reports no change in costs for BH events preferring to keep pricing the same. Will present pricing at March 1 meeting.

**Autobahn Report:** Ingot reported... same report as last month ... and pricing for March 1 meeting.

**GingerMan Report:** Konrath ... deposit paid ... increase from previous year related to corner workers. Pricing March 1.

**Chief Driving Instructor's Report:** Ruther reported 45 positive responses to the survey regarding the need to hold an instructors school. He and Turek looking for a venue. Clarification... this is not the national certification

school which in the past was done in conjunction with a driver's education track day. The class room presentation materials are very similar ... for the region instructors school vs the national certification program. Looking at 3/23 as a possible date. Motion to accept approved.

**Technical Report:** Ruther discussed upcoming tech session at Northstar. Presentations to include the use of the new tech form, Alpine Stars representation and Adidas line being introduced for motorsports. Comment that Adidas will not be providing safety apparel for Porsche Factory Racing.

- Faehnrich reported new tech form ready for use. Also that the Napleton Racing tech session for 2/24 had 6 people registered. The hope (and it was) was that the Daytona 24 winning car would be present.

- Kwak reported that there will be no swap meet this year.

**Safety Report:** Conforti no report.

**Insurance Report:** Insurance ordered through May events. Pointed out for coordinators to review contracts for requirements that include "additional named insured".

**Sponsorship / Dealer Liaison Report:** Ptak expressed idea to incorporate Napleton and Weathertech Daytona vehicles in the Scene.

**Concours Report:** Grove reported that locations as in the past (Long Grove, Geneva, Potters, RA and ??). Motion to accept suggested pricing approved.

**Rallye Report:** C Jacisin reporting for Rashbaum. School set for Perfect Power. The BWM club was notified for participation. Raylle Masters; 1: David & Heather O'Bryan, 2: OPEN, 3: Tom & Ann Snyder, 4: Stephensens, 5: Shirebaum. Motion to accept fees approved.

**Social Activities Report:**

- Sharon Ptak reported success of Mix & Mingle at Haymarket (downtown Chicago) on Friday January 18th. Approximately 45 attendees.

**Membership & Buddy Program Report:**

- Numbers are up 9 from previous year.
- General membership meeting raised \$455 for charity.

**Charity Report:** Cindy reported that process needs to be discussed in executive session at the end of this board meeting.

**Chicago Scene Report:** No report.

**Webmaster's Report:** Walstad was directed by C Jacisin to give J Ptak full web site access. J Stephensen discussed process and handed out procedure to

use Google Drive as a way to get photos to the website.

**Social Media Report:** Jim Ptak... Facebook current with content and gaining "likes".

**Historian's Report:** No report

**Zone 13 Report:** Jim Jacisin reported presidents meeting at Isringhausen downtown March 23rd.

**Old Business:** Expense committee of J Stephensen, S Sangdahl & Clark presented policy. Discussion. Motion to accept approved.

**New Business:**

- K Stephensen discussion regarding doing another blood drive. Ultimately can't find a good fit as far as location or time.

- C Jacisin will be doing the 2013 Dinner Dance. Location - back to Butterfield pending LaMantia getting contract.

Adjournment to EXECUTIVE SESSION at 9:46PM

Back to open meeting ...

**Next Meeting:** February 1, 2013 at the Park Ridge VFW Hall.

Adjournment: 10:15PM

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# Where Does Your Charity Donation Go?

Cindry Jacisin, President

photo by Steve Rashbaum



Throughout 2012, you generously donated to the Toys for Tots campaign.

THANK YOU, THANK YOU, THANK YOU.

At the Dinner Dance on Saturday, December 8, I was honored to present our Chicago Region Charity donation to 2 Marines for Toys for Tots in the amount of \$20,000! You donated an unprecedented \$10,995.75 and the Chicago Region rounded the check up to the \$20,000 donation.

This money was used by the Marines to supplement the toys/gifts for age groups where the donations ran low. Historically, the 12-16 age range needed the most supplements.

In response to the unprecedented support, the Board of Directors selected Toys for Tots as the Chicago Region's 2013 Charity.

On behalf of Toys for Tots, Thank You Very Much for your generous donations throughout 2012. I can only hope you will continue to support our charity.

## How Toys for Tots Works:

Over 97% of your donation goes to their mission of providing toys, books and other gifts to less fortunate children  
2.8% Fundraising  
0.2% Overhead

Local toy collection campaigns begin in October and last until mid to late December. Toy distribution also takes place mid to late December. Members of the community drop new unwrapped toys in collection boxes positioned in local businesses. Coordinators pick up these toys and store them in central warehouses where the toys are sorted by age and gender. At Christmas, Coordinators with the assistance of local social welfare agencies, church groups and other local community agencies, distribute the toys to less fortunate children of the community. Over the years, Marines have established close-working relationships with social welfare agencies, churches and other local community agencies which are well qualified to identify the needy children in the community and play important roles in the distribution of the toys.

Local business leaders play key roles. They allow Coordinators to locate drop-off/collection boxes in their stores; provide free warehouse space for storing and sorting toys during October, November and December; provide vehicles to collect toys from drop-off sites; sponsor toy raising events; and help Coordinators arrange media exposure for Toys for Tots in the local community.

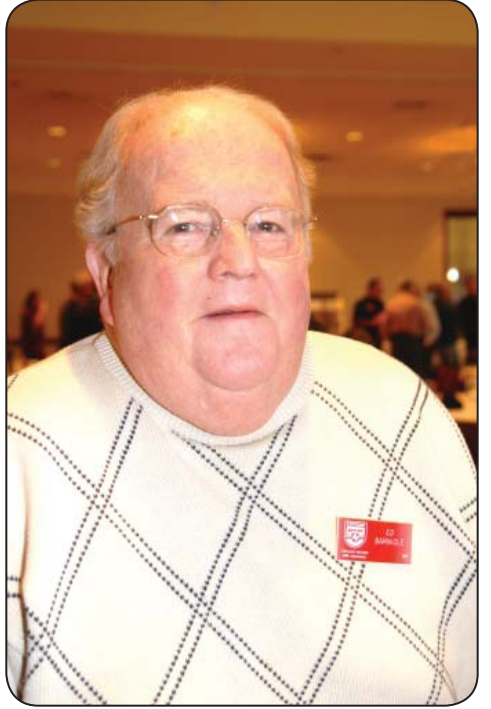
While Toys for Tots Coordinators organize, coordinate and manage the campaign, the ultimate success depends on the support of the local community and the generosity of the people who donate toys (and money - this means you!)

Thank you again for supporting Toys for Tots.

# General Membership Meeting

photos by Neil MacDonald





# Membership News

Nicki Sangdahl, Membership Coordinators

## The Chicago Region welcomes our newest Members!

Clay Beck  
John Beck  
1977 911

Nick Giampietro  
1993 911

Steve Krantz  
1979 911

Richard Piontek  
Colleen Piontek  
2003, 911

Bob Budecki  
Jane Budecki  
2006 Boxster S

Matt Grana  
Christine Grana  
1999 911

Andrew Kriz  
Kathleen Kriz  
1987 951

Mike Pollitt  
2006 Cayman S

Stan Burhans  
2010 911

Jeroen Hasenbos  
2006 911

Bruce Lanham  
Nancy Lanham  
2000, Boxster

Henrique Regina  
Claudia Regina  
2002 911 C4

Paul Carr  
Vanessa Carr  
1974, 914

Geoff Isringhausen  
Geoffrey P. Isringhausen  
1996, 911

Jim Lauro  
2007 Boxster

Rich Rocco  
Susan Rocco  
2004 911 C4S

Tom Cole  
Annette Cole  
2013 911 S

Allan Jones  
1977 911 S

Chad Marchigiani  
James Marchigiani  
2006 911

Simon Small  
Ellen Small  
2007 Cayman

Andreas Dahl-Hansen  
2006 Carrera 4S

Mark Karolich  
Maritherese Karolich  
1997 911

Greg Paulus  
1983 928 S

Stan Wang  
1999 Boxster

George Georganas  
2013 911 Carrera

Bruce Koch  
Sylvia Koch  
2010 Panamera

Chris Pesch  
Marianne Pesch  
2009 911

Ryan Westphal  
1989 Carrera

Glenn Winternitz  
Lori Winternitz  
2008 Boxster

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# 2013 Member Buddy Program

Nicki Sangdahl, Member Buddy Program Coordinator

**bud·dy** noun \ 'bə-dē\ : companion, partner; friend.

New to the club this year is our “new and improved” Buddy Program.

What’s the point, you ask?

For some time, the board has been looking at ways to make our new members feel comfortable with exploring all the activities and events that our region has to offer. Hence, the birth of the Member Buddy Program.

## So how does it work?

The objective of the program is to partner interested new members with a volunteer member from the Chicago Region with experience in the event of interest--a “Buddy.” A friendly pairing of like-minded Porsche enthusiasts! Each pairing is unique as new members may be looking for different things from the program. For example, new members may simply need answers to questions. Others

may want to meet up with their Buddy at an event and to help introduce them to other club members.

This program has had a great response from new members. As a matter of fact, we have a need for more “seasoned” members to volunteer.

## How can you help?

If you’d like to volunteer to become a Buddy for Concours, Rallye, Auto Cross or Drivers Education, please let me or the respective activity coordinator know you are interested in being a Buddy.

The way I see it, both new members and buddies benefit from the program!

If you have any questions about this great program, please feel free to email me at [nsangdahl@wowway.com](mailto:nsangdahl@wowway.com), or call at (630)961-1579.

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# Membership

Nicki Sangdahl, Membership Coordinator

**mem·ber·ship** **noun** \ 'mem-bər-,ship\ : the fact of being a member of a group; the number or body of members in a group.

It is great to be a part of a group as spirited and “just plain nice” as the group of people who are the membership of the Chicago Region PCA. Since my husband Stanley and I became members in 2007, we have been welcomed with open “doors” and have so very much enjoyed participating in the events the region has to offer.

Since becoming Membership Coordinator in 2009, I have the pleasure of making the initial contact with new PCA National members who have been assigned to the Chicago Region. It’s always so much fun emailing and talking to first time Porsche owners. Their enthusiasm is exciting and addicting. Why wouldn’t it be! Their eagerness makes me smile and keeps the position fresh and energizing.

Each day, several emails arrive in my in-box with questions about events, mail delivery, car repair, announcements, etc. I am always learning, as many a time I need to turn to one of the board members or committee coordinators for answers. It keeps me on my toes!

The most frequently asked questions: Where are my name badges? How do I get those gorgeous, red name badges?

~ All Chicago Region members who pay the one-time \$40.00 fee are provided with one name badge for the primary member and one badge for their family/affiliate member. You can contact me for a replacement badge, some members like having two, one at home and one to leave in the car. The current cost of the badges are \$9.00. It’s great to see members wearing them at events, particularly when you are at a “certain age” where memory becomes a rare commodity.

How do I change my address, family/affiliate member? I purchased a Porsche, how can I update my account record? ~ All changes are easily made on [www.pca.org](http://www.pca.org). If you’ve forgotten your user name and password you call e-mail or call the National Office for help.

As of the date I am writing this article, the Chicago Region is 3,122 members strong. Most of our members live in the Chicagoland area and the surrounding suburbs. We also have members who reside in 20 other states plus Germany and the UK. Pretty cool! The oldest Porsches in our club are three 1955 356s.

Please remember to renew your National Membership or you’ll get a “gentle” reminder from me, Nicki Sangdahl, Membership Coordinator. ; )

## CHANGE OF ADDRESS and CONTACT INFORMATION

**Names(s)** \_\_\_\_\_

**PCA Membership #(s)** \_\_\_\_\_

**Old Address** \_\_\_\_\_

**NEW ADDRESS** \_\_\_\_\_

**Home/Cell Phone** \_\_\_\_\_ **Work Phone** \_\_\_\_\_

**e-mail address** \_\_\_\_\_

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# Mix N' Mingle - Haymarket Brewery & Pub

photos by Jeff Brown



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# Rallye

Steve Rashbaum, Rallye Coordinator

I started to write about Rallyes and realized that I'd summed it up pretty well last year ... so here, with some added thoughts are ...

## The Top 10 Reasons to Rallye

10. Enjoy exploring new places
9. Don't feel the need to use maps or GPS
8. Need to take or give directions
7. Love puzzles
6. Wish to improve communication skills
5. Desire to take some things literally
4. Crave new challenges that are not work or family related
3. Want to spend time in your Porsche with others.
2. Have a need to drive your Porsche on the open road
1. Need to spend time with like-minded crazed people

The Chicago Region hosts Time-Speed-Distance rallyes. Though many of us would like to think that we should run World Rallye Championship type rallies, we have decided on the more sane TSD rallye.

A TSD rallye is one where you match your navigational and driving skills against a Rallye Master who will provide directions and speeds over specified distances. The Rallye Master computes the perfect time and contestants are scored by their measured time against the perfect time.

Sounds simple, doesn't it. The directions are not like following a nav system but rather a set of literal instructions to follow to remain on course. The challenge for the rallye team is to interpret the instructions correctly and keep to the designated speed. Rallyes are run on public roads (we will not ask you to exceed the speed limit) so you will have to contend with not only following directions but stop lights, stop signs and traffic.

To succeed, the rallye team must develop good communication skills and teamwork. Rallyes will test your concentration for about three hours. You will have to ignore beautiful scenery and Porsche roads.

It takes 2 people (a driver and a navigator) in a car to run a Rallye (sorry those are PCA Chicago Rules). If you don't have a driver or a navigator but want to try a Rallye, come to the Rallye School and we'll try to apir you with someone for the day. If you want a partner for any of the scheduled Rallyes send me an e-mail and we'll see if we can help you.

From those of us who have been rallying for years, you will hear a lot of jokes about divorces (no murders yet), slammed car doors, partners not speaking to one another and make up speed. Some are true, some are exaggerated, but all are part of the fun.

Rallying is a load of fun. It is a another way to spend time in your Porsche on fun roads with a partner. It is a chance to share tall tales with fellow rallyists and enjoy the raucous camaraderie of fellow rallyists before and after a rallye.

For further information please see:

### 2013 General Instructions for Rallyes

<http://pca-chicago.org/cms/rallye/28-general-information/173-general-instructions-for-rallyes>

### 2013 Rallye Classes anhd Notes

<http://pca-chicago.org/cms/rallye/28-general-information/120-rallye-classes-a-notes>

Experience the fun yourself. Come to the Rallye School on April 21st at Perfect Power in Buffalo Grove - details can be found on the Chicago Region web page / Rallye

## 2013 Chicago Region Rallye Schedule

April 21	Rallye School	Perfect Power, Buffalo Grove
June 9	Rallye 1	Rallyemasters: David and Heather O'Brien
July 14	Rallye 2	Rallyemasters: Tom and Ann Snyder
August 11	Rallye 3	Rallyemasters: TBA
September 22	Rallye 4	Rallyemasters: Jack and Karen Stephensen
October 20	Rallye 5	Rallyemasters: Steve Rashbaum and Susan Shire



# Welcome to Concours Competition

Michael Grove, Concours Coordinatr

Concours is a non-speed competitive event enjoyed by anyone that appreciates a well maintained, great looking Porsche. Attending a Concours event is like visiting a Porsche museum that relocates each month to a different outdoor venue. All years, makes and models are always welcome and you never know what unique model might show up. The 2013 Concours events will be commemorating the five decades of the 911 model. Join us at an event and enjoy the venue, the Porsches, and the people of the Chicago Region.

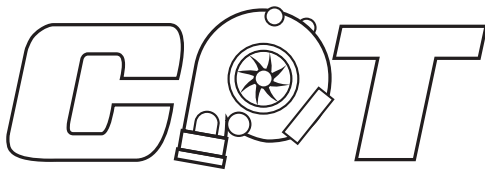
Participation in a Concours is easier than you think. Five different classes are available depending on how much preparation time you chose to spend with your Porsche.

- **Corral** – Non judged class where you can park along with all otherPorsches. Wash your car and show up, no other prep needed
- **Exhibition** – Exterior and Interior judged

- **Show** – Exterior, Interior and Storage area judged
- **Touring** – Exterior, Interior, Storage and Engine judged
- **Full** – Exterior, Interior, Storage, Engine and Chassis judged Progressing to the Full Class is an evolutionary process that occurs over time. Our Nationally recognized Chicago Region judges can assist you with the process and answer all your questions.

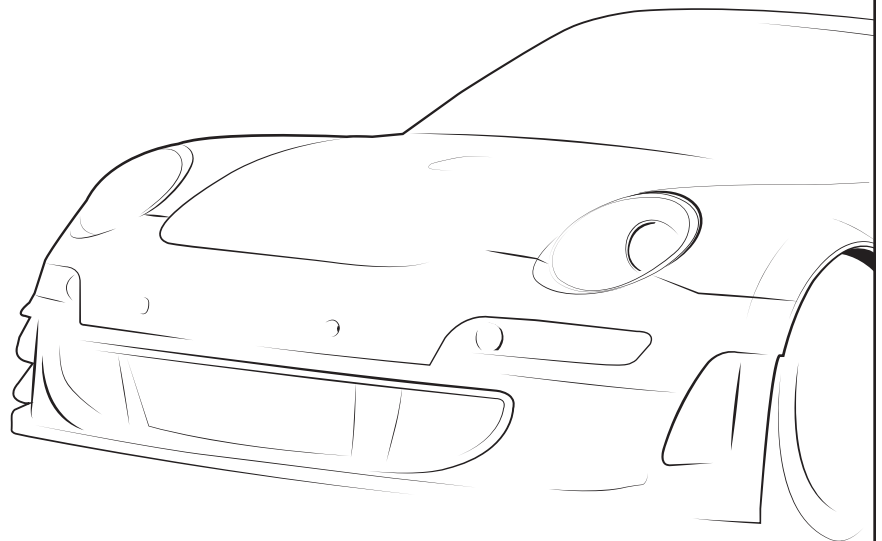
All family members are welcome and encouraged to attend and participate at Concours events. These events encourage Porsche cleanliness and enjoying a day outside with family and friends. There is always something to do for all members.

I look forward to meeting you at a future Concours event and helping you improve the appearance of your Porsche.



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## 2013 Concours Events

- Feb. 17      Concours School & Chili Tasting, Napleton Porsche, Westmont
- April 14     Concours Judging School, The Exchange, Highland Park
  
- May 19      Bolingbrook Concours (Concours 1), Promenade Mall, Bolingbrook  
The Opening Concours of the year where they close the streets for us
  
- June 16     Long Grove Concours (Concours 2),  
It's Father's Day, Bring the family and enjoy this favorite location known for  
unique stores and wonderful restaurants
  
- Aug 3        Potter's Picnic and Concours (Concours 3), Fischer's Estate,  
The Annual picnic, Great Cars, Nice People, Good Food
  
- Aug. 25     Charity Car Show, Geneva Concours, Geneva, IL  
Support our charity and enjoy this great event where the 911 will be honored
  
- Aug. 31     Elkhart Lake Concours (Concours 4), Siebkens, Elkhart Lake, WI  
Fast cars on track, Great looking cars on the streets, Just a Great Weekend
  
- Sep. 15     Burr Ridge Concours (Concours 5), Burr Ridge Village Center  
Final Concours of the year, where the shopping and food are second only to  
the Porsches on display



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# Men and Boys

Jack Stephensen

They say the only difference between men and boys is the cost of their toys. That might be true, but men still like toys that boys can play with. Men who love cars, love them regardless of their size especially when we can help a charity at the same time. This was evident at the Model Car Auction created and hosted by Nick Christopher at his restaurant in Hillside called Prima La Pizza. Nick has been collecting die cast metal cars for a long time and the time had come to reduce the size of his collection. Nick approached Cindy Jacisin with the idea to raise money for Toys-for-Tots. He would auction off his cars and all the proceeds raised would be donated to Toys-for-Tots. In addition to that, any of the cars not auctioned would be donated directly to Toys-for-Tots. It was a total win-win situation for the Charity.

We all met early on that Saturday morning. Coffee and pastries were provided by Nick and his Staff to all those that attended. We all received our paddles and picked out our favorite cars and settled in to bid. The bidding was hot and heavy, well it was fun. Knowing that the kids were going to

win in the end made it all worthwhile. And the kids did win with several people making nice donations to Toys-for-Tots along with the purchase of the cars.

If there was only one problem with this event, it would be the looks many of us received from our wives and significant others and we walked into the house with a stack of die-cast cars. Our maybe I should restate that to be the looks I received as I entered the house carrying 7 more cars to add to my collection. But even that passed when I reminded her that all the kids won that day regardless of the age of the kids being discussed.

Once again I must say extend a big thank you for all the generosity shown by Nick Christopher, his son George and the staff of Prima la Pizza in Hillside. 94 cars were auctioned raising \$1,310.00 for Toys-for-Tots. Without Nick's cars and restaurant, fewer kids would have benefited from Toys for Tots.

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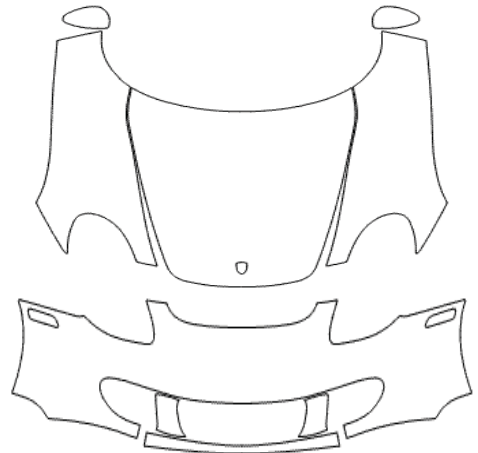


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# Autocross 2013

Cheryl Lehman Collier, Jim Ptak and Neil MacDonald <sup>[1]</sup>

## A BEGINNER'S GUIDE TO THIS YEAR'S SEASON

Whether you're brand new to the Club or one of the Chicago Region's longtime members, it's always astonishing to be reminded that over 70% of the Porsches ever built are still alive and kicking. (See <http://www.porsche.com/microsite/approved/usa.aspx>.) This is a testament to Porsche quality, durability, and engineering excellence. Another aspect of these remarkable cars is their responsiveness and performance, whether on the open roads or in competition settings: unsurprising, given the marque's motorsport heritage. (See <http://www.youtube.com/watch?v=-3dwSYqXfc>.)

If you're a Porsche owner who wants to test the limits of what your car can offer, therefore, one significant problem you're likely to encounter is finding a place to push your car without getting a ticket or losing your license! That's one of the very good reasons you'll want to consider participating in this year's PCA-Chicago Autocross series. (See <http://pca-chicago.org/cms/autocross>.)

### Autocross: What's Not To Like?

An autocross is a timed competition where drivers navigate their way, one at a time, through a temporary, "zig-zaggy" driving course marked by traffic cones that are generally laid out in a large empty parking lot. Competitors are separated into individual classes based on the type of car they're driving; the driver who completes the course in the shortest elapsed time, without knocking down any cones, wins the event for that class.

Autocross places more emphasis on car control, handling, and driver skill than on sheer horsepower: speeds are lower than those in other forms of motorsports, and usually don't exceed moderate highway speeds. The activity level, however, measured in turns, braking, and quick accelerations per minute, is generally much higher than in other motorsports because of the large number of elements

packed into each course. Consequently, autocrossing is an economical introduction to performance driving skills such as controlled acceleration, trail braking, turn in and car pivots, countersteering, and other precision vehicle control techniques. Autocrossing thus develops and sharpens skills that carry over to every aspect of a participant's driving experience, from street-smart vehicle handling and accident avoidance, to high-speed racing at dedicated, closed-circuit race courses.

### The Rules of Engagement: Leveling the Playing Field.

One observation that you're likely to hear at some point during any gathering of Porsche enthusiasts is, "What's the best Porsche ever made? The next one." This reflects Porsche's unremitting commitment to automotive performance and safety. For Autocross drivers and event organizers, however, this is the good news *and* the bad news. Everything else being equal (but subject to several significant caveats), a newer Porsche will typically outperform a vintage car in a one-on-one competition. The same is true for such performance-oriented models as the RS America, the GT3 RS or the Cayman R, as well as heavily modified cars: the competition-focused models tend to perform substantially better, everything else being equal, when compared to their street-stock counterparts.

This can be frustrating for drivers who are interested in participating in Autocross, but who feel that they will always be at a disadvantage unless they buy newer, competition-based Porsches, or spend lots of money on track tires, modifications, and other after-market specialty equipment. It should also be noted in this regard that the lowered ride heights, stiffer suspensions, brake upgrades, and stripped interiors found in many performance cars often have the added disadvantage of making a car less comfortable or suitable for general street or pleasure driving. Given these realities, the challenge faced by PCA-Chicago's Autocross event organizers is how to level the competitive playing field, weight the events in favor of driving skills as opposed to equipment selection, and reduce the overall costs of



competition, while (hopefully!) increasing participation levels, fostering Club camaraderie, and encouraging the spirit of friendly competition.

In 2011, PCA-Chicago's Autocross Committee adopted a series of competition rules based on modifications to PCA's national rules. As the Committee explained at that time, the Club's national competitions draw hundreds of Porsches of all types and vintages from across the country. In comparison, PCA-Chicago events are smaller in scale and often involve a less diverse and newer pool of cars. Not surprisingly, applying the national class standards to local events often resulted in a few small classes of two or three disparate vintage cars each, one or two large classes of very disparate modern cars, and a few, highly "improved" competition cars assigned to the "anything goes" Modified Class.

Based on the Club's experience with its modified rules over the last two years, the Committee has further tweaked the rules to better achieve the goals set out above.

### This Year's Model: The Devil In The Details.

The Committee's current proposed rule changes, which were approved by the Board on March 1, 2013, are a refinement of the 2011 rules. The Committee identified a number of performance characteristics and enhancements likely to have the most significant effect on how competing

cars will perform, disregarding differences in driver skills. The Committee also attempted to quantify the relative effect of each of the designated enhancements on each car's "base" performance. After considering the factors referenced above and identified in this year's amended rules, the Committee's expectation is that the new competition classes will group, as closely as possible, truly "like-to-like" cars while minimizing car groupings with substantial performance disparities. Here's a link to the rules as adopted: <http://pca-chicago.org/cms/autocross/general-information/109-2013-autocross-classes>.

The Committee's competition classes were preliminarily organized on the basis of each car's power-to-weight ratio, as manufactured. Power-to-weight is one of the new car / old car caveats mentioned above. While the newest Porsches have truly staggering power and sophistication compared to their predecessors, loading up on power and engineering doo-dads is not a cost-free transaction. Suspensions, drive trains, electronics, cooling systems, brakes, and chassis mechanics must all be reinforced and made heavier to accommodate the forces generated by the bigger engines. As a result, many notable vintage cars weigh almost (or over) a thousand pounds—*half a ton!*—less than their modern counterparts. Launching a 2400 pound vintage-era car from a standing start through a series of hairpin turns, linked together by hard braking zones, sweeping straightaways, "bus stops," and tight chicanes takes considerable driver



dexterity and skill; adding 800 to 1250 pounds or more to the process is generally not helpful, even in a Porsche. As the Founders often remarked in the competition context, “add lightness” to go fast.

Groupings were further refined based on the availability of performance enhancements and technical advancements such as PDK, torque vectoring, stability control, ABS technology, “Sport” models, and the like. Further consideration was given to other features identified as likely to have a significant effect on vehicle performance. A partial list, summarized here but set out in detail on the reverse side of this year’s Autocross Tech Sheet (See <http://pca-chicago.org/cms/autocross/general-information/212-2013-autocross-tech-sheet>), includes the following:

- aftermarket engine performance modifications, engine remapping or similar performance-enhancing chips, aftermarket turbo- or supercharger kits, non-stock exhaust systems, non-stock heads, and increases in engine displacement;
- transmission modifications and regearing;
- upgraded brakes, lowered ride heights, aftermarket or non-stock suspension modifications, and sway bars or camber plates;
- oversized or non-factory spec wheel sizes;
- the use of “sticky” competition tires, defined by the Committee as any tire with a tire wear factor of less than 140;
- aftermarket driver’s seats and racing harnesses; and
- interior stripping to reduce weight.

The Committee assigned points to the designated enhancements as a means to differentiate between “stock,” “production,” and “improved” cars, with an upward bump of one class for each five accumulated points. Thus, for example, a stock 6-cylinder 914 would start in Group Vintage 1. Add 1-inch oversized wheels (1 pt.), a non-factory exhaust system (1 pt.), and a Recaro race seat equipped with a racing harness (1 point each) and the car would accumulate 4 modification points. Since it takes 5 points to bump up a class, the 914-6, as modified, would remain in Group Vintage 1. Similarly, a 2010 Boxter S equipped with PDK would begin its Autocross life in Group B5. Add 1-inch oversized wheels (1 pt.), aftermarket springs and shocks (7 pts.), and a Recaro race seat equipped with a racing harness (1 point each), and you arrive at 10 modification points. The Boxter S, as modified, would therefore be bumped up two classes to B7. Using “sticky” competition tires on either of these hypothetical set-ups would result in a 2.2% time penalty for each vehicle; a 60 second elapsed time plus a 2.2% time penalty would result in a 61.32 second recorded time. Alternatively, either car (as modified) could be run in the Modified class, in which case there would be no bump points, nor would there be a time penalty for using sticky tires.

Specific decisions about how many points to assign for each particular enhancement, like the number of points between class bumps, were in some respects subjective, but they were



not arbitrary, nor were they uninformed. The Committee reached its decisions only after extensive consultation with a substantial number of Porsche and non-Porsche car club tech directors, at the local, regional, and national levels.

The Committee also paid particular attention both to the actual mix of cars that regularly compete in the Club’s Autocross events, and to their division into specific competition classes. In prior years, for example, it was not uncommon for two cars to compete in Class P3, two cars in Class P4, three cars in Class P5, two cars in P6, four cars in P7, thirteen cars in P8, and a small, miscellaneous group of cars in Modified. Not only was former Class P8 overcrowded, compared to other classes, but it was also overly broad in terms of the types of cars competing in the class: this included the first generation 996 Carrera 2, late model GT2s, the GT3 RS, and the 997 Carrera 2. Needless to say, the competition in some of these classes was steep, and did not always favor driving skills over raw power (horses or dollars).

While the Committee will be monitoring this year’s results with customary vigilance to ensure that the competitions stay as level as possible, it anticipates that the changes approved by the Board will make the forthcoming season more exciting for everyone.

### **Ladies And Gentlemen, Please Start Your Engines!**

The events this year will be held at some familiar venues as well as some brand new sites. Here’s a link, <http://pca-chicago.org/cms/autocross/events>, and the particulars:

- **April 28:** Autocross School at Maywood Park Racetrack in Melrose Park, IL. New classifications will not apply to this non-competitive event;
- **May 5:** Autocross 1 at Maywood Park Racetrack in Melrose Park, IL. Close to the City and easily accessible from virtually anywhere in the Chicagoland area, this has been the Club’s “home track” for more years than anyone would care to admit;
- **June 2:** Autocross 2 at Elgin Community College in Elgin, IL. This is a new venue for the Club. The asphalt is clean and new, the site is broad and unobstructed, and expectations are high for a very fast event;
- **August 4:** Autocross 3 at Tire Rack in South Bend, IN.

Every year the Tire Rack makes its tire test site available to the PCA for an AX event. The layout is challenging and the courses are typically fast. This one is definitely worth the trip, and sometimes the crew takes a scenic route detour through country roads back to Chicago;

- **September 8:** Autocross 4 at Elgin Community College in Elgin, IL. Back again for another set of fast runs on a differently laid-out course;
- **September 29:** Autocross 5 at Toyota Park in Bridgeview, IL. This is the fall wind-up, and if prior years' events are any indication, the overall results for season honors will come down to this event. You don't want to miss it.

So that's that and what's what. Ladies and Gentlemen, please start your engines!

[1] *The Club would like to thank its ad hoc Autocross Rules Committee for their commitment to this project. Committee members include Buzz Brown, Pete Bukantis, Peter Faehnrich, Stanley Sangdahl, Jack Stephensen, and the authors of this article.*

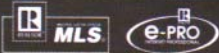
[2] *Whether vintage or brand new, owning and driving a Porsche is so much fun that the Club offers a variety of driving, technical, and social events virtually every weekend from mid-Winter to late Fall every year. (See <http://pca-chicago.org/cms>.)*

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# PCA Chicago Region 2013 AutoX Tech Sheet

NAME: \_\_\_\_\_ CLASS: \_\_\_\_\_ MEN'S LADIES

YEAR/MAKE/MODEL: \_\_\_\_\_ UTQG \_\_\_\_\_ CAR COLOR: \_\_\_\_\_ CAR #: \_\_\_\_\_

## !!! TO BE INSPECTED BY ENTRANT PRIOR TO EVENT !!!

Pass Fail

- \_\_\_ \_\_\_ 1. **HELMET - SNELL SA or M 2005 or later required.** Face shield required for cars without windshields.  
**Snell SA or M sticker must be attached inside**
- \_\_\_ \_\_\_ 2. **APPAREL** - Full-length pants, long sleeved shirts, socks and full shoes are recommended.  
Bare feet, sandals, and open toed shoes are not permitted. Recommended are fire resistant drivers' suits, driving gloves and shoes (cotton, wool, silk) or PCA Club Racing approved fire resistant fabrics.
- \_\_\_ \_\_\_ 3. **SEAT BELTS/HARNESSES** - Must be present and adequate. Showroom Stock Classes must use factory belts.  
Where installation is other than factory design, the belt mounting must be securely anchored, metal-to-metal, with large diameter washers on both sides of floor mounting holes. Non-factory shoulder harnesses may be used in an open vehicle only if the automobile is equipped with a rollbar or cage.
- \_\_\_ \_\_\_ 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 BARS/CAGES** - Recommended in open automobiles driving in Improved classes.  
Roll Bars are required in open vehicles driving in Modified classes, cages are optional. Must be equipped with adequate padding. Roll bars/Cages, when required, must meet current PCR guidelines.
- \_\_\_ \_\_\_ 6. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
- \_\_\_ \_\_\_ 7. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc. Spare secured properly (spare adds to the structure of certain Porsches).
- \_\_\_ \_\_\_ 8. **AIR BAG EQUIPPED CARS** - No obstructions in front of Air Bag (s).
- \_\_\_ \_\_\_ 9. **WINDSHIELDS/WINDOWS** - No major cracks. Bolt-on windshields may be removed.  
Driver and Passenger windows must be fully up or fully down.  
Contestants must use a face shield if driving a vehicle without a windshield in any class.
- \_\_\_ \_\_\_ 10. **REMOVEABLE ROOF PANELS/CONVERTIBLE TOPS/SUNROOFS**- Any automobile may run with their top down.  
Removable roof panels must be removed or fully secured. Tilt-up style panels/sunroofs must be removed or fully closed. Sliding Sunroofs may be open.
- \_\_\_ \_\_\_ 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. **STEERING and SUSPENSION** - No excessive looseness in steering or suspension.  
Axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition.  
Check half-shaft bolts and shock bolts, 914's check fuel pump and lines.
- \_\_\_ \_\_\_ 14. **CAMBER** - (356 automobiles) No positive camber on any car.
- \_\_\_ \_\_\_ 15. **WHEEL BEARINGS** - Correct adjustment, check for play and proper lubrication, no damaged or burnt bearings.
- \_\_\_ \_\_\_ 16. **BRAKES** - Must be tested for pedal "fade" while vehicle is stationary.  
Brake linings/pads should be 4mm thick for disc brakes, 3mm thick for drum brakes.
- \_\_\_ \_\_\_ 17. **WHEELS** - No cracks. No bends. All lug nuts must be torqued to manufacturer's specifications, minimum one diameter of engagement. Snap-on wheel covers and trim must be removed from steel wheels.
- \_\_\_ \_\_\_ 18. **TIRES** - Must be free of visible sidewall cracks. Clearance between tires and any potential rubbing point must fall into compliance of chosen car classification.
- \_\_\_ \_\_\_ 18. **BRAKE FLUID** - Level up, must show in reservoir.
- \_\_\_ \_\_\_ 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. **EXHAUST** - Must be in safe condition, no leaks, securely mounted.
- \_\_\_ \_\_\_ 22. **SEAT BACKS** - Must be suitably secured if not equipped with locking devices.
- \_\_\_ \_\_\_ 23. **LEAKS** - No exhaust leaks or fluid leaks of any kind. - Oil, gas, brake, or coolant.
- \_\_\_ \_\_\_ 24. **THROTTLE RETURN** - Freely operating and with good springs on cars so equipped.
- \_\_\_ \_\_\_ 25. **BRAKE LIGHTS** - All bulbs on both sides and center brake light (if so equipped) must be functional.
- \_\_\_ \_\_\_ 26. **DOORS, HOOD, AND DECK LIDS**-Must fasten securely.
- \_\_\_ \_\_\_ 27. **NUMBERS**-Must be affixed on the front and both sides of the car.

### All cars must adhere to the rules as defined by the previous year's PCA Parade Competition Rules!

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, its occupants and the venue facilities 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 me 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: \_\_\_\_\_

## 2013 Chicago Region Autocross Classes:

- V1**~356, 64-77 911(<181hp), 911SC, 912, 914, 914-6, 924, 924S, 924 Turbo, 944  
**V2**~64-77 911(>181hp), 84-89 911Carrera, 914-6GT, 916, 78-82 928/S/S4, 75-77 930, 78-89 930 3.3, 944 S/S2/Turbo/TurboS, 964 C2/C4/RS/RSA, 968  
**B1**~97-04 Boxster, Cayenne, Cayenne Diesel, Panamera 2/4/Hybrid  
**B2**~95-98 993 & 993 Turbo Look, 05\_08 Boxster, 00-04 Boxster S, Cayenne S/GTS, 07-08 Cayman  
**B3**~90-94 928 GT/GTS, 99-01 996, 09-11 Boxster, 05-08 Boxster S, Cayenne Turbo/TurboS, 09-12 Cayman, 06-08 Cayman S, Panamera S/4S  
**B4**~91-92 911 3.3 Turbo, 02-05 996, 05-08 Carrera 2/4, 09-11 Boxster S, 09-11 Boxster PDK, 09-12 Cayman S, 09-12 Cayman PDK  
**B5**~930(3.6 Turbo), 95-97 993 RS/RSCS, 09+ 997 Carrera 2/4, 05-08 997Carrera S/4S (3.8), 12+ Boxster, 09-11 Boxster S PDK, 2010+ Boxster Spyder, 2013 Cayman, 2011+ Cayman R, 09-12 Cayman S PDK  
**B6**~96-98 993 Turbo, 2009+ 997 Carrera 2/4 PDK, 2009+ Carrera S/4S(3.8), 2012+ Boxster S, 2012 Boxster Spyder PDK, 2012 Cayman R PDK, 2013+ Cayman S, Panamera Turbo/Turbo S  
**B7**~2012+ 991 Carrera, 2012+ 991 Carrera 4, 996 GT3, 996 Turbo, 2009+ 997 Carrera S/4S PDK, 2011+ 997 GTS 2/4  
**B8**~2012+ 991 Carrera S, 2012+ 991 Carrera 4S, 997 GT3, 2011+ 997 GTS 2/4 PDK, 997 Turbo  
**B9**~959, 996 GT2, 997 GT2, 997 GT2 RS, 997 GT3 RS, 997 GT3 RS 4.0, 997 Turbo PDK, 997 Turbo S, Carrera GT  
**M**~Modified, as per Parade Competition Rules or by elective.  
**X**~non-Porsche vehicles

## 2013 Modification Points Worksheet

In order to promote fairness and competition, the Chicago Region has adopted the following worksheet to differentiate between **Stock**, **Production**, and **Improved** vehicles. Any modifications beyond what is listed will result in a bump to **Modified**. Any driver/vehicle may elect to drive in Modified but must stay there for the remainder of the season.

	Point Value	Points
<b>Wheels and Tires</b>		
1" larger diameter or width over largest factory available	1	___
2" larger diameter or width over largest factory available	2	___
3" larger diameter or width over largest factory available	3	___
Treadwear less than 140 (May elect to move to Modified without penalty)	2.2% time penalty	
<b>Chassis</b>		
Aftermarket spring/shock (non or single adjustable)	3	___
Aftermarket spring/shock (Moton, JRZ, etc.)	7	___
Upgraded sway bars (Non-factory, each)	1	___
Brake Upgrade (bigger rotor or caliper)	1	___
Camber plates	1	___
Lowered ride height (per inch under factory)	1	___
<b>Engine</b>		
Performance Chip (2 points for single Turbo, 4 points for Twin Turbo)	1	___
Exhaust (includes Factory Sport exhaust)	1	___
Intake (other than drop-in filter)	1	___
Turbo upgrade (other than stock/factory available turbo)	5	___
Add Turbo or Supercharger (to factory normally aspirated vehicles)	5	___
Engine internal (head work, displacement increase, non-stock rotating assembly)	5	___
<b>Transmission</b>		
Ring and Pinion or Gearing change (non-stock from factory)	3	___
<b>Interior</b>		
Aftermarket driver's seat (Recaro, Sparco, Cobra, etc.)	1	___
Racing Belts or Harnesses (4-point plus, includes roll bar or harness bar, but not cage)	1	___
<b>Miscellaneous</b>		
Stripped Interior (carpet deleted, rear seat deleted, etc.)	1	___
	<b>Total Points</b>	___
	<b>Divided by</b>	<b>5</b>
	<b>Class Bump</b>	___

Revised 3/5/13



**Things in the rearview mirror:  
Worries, other drivers, gas stations.**

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**PORSCHE**

# High Performance Tech - Napleton Porsche Racing

photos by Jeff Brown





# Blackhawk Farms Drivers Education 2013

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## 2013 Dates:

Friday May 10<sup>th</sup> Dedicated to the Novice driver (*only one experienced group*)  
 Friday July 12<sup>th</sup> open to all  
 Friday Aug 9<sup>th</sup> open to all  
 Oktoberfest Weekend Oct 5<sup>th</sup> & 6<sup>th</sup> *Experienced only*



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Want more information? Contact Todd Conforti Email: [tlcontrols@aol.com](mailto:tlcontrols@aol.com) Phone: (847) 254-1527



# BLACKHAWK

This year we will have three weekday events plus our two-day Oktoberfest weekend event at Blackhawk.

The season begins Friday May 10th with our **Novice Day** event. This event is dedicated to the novice driver. This is the event to attend if you are new to the club. We typically have 40 or more novice drivers at this event so in addition to learning how to handle your vehicle; it is also a great way to meet fellow club members. Again this year we will be incorporating one experienced group at this Novice Day event. This group is open to all who have previous track experience but have not reached the Instructor level.

The other weekday events are open to all novice and experienced drivers. Run groups will be based on driver experience. A novice group with both on track and classroom instruction will also be provided.

The season ends with the Oktoberfest two-day weekend event. This is open to drivers with previous experience only. No novice instruction will be provided. Weekend event includes dinner party Saturday and pizza at the track Sunday. *Lunch at the track and event souvenirs for all drivers provided by The Exchange!*

## 2013 Blackhawk Schedule & Options

## Register at:

[www.clubregistration.net](http://www.clubregistration.net)

Credit cards accepted!

### Friday May 10 Blackhawk DE I - Novice day

This event is open to all drivers with an emphasis on the novice driver. Dedicated instructors will provide the novice students with a full day of instruction including classroom sessions. We will have one group open to experienced drivers in addition to the novice and instructor groups. Novice drivers PCA Member / Nonmember: \$210/\$225. Experienced PCA Member / Nonmember \$210/\$225. Instructors \$35 if driving (instructing only – N/C). Second driver of same car for all \$140

### Friday July 12 Blackhawk DE II

### Friday August 9 Blackhawk DE III

These events are open to all drivers from novice to experience. Run groups will be based on driver experience. A separate novice group with both on track and classroom instruction will be provided. Members / nonmembers \$210/\$225. Second driver of same car \$140

### October 5 & 6 Blackhawk Oktoberfest Weekend

This event is open to drivers with previous experience only. No novice instruction. Registration for Sat includes the Pig Roast & Sun includes the Pizza Party. Both days: members / nonmembers \$425/\$455. One day Sat: members / nonmembers \$240/\$255. One day Sun: members / nonmembers \$230/\$245. Second driver both days \$275. Second driver same car one day Saturday \$170. Second driver same car one day Sunday \$150. Extra Dinner ticket: adults & young adults \$35, kids 6 to 12 \$15, kids under 6 free.

Updated Fees at [www.clubregistration.net](http://www.clubregistration.net)

#### MANDATORY REQUIREMENTS

Clothing for all drivers at this event includes: a Snell SA 2005 or 2010 Helmet, long sleeve shirt, long pants, socks, all made of non-synthetic materials, and closed toe shoes. Recommended but not mandatory are: driver's suit, driving gloves, driver shoes and a protective neck brace all made of Nomex or similar fire-resistant material, and a properly mounted fire extinguisher. You will be required to show a valid driver's license along with a valid PCA Membership card at registration. If you or your car does not pass Tech Inspection, you will not be able to drive. You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

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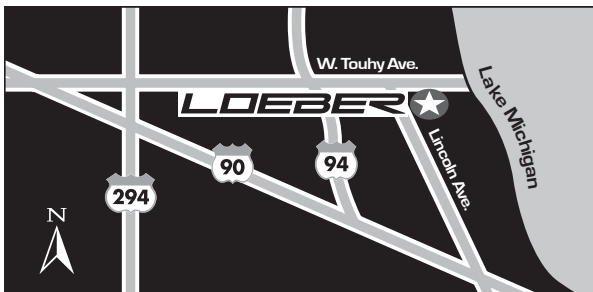
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**GO CHICAGO. GO LOEBER.**

# PCA Chicago Region 2013 DE Tech Sheet

NAME: \_\_\_\_\_ RUN GROUP: \_\_\_\_\_

MODEL/YEAR: \_\_\_\_\_ CAR COLOR: \_\_\_\_\_ CAR #: \_\_\_\_\_

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

- \_\_\_ **HELMET: SNELL SA 2005 or later required Snell SA sticker must be attached inside** No cracks in helmet.  
Chin strap in good condition. Full face with shield required for all open cars
- \_\_\_ **APPAREL:** Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes.
- \_\_\_ **LOOSE OBJECTS:** Remove all loose items from trunk and interior, including glove compartment, door pockets, console, mats, etc.  
Spare secured properly (spare adds to the structure of certain Porsches). No obstructions in front of Air Bag(s).
- \_\_\_ **CAR NUMBERS:** You may use any marking that will not blow off the car and is readable by the corner workers. Vinyl numbers, magnetic numbers, racers tape numbers all work. *Shoe polish is not acceptable.*  
Letters should be at least 8" tall. Numbers need to be on each side and the hood before being tech'd.
- \_\_\_ **SEAT BELTS: Novice, Green, & Yellow** may run with stock seats and belts.  
**White Group** requires a 5 or 6-point harness with proper race seat.  
**Black Group** requires a 5 or 6-point harness with proper race seat **and** rollover protection.  
All belts securely anchored, Metal-to-metal, with large diameter washers on both sides of floor mounting holes.  
*SFI/FIA approved arm restraints required for All Open Cars.*  
**Harness and Seats must be equipped the "same" for Driver and Passenger side**
- \_\_\_ **ROLL PROTECTION:** Roll Bar, Cage or Roll Bar Extender required for Black Class. Roll bar / Cage must meet Club Race specifications. Bar must be covered with closed cell padding any place where a helmet or person could come in contact with the bar. **All Cabs in all classes (except Boxsters & 996 and later Porsche) must have roll bar or roll cage.**
- \_\_\_ **WINDSHIELD:** No major cracks, condition must not impair vision.
- \_\_\_ **MIRRORS:** At least one side (two highly recommended) and one securely mounted inside rear view mirror.
- \_\_\_ **GAS CAP:** Cap tightened with no leaks
- \_\_\_ **FRONT SUSPENSION:** no excessive play; ball joints and tie rods secure; boots and all seals in good condition.
- \_\_\_ **REAR SUSPENSION:** half shaft boots in good condition; mounting hardware in good condition; no leakage.
- \_\_\_ **RUST:** No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
- \_\_\_ **BRAKES:** Sufficient brake pads (50% minimum); rotors and pads are in good condition; no cuts or abrasions in brake lines. There should be no visible cracks extending to the edge of the rotor. With co-driver, pads should exceed minimum. Brake pad thickness must be checked periodically for minimum thickness throughout the high-speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads.
- \_\_\_ **BRAKE FLUID:** Proper level shown in reservoir. All cars must have their brake systems flushed with high temp 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.  
**Date brake fluid was last flushed:**     /     /
- \_\_\_ **PEDALS:** Free return and in good operating condition. Firm brake pedal.
- \_\_\_ **BRAKE LIGHTS:** All bulbs on both sides and center brake light (if so equipped) must be functional.
- \_\_\_ **WHEEL BEARINGS:** proper free rotation; no looseness in hub.
- \_\_\_ **WHEELS:** No cracks, no bends. All lug nuts must have 94 - 96 lbs. torque (or manufacturer's recommended torque).  
Hubcaps and Center Caps must be removed. Steel lug nuts required if using track tires.  
If equipped with center locks locking devices must be fully engaged.
- \_\_\_ **TIRES:** In general good condition; no cracks, cuts, cords or blisters; the tires that will be used on the track **must be mounted on car before being tech'd.** ZR or better required.
- \_\_\_ **BATTERY (IES):** Securely fastened and in good condition. No acid leaks or corrosion. The Positive (+) Terminal on all batteries must be covered by cap or tape.
- \_\_\_ **ENGINE:** Check for odd sounds and general condition of engine and accessories.
- \_\_\_ **THROTTLE RETURN:** Freely operating and good springs if equipped. Check both throttle return springs on CIS cars.
- \_\_\_ **EXHAUST:** Firmly fastened and in good condition. (103dB limit at all our DE tracks).
- \_\_\_ **DRIVE BELTS:** Tight and in good condition.
- \_\_\_ **LEAKS:** No dripping leaks of any fluid of any type; oil, gas, brake, or coolant. Proper fittings and line condition; no external clamps may be used on pressurized oil lines.

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, its occupants and the venue facilities 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 me 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: \_\_\_\_\_

## I. Items re-checked at Grid:

- \_\_\_ HELMET
- \_\_\_ APPAREL
- \_\_\_ LOOSE OBJECTS
- \_\_\_ CAR NUMBERS
- \_\_\_ SEAT BELTS
- \_\_\_ GAS CAP
- \_\_\_ BRAKE LIGHTS

## II. Highly recommended additional safety items:

- \_\_\_ Drivers' suits, driving gloves and shoes all made of Nomex or similar fire-retardant materials.
- \_\_\_ Rollover protection highly recommended. Note: Using a harness will hold driver upright in seat, therefore roll over protection is used to protect from compressing the spine in a rollover situation.
- \_\_\_ Neck restraint recommend when using a harness. See harness rule below.
- \_\_\_ FIRE EXTINGUISHER: Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged.
- \_\_\_ AFFF or Halon recommended.
- \_\_\_ It is recommended you start with fresh Competition pads properly bedded in.

## III. Harness Rule:

PCA Chicago Region has adopted the following rules pertaining to harness belts, race seats and rollover protection for participants in all Chicago Region drivers education events (DE) effective January 1, 2008.

Yellow, Green and Novice groups may run with stock seats and belts

White group requires a 5 or 6-point harness with proper race seat\*, rollover protection highly recommended.

Black group requires a 5 or 6-point harness with proper race seat\* and must be equipped at a minimum with a roll bar\*\*.

\* The race seat is required to have proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-submarine straps. Single piece race seats recommended. Race seats that have reclining articulation are approved for DE only.

\*\*A bolt in or welded in roll bar is recommended. Roll bars must meet Club Racing Specifications and must be covered with closed cell foam padding in any place where a helmet could come in contact with the bar.

The above safety rule change was developed in response to PCA National's harness recommendations approved in 2007 as follows:

Harness Systems: If the participant chooses to install a 5 or 6 point driving harness (four point systems are not safe and therefore not allowed) several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must include an antisubmarine strap and be mounted in an approved manner consistent with the manufacturer's instructions. The Harness system must be used in conjunction with a seat which has the supplied routing holes for the shoulder and anti-submarine belts. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions.

This means that a seat is required to have the proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-submarine straps. The shoulder straps should be mounted at 90 degrees to the axis of your spine or at most 40 degrees down from horizontal. Because the addition of the harness system means that the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe environment and is not a COMPLETE SYSTEM.

The changes we have adopted allow the driver to make the choice whether to install a harness or not. If participating in DE as a novice, green or yellow group driver at any of our Chicago events, stock lap belts are acceptable. If your proficiency allows, and you wish to progress to the faster White or Black group a harness and race seat is required.

Rollover protection is highly recommended for White group and required for the Black group.

National's DE safety standards also require equal restraints for student and instructor.

Equal Restraints: Both student and instructor shall have the same restraint system. All vehicles must be equipped with a properly installed lap and shoulder restraint system.

If you wish to have an instructor ride with you, or instruct a student in your car, both shall have the same restraint system. If you have installed a harness and race seat in the driver's position but the stock seat and lap belt remain in the passenger side, the driver would have to use the stock lap belt (instead of the harness) and run in the Green or Yellow group when instructing or being instructed.

PCA National's DE standards is found at [http://www.pca.org/drivers\\_ed/standards.html](http://www.pca.org/drivers_ed/standards.html)

# Porsche's Part Numbers.

FlatSixes.com April 8, 2013 by Bradley Brownell

POS	PART NUMBER	DESCRIPTION	REMARK
		disc brake rear see technical information GL 4 NR. 109	
1	951 352 041 01	brake disc	
2	A N 033 167 1	countersunk-head screw M 6 X 12	
2	900 269 047 01	countersunk-head screw M 6 X 12	
3	928 352 421 00	fixed calliper	(L) 88
3	928 352 421 01	fixed calliper	(R) 89
(3)	928 352 422 00	fixed calliper	(R) 88
(3)	928 352 422 01	fixed calliper	(R) 89
(4)	965 352 939 04	brake pad repair set without asbestos	

Whether you are a “do-it-yourselfer”, or simply looking to save a few dollars by shopping for your own parts, chances are, as a Porsche owner, you’ve run across those crazy 11 digit numbers (000-000-000-00) that signify the one piece you need for your pride and joy to be perfect again. What does it all mean? How do part houses and Porsche dealerships know how to translate the code to get you the parts you need?

As with everything Porsche does, there are no concrete rules, and this post should simply be used as a guideline, rather than taken as the gospel. That which is true of Porsche today, may be the reverse at any point in the near future. For the time being, though, we’ll break down the 11 digit numbers into four smaller groups to make them easily digestible.

## The First Group of Three Digits XXX-000-000-00

These are probably the easiest to decipher, but again, there are some extenuating circumstances that can throw you for a loop. Most Porsche parts use a 3 digit prefix that relate them to a specific model in the Porsche range, usually the one that they were first designed for. However, Porsche has been known to carry these parts on to later models (e.g. 914 emergency brake switches are also used for 968 door light switches).

1. Standard model prefixes include 901, 902, 911, 930, 914, 928, 964, 986, 996, etc. which usually correlate to the model on which you will find them.

1.999, 900, or N prefixes generally denote hardware components with multiple uses.

1. As the 914-4 used a Volkswagen derived “type-4” engine, there are many VW part numbers used, 022, 021, and 113 are common prefixes for these parts.

1. The 924/944/968 trio of cars were originally developed for use as a new Volkswagen sportscar using existing components such as the Audi 2.0 liter engine, VW MK1 derived front suspension, and VW Super Beetle derived rear suspension. As such, many of these components use VW part numbers.

1. The automatic transmission found in the 928 is a model that was developed with Mercedes Benz, and uses their part numbering system, with prefixes like 115, 126, and 722 to show for it.

1. Transmission or Engine parts can often receive their own prefix based on the number of that engineering exercise – 915, 741, 547, 950, etc.

## The Second Set of Three Digits 000-XXX-000-00

Moving on we get to the meat of the part number. The first number in this second series of three digits signifies the section/system of the Porsche where the part can be found (i.e. Engine, Transmission, Front Suspension, Rear Suspension, etc.). The final two numbers in the series are related to the diagram number, within Porsche’s PET system, on which they can be found (PET is the internal system of diagrams used for seeking out an individual part, most often found at dealership part counters). After some digging, this seems to be more based on coincidence than actual fact, but it seems that as the second and third digits increase in value,

the part is found deeper in numerically higher diagrams. Using the below outline, I'll explain which numbers correlate to which system, and list a few of the components that can be found there.

1.100 – Engine 1. Rotating assembly, Flywheel, Case and Cylinder Head related components

2.200 – Fuel and Exhaust 1. Fuel Tanks, Pumps, Lines, Regulators  
2. Mufflers, manifolds, gaskets, tips, turbochargers

3.300 – Transmission 1. Clutches, Pressure Plates, T/O bearings, internal components, mounts, clutch slave cylinders

4.400 – Front Axle/Steering 1. Front wheel bearings, wheel seals, uprights, hubs, lug studs, suspension components  
2. Steering wheel, steering rack components, column mounted switches.

5.500 – Rear Axle 1. Drive axles, rear wheel bearings, trailing arms, rear wheel bearings, hubs, lug studs

6.600 – Wheels/Brakes 1. Wheels, center caps, spacers, lug nuts, master cylinder, calipers, pads, rotors

7.700 – Levers/Pedals

1. Accelerator, clutch, and brake pedal assembly, accelerator and clutch cables, clutch master cylinders
2. Hood, trunk, fuel door, and engine cover release cables
3. Transmission control levers and linkages

8.800 – Body 1. Sheetmetal, trim, emblems, decals, interior components from upholstery to hardware, all HVAC components

9.900 – Electrical 1. Engine ignition system (distributor, coil, plugs and wires), alternators, starters, windshield wiper and washer system, ignition and dash switches, electric motors, in-car entertainment, lighting

### The Third Set of Three Digits 000-000-XXX-00

These are an internal code for the “actual number of the part”. This does not seem to have any significance to

the end user, perhaps this is based upon the engineering project number for that specific piece, or perhaps it has no significance at all. As far as we, the people buying the parts, are concerned, the number could have been pulled from thin air after a long liquid lunch at the local Biergarten.

### The Final Two Digits 000-000-000-XX

These are known as the “modification number”. For the most part, Porsche produced parts end in a pair of zeros. When you see something other than these two zeros it means there has been a modification to the piece from its original production run. This could be a minor change in the material specification, or even a significant change in the exterior dimensions of the part. Either way, each subsequent modification will receive a new part number with an incrementally higher modification digit. Often, these modifications are completed before the part is even installed on a production-line automobile; however, occasionally there are super sessions that will replace an earlier number.

This knowledge has been gleaned through several years in the Porsche parts industry, and thousands of hours spent poring over physical parts, as well as the PET system's signature black and white outline drawings. While PET access is generally limited, Porsche themselves have allowed free access to a PDF version of the catalog, as a resource for owners of Porsche models produced before 1998.

In the end, I hope this information is helpful to you, and that you find what you are looking for. The quantity and quality of support in the Porsche parts industry continues to amaze, and even if you can't find the parts you need, there is sure to be someone out there who can help.



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Ad material must be received by the 5th of the month for publication in the next issue and is subject to editing. Ads and photos may be submitted by e-mail.

Ad limit is 75 words or less. All photos submitted must be in digital format, may be tiff or jpeg but must not exceed 1 MG. No photos will be scanned by the editor.

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

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

## For Sale - PORSCHES



**1975 914-6** Fast/fully-sorted w/many podium finishes/Track Records @ Gingerman, Putnam/Workers Choice Award @ Mid-Ohio/1st in Class Zone Championship 2012; Fischer Motorsports; Dawes (2.8) Motor; 915 Trans w/cooler; Wevo shift w/lockout; Quaife w/limited-slip; Twin ignition crank fire, Haltec fuel mgt; system, Adj. Shocks/Big brakes w/in car bias/Racing Clutch/Front-end reservoir oil system; Much more; Carbon fiber/fiberglass body, Two sets wheels 17X12F & 17X10R, Two exhaust systems(quiet/open), Custom built rear wing, Quick release steering wheel, \$33,900/Will consider trade for street legal Porsche. Enclosed trailer also available. Mike 847-912-1137 MJC443@msn.com (1)



**1980 911SC Coupe** Red/Tan leather; Sunroof; 16" Fuchs; books/manuals/records/receipts; all upgrades/maint (brakes/suspension/engine/ignition) Kurt's German Autowerks. \$13,000 Barry Kren 815.354.3110 bdkren@comcast.net (ND)



**1986 944** Sapphire Blue, 144K mi; non-turbo; new Bozal muffler/radiator/tires; well maintained; many extras; Porsche shop manuals; ready to drive. \$4,000. Bryan. 630.946.9322 bkemker@gmail.com (1)



**1988 911 Carrera Coupe** Guards Red; great DE/club race (E class); orig stock 930/25 3.2 eng/G50 5-spd gear box; 95K mi (eng rebuild 80.4K mi/ trans 86.9K mi); full cage/race seats/comm system;. Asking \$25,900. Chuck LaMantia, 847.417.6685 chuck.lamantia@msn.com (1)



**1986 944 Turbo.** Metallic Grey; PCA Club Racing E stock; upgraded to '87 specs; full Racers Edge suspension/

Leda shocks; FABCAR control arms; AIM data acquisition sys; HANS seat; 2 sets 17" Fikse wheels/1 set 16" wheels for rains; no accidents; meticulously maintained by CS Motorsports; more details/Chris 262.257.0678 chris@csmotorsports.net or Steve 847.272.7731 steve.rashbaum@comcast.net. \$19,000 OBO. (ND)



**1989 Silver Anniversary 911 Cabriolet** 1 of 160 US imported/last of 25 years of 911 production; 39K mi; excel cond; all orig; clean Carfax; 7" & 8" Fuchs wheels; gray leather int; power seats/windows/top; It slip G50 trans; factory front & rear spoilers; orig factory brochures/tools. \$37,500 OBO Chuck Schank 815.498.4500 (ND)



**1993 Porsche Carrera 2 Coupe** Black/Black; 72K orig. mi; Turbo rims/lowered/aligned to look more aggressive; serviced Kurt's German Autowerks (Homer Glen); less than 290 hand built coupes this year/they are only going up in value. \$33,900 OBO. Phil Feith 708.280.3640 (1)



**1999 Boxster** Yellow/black 58Kmi; 5spd man tran; orig owner; heated seats/traction & cruise controls; non-smoker/no races; all recs; always garaged/stored winters; incl cover/

Porsche battery maint; \$12,900.  
Lynette Poirier, 708.434.5389  
lepoirier@gmail.com (1)

**2002 Porsche 911 Carrera 4 Silver/**  
Metropol Blue int & hardtop; 70K mi  
\$28,950 Mathew 815.621.4126 (ND)

**2006 911 Carrera 4S Coupe** Slate  
grey metallic/black lthr interior; well  
maintained; Tiptronic S; Chrono Pkg  
Plus; GPS Navigation; Bose High End  
Sound; garaged/no snow; ss exhaust;  
38K mi; new rear tires, 1.25K mi/front;  
\$38,000. Jake 815.275.4294 jakeb1@  
me.com (ND)



**2006 Cayman S 3.8 liter** Built/maint  
Napleton Racing; Fresh 3.8 June 2012;  
JRZs; Stop tech brakes front & rear;  
GT3 seats; wing, roll bar etc; Street  
legal. \$72,500. Full specs cayman38p@  
aol.com Henry Renken (1)



**2007 911 Arctic Silver/Black;** One  
owner; concours-quality car; <15K  
mi; sport exhaust; leather heated

sport seats; Bose w/Nav & Bi-Xenon  
headlights; \$82,255 new/available for  
\$55,000. Selling to buy new Porsche.  
312.315.4588 David.angelus@comcast.  
net (ND)

### For Sale - TIRES/PARTS/MISC



**2007 Boxster/Boxster S Accessories**  
**Winter Tire/Wheel Set** – 18” Moda  
MD1 5-spoke rims w/Michelin Pilot  
Alpine PA2 (N1) tires (F) 235/40-  
18R (R) 255/40-18R TPMS <10K  
miles incl 4 TireRack Tote Bags; \$950  
OBO: Porsche Black Nose Bra w/  
Mirror Covers; \$50: Porsche Silver  
Car Cover w/bag; \$75: Tonneau Cover  
(Silver); \$50: me@anthonyhegarty.com  
630.677.6256 (ND)

**2006 C4 Alloy Wheels (4)** used  
through one winter; newer winter  
Micheline Alpine tires. Steven Cramer  
847.477.7028 cramersj@hotmail.com (1)

**996 Wheels & Hardtop 18” Turbo**  
Twist wheels for early 996; Silver  
hardtop with rolling rack; Make me an  
offer; Palatine area. Jim 630.816.5726  
jim.oehlstrom@gmail.com (1)

### Wanted - PORSCHEs

**1995 - 1998 Porsche Carrera Coupe**  
Looking for clean/relatively low  
mileage 993 that needs a new home.  
Denis Downs 708.361.1160 email:  
Denis.downs@att.net (1)

### Wanted - TIRES/PARTS/MISC

**Hot Rod 911 Engine** Any displacement  
2.2 up to 3.6; Joe Battista 815.378.2174  
turboman36@aol.com (1)

**Shift knob** for '87-'89 911 3.2 Carrera  
non-turbo; Any color/condition OK.  
Jon 773.504.8504 (1)



### 2013 Chicago Region Charity

*The Chicago Scene (ISSN 10564195) (USPS 0006-381) is published quarterly by 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.*

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*All copy and advertising material must be received by the 5th of the March, June, September, December for*

*publication in the next quarter'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 Word 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 but must not exceed 2 MG.*

*Commercial Advertising Rates (for 2 issues)  
Business card: \$55.00 One-quarter page: \$125.00  
Half-page: \$185.00 Full page: \$315.00  
Covers: not currently available*

*2013 Publication schedule: January/March, April/June,  
July/September, October/December*

*Susan Shire  
Editor*

*1897 Mission Hills Lane  
Northbrook, IL 60062-5760  
ChiScene@aol.com  
Phone 847.272.7764  
Fax 847.272.7785*

*Send address changes to:  
Postmaster  
Ed Soske—PressTech  
959 Lee Street  
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