

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

CHICAGO SCENE



July 2003

Concours School, Chili Tasting +++ Recap • Spring Has Sprung Rallye

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CHICAGO SCENE

This picture was taken at the April Club race at Road Atlanta and provided by Jason Meredith. Pictured Scott Sjogren driving his just purchased 1996 933.



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2003

CALENDAR OF EVENTS

Current Calendar of Events

J u l y • 2 0 0 3

JULY, 2003

Wednesday, July 9 Blackhawk Drivers' ED
 Friday, July 11 Board Meeting at Park Ridge VFW
 Sunday, July 13 Rallye III
 Sunday, July 20 Potter's Picnic and Concours II at Peter Fischer's
 Sunday, July 27 Autocross III at Maywood Park

AUGUST, 2003

Saturday, August 2 & 3 Gingerman Raceway Drivers' ED
 Friday, August 8 Board Meeting at Park Ridge VFW
 Sunday, August 10 Autocross IV at Maywood Park
 Wednesday, August 13 Blackhawk Drivers' ED
 Sunday, August 17 Concours III at Cuneo Estate
 Saturday, August 23 Golf Outing
 Friday, August 29 thru Monday, September 1 Road America Drivers' ED, Club Race, Concours IV and Labor Day Weekend Party

SEPTEMBER, 2003

Friday, September 5 Board Meeting at Park Ridge VFW
 Sunday, September 14 Autocross V at Lake Geneva Speedway
 Wed., September 17 Blackhawk Drivers' ED (Tentative)
 Sunday, September 21 Rallye IV
 Sat. Sept. 27 & Sun. Sept 28 Concours V and Naperville GP

OCTOBER, 2003

Friday, October 3 Autocross Fun Under the Lights at Rockford Speedway
 Saturday, October 4 & October 5 Blackhawk Octoberfest Sunday, Drivers' ED
 Friday, October 10 Board Meeting at Park Ridge VFW
 Saturday, October 18 & Sunday, October 19 Rallye V

monday	tuesday	wednesday	thursday	friday	saturday	sunday
	1	2	3	4	5	6
7	8	9 Blackhawk DE	10	11 Board Meeting at Park Ridge VFW	12	13 Rallye III Flag House Rallye
14	15	16	17	18	19	20 Potter's Picnic & Concours II
21	22	23	24	25	26	27 Autocross III Maywood
28	29	30	31			

A u g u s t • 2 0 0 3

monday	tuesday	wednesday	thursday	friday	saturday	sunday
				1	2 Gingerman Raceway Drivers' Ed	3
4	5	6	7	8 Board Meeting at Park Ridge VFW	9	10 Autocross IV Maywood
11	12	13 Blackhawk DE	14	15	16	17 Concours at Cuneo
18	19	20	21	22	23 Golf Outing	24
25	26	27	28	29 Road America - Drivers' Ed, Club Race, Concours IV and Labor Day Weekend Party	30	31

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Clark's Corner

by Keith Clark, President, ClarkNFlying@aol.com

I would like to start my article with a congratulations to the Adleman's and welcome our newest member in waiting Little Samuel Adleman. I don't have all the details like weight, length, height, width . . . what can I say I'm a man and do not have time for details. But it official the Adleman's have started their family and we all wish them well.

Well, I hope you joined us at Road America last month because it was a spectacular weekend. I can't remember the last time the weather was so nice. We had three great days of clear skies and mild temperature and you just can't beat that. Pete Hackenson and MaryAnn Nowakowski did a great job keeping everything moving and organized, we all owe them a big THANK YOU along with everyone who helped put this together there are to many to list but you know who you are and I thank you. I was very pleased to hear from many of our members who expressed how good the new passing rules worked and how safe they felt on the track, its good when things work and if there is anything you think may help us make the event better please let us know we are always looking for input. I again had the chance to teach Melissa LaMantia at the track and she did great. I'm guessing she did really great because Melissa's Husband Chuck turned off the lap timer when we took the car on the track. Not sure why do any of you know??? We also had a very special guest join us at the track, his name is Aaron Loughran and he loves Porsches more than most of us. Aaron is very sick young man and we all need to ask whatever God you talk to, to watch out for him. I waiting to hear from him so I can list his E-

mail address so if any of you want to write or send him picture of your cars I know he would enjoy them.

I missed the Concours and Rallye but I understand it was wet but the facility at FermiLab was great. Many thanks to Van Larson, Jim Jacisin, Chuck Bittman and Lee Lietenstien for putting it together. I did not get a report on Blackhawk yet but I know its coming and I'm confident it was a good day because any day at a race track is better then a day at work. I'm sure someone famous said it first but it was not I.

I hope everyone got the information in time about the cancellation of the June 22 autocross, it seemed that the owner of the track hosted a privet party that bumped us off the date. This is what we can call "out of our control" and if time allows us we will try to schedule one for later in the year.

July is here so like last month lets get busy. If you have never attended a Potters Picnic you are missing one of Chicago Regions best. I highly suggest you pack up the car and the kids and head out to the Fischer's place you won't be disappointed. There will be all kinds of fun for the whole family with great food and games and you guessed it great cars everywhere.

I've used too much space so that's it for now. ■

Behind The Scene

by Scott Adleman, Editor in Chief

The Adoption Story,

After 2 days of travel (Chicago->Frankfurt->Almaty->Ust Kamenagorsk) we arrived at our accommodations. . . The Sanatorium. A soviet style concrete structure which was retrofitted with (exposed plumbing and all) a bath room. There was no air circulation as they use CENTRAL CITY STEAM HEATING. Large steam pipe run along roads bringing heat to all the housing projects. Very ugly. Smog is another major problem. The cause appeared to be dirty factories located near towns and high pollution old Soviet cars (LADA) congesting the streets.

We met our son Samuel for the first time on May 20th. He was born September 18, 2002 is doing great. He is strong and alert and is attaching to us well. He is in mesmerized by all that he sees.

A typical day was getting up go for breakfast (what ever they serve, no ordering). Sometime the food was identifiable sometimes not. At 10:00am go to the Baby Home for a two-hour visit. Come back to the Sanatorium

for lunch, also a mystery. Go back to the Baby Home at 2:00p.m. for more two hours. Come home for the unknown dinner. Wait till the next day. No English speaking TV or newspapers. Repeat for 2 weeks. It could have been three as prescribed by law but we appealed and were granted a shortened visitation phase (13 days). I met a couple who went to a different city for their child and had to stay the full three weeks. And they had no hot water after the first day! We at least had hot water.

Wow! What a difference a day makes. We went to court on Thursday 5/29/03 and officially adopted our son. Saturday morning we left the SANATORIUM, :) and we landed in a suite at the Hyatt Regency Almaty (a.k.a.: Ryatt Palace Hotel).

This was his first day outside the children's home. Imagine eight months old and never been outside. He was a breeze on the plane. He slept through take off and through the landing. He woke in the middle and drank a bottle of formula. At the home he was eating ground meat and mashed pota-

Continued on page 45



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THE MIDSHIP REPORT[©]

Have _un Will Travel (pick a letter "GBMRTSFPN")

by John Miller [Boxster_S@veryspeedy.net]

No, I'm not packing HEAT. Or bread rolls. Or a person of a religious order.

I am packing a bag. Regularly. 3200 miles in the last 10 days, and travel by car is fun again.

I used to fly a lot. At first, it was domestic (US). The drill was always the same. Fly to some big city location, rent a car, take care of business as quick as possible, and then get in the rental car and just drive around. Then, I expanded my horizons and started flying internationally. The first few efforts included a rental car, but eventually the hassle factor became too great and I began foregoing the car rental (or car hire, as they say overseas). Still, I did get to fly all over creation and the air miles were piling up. But the car miles ---my car miles were not. The year that I earned the 'elite' top level air traveler status on United, I drove my 944 turbo a grand total of 710 miles. I was a disgrace and a change was in order. It started slow. The minute I parked my then-new Z3 convertible in the garage, I started pulling out the maps. A couple of extended trips into northern Wisconsin and I knew my destiny (read that using the James Earl Jones/Darth Vader voiceover). I also knew it didn't include a Z3, which is why I leased

instead of buying. And so a Boxster S was bought in 2001. And the road-tripping began all of 60 seconds after the paperwork at the dealership was done. Having bought the car out of state, my first drive in the car lasted 11 hours. If you're thinking, "Agghhh, 11 hours", you may go now---you're done. If you're thinking "only 11 hours", you've got some special qualities.

A few weeks ago I drove out east for the Hershey Porsche Swap-meet. Recognizing that Hershey is WAY out east, I left a few days early, first heading south and

then taking the Boxster up the Blue Ridge Parkway and Skyline Drive. Good thing I left early. Does anyone under the age of 30 know what a TripTik[®] is? I haven't seen one in years. It was a paper guide the AAA Motorclub prepared and sent to members planning a trip. It included paper maps and lists of points of interests as well as restaurants and motels. That was before the home computer and Internet SIMPLIFIED our lives. Ugghhhh. What a curse. In spite of 2 in-car GPS (Global Positioning Satellite) receivers and a laptop computer with enough maps in it to drive ANYWHERE on this planet, I didn't make it past Indianapolis without getting lost. Take Note: This is not a bad thing. I missed the turnoff for the interstate/bypass and decided I would jump off and cut



through town as a shortcut to get back on track. That I was off track and off schedule was washed away 5 minutes later when I happened upon the Indianapolis Motor Speedway. I'd never been there, and always imagined it parked out in the middle of nowhere (think: Chicagoland Speedway...in Joliet). And there it was. TOWERING over regular city streets. I should get lost like this more often. I eventually made it to my destination, but as often cited, the 'destination' is not the point. The trip through winding roads of W. Virginia and Virginia are why this car exists. The next day was spent trudging up the Blue

Ridge Parkway in the thickest fog you'd ever imagine. Every once in while though, the weather would break to reveal just how awesome the road was (photo 1). From there, (after spending a day and some \$\$\$ at Hershey), I pointed the Boxster towards Washington, DC...it was Cherry Blossom season, after all...what's a couple more hours? The following day I made the trip home. DC to Elmhurst, straight thru, about 12 hours. Once again the coolest unplanned things happened. Drivers were on their way home from Hershey, and little bands of Porsches would form and break up as we made our way across Ohio and Indiana. Waving, laughing, speeding, taking car to car pictures, these people belong in these cars.

A week later, I found myself taking the Boxster west to Omaha. It would be hard to get lost going to Omaha---there's only one Interstate that runs there. But if you look close, State Highway 6 works its way across Iowa, crossing I-80 and several points. I-80 is not an awful road...mostly straight like a pencil, and about as interesting. State 6, like a fine woman, has all the right curves and is infinitely more interesting. Which to choose?

It was also on my way to Omaha that I: a) Had the fear of God put into me; b) Had the HOLY CRAP scared out of me; or c) had to slow the Boxster down. I'd have to guess that the Iowa State Police take advantage of the long uninteresting straight sections of I-80 to bag the unsuspecting. True, I was speeding. The car (and driver) is safely capable of speeds far greater than I was traveling, but I was somewhere between 15 and 20 over the limit (65) when I saw it. Typically, you NEVER want to look ahead and see a car parked in the middle of an upcoming overpass. I had already

Continued from page 41

BLACKHAWK DRIVERS ED.

WEDNESDAY, JULY 9TH

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group: [A] [B1] [B2] [C]

Prior Experience:

Second Driver (same car)

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

Run Group: [A] [B1] [B2] [C]

Prior Experience:

Pre-registered Entrance Fees: Check # _____

Member First Driver - \$160.00 _____

Family Member-2nd Driver - \$80.00* _____

Non-Member - \$160.00 _____

Total _____

* The \$80.00 fee only applies to 2nd family member whol drives the same car as the first driver.

Make check to PCA- Chicago Region and Mail to:

Nikki Pesavento - Blackhawk Registrar

2 South 430 Canterbury Court

Glen Ellyn, IL 60137

(630) 469-1546

e-mail: npesavento@rwbaird.com

Back again at Blackhawk on its *newly resurfaced track for 2003*, only 90 minutes from home. **This July 9th event is open for all.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots.

Most Blackhawk events are sell-outs, so pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

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

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Review the NEW Updated Year 2003 Tech and Safety Requirements – there are changes from the prior year! **Pay particular attention to your brake pads and fluid, as Blackhawk is very hard on the brake system!**

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

General Schedule:

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

Contact Event Chairman: Pete Hackenson (630) 655-4661, 1629 (Home)
P. Hackenson@attbi.com

Directions: Follow I-90 W to Rockton Rd. exit.
Turn left (west) and follow Rockton Rd. 5.5 miles to Prairie Ave.
Turn right (north) on Prairie Ave. and proceed 1.5 miles to track on left.

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

FOR MORE INFORMATION ON TRACK EVENTS, SCHEDULES, TECH & SAFETY REQUIREMENTS INFORMATION
USE THE WEB AT WWW.PCA-CHICAGO.ORG.
FOR MORE BLACKHAWK INFORMATION GO TO WWW.BLACKHAWKFARMS.COM



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We've enlisted preeminent road course designer Alan Wilson to develop the Autobahn Country Club's Grand Prix track. Alan's work includes the South Carolina Motor Sports Park and the GingerMan Raceway in Michigan. Before becoming a full time motorsports facility designer, Mr. Wilson was a national level competitor in both car and motorcycle racing.

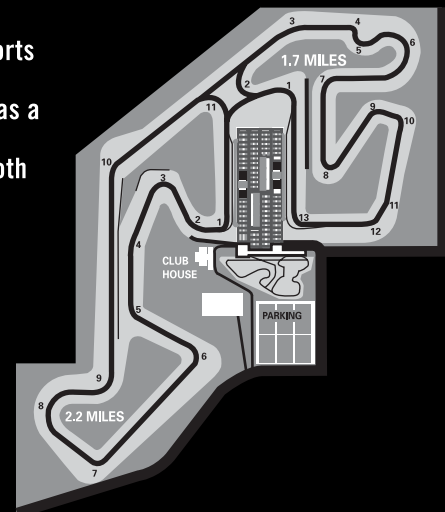
Track Features:

- 2.2 Mile Track | 11 Turns
- 1.7 Mile Track | 13 Turns
- 4 Mile Track | 22 Turns
- 1 Mile Shifter Kart



Visit our website...

www.autobahncountryclub.net





THE FLAG HOUSE RALLYE

SUNDAY, JULY 13, 2003

Registration Opens	10:30 a.m.	Meet at Kappy's Restaurant and Pancake House, 902 W. Dundee Road, Arlington Heights, IL. 60004 (phone 847-577-7444)
Driver's Meeting	11:30 a.m.	
First Car Off	12:01 p.m.	
Rallye Car Fee	\$20.00	

Kappy's is located just east of the Il. 53 Expressway on Dundee Road (on the north side of Dundee Road). They offer a great breakfast; so come early and enjoy.

Come on out and see what this rallye is all about. We will be traveling over the roads of Lake County and, although it is challenging for the experienced, it is we hope rewarding for the novices. We do not want them to get lost or discouraged. As you follow the rallye route, you will note the significance of the title of this rallye. We are not going to give it away before hand....so don't ask.

The end point is a noted restaurant in the Diamond Lake/Mundelein area and is noted for their BBQ Ribs. It is the Gale Street Inn on Diamond Lake Road just north of Rt. 83. Please join us there after the rallye if you can not participate in the rallye. Dinner will be off the menu.

Questions can be directed to the Rallyemasters, Phyllis and Tom Harwood 847-742-6804 or Ken Pesavento 630-469-1546.

Mail Registration to: Phyllis & Tom Harwood, 1142 Florimond Drive, Elgin, IL 60123 or email trh911sc@aol.com.



THE FLAG HOUSE RALLYE - Registration Form

DRIVER: _____ Phone # _____

Member _____ Applicant _____ Guest of _____

NAVIGATOR: _____ Phone # _____

Member _____ Applicant _____ Guest of _____

Car Model _____ Color _____ SOP _____ Touring _____ Novice _____

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

Concours School And Cayenne Chili Tasting and Edible Art Competition and Hot Wheels Racing and Model Car Concours

Whether young or young at heart, the place to have been was at this year's Concours School/Chili Tasting/Edible Art event on March 9th. Our hosts for the day were the good folks at Napleton Porsche in Westmont, who graciously sponsored this event, as they have for the past several years, and gave up another Sunday to help us. A special thanks goes to Bo Baldwin, Kerry Terlep, Roger Turner & Andrew Smith for their hard work and for being such good friends of the PCA/Chicago Region.

As always, this year's entries in the Chili Tasting Contest were the best ever. Entries were judged on the meatiest, beaniest, hottest, veggiest, and

best over all. The judges, who had the toughest job of the day, had the final say on the winners, of course, but the rest of us judged all entries the best. While still 'chili' outside (pun intended!), Vanessa Inglot reminded everyone with her Edible Art display that life's a peach, er I mean beach! And the Model Car Show displayed some excellent examples of properly prepared cars, even those on a small scale.

The highlight of the day was the Hot Wheels race for our youngest Porsche Club members. Kids were invited to bring their favorite Hot Wheels car, but if not, we had plenty of capable cars for each competitor.



Lois Beach & Mary Anne Nowakowski pass judgement on the chili



Michael and Shawn Benet came in from Lincoln Trail for the event



John Takehara and Jim Jacisin



Chili Winners. Front: A.J. Tiller (overall). Back: Sue Markese (hottest), Russ Pesko (tomatoiest), Paul Silver (vegetarian), & Shirley Cook (meatiest)



The kids get ready to race



The kids get ready to race



Drag racing winners Monica & Nicole Ingot, Kevin Gonzalez, & Ian Smith

After some practice runs on parallel tracks of 100 feet long, each racer was given two heats, one on track #1, and one on track #2. The fastest car after two heats moved on. In the event of a tie, (and there were several!) a third tie-breaking heat was run with the fastest car moving on. After some tough completion, the last four racers ran for 4th, 3rd, 2nd and 1st place. And while there were special prizes awarded for placing in the 'final four', all competitors got to keep the car they ran and all were given prizes for competing.

This was, by far, the largest crowd at this event in recent memory. And it's impossible to put on such a successful event without the help of some dedicated volunteers. Extra special thanks go to Pete & Karen Hackenson and A.J. Tiller for their expert planning of what are truly several events rolled into one, Wes & Mary Ann Nowakowski for making sure all chili entries and edible art displays had a good showing, Pat Yanahan for his always informative demonstration of Concours D'Elegance preparation techniques, and all those who volunteered to judge the Chili Tasting Contest.

Here are the 'drivers' who competed in the Hot Wheels race. Each one signed his or her name on our 'waiver' list, so there may be a last name missing... they know who they are! And for those who signed up but couldn't stay to compete, we'll be back, so we'll see you next year!



Professor Pat Yanahan's concours school is in session



Michael Gates chats with Bruce Janecek

- 1st Place: Ian Smith, 'driving' the Jaguar D-Type
- 2nd Place: Nicole Inglot, 'driving' the Rocket Oil Special
- 3rd Place: Kevin Gonzalez, 'driving' the Porsche Carrera 2
- 4th Place: Monica Inglot, 'driving' the Sweet 16

Competitors:

- | | |
|----------------|----------------|
| Ashlynn Diwik | Amanda Turner |
| Kevin Gonzalez | Sean Benet |
| Bobbie Novak | Dan Sager |
| Franki Novak | Kevin Sager |
| Monica Inglot | Lauren Sager |
| Kristin Inglot | Chris Serpico |
| Nicole Inglot | Evan Wiseman |
| Paige Borys | Westin Wiseman |
| Tyler Borys | Ian Smith |
| Kendall Borys | Dana Palmer |
| Delaney | Nicole Palmer |



Steve, Jerry, and Kathy Maynard enjoy their chili



John & John Call



Mackenzie and Heather O'Bryan



Model Car Concours winners



Jack White practices what he's learned in the concours school



With the judging complete, the chow line opens!

Parting Shot

To all members of the PCA Chicago Region:

At almost every event I've been to for the past several months, people keep coming up to me to say, "Thanks;" thanks for all the hard work, thanks for the photos, thanks for the dedication to the club.

But I want to say thanks to all of you. Thanks for making me feel welcome, thanks for the friendships, and thanks for all the great events that I've had so much fun at.

It was just last August that I came to my first club events. The Irish Times social and then the Lake Geneva autocross. And it's only been since last September that I've been the club photographer. Yet in that short time, I've met so many wonderful people; people who share my love of great sports cars, people who volunteer their time, people who work hard to make Chicago region events the best they can be. And the Chicago region is blessed with a very active schedule of fantastic events, from drivers' ed to autocross, rallies, and social events. Not only are these fun to participate in, but you get to meet and hang out with people who will become great friends.

By the time you're reading this, I'll already have moved out to San Diego. I'll be participating in that region's activities, but I'll always be thinking of the people I've met and the friends I've made here in the Chicago region, especially as I'm driving around the track or tearing through the autocross cones in the middle of January!

So, to all of you whom I've had the chance to get to know over the last several months, thanks. And to those of you who haven't gotten out to the events, do it. Take advantage of your membership and have a blast, meet some good people, and make some great friends.

Paul Silver



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'03 Boxster S

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All proceeds from the June 28th drawing benefit young people in Lake County, Illinois...

Thank you for four successful years of fund raising. This year, 2,200 tickets will be sold — with the winner's choice of a new 2003 Porsche Boxster S, or a new 2004 Porsche Cayenne S, or \$50,000 cash. There are 11 additional prizes totaling nearly \$8,000, including a \$1,000 "Early Bird"

drawing for those responding before May 23. The Grand Prize ticket will be drawn at 12:00 noon, Saturday, June 28, 2003 at Motor Werks of Barrington, corner of Barrington Rd. & Dundee Rd. (Rt. 68) in Barrington, IL. If tickets are still available, you may enter up to 10 AM that day.

Only 2,200 tickets available!

- ENTER by phone: 1-800-718-KIDS
- ENTER by mailing this coupon
- ENTER online @ bbbslc.org



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If mailing, cut along dotted lines, place in an envelope and mail to: BBBS, 3701-G Grand Ave., Gurnee, IL 60031

I'll take One or Two tickets @ \$100 ea. Or 3 tickets for \$260.

Total purchase: \$ _____. I understand you will fill out my stub(s) and enter me into the Big Brothers Big Sisters 2003 Motor Werks Porsche Raffle and send me my raffle ticket(s) by mail. The Grand Prize drawing will be held on Saturday, June 28, 2003 at Motor Werks of Barrington, 1475 S. Barrington Rd., Barrington, Illinois. Deadline is 10AM that day, if tickets are still available.

AMEX VISA MasterCard Discover Check enclosed Money Order enclosed

Card Acct # _____ Exp. Date _____

Name _____ Phone _____

Address _____

City/State/Zip _____

Make check payable to: Big Brothers Big Sisters, 3701-G Grand Ave., Gurnee, Illinois 60031. Or order with your major credit card and mail, or fax to: 847-360-0784. Or call toll-free Monday through Friday, 8A to 6P (CST).

800-718-KIDS

Or enter on-line: www.bbbslc.org

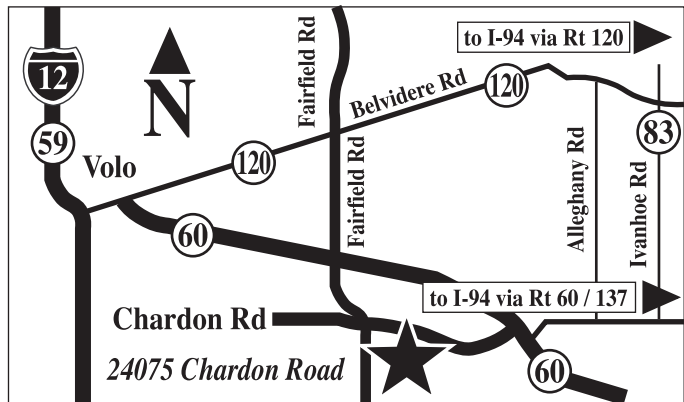


Potter's Picnic

CONCOURS **TWO** @ Peter Fischer's Estate

The Summer classic continues! **Concours Two Sunday July 20.** For 35 years families and friends, along with their fabulous Porsches, gathered at the Potter's lovely farm for this summer classic. And while the farm is now sadly gone, the tradition continues on. Peter & Janice Fischer will again be hosting the classic summer picnic. Rip and Linda Patterson will continue to host the best childrens' games. And A.J. Tiller returns as our Concours Host. Come out, park your Porsche, yourself and the kids on the big grassy lawn. Watch the games, eat the delicious brats, toss the water ballons and work on your tan. Join us once again. it is, after all these years, what summer is all about.

- 11:00 am:** Cars can arrive for final prep
- 12:30 pm:** First brat off the grill
- 1:00 pm:** Judging begins
- 1:30 pm:** The games begin!
- Class A:** Exterior, Interior, Trunk, Engine & Undercarriage
- Class B:** Exterior, Interior, Trunk & Engine
- Class C:** Exterior, Interior & Trunk
- Class D:** Exterior & Interior
- Class E:** Exhibition Style of Exterior & Interior.
- Novice:** For fun & first time participants only. Judged to Class C standards.



Peter Fischer Estate: 24075 Chardon Road, Grayslake IL

Picnic & Concours Questions?

Call AJ Tiller @ 708.957.8262 before 9 p.m.
email: AJ2ManyCars@aol.com

Potter's Picnic Registration

Yes! I want to toss water balloons, eat brats and work on my tan @ Fischers Estate.
Please send your entry to: AJ Tiller 1828 Idlewild Lane, Homewood IL 60430

Name _____

_____ **Number of Adults** @ \$8.00 each _____

_____ **Number of Children** @ \$4.00 each _____

_____ **Number of Mini Kids** FREE _____

_____ **Total Picnicers** **Total Enclosed** _____

Please make checks payable to: **PCA Chicago Region**

Name _____

Address _____

City _____ **State** _____ **Zip** _____

Phone () _____ **Region** _____

The Concours at Potter's Picnic is FREE to all Club Members

If you are also showing your car in the CONCOURS use this registration form.

PORSCHE Model _____ **Body Style** _____ **Year** _____

Class **A** _____ **B** _____ **C** _____ **D** _____ **E** _____ **Novice** _____



MOTO PERSONA

Put your personality in motion!



APR

Announcing...APR's revolutionary Enhanced Modular Chipping System (EMCS) for the Porsche 996 Turbo. EMCS software takes your Turbo to over 475 hp and over 500 lb-ft of torque, with programming that allows selection of chipped, stock, or valet modes right from your cruise control. Call for more details on this unique product.



Car Care

Moto Persona has everything you need to keep your Porsche looking its best. We offer only the finest in car care from Zymol, P21s, Clay Magic, 303, Meguiar's and more. We also have all the brushes, towels, and other accessories to produce concours-quality results. If you don't have time to detail your own car, let us do the work for you. Call today to schedule a Premium Detail service.



42 Yorktown Convenience Center
Lombard, Illinois
630.627.MOTO



www.motopersona.com

Convenient Hours
Mon-Thurs 10-9
Fri 10-6
Sat 10-4

Preferred Pricing
For Club Members!*

*Excludes services and some special-order items

BURN A LITTLE RUBBER IT KEEPS THE MOSQUITOES AWAY



2003 NORD STERN LOONACY PORSCHE CLUB RACE
BRAINERD INTERNATIONAL RACEWAY AUGUST 8, 9, 10, 2003

Porsche Club Racing in the Northwoods on the fastest track in North America. Register today at nordstern.org or call 763-557-9578.

CAROUSEL PORSCHE

MAPLEWOOD
IMPORTS

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MORTGAGE
MARKETING
ASSOCIATES

Auto Edge
Racing

Sunday, July 27

Autocross Three

Back In the Saddle-Maywood Park

Presented by Randy Jester

Come out for the 3th autocross event of the year.

Put your Porsche to test on the huge parking lot at Maywood Park. The event chairman, Randy Jester, promises to create one fast mother of a course. Lunch and air are available near the track. You may want to save time and pack a lunch. **Pre-Register by mail** to create a speedier Event.

Include permanent drivers number.

Bring your roller blades to check out the course in the morning before the drivers meeting.

Time 9:00-10 AM	Registration and Technical Inspection Opens
10:15 AM	Tech is closed
10:15 AM	Drivers meeting
10:30 AM	First car off-Let the fun begin.
3:30 PM	Trophy presentation

First driver	\$30.00 member	\$35.00 non-member guest - member must be present
Second driver	\$15.00 Family Member	\$35.00 non-member guest - member must be present
	\$30.00 member sharing car with other member	

Directions: It is 8600 West North Ave in Maywood, between 1st Ave and 5th Ave. You can exit the Eisenhower Expressway at 1st Ave and head north to North Ave. Turn left on North Ave and Maywood Park is on the left. Enter from 5th Ave.

Please register by mail. (Checks payable to PCA-Chicago Region) **Please pay by check.**

To: Michael Gallagher
2418 N. Seminary.
Chicago, IL. 60614

Email: autocross@pca-chicago.org Questions? call 773-929-8108

General Rules: Snell 1990 helmets are required. Short/Long pants and shirt. 18 years or older with valid drivers license. Member may bring one guest to event. Guest may drive members Porsche or a two-door sports car. Associate Member driving a non-Porsche is considered a guest. Maximum two drivers per car. Trophy with first car you drive. Member must be present with guest.

Driver 1 _____

Member/Guest _____ Phone Number _____

Car Model/Number _____

Driver 2 _____

Member/Guest _____ Phone Number _____

Car Model/Number _____

Total Enclosed _____

Please be prepared to display a valid driver's license

If you don't pre-register, which would save time, please pay by check at registration to speed the event up.

Day of the event questions-call Shawn Young-630-205-0055

Buying A Car On e-Bay

By **James E. Schrager South Bend, IN** author of "Buying Driving and Enjoying the Porsche 356" writes a monthly column on Porsches for "Sports Car Market Magazine" and is a regular contributor to the "356 Registry" magazine.

I like to buy cars sight unseen. There, as idiotic as it sounds, I said it. Of course, the real question is why? Well, to a guy who has been fooling around with old cars for over thirty years, it's a kind of car collectors Mount Everest. I mean, anybody can spot a great deal when standing in front of the car. How many people can claim to make good buys over the phone?

From about 200 yards away, I was immediately aghast. The car looked wrong, just horrible.

And how many can get a good deal on the Internet? I was early in the eBay thing, back when it was mostly parts. I got taken for more than one bad deal, but when it's just a radio that doesn't work or a set of wheels that wobble, it wasn't the end of the world. But cars, that's a different matter.

It all started with my cousin wanting to buy a 356. He is a long time car addict and 911 owner and after driving one of our 356s, he just had to have one. He set off on trips all over the country burning up his frequent flyer miles looking at cars. Not silly enough to buy one without driving it first, he soon found out what a bunch of junk is out there masquerading as a 356. Full scale bondo replicas. Porsches that ran like beetles. Cars with paper-mache undercarriages. Handling that would scare Evil Kneivel. He saw it all, and I read his reports on e-mail.

Then eBay started to sell cars, and I, as Mr. Smarty-Pants Porsche buyer, decided to help my cousin and good friend find his dream car. There it was, a Signal Red/black 1964 356SC Coupe. Recent paint, a new leather interior, new gray square weave carpets, a nicely rebuilt SC engine, fresh pans and longitudinals, powder coated suspension and steel wheels. The car ran fine, was totally rust free, and just ready to enjoy. Located in Southern California, the bidding started at \$12,500. Doesn't it sound good?

The few photos were taken in the shade, but the paint looked especially nice. The engine looked good with proper Solex carbs. \$12,500 was way too cheap for this buggy, so I bid \$13,001 hoping to reach the reserve. The car stalled at \$12,600, the minimum overbid. I forgot about it but got an e-mail message a few days later that I had won, at \$13,001. How neat!

The seller was a delightful guy, told me I got the buy of the century, and that he would help in loading the car. I immediately sent off a Cashier's Check for the full amount, and in a few weeks, the car arrived. The trucker had arranged to pull his rig in the local K-Mart, about a mile from my house. It was already sitting off the back of the truck when I arrived. From about 200 yards away, I was immediately aghast. The car looked wrong, just horrible. It wasn't square, wasn't even close to right. Was this the same car I saw in the digital photos? It just couldn't be.

None of this was the trucker's fault, so I paid the bill and drove the car home. It barely started and ran like a complete pile of garbage, maybe running on 3 cylinders at best. The engine, which looked ok, had no power, no punch, no poop, no pop. The brakes were squirrely, the transmission had a loud whine in 2nd gear. But my troubles were just starting.

At home, I noticed the hood and door gaps were off, way off. But worse, the engine cover gaps were off. This is fairly rare in a 356 coupe, as the engine lid sits high enough to stay clear of all but the most serious body damage. Up under the front fenders and rear quarters were unrepaired rust holes, about a foot long and an inch wide. There was no powder painted suspension or wheels, they were each poorly painted, perhaps with a rattle can.

The engine was an old Super-90, not an SC. The leather was new, but not done to any Porsche standard, more like JC Whitney leather seat covers. The carpet was wrong and had no binding where the various pieces met. I valued the car, after some serious repairs that were immediately needed just to get it to run, at about \$7,000. Mr. Porsche Buyer, yours truly, had just managed to pay about twice what the car was worth. Hey, isn't this fun! No.

Up to this point in my 30 plus years of car hobbying, I had never sent a car back to the seller. I am a big boy, and if I make mistakes, I pay my own way. It was beneath my honor to send a car back. I was a pro at making lemonade out of lemons. No car was so bad that I couldn't find a decent way out short of begging the seller to take it back.

After looking very closely at my new pride and joy, I decided the time had come to make an exception to my long-standing rule. I composed a very careful e-mail, noting only the objective differences from the written description on eBay: The extensive--but hidden--rust, the completely wrong motor, the improper carpet, and the lack of any powder coated parts. I offered to ship the car back, at my complete expense, and promised no negative feedback on eBay. I mentioned that I felt the transaction bordered on fraud, and that he would be wise to take the car back and be done with a cranky car nut like me.

He accepted, then a few days later changed his mind. I then wrote a harsher letter, and he accepted again. This time I scrambled to get a discount trucker to haul the car that same day. After a few hours on the phone, I found one that could pick it up in a few days.

Mr. Porsche Buyer, yours truly, had just managed to pay about twice what the car was worth.

I had driven the car exactly 1 mile to my house, and then 1 mile back to K-Mart. I had charged the battery and washed and waxed it. I took full photos for him, to show it hadn't fallen off the truck. Still, when it arrived back in LA, he refused to accept it. The trucker dumped it at a towing yard.

The seller gave me some cockamamy story that he was off with his wife on a second honeymoon, even though of course he was given full notice of the delivery a week in advance. He finally accepted

Continued on page 41



April 13

Tone's Roadhouse was the starting point for Rallye 1

Congratulations

to Peggy and Dan Gallagher for a fabulous rallye. Dan's objective was not to lose any rallye car. It seems as if he was successful.

On Palm Sunday, April 13, the weather was perfect: warm and sunny. The turnout for this first rallye of the year was a phenomenal 37 cars. Some Porsches even had their tops down.

Seventy eager rallye drivers and navigators, including many novices, met at the start point, Tones Restaurant in Countryside, IL. Peggy handled all the registration and dinner reservations. Following donuts and coffee, Dan held a brief drivers' meeting. He explained that each numbered route instruction had a picture with it. The action points had to be exactly as pictured, allowing for the absence of snow in some pictures.

From Phyllis Harwood's rallye school, we remembered to empty our bladders and fill the car with gas before starting on the rallye. We picked up our route instructions 15 minutes prior to our out time. Then it was time to start the stopwatch and zero the odo, and the first car was off at 12:01.

As promised, each instruction was accompanied by a photograph, altogether 77 color digital photographs. This is what rallying has come to! Almost each instruction had a CAST with it, making it a navigator's nightmare!

TRICKS Yes, we fell for the first trick: you can NOT turn on a sign! However, we saw no deer for 1.5 miles, we decreased and increased our CASTs by _ (MPH) and then later by 100%. With several lettered instructions in addition to all of the numbered instructions, the rallyeists were busy looking for many pictures.

The second checkpoint was at the Kansas Street Grill in Frankfort, and the last checkpoint was at the Stone Cutters Restaurant in Lemont where we had dinner and the trophy presentation. It was a challenge to arrive at the checkpoint table inside the restaurant at the precise time. We even offered to buy the Rallyemeister a Heineken, which was a numbered instruction.

Thanks to all of the checkpoint workers for their help. Dan selected a variety of beautiful roads and some brisk speeds. The roads were crowded with non-rallye traffic (remember it was a gorgeous day) making it somewhat difficult to maintain the rallye speeds, but we coped with that as best we could.

This was a great rallye, a great Porsche Club day, and a great way to kick off the rallye season.

.....Helga & Jerry Meyer



Van Miller studies the generals



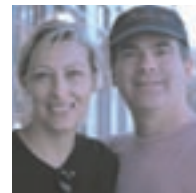
Jim and Cindy Jacisin finished in the money at tenth place



Andy and Sigita Plioplys at Stonecutter's Pub



Alexandra Schaeffer navigated for her dad Bob



Marcy Taylor and Rick Kersch at checkpoint 2



Niki and Ken Pesavento review their checkpoint slip at checkpoint 1



Car 16, Donna and Steve Gulley, prepare to head out from checkpoint 3



Navigator Pete Hackenson admits that he blew it on leg 3 for your humble photographer



Peggy Gallagher and Jack Stephensen also worked checkpoint 1



Shirley and Bob Cook worked checkpoint 2



Hungry Rallyists eagerly await the buffet dinner



First place finishers, Lee Lichtenstein and Chuck Bittman



Checkpoint 3 was ably staffed by Karen Brown, Lynn Kordower, and Maureen Milton



Rallyists on a break at checkpoint 2, Kansas Street Grill

GINGERMAN 2003

AUGUST 2ND & 3RD

We will be returning to the summer getaway town of South Haven, Michigan, and the famous Gingerman Raceway, for the weekend of August 2nd & 3rd.

Gingerman Raceway is a very challenging 1.88-mile road course comprised of 11 turns, elevation change, and LOTS of run off area. This is simply one of the safest tracks you can run. Additionally we will have professional corner workers this year (This is the red flag,...its red (if you know what I mean)).

Drivers will be placed into groups based on experience, ability, type of car, and willingness to play nice with others. Novices are welcome and will be assigned an instructor for the event. Novice groups do sell out due to a limited number of instructors, so please register early.

Before arriving at the track, it's the driver's responsibility to make sure their car will pass a Chicago Region technical inspection. A copy of the Chicago Region Tech Sheet is published in every issue of the Chicago Scene. Please take note of the helmet and apparel requirements for this event; all drivers must have a SNELL SA '95 or later helmet and full length pants, long sleeved shirts, socks, and closed-toe shoes. All clothing should be made of natural fibers (no nylon, polyester, etc.). Any tech questions regarding this event should be directed to Toby Duckett at (630) 248-7680, toby@mc2fyi.com. All cars **MUST** pass tech inspection to be allowed on the track.

Registration and tech will be held at the track beginning Friday, August 1st, at 4pm EST running until 7pm EST. Further, registration and tech will be open Saturday, August 2nd from 8am EST until 11am EST. All drivers will be required to present a valid driver's license at registration. Race cars, trailers, and support vehicles can be securely left at the track beginning August 1st until the conclusion of the event. Facilities at the track include race fuel, air, and a concession stand serving breakfast and lunch.

There will be **MANDATORY** drivers' meetings regarding policy and safety issues for the event on both Saturday August 2nd and Sunday August 3rd at 8am EST. If you miss either meeting, you forfeit your ability to participate in this event.

South Haven is a wonderful community comprised of quaint shops, the beach, restaurants, and a good amount of night life. A short drive up the road will take you to the similar and larger town of Saugatuck. This is the event to bring your non-driving companions as well. We will also have our now traditional Saturday evening party, complete with food, beverage, and music. There is no cost for the party to all registered drivers; additional tickets may be purchased at the track for a nominal fee (to be determined).

Feel free to call or email with questions. See you at the track!
Jeff, Jill, and Max Girard ■

First Driver

Year/Car Make/ Model/ Permanent Car Number

Address

City, State, Zip Code

Phone(s)

E-mail or Fax

[] Member [] Applicant [] Guest of: _____

Class: (circle applicable) [Fast] [Middle] [Slow]

Car Number Request:

Prior Experience:

Please include # of track days/yr., prof. driving schools, & typical lap times.

Second Driver

Year/Car Make/ Model/ Permanent Car Number

Phone(s)

E-mail or Fax

[] Member [] Applicant [] Guest of: _____

Class: (circle applicable) [Fast] [Middle] [Slow]

Car Number Request:

Prior Experience:

Pre-registered Entrance Fees:

First Driver - \$260.00	_____
2 Drivers in same car - \$300.00	_____
2 Drivers separate cars - \$520.00	_____
Total	_____

Make check to PCA- Chicago Region and Mail to:
Jeff Girard, 17439 Woodbrook Ln. Lockport, IL 60441



A HOT LAP

Starting on the front straight, carry speed up the straight as far as possible, but still treat turn 1 as a classic turn. Do not brake any more than necessary. Turn 1 can be taken very fast. There are some bumps in the braking area and at the turn-in point. You may want to straddle them or move in from the track edge for your turn-in.

Accelerate across the turn 1 apex to a mid-track turn-in point midway through turn 2. Brake slightly, turn in and start early acceleration in the increasing radius right hander. The uphill turn will give you more traction than you will expect. Hit a very late apex and continue accelerating hard toward turn 3. Turn 3 is a constant radius, slightly downhill 140 degree right. Do not late brake here. Set up for strong acceleration across a late apex. Be ready for the car to get light as the track drops away leaving turn 3.

Holding flat, ease to the right edge of the track coming out of turn 3. Ease left to the apex of turn 4 and straight to the right track edge approaching turn 5. Do not lift from the turn-in for 3 until you brake for turn 5.

Novices: As you start out, brake hard along the right edge of the track to slow for turn 5. Turn in and gas for a moment and brake again to slow for turn 6. From center of the bumpers on the right edge of the track, turn in and accelerate hard across a late apex on turn 6. You must get well into the bumpers on the inside of turn 6.

Experienced racers: Carry speed on the 3-5 straight almost to an early apex on turn 5. Trail brake around turn 5 to the right edge of the track to the turn-in point for turn 6. Turn in hard and accelerate across a late apex on turn 6. Novice or Expert: If you find yourself on the right bumpers coming out of turn 6, move your turn-in a little further into the turn and be absolutely sure you are getting well into that apex.

Turn 7 is a classic late turn-in, late apex turn, but then you keep sweeping to the right hugging the right edge of the track under full acceleration through turn 8.



Hold right longer than you think you should and then cut left for a late apex in turn 9. You cannot make up a lot of lap time here, but you can lose a bunch easily. The trick is to go as slow as you have to, to be on the left track edge under complete control coming out of turn 9, to set up for turn 10.

Turn 10 is the most important on the course. The key is early hard acceleration. Move your turn-in/acceleration point back as far as you can. Be hard on the gas from the time you turn in. Use all the track. Hit a medium-late apex and honk down the 10-11 straight.

Turn 11 is another classic turn and the wide smooth track allows lots of speed through it. The Armco at track-out tries to intimidate. Don't let it. Carry lots of speed and use all the track. The front straight is the longest of the course, but uphill and not quite as fast as the back straight between 10-11.

Start another lap. Remember the key is to carry speed as long as possible on the straights. This makes the corners important in this sequence: 10, 11, 3, 5-6, 2, 1, 7, 9, 8. Refine your driving in this order for the fastest improvement in lap times. Good luck. You will have fun! ■

Directions to Ginger Man Raceway from Chicago:
 Take I-94 east thru Indiana into Michigan to I-196 north to South Haven. Exit Phoenix Road east 5 miles to the track.

Places to stay in South Haven:

- Guesthouse Inn 616.639.9900
- Old Harbor Inn 616.637.8480
- Holiday Inn Express 616.637.880
- Lake Bluff 616.637.8531
- Econolodge 616.637.5141
- Hampton Inn 616.639.8550
- For more info visit: <http://www.gingermanraceway.com/>

7th Annual PCA Golf Outing & Dinner

By Ed Barnicle

Do you know where your golf clubs are? No? You mean that they don't get the same loving treatment that you give to your Porsche and whoever or whatever else is really important to you? Well, it's time to admit the error of your ways. Get them out, and get them ready for the time is near to have some serious fun with them. The seventh annual Chicago Region Golf Outing will be held once again at Flagg Creek Golf Course in Indianhead Park on Saturday, August 23rd starting at 2:15 PM. If you have attended this event before, you know that the emphasis is on "fun" and not on "serious". If we let my wife Gayle, Nikki Pesavento, and Dan Gallagher participate, you know that having fun is the objective; and, if you play well, it's an added bonus. Once again, we have invited such luminaries as Arnold Palmer, Tiger Woods, Michael Jordan, and Mike Ditka. Come out to see if they show up after finding out that such fearsome players as Steve Shirey, Ron Micek, Pete Hackenson, and Jim Drury are likely to participate!!!

Flagg Creek is a nine-hole course with an interesting combination of holes that won't intimidate a beginner, but will challenge an experienced player trying to shoot par. However, since this outing is more about having summer fun than serious golf, the main rule is "Cheater only if you are sure you won't get caught!". All other rules are specifically designed to keep order, and be sure that Gallagher finishes last!! The event chair(myself) assigns the teams, makes the rules, and decides which foursomes the beer cart will visit and which ones it won't. So be nice to me. Members wishing to bring a guest(s) will be able to play with their guest(s). The registration fee of \$40.00 covers green fees and trophies. Carts will be available for those who want them at the regular course rental rate.

This event is great fun regardless of your skill level; but, even if you can't make it for golf, please join us for dinner at Max & Erma's, just south of I-55 off County Line Road starting about 6:00PM.

Please note that our 36 openings will fill up fast, that pre-registration is mandatory, and that it closes on August 15th. This mandatory registration is necessary because Flagg Creek requires a guaranteed number of players no later than one week prior to the event.

Questions? Contact me by e-mail at ebarnicle@dolphincartage.com. . Make your check payable to PCA Chicago Region, and mail it to Ed Barnicle, 3 Hanover Court, Burr Ridge, IL. 60527-8307.

Directions:

From the North: I-294 south to the I-55 exit. Pay toll & exit immediately at the Joliet Road option. Turn right at the 1st light(Wolf Road). One block to the course entrance.

From the South: I-294 north to I-55 south exit. Take the Wolf Road option. Right one block to the course entrance.

From Chicago: I-55 south to LaGrange Road (Rt. 45) north. LaGrange Road north to Joliet Road. Joliet Road west to Wolf Road. Wolf Road south to the golf course.

In addition to name and phone number, please circle symbol indicating how often each registrant plays or give us your handicap: N=Never Before S=Sometimes O=Often H=Handicap

Name: _____ Phone # _____ N S O H _____

Member _____ Guest _____ of _____

Name: _____ Phone # _____ N S O H _____

Member _____ Guest _____ of _____

_____ # of Registrants @ \$40.00 each \$ _____ Amount enclosed

CONCOURS **FOUR** Road America Challenge @ Siebkens Resort

Concours Four **Saturday August 30** @ the famous Siebkens Resort In Elkhart Lake. Bump start your Labor Day & TRAC 2003 Weekend Saturday evening with the biggest, best party in the Porsche Club of America ...

the TRAC 2003 Concours held streetside @ Siebkens Resort in Elkhart Lake Wisconsin.

3:00 pm: Concours Cars may begin parking on the closed street outside Siebkens Resort.

3:30 pm: Judging begins streetside for Non Race Cars.

5:45 pm: Race Cars are police escorted from Road America Circuit into Elkhart Lake.

6:00 pm: Judging begins streetside for Race Cars. Dinner and Dancing begins.

7:00 pm: Trophy presentations.

9:00 pm: Race Cars police escorted back to Road America. Street reopens to traffic.

Class A: Exterior, Interior, Trunk, Engine & Undercarriage.

Class B: Exterior, Interior, Trunk & Engine.

Class C: Exterior, Interior & Trunk.

Class D: Exterior & Interior.

Class E: Exhibition Style of Exterior & Interior. Visual Inspection Only.

Novice: For fun & first time participants only. Judged to Class C standards.

RaceCar Exhibition: Class for all participating PCA Club Race & Drivers Ed Race Cars. No entry fee is required.

Questions? Call Jim Jacisin @ 630.279.4835 before 9 pm please.

Concours Fee \$20 per car Please make checks payable to: **PCA Chicago Region.**

c/o Jim Jacisin 508 Rex Blvd. Elmhurst IL 60126

Club Racers & Drivers Ed participants are FREE

Name _____

Address _____

City _____ State _____ Zip _____

Phone () _____ email _____

PORSCHE Model _____ Body Style _____ Year _____ Color _____

Class A _____ B _____ C _____ D _____ E _____ Novice _____ Exhibition _____



The Chicago Region's TRAC 2003 ...

Road America in Elkhart Lake, WI

Friday, August 29th – Monday, September 1st

11th Annual Club Race - Drivers' Education - Concours - Dinner - Party



Drivers' Education - Friday, Saturday and Sunday with additional (optional) drive time on Monday. Drive time on Monday may be earned by volunteering three hours during the weekend or may be purchased for an additional fee.

Club Racers – Friday optional “Test & Tune Day”, Saturday practice and Fun Race, Sunday Sprint Race, and Monday 90 minute Enduro Race

TRAC 2003 Concours, Dinner and Party – Saturday evening, August 30th, at Siebkens Resort in Elkhart Lake. This year we are pleased to feature Mr. Kevin Buckler with the Racer's Group, who will share his winning experiences at Le Mans and The 24 Hours at Daytona.

The **TRAC 2003 Drivers' Education Registration form** is available in the current issue of the Chicago Scene, at www.pca-chicago.org or from the registrar at 847.604.4795, or roadam.pca-chicago@attbi.com. Drivers ED' registration forms should be returned to the TRAC 2003 Registrar with a postmark date **NO EARLIER** than July 1st.

The **TRAC 2003 Club Race Registration form** will be available June 2nd at www.pca-chicago.org or from the registrar at 847.604.4795 or roadam.pca-chicago@attbi.com. Club Race registration forms should be returned to the Registrar with a postmark date **NO EARLIER** than July 1st.

Registration confirmations for TRAC 2003 Drivers' Education and Club Race participants will be sent via email or US-Mail. Approximately two weeks prior to the event, confirmed drivers will receive an information packet via US-Mail which will include assigned car numbers and run groups, the tentative TRAC 2003 Schedule, and a copy of the *Rules of Road America*. Please read the *Rules of Road America* carefully before you arrive at the track to ensure that you and all of your guests and crew are in full compliance. TRAC 2003 Drivers' Education and Club Race participants should note that their cars cannot exceed the maximum Road America noise restriction level of 108 decibels.

All TRAC 2003 participating drivers and volunteers will have their TRAC 2003 Concours registration fee waived and will be the dinner guests of the Chicago Region. Additional dinner tickets for crew and guests may be purchased via your registration form or at the event.

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

Golf cart rentals are available again this year. Reservations must be made at least four weeks in advance of the event via your registration form. The amount listed on the registration form is for 3-day rental of a 2-person cart. 4-seat, utility, and 4-day rentals are also available for an additional fee. Contact the Registrar via e-mail for pricing, prior to mailing in your registration. Please note that you will be responsible for any damage and a minimum age of 16 years is required to operate the carts.

Additional **TRAC 2003** information is available on the **24-hour Information Hotline at 847.604.4795**. You may also contact any of the Road America committee members between 6:00 PM and 8:00 PM CDT.

Please be advised that Harley Davidson is celebrating their 100-year anniversary during this same week in Milwaukee and surrounding areas. We have made the same arrangements with Elkhart Lake area hotels for room blocks as previous years, and highly suggest that you make your reservations early. This is the best PCA event of the year so register now!

See you at **TRAC 2003 at Road America!**
Pete Hackenson *TRAC 2003 Event Chairman*

R.oad A.merica D.rivers' E.ducation 2003 Committee Members

Pete Hackenson	Event Chairman	847.604.4795	roadam.pca-chicago@attbi.com
Keith Clark	Event Co-Chairman	630.690.3381	ClarkFNFlying@aol.com
Ed Barnicle	Volunteer Coordinator	630.323.2963 before 8:30pm	ebarnicle@dolphincartage.com
Mary Anne Nowakowski	Event Registrar	847.929.1831	nowakowskim@permapipe.com
John Ruther	Chief Driving Instructor	847.304.5515	John@northstarmotorsports.com
Toby Duckett	Tech Coordinator	630.248.7680	Toby@mc2fyi.com
Todd Conforti	Safety Coordinator	847.382.9653	TLControls@aol.com

PLACES TO STAY WHILE VISITING ROAD AMERICA

52 Stafford—An Irish Guest House
Plymouth, WI—920.893.0552
**Mention Chicago Porsche Club
for Block Reservation Rates**

The American Club
Kohler, WI – 800.344.2838

AmericInn Motel - Plymouth
Plymouth, WI—920.892.2669
**Mention Chicago Porsche Club
for Block Reservation Rates
(4 day minimum stay required)**

AmericInn Motel/Suites
Sheboygan, WI—920.208.8130

Baymont Inns
Sheboygan, WI—920.457.2321

Best Value Parkway Motel
Sheboygan, WI – 800.341.8000

Breeze Inn to the Chalet Motel
Mequon, WI—414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI—920.451.0644

Comfort Inn
Sheboygan, WI – 800.228.5150

Grand Hotel
Sheboygan – 920.458.1400

Harbor Winds Hotel
Sheboygan, WI – 920.452.9000

Hillwind Farm B & B
Plymouth, WI – 877.892.2199

Holiday Inn Express
Sheboygan, WI—920.451.8700

Imperial Motel
Sheboygan, WI – 920.458.3578

Inn on Woodlake
Sheboygan, WI – 800.919.3600

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

Lakeland College
Howards Grove, WI—920.565.1248

The Osthoff
Elkhart Lake, WI—800.876.3399
**Mention Chicago Porsche Club
for Block Reservation Rates
(5 day minimum stay required)**

Maple Leaf Inn
Plymouth, WI—866-893-6111

Pinehurst Inn
Sheboygan Falls, WI—920.467.4314

Plymouth Inn
Plymouth, WI—920.893.5623

Ramada Inn Downtown
Sheboygan, WI – 800.909.8770

Riverview Spa Suites
Sheboygan, WI – 920.451.9576

Rochester Inn
Sheboygan Falls, WI – 920.467.3123

Safe Harbor Inn
Fond du Lac, WI – 920.923.0223

Saukville Super 8 Motel
Saukville, WI—414.284.9399

Select Inn Fountain Park
Sheboygan, WI – 800.909.8770

Sheboygan Super 8 Motel
Sheboygan, WI—920.458.8080

Sippel House
Elkhart Lake, WI—920.876.3110

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

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

Windy Mare
Kiel, WI—920.894.2284

Wisconsin Aire Motel
Random Lake, WI—920.994.4501

Yankee Hill Inn B & B
Plymouth, WI—920.892.2222

CAMPGROUNDS

Cedar View Camper Rentals
Kiel, WI—920.894.7884

Hoef's Resort Campground
Cascade, WI—920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI—920.892.4252

Mark & Dean's Camper Rental
Kiel, WI—800.894.7181

Westward Ho Camp Resort
Glenbeulah, WI—920.526.3407

HOUSE RENTALS and BED & BREAKFAST BOOKING

Elkhart Lake Tourism Commission
Elkhart Lake Area Chamber of
Commerce
41 E. Rhine St., Elkhart Lake, 53020
920-876-2922 1-877-ELKHART
www.elkhartlake.com

We need your help to make the **The Road America Challenge 2003, August 29th-September 1st**, the best it can be. Your help in the past has done just that. Please help out again this year. If you are interested, please send your work assignment preferences, name, address, phone, e-mail and/or fax number to:

Ed Barnicle
3 Hanover Court
Burr Ridge, IL 60527

phone: 630.323.2963 (before 8:30 PM Please)
fax: 773.767.0186
e-mail: ebarnicle@dolphincartage.com

Name: _____

Phone: _____

Address: _____

e-mail: _____

Fax: _____

Tech / Registration / Grid / Timing & Scoring / Anywhere you need me

Thursday / Friday / Saturday / Sunday / Monday

- - CLUB RACE FEE SCHEDULE - -

TRAC 2003

Fees include: 1 Shirt, 1 Concours Entry, 1 Dinner Ticket for Saturday Evening Dinner per fee-paying driver.

PRIMARY DRIVER

RACE PACKAGE (Includes A, B & C)	\$600.00	
OR		
A – SPRINT RACE on Sunday	\$350.00	
B – ENDURO RACE on Monday	Add \$100.00 per car *	
C – TEST & TUNE on Friday (under DE rules)	Add \$175.00	
	<u>TOTAL PRIMARY DRIVER</u>	\$ _____

*All drivers must be registered for Sprint Race to participate in Enduro.

CO-DRIVER in SAME CAR – SPRINT AND ENDURO RACES

RACE PACKAGE (Includes D, E & F)	\$350.00	
OR		
D – SPRINT RACE on Sunday	\$200.00	
E – ENDURO RACE on Monday	No additional charge **	
F – TEST & TUNE on Friday (under DE rules)	Add \$175.00	
	<u>TOTAL CO-DRIVER</u>	\$ _____

**Co-driver must be registered for Sprint Race to participate in Enduro.

CO-DRIVER in SAME CAR – ENDURO RACE ONLY

G – ENDURO RACE on Monday	\$100.00 ***	
	<u>TOTAL CO-DRIVER</u>	\$ _____

***Co-driver is registered for Enduro only.

LATE REGISTRATION postmarked after August 5 Add \$100.00 \$ _____

TOTAL - DRIVER'S FEES \$ _____

Extra shirt(s)	S M L XL XXL XXXL	# _____ @ \$ 15.00 EACH	\$ _____
Extra Dinner Tickets	Adult	# _____ @ \$ 25.00 EACH	\$ _____
	Child (12 and under)	# _____ @ \$ 10.00 EACH	\$ _____
Golf Cart Rental* (3 day rental of 2 seat cart)		# _____ @ \$ 260.00 EACH	\$ _____

Make checks payable to PCA Chicago Region (No credit cards accepted) TOTAL ENCLOSED \$ _____

*4-seat, utility, and 4-day rentals are also available for an additional fee. Contact Registrar via email for pricing, prior to mailing in this form.

Mail this two page pre-registration form and check payable to PCA Chicago Region to:
Mary Anne Nowakowski, TRAC 2003 Registrar
527 South Rammer Avenue
Arlington Heights, IL 60004

POLICIES:

- The PCA Chicago Region reserves the right to deny registration for or attendance at this event or request the removal from this event of any person as it sees fit.
- Incomplete Registration forms will not be accepted and will be returned with no registration place held. Late fees will apply.
- Road America requires that we exit the track by 7:00 PM Monday, September 1, 2003.
- The PCA Chicago Region's policy regarding fees incurred and damage caused at the track is that the party or parties responsible will be required to reimburse Road America for any fees or physical damage caused to the track, its facilities, or its equipment including (but not limited to) the clean up and removal of any spilled oil, coolant, brake fluid, discarded tires, or late exit. These are not covered in your registration fee.
- I agree to indemnify and hold harmless the organizers of this event and their agents with respect to the condition and preparation of my car or any subsequent failure or damage to my car or its occupants as a result of such failures. I acknowledge that at all times I remain solely responsible for the safety and roadworthiness of my car.
- I hereby certify that I will have successfully completed all PCA Club License requirements prior to coming to this event, and I have no known physical or mental problems, which might jeopardize others or myself if I participate in this event. I will not use any controlled substance prior to or during the course of the event, unless prescribed by my physician, and acknowledge that I may be excluded from this event for a violation of this pledge.
- I give permission to any hospital, medical institution or physician to furnish any information necessary for treatment regarding my condition.

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

With Group? **No** **Yes** **Group Name** _____ **Group Contact** _____

Please specify how many: Semi _____ Dimensions _____ ft x _____ ft

 Trailer _____ Dimensions _____ ft x _____ ft

 Other (be specific) _____ Dimensions _____ ft x _____ ft

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

DRIVER MEDICAL INFORMATION for DRIVER EDUCATION TRAC 2003

For second driver, please photocopy, complete, and submit with pre-registration form

Name _____ Age _____ Birth Date _____

List any medication currently used (including eye drops) _____

Contact lenses? Y N Last tetanus shot date _____ Blood type _____

Allergies (including asthma, hay fever, medications or drugs) _____

List any current Medical Conditions _____

Describe any medical changes since your last physical _____

Physician's Name _____ Phone _____

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

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

- The PCA Chicago Region reserves the right to deny registration for or attendance at this event or request the removal from this event of any person as it sees fit.
- Incomplete Registration forms will not be accepted and will be returned with no registration place held. Late fees will apply.
- Road America requires that we exit the track by 7:00 pm Monday, September 1, 2003.
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- I agree to indemnify and hold harmless the organizers of this event and their agents with respect to the condition and preparation of my car or any subsequent failure or damage to my car or its occupants as a result of such failures. I acknowledge that at all times I remain solely responsible for the safety and roadworthiness of my car.
- I hereby certify that I have no known physical or mental problems which might jeopardize others or myself if I participate in this event.
- I give permission to any hospital, medical institution or physician to furnish any information necessary for treatment regarding my condition.

Signature _____ Date _____

In Case of Emergency, Notify

Name _____ Phone/cell phone/pager _____

Relationship _____ At track? Y N At local hotel? (name) _____

<u>DRIVERS' EDUCATION FEE SCHEDULE</u>	EARLY REGISTRATION	LATE REGISTRATION	<u>TRAC 2003</u>
	<i>Postmarked by 8/5/03</i>	<i>Postmarked <u>after</u> 8/5/03</i>	
First Driver			<p style="text-align: center; font-size: small;">NO REFUNDS FOR CANCELLATIONS <u>AFTER</u> AUGUST 14, 2003</p> <p style="text-align: center; font-size: x-small;">A \$25.00 Processing Fee per driver will be deducted from all refunds.</p> <p style="text-align: center; font-size: x-small;">CANCELLATIONS MUST BE IN WRITING</p>
____ Friday, Saturday & Sunday	\$ 300.00	\$ 325.00	
____ Monday	\$ 50.00	\$ 50.00	
Second Driver (family or affiliated PCA member only)			
____ Friday, Saturday & Sunday	\$ 150.00	\$ 175.00	
____ Monday	\$ 50.00	\$ 50.00	
Second Driver (non-family/non-affiliated PCA member, non-PCA member)			
____ Friday, Saturday & Sunday	\$ 300.00	\$ 325.00	
____ Monday	\$ 75.00	\$ 75.00	
Driver(s) Fees			
Extra shirt(s) S M L XL XXL XXXL # _____ @ \$ 15.00 EACH			\$ _____
Extra Dinner Tickets Adult # _____ @ \$ 25.00 EACH			\$ _____
Child (12 and under) # _____ @ \$ 10.00 EACH			\$ _____
Golf Cart Rental* (3 day rental of 2 seat cart) # _____ @ \$ 260.00 EACH			\$ _____
Make checks payable to PCA Chicago Region (No credit cards accepted) TOTAL enclosed			\$ _____

*4-seat, utility, and 4-day rentals are also available for an additional fee. Contact Registrar via email for pricing, prior to mailing in this form.

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

Mary Anne Nowakowski, TRAC 2003 Registrar
527 South Rammer Avenue
Arlington Heights, IL 60004

REGISTRATION FOR THIS
EVENT OPENS
JULY 1, 2003

EUROSPORT

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JRZ Shocks

Team Eurosport Wins At Road Atlanta 2003



(From L-R) Mike Origer, Bob Klaskin, Tim McKenzie, Gary Knoblauch, Bart Crosby, Steve Pattee, Chris Ingot, Scott Sjogren

**midwest
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108 W. IRVING PARK RD. BENSenville, IL 60106
PHONE: 630-595-5577 FAX: 630-595-8096

*Limit 3 - Good from July 1 to 31, 2003.

**Leaving from & returning to our shop. Limited spaces available.

WWW.MIDWESTEUROSPORT.COM

Sunday, August 10th

Autocross IV

One More Time-Maywood Park

Presented by Ed & Chris Russ

Come out for the 4th autocross event of the year.

Put your Porsche to test on the huge parking lot at Maywood Park.

The event chairman, Randy Jester, promises to create one fast mother of a course. Lunch and air are available near the track. You may want to save time and pack a lunch. **Pre-Register by mail** to create a speedier Event.

Include permanent drivers number.

Bring your roller blades to check out the course in the morning before the drivers meeting.

Time 9:00-10 AM	Registration and Technical Inspection Opens
10:15 AM	Tech is closed
10:15 AM	Drivers meeting
10:30 AM	First car off-Let the fun begin.
3:30 PM	Trophy presentation

First driver	\$30.00 member	\$35.00 non-member guest - member must be present
Second driver	\$15.00 Family Member	\$35.00 non-member guest - member must be present
	\$30.00 member sharing car with other member	

Directions: It is 8600 West North Ave in Maywood, between 1st Ave and 5th Ave. You can exit the Eisenhower Expressway at 1st Ave and head north to North Ave. Turn left on North Ave and Maywood Park is on the left. Enter from 5th Ave.

Please register by mail. (Checks payable to PCA-Chicago Region) **Please pay by check.**

To: Michael Gallagher
2418 N. Seminary.
Chicago, IL. 60614

Email: autocross@pca-chicago.org Questions? call 773-929-8108

General Rules: Snell 1990 helmets are required. Short/Long pants and shirt. 18 years or older with valid drivers license. Member may bring one guest to event. Guest may drive members Porsche or a two-door sports car. Associate Member driving a non-Porsche is considered a guest. Maximum two drivers per car. Trophy with first car you drive. Member must be present with guest.

Driver 1 _____

Member/Guest _____ Phone Number _____
Car Model/Number _____

Driver 2 _____

Member/Guest _____ Phone Number _____
Car Model/Number _____

Total Enclosed _____

Please be prepared to display a valid driver's license

If you don't pre-register, which would save time, please pay by check at registration to speed the event up.

Day of the event questions-call Shawn Young-630-205-0055

Autocross Driving School

April 27, 2003



Melissa Lamantia tries out the braking exercise



This beautiful RS with factory rallye lights goes around the skid pad



Ed Leed demonstrates proper steering wheel grip



Ed Leed used state of the art props to demonstrate oversteer and understeer

Autocross Driving School



The autocross school began with a classroom session



Drivers' meeting!



Autocross co-chair Shawn Young provides some tips to a student



A sea of Porsches -- about 80 cars were entered in this year's autocross school



This beautiful RS with factory rallye lights goes around the skid pad



Headed straight for the gate!

Autocross Driving School



This evil looking 914 was tearing up the course



BLACKHAWK DRIVERS ED.

WEDNESDAY, AUGUST 13TH

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group: [A] [B1] [B2] [C]

Prior Experience:

Second Driver (same car)

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

Run Group: [A] [B1] [B2] [C]

Prior Experience:

Pre-registered Entrance Fees: Check # _____

Member First Driver - \$160.00 _____

Family Member-2nd Driver - \$80.00* _____

Non-Member - \$160.00 _____

Total _____

* The \$80.00 fee only applies to 2nd family member whol drives the same car as the first driver.

Make check to PCA- Chicago Region and Mail to:

Nikki Pesavento - Blackhawk Registrar

2 South 430 Canterbury Court

Glen Ellyn, IL 60137

(630) 469-1546

e-mail: npesavento@rwbaird.com

Back again at Blackhawk on its *newly resurfaced track for 2003*, only 90 minutes from home. **This August 13th event is open for all.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots.

Most Blackhawk events are sell-outs, so pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

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

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Review the NEW Updated Year 2003 Tech and Safety Requirements – there are changes from the prior year! **Pay particular attention to your brake pads and fluid, as Blackhawk is very hard on the brake system!**

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

General Schedule:

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

Contact Event Chairman: Dan Gallagher (708) 784-0784 (Home)
bbabies@aol.com

Directions: Follow I-90 W to Rockton Rd. exit.
Turn left (west) and follow Rockton Rd. 5.5 miles to Prairie Ave.
Turn right (north) on Prairie Ave. and proceed 1.5 miles to track on left.
 * Mobil station 2 blocks south of Rockton Rd. on Blackhawk Blvd.

FOR MORE INFORMATION ON TRACK EVENTS, SCHEDULES, TECH & SAFETY REQUIREMENTS INFORMATION
 USE THE WEB AT WWW.PCA-CHICAGO.ORG.
 FOR MORE BLACKHAWK INFORMATION GO TO WWW.BLACKHAWKFARMS.COM



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Bensenville, IL 60106
Ph: (630) 766-6668
Fx: (630) 766-6663**

*Chicago's Premier Classic
and Special Interest Automobile Invitational*

The Cuneo

Concours d'Elegance III

*The Cuneo Museum & Gardens
1350 N. Milwaukee Ave. Vernon Hills, IL
Information: 847.362.3042
cuneo@lake-online.com*

Sunday August 17, 10:00 am to 4:00 pm

The Cuneo Concours d'Elegance will be hosted by the Cuneo Museum and Gardens and the Porsche Club of Chicago. This is the twelfth year for this major Midwest Concours d'Elegance. The lush lawns and grounds of the Cuneo Estate showcase these automobiles of classic design and styling. This event will also include mansion tours (additional charge) and musical entertainment for our guests to enjoy. Don't forget to visit the gardens and conservatory while attending this show. A registration fee of \$20 per show car is charged. Registration will close on August 13th. A portion of the proceeds from this event will be presented to a local children's charitable organization.



Show Car Pre-Registration Required by August 13. Fee: \$20
PCA questions: Pat Yanahan 630.887.7605

**Please mail completed registration form and check payable to:
Cuneo Museum and Gardens, 1350 North Milwaukee Avenue, Vernon Hills IL 60061
Concours Fee \$20 per car**

Name _____
Address _____
City _____ **State** _____ **Zip** _____
Phone () _____ **email** _____
PORSCHE Model _____ **Body Style** _____ **Year** _____
Class A _____ B _____ C _____ D _____ E _____ **Novice** _____
Number of guests _____

Note: Registration includes passengers in show car; spectators are \$5 each.
Show cars may begin arriving at 7:30 am and must be in place by 9:30 am for judging.

Presented by Porsche Club Chicago and The Cuneo Museum

PCA - Chicago Region Board Meeting Minutes

May 2, 2003

Voting Members Present: K. Clark, J. Jacisin, M. Nowakowski, E. Barnicle, P. Hackenson, C. Inglot, S. Young, K. Pesavento, C. Bittman

Coordinators Present: V. Miller, E. Leed, T. Duckett, J. Drury, T. Conforti, P. Silver

Members Present: L. Lichtenstein, B. Johnson, K. Konrath, M. Bour

Meeting Called to Order by K. Clark at 8:09 PM at the Park Ridge VFW Hall, Park Ridge, IL

Secretary: M. Nowakowski

Presented minutes from April 11, 2003 Board Meeting.

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

Treasurer: J. Stephensen

Presented by K. Clark. Presented Chicago Region Financial Statement dated May 2, 2003. Motion to Accept Financial Statement: P. Hackenson Second: K. Pesavento Approved: Unanimously

Autocross: S. Young/M. Gallagher

Presented by S. Young. Autocross I will be held on Mother's Day, May 11. General discussion about date and points event.

Presented by E. Leed. The Autocross Drivers' School was a successful event attended by 81 drivers and many volunteers.

Road America: P. Hackenson/K. Clark

Presented by P. Hackenson. Registration for Memorial Day event is currently at 185. All planning for event is complete.

Blackhawk Farms: D. Gallagher/P. Hackenson

Presented by P. Hackenson. Registration for Experienced Driver Event on May 7, is currently at 76, with expected attendance of 90. Blackhawk T-shirt design has been completed. Thanks to J. Jacisin for input on shirt graphics. 200 shirts will be ordered for distribution and sale at the event.

Presented by E. Barnicle. Registration for Novice Event on May 14, is currently 33 novices and 31 instructors. Event will be closed at 40 participants. E. Leed will present the Novice Instruction at the event.

Chief Driving Instructor: J. Ruther

Presented by P. Hackenson. Instructor/novice pairing for the RADE event has been completed.

Insurance: K. Clark

New insurance waiver forms have not been received from National. Copies may be obtained from the PCA website until printing is completed. A bill in the amount of \$1074 has been received from B. Janecek for insurance of club property and equipment. The list of insured items was forwarded to E. Leed for verification of accuracy. General discussion regarding the elimination of the equipment insurance.

Motion by K. Clark to eliminate the insurance on the equipment and property indicated on the list.

Second: J. Jacisin Approved Unanimously

Rallye: J. Stephensen/P. Harwood

Presented by K. Pesavento. Rallye I had 38 participants. Rallye II will be in conjunction with Concours I.

Social: N. Kroll

Presented by K. Pesavento. Social event at Arlington Park Racetrack is being planned with a tentative September 7 date.

Membership: V. Miller

Presented 8 new members for April, and 8 new members for May.

Safety: T. Conforti

All new safety information for 2003 has been reviewed.

Technical: T. Duckett

Application forms for "Fast Tech" will be given to select drivers. Completed Tech Sheets will be required at each event.

M. Hill supported the Tech Team at the Autocross School held on April 27. Thanks to all who assisted.

Tech staff for all DE events in May have been confirmed, but volunteers are always welcome. General discussion regarding changing "Tech" in 2004 to "Safety Inspection".

Goodie Store: K. Hackenson

Presented by P. Hackenson. New hats and other small items have been added to the inventory.

Charity: J. Drury/K. Knott

Presented by J. Drury. General discussion concerning Naperville GrandPrix. PCA estimated attendance for this charity event is approximately 75-100. An area for Concours will be provided, and Porsche parking will be available. J. Jacisin and J. Drury are investigating a gathering place in Naperville.

Property: E. Leed

Presented by K. Clark. The trailer has been sold for \$600. Sale proceeds will be forwarded to J. Stephensen.

Photography: P. Silver

Photos were taken at Rallye I and the Autocross School, and have been forwarded to the Chicago Scene and web-site.

No Report

Vice President: J. Jacisin

President: K. Clark

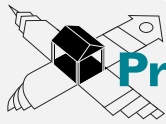
Timing & Scoring: C. Bittman

Gingerman: J. Girard

Concours: J. Jacisin/P. Yanahan

Continued on page 41

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Saturday 8 AM - 1 PM

Board Meeting Minutes

Continued from page 39

No Report

Chicago Scene: S. Adleman

Advertising: S. Shire

Sponsorship: M. MacKonckie

Historian: J. O'Keefe

Webmaster: G. Gulik

Old Business:

X Class for Autocross: Presented by E. Leed. Members have indicated that X Class be retained so that friends and family members may participate. J. Jacisin stated that X Class be limited to PCA members and family members. Vehicles should be limited to "true" sport cars. General discussion concerning X Class, and Cayenne.

New Business: None Heard

Motion to Adjourn: M. Nowakowski Second: C. Ingot Approved

Unanimously

Adjournment: 8:55 PM

Buying A Car On eBay

Continued from page 17

delivery, but not until I agreed to accept the extra \$100 towing charge for his not being home.

One other small detail: he hadn't paid me yet. I had agreed to send it back without his advance payment--and of course, I paid for the transport both ways. I had made it very clear that I expected a cashier's check for \$13,001 the same day the car arrived. I had sent a prepaid overnight envelope just to make life easy for this wonderful keeper of the faith. The FedEx didn't arrive when scheduled. I called and although he ducked a few of my calls and didn't return them or my e-mails, I finally caught him and he promised to send a cashier's check.

Instead, a personal check arrived in about a week. I rushed it to the bank and was delighted, perfectly delighted when it cleared to have only lost about \$1,800 on this idiotic transaction.

I stayed off the Internet for awhile, but in later years purchased four more cars on eBay. Of these, two were aborted before they were paid for or delivered, the descriptions being so badly at odds with the merchandise (one was a 1976 912E listed and sold as a 1976 911S for \$3,500; the other a "rust-free 1973 911S Targa that had gaping holes in the floor pans and a price of \$10,000).

The fourth eBay car was 1973 911T Sunroof, purchased for \$6,200. When it arrived my normally politic mechanic, Marty Hostetler, wondered out loud what the heck I was thinking when I bought that dog. It didn't run, had been sitting outside under a tree for what could have been years, and was blessed with the worst paint and interior I can remember short of a junkyard. We worked hard and maybe broke even on that one. The most recent one, a silver 1976 912E Sunroof was purchased on Christmas eve at 9:30PM for \$5,450. It is the only one of the lot that was a reasonable car at a fair price.

These numbers add up to an 80% failure rate on eBay cars. To be sure, they all can't be winners. But do be careful out there. It's a jungle. ■

The Midship Report: Have_un Will Travel

Continued from page 5

gone for the brake pedal when one of the two people on the bridge turned, leaned out, and pointed/aimed something at the oncoming traffic. I should note that I use a radar/laser detector. It's not a Valentine 1, which is unquestionably the best you can have. It's also one of, if not THE most expensive. I have a Bel 985. Depending on whom you believe, it rates an avg of 95% as effective as the V1 and it was in my budget at under \$200. Wouldn't have mattered. The 'shooter' on the bridge was holding a laser device, and if your detector alerts you to a laser signal, it's already too late to do anything about it. Just as I went under the bridge I could see him talking into a handheld radio. Looking forward, there was carnage everywhere. State Police had 8 or 9 cars pulled over on both sides of the road for ticketing and one more squad car waiting on the entrance ramp just the other side of the overpass. And therein was my 'good' fortune. I was directly behind a Camry traveling at the same rate of speed when we ran into the trap. My detector never went off because the officer drew down on the Camry. That we were traveling at the exact same speed may have been immaterial. I'm guessing that since there was only one cruiser available at that moment to chase down a car, the Camry was the only car timed and stopped. My heart was pounding for several minutes after that, but there's an irony to it all. I backed off to the speed limit for the rest of the Iowa portion, and had to stop for gas about an hour later. After a brief (10 minute?) stop, I was back on the interstate and a minute or two later came up on a car doing a bit under the limit. The very same Camry. This is going to be an issue that I, like a lot Porsche drivers probably wrestle with: Is the speed adding to the enjoyment of the trip, or even a stretch of road, or is just saving a bit of time?



On a lighter note, there were more than a few Porsches running around Omaha, but still not as many as I wanted to see. Overall, the car handled flawlessly. Averaged 27 mpg for the entire 3 day trip including 1 day of mostly city driving. And here's some really important numbers to note: 26x17x18, and 35x22x9 and 30x23x33. This would be the (LxWxH) front trunk, the rear trunk and, yes, the front passenger seat space (photo 2 – no, it isn't a new sound system for the Boxster). Sometimes, I just get carried away with the credit card. And STILL the Boxster comes through for me.

MIDSHIP TOURIST-TROPHY

Ok, I haven't disgraced the club just yet, but my frequent road trips have meant missing some PCA-Chicago events... which translates to no Midship TT's awarded in the past few weeks... Check back next month... maybe it'll be your name and picture in print. ■

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BLACKHAWK DRIVERS ED.

WEDNESDAY, SEPTEMBER 17TH

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group: [A] [B1] [B2] [C]

Prior Experience:

Second Driver (same car)

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

Run Group: [A] [B1] [B2] [C]

Prior Experience:

Pre-registered Entrance Fees: Check # _____

Member First Driver - \$160.00 _____

Family Member-2nd Driver - \$80.00* _____

Non-Member - \$160.00 _____

Total _____

* The \$80.00 fee only applies to 2nd family member whol drives the same car as the first driver.

Make check to PCA- Chicago Region and Mail to:

Nikki Pesavento - Blackhawk Registrar

2 South 430 Canterbury Court

Glen Ellyn, IL 60137

(630) 469-1546

e-mail: npesavento@rwbaird.com

Back again at Blackhawk on its *newly resurfaced track for 2003*, only 90 minutes from home. **This September 17th event is open for all.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots.

Most Blackhawk events are sell-outs, so pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

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

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Review the NEW Updated Year 2003 Tech and Safety Requirements – there are changes from the prior year! **Pay particular attention to your brake pads and fluid, as Blackhawk is very hard on the brake system!**

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

General Schedule:

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

Questions? Contact Event Chairman:

Dan Gallagher (708) 784-0784 (Home)

bbabies@aol.com

Directions: Follow I-90 W to Rockton Rd. exit. Turn left (west) and follow Rockton Rd. 5.5 miles to Prairie Ave. Turn right (north) on Prairie Ave. and proceed 1.5 miles to track on left.

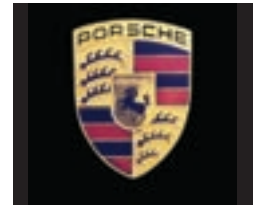
*** Mobil station 2 blocks south of Rockton Rd. on Blackhawk Blvd.**

FOR MORE INFORMATION ON TRACK EVENTS, SCHEDULES, TECH & SAFETY REQUIREMENTS INFORMATION USE THE WEB AT WWW.PCA-CHICAGO.ORG.

FOR MORE BLACKHAWK INFORMATION GO TO WWW.BLACKHAWKFARMS.COM

WELCOME TO OUR NEW MEMBERS

May 2003



Total Members: 1511, Transfers into Region: 4, Transfers Out: 2

New Members

Robert Berman
Chicago, IL
2002 Carrera Turbo

Wayland & Julie Joe
S. Barrington, IL
2003 GT3 Cup

Ron & Sandy Jezl
Naperville, IL
2003 C4S Coupe

Jeff Parnell
Michelle Parnell
Lake Forest, Il. 60045
1993 RS America

Carlos & Sun Segura
Chicago, IL
2002 911 Coupe

Tom Conrad
Ryan Conrad
Bartlett, IL
2000 Boxster S

Judson Lawrence
Elizabeth Lawrence
Northbrook, IL
1989 944S Coupe

Thomas & Dan Jordan
Western Springs, IL
1979 930 Coupe

Bill & Kate Parise
St. Charles, IL
1968 911L Coupe

Mark & Tracey Soucy
Hawthorn Woods, IL
2001 Boxster

Fred Constantineau
Isabelle Lussier
Chicago, IL
1999 911 Coupe

Ernie Mincy
Peter Johanknecht
Chicago, IL
2000 911 Carrera

Jim & Chris Katsenes
Orland Park, IL
1999 911 C4

George Rademacher
Debbie Hrechko
Joliet, Il. 60435
1976 911S Coupe

John R. & Carol Walter
Lake Forest, IL
2002 911 Targa

Michael Davis
Laura Butera
Orland Park, IL
1988 944 Coupe

Eric Phillips
Chicago, IL
1986 911 Coupe

Joseph & Christine
Limas
Grayslake, IL
2002 Boxster

Joseph Salamunovich
Meredith Salamunovich
Aurora, IL
2002 Boxster

Transferees

Leslie W Clemons
Robbins, IL
1978 911T

Torrey Fiorovante
Kris Fiorovante
Mundelein, IL
1975 911 Coupe

Robert Griesenbeck
Algonquin, IL
1986 928 S3 Coupe
Bernie & Kristen Hosey
Chicago, IL
1988 911 Coupe

Greg Martin
Jennifer Sheehy
Chicago, IL
2003 Carrera 4S

JR Scassellati
Marlene Iglitzen
Lake Forest, IL
2002 Turbo Coupe

William A.Frame
Forsyth, IL
1990 911C2

Howard & Judith Horn
Lake Forest, IL
2003 Boxster S

Fred & Eric Jacobson
St. Charles, IL
1993 968 Coupe

Dean & Peter Papanik
Peter Papanik
Park Ridge, IL
1989 930 Coupe

Rudolf Schick
Marion Weedermann
Forest Park, Il. 60130
2003 Boxster S

Zack J. Kentor
Crystal Lake, IL
1985 944

Nicholas H. Rhodehamel
Madison, WI
1997 911T

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- Mystery Shopper Research (*evaluate salesperson performance from the customer perspective,*)
- Product/Website Usability Research (*Is your product or service as easy to use as you think?*)

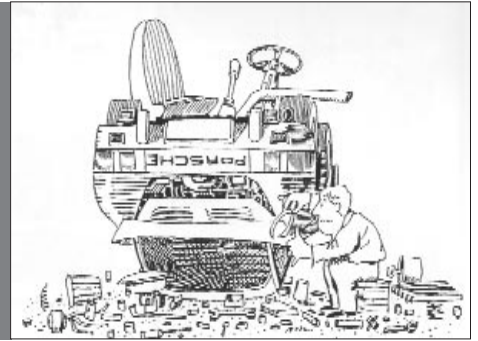
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Photo by Russ Pesko

Spare Parts

This section is a compilation of short pieces from our region, various web sites and other regional sources.



Porsche Announces 911. Carrera. 4S. Cabriolet For 2004

by PCNA

ATLANTA, GEORGIA, May 28, 2003 — Porsche Cars North America today announced the introduction of the 911. Carrera. 4S. Cabriolet for the 2004 model year. This new model combines exceptional driving dynamics with the feel of an open sports car.

The 2004 Carrera 4S Cabriolet features a 3.6-liter six-cylinder engine that can reach a maximum track speed of 174 mph, matching that of the current 911 Carrera 4S Coupe. The Cabriolet accelerates to 62 mph in just 5.3 seconds, two tenths of a second slower than the Coupe. This fact is very impressive given the additional 154 lbs. in weight carried by the Cabriolet.

All drive and chassis components are perfectly in tune with the rigid Cabriolet body. The car's safety reserves include the standard electronic "Porsche Stability Management" (PSM) system for driving dynamics control, which works together with the four-wheel drive to ensure excellent driving stability.

The soft top of the Carrera 4S Cabriolet is made from high-quality fabric and features the revolutionary zigzag folding. It takes a mere 20 seconds or so for the roof to unlock and fold back neatly beneath a protective cover.

Its rear wing emphasizes the lines of this model, which is 2.36 inches wider than that of the 911 Carrera. The Carrera 4S Cabriolet borrows the characteristic light strip between the rear lights from the Carrera 4S Coupe.

The Turbo brake system of the new Porsche Cabriolet delivers outstanding deceleration values and is thus on par with the 911 Turbo. The perforated and internally ventilated brake discs with a diameter of 13 inches also play their part in the car's performance. Eighteen-inch light alloy wheels with tires measuring 225/40 on the front axle and 295/30 on the rear axle transfer the braking power to the road. This model, as well as the Turbo, can be fitted with Porsche's revolutionary ceramic brake system, Porsche Ceramic Composite Brake (PCCB).

The Carrera 4S Cabriolet comes with an extensive range of standard equipment. This includes metallic paint, full leather interior, a hardtop and wind deflector. It will be available beginning in October of this year starting at a Manufacturers Suggested Retail Price of \$93,200 U.S. and \$136,700 Canadian.

The Adoption Story

Continued from page 3

toes from a tablespoon and drank formula from a large mug!

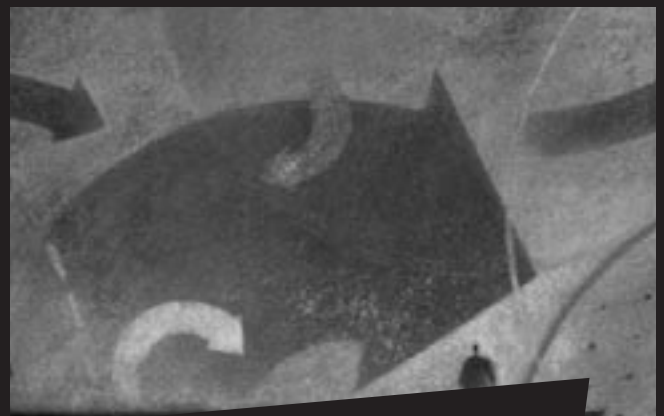
The experience of going from a substandard housing project to a 5 star hotel is indescribable. Samuel appeared as excited as we were to get into our room at the Hyatt. He loved rolling around on the big soft bed. He had a beautiful crib, which he immediately used for a three-hour nap. I don't think he has ever had such a good sleep. He awoke fresh and happy. He eats like a horse. You can't take the bottle away from him as he holds on tight.

The head of the adoption team, Elaine, refers to Samuel as Schwatzenage. He has a strong grip and wants to walk, not crawl. He rolls, sits up, stands and walks with assist, and laughs when tickled. He is 30" tall and weighs 18.5lbs.

There were two other parties adopting (one couple adopting their second child from Kazakhstan and the other was a single mom). They were great fun to hang out with. I don't know how we would have made it through the Sanatorium experience without them.

Samuel, Maria, & Scott. ■

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PCA Chicago Region 2003 Tech Inspection Sheet

NAME: _____ CAR COLOR: _____ RUN CLASS: _____
 MODEL/YEAR: _____ ENG. DISP.: _____ CAR #: _____

Pass Fail **!!! TO BE INSPECTED BY ENTRANT PRIOR TO EVENT !!!**
 Note Driver/Run Classes: Slower, less experienced driver is Novice Class N, progressing to C, B2, to B1 to A, with A Class the most experienced and faster.

Inside

Outside

Engine

1. **HELMET, SNELL SA 95 or later required for all Track Events** including Blackhawk, Road America, and GingerMan. **(Snell SA sticker must be attached inside)**
- 1A. **HELMET, SNELL SA or M 90 or later required for all Autocross events** **(Snell SA or M sticker must be attached inside)**
2. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials. Arm restraints required for All Open Cars.
3. **SEAT BELTS** - Original factory installed belts for N,C&B2 Class. Required for all other Classes (and all B Class at Road America); Stock Seat =6- point, "H" Harnesses without Harness Bar & no "H" with Bar **or** Race Seat = 5/6-Point. All securely anchored, Metal-to-metal, with large diameter washers on both sides of floor mounting holes. Tunnel side belt mounting only on factory seats. Harness and Seats must be equipped the "same" for Driver and Passenger side (Instructor).
4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. AFFF or Halon recommended.
5. **ROLL PROTECTION** - Roll Bar, Cage or Extender using "broomstick rule" Required for all A Class. The same Roll Protection is **highly recommended** although not required for other Classes. Any open car (no roof) must run A Class rules. Cabs must have roof in up position and sunroofs must be closed.
6. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
7. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, mats, etc. Glove box locked. Spare secured or removed (spare adds to structure to certain Porsches).
8. **AIR BAG EQUIPPED CARS** - No Obstructions in front of Air Bag (s).
9. **WINDSHIELD** - No major cracks and functional wipers with good blades.
10. **MIRRORS** - At least one side (two highly recommended) and one securely mounted rear view mirror.
11. **GAS CAP** - Gasket intact and cap tightened.
12. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
13. **FRONT SUSPENSION** - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; Axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition. **Warning: 944/968 MUST Check Ball Joint & Control Arms for cracks and binding caused by excessive lowering, larger sway bars and track usage.**
14. **REAR SUSPENSION** - No excessive looseness. Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber on any car.
15. **WHEEL BEARINGS** - Correct adjustment, check for play and proper lubrication, no damaged or burnt bearings.
16. **BRAKES** - Sufficient brake linings or pads. No rubbing, cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness must be checked periodically for 2mm minimum thickness throughout the high-speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh Competition pads properly bedded in.
17. **WHEELS** - No cracks. No bends. All lug nuts must have 94 - 96 lbs. torque. Valve stem must have airtight cap. Hubcaps and Center Caps must be removed.
18. **TIRES** - In Good condition. No cracks or bulges. ZR or better required (HR for Autocross only). Minimum tread depth of 3/32" on contact patch area (race tires or shaved performance tires must have at least 1/16" tread wear marker depth and No Cord Showing). Seek an experienced driver with like car/tires for hot/cold tire pressure.
18. **BRAKE FLUID** - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high-speed event. If another high-speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.
20. **BATTERY (IES)** - Securely fastened and in good condition. No acid leaks or corrosion. Check fuel lines under battery trays on 914's. The Positive (+) Terminal on All batteries must be covered by cap or tape.
21. **ENGINE** - Check for odd sounds and satisfactory exhaust (remember 108db limit at Road America)
22. **DRIVE BELTS** - Tight and in good condition.
23. **LEAKS** - No exhaust leaks and leaks of any fluid - oil, gas, brake, or coolant.
24. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
25. **BRAKE LIGHTS** - All bulbs on both sides and center brake light (if so equipped) must be functional.

Helmet Requirements!

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

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

DRIVER'S SIGNATURE: _____ DATE: _____

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

Revised Feb. 9, 2003

The Mart

PCA members are welcome to place ads of a non-commercial nature at no charge in The Mart. For non-members, the non-refundable fee for this service is \$15.00 for three months, with checks payable to PCA Chicago Region. Ad material must be received by the 1st of the month for publication in the next month's issue. Publication is subject to space availability and editing. Ads to be placed after the initial three month period must be resubmitted. Please limit ads to 75 words or less.

Please see page one for submission information.

For Sale

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911/912

2002 996 Twin-Turbo Under 2000 miles, Forest Green Metallic with natural leather brown interior, Supple leather with Porsche crests in headrests. Alum/leather interior, sunroof and all other standard factory options. \$110,000. Tony, 815-469-9050 or heliskipor@aol.com [JAS]

1997 PORSCHE 911 TURBO - 22K Mi, Arena Red(Burgundy), Gray Leather, Carbon Fiber Package incl. Steering Wheel, Alum Dials, Premium Sound w/CD, Heated Seats w/Crest, 6 speed, B&B Exhaust, 18" 996 Factor Turbo Wheels, Excl Cond, \$87,000, (630)865-4357 Tony [JAS]

1997 993 C2S - Wide Body Coupe. Silver/Black, 6 speed, with 18" Turbo wheels, Painted Porsche logo center caps. Leather seats-Full power driver side. Partial leather dash, 6 disk CD player. 100% stock. Miles 38K. No Smoking, body work Garage kept. Stored winters. New front pads & rooters. "S" Trim includes; Aluminum shift knob, emergency brake handle and sills. Original Owner. All service records, \$50,000 obo. Call Scott 847-390-8666 or 847-696-1477 [MJJ]

1989 911 Targa Guards Red/Tan Interior, 35,722 miles, immaculate condition, leather seats, factory spoiler, new Bridgestone RE730's, painted center caps, no smoking, rain, or snow, always garaged, pictures available, \$31,000. John days 815-356-3403; evenings/weekends 847-458-2063, or djd-jrd@msn.com. [JAS]

1988 930. Race Car 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's. Fabcar wing. Fully sorted - needs nothing! 2 Workers Choice awards. 2:18 at Road America. Building new car. Price Reduced \$89,500. (630) 291-6982 glenn@the-sapas.com [JJA]

1977 911S aka VROOMM: Great for street, track, or autocross. Growing family forces sale. Black/black. Webber carbs, early S cam, gears, SC flares, Carrera tail, Safety Devices roll bar, Recaro seat, 5 point belt, 7 & 8 x16, Yoko AVS, air dam w/oil cooler, RS America door panels, AC removed, plus parts and more. Drive it today. All receipts. Photos avail by email. \$17,500 obo, David. dobryan@core.com, 708-482-0502. [MJJ]

1988 930 Guards red black leather interior. 27,000 original miles. Perfect condition inside and out paint like new. Upgrades include K27 turbo, Garretson intercooler, Full B&B exhaust and muffler, silver BBS wheels and Racers Group adjustable anti sway bars front and rear. Have all original parts. \$ 39,995. Bob 773-251-3873 [JJA]

1987 Carrera Targa, Black with Tan interior, A/C, Alloy Wheels, Fog Lights, Leather Interior, Power Locks, Power Seats, Power Windows, Rear Window Defroster, Rear Window Wiper. This Carrera has been extremely well maintained, is in excellent condition, and is still very quick. Premium sound Pioneer CD and speakers. Always garage kept under cover (included) and never driven in snow. \$20,500 773-209-2489 tmchook@ameritech.net [JJA]

1985 911 Carrera Euro. Black with black leather interior, power windows/locks, sunroof, heated seats, new Blaupunkt CD player / speakers, SS brake lines, SSI & stock exhaust, Yokohama AVS, 60k maintenance completed, 68,000 miles. \$21,500. Corbett Kull 847.840.7495. ckull@aol.com [MJJ]

1983 911 SC Cabriolet, #WPOEA0918DS170180 white/blk lea, exc cond, runs perfect, 79,000 mi, new Blaupunkt CD, new speakers, new Bridgestone Potenza tires, new brakes, new battery, Momo wheel, factory tail, boot for top, new \$200 car cover inc., always garaged, stored in winter, Mobil 1, K&N, Euro tail-lights, \$19,500. Tim Spiegel, 529 South Lincoln, Park Ridge, IL 60068, 708-528-2992. spiegs1969@yahoo.com [JJA]

1980 911SC Originally a California car. Never seen snow! 20K miles on rebuilt engine 3.0L 6 cyl engine. Ssp super clean, super fast.. New transmission, shocks, clutch, tires, windshield & too many to mention. Superb new factory paint job (metallic arctic blue). Polished 16" alloy fuchs. Full service records included. Spent in excess of \$15,000 in the last 12 months. Needs some valve work. Very reluctant seller, must sell because of new house. Contact Chris at 312-446-1746 or c_teeluck@yahoo.com [JAS]

1980 911SC Coupe. Weissach Ltd. Edition. Special Black Metallic with Doric Grey leather. One of only 400 produced. A very collectible and desirable Porsche. Excellent condition. \$22,400. Bob Recar 847/878-9668. [JAS]

1976 930 Turbo slantnose conversion. Great Driver's Ed car. Magenta (rose) with beige interior. Turbo upgrade, boost adjustment, electronic ignition, roll bar, strut tower brace, BBS wheels with new Dunlop Sport 8000's, Momo steering wheel, heated leather Recaro seats, Momo racing seat for track days. \$17,000. David 847-842-0486 or franklind@aol.com. [JJA]

Boxster

2001 Boxster. Speed Yellow/Black/Black. 5500 miles. Perfect condition inside and out. Always garaged. No dings / chips. Sports Package, PSM, Litronics, yellow hoops/console/belts, Paris Audio rear speaker kit, clear bra, center console delete (have all parts to convert back), clear rear/side turn signals (have originals), original window sticker, etc. \$33,900. Contact Marc @ 630-434-6440 / hornm@bp.com. [JJA]

1999 Boxster, Zenith Blue/Beige lthr, Blue top, Alpine cassette with 12 CD and amp, 17s, sport pkg, 5 spd, 25,000 miles, garage stored, no winters, no smoking, prof. maint. by Fischer

Motors Inc, Asking \$29,900 OBO, days 847-473-6572, eve 815-675-6136, cell 815-790-0981, jim_lewan@baxter.com [JAS]

924/928/944/968

1994 968 Cabriolet, Guards Red/ Black, Tiptronic. Great condition, 7000 miles, second owner. New Dunlop Sport 9000 tires, All fluids and belts replaced at Dealer. Chrome 17" Cup wheels, CD changer, HiFi Sound, Power Drivers Seat. \$28,000 Or best offer. Call Dave at : D) 630-684-8565, Eves) 630-985-0323 [MJJ]

1991 944S2 79k. White/blk. Your choice: new BBS or Inglot's orig wheels w/colorcrests. PCA car, never tracked. Last 944 yr - fewer than 500 in US. Service records: new battery, recent align, tune-up, belts, H2O pump, O2 sensor. \$14,200. Also avail. DS1 snows, more wheels, tires, AutoX stuff: new 6 pt harness + B-K bar, new Sparco seat. Inventory overstock - Tena says must go. Operators are standing by. Ed Russ O: 312-602-6004 H: 847-835-9119. [JJA]

1988 944 Turbo Red/Black, mass air, arc 2 chips, garrett Turbo, Fuel reg. 52lb. hr. inj., nology ign., tial wastegate w/custom control & liquid gauge, 6 pt migwelded cage, 968 fr. sway bar, w.meister adjust. rear, 600lb.eibachs front, 400lb.rear,w/reset torsion bar, bilsteins, short shifter w/momo knob, momo st.wheel, recaro seat w/5pts., recent \$3k lower end done w/re-route oil pan, camber plates, brass ball joints, 3" stainless w/borla no cat., 993 wheels w/kumos, 2 sets hoosiers. no rust CA car, \$18500, Greg 630-674-5663, gaulner@yahoo.com [JJA]

1987 Porsche 944 Turbo 88,000 miles. One of the fastest and nicest 2.5 in the country. Street legal and fully race. Prepared with every after-market enhancement and more. Way to much to list, Turn key, Fresh rebuild (completely polished & powder coated), show and go, a must see, call for huge list of mods, options & services. No disappointments. Trailer available \$30,500 Ted 630-464-4874. [MJJ]

1984 944 Gray/Silver w/ Black Leather. Automatic. Runs good. Needs some bodywork. Fair condition, needs some care. \$2,000 OBO Mike Haas 773-491-3373 or mphaas@ralphh-simpsonco.com [JJA]

356

1965 356SC Dolphin Grey/Black Complete restoration and new paint. Disc brakes. Excellent engine. Always garaged. No smoke, snow, rain. No rust. Maintained by Fischer Motors. Superb reliable car. \$23,500. Carl 847-221-4701 or ccuco@womancarepc.com [JAS]

1964 356 SC Coupe - Serial #215740, Engine #810398, Slate Grey (#6401) Very original 356 model, 40,000 actual original miles, original interior, all sheet metal original, one repaint in about 1975. C of A, Fairly complete owner and service record, owned since 1986. Needs minor brake work. \$18,500 obo. Bob Casey 773-774-0081 [JJA]

1960 356B coupe. Red/Black 1600cc engine, manual trans. California car until last year. Have every receipt back to 1968. Car runs & drives great. Restored several years ago and can be used as show or drive car depending on you needs. \$24,000 call Keith at 815-245-5524 [JJA]

The Mart

continued from page 39

Other-Cars Etc.

2000 BMW Z3 M Coupe, 19,000 miles. Titanium Silver with heated black and evergreen leather seats. front and side air bags. All original, no snow, no track, no abuse, no smoke. Like new \$ 30,500.00 firm. Bill @ 317-523-0897 or bcook@coeindy.com [JJA]

2000 Corvette Convertible: 7,567 original miles. Garaged. Torch Red Exterior/Tan leather interior/Tan top. CD, Bose, Automatic, Factory optioned chrome 18" wheels (thin spoke), original Goodyears, new battery, \$10K worth of factory options including heads-up display. Immaculate! \$42,000. A two owner car, Call Donald Bond, 713-336-0963 or dbondpca@worldgraphics.net [JAS]

1997 Cadillac Sedan Deville: 99,000 miles, White ext / Taupe int, CD changer, full leather, Northstar, one owner. \$9,200. Beautiful Caddy. New tires, Call Donald Bond, 713-336-0963 or dbondpca@worldgraphics.net [JAS]

1995 Dodge Ram Laramie SLT pickup, full bed, 5.2 V-8, full power, cruise, cassette, heavy duty shocks, very clean and well maintained, 97K, \$5900, Call Harry 630-302-1930 [JJA]

1995 Chevy Pickup - Dually crew cab, designed to pull this trailer. Asking \$14,000. Call Dan at (708) 361-3184 or Tim at (708) 389-8700 [MJJ]

1991 45' Silver Eagle Motor Coach. Fully loaded. Has more gadgets and amenities than your own home! New everything! Satellite, DVD, TV's, leather, tapestries, 10" roof raise, 8 new tires and chrome wheels, custom power awning, bbq pit, queen bed, security safe, art work, carpeted, plenty of storage, fullsize tub/shower, fullsize frig, stone and slate tile in bathroom, custom armoire/desk, leather recliners, a/c, generator, camera wireless system, cruise, Bose speakers & more! For more information about this beautiful one-of-a-kind bus, visit: www.themotorcoach.com/. Over \$500,000 invested in this one of a kind rolling masterpiece. Perfect for trackside living. Reduced to \$350,000 obo. Donald Bond at 800-709-0963 or dbondpca@worldgraphics.net. [JAS]

1987 BMW 325i convertible 5speed. 198K miles. Red/black leather. Non-smoker. Momo shifter. Newer softop. Amazing handling due to professional Bilstein/Koni suspension upgrade by Midwest Motorsports. 16" BBS rims. Meticulous maintenance -oil service every 3000-4000 miles, recent clutch, starter, new tires, etc. Nothing needed - very reliable. Stored winters. Sale forced by 2 new arrivals. Guaranteed to be the most fun you'll have for \$4500. Contact Michael at 312.943-8369 or mgk600a@hotmail.com. [JJA]

1980 BMW R100T beautiful bronco metallic with Corbin saddle. 43,000 miles from new. Needs nothing except a new rider. Pictures available. \$3500.00 Tim 847-223-1221 trw@pwpinc.com [MJJ]

1967 BMW Road & Track car, roll bar, 2 liter engine, Recaros, and flares \$3,900. Free track time purchase and invitations to Special Events at GingerMan Raceway Call Dan 269-253-2017

1967 Jaguar XKE Roadster under complete restoration. (a new Jaguar by Trackside Custom Works) \$90,000 Free track time purchase and invitations to Special Events at GingerMan Raceway Call Dan 269-253-2017

1965 VW S/R Bahama Blue Bug. Three year restoration of a rustfree California car. Show quality. Model for 1/43 scale Die Cast model (Johnny Lightening). Original, benign appearance to the untrained eye. However, lurking under the rear deck is a Porsche 356 engine. Porsche 356 brakes. Stock wheels widened. Suspension modified. Recent marriage forces downsizing. Must make room for my new wife's Jetta. \$16,000 invested. Asking \$12,000 OBO. Howard Yefsky 847/821-0438(H); 312/368-4600(W); hy356@aol.com [JAS]

1964 1/2 Ford Mustang: Coupe, Red ext / Red Pony interior. Factory chrome GT wheels, Hi-Po 289 V8. Fully restored. Over \$18,000 in restoration. Toured the Autorama show circuit last year. My lose is your gain. \$10,500. Call Donald Bond, 713-336-0963 or dbondpca@worldgraphics.net [JAS]

Parts

Stainless Steel Exhaust for an 1986 thru 1989 911 including 930 Turbo. Tri-Flo dual outlet 4" oval openings used two seasons requires modification to passenger side lower rear valance. \$650 and I'll pay shipping. Joe 312-836-5530 M-F 9-5. [JJA]

Tires Yokohama A-008P 195/65ZR15 Never Used, Never Mounted. \$600 Also have 15" Fuchs available. Mike Haas 773-491-3373 or mphaas@ralphhsimpsonco.com [JJA]

Parts: 944S2/968 NEW Convertible cover, Navy, Porsche material, \$480. 911 fuchs 5 spoke rims cleaned down to the anodization. good condition, NOT CONCOURS 7J X 16 \$300. 924 rear spoiler great condition \$100. Yamaha 90 TTR dirt bike. 3 yrs old used in the backyard only. Would make an excellent track bike NEW \$2200 Now \$1800. AJ. 708-957-8262 [JJA]

Porsche Car Cover - Mosom material, breathes, soft, water resistant with storage bag. Excellent condition, used for a single two week period under carport in Florida. Fitted for 1976 911 style with dual outside mirrors - Originally \$170, now \$85 call Darrell @ 630-357-3179 or Dvoitik@AOL.com located in Naperville. [JJA]

Engine & Parts 2.8L 428 HP, 944 turbo engine, 428 HP flywheel at 1.0 bar, complete long block engine. Fresh EBS big valve head, Porsche Motorsport custom Mahle pistons, Carello rods, Motorsport lightened crankshaft, Motorsport camshaft. Dyno time only. Incl'd matched dyno'd chips. \$14,500.00. Tim 847-223-1221 trw@pwpinc.com [MJJ]

993 Rollbar - Bolt in rollbar for 993 Porsche, includes harness bar. Install at seat belt mounts without damage to interior. Excellent for drivers ed. Color silver. Asking \$350.00. Mike 650-343-9300 msteele@glenborough.com [MJJ]

Parts: 912/356 1700 c.c. Engine: includes 10:5 C.R., Elgin Cam, 40 I.D.F., Weber Carbs, Skimants Heads, Lighten Fly Wheel, and Balanced. \$6,700.00 Invested - \$4,000.00 (only 2 Drivers Schools) Pair Of 40 I.D.F Weber Carbs (One Race - Like New) \$500.00 Pair Of 40 I.D.F Weber Carbs (only 3,000 Miles - Like New) - \$400.00 Set Of Aluminum "S" Breaks With New Vented Rotors & Competition Brake Pads - \$400.00 Also Other 911 & 912 Parts George LaCross (708) 422-5212 [MJJ]

Harness Bar for 944, Like new, Bolt-on \$60.00 (312) 943-2324 [AMJ]

Misc

Condo for sale Remarkable Gold Coast Jr-one bedroom unobstructed west view. Beautifully renovated PoggenPohl kitchen open to living room. New bathroom with soaking tub and PoggenPohl vanity. Tiled entry, kitchen and bath. Wonderful sunsets, move-in condition. Room sizes Living room 15X16, Bedroom 13X9, Kitchen 8X7 Address 100 E Walton Pl - Apt 25G Chicago , IL 60611 Phone 312 867-7441 eves - email riochi6@att.com [JAS]

1867 Farm House and Barn, very pretty pond and trees. Has an extra lot to sell later in "Endless summer" condo sites at GingerMan Raceway. All sites have direct access to the TRACK & RACE SHOP ! Beaches, Boats, Beers, Golf, Motorsports, Trackside Assistance and Nature all in your back yard. Farm House \$180000; Condo sites \$65000 Free track time purchase and invitations to Special Events at GingerMan Raceway Call Dan 269-253-2017

Wanted

PARTS: 914 Parts, Rollbar, fuel injection, doors, lids, interior,electrical, body, suspension, drive line, Ricardo Phone 219/939-9946, email:Porsche1VW@aol.com [MJJ]

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Steve's Tech Corner:



You Boxster lovers can see what the Sport Exhaust looks like from the back of Kerry's car.

by Steve Grosekemper, San Diego Region (from THE WINDBLOWN WITNESS)

Steve Grosekemper is shop foreman at Dieter's Porsche and BMW Service in downtown San Diego

I recently had the Porsche Factory Sport Exhaust system installed on my 2000 Boxster S. For years I have enjoyed the 993 motor sound package offered by Porsche and have been awaiting a similar offer for the water-cooled cars. Finally, the upgrade sound package arrived and I couldn't wait to have it fitted.

Does it sound like a 993 motor sound package? Not in the least. Does it look like a factory part? Not in the least. Does the Sport Exhaust have a nice growl at idle? It doesn't even do that. So why am I so enamored of this new accessory? The Sport Exhaust Package for the Boxster doesn't wail and scream so much as it whooshes under load while accelerating. The sound can be described as a mature sound, not an annoying, tiresome growl everytime the camshaft turns sound.



Here is a photo of the old exxjaust system (top) and the new Sport Exhaust (bottom).

The sound produced by this exhaust system is best described as what one would have expected a Boxster to sound like the first time you heard it, but were mildly disappointed that it didn't sound as good as the car looked. There is absolutely no boominess nor drone in the cockpit. As a totally unexpected plus, the car sounds marvelous on deceleration, like a jet winding down.

I have learned from personal experience, and by talking with other folks, that people who buy aftermarket exhaust systems for their daily drivers usually end up doing one of two things. The sound gets to be so tiresome that they either remove the aftermarket exhaust and reinstall factory equipment or some even go so far as to just sell the car. I have done both.



Does this photo make you want to go out and buy this thing?

Tom Muehl, lead Porsche technician at Pioneer Centres, installed the new exhaust system on my car. When the installation was complete, Tom hooked up the Porsche computer to the Boxster and electronically controlled the exhaust passageways, opening and closing them by varying the speedometer on the tester. The car opened the passageways at idle, closed them at 6 mph and then reopened the passageways at 27 mph whereupon they stayed open from then on. As Tom controlled the speed of the car via the computer, I looked underneath the vehicle while it was on the lift and could see the passageway flaps opening and closing. I have never before witnessed such a sophisticated exhaust system. On the 993, the technician simply removed the stock exhaust and then bolted on the new motor sound package.

The new Boxster Sport Exhaust Package required the running of extra wiring to the control unit of the vehicle to electronically operate the passageways. The rear bumper was removed, the softop was released at its mounting points, and even the driver's seat was removed to facilitate this install. The complete installation time is about 7 hours.

Lennie Yee, the Parts Manager at Pioneer Centres, tells me that the Factory Sport Exhaust System is still a relatively rare product since Germany only ships 4 to 5 total assemblies to the U.S. at a time to serve over 200 Porsche dealers. Lennie is awaiting the arrival of the Sport Exhaust System for the 996 models and those units should be at the dealer soon, possibly by the time this article is in print.

Don't be hesitant to consider this Sport Exhaust System. If you are looking for it to growl and wail on start-up, you will be disappointed. However, if we happen to be cruising down the highway side by side, lower your window and you will be treated to the most melodic tone to ever come out of a Boxster. The Sport Exhaust System does not burn your ears with loud noises but, instead gives a nice, subtle but powerful note that one could enjoy for several hours of driving like when one makes a San Diego to Vegas run.

By the way, the Sport Exhaust System is available for all 2.5, 2.7 and 3.2 litre Boxster engines.

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