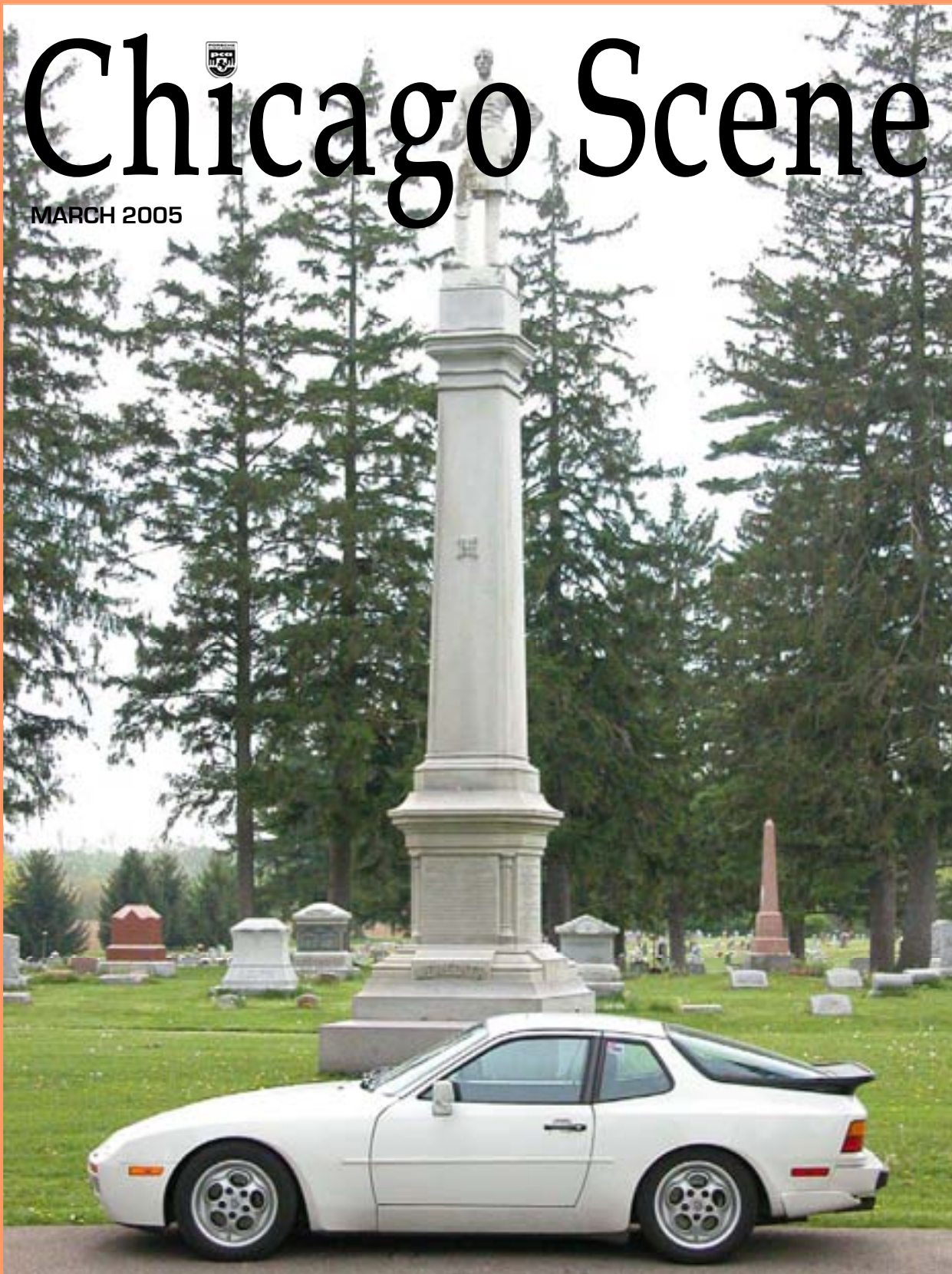


THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA / CHICAGO REGION

# Chicago Scene

MARCH 2005



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# Chicago Scene



## Departments

12	Address Change Form
56	Aungahh!
30	Board Meeting Minutes
7	Bulletin Board
2	2005 Calendar/Three Months At A Glance
48	Coming Attractions
39	Driving Scene
22	Goodie Store
56	Index of Advertisers
4	It's Why You Bought The Car
54	The Mart
10	Membership News & Anniversaries
3	Officers, Directors & Coordinators
53	Oversteer
14	Q-tip Corner
19	Tech Quiz
47	Technical Scene

## March 2005 Features

50	50th Anniversary Merchandise
52	2005 PCA Chicago Region Tech Inspection Form
24	Permanent Car Numbers
49	Porsche Certificate of Authenticity Program
16	Scene Thru The Backlite
34	Valentine Social

## Event Information

23	Autocross I - May 1
21	Autocross School - Apr 24
27	Blackhawk DE I - NOVICE - May 4
33	Blackhawk DE II - EXPERIENCED - May 13
51	Kane County Cougars Social - Jul 30
42	RADE - May 27 - 29
15	Rallye I - Go West - Apr 17
37	Rallye II - Books and Beans - May 15
13	Spring Driving Tour - Apr 9 - 10
5	Spring Tech Session - Mar 19



Jason Meredith's  
1986 951

*photo by Jason Meredith*

Contributing to this issue: - Jim Jacisin, Ed and Debby Leed,  
Haas, Ed Barnicle, Toby Duckett, Dan Metz,  
and Bruce Janecek

Contributing photographers: Chuck LaMantia and Jason Meredith

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# THREE MONTHS AT A GLANCE



2005 CALENDAR AS 2/4/05

*Italics = info in this issue* CAPS = change

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		15	16	17 	18	19 <b>SPRING TECH SESSION</b>
20	21	22	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8 <b>BOARD MEETING</b>	9 <b>SPRING DRIVING TOUR</b>
10 <b>SPRING DRIVING TOUR</b>	11	12	13	14	15	16
17 <b>RALLYE I</b>	18	19	20	21	22	23
24 <b>AUTOCROSS SCHOOL</b>	25	26	27	28	29	30
1 <b>AUTOCROSS I</b>	2	3	4 <b>BLACKHAWK DE-NOVICES</b>	5	6 <b>BOARD MEETING</b>	7
8	9	10	11	12	13 <b>BLACKHAWK DE -EXPERIENCED</b>	14
15 <b>RALLYE II</b>	16	17	18	19	20	21
22	23	24	25	26 <b>RADE - REG/ TECH/OM</b>	27 <b>RADE ONLY NOVICES/ INSTRUCTORS</b>	28 <b>RADE - EVERYONE</b>
29 <b>RADE - EVERYONE</b>	30 	31	1	2	3 <b>BOARD MEETING</b>	4
5 <b>AUTOCROSS II</b>	6	7	8	9	10 <b>BLACKHAWK DE</b>	11
12 <b>CONCOUR I</b>	13	14	15			

Mar

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

Apr

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

May

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

Jun

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

Jul

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

Aug

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

Sep

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

Oct

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

Nov

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

Dec

- 17 DINNER DANCE

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

# IT'S WHY YOU BOUGHT THE CAR

Jim Jacisin, President

## Year 48

Since 1957. The club, not me. It's a theme you're going to be hearing much more about in the coming months. But first, with 48 years of history, we now host 48 events. I've asked our forever young resident historian Bruce Janecek to publish some of his Chicago Region memories in this magazine and on the website, [www.pca-chicago.org](http://www.pca-chicago.org). With our long and storied past, I ask that you find out more about our club through our treasured members. I also ask that for the next few years, some of our long-standing members put pen to paper, or fingers to keys, to show how we arrived with the successes that we all now enjoy. Knowing where we've been will show where we need to go.

### *Looking back ...*

It's hard to believe but our first quarter calendar year is just about over. Our very own tech cupid, Toby Duckett, again co-hosted with his lovely wife Bonnie, a fabulous St. Valentines Day celebration at Shaw's Crab House. A year from now will you remember where you spent this St. Valentines Day? You will if you joined us at Shaw's. A private room, great food, great company. Thank you Toby and Bonnie.

The Concours School, Hot Wheels Car Races and Chili Wars are now over. For 2005 anyway. Who won? Who cares! (Please pass the Maalox). Thank you Ron Bean, Van Larson and Pat Yanahan for putting this huge annual event together. Also, thank you Loeber Motors for showing us your beautiful new facility.

Another success story was the Chicago Region Instructor's Workshop. Through the continued efforts of John Ruther and Greg Turek, this session was designed to improve both the already high quality and consistency of our track

Jim and Patti Jacisin  
at the Valentine's Social

*photo by Chuck LaMantia*



instructors. And also, thank you all who attend and participate in the Driver's Education Program. Through your efforts and dedication, Chicago enjoys the best 'on track' instructional program in the country. Again, thank to all.

I'm sorry to say that I will miss our first 2-day event weekend, as I will be celebrating my Irish heritage on St. Patrick's Day in the little latitudes on the far side of the world (after having gone to mass, of course). Thank you Ed Barnicle for keeping the peace at Ballydoyles Irish Pub. I'm sure the blarney was legendary. Gallagher, I know you're out there ... you owe me a pint!

And on the very next day, only a few hours later in fact ... thank you Lee Lichtenstein, Chuck Bittman and Ken Pesavento for chairing the 2005 Rallye School at the beautiful Medinah Country Club. Sorry, but I was only 8,000 miles off course for this one.

Which brings us to our first Tech, Safety and Prep workshop for 2005. The date is Saturday, March 19th,

the place is Northstar Motorsports in Barrington, and our host is John Ruther, our resident Grand Am, IMSA, Daytona 24, Sebring 12, PCA Club Racer, Northstar Motor Sport owner and, I'm proud to say, our Chief Driving Instructor hosting If knowledge is indeed the key, this region has the experts in Auto-cross, Driver's Education and Track. All this plus Concours and Rallye experts amounts to 48 years of a proud and well balanced region.

### *Looking ahead ...*

After all this practical in-school workshops, it's finally time to roll some tires. And while we start off with 'observed' speed limits, James Drury chairs a tour that has roads and scenery that will simply take your breath away. You simply cannot believe roads and canyons exist like this in northwestern Illinois. We've rallied these roads on several rallyes, but now you owe it to yourself and your Porsche to drive this event and really enjoy them. Simply put, it's why you bought the car.

Speaking of rallyes, the following week brings us the 'Go West' Rallye. Ken Pesavento promises more challenging roads and a few traps to catch your timing skills as well as another opportunity to drive the car

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

11:30 AM - 4:30 PM

Only \$5 Per Person, Kids Free

Location:

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

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- Ask our Panel of Experts
- 10% Discount on all purchases this day only

The **2005 Track Season** is about to begin and it's important to make sure that both the car and driver's equipment are all up to the job. A great way to do that is to see how the Hans device actually works and hear our discussion of Sabelt's new 5 & 6 point harness systems as well as Sabelt's new line of safety equipment. Northstar has just been appointed one of the new distributors for the Hans Device, as well as being an importer for Sabelt's line of racing safety equipment and harnesses. Also check out Northstar's HUGE new inventory of Sparco racing products. We will also discuss technical and safety preparation and there will be plenty of time to have all your questions answered. **Best of all - Northstar will be offering the Attendees a 10% DISCOUNT on ANY purchases this day only (excluding items already discounted and the Hans Device)**

### John Ruther

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

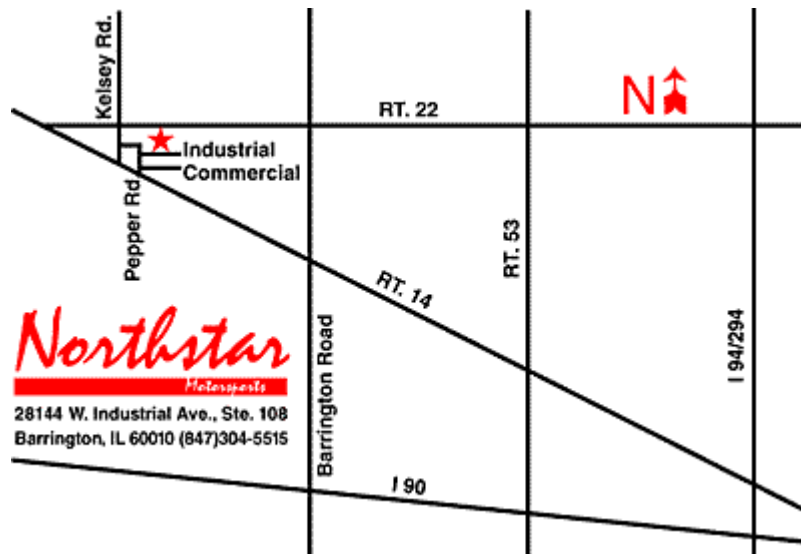
### Other Experts

**PCA Chicago Region:** Experts covering Track, Autocross, Drivers Education, Racing and Porsche set-up will be on hand to shed light on questions you have that they have come up against previously. Knowledge is KEY and it is well shared within our PCA Chicago Region community.

Pre Registration is not required but a call or e-mail to our Tech Coordinator, Toby Duckett would be appreciated so that we may give preplanning numbers to our Hosts: Northstar; John and Jeannie Ruther.

We all look forward to seeing you!

Toby Duckett 630-248-7680 or 630-858-3316 (before 9:30 PM please) or [Toby@mc2FYI.com](mailto:Toby@mc2FYI.com)





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

## Maumee Valley Region Gingerman DE May 21-22

You are invited to join MVR-PCA at Gingerman Raceway Saturday May 21st - Sunday May 22nd. On Friday evening (the 20th) there will be an optional T&T. Registration is limited to 76 drivers. Additional information is available from Jeff Vollmar at (w) 586.726.2314, (h) 586.739.1636 or jtvollmar@earthlink.net

## Nord Stern Region DE Calendar

For further information, please contact Phil White 612.418.9319 or rs\_america@comcast.net.

Apr 22 - 24 - Brainerd  
June 11 - 12 - Brainerd  
July 11 - 12 - Road America  
Aug 22 - 24 - Brainerd  
Sep 15 - 16 - Blackhawk  
Sept 30 - Oct 1 - Brainerd

## Milwaukee Region DE Calendar

For further information, please contact Randy Hallenbeck 262.538.0728 or rhallenbeck@wi.rr.com

Apr 27 - Blackhawk  
May 7 - Road America  
Jun 22 - Blackhawk  
Sep 15 - 16 - Blackhawk  
Oct 8 - Milwaukee Mile

## Provocative Design For Porsche History in New Museum

Atlanta - Dr. Ing. h.c.F. Porsche AG, Stuttgart has announced details of the new Porsche museum in Zuffenhausen to replace the current museum housed in a small building in the factory compound. When completed, Porsche expects the number of museum and factory visitors to increase from 80,000 per

year to more than 200,000. While the current museum can house only 20 cars, the new one at "Porscheplatz" will display more than 80 cars. Construction will begin later this year and is scheduled for completion in 2007.

The main exhibition area will represent Porsche chronologically and give a post-1948 product history. Visitors will have the opportunity to experience various 'theme islands' including: Targa Florio, The 917 Era, Le Mans and Evolution 911. The first floor will also house the Porsche archive, the workshop used to restore historic vehicles, a display called "Experiencing the Porsche Cosmos," and a chronology of Porsche history prior to 1948, showcasing the designs of Ferdinand Porsche, who worked as an engineer for a variety of companies and created celebrated cars such as the Mercedes-Benz SSK, Auto



Opening scheduled for 2007

## BULLETIN ...

Union Grand Prix race car and the original Volkswagen.

Amenities will include a Porsche shop, a visitor's restaurant, a coffee bar and an exclusive restaurant with a large roof terrace. An adjacent parking facility will have a 300-car capacity, which will allow outside groups to use the museum for events.

## IMSA Announces GT3 Cup Challenge Series

Braselton, GA - The International Motor Sports Association (IMSA) has announced, in conjunction with

Porsche Motorsports North America (PMNA) and Michelin, the creation of the IMSA GT3 Cup Challenge presented by Michelin, a series designed for Porsche GT3 Cup race cars.

The series will allow amateur and semi-professional drivers, those who do not make their living in motorsports, to compete in a professional environment, similar to many other GT3 Cup series around the world and will run as part of the American Le Mans Series weekends. Michelin has agreed to be the title sponsor of the series and provide the spec tire for all competitors.

The purpose-built race cars, based on the Porsche 996 body style,

will have sealed engines and transmissions, providing for close racing where the driver's talents are exemplified. PMNA will provide technical support for the series with personnel, parts and expertise both away from and at the track.

"There are over 100 of these cars already in North America," said Uwe Brettel, Porsche Motorsports North America President. "Last April, during Porsche's Rennsport Reunion at Daytona, we had more than 65 cars entered in the Cup class, and we think a lot of these competitors will be interested in running this new series."

The 2005 series schedule includes races at the Grand Prix of Atlanta,

# Gingerman Driver's Education Event—6/11-6/12



LENGTH: 1.88 MILES      WIDTH: 36 FEET  
DIRECTION: CLOCKWISE      SURFACE: POLYMERIZED ASPHALT  
VERGE: MINIMUM 200'      GRADIENT VARIATION: 40 FEET

DRAWING SCALE 1" = 200'

The 2005 Michiana Region Drivers Education Event and John Tedstrom Memorial Show & Shine will be held 6/11-6/12/2005:

**Where:** Gingerman Raceway, 61414 Phoenix Rd, South Haven, MI.

**When: Registration and Tech at the Track**

Friday 6/10 from 5:00—8:00 Michigan time

Saturday 6/11 from 7:30—8:15 Michigan time

**Drivers Meeting (Mandatory)**

Saturday 6/11 & Sunday 6/12 8:30 AM both days

**Show & Shine**

Saturday 6/11 from 5:00—6:00 by the lake

**Trackside Buffet**

Immediately following the Show & Shine. Each driver (2-day & instructor) will receive one ticket to the trackside buffet. Additional tickets may be purchased at time of Registration for \$15 (adults) or \$7.50 for kids 3-12—under 3 are free.

**Cost:** 2 days, \$295 per driver—includes Saturday night buffet 1 day—\$155 per driver (meal not included)

**Lodging:** We have a block of rooms reserved at the Guest House (269)639-9900. Mention MIR/PCA for preferred pricing. Other lodging is listed on the Gingerman website.

**Registration Forms:** Available on the MIR website

**Contact:** Dick Broadbent, Registrar [bbent2@beanstalk.net](mailto:bbent2@beanstalk.net)  
269-699-5607

Marty Hostetler, Chairman [useporsche@aol.com](mailto:useporsche@aol.com)  
574-293-6745

Apr. 15-17; American Le Mans at Mid-Ohio, May 20-22; Portland International Raceway, July 29-31 and two other races, one on the east coast and one on the west coast, to be determined at a later date.

### What Is A Treffen?

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- Driving on the "no-speed-limit" Autobahn and country roads
- 4 nights accommodations in 5-star hotels
- All meals, beer, wine & champagne
- All taxes, transfers and gratuities
- And lots and lots of fun!!

#### Summer Treffen

(June 15th-20th, 2005)

#### Fall Treffen

(September 28th-October 3rd, 2005)

For more information, contact:  
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Fax: 727-726-3289  
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- **NO Commercial Exhibits:** All private sellers - only Corvette, Porsche and Volkswagen parts, accessories, or memorabilia allowed for sale.
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# MEMBERSHIP NEWS

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

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## FEBRUARY 2005 NEW MEMBERS

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

Larry Ballard  
Annette Ballard  
Downers Grove, IL  
2004 Black GT3

Matthew Gilman-Smith  
David Smith  
Libertyville, IL  
1979 911SC Coupe

Mike Joerns  
Jill Joerns  
South Elgin, IL  
1986 911 Carrera Targa

Ron Thomas  
Annette Thomas  
Algonquin, IL  
2002 996 Coupe

Terry Beckman  
Cathy Beckman  
Geneva, IL  
1982 911SC targa

Dave Hawk  
Susan Hawk  
Chesterton, IN  
1988 911 Carrera Coupe

Mel Ligon  
Stasi Bobo-Ligon  
Chicago, IL  
2000 996 Coupe

Paul Watte  
Rosanne Watte  
Bristol, IN  
1986 944 Turbo

Paul Cancialosi  
Melanie Cancialosi  
Orland Park, IL  
1984 911 Targa

Earle Horwitz  
Ruth Horwitz  
Deerfield, IL  
2001 Boxster

Mike Lewis  
Rob Lewis  
Gurnee, IL  
1987 911 Carrera Coupe

Charles Webster  
Aaron Webster  
Sugar Grove, IL  
2000 996 Coupe

Robert Early  
Tom Early  
Naperville, IL  
2004 911 Coupe

Eric Ivarson  
Leslie Ivarson  
Mequon, WI  
1970 911 RS Coupe

Henry Matson  
Peggy Matson  
Chicago, IL  
2003 996 Cabriolet

Shawn Folkes  
Sally Folkes  
Libertyville, IL  
2000 Boxster

Carl Jansen  
Peter Jansen  
Schaumburg, IL  
1980 911SC Targa

Dale Nicely  
Aaron Nicely  
Rockford, IL  
1999 996 Cabriolet

## MARCH ANNIVERSARIES

1962 Dr. Robert A. White

Wilma F. White

1985 Lawrence A. Fik

Joyce Fik

1963 George LaCross

Claire LaCross

1985 John G. Ruther

Jeannie Ruther

1967 Rod Gustafson

Sue Gustafson

1986 James Sadlon

Arline Sadlon

1969 Ted Klint

1986 Henry M. Estrada

Patricia Coutre

1971 Todd J. Kaitis

Jean C. Kaitis

1987 Phil Koepke

Nadeen Koepke

1972 Louis E. Rapp

Eric S. Rapp

1987 Mark W. Roter

Bonnie S. Roter

1973 John D. O'Keefe

Johanna O'Brien

1989 Rick Bowman

Julie Bartholomae

1973 Roger A. Knuth

Kathy Sue Knuth

1990 Jeff J. Girard

Jill Girard

1975 Gary L. Fitch

Kathy Fitch

1990 George C. Weathered

Brian Weathered

1975 David E. Siembieda

1991 Peter J. Kaplan

Chase Kaplan

1975 Jerry Voigt

Sally Voight

1991 Mark A. Basso

Penny D. Basso

1976 Jerry L. Quebe

Lisbeth Quebe

1991 Carl D. Cucco MD

Marilyn Mitchell MD

1978 Thomas E. Beverly

Randee Beverly

1991 Karla M. Gerling

Tamara Gerling

1978 Allen W. Seidel

Nancy J. Seidel

1991 Peter M. Kaludis

Olga Kaludis

1982 Frank O. Koronkiewicz

Mary Ann Westell

1991 Michael L. Kenaga

Theresa S. Kenaga

1991	Daniel C. Tynor	Marilyn J. Tynor	2000	John Weiss	Julie Weiss
1991	Larry Ellis	Tia Ellis	2000	John Nelson	Andrew Nelson
1992	Robert J. Russell Sr	Robb Russell	2000	Rick Boutilier	Sharon Boutilier
1992	Daniel M. Novak	Anne Marie Novak	2000	Ted Lazakis	Tia Lazakis
1992	Claude B. Reed	Rachel A. Reed	2000	William J. Mitchell	Sara Mitchell
1992	Nicholas A. Lillig	Marie E. Lillig	2001	Brent Hunter	Jan Thurston
1993	Eugene W. Wright		2001	Thomas M. Stephens	Mary Beth Frederick
1993	David A. Dreyfuss		2001	Grant A. Gallinger	Amy J. Struble
1994	James L. Wolske	Donna L. Wolske	2001	David J. Kiefer	Constance Swenson
1994	Robert W. Smith	Erin Norton-Smith	2001	William P. Turner	Rhonda Turner
1995	Michael J. Corrao	Susan Corrao	2001	Dale J. Lamos	John D. Lamos
1995	Ezra S. Goldman	Ilana Goldman	2001	Brian Charles	Ann L. Charles
1995	Randy Stenson	Barbara Lager	2001	Drew Childress	Ann Marie Childress
1995	Sam Collura	Laurie Bistry	2002	John Gratalo	
1995	Bruce A. Malter	Robert Shatkin	2003	Greg L. Kutka	Wendy A. Meier
1996	Eric C. Gehm	Sandy Harte	2003	Gene J. Ventura	Karen Ventura
1996	Pedro Moriyon	Teresa Moriyon	2003	Ronald M. Yehl	Diana Yehl
1996	Jeffrey Kupczyk	Keith Kupczyk	2003	John P. Miller	JoAnn Miller
1996	James F. Long	Rebecca Long	2003	Peter R. Jenkins	Pattiey Jenkins
1996	Reinhard Barthel	Nancy Barthel	2003	John G. Pens	Julie Pens
1997	Keith A. Vakoc	Lawrence J. Vakoc	2003	Glen D. Gordon	
1997	Myles E. Miller	Burt Levy	2003	Ken Noth	Janet Noth
1997	Michael I. Miller	Steve Miller	2003	James S. Caruso Jr.	Deborah Caruso
1997	Scott A. McLaughlin		2003	Michael R. Rice	Nora Rice
1997	George H. Binder Jr.	Cindy Binder	2003	Brett C. Simons	
1997	Terry C. Neer	Michele Neer	2003	Jack M. Borys	
1997	Michael P. Haas	Anita M. Haas	2003	Bill Lee	Cheryl Lee
1998	Glenn R. Patterson	Pam Patterson	2003	Omar Alvarez	
1998	Darrell F. Voitek	Gail Voitek	2003	Arthur L. Ostrowski	Eva Ostrowski
1998	Sarita M. Massey		2003	Michael D. Belsley	Nina Owen
1998	Jeremy Goldberger	Michael Goldwater	2004	Joseph P. Gentile	Samantha Gentile
1998	David S. Benson		2004	Alan W. George	
1998	Nicholas T. Leftakes	Toni Leftakes	2004	Brian C. O'Connell	
1998	Toby H. Duckett	Bonnie Duckett	2004	Matthew Hartsfeld	Louisa Hartsfeld
1999	Chris Bennett	Gwen Tobin	2004	Mark H. Schueneman	Crystal Schueneman
1999	Jack A. Bowser Jr	Patricia Bowser	2004	Christopher S. Caris	Jennie Caris
1999	James A. Torvik	Tess Torvik	2004	Robert L. Stevens, Jr	Nick McHugh
1999	Bruce Lerner	Renee M. Lerner	2004	Paul Killion	
2000	James W. Sanderson		2004	Shyam Lal	

**MEMBERSHIP ...**

2004	Richard R. Miller	Barbara Miller	2004	Kori Kwak	Larry Koscal
2004	Brett A. Walrod	Laurie Louthain-Walrod	2004	Michael J. Krick	
2004	Mikko K. Viljamaa		2004	Donald A. Rosenwinkel	Karen Rosenwinkel
2004	William J. Pritchard		2004	Philip Guziec	
2004	Norm C. Dasenbrook	Keith Dasenbrook	2004	Scott W. Martens	Deborah Martens
2004	Todd Jackson		2004	Daniel A. Urquiza	Sergio Urquiza
2004	Marcus K. Babladelis	Kathleen Babladelis	2004	John J. O'Leary	
			2004	Sumeet Beri	



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

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



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

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

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

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

**Starting Point:**

Rockford, IL

**Distance of Drive:**

87 miles

**Best Time of Year for Drive:**

Spring to fall

**Must Eat:**

Lena Drive-In

304 N. Freedom St., Lena, IL 61048

Phone: 815-369-4317 Call ahead to confirm hours of operation.

**Points of Interest on Drive:**

Home of President Ulysses S. Grant

# Q-TIP CORNER

Ron Bean, Concours Co-coordinator

## Replacing The Fear Factor With The WOW Factor

Or

### An Easy Process On Prepping Your Engine For PCA Chicago Region Concour Events

So the concour bug has bitten you hard and you're looking at moving to the Chicago Region B Class or A Class, or you would just like to have a pretty tidy engine compartment. Plus, with a clean engine, leaks are more easily detected and when tinkering, you use far less hand cleaner or Lava.

Here are a few steps to take to tackle your engine's grime, grease, dust and other road going attractions that find their way into your engine areas.

First, make sure that the engine is warm, not hot. Cover any exposed electrical connections, the distributor, and cover the air cleaner inlet. If your battery is located in the engine area, cover the terminals too. Saran wrap with secured with rubber bands or masking tape seems to do the job for most areas.

Also, cover any paper engine stickers with a masking tape bubble, as even the slightest amount of water pressure can wash them down your driveway. These stickers can count on your cars "originality," but only at the PCA Parade Preservation Class. The vinyl stickers and metal plates are less fragile but avoid engine cleaners or hard scrubbing around them.

At this point, if it's grimy and dirty, it's a good time to wash the underside of your hood as you would any other painted surface. A garden hose with out a nozzle is the perfect tool for engine cleaning. You have minimum splash and you can

control the stream fairly well. Try not to get too much splash on the engine at this point though.

Depending on how dirty your engine is, start with a 50/50 mixture of water and a degreaser/cleaner mixed in a spray bottle. Spring Green is a typical easy-on-the-Porsche product, and try to avoid using the aerosol cans of commercial "Engine Degreasers" as they could possibly damage your painted surfaces. P21 Auto Wash is an excellent cleaner and can be used full strength for tough areas if needed. Spray or mist all engine areas and painted side areas with this 50/50 mixture. Old tooth brushes or soft/medium detailing brushes will now come into play.

Let the cleaner mixture do it work while you are drying the underside of the hood. Then gently brush the most severe areas and then take the hose and gently flush off the 50/50 mixture. If you have stubborn grime areas at this point, spot spray the mixture and use your soft bristle

tooth brush or detailing brush. If the areas are still grimy, strengthen the mixture, brush harder. Give the engine area one more mist/spray, let it sit and hose down again.

Remove all the coverings and dry all areas with an old towel or rag. Start the engine and give it a spin around town to dry the underside.

Now you can do the fancy stuff. Treat the exposed wiring, plastic and rubber parts with rubber and vinyl treatment. Don't forget you can polish and wax the painted surfaces for that WOW factor.

Also ask the Regions's Concour Coaches your questions at the next event, or contact us directly. With many different engine configurations and displacements, the Coaches can provide you a more personalized direction to your particular Porsche. Hopefully you can replace the Fear of Engine Cleaning Factor with that WOW Factor.

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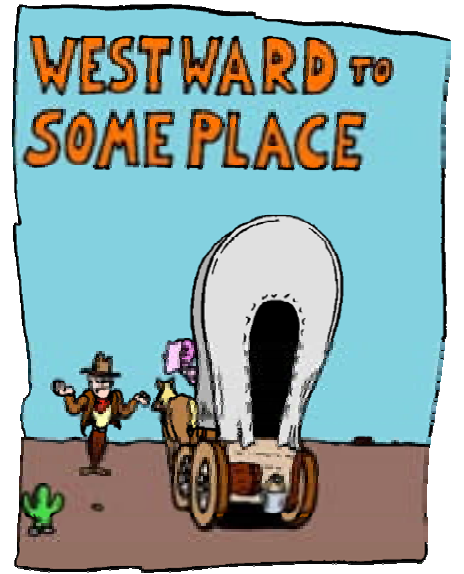
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# GO WEST TO KENDALL COUNTY RALLYE

## SUNDAY, APRIL 17, 2005

### \$20.00 PER CAR



Event  
Info

#### START POINT LOCATION:

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

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

#### END POINT LOCATION:

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

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

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

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

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

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

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

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

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

# SCENES THRU THE BACKLITE

Bruce Janecek, Region Historian

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## Interview

*This article first appeared in the March 1971 Chicago Scene; Dan Gallagher, Co-editor*

This month the SCENE goes from the concour to the "Good Old Days." WAYNE POTTER, a charter member of "The Club" has consented to reminisce about the early days of Porsche and the P.C.A. Wayne is a graduate electrical engineer who owns a business which manufactures pollution control devices. Wayne and four of his seven children live on his farm in Grayslake. Wayne's wife, SALLY, who was an active "Porsche Pusher", passed away two years ago.

ED: The purpose of this interview is to give us newer members some insight into the early days of the Club.

WAYNE: My first association with Porsche was when I was trying to forget sports cars. I had been involved with a fellow named BILL KNAUZ, who now runs Knauz Continental in Lake Forest. Bill and I had put together an Allard K-3. We had taken the engine out of my wife's Chrysler, rebuilt it, and dropped it into the Allard. The Allard turned out to be a pig. We finally decided that Ford clutches, transmissions and rear ends did not go with Chrysler engines.

Anyway, while I was searching for a car to replace the Allard at a place called Shakespere Motors in Hoopston, Illinois, which was the premier sports car center for the area, this mechanic told me about driving a Porsche from Chicago to Hoopston and all the fun he had playing games with the Cadillac boys. I discounted much of what he said until Knauz bought a 1953 Porsche. In those days the '53 Porsche was sort of an end swapping kind of car. Well anyway, I bought

a black 1957 356 Coupe from a firm in St. Louis whose name I forget.

Two weeks later I ran into a fellow named BUD BLAKE. In those days when you saw another Porsche you not only flashed but you stopped and talked. Bud invited me to meet with the P.C.A. which was then meeting at Hank's Supper Club on the west side of Waukegan. It was here that I met WERNER and MARY VOEGELI and GENE and MARY BUSSIAN. The club was small and initially included just the men. Later women were welcome so Sally got involved too and we had a lot of fun.

One time Bud Blake called and asked if the Club could use my farm as a meeting place for a tech session featuring ERIC PIFIAS of the factory. I volunteered our swimming pool which was not yet completed, and we all sat around the edge of the pool with our feet dangling in what is now the water.

The Club once handed me the job of setting up a rally. I had never even participated in one, so I rounded up some people who had, and asked them what to do. We wound up with a rally with all the instructions in rhyme. At this time no one knew that Werner Voegeli was the Deputy Chief of the Walworth County Sheriff's Department. We had blocked off a road so that the last leg of the rally was a flat-out speed run. On this particular day it was about 5 below zero and Werner had parked his Carrera at the finish line and next to the Carrera he had his squad car. We had radios at both ends of this road. Werner and Mary were sitting in the squad, as it had a better heater. Porsche people being good people and respecting the friendships that had been made would always help a friend in need - right? Wrong; Anyway about six cars saw the Carrera sitting there with the squad and assumed he was

in trouble; they went right through the check point at high speed, some of them clear to Madison.

ED: Approximately how many members were in the Club then?

WAYNE: About seventy-five. They were a real hard core of active members. You did not find many people dropping out. They either joined and participated or they did not join. At that time we only had rallies and gymkhanas. We did not have track events or concours until 1959. In that year we got involved in Meadowdale. Every time that event would come up my car would be broken and Sally's Alfa would be running great. She would have a wonderful time on the Monza wall, with that damned Alfa. She would be twentieth out of forty cars. Then we had a fellow by the name of LES DETTERBECK, who would show up in a Morgan. This would not set too well as we were getting to be purists and required that you drive a Porsche. But it added spice to an event when someone showed up in something different. They enjoyed the razzing they got.

ED: What differences do you find in the Club now?

WAYNE: The size. Now we have people interested only in rallies or concours, etc. The driving events are always well attended. Then you knew all the members. Also fourteen years ago there was little difference in age of the members, where now the age difference and outlooks are great. Then the car was not well known and people drove it for fun and not because it was a status symbol. You really had to be a car nut to know what the car was.

All the cars then were 356's and were basically the same in power and price. Even when we had the first parade you did not have the professionalism you have now.

Now you are not going to an auto-cross. You are actually going to a race with fabulously prepared cars. Then, you just took off your hubcaps and drove. During the 1968 parade, a couple came with three sets of tires. This is ridiculous.

ED: What about the 'Porsche Mystique'?

WAYNE: I still find a mystique. The cars today are much better than they were then. Sally found it, too. I know no person who enjoyed a car as much as she did. On Valentine's Day in 1968 I gave her a 912 Targa. She loved this car. In all, the Club has been good to us, then and now.

ED: Thank you very much.

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# TECH QUIZ

Mary Anne Nowakowski

Test your knowledge on the following Porsche related questions.

Have Fun!

- Porsche announced a six-year rust protection warranty for US cars beginning with
  - Model year 1980
  - The model 911SC
  - Model year 1985
  - Model year 1995
- Each of the Silver Anniversary 911S models was equipped with a commemorative plate on the dash. Whose signature was represented on the plate?
  - Professor Ferdinand Porsche
  - Ferry Porsche
  - Ferdinand "Butzi" Porsche
  - Ferry Porsche's sister, Louis Piech
- Which of these aerodynamic features was first introduced on the Type 964 series:
  - Turbo Wing
  - Brake ducting
  - Automatic retracing spoiler
  - Recessed windshield wipers
- The first Porsche test track was public roads, in particular a very steep grade known as:
  - Katschberg Pass
  - Gmund Gully
  - The section of autobahn between Stuttgart and Frankfurt
  - The A1 ring
- The Cayenne's pneumatic suspension features a self-leveling system that provides consistent vehicle position regardless of load. This system incorporates how many different ride height levels?
  - 4
  - 8
  - 6
  - 10
- What was the purpose of the bits of tape placed on the external surfaces of the early 356 during road testing?
  - Aerodynamic testing.
  - To improve gas mileage, while a new engine was being broken in.
  - To improve driver visibility
  - To ensure the car could be photographed easily.
- What is the total number of washers on the fan belt pulley of a 911SC?
  - One
  - Four
  - Six
  - Seven
- The GT2 has a 64 liter fuel tank and full size spare wheel and tire.
  - True
  - False
- The official driving school of Porsche Cars North America is called?
  - The Porsche Cup
  - The Driver's Edge
  - The Porsche Driving Experience
  - Porsche Driving Improvement Program
- The rampant black horse on a yellow field in the center of the Porsche crest:
  - Was designed by Ferry Porsche
  - Was designed by Max Hoffman
  - Is the coat of arms of the city of Stuttgart
  - Is the coat of arms of the city of Zuffenhausen

Answers: 1) A, 2) B, 3) C, 4) A, 5) C, 6) A, 7) C, 8) B, 9) C, 10) C

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Map to Maywood Park location - see Autocross I info

# Autocross Driver School

## Sunday April 24, 2005

### Maywood Park

8600 W. NORTH AVENUE  
MAYWOOD, IL

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

**What is an Autocross?** An Autocross is a competition event requiring precision and skill negotiating a tight course marked by rubber pylon cones. From tight, low speed slalom sections to short bursts up to 50 or 60 MPH, the action is fast and furious. **Quick reflexes and finesse are more important than high horsepower.** An Autocross abuses your nerves more than your Porsche, so it will not destroy your budget or your Porsche. However, please be aware that **Autocrossing may be habit forming** and lead to doing things with your Porsche that it was designed to do.

We offer a ninety-minute class discussing the fundamentals of high performance driving. Following the classroom session, you will receive personal instruction at the skid pad, braking practice, slalom and ninety degree turn exercises. Finally, we will coach you as you drive a real Autocross course at your own speed. Times will not be taken because this is **an educational not a competition event.**

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

**Pre-registration is required** because lunch is included in the registration fee and must be ordered in advance. Please be prepared to display a valid driver's license

**Late Registration:** Entrants registering after **Wednesday, April 20** or registering at the event site **may not have lunch available.** Snell approved 1990, 1995 or 2000 **helmets are required** and a few loaner helmets may be available. Northstar Motorsports, one of our Scene advertisers, can provide you with the properly sized new helmet and other safety equipment you need.

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

**Please register by mail.** Email registration is okay with check mailed separately. (Checks payable to PCA-Chicago Region)

**To:** Ed Leed 37 Lakeview Dr. Barrington, IL 60010 **Email** Leedlast@Hotmail.com

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

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

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

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

# GOODIE STORE SCHEDULE

Chuck La Mantia

## Spring Tech Session

Saturday, Mar 19th  
Northstar Motorsports, Barrington, IL

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

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

## Autocross School

Sunday, Apr 24th  
Maywood Park, Maywood, IL

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

## Win A Newly Redesigned '05 Porsche Boxster Convertible **OR \$30,000 CASH!**

**Only 1,000 raffle  
tickets will be sold.**



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Drawing held at  
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*The 2005 Porsche Boxster Convertible is being provided in partnership with Barrington Motor Werks.*

# Autocross I

## Sunday May 1, 2005

*Maywood Park  
8600 W North Avenue  
Maywood, IL*



EAST HEAVEN

- 9:00 - 10:00 am Registration and Tech
- 10:15 am Tech closed
- 10:15 am Driver's Meeting
- 10:30 am First car off
- 3:30 pm Trophy Presentation

*Questions: Mike Hill  
708.415.0769  
michael@mphproductions.com*

Driver #1 \$35.00 Member \$40.00 Non-Member Guest - Member MUST be present  
 Driver #2 \$15.00 Family Member \$40.00 Non-Member Guest - Member MUST be present  
 \$35.00 Member sharing car with other Member

GENERAL RULES: Required - Snell 1990 helmet, full-length pants, long-sleeved shirts, socks and full shoes. Member may bring one guest. Guest may drive member's Porsche or a two door sports car. Associate Member driving a non-Porsche is considered a Guest. Maximum two drivers per car. Member MUST be present with Guest. Only first car driven will trophy. Valid driver's license at Registration.

**REGISTER ON-SITE .... please bring this completed registration form**

Driver 1 \_\_\_\_\_ Chicago Region Permanent # \_\_\_\_\_  
 Member/Family Member/Guest\* Phone Number \_\_\_\_\_

Driver 2 \_\_\_\_\_ Chicago Region Permanent # \_\_\_\_\_  
 Member/Family Member/Guest\* Phone Number \_\_\_\_\_

Car/Year/Model \_\_\_\_\_

Checks, please

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

\*Guest of \_\_\_\_\_

Member MUST be present

# PERMANENT CAR NUMBERS

Ed Leed

As you prepare for the upcoming autocross and drivers education season you may decide to get a permanent number for your Porsche. Although the TRAC, RADE, Blackhawk or GingerMan registrar may have given you a number last year, it was a temporary one for that specific event, *not your permanent number*. Another member may already own the number you are using and will likely be rather disappointed to see his number on your car at a future event. So you will need a permanent number of your own.

Shoe polish numbers are no longer acceptable because they are unreadable by corner workers, so you have the choice of vinyl adhesive numbers, static cling numbers, magnetic numbers or painted numbers.

**Painted numbers** mean you will be making a rather serious commitment so that means magnetic, vinyl adhesive or static cling numbers may be the answer for you.

**Static cling numbers** have a habit of blowing off at speeds that are really fun, so that leaves magnetic or vinyl adhesive numbers.

**Magnetic numbers** are convenient but can cause microscopic scratches and occasionally may blow off. It's a good idea to tape your magnetic numbers so they do not vibrate and cause scratches or blow off.

**Vinyl adhesive numbers** won't blow off and can be removed after an event but can become expensive mistakes if you tear them when you take them off. Numbers made from contact paper are cheap alternatives, by the way.

The list on the next page will tell you which numbers are currently available. If you previously have been issued a number and see it on this list, contact me immediately if you want to keep it. If I do not hear from you by April 15<sup>th</sup>, it will be reassigned to the first person requesting it.

If your favorite number is not on the list, it's taken and not available. Be aware that I get number requests on a frequent basis throughout the year. Although a number appears on the list does not mean it will still be available by the time this list is printed. Very few two digit numbers are available and awarded to regular workers or event chairman.

To keep your number from year to year, you must use it at least twice over a two-year period.

Please email me your list of three to five choices in preference order. You will need a number for each person who will drive the car at an event. Remember to include the year and model Porsche that the number will be used for. Numbers are assigned on a first come, first served basis.

Email your car number request, Porsche year and model to me at [Leedlast@sbcglobal.net](mailto:Leedlast@sbcglobal.net) or fax them to 847-382-3562.

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BOB VINCZEN

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# BLACKHAWK NOVICE DRIVERS' EDUCATION

## WEDNESDAY, MAY 4TH

Event  
Info

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

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

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

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

### General Event Schedule:

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

### Contact Event Chairman:

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

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

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

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

### First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group: Novice Instructor

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

### Second Driver (same car)

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

Run Group: Novice Instructor

Phone

E-mail

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

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


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

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

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

### Mail to:

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



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

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- '03 911 Cabrio Tip - 800 Miles ..... \$69,900
- '02 911 Coupe - 16K Miles ..... \$58,900
- '01 911 Cabrio C4 Tip - 19K Miles ..... **INQUIRE!**
- '01 911 Coupe Tip - 19K Miles ..... \$53,900
- '01 911 Coupe Tip - 32K Miles ..... \$52,500
- '01 Booster "S" - 19K Miles - Anokit! ..... \$37,900
- '01 Booster - 19K Miles ..... \$31,900
- '00 911 C4 Coupe 6spd - 37K Miles ..... \$45,900
- '00 Booster 5spd - 22K Miles ..... \$28,900
- '95 911 C4 6spd - 53K Miles ..... \$37,900
- '87 928 S4 Automatic - 56K Miles ..... \$15,900

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# BOARD MEETING MINUTES

Ed Barnicle, Secretary

---

## PCA Chicago Regional Board Meeting Minutes

February 4, 2005

### Voting Members Present:

Ed Barnicle, Jack Stephensen, A J Tiller, Jim Jacisin, Chris Inglot, Steve Rashbaum, Chuck LaMantia, and Mary Anne Nowakowski.

**Coordinators Present:** Jim Drury, Ron Bean, Pete Hackenson, Carl Walstad, Toby Duckett, Chuck Bittman, & Ed Leed.

**Members Present:** Tom Harwood, Phyllis Harwood, Pat Yanahan, Bob Danko and Patty Jacisin.

**Meeting Called to Order** by J. Jacisin at 8:10 PM, at the Park Ridge VFW Hall, Park Ridge, IL

**Secretary:** No Report

**Treasurer:** LaMantia presented the financial report after giving copies to all present; and, as part of the report, indicated that he had received the membership rebate from PCA National for the 4<sup>th</sup> quarter of 2004. When the questions were answered and the comments heard, Barnicle made and Inglot seconded a motion to accept the report. Said motion passed unanimously.

**Vice President:** Inglot talked about the spreadsheets that he compiled for reporting the finances of each event which had been e-mailed to those who would be hosting an event this year. Thanks, Chris.

**President:** Jacisin talked about the help that is available to event coordinators and chairpersons through the PCA RPM Manual, and urged everyone to take advantage of this valuable resource.

**Autocross:** Jacisin reported for Girard that the schedule may need to be tweaked.

Ed Leed reported that plans for the Autocross School were on track, and requested help from all experienced drivers. He continued by saying that the entry fee would be \$35.00, and that he was requesting an advance from the Treasury to pay for the parking lot and classroom rental, lunches for the participants, etc. Inglot moved to approve the expenditure, Rashbaum seconded, and the motion was passed unanimously.

**Timing & Scoring:** Bittman indicated that he and Schaeffer were looking at new software. More to come.

**Road America:** Contracts have been received, reviewed, approved, signed, and returned. Road America's fees are slightly higher this year, but not enough to raise our entry fees. All members to volunteer to help at each event as it takes many people to make everything go smoothly. Hackenson discussed the amount needed for down payments, and presented a tentative budget. After a discussion in which all board members participated, Rashbaum moved to approve the budget as presented and to approve the necessary expenditures. Tiller seconded, and the motion passed unanimously.

**Blackhawk Farms:** Hackenson discussed last years results, and distributed a spreadsheet showing those results. Blackhawk has not increased their fees, and there is no need to raise our fees. He also said that some people are interested in paying a sponsorship fee for an event in return for promoting them throughout the day. All thought that it was a good idea to try it.

**Gingerman:** No Report

**Chief Driving Instructor:** No Report

**Insurance:** Inglot reported that we are covered.

**Concours:** Ron Bean reported that the Concours School and Chili-Tasting would take place on 2/27/05 at Loeber Motors. He said that the dates for Concours 5 and Autocross 5 had been switched. More to follow.

**Rallye:** Bittman reported that all is ready for the Rallye School at the Medinah C.C. with a \$10.00 fee to pay for the breakfast that will be served. He said that entry forms for the first two rallyes are available on our website.

**Social:** LaMantia reported that the Kane County Cougars game is set as is the Valentine's Party at Shaw's Crab House. Yanahan presented a final accounting for the dinner dance. Thanks, Pat.

**Membership:** Leed reported that both the PCA National and Chicago Region databases are finally up-to-date. He said that there were ten new members for January, and that the Scene and Membership directories had been sent to all members via first-class mail.

**Safety:** Jacisin reported for Conforti that all is safe.

**Technical:** Duckett reported that the scales for the track have been purchased, and LaMantia indicated that he had expensed them and therefore, they would not be appearing on our balance sheet. Toby continued by explaining the new tech requirements for cabriolets, and concluded by reporting that all is ready for the Spring Tech Session.

**Goodie Store:** LaMantia reported that he had sold some items, but that Barnicle still hadn't bought anything.

**Charity:** Drury reported that the auction at the Dinner Dance had raised \$1300.00 with Brian Mitchell

being the successful bidder. He said that we had raised only \$2190.00 for the Diecke Eye Center. Jacisin asked the board to consider an additional contribution from the treasury. Steve moved to approve a \$2000.00 gift. Inglot seconded, and the motion passed unanimously. Patty Jacisin talked about the "Walk for Cancer" as a charity for this year, and Mary Anne discussed her experiences from last year. There was a general discussion about getting members to volunteer their time to man an aid station, and Inglot suggested contacting the Milwaukee Region to participate as well since the "Walk" starts in Kenosha. This would qualify for some funding from National for a multi-region event. Rashbaum suggested promoting the event on our website. Patty and Mary Anne

said the date would be September 16<sup>th</sup> through the 18<sup>th</sup>, but the route won't be known until the last minute. Drury reported that the event gets promoted in July on Channel 11, and thought that we might publicize our participation through that medium. All present expressed enthusiastic support for doing what can be done.

**Chicago Scene:** Please get your announcements, etc. in on time.

**Property:** No Report

**Sponsorship:** No Report

**Photography:** No Report

**Historian:** No Report

**Webmaster:** New website is up,

running, and getting 1000 hits daily.

**Old Business:** No old business.

**New Business:**

Dinner dance is now 12/17/05 at the Lodge on the McDonald's campus in Oakbrook. Jacisin requested an advance to cover initial expenses. Inglot moved to approve the funds, Rashbaum seconded, and the motion was passed unanimously.

**Motion to Adjourn:** Inglot  
Second: Rashbaum  
Approved Unanimously

**Adjournment:** 10:10 PM

**Next Meeting:** Friday, March 4, 2005

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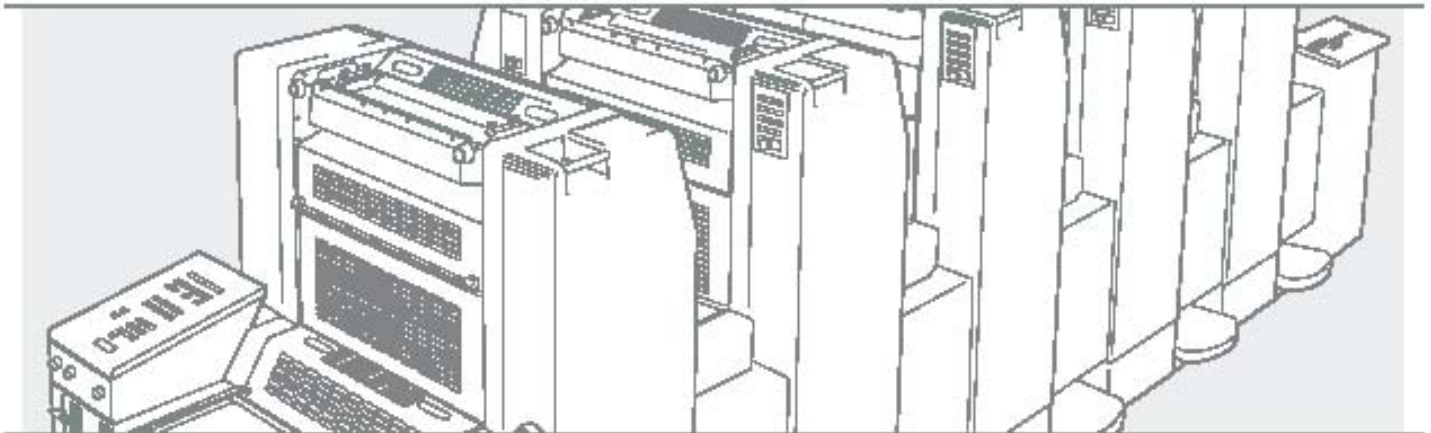
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# BLACKHAWK EXPERIENCED DRIVERS' EDUCATION

## FRIDAY, MAY 13TH

Event Info

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

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

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

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

### General Event Schedule:

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

### Contact Event Chairman:

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

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

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

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

### First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

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

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

### Second Driver (same car)

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

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

Phone

E-mail

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

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

Member First Driver - \$160 \$ \_\_\_\_\_

Family Member-2nd Driver - \$80\* \$ \_\_\_\_\_

Non-Member - \$170 \$ \_\_\_\_\_

Registration received after May 10th or On Site registration, add \$10 \$ \_\_\_\_\_

Total \$ \_\_\_\_\_

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

Make check payable to: PCA-Chicago Region

**PLEASE - ONLY ONE EVENT PER CHECK**

### Mail to:

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

# VALENTINE SOCIAL

Toby Duckett, Event Chair

What a great evening!!!

Thank you first of all to the 24 lovebirds that did attend the Shaw's Valentine Social, February 12, 2005. Two couples were unable to attend at the last minute and we thought of them and missed them.

The food and fellowship made this a wonderful evening. Shaw's prepared and served a wonderfully, delectable meal of our choice followed by a dessert perfect for the chocolate lover; chocolate cake topped with chocolate mousse, topped with whipped cream and a chocolate covered strawberry.

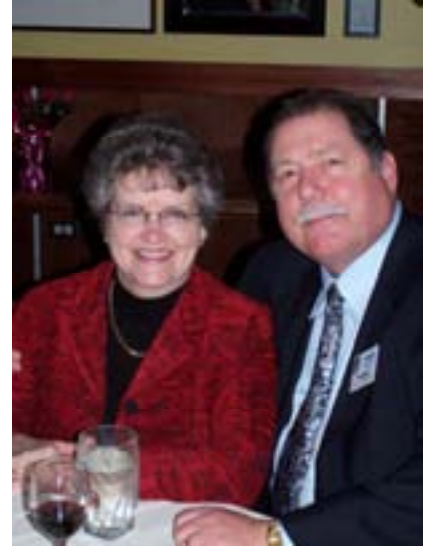
It is important to take our loved ones out for a special evening. No, not the Porsche, our other love that lives, breathes and cares about us. Well, maybe that is the car, just kidding.

Our PCA Chicago Region President, Jim Jacisin even remembered the

toast I gave last year "Here is to our three great loves, our country, our wonderful spouses, and our Porsche cars. May we never have to select the order in which they are important to us.". This is still a very appropriate toast since "There is no Substitute" for the ones we love or our country. I was glad to coordinate the event, but the people made this a terrific evening.

It was nice to welcome fairly new members of the club Neil and Carmen Boyer and Robert and Janice Ward. This was the first time I had the pleasure to meet them.

Chuck LaMantia took some pictures for us all to share. What you do not see in the pictures is the grab bag winners, or centerpiece winners. Maybe that is a good thing since some of the grab bag gifts were strange, sorry Ed Barnicle. Neil Boyer won the desk clock and Melissa LaManita won the valentine bath salt.



Bonnie and Toby Duckett

Thank you Chuck for the pictures.

Thank you Shaw's Schaumburg for a great meal and service.

Thank you to all the lovebirds that attended.



(top left) Barb and Brent Johnson



(top right) Neil and Carmen Boyer



(bottom left) Bob and Janice Ward



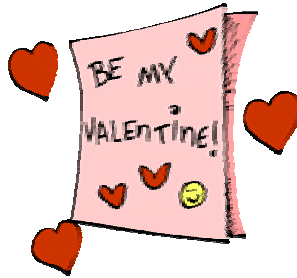
(bottom right) Dan and Toni Minnick



Brendan and Laura Duckett Connolly



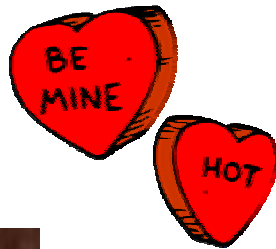
Melissa and Chick LaMantia



Ann and Todd Conforti



Keith and Karen Clark



Ed and Gayle Barnicle



Karen and Pete Hackenson

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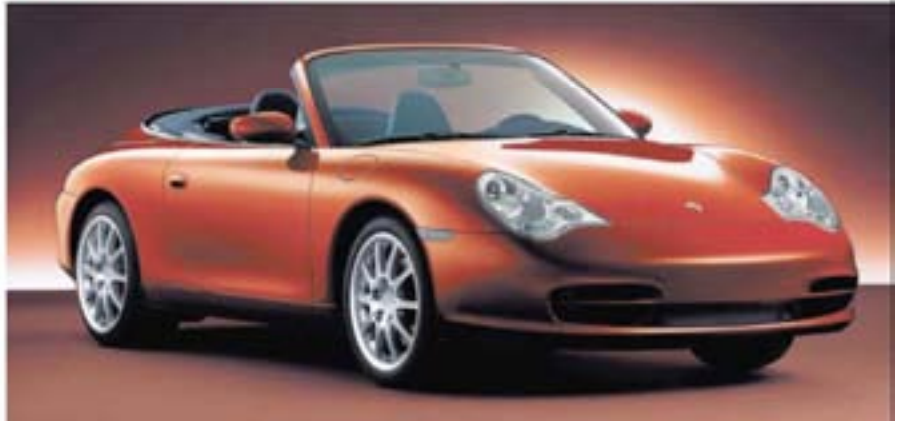


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# BEANS AND BOOKS RALLYE

## SUNDAY, MAY 15, 2005

### \$20.00 PER CAR



#### START POINT LOCATION:

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

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

#### END POINT LOCATION:

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

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

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

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

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

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

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

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

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



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

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

**[www.autobahncountryclub.net](http://www.autobahncountryclub.net)**

**Call: 630-375-7652**

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

**Scheduled  
Opening Summer  
2004**



**Join Now  
Memberships  
Are Limited!**

# DRIVING SCENE

Bill Gilbert from PorscheForum, February 2005

## Index ... Or Else!

Drivers with a little, or even a lot of Driver's Education (DE) experience always want to know what it takes to advance. The standard answer: "seat time". But what does that really mean? Especially for someone who knows the basics about line, smoothness, ocular driving, etc.? I've tried to jot down some of the most important points.

The least important items first: there is a set of skills that a driver **MUST** develop to progress. The one that gets the most discussion is "heel and toe". But this is really just part of a bigger set of skills: using every control in a smooth, progressive manner so that the car is never upset. You will recall that Vic Elford said, "If *balance* is the single most important word in driving, *smoothness* is a close second." So understanding weight transfer and how to deal with it is central to skill development.

This set of skills is best described in the sequence of techniques needed to get through a corner properly: the right line for each car (and driver), the appropriate exit speed (fast AND safe), and the proper set up with braking and turning. The single most common mistake made by intermediate drivers is to have the priorities backwards! Which do you think is most important: line, exit or entry? (See below for the answer).

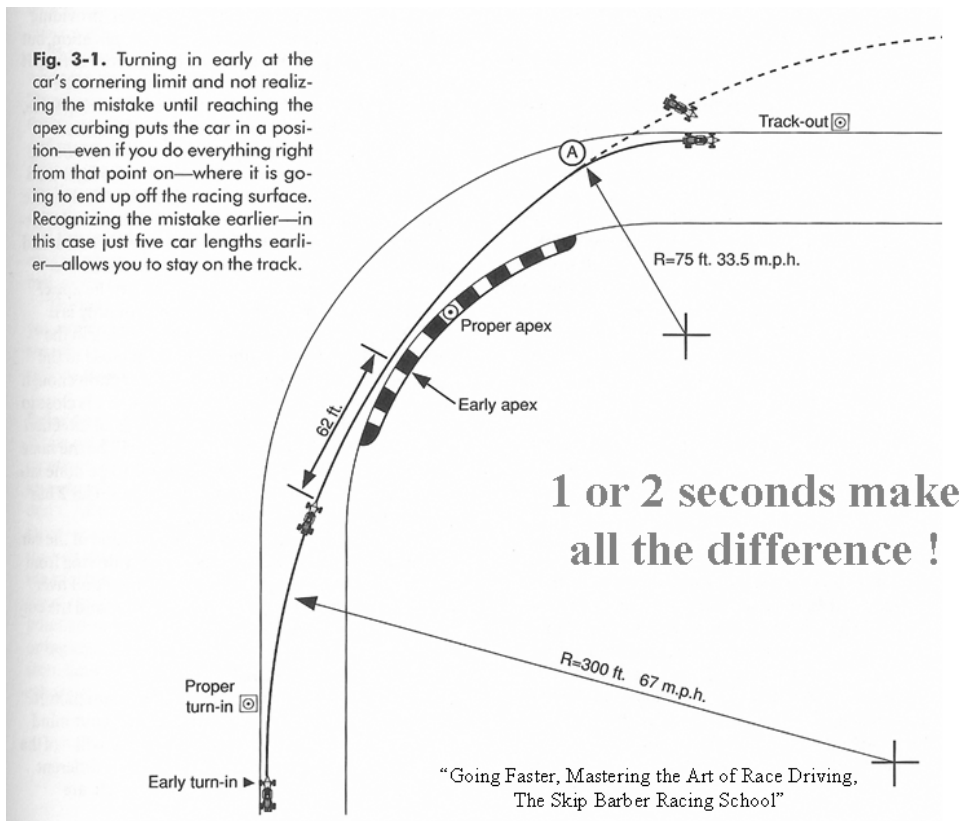
Now for the most important, but least often discussed, aspect of seat time: a set of "survival skills". The example that everyone thinks of is traffic. New drivers are always surprised by the amount of attention (and skill) needed to deal with traffic: both faster and slower cars. And new traffic skills are needed with each run group that a driver advances to. So traffic skills are part of our survival kit. But not the most important part.

The most important survival skill is dealing with mistakes. Since Stirling Moss said, "I never drove a perfect lap," I think it is safe to assume that none of us have, or will. Of course this means that we are constantly making mistakes. Therefore, the single most important survival skill is ... (drum roll please) ... recovering from mistakes. And, the faster you go, the earlier you have to identify and cure mistakes.

Unfortunately, most advancing drivers don't think about their mistakes: instead, they think about that last "perfect" corner, or lap. And they drive the next corner as if it is going to be perfect. I suggest you turn this logic on its head. Start by studying this comment from Mario Andretti, "No one is perfect in a race car. The difference between the world class driver and the average racer is that *the champions recognize their mistakes sooner.*" This is the essence of survival skills: recognizing a mistake as early as possible - then doing something about it before it is too late.

Now let's get specific: when should you **KNOW** you've made a mistake. Here is Skip Barber's no-nonsense instruction, "If you're any good, *the instant you turn your hands into the corner, you know if you've made a mistake ...* When you see it early you have all that time to get out of the throttle a little and get the car headed in the right direction. If you're any good, you make mistakes constantly but never go off the road."

So here is the most important survival skill: you **MUST** know before or immediately **AT** turn-in if this corner (and every corner) is "right": too fast or too slow, early or late, completely on line or not. Unfortunately, experience shows that many, if not most, intermediate drivers have nothing approaching this level of anticipation. Do you?



## DRIVING ...

How does one develop this level of early warning? Some of us are blessed with a built-in "seat of the pants" feel. If you have it, trust it! If the car feels different this lap compared to last time, heed the warning!

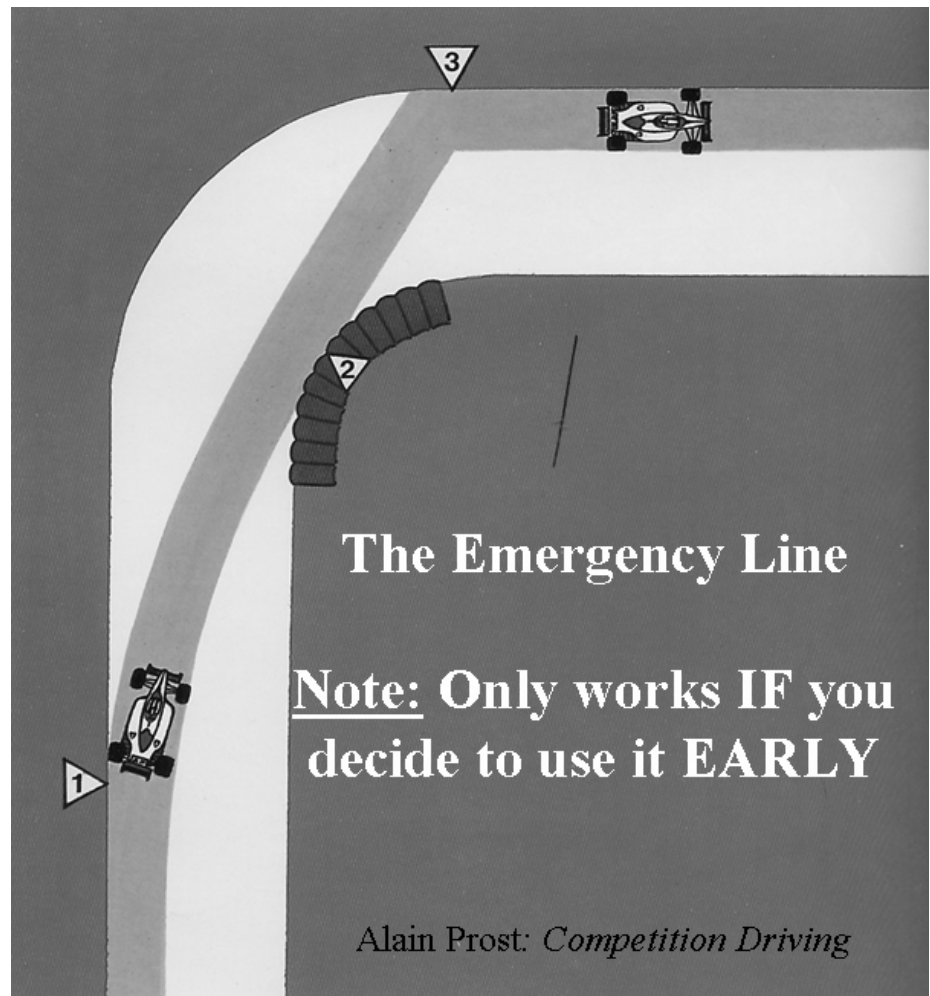
If you aren't one of the lucky ones, what is the solution? Answer: indexing. This is a fancy word for a simple technique. The term is generally used to mean a technique for identifying your speed at a fixed point on the track, so that you can make a small change and determine the effects. For example, measuring the exit speed of a corner: the steel post on the left of the exit of the "toe" at Watkins Glen is a good marker to determine how well the corner was executed.

Here is the way to use indexing as a survival skill: pick a fixed reference point close to the turn in; maybe one of the markers near the end of the braking zone. Then glance at the tach or the speedometer at the reference point on each lap. If the speedometer says 65 mph for 4 laps in a row, then says 70 mph on lap 5, you know that an immediate adjustment is needed.

Indexing is a skill that every driver needs as they advance. Developing your index skills is an essential part of improving - a critical dimension of "seat time."

Now, if we KNOW going into a corner that something isn't quite right, what to do? The answer must be seared in your brain, "bail out!" As Carl Lopez (author of *Going Faster*, the manual of the Skip Barber Racing School), puts it, "If the signs point to an early apex (or another problem), you have to *instantly* switch your concerns from driving through the corner faster to driving away from the corner with the car in one piece."

There is a simple physics explanation: if the line isn't perfect, or we are going too fast, and we carry on like



we did the last time - then we are going to go off the track! That is, unless we make immediate adjustments. The diagram illustrates an early apex and the need to react quickly. It shows that by reacting 62 feet earlier (using that distance to slow the car), we stay on the track surface. Be sure to note the speed difference: an entry speed of 67 and an exit speed of 33 mph! (The proper entry speed is in the 55 mph range).

The key lesson here is IMMEDIATE reaction. Most intermediate and many advanced drivers wait far too long to adjust. Then they over react. The single biggest mistake: get in too fast, then lift. This is absolutely the worst possible situation: nothing good is going to happen because the car is guaranteed to spin, leaving the driver with no control. Worse, since the lift is well into the corner, the car will spin to the inside, where it is highly likely to find something hard.

Contrast this to an earlier adjustment. Let's assume we realize at our reference point that we are going too fast, or are early. A lift at this point isn't dangerous at all: in fact, we probably aren't on the gas yet. Even if we don't realize the problem until we turn in, we have time to adjust. Simply avoid getting on the gas. Or use the "bail out" line shown in the diagram below to slow the car down.

Of course, we have to be ready for the worst case adjustment: driving off the track onto the grass. Remember, the old adage: NEVER, NEVER lift? It is absolutely true. If the car is going too fast to make the corner, lifting will make a bad situation much worse. However, one can simply make the corner wider by driving off! While this may be tough on the ego, nothing else is likely to be damaged. On virtually any corner that we drive, there is room to safely drive off.

But this requires planning: early anticipation AND the good judgment to avoid lifting.

Let me summarize at this point: our primary survival technique starts with knowing as early as possible whether or not we have made a mistake, then immediately taking corrective action.

So why is this survival technique so hard to learn? Because it requires checking our ego before we get in the car. Because we have to admit that we are going to make mistakes: lots of them. Because we have to avoid going "faster." Because we have to be willing to bail out.

Most importantly, because we have to anticipate. Remember the comment about seat time? Seat time must translate into a "slowing down" of events on the track. As Danny Sullivan put it, "You have to get to the point where everything comes to you in slow motion. If everything is coming at you in

what seems like a normal fashion, a slower motion, you can deal with it. Experience plays its role in getting to that point. That's why stepping stones are so critical - that you go through the process of getting the experience."

If you find yourself feeling rushed, or in "fast forward", then it is time to slow down. Only when events happen in slow motion, leaving you time to observe, think and react are you driving at the appropriate speed.

So why aren't more drivers able to operate in this mode? Partly because we all want to go faster, without necessarily taking those stepping stones. And partly because most of us have the priorities wrong. Which brings us back to the earlier question: which is the most important part of a corner? The answer: the exit. For most corners, the exit leads onto a straight, meaning exit speed is paramount. Fortunately, getting exit speed up is

consistent with driving safely. As a beginner, we practice a late apex because it is safe - and it leads to a faster exit. Experts find a way to keep the car smooth and balanced in the early part of the corner, allowing an early transition to the throttle and a quick exit.

Intermediate drivers, on the other hand, frequently get it backwards. They seem to feel compelled to attack the corner with aggressive and late braking, an early turn in, and lots of drama. Meaning, first, that they aren't in any kind of shape to position the car for a quick exit. But much worse, they are not anticipating a mistake. In fact, they are inviting mistakes. And making it harder to recover from them.

How about you: can you make a smooth, unhurried entry to a corner, with immediate signals when something isn't quite right? If not, its time for some serious adjustments: starting with indexing.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

In addition to the mandatory Novice Orientation

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

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

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

Inspection sticker!

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

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

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

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

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

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

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

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

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

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

## PLACES TO STAY WHILE VISITING ROAD AMERICA

UPDATED FOR 2005

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

Harbor Winds Hotel  
Sheboygan, WI – 920.452.9000

Rochester Inn  
Sheboygan Falls, WI – 920.467.3123

The American Club  
Kohler, WI – 800.344.2838

Hillwind Farm B & B  
Plymouth, WI – 877.892.2199

Safe Harbor Inn  
Fond du Lac, WI – 920.923.0223

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

Holiday Inn Express  
Sheboygan, WI – 920.451.8700

Saukville Super 8 Motel  
Saukville, WI – 414.284.9399

AmericInn Motel/Suites  
Sheboygan, WI – 920.208.8130

Imperial Motel  
Sheboygan, WI – 920.458.3578

Select Inn Fountain Park  
Sheboygan, WI – 800.909.8770

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

Inn on Woodlake  
Sheboygan, WI – 800.919.3600

Sheboygan Super 8 Motel  
Sheboygan, WI – 920.458.8080

Baymont Inns  
Sheboygan, WI – 920.457.2321

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

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

Best Value Parkway Motel  
Sheboygan, WI – 800.341.8000

Lakeland College  
Howards Grove, WI – 920.565.1248

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

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

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

Windy Mare  
Kiel, WI – 920.894.2284

Breeze Inn to the Chalet Motel  
Mequon, WI – 414.241.4510

Pinehurst Inn  
Sheboygan Falls, WI – 920.467.4314

Wisconsin Aire Motel  
Random Lake, WI – 920.994.4501

Brownstone Bed & Breakfast  
Sheboygan, WI – 920.451.0644

Plymouth Inn  
Plymouth, WI – 920.893.5623

Yankee Hill Inn B & B  
Plymouth, WI – 920.892.2222

Comfort Inn  
Sheboygan, WI – 800.228.5150

Ramada Inn Downtown  
Sheboygan, WI – 800.909.8770

Grand Hotel  
Sheboygan – 920.458.1400

Riverview Spa Suites  
Sheboygan, WI – 920.451.9576



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

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

Event Info

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

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

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

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

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

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

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

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

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

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

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

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

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

## DRIVER MEDICAL INFORMATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*Fee includes one shirt*

**EARLY REGISTRATION**

*Postmarked by 4/27/05*

**LATE REGISTRATION**

*Postmarked after 4/27/05*

**First Driver**

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

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

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

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

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

**NO REFUNDS FOR CANCELLATIONS AFTER MAY 13, 2005**  
 CANCELLATIONS MUST BE IN WRITING OR BY EMAIL  
 A \$25.00 PROCESSING FEE WILL BE DEDUCTED FROM ALL REFUNDS.  
 ALL APPLICATIONS MUST BE RECEIVED BY MAY 18, 2005.

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

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

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

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

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

*Make checks payable to PCA Chicago Region*

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

Mail this two page registration form and check payable to **PCA Chicago Region to:**  
**Mary Anne Nowakowski, R.A.D.E. 2005 Registrar**  
**527 South Rammer Avenue**  
**Arlington Heights, IL 60004**

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

# TECHNICAL SCENE

Dan Metz

## How Do ABS And Traction Control Work?

Porsche Potpourri, August 2002

Both ABS and Traction Control work on the same basic principle: the longitudinal tire/road coefficient of friction reaches a *peak value* at about 10-20% slip for all tires, and declines on either side of this slip value.

The *tire/road coefficient* is a measure of how sticky or slippery the tire and road are when together. Higher values (0.8-0.9 for passenger tires) are better while lower values (0.10 for ice, *e.g.*) are worse. *Percent slip* is a measure of how much the tire is trying to spin or lock. A locked wheel has 100% slip, whereas a free-rolling tire has (almost) 0% slip. Mathematically:

$$\% \text{ slip} = ((v-rw)/v) \times 100$$

$v$  = speed,  $w$  = wheel rpm and  $r$  = tire rolling radius. So if  $v=rw$ , a free rolling tire, the numerator is zero and we have 0% slip. If  $w=0$ , a locked wheel, we have  $v/v = 100\%$  slip. For a real tire on various surfaces, the curves look something like the one shown below. If you want to stop as rapidly as possible, you need the highest tractive force, which means you want to *operate at the peak* of the above curve at somewhere around 20% slip or so. Racers call this *threshold braking*. If you exceed 20% slip, the curve goes downhill and the brakes lock rapidly. As we all learned in high-school driver's education, when this happens you should *pump the brakes*.

With an ABS system, each wheel has a sensor that calculates  $w$  and compares it to how fast the car is going. If the %slip at that wheel is too big, then the ABS computer *releases* the brake at that wheel. When that happens, the wheel rpm "spools up" again because of rolling resistance. As soon as the %slip

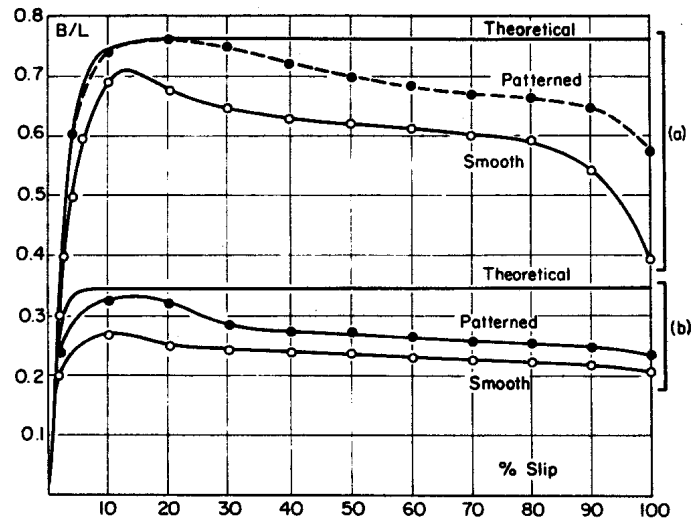
figure again drops below the critical value, the ABS computer *re-applies* the brakes, assuming the driver is still applying brake pressure at the pedal.

What's so nice about ABS is that the computer can apply and release the brakes, or "pump" them, at rates approaching 20x/second, much, much faster than even Michael Schumacher can do it!

In a braking emergency in a car equipped with ABS, your driving strategy is simple: *stand on the brakes as hard as you can!* The vibration felt through the brake pedal and accompanying noise indicate that the ABS system is actually working. *DO NOT pump the brakes!* If you do so, you *defeat* all of the engineering built into your ABS system. Just stomp on the brake pedal as hard as you can and let the computer take over!

Porsche cars have been equipped with ABS for a number of years. A quick read through your Owner's Manual will tell you whether or not your make and model has them.

*Traction Control* can be thought of as "negative ABS." When the wheels spin because too much power is being applied to them, the same sensors indicate this to the ABS computer and the brakes are applied to the *drive wheels* to prevent wheelspin! To an engineer this is painful to contemplate, almost sacrilegious! You've spent good money to *buy* energy in the form of gasoline, only to *throw it away* in the form of brake heat! But, after all, the sacrifice is minimal because the traction control only operates a tiny, tiny fraction of driving time. And,



more sophisticated traction control not only applies the brakes on the powered wheels, but also cuts out cylinders and/or retards engine timing, thus *reducing engine power* (the real culprit) and solving the wheelspin problem that way.

A newer idea is *Stability Management* (Porsche calls theirs PSM). With this, sensors and a computer try to *estimate the intended turning path of the driver* by comparing lateral acceleration with steer angle and speed. If the comparison indicates that the car is either spinning or plowing, *individual brakes* can be applied to adjust the trajectory.

What happened to all of the fun?! You can't lock the wheels, spin the wheels or spin the car without being managed by a computer! Well, on a Porsche, PSM *can* be turned off, though ABS and traction control cannot. And, don't forget that once all of the road friction is used up, applying more control force at the wheels is meaningless. When the friction is being utilized 100%, more control force *doesn't do anything*. The Laws of Physics, after all, don't change, and even the engineering gnomes at Zuffenhausen and Weissach can't do anything about that!

# Coming Attractions

In the April Issue ...

Event Information for:

- Concours I
  - Concours II
  - Autocross II
- 

## Barrington Coach Haus

*Automobile Collision and Restoration Perfection*

*Since 1984*

*BCH specializes in Porsche, Mercedes Benz, and BMW. We take pride in our workmanship from dings & dents to complete restoration and detailing. All work is guaranteed. Located approximately 7 miles west of Fischer Motors. We will come to you with our Mobile Estimating Unit.*

*BCH is your one stop body shop!*

**22073 N. Pepper Road**

3 miles west of Route 59 off Route 14

**Barrington, Illinois**

**847-382-5285**

**Mon - Fri: 8:00 - 4:30**  
**Sat: By Appointment**

**Contact: Chuck Harley - Owner**

# PORSCHE®

## CERTIFICATE OF AUTHENTICITY PROGRAM

We are pleased to offer to you a Certificate of Authenticity for your Porsche. This valuable document includes your vehicle's original factory-installed options, exterior and interior color, engine and transmission number type, production completion date (Birth Date) and manufacturer's suggested retail price (MSRP). This can prove to be invaluable for restoration, resale and for displaying your Porsche at official Porsche concours events, such as the annual Porsche Club Parade. Certificate does not include production number, selling dealer, previous owners, warranty history, standard equipment, and technical information. It will only include information listed above.

Based on the Fee Schedule below you can order a Certificate suitable for framing. For only \$10.00 more we will laminate it for you. For 1979 or older models, if you provide a legible copy of the original Monroney Label [Window Sticker] you will save \$10.00 off of the prices listed. **PORSCHE CLUB OF AMERICA MEMBERS WILL RECEIVE AN ADDITIONAL \$10.00 DISCOUNT.** Please allow 8 weeks for delivery. Prices effective 12/01/02 and are subject to change without notice.

To order a Certificate, please submit this request form, charge information (see below) or a check/money order made payable to Porsche Cars North America, to the following address:

**Certificate of Authenticity Program, Attention: Barbara Kurz,**  
1929 Mountain Industrial Boulevard, Tucker, GA 30084,  
Phone 404-557-3451, FAX 770-723-0244. email [bkurz@sspcl.com](mailto:bkurz@sspcl.com)

Certificate of Authenticity Request Form			
Name: _____		_____	_____
First	Last	PCA Member #	
Address: _____			
Street			
_____		_____	_____
City	State	Zip	Country
Email: _____			
Vehicle Identification Number: _____			
Phone Numbers: Home: ( ) _____ Work: ( ) _____			
<b>Fee Chart:</b>	Model Year 1948 to 1979	\$110.00	\$ _____
	Model Year 1980 to Present	\$ 95.00	\$ _____ (check one or more)
	Additional for Lamination	\$ 10.00	\$ _____
	Framing (includes Lamination)	\$ 29.95	\$ _____
	Deduction for supplied window sticker		
	on 1979 and older models only	- \$ 10.00	(minus) \$ _____
	Deduction for PCA Members	- \$ 10.00	(minus) \$ _____
	Shipping & handling for U.S. & Canada	\$ 5.95	\$ _____
	Outside U.S. & Canada	\$ 24.95	\$ _____
	<b>TOTAL AMOUNT</b>		
<b>Form of Payment:</b>			
___check ___money order		Credit card: ___MasterCard ___Visa ___Am Ex	
Charge Card # _____		Exp. Date: _____	
Name and address as it appears on the credit card (including the zip code): _____			
Form #COA 01/03			



# Join the Celebration!

## PORSCHE CLUB OF AMERICA 50th ANNIVERSARY MERCHANDISE

*Our specially selected 50th Anniversary merchandise features Devon & Jones apparel professionally embroidered with the PCA 50th Anniversary logo in burgundy and gold.*

**BUY NOW! ANNIVERSARY MERCHANDISE IS ONLY AVAILABLE IN 2005!**



**A. MEN'S OXFORD LONG SLEEVE SHIRT >> \$35.00**  
Devon & Jones Men's Noble Pima Oxford, 100% Pima cotton blend. French felled seams; locker loop; extra buttons; adjustable cuffs, button-down roll collar; center back pleat.  
Colors: White, Green, Light Blue  
Sizes: S, M, L, XL, 2XL



**B. LADIES' PIMA COTTON POLO >> \$30.00**  
Devon & Jones Country Club Lisle Polo, 100% Peruvian Pima cotton, mercerized lisle jersey. Ribbed knit placket with dyed-to-match buttons; feminine eyelet collar and cuffs.  
Colors: New Butter, White, Pink  
Sizes: S, M, L, XL



**C. LADIES' OXFORD LONG SLEEVE SHIRT >> \$35.00**  
Devon & Jones Ladies' Noble Pima Oxford, 100% Pima cotton blend. Double pleated back; straight pointed collar; French placket.  
Colors: White, Yellow, Pink  
Sizes: S, M, L, XL



**D. 6-PANEL PIGMENT-DYED TWILL CAP >> \$12.00**  
Low-profile, unstructured crown, pigment-dyed cotton twill cap.  
Colors: Khaki, Navy, Biege  
Sizes: One size fits all. Adjustable Strap.



**E. UNISEX PLAYER'S JACKET >> \$45.00**  
Devon & Jones Player's Jacket, 85% polyester, 15% nylon. Ergonomic metal zipper pull; pull snap pockets; adjustable cuffs with snaps; full-zip inside pocket and nylon lining.  
Colors: Stone, Olive  
Sizes: S, M, L, XL, 2XL



**F. MEN'S PIMA COTTON POLO >> \$30.00**  
Devon & Jones Country Club Lisle Polo, 100% Peruvian Pima cotton, mercerized lisle jersey, 3-button placket; jacquard collar; hemmed sleeve; split tail.  
Colors: White, Cadet Blue, Pale Green  
Sizes: S, M, L, XL, 2XL



**G. 50th ANNIVERSARY LOGO PENDANT**  
**H. 50th ANNIVERSARY LOGO LAPEL PIN**

PCA 50th Anniversary logo featuring polished logo design and sandblasted oval background, 3/4" wide oval.  
\$149.00 14k Gold \$39.00 Sterling Silver



### PCA 50th ANNIVERSARY MERCHANDISE ORDER FORM

Name: \_\_\_\_\_ Item #: \_\_\_\_\_ Qty: \_\_\_\_\_ Description: \_\_\_\_\_ Size/Color: \_\_\_\_\_ Amt. \$ \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Telephone: (\_\_\_\_) \_\_\_\_\_

Payment Enclosed:  Check  Money Order  Credit Card (Visa / Mastercard / AMEX)

Credit Card # \_\_\_\_\_ Exp. \_\_\_\_/\_\_\_\_

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

Please make check or money order payable to: Porsche Club of America, Inc. (US Funds only)  
 Sorry, no COD's. For questions or information, please call 703-451-9000.

Mail payment and order form to: PCA, P.O. BOX 5900, SPRINGFIELD, VA 22150  
 Virginia Residents, please add 4.5% sales tax.

Shipping & Handling \$ \_\_\_\_\_

TOTAL DUE \$ \_\_\_\_\_

SHIPPING AND HANDLING FEES	Surface Delivery to		Overnight Service Available at Additional Cost
	U.S.	CANADA ALL OTHER COUNTRIES	
Merchandise Total			
Up to \$15.00	\$3.00	\$4.00 \$6.00	
\$15.01 to \$50.00	\$3.00	\$6.00 \$9.00	
\$50.01 to \$100.00	\$7.00	\$9.00 \$13.00	
\$100.01 to \$200.00	\$11.00	\$13.00 \$16.00	
\$200.01 +	\$13.00	\$15.00 \$18.00	



# Kane County Cougars vs. Quad City Cardinals

**Saturday, July 30, 2005**      Game time 6:00pm

All you can eat picnic starts 4:00pm

Special Parking ... GREAT for the Porsche's

That right ... we are going to return for the second year in a row to Elfstrom Stadium in Geneva, Illinois to take in baseball at its best ... the **Kane County Cougars**.

As with last years sold out event we have 50 tickets available for sale.

The price will be **\$30 for adults**    **\$20 for kids 0 to 15**.

The price includes a great box seat ticket and entrance to the pre-game picnic. The picnic is bbq style with all you can eat sandwiches and non alcoholic beverages. In addition, a selection of ice cream treats will be available and included in the picnic price! A variety of alcoholic beverages will be available for sale. *The picnic and benefits end when the game begins.*

**Special reserved parking is available for an additional \$2.00 per vehicle.** This is well worth the money as this is on a paved surface and significantly closer that general parking. As our club president can attest, Cougar games can frequently have attendance greater than some White Sox games and parking can be a challenge (at the Cougar games).

The post game plans include a great fireworks display as well as the opportunity to run (or walk) the bases.

For additional information please contact Chuck LaMantia at 847-417-6685 or e-mail [claman1022@msn.com](mailto:claman1022@msn.com).

Please include the following when mailing your payment made out to: Chicago Region PCA.

Contact Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

Telephone: \_\_\_\_\_

_____ # of Adult tickets (16yr or older) at \$30.00	X \$30.00 = _____
_____ # of Children tickets (0 to 15yr or older) at \$20.00	X \$20.00 = _____
_____ # of parking passes at \$2.00	X \$2.00 = _____

Total Amount \_\_\_\_\_

Please make checks payable to Chicago Region PCA and mail to:

Chuck LaMantia  
860 Tamarac Dr  
Carol Stream IL 60188

# PCA Chicago Region 2005 Tech Inspection Sheet

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

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

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

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

**Inside**

**Outside**

**Engine**

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

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 January 20, 2005

# Oversteer

## Words

from the Internet

The Washington Post's Mensa Invitational once again asked readers to take any word from the dictionary, alter it by adding, subtracting, or changing one letter, and supply a new definition.

*Here are this year's winners:*

- Intaxication: Euphoria at getting a tax refund, which lasts until you realize it was your money to start with.
- Reintarnation: Coming back to life as a hillbilly.

- (You will all recognize this one) Bozone (n.): The substance surrounding stupid people that stop bright ideas from penetrating. The bozone layer, unfortunately, shows little sign of breaking down in the near future.
- Cashtration (n.): The act of buying a house (*or a Porsche*), which renders the subject financially impotent for an indefinite period.
- Giraffiti: Vandalism spray-painted very, very high.
- Sarchasm: The gulf between the author of sarcastic wit and the person whodoesn't get it.
- Inoculatte: To take coffee intravenously when you are running late.
- Hipatitis: Terminal coolness.
- Osteopornosis: A degenerate disease. (This one got extra credit.)
- Karmageddon: It's like, when everybody is sending off all these really bad vibes, right?

And then, like, the Earth explodes and it's like, a serious bummer.

- Decafalon (n.): The grueling event of getting through the day consuming only things that are good for you.
- Glibido: All talk and no action.
- Dopeler effect: The tendency of stupid ideas to seem smarter when they come at you rapidly.
- Arachnoleptic fit (n.): The frantic dance performed just after you've accidentally walked through a spider web.
- Beelzebug (n.): Satan in the form of a mosquito, that gets into your bedroom at three in the morning and cannot be cast out.
- Caterpallor (n.): The color you turn after finding half a worm in the fruit you're eating.

*And the pick of the literature:*

- Ignoranus: A person who's both stupid and a jerk (*it's a family magazine*).



# THE MART

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

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

Phone: 847.272.7764  
Fax: 847.272.7785  
e-mail: [ChiScene@aol.com](mailto:ChiScene@aol.com)

## For Sale



## PORSCHEs

**1970 911T2.2L** Red/black int; many orig parts; engine strong, 93K mi; \$7,500/OBO Rocco 847.910.5718, [rocco.tieri@d214.org](mailto:rocco.tieri@d214.org) (MAM)

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



**1980 911SC** PCA G class winning race car built by Bob Johnson/JohnsonAutosport; custom everything/2:42 at Road America/too much to list/contact for full info. \$35,000 w/ multiple sets of wheels. Bruce Boeder 952.475.7040 [Bboeder@boederlaw.com](mailto:Bboeder@boederlaw.com) (MAM)



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



**1986 Carrera Cabriolet** Guards red/Black; 75k mi; leather power seats; new carpet set-pro installed/battery/clutch/synchro/R134 air cond (fully charged/sound mat in eng comp; garaged; no winters/leaks; Sony 10 disk CD changer; smells like new/runs and looks great/paint very good cond; must sell due to persistent back trouble.(Car is too low!!) \$22,000. Case 630.668.3714 [cboonman@yahoo.com](mailto:cboonman@yahoo.com) (MAM)

**1988 911 Cabriolet**, triple Black, 43,800 mi; exc cond/never raced/stored winters, full leather; power top; 16" wheels/many other factory installed options, \$26,900 Kenneth Pesavento (h) 630-469-1546 (w) 630-954-6268 (MAM)

**1988 928 S-4 Coupe** Diamond blue metallic/maroon; all maint records; sunroof; 5 spd; new bra & cover/Potenza; orig wheels chromed/enhanced w/handpainted cap crests by California Wheel; 34K+ mi; 2nd owner; no smoking/accidents; heated garage/exc cond; \$21,900 George LaCross 708.772.8910 or 708.233.6000 (MAM)

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

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

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

**2005 Boxster S** Midnight Blue Metallic/stone gray full leather; Xenons; 19" Carrera wheels; heated seats; Bose; windstop; auto climate control; 6 spd; 500 mi; \$60,000/OBO Henry 708.256.4222 (MAM)

## TIRES/PARTS/MISC

**BBS Racing Wheels** 17"x9" & 17"x11" (no centers/half's only) for 911; exc cond; 2 seasons; \$100.00 each. George Mueller (day) 708.331.8707 gmueller@greatline.net (MAM)

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

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

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

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

**Parts** Trick twin plug 2.7L engine for race/autocross w/webbers, build

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

**Parts** 915 shifter w/Robotek sure shift, boot & shifter knob \$ 450.00. solid motor mounts \$ 50.00. Turbo 1/2 shafts (good cond) - 24 MM sway bar - 3.2 balance connecting rods - 3.2 pistons - 3.2 distributor & coil - wiper motor & linkage, wiper arms - fan blower - heater control module - front fuse block-relay block w/cover - rear fuse-relay block w/cover - factory alarm module w/key switch & harness - brake air scoops to fit SC or Carrera and other items. George Mueller (day) 708.331.8707 gmueller@greatline.net (MAM)

## OTHER

### For Sale

**1987 BMW L Coupe** Cirris blue/champagne white leather; only 287 made/very rare/very clean; sunroof; 3 power settings; 182K mi; \$8,500 Tom Kincaid (Lake Geneva, WI) 262.249.0577 (MAM)

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

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

**BMW X5 Wheels/Tires** (4) 18x8.5 cast-alloy wheels, Star Spoke design #58 (standard equipment on X5 4.4i) w/(4) Bridgestone Turanza ER30 255/55YR-18 grand touring summer tires; wheels like new/perfect, tires less than 3K miles (new \$235 per at the Tire Rack)/fit all X5 models; mounted/balanced. \$1500/OBO John Neis jneis@rwbaird.com or (h) 773-244-0142 (MAM)

### For Rent

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

### Wanted

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

**944 Turbo Interior Parts**/interior restoration in progress. Need in black/exc cond: OEM floor mats & rear hatch carpet (no speaker holes) Michael Webb 630.605.4973 m-webb@kellogg.northwestern.edu (MAM)

**Pair Recaro SRD/Speed seats** w/sub opening, **5 or 6 point harness set** for 944 Turbo/track conversion/DE preparation in progress. Michael Webb 630.605.4973 m-webb@kellogg.northwestern.edu (MAM)



# Aungahh!

Steve did his first check on the race car since it went into hibernation last fall and we've had the Boxster out for a drive!

Warmer weather is coming and soon it will be time to be outside in our cars. And it's a good thing as the information regarding our early DE events is abundant in this issue.

Want a new Porsche? The Center For Enriched Living is raffling off an 05 Boxster. Check it out on page 22!

Also in this issue, in response to the many requests, the Tech Quiz is back as a (more or less) regular feature. As I told Mary Anne, not only did I get inquiries as to it's demise from our members, but also from other editors who have come to count on the Tech Quiz as a regular feature of their publications.

Steve and I are not able to attend Parade this year but I still need pictures and articles about the event. If you're interested in taking pictures and/or writing about some

venue at Parade, please let me know so that we spread out the coverage.

OK, no more excuses about cold weather or bad roads. Spring is near and we need to get out there. Find an event or two that looks interesting ... or just close your eyes and point to something on the calendar. Do it, do it ... You won't be sorry!

Welcome Spring!!!!

See you at an event soon!

*SUSAN*

The signs of Spring are all around us ... despite the 5 degree wind chill and snow covering the sidewalk.

The days are getting longer. Little green shoots are breaking through in sheltered, sunnier corners of the yard ... hopefully by this time next month, they'll be in bloom!

The seed and garden catalogs fill my mail box.

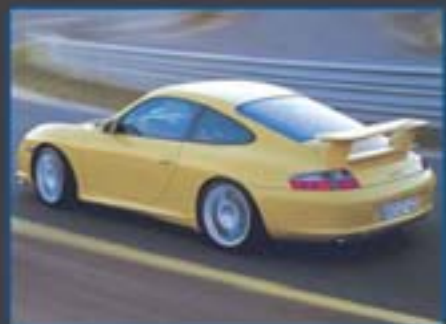
The squirrels are ... let's just leave it at that they're doing their 'spring thing'.

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

## INDEX OF ADVERTISERS

914 Limited -----	17	Kelly Moss Motorsports -----	20
Autobahn Country Club-----	38	Loeber Motors-----	36
R A Adams Enterprises -----	14	Midwest Eurosport -----	26
Bacino's -----	BC	Midwest Performance Cars -----	41
Barrington Coach Haus -----	48	MPH Technologies, Inc -----	24
Body Werks of Barrington -----	24	Napleton Porsche -----	IBC
The Center For Enriched Living -----	22	Northstar Motorsports -----	IFC
Century 21 Advisors, Inc -----	12	O'Hare Autobody -----	18
The Exchange-----	6	PressTech-----	32
Fall Line Motorsports -----	31	Joe Rizza Porsche-----	28
Fischer Motors -----	17		

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