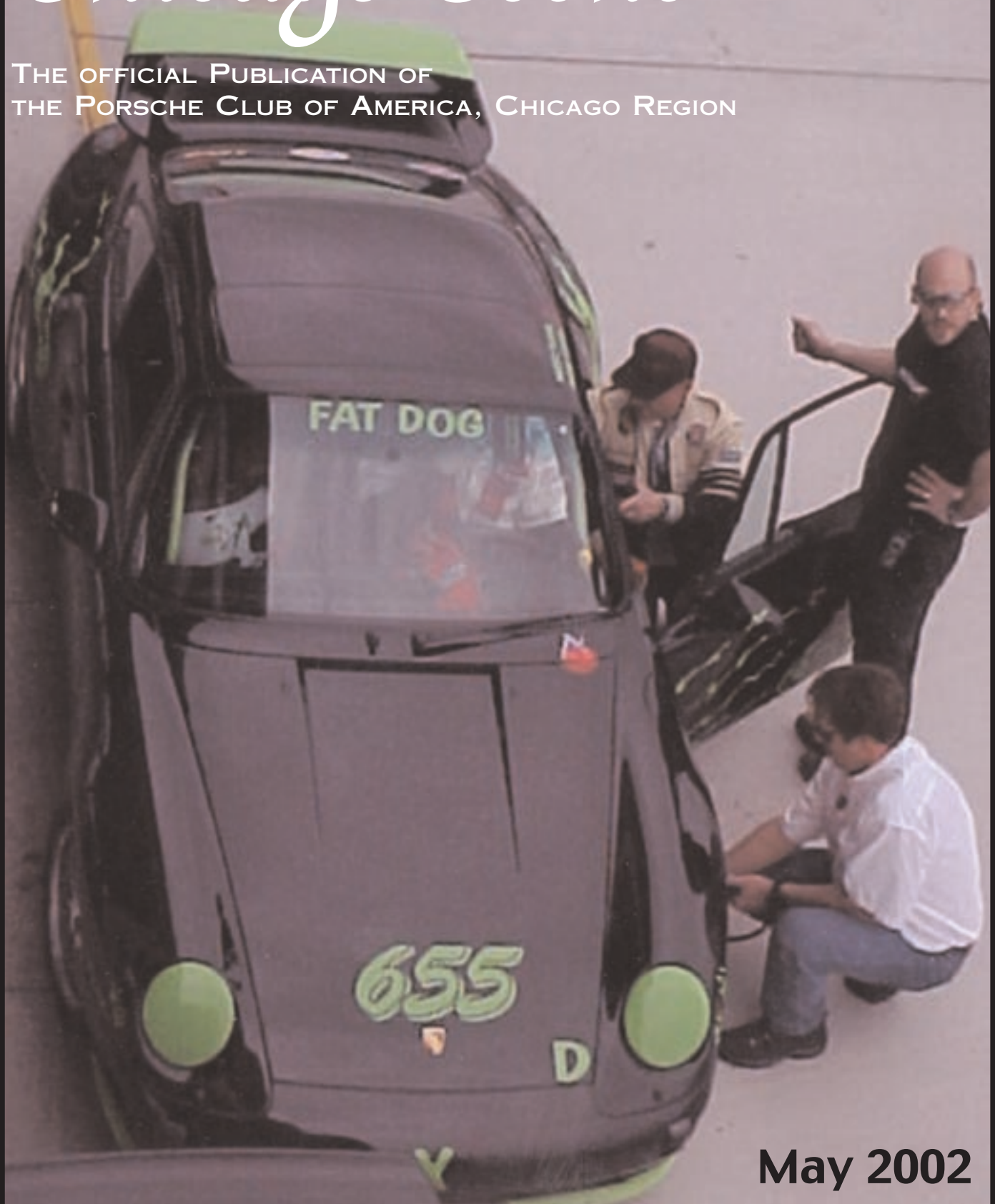


Chicago Scene

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



May 2002

A Tale of Two Cities • Get Your Permanent Car Numbers Now • Tony 'n Tinas Wedding

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Chicago Scene

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



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Inside This Issue

Features

A Tale of Two Cities	31
Here I Go Again	8
Permanent Car Numbers	21
Sebring World Challenge	26
The Naught Two Tour	22
The Midship Report	13

Upcoming Event Announcements

Autocross I	11
Blackhawk DE - Experienced	5
Blackhawk DE - Novice	7
Blackhawk	32
Concours I at Lynfred Winery	29
From Here to There Rallye	20
Gingerman 2002	36
Road America Drivers' Ed Event	15
Tony 'n Tina's Wedding Social	44

In Every Issue

Advertisers Index	1
Address Change Form	39
Behind the Scene	3
Directors & Coordinators	48
Board Meeting Minutes MAR '02	37
Calendar of Events	2
Clark's Corner	3
New Members Welcome	38
The Mart	41
Spare Parts	33
Tech Quiz	47

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Advertisers Index

914 Limited	10
Associated Mortgage	37
Autobahn	30
R.A.Adams Enterprises	10
Bacino's	BC
Body Werks of Barrington	23
DC Construction	37
Emmons Coach Works	39
The Exchange	46
Fast Lane	40
Fischer Motors	23
Gingerman Raceway	10
Kelly-Moss Motorsports	9/27
Lynch Porsche	4/43
MacNeil Automotive Products	28
Midwest Eurosports	34
Moran-Schaefer Clinic	37
Moto Persona	40
Napleton Porsche	IBC
Northstar Motorsports	IFC
Oxford Capital	6
Perfect Power	12
Responsive Financial Services	12
Joe Rizza Porsche	24/25
S&N Products	10
Strasse Parts & Accessories	37



"On The Grid" Rob King (in car) at Sebring, coach Gary Knoblauch & mechanics from Midwest Eurosport for Rob's first race. Photo by Nicki King.

DAS FUTURE 2002

EVENT CALENDAR

- 5/3 Board Meeting
- 5/8 Blackhawk Drivers' ED, Experience Required
- 5/15 Blackhawk Drivers' ED, Novice/Instructor
- 5/19 Autocross I at MGA
- 5/24 Road America Drivers' ED, Novice and Instructor Only
- 5/25-26 Road America Drivers' ED Memorial Day
- 6/2 Rallye II
- 6/7 Board Meeting
- 6/9 Concours I – Lynfred Winery in Roselle
- 6/12 Blackhawk Drivers' ED
- 6/15 TnT Wedding Social
- 6/19 New Member Meet & Greet
- 6/23 Autocross II at Maywood
- 7/7 Concours II at Potters Picnic
- 7/10 Blackhawk Drivers' ED
- 7/12 Board Meeting
- 7/14 Autocross III at Hawthorne Racecourse
- 7/20-21 GingerMan Raceway Drivers' ED
- 728-8/4 Porsche Parade in Idaho
- 8/4 Social Event
- 8/9 Board Meeting
- 8/11 Autocross IV at Maywood
- 8/14 Blackhawk Drivers' ED
- 8/17 Golf Outing
- 8/18 Concours III at Cuneo Estate in Vernon Hills
- 8/25 Rallye III
- 8/30-9/2 Road America Labor Day Drivers' ED, Club Race, Concours V, Weekend Party
- 9/4 New Member Meet & Greet
- 9/6 Board Meeting
- 9/14-15 Rallye IV and Touring with Milwaukee Region
- 9/18 Blackhawk Drivers' ED
- 9/21 Swap Meet
- 9/22 Autocross V at Hawthorne Racecourse
- 9/29 Concours V at Graue Mill in Hinsdale

Too much to list... To be continued

Current Calendar of Events

M A Y - 2 0 0 2						
monday	tuesday	wednesday	thursday	friday	saturday	sunday
		1	2	3 Board Meeting 8:00 p.m. Park Ridge VFW	4	5
6 Milwaukee Region - DE @ Blackhawk	7	8 Blackhawk Drivers' Ed Experienced	9	10	11	12
13	14	15 Blackhawk Drivers' Ed Novice	16	17	18	19 Autocross I at MGA
20	21	22	23	24 Road America Drivers' ED Novice Only	25 Road America Drivers' ED	26 Road America Drivers' ED
27	28	29	30	31		

J U N E - 2 0 0 2						
monday	tuesday	wednesday	thursday	friday	saturday	sunday
					1	2 Rallye II
3	4	5 Milwaukee Region Blackhawk DE	6	7 Board Meeting 8:00 p.m. Park Ridge VFW	8	9 Concours I Lynfred Winery in Roselle
10	11	12 Blackhawk Drivers' Ed	13	14	15 Tony & Tina's Wedding Social	16
17	18	19 New Member Meet & Greet	20	21	22 Autocross II Maywood Park Michiana Region -DE Gingerman	23
24	25	26 Western Michigan Gratten DE	27	28	29	30

CLARK'S CORNER

by Keith Clark, PRESIDENT, PCA-CHICAGO

It's May and baseball is in full swing. Flowers are starting to pop up and, yes, the Porsche's are out of the garage. For many of our members it just doesn't get better than that. Well, maybe it does. I watched a beautiful silver twin turbo toying with another car (let's say Chevy) on the way into my office. I found myself grinning from ear to ear and speeding around 80, I love Spring! By the way, if the driver of the other car reads this, yes it is time for a trade in.

Well, the Gallagher's put together another great gimmick Rallye. The only problem I had was that I missed it. I was driving back from our Zone 13 Presidents' meeting and did not return in time. The weather must have added to the challenge of the Rallye, but I have been told that it was a lot of fun.

Now, for the Rallye School. The big question is—did it improve our game? Let me just say this, we have been on many Rallyes and sometimes we even do pretty well. Let me define pretty well, it's when we hit all the check points without stopping for gas or asking someone along the way "what state we're in." I'm only kidding, each Rallye seems to come a little easier and the schools have truly helped. I will report on Rallye I next month after the results are published.

I hope all of you took advantage of the Autocross School. It really was a great place to test your skills from last year and learn something new. Ed Leed did a great job along with Mike Gallagher and Shawn Young. Jeff Girard was a big help working with everyone who wanted to learn about course layout. Many drivers came out and helped with instructing our thanks to all of you.

Yes, you can finally believe it, Blackhawk and Road America finally here. If you're new to these events, be prepared for some great times. If you're a veteran to the events, you know you should be prepared for some great times. I hope you have sent in your application because these events sell out quickly.

We have made a change to our coordinators. Van Miller will be our region's new Membership Coordinator. Many of you know Van, he's a regular at many events and believe it or not he is also a member of an Australia region. We know he will do a great job for our club.

I want to thank MaryAnne Nowakowski again for getting the new members applications together and getting Van trained on the position. You do make it look easy, thank you.

BEHIND THE SCENE

by SCOTT & MARIA ADLEMAN, EDITORS

By now, you have had the chance to read Chicago Scene in the new print format. This change is not set in stone. We need to hear from you, our members. Do you like the changes or not? Let me know via e-mail or call me.

Once again I am looking for cover page photographs of you, your car, other club members and their cars, or other Porsche related pictures. Spring is here and I know you are out driving around and attending events, so don't forget to bring your camera and take some pictures.

It feels like summer, so I couldn't wait to unwrap the car and activate the insurance before opening the sunroof and taking to the road. It sure feels great to be back in the seat of my Porsche again.

For those who partake in road events, it's a good time to start thinking about a permanent car number. We have two excellent articles on doing just that. On page 21, Ed Leed tells us how important permanent numbers are, and how easy they (some) are to get. Then on page 8, Anthony Chiodo writes about his experience finding the best way to make and apply your permanent car number.

Pete Hackenson had the opportunity to be part of a race team at the Sebring 12 hour race. You can read about his experience and see some pictures starting on page 26 of in this issue.

Other than that, I can only say that I can't wait to get on the track. It has been four years since I was last on a road course. So, I am starting with the Autocross Driving School. Then I will attend the Blackhawk Novice session. At that point I hope to feel comfortable enough to attend the Road America event. After that, it's Gingerman unless I find a Putnam Park road event put on by another region. I have never driven there so it would be nice to try it. Four years ago I really enjoyed a 2-3 day Western Michigan event held at Gratten. This year they have a one day event on Wednesday, June 26th. It is a bit too far for me to go for a just one day (maybe they are trying to keep us Chicagoans out). But if you can spare the time, I recommend it. Gratten, which is located north of Grand Rapids, is a challenging track with many elevation changes.

Happy Driving!





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Blackhawk Farms Raceway - Drivers' Education

Experienced Drivers Only - Wednesday, May 8th

Here it is, the first track event of the year. As you know, Blackhawk is a great road course only 90 minutes from home. This May 8th 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.

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 2002 Tech and Safety Requirements - there are changes from the prior year!

Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk is very hard on the brake system!

Cancellations & refunds will be honored until the prior Monday at 9 p.m. for the Wednesday event.

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

General Schedule:

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

Questions:

Dan Gallagher (708) 784-0784
Pete Hackenson (630) 655-4661, 1629 (Home)
phackenson@hotmail.com

YOU MUST HAVE

PRIOR TRACK EXPERIENCE FOR THIS EVENT!

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Class: (circle applicable) [Instructor] [A] [B1] [B2] [C]

Prior Experience: _____

Second Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Class: (circle applicable) [Instructor] [A] [B1] [B2] [C]

Prior Experience: _____

Pre-registered Entrance Fees:

First Driver - \$150.00	_____
Second Driver - \$150.00	_____
Second Driver - \$75.00*	_____
Total	_____

* The \$75.00 fee only applies to family members who drive the same car as the first driver.

Make check to PCA- Chicago Region and Mail to:

Pete Hackenson

3613 Fairview Ave. Oak Brook, IL 60523-2687

For more information on Track Events, Schedules, Tech & Safety Requirements Information use the WEB at WWW.PCA-Chicago.org.
For more Blackhawk information go to WWW.namotorsports.com/Tracks/Blackhawk.html.

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Blackhawk Farms Raceway - Drivers' Education

Novice Instruction Only - Wednesday, May 15th

Blackhawk is a great road course and this May 15th event is for Novice Drivers. Blackhawk is an eight turn 1.9 mile enclosed, high-speed racetrack located in South Beloit, on the Wisconsin border, only 90 minutes from Chicago.

Most Blackhawk events are sell-outs, so pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots.

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 2002 Tech and Safety Requirements - there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk is very hard on the brake system!

Cancellations & refunds will be honored until the prior Monday at 9 p.m. for the Wednesday event.

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

General 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

Questions:

Dan Gallagher (708) 784-0784
 Pete Hackenson (630) 655-4661, 1629 (Home)
 phackenson@hotmail.com

For more information on Track Events, Schedules, Tech & Safety Requirements Information use the WEB at WWW.PCA-Chicago.org.
 For more Blackhawk information go to WWW.namotorsports.com/Tracks/Blackhawk.html.

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

Member Applicant Guest of: _____

Class: (circle applicable) [Instructor] [Novice] [Ladies]

Prior Experience: _____

Second Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

Member Applicant Guest of: _____

Class: (circle applicable) [Instructor] [Novice] [Ladies]

Prior Experience: _____

Pre-registered Entrance Fees:

First Driver - \$150.00	_____
Second Driver - \$150.00	_____
Second Driver - \$75.00*	_____
Instructors - \$25.00	_____
Total	_____

* The \$75.00 fee only applies to family members who drive the same car as the first driver.

Make check to PCA- Chicago Region and Mail to:
Pete Hackenson
 3613 Fairview Ave. Oak Brook, IL 60523-2687

HERE I GO AGAIN

PHOTOGRAPHS AND ARTICLE BY DR. ANTHONY CHIODO, keyodo@aol.com

Here I go, starting over. Fifteen years after purchasing my first Porsche and joining PCA, I'm doing it again. The last time I ran Road America, the club placed cones on the track to make chicanes. Everyone was timed one car at a time. For car numerals, one would use shoe polish or purchase a set of two-inch by one-inch vinyl magnets and played connect the dots



to make numerals. Fast forward to last season with another Porsche in the garage—I searched the Internet for everything Porsche. There, I found a considerable amount of information, rules and guidelines.

When I saw the rule that all cars entered to participate in Drivers Education or Autocross events must display numerals, I wrote Ed Leed to request my permanent car number. Within a week or two Ed responded. I then asked around for referrals. In a rush to be in compliance with the rules, I ordered a set of what I thought to be reusable numerals from a local graphic design company for \$110. Receiving the numerals one day

before Autocross School, I sped to place these beautiful creations on my vehicle. The instructions were great and easy to follow.

Driving to the event, I was feeling like a cross between "Derek Bell In Car 959" and "Herbie The Love Bug." When I arrived at Autocross School I met some other "Newbies." They too had the same type of beautiful vinyl adhesive

numerals. However, they hadn't placed them on their cars. After the classroom session came the parking lot instruction. The first instructor I came in contact with commented, "Nice Numbers, are you leaving them on permanently?" My jaw dropped to the floor as I faintly asked, "You mean I can't reuse these?" The instructor being kind replied, "If you're very very careful you might be able to remove them without tearing."

As soon as I returned to my garage I began what was a two hour-long lesson in futility, trying to remove my numerals. After this incident, I started my

research into the world of sign making. I discovered that one could purchase a ten-yard roll of adhesive vinyl (3M Scotchcal 220) for \$46. If you have kids, you probably have a template for tracing numbers. Just look for your children's hop scotch game. Further investigation revealed that one could purchase a twenty-five foot roll of quality vehicle strength magnetic material for \$110.

Now cut a piece of magnetic material large enough to place the numbers on. Now you have a durable yet easy to remove car numbering system.

For autocross, I just place the magnets on without tape. For higher speed events, I tape down all the edges with either strips of racing tape or adhesive backed vinyl which leave no residue when removed.

To date, I have made three complete sets and possibly could produce another two sets. I'm planning to get at least two seasons' worth of wear out of them.

There are other ways to make car numerals, but for me vinyl numbers on magnetic sheets are the best solution. They are removable, reusable and look good. ■



photograph by Bill Bradley



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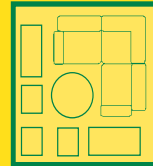


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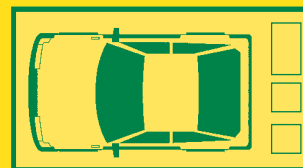
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Autocross ONE

A fast day in
Cheese Land
Sunday, May 19th at
MGA Research Corporation



By Joe and Michelle Holler

Join the autocross family for the first event of the year. Put your Porsche to the test on the huge parking lot at MGA. We will have a hi-speed and challenging course. Third or fourth gear may be used on this event day. Bring lunch and plenty of water. Pre-register by mail or the website (<http://www.pca-chicago.org>). If you have a permanent driver's number please include it to help create a speedier event. Beat the summer traffic and attend the best autocross event of the year.

Directions: MGA is about 80 miles from Chicago. Proceed North towards Milwaukee. Exit Hwy 50, exit 344 towards Kenosha/Lake Geneva. Go West on Hwy 50. Take to Hwy P. Go right or North on P. 3 miles to Warren Road. Go left on Warren, 150 feet to the first road with the Blue MGA Sign—Turn Right.

Time:	9:00-10 a.m.	-	Registration and Technical Inspection
	10:15 a.m.	-	Tech is closed
	10:30 a.m.	-	Drivers' meeting
	10:45 a.m.	-	First car off. Let the fun begin.
	3:30 p.m.	-	Trophy presentation

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

Please register by mail. E-mail is okay with the check mailed separately.
Please pay by check made payable to PCA-Chicago Region and send to:
Michael Gallagher, 2418 N. Seminary, Chicago, IL 60614.
Email: autocross@pca-chicago.org Questions? Call 773-929-8108.

Rules: Snell 1990 helmets are required along with non-synthetic long pants and long sleeve shirt. You must be 18 years or older with a valid drivers license. Member may bring one guest to event. Guest may drive member's Porsche or a two-door sports car. Maximum two drivers per car. Member must be present with guest. See website for more information.

Driver 1 _____ Member/Guest _____

Phone Number _____ Permanent Car # _____

Driver 2 _____ Member/Guest _____

Phone Number _____ Permanent Car # _____

Total amount enclosed: _____ Day of the event, contact Shawn Young at 630-205-0055.

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The Midship Report: Boxsters On-Line

by JOHN MILLER, BOXSTER_S@VERYSPEEDY.NET

This month, we'll look at what I loosely term E-Boxsters — essentially anything and everything on the Internet that seems relevant to Boxsters. Or, at least that was the original plan. Research rapidly turned into information overload. As with many things found on the Internet, one must often sort through truckloads (Cayenne-loads?) of coal to find the occasional diamond. While I've looked at well over 100 sites, I'm only listing those that seem to have the most value. (So don't come crying to me if I haven't listed your favorite.)

[The usual disclaimer: As with all things Internet related, there is no guarantee of credibility to any of the following sites. In fact, my rule is: no matter how big the name (OK, except our own PCA-Chicago site) be cautious, be wary, be guarded.]

[**Editors note:** Unless otherwise listed, all website addresses begin with <http://www>. If you find a (-) with in an address, it is not part of the address and was used simply to break the line for typesetting purposes.]

MUST SEES

I'd be irresponsible if I didn't start with our own PCA Chicago web site (pca-chicago.org/). This page, while not strictly Boxsters, is an excellent resource that is updated regularly. It has the Chicago club event schedule, some excellent Q & A forums for Rallying, Racing and Concours, and a good links page that will take you directly to local related sites (such as northstarmotorsports.com and kelly-moss.com to name a few). And, of course, Chicago Scene is available online.

Porsche.com is worth a look. Not to be too critical of the Porsche parent, but the site's usefulness drops considerably if you're not shopping for a car. The Events and Clubs section is moderately interesting. The Clubs area has contact info for Porsche Clubs world-

wide and the Travel Club section has drool-inducing info on travel and holidays that involve driving Porsches, including the European Delivery Option. A frustrating part of the site is the Parts and Accessories section. Both the Tequipment and the Exclusives section display "in the process of improving our site to better serve you." In other words, no



content. It's been this way for more than year, but there's a catch. If you select Great Britain from the Country selection box (instead of North America), all the parts and accessories are displayed online. And if you select the German Region, although the descriptions are in German, the prices are listed in Euros, and you can get an idea of costs.

A Boxster site that is a definite addition to any list of favorites is Porsche Pete's Boxster Board (aka the 986 Board) at 986board.com. The Boxster Board has an immense and diverse message section that is hugely active, although sometimes hard to follow. The Archives area allows you to search older messages that have scrolled off the Board Page, and the Message Museum has a number of timeless and extremely valuable articles and posting about Boxsters (a quick sampling: Shift Knob Installation; How To: Installing Hard Top Spin-Locks; Valmet and Boxster Production Info). The Events sections list major Boxster events nationwide, and the Links page is, well, a bunch of links, some good and some pointless.

I'll review a number of them in a moment.

Another must see is the Rennlist at rennlist.com. Not Boxster specific, but there is a separate Boxster - 986 forum in addition to excellent Racing, Upgrade/Modifications and Wheel-Tire forums. The message forums also seem better organized than other sites and the forums have technical moderators and visitors that are so blessed with knowledge about Porsche stuff that they must have brains the size of a crankcase. Oddly, a separate Technical section on the site does not have any Boxster specific articles (and indeed has been vacant for at least a year) but the message forums more than make up for this.

The Babblers Board (babblers.org) is highly Boxster specific, but has a strong west coast (San Fran) slant. Not that that's bad thing— the message board is very active and can be a good technical resource, but there is also a lot of northern California related material that may not seem relevant. Given the climate, I would guess the Boxster community out there is exceptionally strong and active.... not that they could measure up to us. I mean, can anything build more character than having a convertible sports car stuck in the garage for 3, 4 or 5 months of winter and snow? The Babblers Events section and Recommendations area are again mostly regionally specific, but the links page is a goldmine. In the HACKS section below, I'll describe a number of these sites.



Continued on page 14

The Boxster Racing Board (iq.dynip.com/~racing/index.cgi) is an excellent Boxster message board. Not strictly racing messages, but lots of technical content, fairly active, and almost no off-topic/irrelevant messages.

Pelican Parts (pelicanparts.com) has a reasonably good mix of parts and accessories for Boxsters. However, they distinguish themselves from the regular vendor/parts sites with their Technical Articles section. Although they don't call them 'Hacks' (see below), they have over thirty highly competent, detailed articles covering everything from 'How to Wash Your Boxster' to 'Modifying the Boxster's On Board Computer' to advice on 'MIG Welding'. Most of the articles are filled with close-up photos, lists of parts and tools required and include a difficulty rating. Unquestionably, a site worth bookmarking.

The Porsche Boxster (986) FAQ (986faq.com) is a good primer, but be forewarned: it hasn't seen an update since February of 2001. It has some very good timeless material (Car Care and Maintenance) and some interesting (in a historical sense) material in the Boxster Technical Bulletins, and some plainly outdated sections: Boxster Basics; Boxster Configuration.

QUICK HITS

-986solutions.com appears to have a decent if not small mix of accessories, such as bra's, floor mats, car covers, etc.

-TireCradle (tirecradle.com) has an interesting tire product (and possibly the most in-depth tire facts page I've ever come across).The cradle product is designed to prevent flat-spotting of tires when parked for extended periods, which (regrettably) many Chicago area Boxster owners must do. One of our PCA members (stand up and wave, Jack) has a set and they seemed to have solved the flat spotting problem that plagues idle Boxsters with Continental tires.

-Das Schild (dasschild.com). Another

product specific site, DasSchild is an ABS plastic liner for Porsche trunk and luggage areas. I wish I had found this site sooner —it would have saved me the irritation I get from looking at the dimple I created in the rear trunk lid.

-ALLDATA (alldata.com/recall/make/porsche.html). Features Porsche Recalls and Porsche Tech Service Bulletins. A good resource for research on a particular model.



-Performance Products (performance-products.com) has excellent representation of Boxster and Boxster S parts and accessories that seems to duplicate everything in their catalogs.

-Tweaks (tweaks.com). The site has little in the way of content. The paper catalog is better for now.

-PAP Parts (PAP-Parts.com) appears to have a good mix of Boxster parts and accessories, but closer investigation indicates no actual (online) inventory of any items. Rates a 'skip it' in my bookmarks.

-Roadfly (roadfly.org/porsche) is worth an occasional look. The message board is active but the content seems to drift and participants get rather 'aggressive' with message threads like "...this guy's a moron...". Many of the sites other pages have been 'under construction' for too long to make the site a regular stop.

HACKS

These sites are so fascinating that I will devote an entire follow-up column to them. The term 'Hacks' generally refers to custom modifications to the car that generally are not the sort of things Porsche wants you doing, but still came to be because dedicated Boxster enthusiasts figured out how and share their knowledge in detail, often with full color photographs and drawings. Many of these 'Hack' pages can be found

under the 'links' section of the sites previously mentioned. A sampling of 'hack' titles from various sites includes: the Towing Eye Hack, the Rolling Top Hack, the OBC Hack with Stalk; Intermittent Wipers Hack; and the Rear Speaker Installation Hack. I've already used some of these myself, with great success. The following is only a sampling of sites with hacks. While some of them may go by the same title, the info is occasionally different and worth looking at closely.

-Boxsey.com (boxsey.com) is out of date, but has a products/Hacks page that is worth a look, if only for the Garage Door Opener Hack.

-Boxster Stuff (boxsters.addr-com/hacks). A nice set of hacks including the CD Changer Hack and Logo Removal Hack. The pages are well done with step by step instructions, color pictures, Porsche part numbers and even the occasional "in the event you screwed up the previous step, here's what to do" safety net.

-Boxster Hacks @ Boxster Bob's (iq.dynip.com/~gary/hacks/hacks.html). A cool site that rates the difficulty of the hacks on a scale of 1 to 10. A thorough list of hacks that includes Fire Extinguisher Mounting Hack, the Passenger Footwell Light Hack, and the Fog Lights Operational With High Beams Hack, to name a few.

-Yoseif's (whiteson.org/boxster) is referenced by several other sites. This page has a number of detailed hacks including the Rain Sensor hack, the OBC Hack and the Daytime Running Lights Hack.

THE BEST (?)

Well, the best time-waster, perhaps, and one of my all-time favorites: EBAY.

Continued on page 33





Road America Drivers' Education 2002

May 24th through 26th 2002

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 consists of fourteen turns, three long straights, and four total miles of winding track cut through the Kettle Moraine area of southern Wisconsin in Elkhart Lake. Not only is it the longest road course in North America, but one of the most exciting and picturesque racetracks in the world.

Registration for this event is open to all Porsche drivers *including novices*. For novices (*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 novice drivers, in preparation for driving this challenging track, first attend the Autocross Driver's School on Sunday, April 28th as well as the Novice Driver's School at Blackhawk Farms Raceway on Wednesday, May 15th.

Novice drivers will begin their weekend by attending a mandatory *Novice Orientation Meeting* on Thursday evening, May 23rd at 8:00 pm sharp at Siebkens Resort located on Elkhart Lake. Friday, May 24th will be devoted *EXCLUSIVELY* to novice drivers and instructors. Novices will participate in a classroom training session led by the professionals from the Skip Barber Program followed by controlled car handling exercises with the help of SCCA Instructors. Each novice will also be assigned a PCA Instructor who will work with their student throughout the weekend to help improve his or her driving skills.

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

- | | |
|--------------|---|
| Group 1 | Our most experienced drivers - usually, but not always, the fastest cars. |
| Groups 2 & 3 | Our next most experienced drivers - somewhat slower than Group 1. |
| Group 4 | Novice drivers and others - 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 Tech Sheet is in this newsletter.

For Groups 1, 2, and 3, a five or six point harness is mandatory for the driver and if you wish to have an instructor ride with you, the same type of harness is also required on the passenger side. 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!

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 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, there will also be *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 a.m. 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. There is a service that can provide this medical information in confidentiality, *Trak Med*. Marian McCarthy of Trak Med has offered our members a special price for their service, \$89 instead of \$99 and renewal memberships at \$49. You must mention that you are a Chicago Region PCA member. They can be reached at (603) 256-8884 or register on line at www.trakmed.com.

Spaces for this event are limited and we recommend that you pre-register early! Prior to April 1st we will accept pre-registrations from Chicago Region members ONLY. After that date, pre-registration will open to all Porsche drivers on a first-come, first-serve basis. Notification (by e-mail or snail-mail) of acceptance will be provided by the registrar. 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 the Osthoff Resort, Victorian Village and AmericInn in Plymouth. You must mention that you are a Chicago Region PCA member.

On Thursday, May 23rd, from 4:00 pm until 7:00 pm, Registration for Novices 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 p.m. – 7:00 p.m. on Friday, May 24th and on Saturday, May 25th from 7:00 a.m. to 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!

Siebkens will once again be the headquarters for

Thursday registration as well as the Novice Orientation Meeting. In addition to lodging, they offer a continental breakfast starting at 6:00 a.m. and a full service breakfast starting at 9:00 a.m. Someone from Siebkens will also be on hand during Thursday evening's registration hours and at the track during the lunch hour on Saturday to sell tickets for a dinner in their dining room on Saturday evening after the track closes.

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 30th. Please note that you will be 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. 2002** shirt. Please indicate your shirt size on the pre-registration form. Extra shirts, at \$15 each, may be ordered 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 regarding this event, we have established a 24-hour Information Hotline at 847-604-4795. Please leave a message and the appropriate committee member will return your call. 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 call Keith Clark (630-690-3381).

Something new 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 or SUV and show them the beauty of Road America! We will ask for a \$10 donation for this privilege, with all proceeds going to Lamb's Farm in Libertyville, Illinois.

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

Chris Ingot and Steve Rashbaum

R.oad A.merica D.rivers' E.ducation 2002 Co-chairs

R.oad A.merica D.rivers' E.ducation 2002 Committee Members

Chris Ingot	Event Co-Chairman	847.604.4795	PCATRAC2002@aol.com
Steve Rashbaum	Event Co-Chairman	847.604.4795	Steve.Rashbaum@Invitrogen.com
Keith Clark	Event Coordinator	630.690.3381	ClarkFNFlying@aol.com
Susan Shire	Registrar	847.604.4795	ChiScene@aol.com
John Ruther	Chief Driving Instructor	847.304.5515	John@northstarmotorsports.com
Pete Hackenson	Tech Coordinator	630.655.1629	Phackenson@hotmail.com
Todd Conforti	Safety Co-Coordinator	847.382.9653	TLControls@aol.com
Greg Turek	Safety Co-Coordinator	630.904.0800	Gregturek@att.net

DRIVER MEDICAL INFORMATION

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

Name _____ Age _____ Birth Date _____

List any medication currently used (including eye drops) _____

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

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

List any current Medical Conditions _____

Describe any medical changes since your last physical _____

Physician's Name _____ Phone _____

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

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

- The PCA Chicago Region reserves the right to deny registration for or 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. 2002 FEE SCHEDULE

	EARLY REGISTRATION <i>Postmarked by 4/27/02</i>	LATE REGISTRATION <i>Postmarked after 4/27/02</i>
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First Driver

___ Novice	Friday, Saturday & Sunday	\$ 370.00	\$ 400.00
___ Instructor	Friday, Saturday & Sunday	\$ 295.00	\$ 325.00
___ Other First Driver	Saturday & Sunday	\$ 295.00	\$ 325.00

Second Driver (family or affiliated PCA member only)

___ Novice	Friday, Saturday & Sunday	\$ 185.00	\$ 215.00
___ Other Second Driver	Saturday & Sunday	\$ 150.00	\$ 180.00

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

___ Novice	Friday, Saturday & Sunday	\$ 370.00	\$ 400.00
___ Other Second Driver	Saturday & Sunday	\$ 295.00	\$ 325.00

NO REFUNDS FOR
CANCELLATIONS
AFTER MAY 14,
2002

A \$25.00
PROCESSING FEE
WILL BE
DEDUCTED FROM
ALL REFUNDS.

Driver(s) Fees \$ _____

Extra shirt(s) S M L XL XXL XXXL # _____ @ \$ 15.00 EACH \$ _____

Golf Cart Rental # _____ @ \$ 250.00 EACH \$ _____

Make checks payable to PCA Chicago Region TOTAL enclosed \$ _____

Mail pre-registration form and check to: Susan Shire, R.A.D.E. 2002 Registrar
9507 North Central Park Avenue
Evanston, IL 60203-1103

PLACES TO STAY WHILE VISITING ROAD AMERICA

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

The American Club
Kohler, WI – 800.344.2838

AmericInn Motel - Plymouth
Plymouth, WI—920.892.2669

AmericInn Motel/Suites
Sheboygan, WI—920.208.8130

Baymont Inns
Sheboygan, WI—920.457.2321

Best Value Parkway Motel
Sheboygan, WI – 800.341.8000

Breeze Inn to the Chalet Motel
Mequon, WI—414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI—920.451.0644

Comfort Inn
Sheboygan, WI – 800.228.5150

Grand Hotel
Sheboygan – 920.458.1400

Harbor Winds Hotel
Sheboygan, WI – 920.452.9000

Hillwind Farm B & B
Plymouth, WI – 877.892.2199

Holiday Inn Express
Sheboygan, WI—920.451.8700

Imperial Motel
Sheboygan, WI – 920.458.3578

Inn on Woodlake
Sheboygan, WI – 800.919.3600

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

Lakeland College
Howards Grove, WI—920.565.1248

The Osthoff
Elkhart Lake, WI—800.876.3399

Pinehurst Inn
Sheboygan Falls, WI—920.467.4314

Plymouth Inn
Plymouth, WI—920.893.5623

Ramada Inn Downtown
Sheboygan, WI – 800.909.8770

Riverview Spa Suites
Sheboygan, WI – 920.451.9576

Rochester Inn
Sheboygan Falls, WI – 920.467.3123

Safe Harbor Inn
Fond du Lac, WI – 920.923.0223

Saukville Super 8 Motel
Saukville, WI—414.284.9399

Select Inn Fountain Park
Sheboygan, WI – 800.909.8770

Sheboygan Super 8 Motel
Sheboygan, WI—920.458.8080

Siebkens Resort
Elkhart Lake, WI—920.876.2600

Sippel House
Elkhart Lake, WI—920.876.3110

Victorian Village
Elkhart Lake, WI—920.876.3323

Windy Mare
Kiel, WI—920.894.2284

Wisconsin Aire Motel
Random Lake, WI—920.994.4501

Yankee Hill Inn B & B
Plymouth, WI—920.892.2222

Campgrounds

Cedar View Camper Rentals
Kiel, WI—920.894.7884

Hoelt's Resort Campground
Cascade, WI—920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI—920.892.4252

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

Westward Ho Camp Resort
Glenbeulah, WI—920.526.3407

We need your help to make the **R.oad A.merica D.rivers' E.ducation 2002, May 24th—26th**, the best it can be. Your help in the past has done just that. Please help out again this year. If you are interested, please send your work assignment preferences, name, address, phone, e-mail and/or fax number to:

Keith Clark
733 Medford Drive
Carol Stream, IL 60188

phone: 630.690.3381
fax: 630.690.3394
e-mail: ClarkFNFlying@aol.com

Name: _____

Phone: _____

Address: _____

e-mail: _____

Fax: _____

Tech / Registration / Anywhere you need me

Thursday pm / Friday am / Friday pm / Saturday am / Saturday pm / Sunday am / Sunday pm

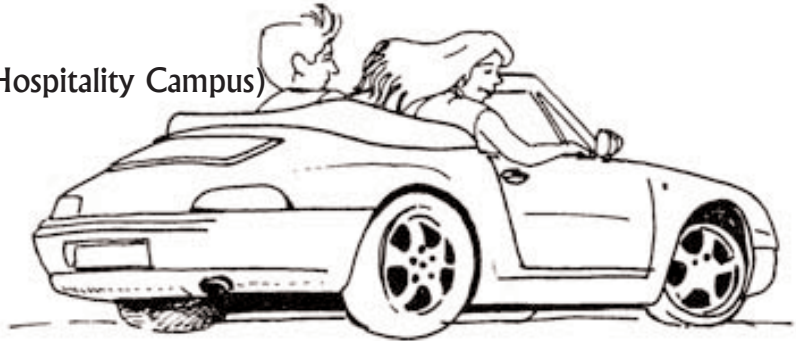
FROM HERE TO THERE RALLYE

Sunday, June 2th

In keeping with this year's format of "low-key" events, Chicago PCA invites you to take part in the second Rallye of the season.

Start Point: Coleman Restaurant (at the Hospitality Campus)
2555 Bunker Hill Road
Algonquin, Illinois

Registration Opens: 10:00 a.m.
Drivers' Meeting: 11:00 a.m.
First Car Off: 12:01 p.m.



Directions: I-90 West (NW Tollway) towards Rockford
Exit at Randall Road NORTH
North on Randall Road approx. 6 miles
Restaurant is 1/4 mile south of Algonquin Road

If you are coming from Rte 62 out of Algonquin—
There is a traffic light at this intersection when approaching the area.
Watch for signs for Sherman Healthcare Center and for Holiday Inn Express.
Bunker Hill goes West & Huntington Drive goes east at this light...go West.

Afterwards, everyone is welcome to join us for dinner, awards, and post-rallye critique at DEETERS RESTAURANT, 15105 US Hwy 14, Woodstock, Illinois (815-338-6550), at approximately 3:00-3:30 p.m.

Questions? Call: Chuck Bittman 708-352-9505 email: cbittman@bellebotanicals.com
or
Lee Lichtenstein 847-577-1550 email: Lee@pmsales.com

RALLYE CAR FEE \$20.00 Pre-registration per car
\$25.00 On-site registration per car

Please make checks payable to PCA-Chicago Region and mail registration to: Lee Lichtenstein, 1540 Springview Ct., Wheeling, IL 60090-5374

Driver: _____ Phone: _____

Email: _____ Member _____ Applicant _____ Guest of _____

Navigator: _____ Phone: _____

Email: _____ Member _____ Applicant _____ Guest of _____

Car Model _____ Color _____ SOP _____ Equipped _____ Touring _____

If there are any non-rallyists who would like to work, please give us a call or email us.

PERMANENT CAR NUMBERS

by Ed Leed

As you prepare for the upcoming autocross and drivers education season, you may decide to get a permanent number for your Porsche. Since we have banned shoe polish numbers because they are virtually unreadable by timing, scoring and corner workers, you have the choice of vinyl adhesive numbers, static cling numbers, magnetic numbers or painted numbers.

Painted numbers seem to have a rather serious commitment attached to them that many Porsche owners are fearful of making, so that leaves the others. Porsche owners who are afraid to attract attention (what?) may want to remove their numbers after an event. Magnetic, vinyl adhesive or static cling numbers may be the answer. Static cling numbers have a habit of blowing off at speeds that are really fun, so now we are

left with magnetic or vinyl adhesive numbers.

Either of these choices has their positive and negative features. Magnetic numbers are the ultimate in flexibility, but can cause microscopic scratches and occasionally may blow off. It's a good idea to tape your magnetic numbers so they do not move around and cause scratches. Vinyl numbers won't blow off and can be removed after an event. They, nevertheless, are expensive mistakes if you tear them when you take them off. Numbers made from contact paper are cheap alternatives, by the way. So now you know which media are available. The list below will tell you which numbers are available.

RULES: Let me know your First, Second, Third, Fourth and Fifth choices for your three digit car number. Zero through 250 are

no longer available and neither are the cool, easy numbers like 911, 333 or 777. If you have an emotional attachment to a number that is available let me know. For example, your child's birthday, or better yet, your grandmother's dirt track number. If your favorite number is not on the list, forget it. It's taken. As for two digit numbers, forget it. They're taken. Have been for years. To earn a two digit number you must perform super-human feats of dedicated servitude to the Chicago Region which will make your wife begin to wonder if you still love her. Call me if you think you qualify. Check with your wife first, though.

E-mail your five car number choices to me at Leedlast@hotmail.com or fax them to 847-382-3562. I will then assign your permanent number to you. ■

Available Permanent Car Numbers

Available 250-299:	353-354	503-509	758-763	902
252	359	517	765-766	905
254-255	362-363	519-549	769	907
257-263	365-368	552-553	772	912
265-266	370-380	558-566	775	913
268	382-388	568-580	778	920-927
270-273	390-393	582-588	785	929
275	395	590-599	789-794	932-940
277-280	397-398		796	942-943
283-288		Available 600-699:	798-799	945-950
290-294	Available 400-499:	Note: 603-650 are		952-954
297-298	400-410	Reserved for Temporary	Available 800-899:	956-961
	412-414	Autocross, RA & BFR	801-807	963
Available 300-399:	416-420	use	809	965-967
302-303	423	650-672	813-816	970-985
305-307	425-426	674-676	818-819	987-989
309-310	428-430	678-690	822-827	991
312	434-442	692-698	829-838	993-995
313	445-448		840	997-998
318-320	451-453	Available 700-799:	842-847	
322-324	455-456	701-703	849	
326	459	705-706	852-870	
329	463-470	709-710	873-881	
330	472-475	718-720	883-887	
335-336	477-489	722-726	889	
338	491-493	728	892	
341-344	495-499	730-735	894-899	
347		737-745		
351	Available 500-599:	748-756	Available 900-999:	

THE NAUGHT TWO TOUR

by JOHN MUELLER, JOHNMUELLER@TELOCITY.COM

Where does the time go? I promised a schedule of FN Flying tour events for 2002 in the January issue. Well, better late than never, below is the schedule for the FN Flying tour for 2002.

I remember Jethro Bodine once asked, "Uncle Jed, how much is naught plus naught?" Like Jethro, I could never figure out the answer. But it came to me, seeing how the year is naught two, may be that is the answer-naught plus naught is naught two. Well, maybe I'm not very good at math but you don't have to be good at math to drive well and enjoy driving. So, the theme of this year's tour is: you don't need a reason just come on out and drive in naught two.

Saturday, March 30th, we were at GingerMan race-track for their "Porsche Spring Break." Attending from the Chicago Region were Rick Fischer, Glen Spiegler, John Cline, Bill Economos, John Dabek, Mike Keck and his son, and three fellows from Napleton Porsche in Westmont. Larry Baum and Bill White were there from the Western Michigan Region. There were also two Porsche drivers from Indiana and a couple of non-Porsche drivers. I think the fellows from Indiana were a bit intimidated since all the other Porsches

were track-cars and had arrived in trailers. They had driven up in an early stock 911. In all, there were 12 cars. Since there were such a small number of cars, the track was open continuously with no run groups and no fixed time sessions. We started running at about 9:20 a.m. and went to 5 p.m. with an hour break for lunch. For most drivers, this was the first time out this season and people had to do a lot of tweaking to get their cars running right. As a result, there were usually more cars



in the paddock than on the track. The most cars I saw on the track at one time were four. Personally, I think the longest I ran was a 45-minute stretch and then I came in for a rest. I went out the last half-hour of the day after about a 20-minute rest, and I was surprised at how relaxed and rested I felt at the end of the day after such short rest.

Glen Spiegler had just bought a new race-prepared 914-6. This was the second time he drove it. It took him quite a while just to get it started. He was unfamiliar with coaxing a racing engine with carburetors to start.

I had just put a new Sparco Evo2 race seat in my car. I removed the seat cushions in order to get more headroom. I was afraid the ride might be too harsh. My first sensation was not that the seat was different, but rather that the chassis had

been stiffened. It felt similar to driving the car after the rollcage was installed. I was expecting to get the benefit of being held more securely from the new seat. However, I found the principal benefit of the seat was that it was more communicative. The seat increased the information flow across the primary car-driver interface. That is the driver's butt. I found I could sense changes in the handling of the car through the race seat that I couldn't through the stock seat. If the stock seat took two tenths a second to react to a change in handling that happened in one tenth of the second in the chassis, I couldn't feel the event through the stock seat. The racing seat was much more in tune with the sports suspension of my 968. I found it much easier to control the car near the limits of adhesion because I could sense those limits much better.

As you can see from the pictures, it was a fine day for racing. The skies were clear with the temperatures in the upper forties. Bill Economos came with his friend who owns the orange Lotus Exige. You can see Bill in the background with his hood up. His friend has the orange vest matching his orange Lotus. Rick Fischer's racecar (number 163) is pictured in the foreground with Mike Keck's 944 Turbo in the background.

Three diehard drivers stayed to the end of in the day. They were Glen Spiegler, Rick Fisher and I. The picture shows Glen's 914 loaded in his trailer with Rick and I giving a thumbs-up to a day well spent.

Looking ahead, the first weekend in May the Potomac region is sponsoring a three-day event at the Mid-Ohio. This is a great opportunity to learn the track. Three days is enough time to get comfortable with the



Continued on page 33

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SEBRING WORLD CHALLENGE

ARTICLE AND PHOTOS BY PETE HACKENSEN

What an opportunity - see Sebring in its full glory along with 160,000 other people while at the same time assist my friend and Chicago Region PCA Member, George Biskup, as Crew Chief in his return to the SPEED World Challenge GT Race. What an amazing show! George was the 1999 "Rookie of the Year" when it was the Speedvision World Challenge. He decided to have another go with his new 2002 Porsche Cup Car (only 9 delivered to the U.S.).

Day 1. Sunday. Our adventure began at a 4:45 A.M. wake-up for a 7 A.M. morning flight to Orlando. The first obstacle was an overzealous Oak Brook officer who tried to give us a ticket for driving a few miles per hour over the posted limit. After some conversation, we were off unscathed only to be run off the road by a bus at Midway Airport. Midway was packed, but a small bribe to a Sky Cap got us checked in record time! Finally, off to a leisurely flight to Orlando and a 1? hour drive south to Sebring. Amazingly, ALMS Tech inspection and practice well under way for the 12 hour race that was still six days away. We spent the rest of the day reviewing the entrants and, without any thought, I wound up snapping pictures of 3 of the 4 overall Class winners before the race began. We spent some time at the Tech Inspection line viewing a number of very nice racers including the Saleen S7R, Audi R8's, Porsche GT3 RS's and the Doran Lista Racing Dallara Judd.

I spoke with the car owner, Kevin Doran, and he reflected on the significance of the Sebring race. As the overall winner of the Daytona 24 Hour earlier in the year, Kevin stated, "Yes the Daytona race is significant and we are very fortunate to win but this is the real test. It is rough and hard. Everything else in the series is simply a support race compared to this." Pretty heady stuff hey.

I was reviewing the driver line up, got distracted and missed understanding that Phil Collin, another friend and Chicago Region PCA Member, was going to drive a 911 GT3 RS for the Seikel Team with Hough Plumb and Andrew Bagnal. I regret overlooking Phil's entrance not just because he came in 2nd in the GT Class (Congratulations, Phil) but also because he is a great guy and George and I really would have enjoyed his company!

We stopped by the Ferrari trailers and were watching two Ferrari Modena 360's being detailed for racing. They were straight off the boat complete with the import stickers on the windscreen and plastic covers on the interior. The Olive Garden 550 Maranello was

Continued on page 45



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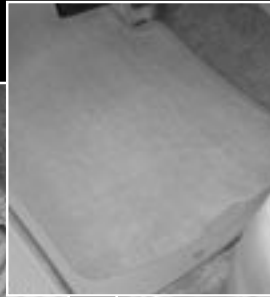
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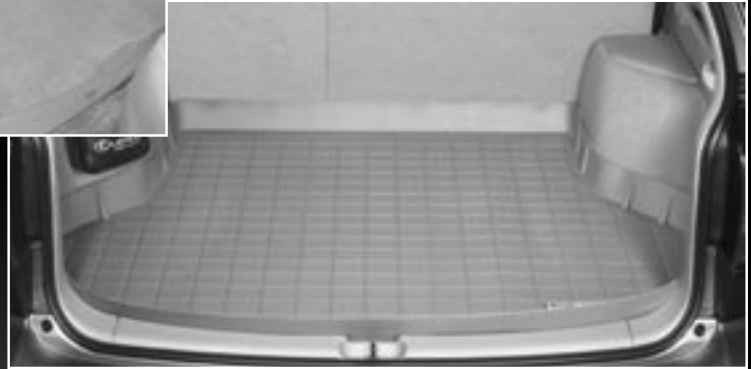


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So wash off the Porsche, sip some wine and join us for the first of five Concours for 2002. Even if you do not bring the Porsche, come out for the wine tasting. And of course Concours volunteers are always welcome.

10:30 am: Cars may begin arriving at Lynfred Winery

12:00 pm: Concours judging begins

2:00 pm: Winery tours and tasting

3:30 pm: Trophy presentations

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Class C: Exterior, Interior & Trunk

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

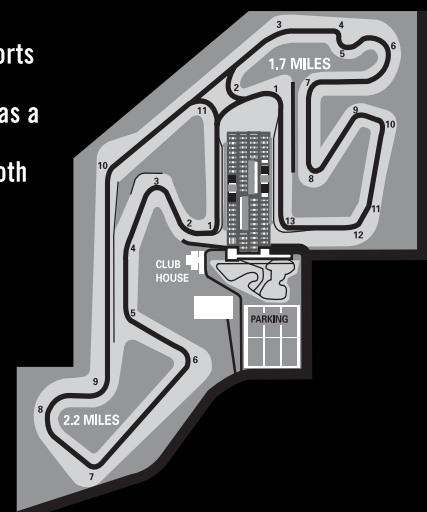
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- 1.7 Mile Track | 13 Turns
- 4 Mile Track | 22 Turns
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GINGERMAN: A TALE OF TWO CITIES (ALMOST)

GingerMan Raceway was developed by Dan Schnitta of Chicago. Dan's lifelong love for sports cars began when he acquired a Fiat roadster in 1966. A succession of sports cars grew into a collection and casual Sunday drives grew into a passion for motorsports, culminating in the property purchase, design and construction of GingerMan Raceway in 1995. The spirit of real competition and an enthusiasm for the classic sport of wheel-to-wheel racing brought the vision of a great racetrack into reality.



GingerMan Raceway is a private road-racing course situated on a 330-acre site. The track is 1.88 miles

long, twisting left and right and up and down on the naturally rolling landscape. It simulates a country road, but without risks to pedestrians and oncoming traffic or ditches and phone poles, trees and other objects.

Can you race? Yes, most of the racers here are people like you who race as a hobby. Find out more about getting involved as a racer or race



staff member by contacting the clubs that race here. All sports car, motorcycle and kart clubs require that you have suitable safety equipment for yourself and on your vehicle



to race wheel-to-wheel. Most require that you attend a racing driver school to learn the rules of safety and driving techniques before you can go on the track. ■

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

South Haven is a quaint port city located on beautiful Lake Michigan. We are home to the breathtaking South Pier Lighthouse and some of the most beautiful beaches and sunsets in the country. In addition, you will find accommodations to suit every taste.

The skies are blue, the beaches are sandy white, and the streets are filled with visitors from around the world discovering the small town magic and hospitality we are famous for. Festivals and events are in full swing. Spirits soar as the sun shines brilliantly over South Haven.



Enjoy outdoor seating at local eateries, follow the Harbor walk and learn a bit of our maritime history, take a bike ride down the popular Kal-Haven Trail or sun bathe at one

of our lovely beaches. Experience, first hand, the evening festivities. Whether you are in search of a night on the town, a romantic evening for two, or quality family time, South Haven has something for everyone. ■



Places to stay in South Haven:

Guesthouse Inn 616.639.9900
Old Harbor Inn 616.637.8480
Holiday Inn Express 616.637.8800
Lake Bluff 616.637.8531
Econolodge 616.637.5141
Hampton Inn 616.639.8550
and many more.

For more info visit:

<http://www.gingermanraceway.com/>

Blackhawk Farms Raceway - Drivers' Education

Wednesday, June 12th

Blackhawk is a great road course and this May 15th event is for Novice Drivers. Blackhawk is an eight turn 1.9 mile enclosed, high-speed racetrack located in South Beloit, on the Wisconsin border, only 90 minutes from Chicago.

Most Blackhawk events are sell-outs, so pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots.

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 2002 Tech and Safety Requirements - there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk is very hard on the brake system!

Cancellations & refunds will be honored until the prior Monday at 9 p.m. for the Wednesday event.

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

General Schedule:

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

Questions:

Dan Gallagher (708) 784-0784
 Pete Hackenson (630) 655-4661, 1629 (Home)
 phackenson@hotmail.com

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Class: (circle applicable) [Instructor] [Novice] [Ladies]

Prior Experience: _____

Second Driver

Year/Car Make/ Model/ Permanent Car Number

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Prior Experience: _____

Pre-registered Entrance Fees:

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Second Driver - \$150.00	_____
Second Driver - \$75.00*	_____
Total	_____

* The \$75.00 fee only applies to family members who drive the same car as the first driver.

Make check to PCA- Chicago Region and Mail to:
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For more information on Track Events, Schedules, Tech & Safety Requirements Information use the WEB at WWW.PCA-Chicago.org.
 For more Blackhawk information go to WWW.namotorsports.com/Tracks/Blackhawk.html.

Spare Parts

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

"The Best Cars of 2002"

Major Readers' Poll of "auto, motor und sport." Porsche 911 is Germany's Best Sportscar for the 15th time from PCNA Stuttgart. The Porsche 911 has again been awarded with one of the most coveted automobile awards. The readers of "auto, motor und sport" - one of Germany's most important auto magazines - voted the 911 the winner of the annual "Best Car of the Year" competition. The 911 Turbo and the 911 Carrera competed together in the "Sportscar" category. The award marks the 14th win for the 911 Turbo, and the 15th success for the 911 Carrera model.

New Membership Coordinator

Keith Clark has been working on filling the membership spot. Keith is pleased to inform all of you that Van Miller has accepted the position and will be starting as quickly as possible. If you get a chance, give Van a call to welcome him to the position, I know Van will do a great job with our membership. You can reach him at 847-949-0972, Quik550@aol.com

Gingerman Track Event

Michiana Region would like to announce June 22-23 as the date for our 2002 Drivers Education, to be held at Gingerman Raceway in South Haven, Michigan. All inquiries can be made to Don Dosmann at 219-234-3451 or MichianaPCA@aol.com. ■

Midship Report, continued from page 14

Yes, EBay (ebay.com). Typing in a search for the term Boxster returned over 320 items. It's a great place to window shop cars and get a feel for what kinds of must have accessories are out there (rear speaker kits, clear side markers) and those you can pass on (Boxster wall clock!?!). And here's a secret tip, do a search on Boxter. In fact, searching across the entire Internet, you would be amazed at how many people and sites typo the name. Case in point: PurelyGT has a fairly good print magazine about Porsches, but made a major goof on their website. purelygt.com is, uhhhhm, not good. Their site opened featuring a Boxter forum. Yes, BOXTER. The only forum message was from someone suggesting they figure out how to spell BOXSTER! They finally corrected it just this past week, but the damage was done.

And speaking of favorite links, here's a hot tip: [inwave.com/~duhvinci/\(-\)stbr.htm](http://inwave.com/~duhvinci/(-)stbr.htm). It's a link to the Stagecoach Trail Boxster Run scheduled for Saturday, May 18th. Boxster owners are invited to join in a drive thru the Northwestern corner of Illinois near and around the Galena territory. I've been out there before and as the page says, "you will not believe you are driving Illinois roads." I'll be the one in the Seal Gray S. The one with the dimple in the trunk lid.

NEXT MONTH: DANGER! Your MidShip correspondent goes out into the world, tax refund in hand, and actually buys aftermarket stuff to report on PLUS more on Boxster 'hacks'. In the meantime, feel free to contact me with your thoughts, ideas, suggestions, ramblings, etc. at the email address above. [Note: The Boxster Box has a new E-mail address this month. The old address has gone away and I'm now found at the new address noted in the by-line at the beginning of the article. ■

Naught 2 Tour, continued from page 22

track. I like going to Mid-Ohio at this time of year because I get to drive a high-speed track, before going to Road America at the end of May. On the back straight at the Mid-Ohio, you get up into fifth gear. You might remember Michael Andretti left the track at the end of this straight and did some cartwheels through the gravel trap. Certainly, there is more runoff room here than at the Canada corner at Road America. Believe me, I've been there and I've done that.

The Connecticut Valley region is accepting applications for their event at Watkins Glen. Zone One won't accept applications for their event at Watkins Glen until April 15. I consider this the crown jewel of the tour. We get five days at a world-class track in the middle of the season.

I know it is impractical to go to all the events listed, but I would like to go to most of them. Some of the dates may change as new information becomes available. Contact me if you have any questions. ■



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PCA - CHICAGO REGION BOARD MEETING MINUTES

MARCH, 2002

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

Coordinators Present: S. Young, C. Bittman, C. Inglot, D. Gallagher, P. Hackenson, K. Clark, J. Jacisin, P. Yanahan, J. Stephensen, J. Holler, S. Adleman

Members Present: L. Lichtenstein

Meeting Called to Order by K. Clark at 8:20 P.M. at the Park Ridge VFW Hall, Park Ridge, IL.

Secretary: M. Nowakowski

-Presented minutes from February 1, 2002 Board Meeting. Correction to February 1, 2002, minutes for Charity: Karting-For-A-Cause charity will provide beer on bus.
-Correction to February 1, 2002, minutes for Safety: Road America event for Novice and Group C drivers requires 3 point belts and stock seat. Road America event for B Class drivers requires 5 or 6 point belts and harness. Blackhawk and Gingerman events for Novice, Group C and B2 drivers requires 3 point belts and stock seats.
Approved Unanimously.

Vice President: J. Jacisin

-Thanks were expressed to P. Yanahan and P. Hackenson for Feb. 17, 2002, Tech Session and Chili Tasting at Napleton.
-Thanks were expressed to J. Ruther for the March 3, 2002 Tech Session at Northstar Motorsports.

President: K. Clark

-National reimbursement check has been forwarded to K. Pesavento.
-A planning meeting will be held later in the year for the Blackhawk Oktoberfest multi-event weekend.

Autocross: S. Young

-Contracts and dates are secured for all autocross events. Autocross Drivers' School on Sunday, April 28, is finalized and volunteers are being recruited.

Road America: C. Inglot

-Memorial Day event contract is signed and deposit has been sent to Road America. Road America has changed payment terms for 2002 events. All events must be paid in full prior to the start of the event.
-Currently, 15 applications have been received for the Memorial Day event.
-The VIR Club Race in Virginia has been scheduled on the same weekend as our Labor Day event.

Blackhawk Farms: D. Gallagher/P. Hackenson

-Per D. Gallagher, 2002 track fees have been increased approximately 8%.
-Insurance for Blackhawk has been increased 30%. Chicago region will be secondary insurer, and a minimum policy value of \$5 million will be required per event. Insurance policy coverage includes Officers, Directors, event chairpeople, Tech, and corner workers. We prepaid 1500 per event.
-Contracts for Blackhawk dates are due 3/16/02 with deposit.
-D. Gallagher indicated that insurance credit of \$900 carried forward from last year may need to be written off.
-P. Hackenson will be chairperson for May 8, 2002, Blackhawk event. 12 participants are preregistered, and the schedule for this event is on the website.
-D. Gallagher will be chairperson for the May 15, 2002, Blackhawk Novice event. Instructors have 2 hours of track time. 6 participants are preregistered.

Insurance: K. Clark

Insurance policy and forms will include an area to name individual parties for each event.

Concours: J. Jacisin/P. Yanahan

-Events and website have been updated.

Rallye: J. Stephensen

-April Rallye events are finalized. Rallye School on April 13 will be held at Motorwerks of Barrington.

Social: presented by L. Lichtenstein and P. Yanahan

-12 people pre-registered for St. Patrick Day party. The Thai Social had 32 participants.

Membership: J. Franks presented by K. Clark

-J. Franks has requested to be replaced due to personal conflicts.
-Board members will be on hand this Wednesday, March 13, for the New Member Meet and Greet.

Technical: P. Hackenson

-The Safety Tech session at Northstar Motorsports was attended by 47 members. Attendance was down from last year. OMP President was informative and entertaining. Thanks to Northstar Motorsports for hosting this event.

Goodie Store: K. Hackenson

-Inventory has decreased due to brisk sales at Tech Sessions. License plate frames are being researched.

Board Meeting - continued on page 38

GINGERMAN 2002

JULY 20 & 21

We will be returning to the summer getaway town of South Haven, Michigan, and the famous Gingerman Raceway, for the weekend of July 20th and 21st.

Gingerman Raceway is a very challenging 1.88 mile road course comprised of 11 turns, some elevation change, and LOTS of run off area. This is simply one of the safest tracks you can run.

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

Before arriving at the track, it's the driver's responsibility to make sure their car will pass a Chicago Region technical inspection. A copy of the Chicago Region Tech Sheet is published in every issue of the Chicago Scene. Please take note of the helmet and apparel requirements for this event; all drivers must have a SNELL SA '95 or later helmet and full length pants, long sleeved shirts, socks, and closed-toe shoes. All clothing should be made of natural fibers (no nylon, polyester, etc.). Any tech questions regarding this event should be directed to Pete Hackenson at (630) 655-1629. All cars MUST pass tech inspection to be allowed on the track.

Registration and tech will be held at the track beginning Friday, July 19th at 4pm EST running until 7pm EST. Further registration and tech will be open Saturday, July 20th from 8am EST until 11am EST. All drivers will be required to present a valid driver's license at registration. Race cars, trailers, and support vehicles can be securely left at the track beginning July 19th until the conclusion of the event. Facilities at the track include race fuel, air, and a concession stand serving breakfast and lunch.

There will be MANDATORY drivers' meetings regarding policy and safety issues for the event on both Saturday, July 20th, and Sunday, July 21st, at 8am EST. If you miss either meeting, you will forfeit your ability to race on this track.

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

Feel free to call or e-mail with questions. See you at the track!

Jeff, Jill, and Max Girard.

First Driver

Year/Car Make/ Model/ Permanent Car Number

Address

City, State, Zip Code

Phone(s)

E-mail

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

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

Prior Experience: _____

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

Second Driver

Year/Car Make/ Model/ Permanent Car Number

Phone(s)

E-mail

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

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

Prior Experience: _____

Pre-registered Entrance Fees:

First Driver - \$220.00	_____
2 Drivers in same car - \$260.00	_____
2 Drivers separate cars - \$440.00	_____
Total	_____

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MARCH 2002



MORGAN BALLARD Hampshire, IL 1987 944 Turbo	ROB MONTGOMERY Chicago, IL 1986 944
JOHN BARANOWSKI Hawthorn Woods, IL 1997 911	DAN RIDENOUR Antioch, IL 1992 968
SKIP BOYKIN Washington, DC 1997 993 C4S	JOHN SCHMIDT Barrington, IL 1996 911 Twin Turbo
TROY CHRISTENSEN Barrington Hills, IL 2002 996 C4	WALEED SHAFIQUILLAH Chicago, IL 1986 944 Turbo
DAVID ELLIS Chicago, IL 2002 996 Carrera	JOHN SNOW Orland Park, IL 2001 Boxster S
JOSEPH LINDBLOOM Homewood, IL 1968 911 S	MICHAEL WEBB Wheaton, IL 1986 944 Turbo
JERRY MAYNARD Deer Park, IL 1998 Boxster	HANK WEIL Lake Forest, IL 1994 911

Board Meeting - continued from page 35

Charity: D. Coup presented by K. Clark

-Karting for a Cause, to be held on Saturday, March 9, is 1 team short. The bus is full. Chicago Region will cover the cost of the short team, if not filled by the day of the event.

Chicago Scene: S. Adleman

-S. Adleman requested a Motion from the Board for the installation of a DSL connection at his residence, with a cost of approximately \$50 per month, and average use of 60 hours/month. Approved Unanimously.

-J. Jacisin, S. Young, J. Stephensen, S. Adleman are requested to form a subcommittee to analyze the

Chicago Scene printing technology, cover, mailing, printing, and overall quality. Committee is requested to recommend the level of quality of the Scene.

-Discussion on advertising rate increase to be tabled until April Board Meeting.

Advertising: S. Shire presented by S. Adleman

-S. Shire has requested an active solicitor for advertising.

Webmaster: J. Holler

The website has been updated to include the venue videos.

PCA National is reviewing Club websites. Members are urged to visit our website and report any problems.

Property: E. Leed - No Report

Photographer: M. Rende - No Report

Historian: J. O'Keefe - No Report

Timing & Scoring: C. Bittman - No Report

Treasurer: K. Pesavento - No Report

Gingerman: J. Girard - No Report

Chief Driving Instructor: J. Ruther - No Report

Safety: T. Conforti - No Report

Old Business:

-L. Lichtenstein shall be reimbursed for Autoshow 2002 parking expenses.

-E. Barnicle had been requested to contact Autobahn CC for update. Numerous phone calls to Barry Tharp at Autobahn were not returned to date. Mark Basso to be contacted. Further report next month.

New Business:

-D. Gallagher stated that flowers and best wishes were sent to Joe Hish.

-E. Barnicle presented e-mail concerning Cart Enduro Racing, and Speed Trail U.S. request for Instructors for Saturday, April 13, 2002 at Gingerman Raceway. Information is available to interested parties.

-S. Young indicated that Autocross is considering different ideas for 2002 trophies, including free entry to next Autocross event. Ideas are welcome.

-J. Holler: Event Registration forms are available on the website. Discussion on Paypal and credit card payments.

-K. Clark requested decision on credit card meeting to be made at April 5, 2002 Board Meeting. K. Pesavento has been requested to call Bank and arrange for Merchant Account.

Adjournment: 10:45 P.M.

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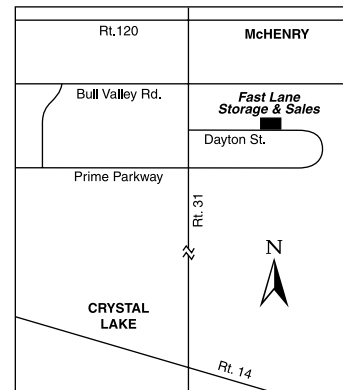
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Mail, Fax or E-mail the above information to: Debbie Leed, 37 Lakeview Drive, Barrington, IL 60010-1949 FAX-847-382-3562 (8:00 a.m. until 8:00 p.m. only), leedlast@hotmail.com

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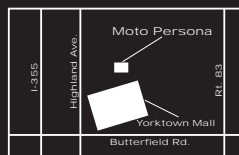
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PCA members are welcome to place ads of a non-commercial nature at no charge in The Mart. For non-members, the non-refundable fee for this service is \$15.00 for three months, with checks payable to PCA Chicago Region. Ad material must be received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

Please see page one for submission information.

For Sale Porsche Cars

911

2002 911 Turbo Seal gray/black leather sport seats, 6 speed, well equipped, 400 miles, \$120,000. Call Henry 708-354-0284. [AMJ]

2000 911 Carrera Coupe 5,000 miles. 6 speed. Ocean Blue w/Graphite Gray interior. Heated front seats, power seats, 18" turbo wheels, 3-spoke leather steering wheel, head light washers, hi-fi sound w/speakers, AM/FM Radio w/CD, Litronic headlights, carbon brake/shifter, aluminum dials, chrome exhaust pkg. \$65,500. Grace Wei-Maguire 312-335-9496 or gracweimaguire@ameritech.net. [MJJ]

2000 911 Carrera Coupe 7k miles. Biarritz White/Metropolitan Blue. 6 speed, full leather, hi-fi sound, gold wheel crests, 18" turbo wheels, K40 integrated radar, Porsche cover, PSM, in-dash CD, in-trunk CD changer. No smoke, rain or track. MINT. \$63,333. Doug Wakeley 708-494-3684 or doug911w@aol.com. [MAM]

1996 911 Coupe. Adventurine Green/Tan Leather. Sunroof, CD, dual power seats. Garage kept, never driven in snow. Immaculate condition inside and out. 30,000 miles. \$46,000 obo. Call Nick at (312) 551-4086 or e-mail for more info to carsforsale01@yahoo.com. [MJJ]

1995 911 Coupe, rare Riviera Blue, black leather interior, excellent condition. Electric sport seats, limited slip, sun roof, AC, blue 17" alloy wheels and extra set of Fikse 17" anodized FM/10 wheels. Lowered, Eibach springs, removable stainless harness bar with 5-point Simpson belts (both sides). 17,500 miles. Original owner. Maintained by Midwest Eurosport. Turned 1:20 at Blackhawk DE with no engine or exhaust modifications. \$50,000.

Call Bart Crosby 312.346.2900 (days), or 312-951-9062 (evenings). [MAM]

1994 911 Turbo 3.6, 38,500 miles, excellent condition, upgraded sound system, 6 CD changer. 18" wheels, new Bridgestone tires, 345 horsepower, 2nd owner. \$56,000. John at 847-398-2925. [MJJ]

1992 911 Carrera 2 Targa, rare color amazon green/tan interior. 5-speed. Eclipse AM/FM/CD w/remote & 6 speakers. Clifford alarm. Computer pkg. Heated power seats. Dual air bags. Stored winters. 60K miles. Original owner. A BEAUTY! \$37,500 obo, Marty Saltzman, 79 N. Bridgeview St., Palatine, IL 60067 847-202-6470. Email: mlsaltzman@hotmail.com. [AMJ]

1988 Carrera Coupe Black/Maroon interior, Sunroof, Kenwood CD, ADS AMP, very clean driver, 96K miles, \$20,000, Rick 630-986-8563 or rick911s@aol.com. [AMJ]

1988 911 Carrera Black/black leather, 39,000 miles, 5 speed, sun roof, a/c, garage kept, mint condition. Totally original except for tires. \$29,000. No winter driving. Mindy Malecki 708-383-0233. [MAM]

1987 911 Carrera Coupe Guards Red/Black Leather, Loaded, All Records. 8,500 Miles, Museum Piece \$34,500. Call Ken 630-858-5419. [MJJ]

1986 Carrera, Sunroof Coupe, Black/Black, Tail, CD, Amp, 90kmi, e-mail for pics. Lipamax@attbi.com, Price to sell \$15,900. Mike Maron (847) 774-6677. [AMJ]

1983 911SC Platinum metallic coupe, Carrera updates, Fuchs, Tail, etc. 95K miles. Always garaged and covered no snow. Excellent condition. \$11,000 obo, Contact Tom Kalina @ kalina2@msn.com or call 630-420-0216. [AMJ]

1981 911 SC Targa wine red metallic exterior, full leather black interior original color-matched Fuchs BBS RS classic wheels mounted (16") Alpine faceplate AM/FM CD Kenwood amp original radio all mechanical updates superb maintenance records Always winter stored w/cover \$19,500 obo, Robert 312-280-0942 or Rome4Rent@aol.com. [AMJ]

1971 PORSCHE 911 White/Black complete restoration two years ago. 260 HP, roll bar, Momo wheel, R.S.America interior, cruise, CD. gorgeous! \$18,800 Call Dan at 616-253-2017. Two free evening track days (Wed. or Thurs. 5:30 p.m. till dark) at Gingerman with purchase. [AMJ]

1971 PORSCHE 911 GT3 3.4 L, 340 HP, PMO 50IDA carbs, only 2 Hrs since re-build, 20

Gal. Fuel Safe cell, 2100 lbs., Body all fiberglass or carbon fiber except roof, windows lexan & plexiglass, Momo seat with harness & back brace, 3.8 rear deck with adjustable banana wing, 928 S-4 front brakes with cross drilled rotors, 930 rear brakes, all rotors new, Tilton dual 23mm master cylinders, Air ducts to front brakes, Full SCCA approved cage, Too much to list. \$45,000 Contact Glen Spiegler 847-428-8038 spiegler@aol.com [MAM]

968/944/928

1994 968 Cabriolet Black with beige leather interior. Six speed manual, 17" wheels, Kenwood stereo, power driver's seat, floor mats, car cover, bra & 968 manual. Harness bar for occasional track events. Stored in winter. 55K miles - \$22,500. Dave Newkirk, 630-820-2804 in Aurora IL. Pictures at http://www.geocities.com/dcnewkirk/daves_968.html. [AMJ]

1989 944S2 Only 8,700 original miles, Mint condition, white, with black partial leather interior. Has limited slip, headlight washers, full power seat. Ten speaker sound system. One owner. \$25,000. Serious inquires please contact Marty or Mary, Monday through Friday, 4:00 p.m. to 8:00 p.m. at [708] 423-7202. [MAM]

1988 Porsche 944, Seguin Services, a non-profit organization located in Cicero, Illinois, has received a 1988 Porsche 944 through their vehicle donation program. We would like to sell the Porsche to raised additional revenues for our programs and services. The Porsche was involved in a front-end collision and has some damage. It was estimated to us that it would cost approximately \$3000 to repair. The vehicle is red and has 158,469 miles. Asking price \$1500 or best offer. located at 3100 S. Central Avenue in Cicero, IL. Call 708-863-3803 x364. [AMJ]

1988 944 Turbo Race Car. "F" Class - consistently first or second in class. Lightweight. New Fikse's plus three other sets. Fabcar "A" arms. Full cage. New Recaro SPG seat. Many extras. 2:39 at Road America. Asking \$24,900. Glenn Sapa (630) 248-6982 or gsapa@aol.com. [AMJ]

1987 944 Turbo, red/black, 52K miles, very good condition, Brembo brakes, adjustable Koni shocks, full roll cage, 2 recaro seats, Fiske wheels 8-1/2 x 9-1/2, HD springs, lowered, original seats, extra tires & wheels - street or track. \$18,000 - Bob Ostroga 847-680-0136 or rostroga@aol.com. [MJJ]

The Mart, continued on page 42

1978 924 34K original miles, Silver w/black interior. New tires, drilled Brembo rotors, CD, Battery, & total tune up. Car has A/C, sunroof (no leaks) rear defrost, leather wheel, toolkit, original keys. VDO clocks works perfect. Excellent original example. \$4,800 obo, Brian Stein 630-469-5979. [AMJ]

Others/Parts

1995 BMW 530i. Orient Blue/Gray Leather. Heated seats, traction control, sunroof, cassette, full leather interior, 5 speed V8. Original owner, car garaged since new, very clean throughout. Recent tires and clutch. 65,000 miles. Great everyday driver! \$14,900 obo. Call Nick at (312) 551-4086 or e-mail for more info to carsforsale01@yahoo.com. [MJJ]

1995 BMW M3, Avus Blue with black leather interior, 5 speed, 49,000 miles, Motorsport forged 5 spoke wheels (\$1450 option), sunroof, computer, upgraded audio/sub woffer, Dinan chip, Euro airbox, original owner/have all receipts, OUTSTANDING condition. \$24,900 Jim McWethy 603-986-9696 day, 630-985-6184 eve jbmcmwethy@aol.com. [AMJ]

BMW 1989 325ix 4 dr. sedan. Rare AWD (4x4) model. 6 Disc CD, Sheepskins, recent brakes, rotors, batt. Mobil 1. vg tires, uph. paint, no rust, 112K miles, garaged, \$9,800 obo. Trades considered - Targa, race car, motorcycle, ultralite. Ken Malo H- 847-381-3675, W-847-381-4405. [FMA]

1967 BMW 2002 2 liter, roll bar, black Recaro seats. This car is a lot of fun on the track. \$4,500. Call Dan at 616-253-2017. Two free evening track days (Wed. or Thurs. 5:30 p.m. till dark) at Gingerman with purchase. [AMJ]

1993 Corrado VR6 Red/Black, 40K, cloth interior, recent suspension and brakes, three sets of tires and wheels. Road & track! \$7,400. Call Dan at 616-253-2017. Two free evening track days (Wed. or Thurs. 5:30 p.m. till dark) at Gingerman with purchase. [AMJ]

1959 Corvette Red/Black. Vintage race car with street plates. Side pipes, M22 Trans, flares, New cage, harness, race seats and gauges. \$17,500. Call Dan at 616-253-2017. Two free evening track days (Wed. or Thurs. 5:30 p.m. till dark) at Gingerman with purchase. [AMJ]

1989 Mercedes Benz 300CE. Rare!! Mint condition!! 2 door, sunroof, blk w/blk int.,

58K miles, Schrick cam, Jacobs ignition, K&N, jet perf. chip, remus sport exh., 230 hp. Stored winters, weekend car, all receipts. \$15,500 call 630-834-8646, JVC6704@aol.com. [MAM]

Boxster Hard Top garage hoist: This is the good "StowAway" hoist w/cover. \$415 new and this one is 'like new' for \$225 or best offer along w/a drive up to Madison WI to pick up or will ship at cost. Call or Email Gregg Tipple 608-221-3457 days. [MJJ]

Parts from 275 hp 3.2 Motronic motor 3.2 twin plug cylinder heads reworked by John Truman., 95mm Cosworth pistons - 10.5:1, 95mm Mahle cylinders, cams for above., SSI exhaust heat exchangers., Midwest Eurosport Muffler., Complete 3.2 Motronic induction system w/adjustable fuel regulator., AutoAuthority mass flow w/large throttle body., Euro brain w/AutoAuthority Chip, Andial twin-plug module, 930 oil pump, George Mueller 708-331-8707 or gmueller@greatline.net [AMJ]

Seats for a 1986-88 911 or 944. Stock black (non-sport) front seats. Very good condition. No tears. Power drivers seat and manual passenger. \$400.00 OBO. Call Rick at 847-384-1197 after 6 p.m. [MJJ]

Seats - Blk. non-sport partial leather seats from 87 Carrera. Driver 4-way power, pass. no power. No seat belt receptacles included, slider rails are included. VGC, no splits or tears in coverings or stitching, no fading/deep black color. You will not be disappointed (better than my 6 yr. newer RS Americas). \$800 OBO for pair, will NOT separate. Kevin- Tinley Park, 708-532-6294, ktlspider@yahoo.com. Pictures available. [MJJ]

Parts 2 - 8.5 x 18 and 2 10 x 18 O.Z. Racing "Vela" modular 2 piece wheels w/ 225-40 and 265-35-18 Yokohama AVS Sport tires, like new, less than 2k miles: \$4500 new, \$2850/bo plus ship; 99-01 996 Porsche vinyl 2 pc. Bra: \$50; 1 pr. U.S. 993 taillight lenses, \$30; 4 "colored crest" center caps (o.e.), \$130. Van Larson H630-377-4686; Valyr9090@aol.com. [AMJ]

PORSCHE RSR SPEC. 3.8 Lite race engine: RSR spec. camshafts, fully ported heads, RSR twin distributors, RSR fan and pulley system, fully race modified engine case, fully race modified crankshaft, billet connecting rods, Motorsport Design Billet throttle bodies, billet air cleaner system, Zytex engine management system, stainless headers with 6 into 1 exhaust, 360 horsepower and awesome torque! Built with all the best components and in per-

fect condition. Cost to duplicate over \$50,000; will sell for \$27,500. Contact Jeff Stone, Kelly Moss Motor Sports, 608-274-5054. [MAM]

Wheels and tires - Kinesis K-5 forged wheels to fit any 930 or turbo-look 911, fronts 17"x 9" with 245/40 BFG R1's and rears 17"x 11" with 315/35 BFG R1's. Tread life remaining on front tires 60% and 95% on rear. (Brand new wheels alone \$2,900.) Asking \$2,200. Bob Grabowski (630) 734-0818. [MJJ]

Pace American enclosed car trailer 20" x 8" interior; new 9/01; tandem axle w / electric brakes; HD ramp door w / spring, beavertail; aero front w / stoneguard below; r. drop down jacks; air vents; 8 D rings; custom interior ramps, more. Ideal for Porsche and similar size. \$6700.00. Send SASE for details & photo. C.C. Ling, 1890 Deborah Dr., #8, Punta Gorda, FL 33950, (941) 639-6394. After 5/15/2002 call (309) 242-7472. [AMJ]

TIRES-(4) Blizzak winter snows. Hey, I know you don't need'em now...but wait til' next winter. 2-205/55/R16 and 2-225/50/R16. Set of 4 for FREE. That's right--if you're a PCA Chicago member, come and get'em! Perf. Cond. 50-75% tread. Peter Kaplan 847-948-7762 days. 847-948-8852 eve. [AMJ]

Tires: 4 BFG R-1 G-Force (225/50/ZR16 & 205/50/ZR16) asking \$180. and 4 BFG Comp TA R-1 (Same Size) asking \$200. Contact Mike Corrao phone: 847-842-0704 or e-mail at mj@gingiss.com [MAM]

Panorama and Excellence - Due to pending retirement and downsizing of living/storage space, 15 years of "Panorama" and complete collection of "Excellence" must go. The set can be had for a \$300 donation to the Chicago region of the PCA. No money to me- a gift to the region's coffers. S. Kozerowitz- email-bravo1127@aol.com [MAM]

Panorama 1972 through 2001 (bound 1972 to 1994) - \$450.00, Road & Track 1968 through 2001 (bound 1968 to 1994), partial 1996 and 1967- \$525.00, Architectural Digest 1978 through 2001 (bound 1978 to 1990) - \$360.00, Each title sold as a complete set, buyer pays shipping and handling., Larry Smith Tel: 847-835-1716, Cell: 847-687-1762. [MAM] ■



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Tony & Tina's Wedding

You and your guests are cordially invited

June 15, 2002

9:00 PM

*Sony Piper's Alley Theater
1608 North Wells Street
Chicago, IL*

*\$60.00 per person includes the
Performance, Italian Buffet, Champagne
Toast and Wedding Cake (Cash bar)*

What do we wear? Guests should dress as if they are going to a friend's wedding. But regardless, casual but neat is certainly acceptable. The bride's mother, Mrs. Vitale, has been known to let the guests at her daughter's wedding know if she feels that you are inappropriately dressed.

Must I interact in the show in order to have a good time? Absolutely not. All audience members will be treated as friends and family of the bride and groom. Those that wish to mingle, dance and play along with the characters will have ample opportunity. Those that wish to sit back and watch may do so as well. Our characters will fully respect the lead of the audience member. The audience plays the role of invited guests at the nuptial celebration of Tony Nunzio and Valentina Vitale. The evening begins with the wedding ceremony, followed by a rousing reception with the Nunzio and Vitale "families," which includes a pasta dinner, champagne toasts, wedding cake and dancing to a five piece band.

Do they really serve food at the show? Of course. What Italian wedding have you ever gone to that did not have food? The buffet meal includes meatless baked ziti, tossed salad, bread, wedding cake and a champagne toast.

Do we need to bring a gift? Although there are many people who do, it is Uncle Louie who is paying for the wedding. That said, your presence is a gift enough. If you would like to give Tony or Tina a little something for their honeymoon, you will be able to do so at "The Dollar Dance."

Is the show appropriate for kids and non-Porsche friends? Since opening almost 14 years ago there have been many kids and non-Porsche friends who have attended the wedding. We do not feel that anything the show contains to be overly offensive.

K.A.C.A.

Karen Clark, 733 Medford Drive, Carol Stream, IL 60188

630.690.3381

of Guests @ \$60.00 each

Contact name and phone number

Guest Names _____

Total included: \$ _____

Checks payable to Chicago Region PCA.

Payment required to secure reservation.

No refunds/cancellations after June 8, 2002

nothing more than a tub at the time – no suspension, drive line or engine. It was literally built at the track. Unfortunately, for a crew that worked very diligently, it was the first car out of the race.

Day 2, Monday. The day started with George going for a run before I even got out of bed. He did this for the following few days. We positioned the trailer, set the flooring, raised the tent, prepped the car and applied the many graphics on a pure white Porsche for the practice the following day.

Day 3, Tuesday During the post inspection, following the first practice, I asked George what happened to the front splitter? Gone! So that is why it was pushing! With only nine 2002 Cup cars in the States, along with the spares backordered, we had to replace it with a 2001 splitter. It worked better than nothing although it limited the down-force on the front and complicated the suspension settings for the rest of the week. Later that day, one of the after market headers developed a crack and we got it tig welded by the Audi Team (they were very helpful, cordial, did a great weld and only wanted a few beers at the end of the day).

Day 4, Wednesday. This was the day I had my first Crew Chief meeting, a very interesting meeting that effectively presented to the Crew Chief a multi page list of requirements for the Crew, Car and Driver. I took a lot of notes to insure we were not going to miss a beat. The rest of the “Crew” joined us on Wednesday by George’s wife, Bernadette “Bern”, and his Control Solutions business partner, Leslie Phillips. Bern and Leslie supported George during his previous racing years and are very well qualified crew people. Leslie certainly understands Porsche, being the proud owner of a 2002 Twin Turbo! During a later practice the exhaust extension holding the oxygen sensor broke off the same

header. We then replaced whole system with a stock header system from the Showtime Networks 2002 CUP Car that crashed in turn 14, hard enough to turn over the concrete barrier! That evening we had invitations to a Cocktail/Dinner Party sponsored by the City of Sebring and a local establishment, so published as *The Jack Daniels Tavern*.



Day 5, Thursday. We arrived to our qualifying day and, after taking inventory, discovered someone had lightened our load by one Porsche Flag. We replaced it with one of the Goodie Stores Flags. In the qualifying session we wound up running over some quite small but sharp debris that cut two tires. The tires you use for both Qualifying and the Race are marked prior to qualifying and this event only provides one additional



“spare” tire. That night we came back to the track to see the ALMS night practice. Quite a sight and yes, the rotors glow even brighter than what you see on TV! We also got a preview of the 3 lights on the sides of the cars. There are different colors for Classes, 1 light for 1st, 2 lights for 2nd, and 3 lights for 3rd so people can see who is in what place in their class during the closing and dark hours. We also

met a family that had been coming for the past 40 years.

Day 6, Friday. That day held all of the Support races including HSR, Formula Ford, Panoz GT Pro Series, Star Mazda, the SPEED World Challenge Touring and our SPEED WC GT race. We had to start from the back of the pack. George passed 10 out of 20 starting cars. We were hoping for another full course yellow that never came as he could have passed 3-4 more cars although there was too much of a gap to catch the next group (Follmer, Culver Derek Bell & Marks). He finished 10th and brought the car back in one piece avoiding a start line crash that took out 3 Porsches (one in flames!). He may have been in the thick of this if we did not start from

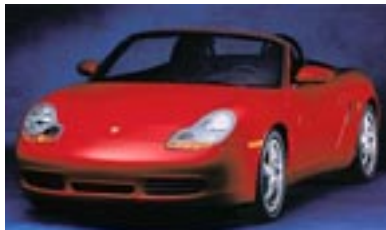
the back. We packed up that Friday afternoon, since we knew that if we waited until the following day we may not have been able to extricate the rig from the additional throng of people entering that night for the 12 Hour race scheduled to begin at 10:30 A.M. We arrived early Saturday to see the beginning of the 12 Hr. race. We walked through the starting grid and enjoyed the pre-race festivities. George needed to get back to business in Chicago, so he and the rest of the crew left for Orlando at noon. I then spent time at the Pagoda, the Hairpin and the Porsche Corral at turn 17 with the Suncoast Region - lot of Porsches, free food and nice people from all over the country all vying for a drawing once every 2 hours.

Afterwards, I left Sebring about 3 hours after the race began and drove the Rig back the 1,300 miles to Oak Brook arriving Monday afternoon. Tired after a full week of Sebring activity, but still enthralled to be a small part of the 50th Sebring event. George did a great job racing a bone stock Porsche 2002 Cup Car and brought it home with little wear. What a great vacation. Congratulations George, great drive!

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TECH QUIZ - TEST YOUR KNOWLEDGE

by MARY ANNE NOWAKOWSKI



- The first production 356 model Porsche bodies were made from what material?
 - Steel
 - Fiberglass
 - Plastic
 - Aluminum
- The first model, designated 356/1, had what type of engine configuration?
 - Mid Engine
 - Front Engine
 - Rear Engine
 - Pedal Power
- The 928 production run lasted from?
 - 1970 to 1990
 - 1975 to 1990
 - 1975 to 1995
 - 1978 to 1995
- The most well known trademark of the 930 was the?
 - Modified Suspension
 - Fuel Injection
 - GPS Navigation
 - Whaletail
- In 1979, the 930 was discontinued in the U.S. market mainly due to?
 - Too High List Price
 - Lack of Public Enthusiasm
 - High Fuel Prices
 - Emission Requirements
- The model number of the last air-cooled 911 is?
 - 930
 - 914
 - 993
 - 996
- The model number of the first water-cooled 911 is?
 - 930
 - 914
 - 993
 - 996
- The 11th character in your Boxster VIN number indicates?
 - The color code of the vehicle
 - The option CD disk changer
 - Zenon headlamp option
 - Where the vehicle was built
- All street 911's have had their camshafts driven by:
 - Chains
 - Gears
 - Belts
 - Rope
- The Carrera 4 introduced what major changes to the mainstream 911 series:
 - Four Wheel steering
 - Ventilated disk brakes
 - 4 wheel drive
 - ABS brakes
 - C & D

Answers	
1.	D - Aluminum
2.	A - Mid Engine
3.	D - 1978 to 1995
4.	D - Whaletail
5.	D - Emission Requirements
6.	C - 993
7.	D - 996
8.	D - Where the vehicle was built
9.	A - Chains
10.	E - 4 wheel drive, and ABS brakes

2002 Board of Directors



President
Keith Clark
630-690-3381 w
630-690-3394 f
ClarkFNFlying@aol.com



Vice President
Jim Jacisin
630-279-4835 h
630-665-3491 f
james@design-dept.com



Secretary
Mary Anne Nowakowski
847-929-1831 w
847-470-1204 f
nowakowskim@permapipe.com



Treasurer
Ken Pesavento
630-469-1546 v
kenneth_a_pesavento
@ml.com



Past President
Ed Barnicle
630-323-2963 w
630-323-5334 f
Edbarnicl@aol.com



Director
Pete Hackenson
630-655-1629 h
630-655-4841 f
phackenson@hotmail.com



Director
Chris Inglot
847-559-1126
773-286-4811 f
Cinglot@aol.com



Director
Pat Yanahan
630-887-7605
630-920-1935 f
pyanahan@attbi.com.



Director
Shawn Young
630-205-0055 c
630-758-1108 f
shawn@us-aapex.com



Director
Chuck Bittman
708-352-9505 h
708-354-9505 f
cbittman@bellebotanicals.com

2002 Coordinators

- Advertising:** Susan Shire, 847-674-2285, 847-679-8973 fax, ChiScene@aol.com & Pat Yanahan
- Autocross:** Mike Gallagher, 773-929-8108 v/f, 312-919-8108 c, foggy@21stcentury.net & Shawn Young
- Autocross:** Shawn Young, 630-205.0055, 630-758-1108 fax, shawn@us-aapex.com
- Archive Historian:** John O'Keefe, 708-344-0911, 708-344-0911 fax jdok911@aol.com
- Charity:** Doug Coup, 847-429-0794, 847-429-0912 fax, douglascoup@msn.com
- Chicago Scene:** Scott Adleman, 847-390-8666, 847-390-8885 fax, saa@preres.com
- Chief Driving Instructor:** John Ruther, 847-639-1094, john@northstarmotorsports.com
- Concours:** Jim Jacisin, 630-279-4835 h, james@design-dept.com & Pat Yanahan
- DE – Blackhawk:** Dan Gallagher, 708-784-0784, 708-784-0785 fax, Bbabies@aol.com & Pete Hackenson
- DE – Gingerman:** Jeff Girard, 630-985-6739, 630-985-6739 fax
- DE – Road America:** Chris Inglot, 847-559-1126, 847-559-1127 fax, Cinglot@aol.com
- DE – Tech:** Pete Hackenson, 630-655-1629, 630-655-4841 fax, phackenson@hotmail.com
- Database:** Debbie Leed, 847-382-6911, 847-382-3562 fax, leedlast@hotmail.com
- Goodie Store:** Karen Hackenson, 630-655-1629, 630-655-4841 fax, phackenson@hotmail.com
- Insurance:** Keith Clark, 630-690-3381, 630-690-3394 fax, ClarkFNFlying@aol.com
- Membership:** Van Miller, 847-949-0972, Quik550@aol.com
- Novice Driving Instructor:** Ed Leed, 847-382-6911, 847-382-3562 fax, leedlast@hotmail.com
- Photographer:** Mike Rende, 708-957-3944 h, 312-469-3425 w, fasttalkii@aol.com
- Property:** Ed Leed, 847-382-6911, 847-382-3562 fax, leedlast@hotmail.com
- Publicity:** Susan Shire, 847-674-2285, 847-679-8973 fax, chiscene@aol.com
- Race Tech:** Todd Conforti, 847-952-0070, 847-952-1261 fax, TlControls@aol.com
- Rallye:** Jack Stephensen, 708-865-1465, 847-541-6171 fax, Jstephensen@aol.com
- Safety:** Todd Conforti, 847-382-9653, TlControls@aol.com
- Social:** Susan Shire, 847-674-2285, 847-679-8973 fax, chiScene@aol.com
- TRAC 2001 Race:** Chris Inglot, 847-559-1126, 847-559-1127 fax, Cinglot@aol.com
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