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Chicago Scene

MAY 2004



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Mark and Debbie Toth's
1984 911 Cabriolet at the
U S Grand Prix in 2002

Contributing to this issue: Jim Jacisin, Russ Pesko, Steve Rashbaum, Ed Barnicle, Nadine Haupt, John Ruther, Van Miller, Pat Yanahan, A J Tiller, Van Larson, Tom & Phyllis Harwood, Bonita Yanahan, Mary Anne Nowakowski, Dan Metz, Steve Grosekemper, John Miller, and Ed and Debby Leed

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THREE MONTHS AT A GLANCE

2004 Calendar (as of 4/15/04)

Italics = info in this issue CAPS = change

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	May 2004					1 WISCONSIN DRIVING TOUR CANCELLED
2 WISCONSIN DRIVING TOUR CANCELLED	3	4	5 BLACKHAWK DE EXPERIENCED ONLY	6 Mid Ohio DE & Club Race	7	8
9 Mid Ohio Club Race	10	11	12 BLACKHAWK DE NOVICE ONLY	13	14 BOARD MEETING	15
16	17	18	19	20	21	22 SWAP MEET
23 AUTOCROSS I - Maywood Park	24	25	26	27	28 RADE - INSTRUCTORS & NOVICES	29 RADE
30 RADE	31 					
	June 2004					4 BOARD MEETING
6 RALLYE II	7	8	9	10	11 BLACKHAWK DE	12
13 CONCOURS I	14	15	16	17	18	19
20	21	22	23	24	25	26
27 AUTOCROSS II - Rockford	28	29	30			
	July 2004					1
4  Gingerman Club Race	5	6	7 PORSCHÉ PARADE in Fort Worth, TX	8	9 BOARD MEETING	10 SEM Gingerman DE & Club Race
11	12	13	14	15	16	17
18 AUTOCROSS III - MGA	19	20	21	22	23 BLACKHAWK DE	24
25 POTTER'S PICNIC/ CONCOURS II	26	27	28	29	30	31 GOLF OUTING

- May**
 1-2 ~~Driving Tour, Cruising ... Monroe~~
 5 Blackhawk DE-Experienced Only
 12 Blackhawk DE-Novice Only
 22 Swap Meet
 23 AUTOCROSS I - MAYWOOD PARK
 28-30 RADE 2004 DE

- Jun**
 5 Kane County Cougars Game
 6 Rallye II
 11 Blackhawk DE
 13 Concours I
 27 Autocross II - Rockford Speedway

- Jul**
 4-10 Porsche Parade
 18 AUTOCROSS III - MGA
 23 Blackhawk DE
 25 POTTER'S PICNIC/CONCOURS II
 31 Golf Outing

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

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

- Oct**
 2-3 Blawhawk Octoberfest DE
 16-17 Rallye V
 23 Concours Judge's School

- Nov**
 6-7 Driving Tour in MI
 14 Tech Session

- Dec**
 11 Dinner Dance

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It's Why You Bought The Car

by Jim Jacisin, President

It Begins and Ends With Baseball

Well, that didn't take long. My heart is broken. My White Sox blew a six-run lead in the bottom of the ninth to lose in their opener.

Next ...

If it's May, it's time to strap it down and cinch it up in the Chicago Region. The trees are once again green, the sun is so much warmer and a boy's (or girl's) mind wanders to ... driving season in Chicago. And what could be better than dropping the top and just going for a ride? Well, if you're like a large group of our members, it is the pay-off from all the workshops and tech sessions that our instructors have provided over the last five months. We are now at the light at the end of the tunnel. Finally.

As with tradition, our Blackhawk twins are our first dates, our experienced drivers first, followed by our novice drivers later. Blackhawk also provides another right of spring, the annual first fitting of your drivers suit ... kind of like putting you bathing suit back on. I'm sure there will be a chorus of "Hey, the laundry shrunk my Sparco!"

Next up is our new and improved Swap Meet. If you're a Porsche pack rat, this is the perfect opportunity to avoid the costly expense of adding an addition to your home by lightening your load. As Patty has pointed out to me, this would be the perfect place to turn over the supply of what others have labeled perfectly good items from the Concours car. These are the items I have talked myself into replacing because the cosmoline was smeared, the part was heat cycled, saw the light of day, or was actually touched by human hands. Come see enough parts to assemble an additional 1990 Guards Red 944S2 Cabriolet.

This year, John and Jeanne Ruther's Northstar Motorsports will be our hosts for the Swap Meet ... A Zone 13 event! And for those with larger items, say the whole assembled car, our own Charity Chair and real-time auctioneer James T. Drury will provide his unique services. James promises to 'whip the crowd into a frenzy'. Several images come to mind. Most not good.

Autocross One is next. Please note: the site has been changed to Maywood Park. Here is the real opportunity to show what you've learned at the Autocross School put on by Ed Leed with Ed & Christy Russ. What I learned is my ocean blue Boxster has a thing for orange cones, not the yellow cones, just orange. And just in case your missed the Autocross School, come join us anyway. The course is much tougher on you than on the car. Nice and safe, a lot of fun and sometimes, a little embarrassing. And for those still not sold, just bring along a lawn chair and watch in the shade of our Tech Tent. It is a great way meet other PCA members and tie faces with names, start new friendships or relink with old ones. This is a great place to start your drive through the Porsche Club.

We finish this May driving frenzy at Road America in Elkhart Lake, Wisconsin. This is the first of two trips we make to this legendary facility. May is casual and laid back. Even if you are not registered in the Drivers Education Program, you still have the opportunity to get in a handful of laps at Road America. During the Saturday lunch break, we will once again provide 'A Taste of the Track'. For a \$20 fee, you can drive your Porsche or other less capable vehicle on a few parade laps around this legendary circuit. It's very popular, it's very safe, it's very fun and it's all for our Region's charity. Make a day trip of it and enjoy brunch at the Osthoff, a few

laps on the track, a sandwich at Siebkens, and a stroll through the beautiful town of Elkhart Lake. The chores at home will be there when you return. The time will not.

Looking back...

The Barnicle/Gallagher Picture Rallye is how history. Who won? Who cares! It's all about the blarney afterwards. Thanks Ed, Thanks Dan. Nice Job.

Thanks goes out to Ed Leed for the class room session of the Autocross School and to Ed & Chris Russ for their 'course work' afterward. Their ideas with the revised format were a hit. Also, thanks goes out to all the instructors and volunteers who staged this annual event. Without our volunteer pool, nothing happens in a hurry. I'm proud of your work. Thanks.

And finally, back to baseball. Get your entries in to see the Kane County Cougars now! We have great seats, great food, and great paved parking. And if a foul ball mars the ocean blue Boxster, Chuck LaMantia promises to enter a Concours. That's how confident he is.

The sun is warm. Grab the keys. Get out there!

Please note:

***Autocross I (May 23rd)
has been relocated
to Maywood Park***

The Bulletin Board

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

A Couple of Interesting Milwaukee Region Events

- Blackhawk / Road America dates
- 3rd Annual Car Collection Tour - May 22nd:

Go to <http://www.porschepark.org/calendar/calendar.html> and click on the May calendar.

Nord Stern Dates At Road America and Brainerd

On Fridays prior to DEs at BIR we have Drivers Training school's with the exception of the DE at Club Race. The June Driver's School is *FOR WOMEN ONLY* and need not bring a Porsche.

Prices for the BIR events went up by \$30 for the first driver while the Road America price only went up \$5 - due to favorable exchange rate fluctuations between Minnesota and Wisconsin.

<http://nordstern.org/Forms/deregistration04.pdf>.

<http://nordstern.org/Forms/techinspection04.pdf>

http://nordstern.org/Forms/Emergency_Contact_Info_Form.pdf

Questions should be directed to Philip White, Nord Stern DE @ rs_america@comcast.net

Mid America Direct Is Now Mid America Motorworks

The new name is one of the major changes the company is making as part of its 30th Anniversary celebration. Other changes include a new slogan, "Pursue Your Passion Here," a new logo, and plans to build an autocross track and a drag strip. The former Mid America Direct, Mid America Design, Tweeks, and The Real Source names will no longer be used. The autocross track and a drag strip will be built at the

company headquarters in Effingham, IL. Car clubs will be welcome to use the tracks on weekends for club meetings, car shows, swap meets, low/medium speed autocross events, and drag racing. Mid America Motorworks will continue to host its tradition Funfests. The 2004 Porsche Funfest is scheduled for June 5th and 6th on the company headquarter's grounds in Effingham, IL.

Other new automotive projects, including a new museum and restoration center, are in the works. Mid America Motorworks produces catalogs for Corvette, Porsche and Classic VW enthusiasts. The Mid America Motorworks web page is at www.mamotorworks.com



Mid America Motorworks Porsche Funfest is June 5th & 6th in Effingham, IL

New Automotive Art Gallery provided by Legacy Motors Art Gallery

A new automotive art gallery, - Legacy Motors Art Gallery, has recently opened. The gallery is entirely devoted to automotive art, is located near downtown Chicago, and spans 12,000 square feet. Prominently featured is artwork of Porsches and classic sports cars, both originals and prints. All the artwork is for sale, ranging from \$20 for prints to several thousands for framed originals.

For more information call 887-534-2733 or visit the gallery online at www.Automotive-Art.com.

Historic Elkhart Lake Circuit Threatened

Elkhart Lake, WI., April 2, 2004- Shareholders attending Road America's 49th annual meeting March 25 voted unanimously to support activities directed at preserving and protecting the original configuration of the roads used as race circuits around the Village of Elkhart Lake in the early '50s. According to highway plans, a segment of the original circuit is slated for road construction that would widen, flatten and realign the roads, destroying the character of the original course.

"The Sheboygan County Highway Commission's entire decision-making process on this project is flawed because they didn't have accurate or complete information. The consultants hired for the historic and economic aspects of the Environmental Impact Statement (EIS) left out the Village of Elkhart Lake and left out Road America," said George Bruggenthies, Road America's president and general manager. "Because of the historic significance and the roads' characteristics we believe the original circuits qualify for both a State designation as a Rustic Road and belong on the National Historic Register. It is not too late to stop the project," he emphasized. "The consultant that provided the historical research found a farm from the 1800s, but not the fact that County Roads A and P were used in the original street races in the early '50s," he continued. "It was at best incomplete research.

The original street races were organized by members of the Chicago Region of SCCA and the Village of Elkhart Lake. The road courses were generally triangular. The 1950 circuit start-finish line was on County Road P and competitors went north to County Road J, then South into the Village of Elkhart

Lake and West on what is now County JP, then called County Hwy. X, and reconnected with County Hwy. P, a distance of 3.3 miles. The 1951 and 1952 courses were 5.3 miles, starting in the Village of Elkhart Lake and taking Lake Street South to County Road A, West on County A to County P, North to County Road J and South back into Elkhart Lake and the start-finish line.

The proposed construction on County Hwy. A would alter the part of the 1951 and 1952 circuit called Schoolhouse Straightaway west out of Elkhart Lake and Kimberly Korner. The turn was named for Jim Kimberly, one of the race founders and organizers. Kimberly, whose family was part of the Kimberly-Clark tissue company, was an avid and successful sports car racer. Road America and an ad hoc group of local citizens, including Town of Rhine and Village of Elkhart Lake officials have retained an attorney and are investigating options that will halt construction on the historic County roads. Although the decision to re-grade the roads was based on designating the rural roads a "major feeder," traffic count records show that the number of cars on the roads has declined.

"We think there are probably other sections of other roads in the County that may need changing for safety or other valid reasons," said Bruggenthies. "We think it's important to preserve one of Sheboygan County's real historic treasures and that the race circuit should remain in its original state."

Race fans may contact the Sheboygan County Board at via e-mail at www.co.sheboygan.wi.us/html/contact.html or by writing them at 508 New York Ave., Sheboygan, WI 53081.

Road America hosted its first race in 1955 and will celebrate its 50th anniversary in 2005.

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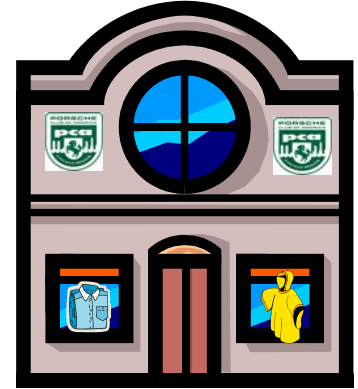
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Chicago Region Goodie Store

The Goodie Store was open at its second planned event for the year; the February 29th Chili Tasting / Concours School. With Anthony LaMantia's assistance (Chuck LaMantia's 11 year old son), sales were brisk including the sales of previous seasons items at discounted prices. The deal of the day was the region hat available from last season now selling at \$15.00. New items drawing the most interest are the long sleeve denim and the black half zip fleece jacket. Inventory has been replenished on both items in order to meet what is expected to be great interest at upcoming events. Continuing on with the success from the General Membership Meeting, sales have now reached the 40% level of the initial apparel order for this season.



Available at this time are the following items:

Long sleeve button down denim shirts	\$30.00
Long sleeve button down white shirts	\$35.00
Fleece jacket - Half Zip - Black	\$33.00
Fleece jacket - Full Zip - Gray	\$35.00
Waterproof rain gear (Jacket and pants)	\$87.00

All of the above items (with the exception of the rain pants) have the Chicago Region Logo on the front. In addition, with the exception of the rain gear, a large or small Club Racing logo may be added on the back. The small Club Racing logo adds \$8.00 and the large Club Racing logo adds \$20.00.

The goal of the goodie store is to break even. The only exception may be the rain gear! Given the unusually high number of wet track days last season, special excise taxes may be added while the rain is falling. So, purchase early!!

Items being contemplated for the warming weather include sleeveless shirts for the ladies and a couple of apparel items for the kids. Please continue with offering your suggestions. If we do not have a particular size or style, we can always place an order as we have no minimum order restrictions.

The Goodie Store is planning on attending the following upcoming events:

Please remember to bring extra cash or checks to the events as we are not yet set up to handle credit card payments. Stay tuned to the Scene and Chicago Region web page for additional information

May 5th Blackhawk DE Experienced
May 12th Blackhawk DE Novice

New items will be highlighted in the Chicago Scene and on the Chicago Region web page.

Chuck LaMantia & Keith Clark
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Board Meeting Minutes: March 5, 2004

Respectfully submitted by H Edward Barnicle, Secretary

Voting Members Present:

Jim Jacisin, Chris Inglot, Ed Barnicle, Jack Stephensen, Pete Hackenson, Keith Clark, Steve Rashbaum, & Todd Conforti

Coordinators Present:

Phyllis Harwood, Tom Harwood, A.J. Tiller, Nick Brenkus, Jim Drury, Ed Leed, Toby Duckett, Susan Shire, Dan Gallagher, Chuck LaMantia, and Pat Yanahan

Members Present: Bonnie Yanahan, Bob Danko, Mark Palmer, Marty Bour, and Karen Hackenson

Meeting Called to Order by Jim. Jacisin at 8:05 PM, at the Park Ridge VFW Hall, Park Ridge, IL

Secretary: Ed Barnicle reported that the minutes of the February Board Meeting had been sent to all Board Members and Coordinators via e-mail. He asked for a motion to approve as submitted.

- Keith Clark so moved, and Chris Inglot seconded. The vote for approval was unanimous.

Treasurer: Jack Stephensen presented the club's financial status by passing out copies of club's balance sheet and statements of income and expenses.

- Keith Clark motioned to accept as presented, and Conforti seconded. The vote for acceptance was unanimous.

Vice President: No Report.

President: Jim Jacisin thanked Toby Duckett for hosting the Valentine's Day party, and Dan Gallagher for putting on the Tulip Rallye.

Autocross: Ed Leed talked about the preparations for the Autocross School. He again asked for volunteer instructors.

Timing & Scoring: No Report.

Road America: Pete Hackenson

said that preparations remain on schedule.

Blackhawk Farms: Dan Gallagher said the cost of the June event will be lowered from \$170.00 to \$160.00, and that he will continue to review the cost of the events.

Gingerman: No Report.

Chief Driving Instructor: No Report.

Insurance: Keith Clark said insurance packets are available for all Coordinators and Event Chairs on an as-needed basis.

Concours: A J Tiller reported that Potter's Picnic will be on 7/25 for sure. The fee will be \$25.00 per car for the concours at Medinah, and \$20.00 for anyone who wishes to partake of the brunch that will be available.

Rallye: The Rallye School is 3/14/04 at Medinah and 67 have registered so far. It was reported that the Milwaukee Region asked to borrow our rallye clocks for a rallye that they are hosting.

- After some discussion, upon motion duly made by Keith Clark and seconded by Steve Rashbaum, the Board unanimously voted to approve the request.

Dan Gallagher reported that he had twelve cars on the Tulip Rallye, and preparations for the Picture Rallye on 4/18 are nearing completion.

Social: Toby Duckett reported that the Valentine's Day party lost \$44.00. Bonnie Yanahan reported that only eight people have registered for the St. Pat's party so far. Chuck LaMantia said that the fee for the Kane County Cougars game on 6/5 will be \$25.00 per person which includes a 2-hour pre-game barbeque. He asked for guidance on trying for a night at Ravinia. The choices were Aretha

Franklin and Tony Bennett. More to come. Pat Yanahan asked recent dinner dance hosts for copies of their spreadsheets to help him plan for this year's event.

Membership: It was reported that we gained 26 new members in February.

Safety: Todd Conforti inquired about insurance, and Keith Clark said everything is okay.

Technical: Toby Duckett reported that the Spring Tech Session on 3/28 is all set, and as is autocross tech.

Goodie Store: Chuck LaMantia passed out a financial report, and detailed sales efforts so far. The Scene will detail where and when the Goodie Store will be.

Charity: Karen Hackenson talked about her volunteer efforts at the Deicke Eye Center, and how they helped more than 300 children from all across Illinois last year. Dorothy Troyer from the Center explained that their children's program is free to the kids, and is called Seeing is Believing. The Center is located in Wheaton, and is a not-for-profit organization.

- After discussion, upon motion duly made by Keith Clark and seconded by Ed Barnicle, the Board unanimously approved the Deicke Eye Center as the recipient of the Region's charity efforts for 2004.

Chicago Scene: Susan Shire reported that she continues to have success in getting advertisers to get current in paying their bills.

Property: No Report.

Sponsorship: No Report.

Photography: No Report.

Historian: No Report.

Webmaster: No Report.

Old Business: Pete Hackenson updated web registration info. He suggested that 15 or 20 people try it for a given event. A credit card must be used, and the fee to the club is 3-3½%. A discussion ensued over the idea to give other regions a rebate for attendance at our club race. All agreed that it was not a good idea.

New Business:

Jim Jacisin pointed out that the by-laws call for an annual audit of the club's finances. All of the former Treasurers present said that it had not been done during their term.

- Upon motion duly made by Steve Rashbaum and seconded by Chris Inglot, the Board voted unanimously to have a compilation done instead of an audit.

Pat Yanahan passed out a report on the efforts of some 356 owners to bring the 356 Club back to life, and asked the Board to approve a one-time grant of \$1500.00 to help their efforts.

- After a spirited debate, upon motion duly made by Keith Clark and seconded by Ed Barnicle, the Board voted 6-2 to approve a \$1000.00 grant which would include a free one-year membership in the Chicago

Region for all members of the 356 Club not currently members in our region.

Motion to Adjourn: Ed Barnicle
Second: Keith Clark
Approved Unanimously

Adjournment: 10:00 PM

Next meeting: Friday April 2nd

Please CHANGE your 2004 Membership Directory to show Jack Stephensen's correct home telephone number as 708.492.0160

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NEW ADDRESS

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Mail, fax or e-mail to: Debbie Leed, 37 Lakeview Drive, Barrington, IL 60010-1949 / Fax 847.382.3562 (8:00 am - 8:00 pm only) / Leedlast@hotmail.com

The Straight Scoop

by John Ruther, 2004 Chicago Region Chief Driving Instructor

Rules and Suggestions

At last year's Labor Day's Road America Club Race and DE event we had a very large number of on-track *occurrences* in both the DE and Club Race run groups. These *occurrences* consisted of cars spinning into gravel traps and having to be pulled out by the safety crew; cars passing under yellow; cars actually racing into corners under yellow flag conditions where a safety crew was present; cars upside down in gravel traps etc. etc. At one point we had 45 calls for safety crews in one day!

In response to this situation, we formed an Incident Review Committee to take a look at all the data surrounding this track event to see if we could make recommendations for a corrective action plan. While some of this applies only to the Club Racing run groups, there is still much that is applicable to our Drivers Ed events. Therefore, the following "Rules" will be enforced at the Memorial Day Road America DE event and again at the Labor Day Club Race and DE event in an attempt to have improved driver behavior and on-track etiquette. All drivers will be asked to sign an acknowledgment that they have read and understand these new Rules and Penalties.

Spins – defined as 4 wheels off or being stuck in a gravel trap

1st occurrence – Black Flag and Discussion with Black Flag Steward, driver may return to session.

2nd occurrence – Black Flag and Discussion with Black Flag Steward, driver sits out remainder of session.

3rd occurrence – Black Flag and Discussion with black Flag Steward, driver sits out remaining sessions for that day.

Passing Under Yellow Flag

1st occurrence – Long discussion with Black Flag Steward, driver sits out remainder of session (if offense occurs near end of session, driver will sit out next session).

2nd occurrence – Black Flag, driver will sit out remaining sessions for that day.

3rd occurrence – Driver is ejected from event without refund.

Missing (or not responding to) a Black Flag

Once driver does respond, he will sit out the next session after a long discussion with the Black Flag Steward. (If black Flag is for a Spin or Passing Under Yellow then that penalty shall apply). You will hear more about the reason for these new rules at the both the Novice Drivers Meeting on Thursday evening at Siebkens and again at the general Drivers Meetings on Friday and Saturday mornings.

Holding Drivers Ed events and Club Races at Road America has become a long standing tradition of the Chicago Region and we will not allow that tradition to be put in jeopardy by drivers who drive over their heads or who don't abide by the rules.

Now I'll get off my soapbox ...

Many drivers use video cameras as a way of documenting their performance on the track. This is a great tool to be able to review these tapes before an event to relearn the subtleties of the track or to review during the event with a more experienced driver.

Another variation to this is to have either a pro-driver or a more experienced driver drive your car

with the camera running (and also the data acquisition system, if you have one) so you can compare their laps to yours.

If you don't yet have a video camera but would like to see laps of Road America before you get there for Memorial Day, just call us at Northstar Motorsports to order our narrated Road America video. The price is \$19.95.

Once you learn a track very well it's possible to actually "drive a lap" in your mind with your eyes closed. This mental imaging is very helpful and can be useful in pointing out areas that you need to work on.

For example, if you are doing a lap by mental imaging and all of a sudden you have difficulty continuing or doing a particular corner, that is a clear sign that you need to reexamine your approach to that segment of the track. When you really get good at this mental imaging technique try doing it with a stopwatch in one hand. You should be able to come within 1-2 seconds of your actual lap times. I find doing laps of Road America by this technique difficult due to all the real long straights and it's hard to have enough reference markers to get an accurate time on these long straight sections.

Both of these suggestions fall under the category of coming to the track prepared. We all spend a lot of time and money making sure our Porsches are properly prepared: oil change, tune-up, new brake pads, brakes bled, etc. But how about the driver? It's been at least 8 or 9 months since you've been on Road America unless you're a Novice and then you have never been there. A little of this type of preparation can go along way toward helping you get the most out of that weekend.



PCA CHICAGO REGION 2004 DRIVERS' EDUCATION EVENTS

Drivers' Education is a medium to high speed (top speeds can be from 90-130 mph) event on a closed course (race track). Multiple cars are on the track simultaneously with tightly controlled passing rules. No racing is tolerated. This is not a timed event, and there is no competition. Both classroom and in-car instruction, utilizing approved PCA Instructors, are an integral part of these events. Skills practiced include choosing the optimal path around a road course, controlling a vehicle at its cornering limits, slowing a vehicle, and utilizing controlled situations to improve understanding of vehicle dynamics. Please check the latest issue of "Chicago Scene" for event locations and starting times.

CHICAGO REGION DRIVERS' EDUCATION VENUES

Blackhawk Farms Raceway: 1.8 mile road course with 7 turns, located in South Beloit, IL

Gingerman Raceway: 1.88 mile road course with 11 turns, located in South Haven, MI

Road America: 4 mile road course with 14 turns, located in Elkhart Lake, WI

DRIVERS' EDUCATION 2004 EVENT SCHEDULE

- | | |
|---|--|
| ✓ Wednesday, May 5 | Blackhawk Drivers' ED, Experience Drivers' |
| ✓ Wednesday, May 12 | Blackhawk Drivers' ED, Novice/Instructors Only |
| ✓ Friday, May 28 | Road America Drivers' ED, Novice Instruction |
| ✓ Saturday, May 29 & Sunday, May 30 | Road America Drivers' ED, Memorial Weekend |
| ✓ Friday, June 11 | Blackhawk Drivers' ED |
| ✓ Friday, July 23 | Blackhawk Drivers' ED |
| ✓ Saturday, August 7 & Sunday, August 8 | Gingerman Raceway Drivers' ED |
| ✓ Wednesday, August 18 | Blackhawk Drivers' ED |
| ✓ Friday, Sept. 3 thru Monday, Sept. 6 | Road America Drivers' ED Labor Day Weekend |
| ✓ Wednesday, September 15 | Blackhawk Drivers' ED |
| ✓ Saturday, October 2 & Sunday, October 3 | Blackhawk Octoberfest Drivers' ED |

DRIVERS' EDUCATION EQUIPMENT REQUIREMENTS

REQUIRED:

- ✓ 1995, or later, SNELL SA approved helmet. (No M rated Motorcycle Helmets)
- ✓ Full length pants, long-sleeved shirt, and socks of non-synthetic materials
- ✓ Full shoes. No bare feet, sandals, open toed or thick-soled shoes
- ✓ Original factory installed belts for Novice, C & B2 run groups
- ✓ 6 point harness system with stock seat (H strap without harness bar) - or - race seat and 5 or 6 point harness system for all other classes and Class B at Road America
- ✓ Harness and seats must be similarly equipped for driver and instructor side
- ✓ Refer to 2004 Tech Inspection Sheet for additional information and requirements

RECOMMENDED:

- ✓ Competition brake pads and fluid
- ✓ Driving suits, driving shoes, neck collar, and gloves made of fire resistant materials
- ✓ Fire extinguisher

RECOMMENDED FOR MORE ADVANCED DRIVERS/FASTER CARS:

- ✓ Roll bar or roll cage
- ✓ DOT approved race tires (e.g. Hoosier or G Force)



PCA CHICAGO REGION 2004 DRIVERS ED RUN GROUP PROMOTION & PROGRESSION

These are the Chicago Region guidelines for skill levels expected in Drivers' Education Run Groups. Included are the levels of accomplishment we look for in promoting a driver to a higher Run Group. It is understood that drivers within each group will be at varying levels of achievement. The information provided is not to be interpreted as all encompassing, rather a narrative which acts as a guide to the Region and Driver.

Sign-offs and promotions can occur in several ways. A student may request a review of their skills from their instructor (or from the Chief Instructor if already signed-off in an upper level and requesting to move to a higher group). Alternatively, an instructor can recommend a sign off or promotion, generally after discussion with the driver. The instructor would indicate this on the student evaluation (upper level promotions require consultation with the Chief Instructor and a written evaluation by the check-out instructor).

A newly signed-off student driver will remain in Green or Yellow for that event and depending on the circumstances may or may not be promoted to the next level at the next event. Changes in run groups during an event are generally not possible because of possible flagging assignments, but in exceptional circumstances arrangements may be made. One day sign-offs are also an option, where the instructor and student agree it will be beneficial for the student to run alone for a session(s), yet still require additional instruction at future events.

The Chicago Region's policy is that students signed off (for a day or a session) in Green do not automatically progress to Yellow, or cease to require an instructor. Students will be promoted to Yellow when they meet the Chicago Region's criteria and can expect continued instruction in Yellow as part of Chicago Region's instructional program. The goal of Driver's Education is to assist each driver in learning and improving their skill level to the best of their ability. Students can expect to spend a minimum of 5 days in Green with, or under, observation by an instructor.

Green (Prior C Group)

- drives the line consistently and correctly (with no help for at least one session)
- drives at an appropriate pace for the group
- demonstrates smooth inputs and finesse
- makes only the odd minor mistake and self corrects
- calm in traffic and passing situations
- anticipates the effects of a slower car in front
- does not follow too closely when far from a passing zone
- neither gives nor accepts late passing signals
- gives passing signals promptly without being reminded
- passes with good safety margins
- exhibits good manners and consideration for other drivers
- displays full knowledge of procedures, flags and driving terminology
- is safe to drive alone

Yellow (Prior B2 Group)

Drivers in the Yellow Run Group are expected to polish their driving skills, increase their confidence and learn more advanced techniques as a prerequisite to being promoted to White. The skills described below are not expected in every Yellow driver, rather only those who are deemed ready for promotion and are in addition to those expected for a Green driver. Promotion to White requires a positive recommendation from a Chicago Region instructor and approval by the Chief Driving Instructor. Students can expect a minimum of several full days of instruction, at least 4 solo days, and are encouraged to request further instruction while in Yellow.

- drives the line consistently using the full track.
- very smooth inputs with emphasis on proper braking
- uses Ocular Vision techniques (looking ahead) in most corners
- carries reasonable momentum into corners
- practices heel and toe braking/downshifting without serious imbalance of the car
- demonstrates competent car control and recovery skills as needed
- prompt and courteous passing signals
- good driving record for two events minimum
- calmly deals with faster traffic and close passing situations
- demonstrates full compliance with the Chicago Region DE philosophy

White (Prior B1 Group)

The White Run Group is frequently characterized by a wide range of skills and experience, as drivers gain seat time and work on advancing skills. White drivers will be working toward improved consistency, use of vision and the use of momentum. The following are additions to the skills of Green and Yellow, which distinguish a competent driver ready for promotion from White to Black. A student can expect to spend at least one active season in this group.

- has requested continued instruction and demonstrates continuing improvement
- drives the line flawlessly and effortlessly
- uses Ocular Vision techniques most of the time
- very smooth inputs both at medium and higher speeds
- uses and can demonstrate trail braking, throttle steer, and heel and toe techniques
- carries considerable momentum through corners
- can safely vary the line in any corner (to avoid debris for example)
- calmly deals with cars in close proximity
- drives at a pace appropriate to the group and approaching the limitations of their car
- displays a courteous, respectful attitude, avoiding intimidation and overly aggressive behavior

Black (Prior A Group)

Promotion to Black requires a positive recommendation from a Chicago Region Instructor and approval by the Chief Instructor. Drivers in the Black Run Group are expected to be expert in all the driving skills taught by the Chicago Region. The experienced Black driver should be indistinguishable from the average driver in Red. Not all Black group drivers are Chicago Region Instructors.

Red (Instructor)

There is an established procedure for applying to become a Chicago Region Instructor, either as a new instructor or as an experienced instructor from another region. The program description and application is available from the Chicago Region's Chief Driving Instructor and application can be made at any time. Becoming a Chicago Region Instructor does not constitute automatic Black Group classification. Some instructors may be classified and running in the Yellow or White Group. Red is an additional designation to Event Run Groups.

Blackhawk Farms Raceway

from <http://www.na-motorsports.com>

The Track

Blackhawk is 1.95 miles around, and has 9 flag stations and 13 or 14 turns (depending on how fast you are going). CSR cars using four gears of a 5-speed gearbox reach speeds near 135 MPH two places on the course and take the slowest turn around 60 MPH. The track surface is mostly smooth, but has patches and ripples in the slower corners. Blackhawk was built on land that was partly wooded, and there are several places where large, solid trees seem awfully close to the track surface. In general, the trees which were actually dangerously close have been removed, but every few years there's a tree-related incident. The high-speed area through Turn 2 still looks dicey, tree-wise, but if you have time to look at the trees through here you're probably going slowly enough that they won't be a problem. There are curbs, rumble strips, and drop-offs at the track edge through most of the corners, and the ground off the track edge is rough and rutted most everywhere else. Staying on the track surface is recommended, especially if you have a low ground-

clearance car -- if you must pull off, try to do it on the inside between turns 2 and 4 or between turns 6 and 7. Special note -- Blackhawk is harder on brakes than any other track I know; do not start an event there with badly worn pads or shoes unless you have spares and are prepared to install them.

The false grid for all sessions is southbound on the pavement along the front straight; south of the silo you make a moderately-tight U-turn out into the pit lane or a less-tight one onto the track surface. If you enter the track from the pit lane, be sure to stay to the right of the white line for its entire length (a closely-enforced local ground rule). The pit lane exit to the paddock is at the north end of the pit lane; entry to the paddock for disabled cars can also be gained from the emergency-vehicle lane between Turns 4 and 5, or the entry road just after Turn 6.

What follows is a generic description of the track, describing its features without defining speeds, gears, or shift points -- all of which will vary widely from car type to car type.

Most of the turns at Blackhawk are sufficiently well separated by straight segments that they may be treated

as isolated turns. There is only one set of clustered turns (where your line through or out of a turn must be modified to accommodate the requirements of the next turn or the one after it), from Turn 2 through Turn 3A.

The starter's stand is far enough down the front straight to be visible from the back of most grids. The front straight is smooth and flat right up to the entrance of Turn 1. Turn 1 has been repaved enough times over the years that small bumps can be felt at the entry in some cars; if you can feel them, they may be useful as



turn-in markers (also true in Turn 6). There's a lot of overtaking under braking coming into Turn 1. Turn 1 is a fairly high-speed flat 90-degree right-hand turn which is often taken too fast. The pavement at the exit is broken up and bumpy, and the ground on the outside of the turn is quite rough and covered with brush and young trees. You have to take Turn 1 fast, but staying just a bit to the right at the exit might be prudent until you get the exit properly scoped out.

There's a short straight leading into Turn 2, quite long enough to allow you to get back over to the right edge comfortably. The turn-in point for 2 is obvious, it's where many cars clip the grass on the outside. Turn 2 is a high-speed left-hand kink, about 30 degrees. Some cars can go flat out from the exit of Turn 1 through Turn 2, but some will have to lift entering Turn 2 to assure a proper track position at the exit. Depending on your car, your speed out of Turn 2, and the line you find works best in Turn 3, you will probably want to be somewhere on the left half of the track surface when you begin braking into 3; this will allow you to take Turn 3 with a single very late apex. If your car ends up on the right half of the track at the exit to Turn 2, you may need to treat Turn 3 as a dual-apex corner, with one early and one very late apex.

Turn 3 is a fast 210-degree right-hand non-constant-radius sweeper. There are several useful lines through 3, and some experimentation will be needed to find the right combination of entry speed, track position at the entry, and line through the corner for your car. The only really critical point is the exit, where you must be at the right edge of the track and treat this 'apex' as the turn-in point for the first part of Turn 3A.

Turn 3A is a three-turn chicane to the left. Turn 3A(1) is a 30-degree left-hand kink with a short straight segment at the exit; successful braking for Turn 3A(2) may require that you modify your track position at the exit of Turn 3 to allow you to get back to the left edge of the track for this braking. Turn 3A(2) is just a classic plain old slow 90-degree right turn. If you make a late enough apex in 3A(2) your exit clipping point may also be used as an apex for Turn 3A(3), the 45-degree kink back to the left. You should be under power (maybe not full power) all the way from the apex of 3A(2) to the exit of 3A(3), where you will then be properly located for braking into Turn 4.

If you've taken Turn 3A at all properly, you will have to brake entering Turn 4, a moderately slow flat left-hand 85-degree turn. For some reason, many cars go off course in this corner, both inside and outside -- but it's not a particularly pleasant place to leave the track since there are trees to the inside and a tire barrier to the outside. The track surface at the exit is bumpy and the ground outside it is deeply rutted, it's best to avoid the extreme right edge of the track at the exit if you can (especially if you have a low ground-clearance car). There's a very short

straight leading into Turn 5, a partially-blind high-speed slightly-banked slightly downhill left-hand 90-degree turn. If you have a very fast car you might have to lift slightly entering Turn 5; otherwise you should be under power continuously from the apex of Turn 4 all the way to the braking area for Turn 6. There is a significant bump in the middle of Turn 5.

The straight following Turn 5 is long enough for you easily to get back to the left edge of the track in preparation for Turn 6, which is actually two turns. Turn 6(1) is a moderately-slow flat 90-degree right-hand turn followed by a very short straight (the track entrance road crosses this short straight bit). A lot of passes are attempted coming into Turn 6, and many cars end up off on the exit of Turn 6(1); you should try to avoid doing so since the ground off the track edge is very rough in this vicinity. The pavement has a pronounced dip right at the left edge of the track at the exit of Turn 6(1). Turn 6(2) is a fast flat 60-degree right-hand kink, with the track widened at the exit, generally taken flat out because you're not yet back up to speed out of Turn 6(1). There is a deep rut on the inside of Turn 6(2), if you drop a wheel off into it you run a good chance of bending a wheel. The sound level monitoring station is on the outside of the track at the exit of Turn 6(2).

A long straight follows, leading into Turn 7; this straight stretch will develop puddles during rainstorms, and these puddles can cause even rain tires to lose traction. There is a very fast 30-degree right-hand kink just before Turn 7, if your brakes are working properly you can delay braking for Turn 7 until you are through the kink. Most cars can take the kink flat out, but you should work up to it your first time at the track. Passing in the kink is particularly dangerous unless all parties involved are aware of each other and willing to participate in the pass, but passing under braking into Turn 7 is both safer and common. There are two widely-used lines from the kink into 7, depending on how fast you are going, with in-between variations. The very fastest cars are pretty much forced to treat the kink as a 'real' turn, sweeping to the left edge of the track and straightening out before braking; other cars may be able to drive more-or-less straight from the apex of the kink toward their turn-in point for 7 and brake along this path. Turn 7 is a moderately slow flat right-hand turn of 90 degrees (or slightly more if you've come in under braking straight from the apex of the kink). The track at the exit is wider than at the entrance, and the track surface has been further widened at the exit. Since this is a popular place to pass under late braking, a lot of cars go off on the outside and the runoff area is very rough and rutted.

There is a significant bump in the front straight as you go over the culvert near the big trees. The pit entrance is to the right, just after the bump.



Blackhawk Experienced Drivers' Education

Wednesday, May 5th

Here it is, the first track event of the year. As you know, Blackhawk is a great road course close to home in Rockton, Illinois. **This May 5th event is for Experienced Blackhawk drivers only.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

Mandatory clothing for all drivers at this event includes: a Snell SA 1995 or 2000 Helmet, long sleeve cotton shirt, long pants, socks, all made of non-synthetic materials, and closed toe shoes.

Recommended but not mandatory are: driver's suit, driving gloves, driver shoes and a protective neck brace all made of Nomex or similar fire-resistant material, as well as a mounted fire extinguisher. Please check the date on your helmet now, as it will be inspected during the Tech Inspection at the track. **If you and your car do not pass Tech Inspection, you will not be able to drive.** You will be required to show a valid drivers license (no tickets accepted) along with a current and 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 2004 Tech and Safety Requirements – there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

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

General Event Schedule:

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

Contact Event Chairman:

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

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

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

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group:

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

Prior Experience: _____

Second Driver (same car)

Phone

E-mail

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

Run Group:

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

Prior Experience: _____

Pre-registered Entrance Fees received by May 10, 2004:

Member First Driver - \$170	\$ _____
Family Member-2nd Driver - \$100 *	\$ _____
Non-Member - \$170	\$ _____
Registration received after May 3rd, or On site registration add \$10	\$ _____
Total	\$ _____

* The \$100 fee only applies to 2nd family member who drives the same car as the first driver.

Make check payable to: PCA- Chicago Region

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

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

Tech Quiz

by Mary Anne Nowakowski

Test your knowledge on the following Porsche related questions.

Have Fun!

- 1) The Type 993 introduced this "visibility" feature as standard on all versions:
 - a) Semispherical headlights
 - b) Modular ellipsoid projection headlights
 - c) Xenon headlights
 - d) Tracking headlights
- 2) The new 911 Carrera Targa is the first 911 ever to offer:
 - a) Ten cylinder engine
 - b) Glass roof
 - c) Electric Glass roof
 - d) Hatchback entry to the rear deck
- 3) The automatic transmission used by Porsche in the 928 was made by?
 - a) VW
 - b) BMW
 - c) Daimler-Benz
 - d) Auto Union
- 4) In 1973 the Porsche 917/30 used what size engine?
 - a) 5.0 liter
 - b) 4.5 liter
 - c) 6.0 liter
 - d) 5.4 liter
- 5) The Porsche Carrera 6 used the basic 911 6-cylinder engine with more power and less weight. How was this accomplished?
 - a) By using plastics
 - b) By decreasing its size
 - c) By changing from aluminum to magnesium and from steel to titanium
 - d) By eliminating the spare tire
- 6) Which item was not a main technical feature of the Porsche 959 when it was first announced?
 - a) Four-wheel drive with variable torque split
 - b) Six-speed gearbox
 - c) Tiptronic transmission as an option
 - d) Four shock absorbers per wheel
- 7) Porsche was the first to make the following standard equipment:
 - a) Triple horns
 - b) Chrome bumpers
 - c) Windshield washers
 - d) Replaceable wiper blades
- 8) Changes for the 1968 911 included:
 - a) Door handles with recessed thumb buttons
 - b) Wider wheel rims
 - c) Both a and b
 - d) Black trim around the windows
- 9) The Type 993 engine displacement for US models was?
 - a) 3.2 liter
 - b) 3.4 liter
 - c) 3.6 liter
 - d) 3.8 liter
- 10) The Type 993 AWD version differed from the Type 964 C4 version primarily due to?
 - a) Viscous coupling versus computer DME controlled AWD system
 - b) 4" longer wheelbase than the comparable C2 version
 - c) Introduction of Tiptronic S on the 993 C4
 - d) Carbon fiber aerodynamic underbody panels to protect AWD system

Answer: 1)b 2)d 3)c 4)d 5)c 6)c 7)c 8)c 9)c 10)a



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Blackhawk NOVICE Drivers' Education

Wednesday, May 12th

PCA-CHICAGO

Here it is, the first track event of the year. As you know, Blackhawk is a great road course close to home in Rockton, Illinois. **This May 12th event is for Novice Drivers and Instructors only.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

Mandatory clothing for all drivers at this event includes: a Snell SA 1995 or 2000 Helmet, long sleeve cotton shirt, long pants, socks, all made of non-synthetic materials, and closed toe shoes.

Recommended but not mandatory are: driver's suit, driving gloves, driver shoes and a protective neck brace all made of Nomex or similar fire-resistant material, as well as a mounted fire extinguisher. Please check the date on your helmet now, as it will be inspected during the Tech Inspection at the track. **If you and your car do not pass Tech Inspection, you will not be able to drive.** You will be required to show a valid drivers license (no tickets accepted) along with a current and 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 2004 Tech and Safety Requirements – there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

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

General Event Schedule:

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

Contact Event Chairman:

Dan Gallagher (708) 784-0784
Bbabies@aol.com

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

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

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group:

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

Prior Experience: _____

Second Driver (same car)

Phone

E-mail

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

Run Group:

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

Prior Experience: _____

Pre-registered Entrance Fees received by May 10, 2004:

Instructor - \$30.00 \$ _____

Member First Driver - \$170 \$ _____

Family Member-2nd Driver - \$100 * \$ _____

Non-Member - \$170 \$ _____

Registration received after May 10th, or \$ _____
On site registration add \$10

Total \$ _____

* The \$100 fee only applies to 2nd family member who drives the same car as the first driver.

Make check payable to: PCA- Chicago Region

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

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

Ready To Be Irish ... If Only For One Night

article and pictures by Bonita Yanahan



PCA - St. Patrick's Day Event March 13, 2004

There were 35 Irish "Want-To-Be's" that showed up to enjoy our annual St Patrick's Day Party held, this year, at Bonnie's Country Café & Illinois Billiard Club in Willow Springs. We had exclusive use of the entire Club for the evening.

We greeted our folks with a few games: First was guess the number of candies in the "Pot of Gold." And the winner was our very own Jack Stephensen. Jack won a lovely box of Irish Cream Truffles. We hope he saved some for Karen!

The next game was a challenge to unscramble 14 words pertaining to the Irish. We've never seen so many serious thinkers in one room ... who were not thinking about their Porsches! The first person to get

them all right was guest Mickey Webster. She won an Irish emblemed tee-shirt and large mug for her Guinness!

Next came a trivia game with several multiple choice - it was just for fun and the answers were on the sheet. One hard question was: What did St. Patrick drive out of Ireland? Answer: Snakes, a Porsche, and the English

We all enjoyed the delicious corned beef and cabbage dinner with all the trimmings plus Irish Soda bread and homemade dessert. We then we had a contest to see which man and woman wore the most green? Winners were chosen by audience applause and consensus.

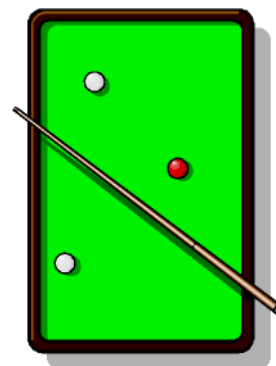
Guest Jeff Lowe won for the men - (even his underwear was green!) Jeff won a bottle of wine and two Irish shot glasses.

For the women, guest Dorothy Jacisin (mom of our illustrious leader Jim Jacisin) won an Irish Derby, four mini bottles of Bristle Irish cream & and two shot glasses, plus to add to her wardrobe - two pairs of Irish socks!

The last prize of the evening was awarded to the person or couple that traveled the most distance to enjoy our lovely event. This went to our new members Jeff and Claire Huseman. They won two Irish coffee mugs with some regular and decaf Irish coffee.

After everything was said and done, we adjourned and entered the billiard room for some pool/ billiards and Irish music, brought by our very own real Irishmen, Dan Gallagher.

I want to thank the following leprechauns for all of their help on this event - Pat Yanahan, Patrick and Michelle Yanahan, Michelle Yanahan and Jeff Lowe.



Van Larson thinks he has all of the "unscramble the words" correct, but Karen Simpson knows otherwise!



Guest Mickey Webster is 'proud as a peacock' ... her "unscramble the words" was the first turned in and had the most correct!



Guest and men's 'wearing of the green' winner, Jeff Lowe, getting ready to pick a partner.



Before they were the 'long distance winners', Claire and Jeff Huseman were putting their heads together - "We can do this!"



"Pot of Gold" winner Jack Stephensen came solo and had no one to help him with the answers.



David Carr and Debbie Auer ready to start their game.

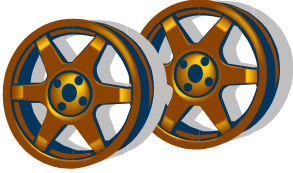


Region President Jim Jacisin readies himself to 'run the table'.



Greg Turek watches as Marla Turek lines up a side pocket shot.

Chicago Region - Zone 13 Porsche Parts/Car Auction & Swap Meet



Have you ever heard the saying “**One man’s garbage is another man’s treasure**”? Well, have we got a load of both for you! On **Saturday, May 22nd** the Chicago Region, along with invited members from all Zone 13 Porsche Clubs, will be hosting our largest swap meet in Chicago to date. If you are a **Porsche Pack Rat** like us, and have quietly accumulated all the parts that have fallen (ah um) off your Porsches over the years, then this is the time to take action and clean house, garage, basement, trailer, or whatever. John Ruther of Northstar Motorsports will be our host for this year’s sale extravaganza. Located in Barrington, IL, John’s facility is able to accommodate all who wish to attend. Spaces will be offered both indoors and outdoors on a first come - first served basis. In addition, we will have licensed Auctioneer and Chicago Region Member Jim Drury available to whip all car buyers into frenzy. Watch future editions of the Chicago Scene for more info.

Entry: \$25.00 per Indoor Space (limited availability so reserve early!)
 \$20.00 per Outdoor Space
 All spaces include 1 eight-foot table and 2 chairs

\$35.00 per car for “For Sale” Car Corral - No buyer’s fee for auction.

Silent Auction on Selected Items

Date: Saturday, May 22nd 2004

Time: 9:00am - 4:00pm
 (Vendors may begin to set up at 7:30am)

Place: Northstar Motorsports
 28144 W. Industrial Ave., Suite 108
 Barrington, IL 60010



Food and drinks can be purchased on site from Kookers of Barrington, IL.

Event Contacts: Nick Brenkus (847) 426-9111 or Scott Lynn (630) 443-4380

Send check payable to Chicago Region PCA to: Nick Brenkus
 17 N 560 Hidden Hills Trail
 West Dundee, IL 60118

Reservation for Swap Meet Space for: _____

Name

phone

____ # of indoor spaces @ \$25.00
 ____ # of outdoor spaces @\$20.00
 ____ # of Cars For Sale @ \$35.00

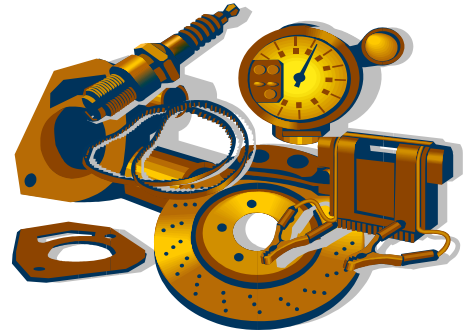
_____ \$\$ Total

Auction & Swap Meet Schedule



Summary of the day's activities

7:30	Registration and vendor set up
8:00	Breakfast (by Kookers of Barrington)
9:00	Swap meet opens to buyers
10:00	Live Auction signup
10:15	Silent Auction signup
12:00	Lunch (by Kookers of Barrington)
1:00	Live Auction of Car/Parts
2:00	Silent Auction
3:00-4:00	Last minute wheeling and dealing



Guidelines for Auction Items

Live Auction Items: Porsche car or unique Porsche collectable items. (Value in excess of \$100.00).

Silent Auction: Items with values considered higher than \$25.00.

All members that purchase a table space may enter both the live and silent auction at no charge.
All others may enter up to three items for \$10.00.

All auction items may have a reserve set prior to auction.

Directions to Northstar Motorsports, 28144 W. Industrial Ave., Suite 108, Barrington.

From the East:

Route 22 West to Kelsey Rd., South on Kelsey to Pepper Rd. (approx. 1/2 mile), East on Pepper Rd. to Industrial Ave., East on Industrial, 2nd building on left.

Route 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), North on Pepper to Industrial Ave., East on Industrial, 2nd building on left.

I-90 West to Barrington Road Exit, Exit Barrington Road North, West on Rt. 14 (Northwest Highway) to Pepper Rd. (approx. 3 miles West of Rt. 59), North on Pepper Rd. to Industrial Ave., East on Industrial, 2nd building on left

From the North:

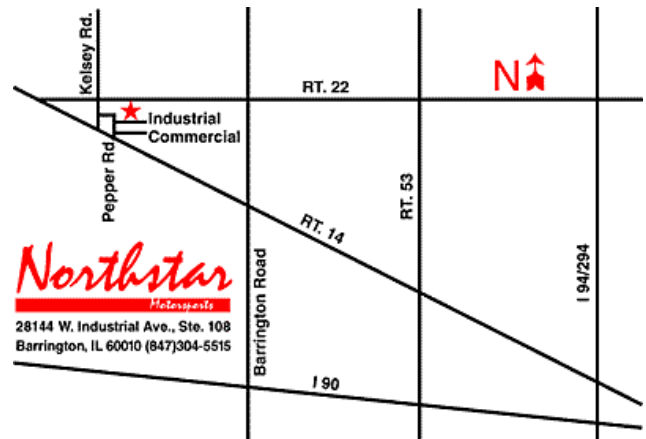
Rt. 59 South, to Rt. 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), North on Pepper Rd. to Industrial Ave., East on Industrial, 2nd building on left.

From the West:

I-90 East to Route 59, Exit Rt. 59 North, to Rt. 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), North on Pepper Rd. to Industrial Ave., East on Industrial, 2nd building on left.

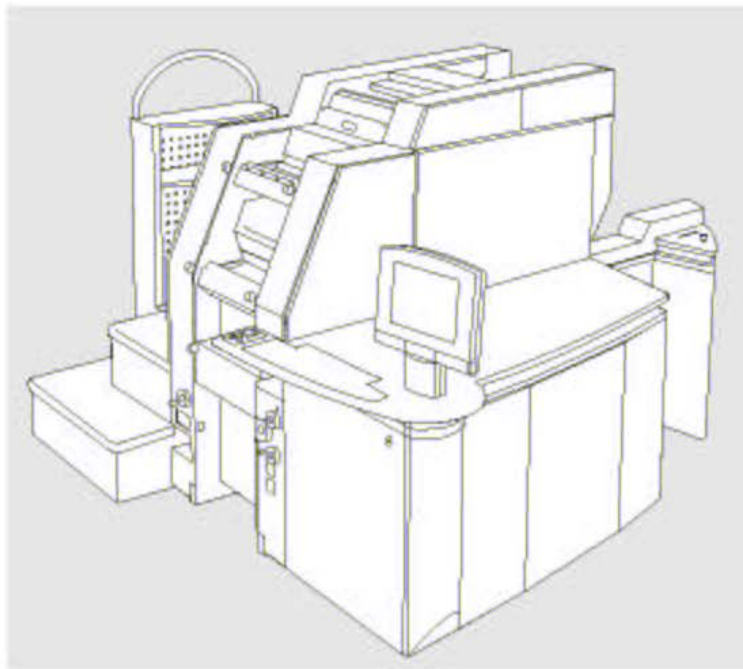
From the South:

Rt. 59 North, to Rt. 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), North on Pepper Rd. to Industrial Ave., East on Industrial, 2nd building on left.





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Autocross I

May 23, 2004

Location changed to

Maywood Park
8600 W North Avenue
Maywood, IL

PCA CHICAGO REGION

Same location as the Autocross School

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

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

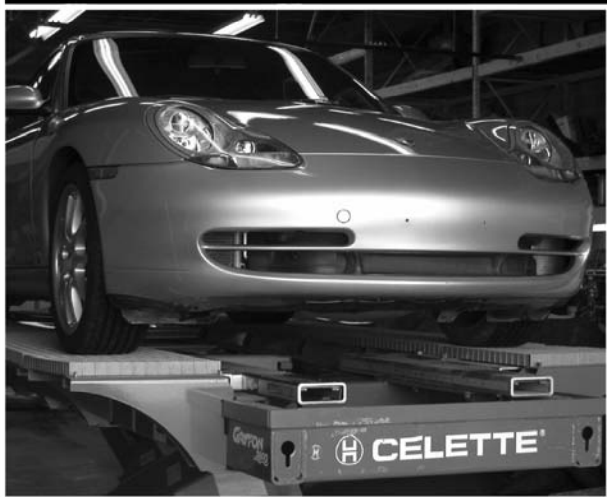
GENERAL RULES: Required - Snell 1990 helmet, full-length pants, long-sleeved shirts, socks and full shoes. Member may bring one guest. Guest may drive member's Porsche or a two door sports car. Associate Member driving a non-Porsche is considered a Guest. Maximum two drivers per car. Member MUST be present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

Mail (with check) to: Jeff Girard 815.838.3000 dukiemaxgirard@aol.com
17439 Woodbrook Lane
Lockport, IL 60441-7416

Driver #1 _____
_____ Member Guest**
_____ Phone number

Car Model Chicago Region Permanent # Member Guest**
Driver #2 _____
_____ Phone number

Car Model Chicago Region Permanent #
** _____ Total enclosed _____
Guest of Member MUST be present Checks payable to PCA Chicago Region



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Membership News

by Van Miller, 2004 Membership Coordinator, Debby and Ed Leed, Membership Database, and others

April 2004 New Members

Jorge Aguinaldo
Vivian Aguinaldo
Round Lake, IL
2001 Boxster

David Brawley
Jennifer Brawley
Flossmoor, IL
1973 911T Coupe

Roger Maggio
Pat Maggio
Rockford, IL
2003 911 Carrera

Joe Bean
Libertyville, IL
1983 944 Coupe

Kevin Dwyer
Lake Forest, IL
1996 993 Turbo

Martin Schlatter
Narcisa Schlatter
Winnetka, IL
2003 Cayenne S

David Bernstein
Jenell Bernstein
LaGrange, IL
1984 911 Carrera Targa

Chris Greene
Kris Greene
Northbrook, IL
2004 Cayenne

Bruce A. Scott
Sharon Scott
Crystal Lake, IL
1999 911 Carrera Cab

Chuck Blomgren
Karen Blomgren
Rockford, IL
2000 Boxster S

Rin Kaplan
Ron Kaplan
Northbrook, IL
2003 Carrera Cab

Richard Taylor
Liz Taylor
Wheaton, IL
2002 911 Turbo

Jim Bohlander
Susan Bohlander
Rockford, IL
1996 Carrera 4 Coupe

Roy H. Kruse
Marie B. Kruse
Oak Park, IL
1986 911 Targa

Welcome!

We hope to see you at an event soon.

May Anniversaries

Harold S. Beach	Lois Beach	1961	John G. Dare		1980
Bernice E. Koglin	Norman Koglin	1961	Thomas J. Burke Jr.	Gloria Dellaria	1984
Robert W. Hindman	Lois Hindman	1967	Michael Ketten	Judi Ketten	1984
Bruce Janecek	Jean Janecek	1967	Robert L. Drewry	June Drewry	1986
Tyrone T. Andrews	Diane M. Andrews	1969	Richard J. Holland		1987
Larry Sjoblom	Ruth Sjoblom	1969	Christopher L. Ellis	Annouk W. Ellis	1987
Daniel A. Gallagher	Peggy Gallagher	1969	Bennett L. Epstein	Meridith B. Clement	1987
Tom Harwood	Phyllis Harwood	1975	James Harrington	Hilary Harrington	1988
Edward A. Raymond Jr.	Marcie Raymond	1977	John R. Gray	Sharon B. Gray	1988
Nick Brenkus	Susan Brenkus	1978	L. Stuart Gordon	Joan B. Gordon	1988
John L. Meek	Mary E. Meek	1978	Robert D. Payne Jr.		1988
Ronald O. Neurauter	Elizabeth S. Neurauter	1979	Edward J. Duffy	Rhonda Duffy	1989
Robert L. Cook	Shirley Cook	1979	Stuart Acker	Susan Acker	1989
Michael C. Dogan	Maureen Dogan	1979	George Mueller	Ilona Mueller	1989
Christopher R. Jensen	Susan T. Jensen	1979	John T. Moehl	Amy Warner	1990
James J. Meyer	Mike Meyer	1979	Michael T. Mullins	Jane Mullins	1990

Willard A. Brown Jr.		1990	Robert Boxall	Kristin Boxall	1997
Kerry E. Kohn	Helene Kohn	1990	Scott McDonald	Jane E. McDonald	1997
David L. O'Bryan	Heather O'Bryan	1992	Lawrence B. Peck	Sarah D. Peck	1997
Joseph R. Swanson	Valerie J. Swanson	1992	Joseph Ornelas Jr.	Del Ornelas	1997
Richard R. Grotemeyer	Richard Grotemeyer Jr	1992	Christopher Johnson	Bridget Bauman	1998
James Murray	Mary Cay Murray	1992	Joseph R. Crane	John C. Crane	1998
Keith A. Clark	Karen Clark	1992	Timothy J. Dugan	Melissa Dugan	1998
Stephen C. Carlson	Sharon Carlson	1992	Daniel C. Meenan		1998
Brian L. Allendorfer Jr.	Isabella M. Allendorfer	1992	Tom Grooms	Zilpha W. Grooms	1998
Alan J. Stengel		1992	John G. Mauk	Veronica Mauk	1998
Phyllis Goodman	Mitch Goodman	1992	Michael Maron	Irina Starovoitova	1998
Gary S. Collins	LaVerne Collins	1992	Todd A. Buckton	Jean Eichenberger	1998
Brian J. Stevens	Joy Stevens	1992	Rebecca Garces	Victor Garces	1998
Joseph Hish	Melissa Hish	1993	Dennis E. Nierman		1998
Edward R. Jack	Rosemary Jack	1994	Bob Noorian		1998
Rodney S. Buss	Dorothy Buss	1995	Steven R. Brown	Debbie Brown	1998
Andrew I. Johnson		1995	William H. Wann Jr	Rebecca L. Ower	1998
Guy George Gardner	Alisa Gyse	1995	Timothy C. Hanson	Carole J. Hanson	1998
Robert A. DeSalvo Jr.	Nancy DeSalvo	1995	Michael T. Origer	Scott Origer	1998
Ronald P. Sorce	Nancy Sorce	1995	Robert Dirks	Deborah Dirks	1998
Gary L. Knoblauch	Myra Knoblauch	1995	Scott R. Sargent	Jeanne Sargent	1999
Daniel L. Bettcher	Larry G. Bettcher	1996	William H. Economos	Donna Economos	1999
Michael A. Marschall	Stephanie Marschall	1996	Dennis H. Snyder	Mark Snyder	1999
James R. Sanger	Marjorie Sanger	1996	Mark D. Palmer	Kathy Palmer	1999
Patrick S. Kelly	Julie Kelly	1996	Herman J. Rajcevac	Chris Nelson	1999
Dr. Matthew J. Gryzlo	Jayne Gryzlo	1996	Mark Kiwior	Trisha Kiwior	1999
Anthony Neczet	Deborah Neczet	1996	Clifton M. Horn	Ericka Horn	1999
Jay T. Pearson	Carmel Marie Pearson	1996	Ted Borys	Laura Borys	1999
Frank C. Carr	Beth Carr	1996	Randy Neubauer	Connie Neubauer	1999
Michael D. Donaldson	Debbie Donaldson	1996	Robert F. Follmer	Deanna Follmer	1999
R. Mark Lindman	Lisa Lindman	1996	Henry Mundt	Elizabeth Mundt	1999
John B. Lloyd	Phillip B. Lloyd	1996	Paul P. Spanier	Mark Spanier	2000
Douglas L. Campbell		1996	Phillip E. Battin	Britta L. Battin	2000
Dean N. Gatziolis	Susan Gatziolis	1996	Troy Monthye	Kristin Monthye	2000
Roger T. Beck	Jennifer Beck	1997	Jeffrey M. Mann	Letitia P. Mann	2000
Dennis Hall	Lisa Hall	1997	James Billy	Todd Billy	2000
John C. Crane	Tom Crane	1997	Robert Moore		2000
Anthony M. Hegarty	Genevieve Hegarty	1997	Robert J. Elmblade		2000
Michael Miller	Kathy Miller	1997	Richard Kray	Deborah Kray	2000

Ian A. Stone	David Stone	2000	Martin A. Kaski	Anthony Kaski	2002
Harris H. Jackson	Scott Jackson	2000	Rick H Gunderson	Sarah Gunderson	2002
Christopher K. Howard	Shirley Wallace	2000	Ronald J. Clapham		2002
Daniel T. VanVoorhis		2000	James T. Lee	Lara Lee	2003
Robert Ziino	Ronald Smith	2001	Charles C. Thorpe	Teresa Thorpe	2003
John A. White	Terry White	2001	Bruce Young	Carolyn Young	2003
Charles W. Staes		2001	Michael W. Revell		2003
Thomas M. Uebele	Lois Uebele	2001	Arek Szawlowski		2003
Mark S. Ruther	Barbara Ruther	2001	Henry V. Spunar	Amy Spunar	2003
Patrick J. Roche	Patrick J. Roche Jr.	2001	Kevin L. Baldwin		2003
Richard Sheiner	Sheryl Sheiner	2001	Anthony V. Mistretta	Nancy Mistretta	2003
Eric E. Cyranski	Gabriella Cyranski	2001	John R. Dresslar	Deb Dresslar	2003
Aloysius A. Wild	William H. Wild	2001	Kristian Allcroft	Dawn Allcroft	2003
Nancy J. Fellows	Michael B. Burbank	2001	J. Ernest Mincy III	Peter Johankneckt	2003
David E. Cronin	Renee Hershman	2002	Eric J. Phillips		2003
Steven A. Gunderson	Tina Gunderson	2002	Michael A. Davis	Laura Butera	2003
John W. Johnsen	Carol A. Johnsen	2002	Judson C. Lawrence	John Dienner	2003
Chick Sanford		2002	Michael D. Webb		2003
Richard C. Carlson	Richard A. Carlson	2002	Gerald D. Fox		2003
David L. Douglas		2002	Mark Herman	Ivy Gracie	2003
Walter Schummer	Kevin Schummer	2002	Marek R. Kalinowski	Edyta Sadurska	2003
John S. Worwa	Christine Worwa	2002	Wayland B. Joe	Julieanne W. Joe	2003
Nelson M. McLemore, III	Anna Marie Martinez	2002	Mike Herrmann	Susan Herrmann	2003
Dana Thorne	Mary Thorne	2002	Sarah Finkenstaedt	George Finkenstaedt	2003
Steven J. Rosenfeld		2002	Raymond Gallagher	Kathleen Gallagher	2003
Charles H. Reed	Pamela Reed	2002	Ben R. Bashline	Brent Jester	2003
David D. Leger		2002	Brian Jackman		2003
John Palmieri	Michelle Palmieri	2002	Robert Sieja	Richard Bagshaw	2003
Michael J. Manfred	Katherine Manfred	2002	Kenneth W. Nelson	Douglas Nelson	2003
Christopher W. Hipple		2002	Patrick E. Garrett		2003
Farsad Baqir	Sabrina Baqir	2002			
Jimmie Beach		2002			
Michael Mech	Karen Mech	2002			
Douglas W. Spaniol	Candy Liston	2002			
Tom O'Reilly	Mary Ann O'Reilly	2002			
Tim Harger	Jean Harger	2002			
Richard C. Goodman	Lesley P. Goodman	2002			
Craig R. Carberry	Gail Carberry	2002			
Ray Quick	Helen L. Quick	2002			

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Road America Drivers' Education 2004

Friday, May 28 – Sunday, May 30, 2004

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, WI.

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 sportscar drivers including new Drivers' Education participants. Pre-registration is required for this event, as on-site registrations will not be accepted. For drivers who have never been on a road course before, our high level of instruction will allow you to better learn the capabilities of your Porsche within a controlled environment. Novice drivers who wish to participate in this event should return the completed registration form with payment today as space is limited to 50 novices and this event is traditionally a sell out! We strongly recommend that all new Drivers' Education participants first attend the Autocross Driver's School on Sunday, April 25th as well as the Novice Driver's School at Blackhawk Farms Raceway on Wednesday, May 12th, in preparation for driving this challenging track.

Novice drivers will begin their weekend by attending a mandatory *Novice Orientation Meeting* on *Thursday evening, May 27th at 8:00 pm sharp* at Siebkens Resort located on Elkhart Lake. Friday, May 28th, will be devoted **EXCLUSIVELY** to new Drivers' Education participants and their instructors. Instruction includes participation in a classroom training session led by professionals from the Skip Barber Program, followed by controlled car handling exercises with the help of SCCA Instructors. All new Drivers ED participants will also be assigned a PCA Instructor who will work with them throughout the weekend to help improve his or her driving skills.

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

- Group 1** **Our most experienced drivers - usually, but not always, the fastest cars.**
- Groups 2 & 3** **Our next most experienced drivers - somewhat slower than Group 1.**
- Group 4** **New Drivers' ED participants 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 2004

Chicago Region Tech Sheet. (available in this issue of the Chicago Scene). 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.

For Groups 1 thru 3, a five point harness with race seat or a six point harness with stock or race seat is mandatory for the driver, and if you wish to have an instructor ride with you, the same type of harness/seat requirements must be installed on the passenger side. Novice Class only may run stock Porsche seats and three point belts. Mandatory clothing for this event includes a SNELL approved SA 1995 or newer helmet, long sleeve cotton shirt, long pants and socks - made of non-synthetic material, and closed toe shoes. Recommended, but not mandatory are driver's suits, driving gloves and shoes, and a protective neck brace all made of Nomex or similar fire-resistant materials, and a properly mounted fire extinguisher. As a reminder, please check the date on your helmet **NOW** as it will be checked at tech inspection. Remember that if you do not pass tech inspection, you will not be permitted to drive! For more information on safety equipment for the driver and vehicle please reference the Chicago Region 2004 Tech Sheet.

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

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

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

Road America Drivers' Education 2004 Committee Members

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

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

Space for this event is limited and we recommend that you pre-register early! Prior to April 1st we will accept pre-registrations from Chicago Region members **ONLY**. After that date, pre-registration will open to all Porsche sports car drivers on a first-come, first-serve basis. Notification (by e-mail or US-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 various inns in the Elkhart Lake and Plymouth Wisconsin area. Room blocked inns are indicated on the "Places to Stay" sheet. You must mention that you are a Chicago Region PCA member.

On Thursday, May 27th, from 4:00 pm until 7:00 pm, Registration for New Drivers Education Participants and Instructors will be open at Siebkens Resort in Elkhart Lake. Registration for all other drivers will be at the Registration Building at Road America from 4:00 pm - 7:00 pm on Friday, May 28th and on Saturday, May 29th from 7:00 am - noon. All drivers must present a valid driver's license and a current PCA membership card at registration. The Tech Crew will also be on hand to scrutinize your car and helmet. If your car is not available for Tech on Thursday or Friday afternoon, it must pass inspection on Saturday morning following the driver's meeting. No cars will be allowed to run without a Tech Inspection sticker!

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

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

The registration fee includes a **RADE. 2004** shirt. Please indicate your shirt size on the pre-registration form. Extra shirts, at \$20 each, may be pre-purchased if payment and size are included with the registration fee. A very limited supply of shirts will be available for purchase during the event.

If you would like additional information 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 above.

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

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

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

Pete Hackenson and Keith Clark
Road America Drivers' Education



**PCA Chicago Region
Road America Drivers' Education 2004
May 28 - 30, 2004**

Pete Hackenson, Event Chairman
Keith Clark, Event Co-Chair

REGISTRAR USE ONLY

First Driver Group _____ # _____ Shirt _____	Second Driver Group _____ # _____ Shirt _____
---	--

First Driver Name _____

Second Driver Name (must be in same car) _____

Address _____

Address _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Eve Phone with AREA CODE _____ Day Phone with AREA CODE _____

Eve Phone with AREA CODE _____ Day Phone with AREA CODE _____

E-mail address _____

E-mail address _____

Shirt size: S M L XL XXL XXXL

Shirt size: S M L XL XXL XXXL

PCA Region _____ Member # _____

PCA Region _____ Member # _____

Novice driver
Experienced driver
Instructor

Please circle one:

Novice driver
Experienced driver
Instructor

Must be approved by Chief Driving Instructor John Ruther

First Driver Requested Run Group

Second Driver Requested Run Group

<Fastest 1 2 3 4 Slowest>

<Fastest 1 2 3 4 Slowest>

Chicago Region Permanent Car # _____
(previously assigned)

Chicago Region Permanent Car # _____
(previously assigned)

If none, Requested # _____

If none, Requested # _____

Porsche Year/Model _____ Color _____

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

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

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

Yes No Did you receive Skip Barber instruction at a previous PCA Chicago Region Road America event? Yes No

Yes No If "No" above, circle "Yes" box indicating you will attend the Friday Skip Barber session, or circle "No" indicating you wish to be exempted. (*Exemption must be approved by an Event Chair or Event Chief Driving Instructor John Ruther.*) Yes No

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

With Group? No Yes Group Name _____

Group Contact _____ Phone or e-mail _____

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

Trailer _____ Dimensions _____ ft x _____ ft

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

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

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

DRIVER MEDICAL INFORMATION

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



Name _____ Age _____ Birth Date _____

List any medication currently used (including eye drops) _____

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

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

List any current Medical Conditions _____

Describe any medical changes since your last physical _____

Physician's Name _____ Phone _____

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

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

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

Signature _____ Date _____ In Case of Emergency Notify:

Name _____ Phone/cell phone/pager _____

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

RADE 2004 FEE SCHEDULE

Fee includes shirt and one dinner ticket

EARLY REGISTRATION

Postmarked by 4/27/04

LATE REGISTRATION

Postmarked after 4/27/04

First Driver

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

Second Driver (family or affiliated PCA member only)

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

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

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

NO REFUNDS FOR CANCELLATIONS AFTER MAY 13, 2004

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

 (CANCELLATIONS MUST be in writing)

Driver(s) Fees \$ _____

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

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

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

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

Mail this two page registration form and check payable to

PCA Chicago Region to:
 Mary Anne Nowakowski, RADE 2004 Registrar
 527 South Rammer Avenue
 Arlington Heights, IL 60004

Joe Rizza Porsche



THE FASTEST GROWING IN THE U.S.A.

IN STOCK / IN-BOUND PORSCHEs

2004 911 Cabrio - Tip	Speed Yellow/Black!
2004 GT3s	2 To Choose!
2004 911 C4S - Tip	Black/Black!
2004 C4S Cabrio - "6spd"	Artic Silver/Black!
2004 C2 Cabrio - "Tip"	Carmon Red/Savanna!
2004 C4S Coupe - "6spd"	Guards Red/Black!
2004 C2 Coupe - "Aero"	Midnight Blue/Graphite!
2004 C4S - 6spd	Seal Grey/Black!
2004 911 Turbo - 6spd	Artic Silver/Black!
2003 911 - 6spd	Black/Black!
2003 Boxster - Tip	Dark Teal/Graphite!
2003 Boxster "S" - 6spd	Midnight Blue/Graphite!

CALL FOR UPDATED PRE-DRIVEN INVENTORY

'03 Boxster Tiptronic - 8K Miles	2 To Choose!
'03 Boxster 5spd - 6K Miles	\$38,900
'02 Targa 6spd - 2K Miles	\$68,900
'02 911 Cabrio - 6K Miles	\$64,900
'02 Targa 6spd - 10K Miles	\$64,900
'02 911 Coupe - 16K Miles	\$58,900
'01 911 Coupe 6spd - 9K Miles	\$52,900
'01 Boxster "S" - 19K Miles - Aerokit	\$38,900
'01 Boxster - 9K Miles	\$31,900
'00 911 C4 Coupe 6spd - 37K Miles	\$45,900
'00 Boxster 5spd - 14K Miles	\$29,900
'99 Boxster 5spd - 19K Miles	\$26,900
'97 911 C4S - 28K Miles	\$51,900
'97 Boxster 5spd - 57K Miles	\$19,900
'96 911 C2 Coupe - 21K Miles	\$40,900
'95 911 C4 Coupe 6spd - 53K Miles	\$38,900
'87 928 S4 Automatic - 56K Miles	\$17,900

7th Annual Porsche Clinic

SATURDAY, APRIL 24TH
8AM - 3PM

- Free Service Inspection
- Complimentary Gifts
- Lunch For All Who Attend

Please RSVP With The Service Department

For All
Porsche
Club
Members...



JOE RIZZA

PORSCHE

icians • State-of-the-Art Service Department • Porsche Parts Inventory • Free Service Loaner

ING PORSCHE DEALER



0% OFF!

ALL PARTS & LABOR!

EXCLUDES
SCHEDULED
MAINTENANCE

**SPECIAL DISCOUNTED RATES ON
ALL SCHEDULED MAINTENANCE!**

A

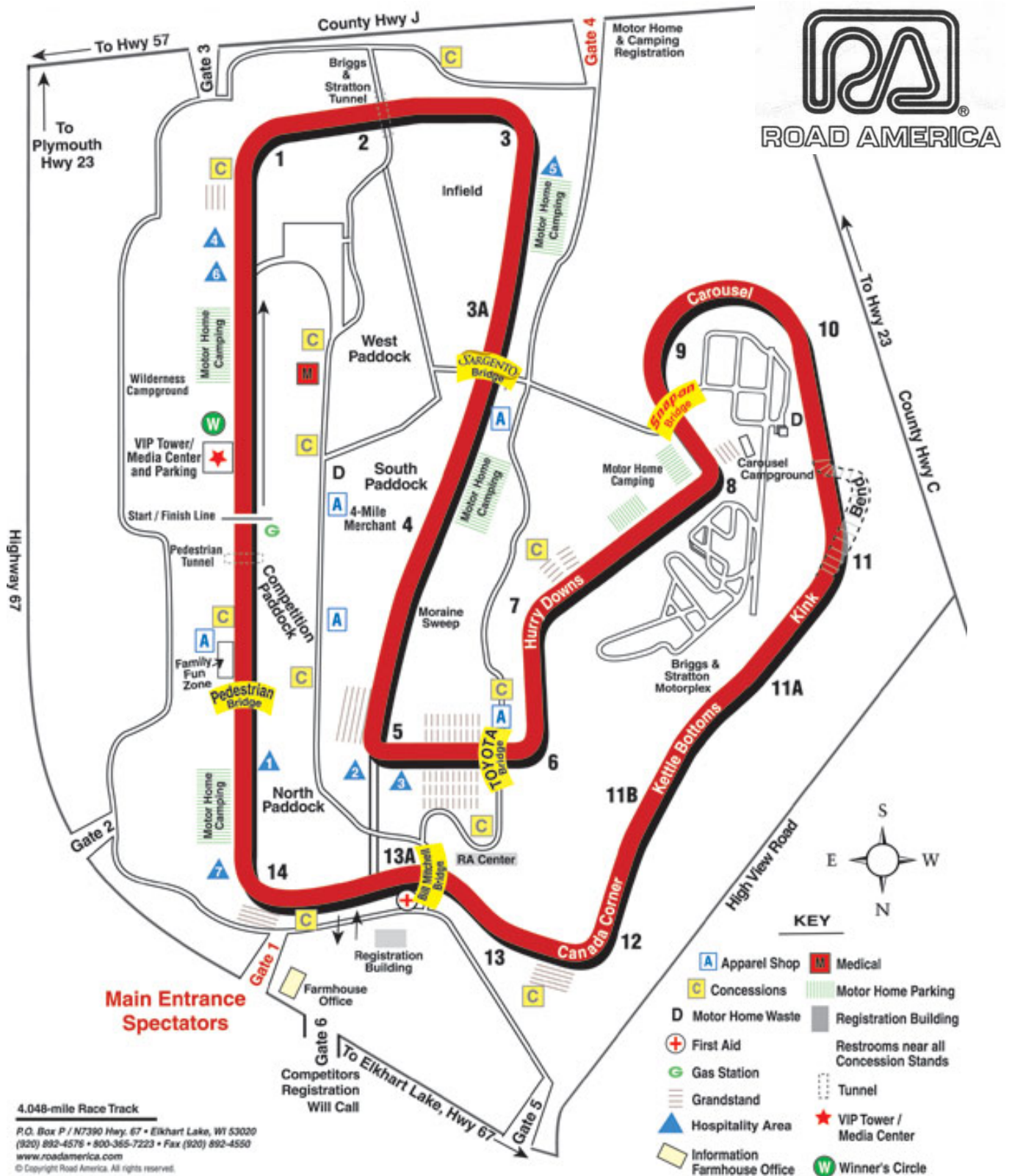


159th Street & 80th Avenue
ORLAND PARK
708 403-0300

SHOWROOM HOURS: Daily 9-9:30 & Saturday 9-7:30



www.rizzacars.com



Driving Directions:

From Chicago, IL

Take I-94 to Milwaukee into downtown Milwaukee. Continue on I-43 north. Stay on I-43 north to Hwy. 23. Take Hwy. 23 west to Hwy. 67. Go north on Hwy. 67 to Gate 6.

From Rockford, IL

Take I-90 to Beloit, WI. Take I-43 north through Milwaukee and continue north to Hwy. 23. Take Hwy. 23 west to Hwy. 67. Take Hwy. 67 north. Go north on Hwy. 67 to Gate 6.

PLACES TO STAY WHILE VISITING ROAD AMERICA IN ELKHART LAKE, WI

UPDATED FOR 2004

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
*Mention Chicago Porsche Club
for Block Reservation Rates*

AmericInn Motel/Suites
Sheboygan, WI – 920.208.8130

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

Baymont Inns
Sheboygan, WI – 920.457.2321

Best Value Parkway Motel
Sheboygan, WI – 800.341.8000

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

Breeze Inn to the Chalet Motel
Mequon, WI – 414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI – 920.451.0644

Comfort Inn
Sheboygan, WI – 800.228.5150

Grand Hotel
Sheboygan – 920.458.1400

Harbor Winds Hotel
Sheboygan, WI – 920.452.9000

Hillwind Farm B & B
Plymouth, WI – 877.892.2199

Holiday Inn Express
Sheboygan, WI – 920.451.8700

Imperial Motel
Sheboygan, WI – 920.458.3578

Inn on Woodlake
Sheboygan, WI – 800.919.3600

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

Lakeland College
Howards Grove, WI – 920.565.1248

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

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
*Mention Chicago Porsche Club
for Block Reservation Rates*

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

Windy Mare
Kiel, WI – 920.894.2284

Wisconsin Aire Motel
Random Lake, WI – 920.994.4501

Yankee Hill Inn B & B
Plymouth, WI – 920.892.2222

Campgrounds

Cedar View Camper Rentals
Kiel, WI – 920.894.7884

Hoeft'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

Elkhart Lake Information & Booking available private Houses

Elkhart Lake Tourism Commission and the Elkhart Lake Area Chamber of Commerce

41 E. Rhine St.,
Elkhart Lake, WI 53020
920 876-2922
Toll Free - 1 877-ELKHART
elcoc@excel.net

Want Track Time?

Autobahn Country Club is pleased to announce...

Sold Out

FACT: 40 Founding Members are signed.



Phase 1 Sold Out

FACT: 19 Team unit lots are reserved.

FACT: 50 Country Club Members are signed.

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

Your membership entitles you to:

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

Clubhouse construction will begin after the track becomes operational.

To receive a membership package please call 630 375 7652

www.autobahncountryclub.net

Scheduled Opening Mid-Year 2004



Drive Fast. Be Safe.

Porsche Club of America - Chicago Region Social Event

For the entire family and invite your friends!



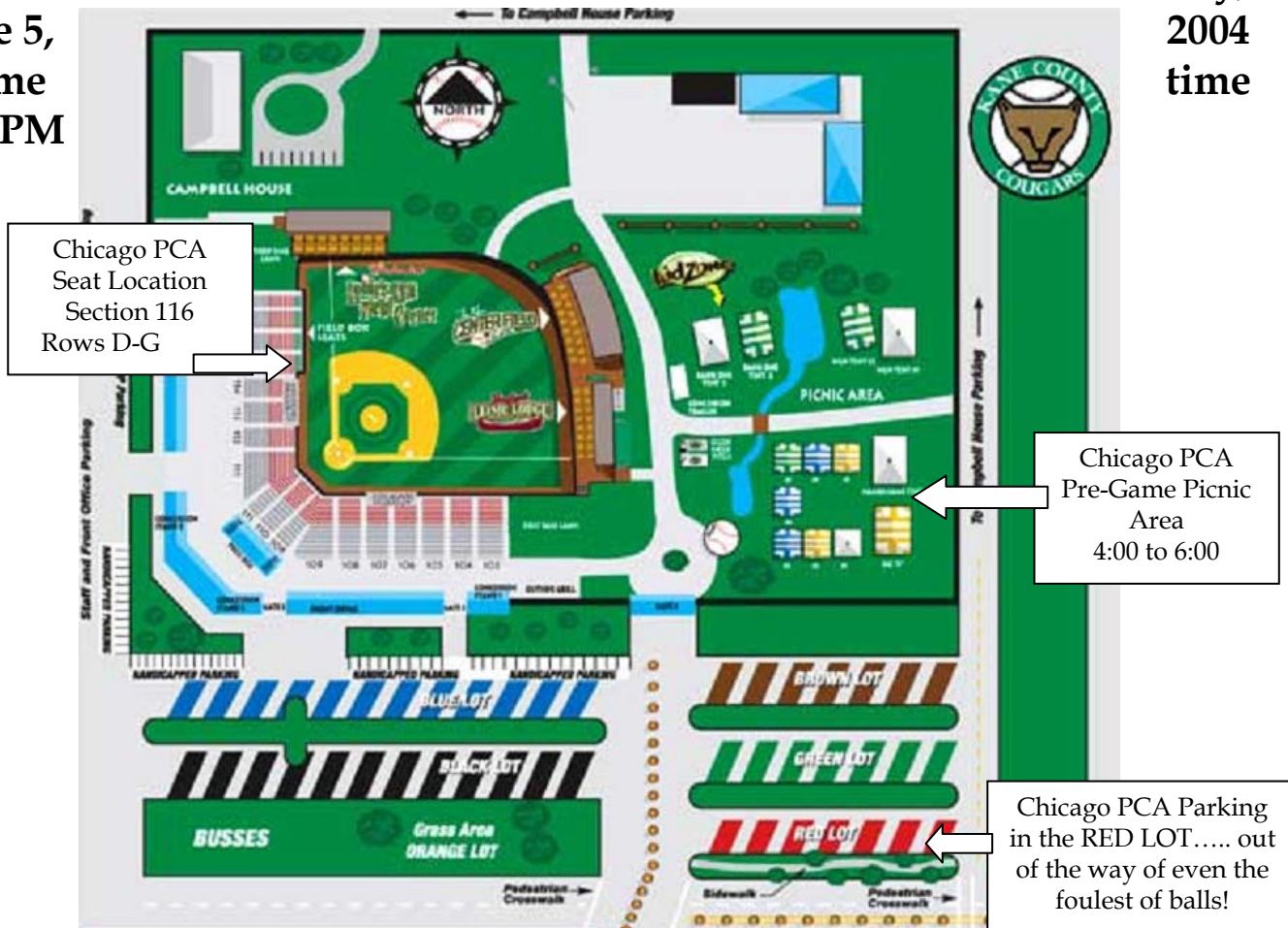
and the

Kane County Cougars Versus West Michigan White Caps (Detroit Tigers)

Porsche Club of America

Satur-
June 5,
Game
6:00 PM

day,
2004
time



- Great up close box seat.
- Pre game food starting at 4:00pm.
- Soda included for the entire game.
- Fantastic post game fire works display.
- Kids of all ages from 1 to 101 get to run the bases after the game!

Special Porsche / paved preferred parking for only \$2.00 per car.

SPACE IS LIMITED. RESERVE YOUR SEATS TODAY!

A Lesson in Following Directions

by Nadine Haupt

photos by Steve Rashbaum and Susan Shire

If I knew what I was getting myself into, I would most certainly do it again! Rallye School 2004 at the Medinah Country Club. For me, it was an opportunity to get involved with the Chicago Region PCA after a recent transfer (February 2004) from Los Angeles. I was always interested in rallye, but in LA the feeling was not mutual. So, when I received my March issue of *Chicago Scene*, I was flabbergasted! Besides the fact that it is chock full of interesting information and tons of events (the LA region newsletter is a whopping 4 pages and mostly ads), I was excited to see that I hadn't missed my opportunity to hit Rallye School.

First, I had to recruit a navigator. Jim, my Dad, was an obvious first choice with his like engineering mind and way with numbers. However, I had to get over a small obstacle when I asked him to join me. His first response - "Sure. Can I drive?" "Sorry, Dad. Sally (my 1987 Porsche 911 Carrera) is my baby. I need a *navigator* I can trust." So, I mentioned at some later date (note: I never gave a time frame) that I might let him drive in a rallye. We'll see about that.

Although I left Sally in her new comfy winter home (she deserved a break after the 2400 mile journey

on Route 66 from LA to Chicago just a few weeks earlier), I let her know that she would be out sooner than Memorial Day as originally planned. On Sunday, March 14, Dad and I took my "winter car" and headed up to the beautiful Medinah County Club. Upon our arrival, we were impressed with the majestic trees and castle-like clubhouse. There were a few Porsches in the parking lot, so I knew we were at the right place.

Upon entering the grand foyer, Phyllis Harwood checked us in and supplied us with the General Instructions, the Supplemental Instructions, and the direction to set our clocks to Rallye Master Time. As I played with the stopwatch to set the time, Ken Pesavento spoke with my Dad about rallying and gave us a flavor of what to expect. Before class started, everyone was treated to a fabulous breakfast buffet that alone was worth the price of admission. Oh, but there was SO much more to come.

Jim Jacisin welcomed us to the event and had all of us rallye newcomers to raise our hands. To my relief, the majority of people - 30 or more - raised their hands. I felt a little more comfortable to be around so many novices who were just as anxious as I was. The classroom part of school

was quite informative. We learned about the General Instructions (that don't change), the Supplemental Instructions (that do change), and some of what these new acronyms actually mean in the Rallye Instructions. Who knew that SOL didn't mean that you were way off course!

We discussed ONTO, STRAIGHT AS POSSIBLE, AND, OR, and never to turn on a "sign". CAST - well, in rallye that's not the thing you put on a broken limb, it's a "change average speed to" command. That's where things started to get tricky. After all, this is a Time, Speed, Distance event, so speed is important. But this is an *average* speed, not top speed. And then there are those darn Pauses. Humph. Time to bring in the mathematicians.

Lee Lichtenstein went through the driver's point of view and duties come rallye day. Chuck Bittman carefully went through the navigator's job description and equipment that is quite useful during an event. After the background, we were ready to get to work. Out came the Rallye Instructions for our practice rallye that day. Luckily for us, we went through them as a group with full explanations at the tricky parts. Around 11:00 am, we were off to



Welcome to new members Debbie and Jeff Andersen



Shirley Bayliff and her niece Samantha



Tom Thompson and Kristie Moen

our cars to start the “odometer check” portion of the practice rallye.

We all assembled at Dave and Buster’s parking lot to get our numbers and, thus, our out times. Whew! The wind was roaring adding a harsh element of cold to the event. At least the rain stayed away. A very special thanks to all the checkpoint workers who took on the weather elements along the way so that we could experience first-hand an actual rallye event. With our number (#17) clearly displayed in white shoe polish on the front windshield and side window, we were off at 11:47 am.

The stages went quickly. We got caught out on a “T” that really

wasn’t a “T” since one side was a dead end, but we recovered. Both of us were having so much fun! We felt a small victory when we spotted an ONTO hidden within the instructions that did not get us off course.

At each checkpoint we were given our in and next out times. In those few minutes before leaving on the next stage, we ran through the Special Instructions and looked over the previous stage critique. It was nice to see right away where we may have gone wrong so that we could make a note of it and try not to let it happen again.

Overall, there were some tricks, but nothing that took you terribly

off course. Everyone made it back – just maybe not in the time subscribed.

Before we knew it, we were back at Dave and Buster’s having completed our first rallye. It was a great sense of accomplishment. We navigated the streets of Medinah and Bloomingdale, recognized our mistakes, and learned a great deal. Afterwards, we all met back at the bar to enjoy some beverages, snacks, and war stories. What a great group of people! Novice or experienced - we all had a fantastic time. Dan Gallagher was there to give us a sneak peek at the upcoming TSD Photo Rallye on April 18. We’ve sent in our registration already ... have you?



(above) The lovely meeting room at the Medinah Country Club.



(top) Phyllis Harwood
(middle) Lee Lichtenstein
(bottom) Chuck Bittman

DO WE OR DON'T WE PAUSE CEMETERY RALLYE

SUNDAY, JUNE 6, 2004



Registration Opens	10:30 a.m.	Meet at SUNRISE RESTAURANT
Driver's Meeting	11:00 a.m.	9 South 593 Rt. 47
First Car Off	11:31 a.m.	Sugar Grove, IL, 60544
Rallye Car Fee	\$20.00	630-466-5837

LOCATION: SUNRISE RESTAURANT is located at the northeast corner of junction Rte. 47 and Jericho Road, south of the downtown village of Sugar Grove. There is a Citco Station right next door for last minute fill up.

This rallye will be over the roads of southwest Kane County, Kendall and LaSalle Counties, which are all new to Chicago Region rallyists. The end point will be at Chicago West Restaurant in Sugar Grove at the junction of Rte. 47 and Main Street. Rallyists will enjoy the open roads of these counties where it seems the housing construction has not found them yet.

To get to the start point, take I88 west from Aurora and take the exit for Rtes. 56, 47, 30 Sugar Grove and follow the exit road to exit for Rte. 47 South. Sunrise Restaurant is south on Rte. 47 approximately 2 miles on the left just before Jericho Road.

Questions can be directed to the Rallyemaster, Ken Pesavento, 630-469-1546 or Kenneth_a_Pesavento@ml.com or Tom and Phyllis Harwood, 847-742-6804 or trh911sc@aol.com

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

DRIVER: _____ Phone # _____

Member____ Applicant____ Guest of _____

NAVIGATOR: _____ Phone # _____

Member____ Applicant____ Guest of _____

Car Model _____ Color _____ SOP _____ Touring _____ Novice _____

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

Rallye Scene

by Tom and Phyllis Harwood, 2004 Rallye Coordinators

The Rallye School

This year the rallye school participants were sent off on a mini rallye that included four checkpoints. A few basic rallye traps were incorporated in the rallye. The rallyists learned that roads designated "no outlet", "do not enter", etc. could not be used as a rallye road or counted as an opportunity to turn on.

They also learned that they could not turn on a sign. All signs are designated by quotation marks; i.e. Left on "Garden", can not be executed.



Left on "Garden" ... Don't do it!!!!

If Garden was not in quotes, the instruction could be executed, as you would be turning on the road, not the sign.



Left on Garden ... OK to turn.

The rallye included the Main Road Rule of ONTO. They learned how this was to be executed and re- entered if encountered on the rallye. They also learned that information in parenthesis is information only and does not

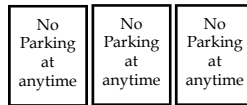
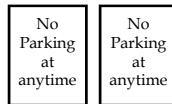
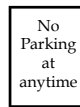
have to be considered when doing an instruction. For example, consider the following two instructions.

1. *Left first opportunity. Watch for Porsche traffic for 0.4 miles.*
2. *Left first opportunity. (Watch for Porsche traffic for 0.4 miles).*

In the first instruction they must go out 0.4 miles before they can make their turn. In the second instruction, they can make their turn as soon as they come to a left turn.

They learned that each instruction has to be completely executed before going on to the next instruction. Example:

1. *At first "no parking at anytime", cast 23.*
2. *At second "no parking at anytime", cast 22.*
3. *At third "no parking at anytime", turn right.*



Each instruction is started over counting and it is at the 6th "no parking at anytime" that you make your right - not the third sign.

We also taught them the AFTER instruction, which requires that you start at the back end of the sentence to correctly execute it. Example:

Right on Lake cast 40, after "Superior", after "Erie", after "Mayo", after "Donna", after "Juliana".

You had to start at the back of the sentence and see each segment before turning on Lake and casting 40.

We hope everybody had a good time and we look forward to seeing everybody out on a rallye this summer.

What Is A Rallye?

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

2004 Rallye Schedule

Mark your calendars!

Jun 6 Rallye II*

Aug 15 Rallye III

Sep 12 Rallye IV

Oct 16 - 17 - Rallye V

*Event Announcements in this issue of the Chicago Scene

Need a Rallye Partner? Call Tom, Phyllis, or Ken and they'll see what they can do for you.

For further information about Rallyes contact:

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

Ken Pesavento,
630.469.1546
kenneth_a_pessavento@ml.com



Blackhawk Drivers' Education

FRIDAY *Yes, FRIDAY*, June 11th

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

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

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Review the NEW Updated Year 2004 Tech and Safety Requirements – there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

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

General Event Schedule:

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

Contact Event Chairman:

Dan Gallagher (708) 784-0784
Bbabies@aol.com

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

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

First Driver

Year/Car Make/ Model/ Permanent Car Number _____

Phone _____

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

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

Prior Experience: _____

Second Driver (same car)

Phone _____

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

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

Prior Experience: _____

Pre-registered Entrance Fees received by June 9th, 2004:

Member First Driver - \$160	\$ _____
Family Member-2nd Driver - \$80 *	\$ _____
Non-Member - \$170	\$ _____
Registration received after June 9, or On site registration add \$10	\$ _____
Total	\$ _____

* The \$80 fee only applies to 2nd family member who drives the same car as the first driver. A non-member = \$160

Make check payable to: PCA- Chicago Region

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

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

The Midship Report: Time And Money

Article and pictures by John Miller [Boxster_S@veryspeedy.net]

The antidote to winter. It hit me like a ...ahhh..errr....a cold slap across the face. I've already covered (in EXCRUCIATING detail) my dislike for winter. I'd like nothing more than to 'winter' someplace warm, someplace I could put the top down on the Boxster and leave it that way until it was time to return home ... which will always be here.

So no one would be shocked when I say that I left town for a mini-vacation a few weeks ago. The shocker is the *where* I went: Montana ... in the dead of winter. And this is where I found an antidote. I flew (by plane, naturally) to Bozeman, Montana, picked up a rental car (a Kia - a decent car for the money, but nothing more) and drove to West Yellowstone where I arranged for two days of snowmobiling in and around Yellowstone Park.

It was an amazing open-air motorsports experience. And the Cabellas Snow-range Thinsulate coverall jumpsuit was a bonus discovery (this wunder-garment makes every piece of your body that it covers impervious to cold - bought one the minute I returned home). Even though the speeds approached 50mph and the temp hovered in the teens, there was little sensation of cold and the feeling of driving a 'convertible' out in the snow was exhilarating. What an excellent way to bridge the non-convertible season

here in Chicago ... Time and money well spent!

Time and Money?

Back home (and back indoors), I happened to tune in Speed Channel during the (occasional) broadcast of the 12 hours of Sebring. It was a real kick watching the race and recognizing that I was driving the Boxster on that very track eight months ago. And then there were the pit interviews with Alex Job of Alex Job Racing (... hey, I sat next to THAT guy and talked about Porsches at the Concours lunch at Parade last summer). The race was sponsored by Porsche and coincidentally, Porsche cars were all over the track. The video/onscreen graphics were provided by Porsche and every commercial break seemed to feature a Porsche ... although, almost always a Cayenne commercial (more on this in a moment). Even the TV announcers were gushing about the VAUNTED German Technology.

Too bad it was Audi that they were speaking of. Audi won. Big. Porsche wasn't even in that Class. Audi has won Sebring 5 years in a row. For CRISSAKES, this was a track that was made by the likes of Porsche. The first Porsche to cross the finish line this year was in 8th place. How sad that the best we get is privateers in GT class - no slam to them - they are giving their all and did finish

first and second in the GT class, but can in no way match the Audi's ... and this year wasn't an official factory effort by Audi.

Rant Alert. I was not and am not a fan of the Cayenne. It's a fine vehicle to be sure. I've driven both of the 8 cylinder versions as well as the VW version. And there may be good reason for the Cayenne to exist - financially speaking - to keep the company going. But that doesn't keep me from asking: Why? I won't delve into the analogy to Aston or Ferrari, or Lambo (not) having trucks ... they have deep-pocketed conglomerate ownership. Did Porsche succumb to a bottom-line mentality to peddle the flavor of the day (albeit expensively)? Even if Cayenne profits go towards funding racing (or better, Boxster platform development), I won't agree with the concept. Porsche is (was?) a sportscar company.

I don't want a sports truck, I don't want a station wagon, and I don't want a 4 door sedan. This was always the part of the Porsche appeal ... one that I learned/acquired from sportscar owners and admirer's long before I could drive. No doubt there are some that need the 5 passenger seating or family sized cargo space ... and what a choice they have in today's marketplace. I'm sure the Cayenne won't be a financial mistake for Porsche ...



Two days of snowmobiling in and around Yellowstone Park.



Midship Report ...

but a philosophical mistake?? ... Porsche needs a winning racing effort and stellar performing SPORTSCARS. The 911 range is on track (literally and figuratively). Where does the Boxster line stand in the company? Will it again yield to the so-called 4th model range ... a sedan? Porsche will find new customers and markets with the Cayenne and a sedan. They may need to ... the tried and true may go elsewhere.

But I digress ... The Sebring race did get me thinking about Parade. And Texas Motor Speedway. This is where will you find me in early July. If the thought of driving a Boxster on the high banked turns of a super-speedway doesn't get your pulse up, you better start looking for one of those heart paddle-zapper boxes. Get the appointment book: July 3-10; Fort Worth Texas. There are precious few openings left.

It's Starting

The money has been spent ... now to find the Time. As shown below, I've made a few acquisitions for the car over the winter. A PCA/Rennlist friend that was moving away from our little (winter) paradise sold me the Momo race seat.



Multiple choice pop quiz: Installation will take the new owner:
A) 1 hour; B) 1 day; C) 1 lifetime;
D). 2 abrasions, 1 bruise, a nasty cut, and the destruction of one article of clothing.

Also in the queue, an electric cooler-warmer (for snacks and such).

Naturally this will require the addition of a 12V lighter outer in the front trunk compartment - Time estimate: 30 minutes. Revised estimate once works starts. 230 minutes. Anticipated damage: scraped knuckles, blown fuses. And then a real lark - this goes above and beyond, but if it works - the coolest thing this side of a Montana wind-chill: an in-car PC with a small touch-sensitive screen (not pictured) for use with the GPS and to use as an MP3 Jukebox. It's already holding over 300 albums (does anyone say 'albums' anymore? - 300 CDs ... whatever). Putting it in will take 4 or 5 hours of true effort. Making it work right will take all summer. Don't test me on this.

Time well Spent

Quite a few members attended (and were rewarded): The Rallye School was a BLOWOUT success (in my humble opinion). Even if you had no interest in Rallyes or can't seem to find your way out of bed on a Sunday morning, this was a PCA event to go to (make a note for next year). The classroom portion was held at Medinah Temple. The breakfast spread was so tremendous you could almost excuse losing focus on the discussions. And while the Rallye instruction discussions were interesting and informative (and I have video evidence that the Rallymasters aren't trying to trick us), the street session was invaluable. A great way to refresh the skills that have gone unused all winter and a good confidence builder for those with limited Rallye experience.

First Time

Not to put him on the spot, but have you spoken to PCA-Chicago member Jon Franks lately? He's squished more Porsche ownership experiences into a few years than most could manage in a lifetime. Jon has owned (in no particular order, and undoubtedly and incomplete list) a Porsche 928, a 968, a 911, and a 914. All in the last week. No, just teasing. But Jon has recently added a

BOXSTER(!) to the list. Talk to him about it the next time you see him (at a PCA event, no doubt) - like so many other Boxster owners I've met, the enthusiasm about his first Boxster just gushes out of him.

And now, time for a short PSA

Those with a few miles on the odometer will probably recall that 'PSA' referred to an airline out west, once known for painting big 'smiley' faces on the nose of it's jets. That was quite a few years ago and the PSA name eventually went away. In more recent times, PSA is shorthand for Prostate Specific Antigen. Those of you under forty probably have no idea what this is and just be thankful that you don't. In between the old reference and the current usage, PSA referred to Public Service Announcements. These were usually TV spots by celebrities advising viewers not to use illegal drugs. Usually, the celebrity onscreen was doing this because he had been caught using illegal drugs (a minor hypocritical point).

Today, I present 2 PSAs of the Public Service variety that are (merely?) Porsche related. The first is something of a repeat - I recently received unsolicited phone calls from (different?) places about my Porsche Warranty. The first call (a repeat from a few months ago) stated they were calling from "Dealer Services" about my Porsche. Note that they were not *Porsche* Dealer Services (if such a department exists) but Dealer Service calling about my Porsche. Cleverly designed to deceive. The second call was from a firm advising that I should consider a certified, authorized and approved, extended warranty for Porsche (not FROM Porsche, but FOR Porsche) ... again, a subtle but despicable attempt to confuse with the official Porsche Certified-Approved Limited Warranty that Porsche offers on some of the used vehicles that are sold through it's dealer network. Both times I carefully questioned the caller about whom they represented

(did they represent PCNA or PAG?) and in both cases, the answers were repeatedly evasive. Both of these extended warranty pitches should be thought of as outright scams.

The other PSA is (about) something that scammers refer to as 'The Pigeon Drop'. Someone looking to buy your Porsche (advertised or not) contacts (you) the owner. I recently received an email trying to draw me into this scheme. Sometimes it's (from) an authorized representative for the purchaser. The scam usually plays out that the person has made a purchase of a different Porsche that didn't go through and now has a refund check for the full price that is more than what your car is worth/for sale. The scam is that

they will give you the Bank check (or money order) and you give them a money order or Bank check (refund) of the amount over the payment from their check. Of course the check (or money order) they hand over is worthless and the check you give them isn't.

I suspect that we've made ourselves 'eligible' for this sort of abuse merely because we had a desire to own a sportscar and somehow, someone disreputable has acquired this information. I doubt these vermin go after Kia and Hyundai owners ... but I wouldn't know for certain. What I do know is that these people add nothing to society. If this weren't a family magazine, I'd wish them all some slow, horrible

demise ... but in lieu of that, I'd like to see them add something to society. I think they could make a serious contribution in the area of entertainment. I propose we strap each and every one of them to a rocket propelled device (to be selected from war surplus) and launch them into space. A simple, mature request. Does anyone have a phone number for Jet Propulsion Labs?

Next Month: The scams won't lessen my enthusiasm. I'm busily filling in the calendar, balancing PCA-Chicago events with other Porsche related events. And now that I have a racing seat, I'm (enthusiastically) in pursuit of a harness.



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Barrington, Illinois 60010
(847) 304-8822 - 8823

Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM



Concours One

11:00 am - 3:00 pm

Social

Lunch 11:30 am - 1:30 pm

Medinah Country Club

6 N 001 Medinah Road, Medinah, IL
(1/2 mile north of Lake St on Medinah Road)

June 13, 2004

"Let's do lunch and Porsches at 'the Club' on the 13th"

10:00 am	Concours participants may arrive & do final prep
11:00 am	Everyone else may arrive ... Family, friends, and non-participating members are encouraged to attend!
11:30 am - 1:30 pm	Lunch and CASH BAR
Noon	Judging begins
2:00 pm	Trophy presentation

Medinah Dress Code

NO Jeans, Denim or Tee Shirts

Dockers or equivalent Collared or Button Polo shirts

Concours Fee*

Pre-registered	\$25.00
On-site registration	\$30.00

Lunch

Pre-registered	\$20.00 per person
On-site cost	\$25.00 per person

- Class A: Exterior, Interior, Trunk, Engine & Undercarriage
- Class B: Exterior, Interior, Trunk, & Engine
- Class C: Exterior, Interior, & Trunk,
- Class D: Exterior & Interior
- Class E: Exhibition Style of Exterior & Interior - Visual Inspection Only
- Novice: For fun and 1st time participants only - Judged to Class C Standards

Concours Questions?

Van Larson
630.377.4886
Valyr9090@aol.com
A J Tiller
312.735.8771
aj2manycars@aol.com

R.S.V.P. with registration form and check to: Mike and April Milhouse (708.922.9623)
2514 Spruce Road
Checks payable to PCA Chicago Region Homewood, IL 60430

Concours Entrant _____ phone _____ e-mail _____

PORSCHE Model _____ Body Style _____ Year _____

Class (circle) A B C D E Novice

**Concours registration includes one (1) lunch. Extra pre-registered lunches available at \$20.00 each*

	Concours fee	\$ _____
Concours Entrant Lunch	<u> 1 </u>	\$ <u> N/C </u>
Additional Lunches @ \$20.00 each	_____	\$ _____
Totals Lunches ordered	_____	Enclosed \$ _____

Q-tip Corner

Chip and Tale: Part II - All It Takes Is Courage

by Van Larson

When we left off last month, our valiant hero had just finished applying the paint to the chip area. Feeling refreshed and full of vigor, we now start the sanding of your Porsche's paint. Look out, domes.



Mr. Pat advises that 2000 grit sandpaper and water does a great job of leveling off the paint "dome" which you have just created. Now, those faint of heart turn to the autocross section as this is where COURAGE is required. As you sand the top of the dome down you will also be sanding just the top of the surrounding good paint. The surface will go dull (just like yr hmbler svnt) and you will think you are destroying your good paint job. Don't worry, be happy, as the polishing discussed below will bring the entire surface back to life and better than new! Just don't be AHNOLD and put a lot of pressure on the 2000 paper as you are going back and forth.

Pat uses his "middle" (!) finger to gently "float" the paper on the water. Yes, you too (middle finger or otherwise) can feel the surface as it levels out. Just take your time and if you practiced on your wife's car or the neighbor's "beater" you will sense when you are getting near level. Keep the surface wet, be PATIENT and you will be happy, Pat guarantees.

With good lighting you will see the peak of the paint bubble getting dull and matching the dull surface around the chip. When your dome is almost flat, STOP (in the name of

love) because we are now going to switch to a polish to finish the job.

3M Imperial Hand Glaze, Blue Magic Metal Polish and your favorite wax are going to bring your paint surface back to better than factory new.

One of the secrets Pat learned from John Paterak was to use Blue Magic Metal Polish along with 3M Imperial Hand Glaze to polish out really dull surfaces. Both of these products are available at Pep Boys (ask for Moe, Larry or Curly) and should be part of your standard supplies anyhow.

Take a clean cotton rag and "lay" a "bead" of the Hand Glaze (about 2" long) on the cloth. Next to this, lay a second "bead" of Blue Magic. Take your pristine middle finger and "mix" the two beads together on the surface of the cloth. Now you can start the "polishing" process. Pat says to rub/polish in one-direction strokes, i.e. "front to rear" the way that wind travels over the surface of your Porsche's body. Unless, of course, you do it like AJ does - side to side - like when he's practicing his high speed drifting exercises. If you're up to it and your paint needs it, you can finish off the entire paint surface using a similar technique.

It will take a few applications but this will take the dullness out of the new and surrounding paint, but it will work and you will see the paint color on your rag.

Next, shift to just the Hand Glaze to final polish the surface. The problem is now the newly painted and polished areas will look better than the rest of the hood or fender.



Take a clean cotton rag and lay a bead of the Hand Glaze (about 2 inches) on the cloth and then lay a corresponding bead of Blue Magic next to it.

So polish the entire panel with the Hand Glaze. If there are areas where birds or acid rain have done damage, go back to the 50-50 mixture of glaze and Blue Magic.



Most beginners think that wax is what makes the car shine. It is the paint surface preparation and polishing that makes the shine, the wax is merely the protector. Different waxes work on clear-coated paints better than others but that may be a topic for another day (thanks, Pat, you just gave me another topic idea) Just don't apply the wax on too thick. Thin coats work better.

A few years ago Pat splurged and bought a new 993 and told the

Q-tip ...

dealer not to prep it and just give it to him without the porters' machine polishing as part of the pre-delivery preparation. By washing, polishing and waxing consistently following the direction of airflow over the car, it developed a deep rich shine that got a comment even from Peter Porsche who asked what color it was? (c'mon Pat, get serious!!) Just a standard Guards Red, Pat advised.

So keep your rags going in a back and forth motion and you will eventually see a difference. This is especially important on black or dark paint. All of those spider scratches will disappear and maybe Peter Porsche will ask you what color your P car is at your next concours event!

Illustrations courtesy of Pat Yanahan

For more Concours information, please contact:

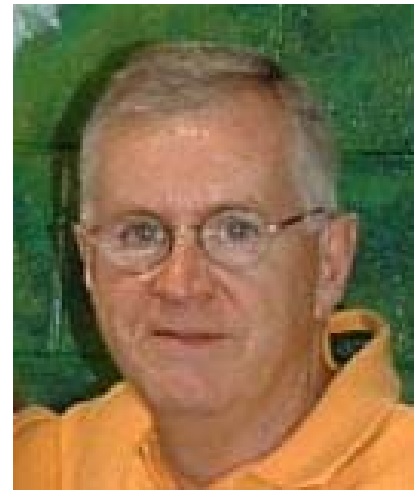
Van Larson
630.377.4686
Valyr9090@aol.com

A J Tiller
312.735.8771
aj2manycars@aol.com

2004 Concours Schedule

- I Jun 13th - Medinah CC*
- II Jul 25th - Potter's Picnic*
- III Aug 1st - Cuneo Museum*
- IV Sep 4th - TRAC 2004/
Elkhart Lake, WI
- V Sep 26th - Naperville Grand Prix

*Event Announcements in this issue of the Chicago Scene



Again, kudos and many thanks to Mr. Pat "da Man" Yanahan for sharing his considerable expertise and patience in helping all of us to live long and prosper in the magic Porsche kingdom

photo by Russ Pesko

Pat Yanahan has volunteered to answer Concours related questions. Questions may be submitted to ChiScene@aol.com.

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Autocross II

June 27, 2004

PCA CHICAGO REGION

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

Directions to Rockford Speedway:

- From the West: Hwy 20 (bypass) East to Meridian Rd. North 8 miles to Latham Rd. East 8.1 miles to Rockford Speedway.
- From the South: I-39 North to Hwy 20 (bypass)/I-90 West (Madison). Then follow "From the East."
- From the East: I-90 West/North to Riverside Blvd (Exit 66). West 1 mile to Perryville Rd. North 5 miles to Hwy 173. West 1/2 mile to Rockford Speedway.
- From the North: I-90 South to Rockton Rd. West 1 mile to Hwy 251 South. South 6.6 miles to Hwy 173. East 1 mile to Rockford Speedway.

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

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

Mail (with check) to: Fred Howard 815.389.1966
 12534 Thistle Ridge Court
 Roscoe, IL 61073

	Member	Guest**
Driver #1 _____		
_____	Phone number	

Car Model	Chicago Region Permanent #		
		Member	Guest**
Driver #2 _____			

	Phone number

Car Model	Chicago Region Permanent #

** _____ Total enclosed _____

Guest of _____ Member MUST be present _____ Checks payable to PCA Chicago Region

Q & A

How To Avoid Speeding Tickets: Part V

Dan Metz, Potpourri, July 2002

In the Fifth Installment on *Driving Safely While Avoiding Speeding Tickets*, we'll discuss the Trial.

It is just possible that you will show up on the day of the Trial and the Arresting Officer will not be there. If (s)he isn't, resist *any* attempt at bargaining by the State's Attorney. When your case is called and the State's Attorney asks for a continuance, inform the Judge that you are ready to proceed and, should the Arresting Officer not be present, request that the case be dismissed for *Lack of Prosecution*. It happens!

Probably, though, you won't be so lucky. You may or may not want to testify yourself. The Prosecution goes first, and the State's Attorney will likely call the Arresting Officer, eliciting from him the "facts" of the case: when, how and where you were cited, how fast you were going, etc. Then, it is your turn to cross-examine the Officer. Point out to him all of the flaws inherent in radar that have been discussed in previous installments here in this series. Ask him about traffic around you, whether or not the clocking was instant-on, did (s)he do a traffic survey, *etc.* If there is any doubt whatsoever about what you are charged with, have the Officer read the statute listed on the Citation (you did check that out, didn't you!?).

Now it's the turn of the Defense. You don't have to take the stand, and often this is awkward because in effect you are asking yourself questions. If you choose to do so, just try to provide a narrative of the events surrounding the Citation, laying particular emphasis on any items that would tend to bring the clocking into question. Remember: you *must* tell the *absolute truth*. To

do otherwise is to put yourself at risk of being charged with *perjury*, *i.e.*, lying under oath, a serious criminal offense. Also remember that if you choose to testify, *you* are open to cross-examination by the State's Attorney.

You can bring Witnesses of your own during your defense (passengers in the car, bystanders, and the like). If they have good information, by all means do so.

One you have rested your case, each side has the chance to make a Closing Argument. The State's Attorney's will likely be simple: you were caught on radar, radar is infallible, and you should be convicted.

Practice your own well! You should stress that, far from being infallible, radar and radar operators (police officers) *routinely* make mistakes and issue citations in error. Remind the Jurors that you are guilty until proven innocent beyond a reasonable doubt, and be sure that you create that reasonable doubt repeatedly: when examining the Arresting Officer, presenting your case and in your Closing.

Now the Moment of Truth arrives. The Jury is instructed in the law and makes a deliberation. If you lose, of course you will be required to pay a fine and court costs, and those costs will be more than they would have been had you just pled guilty. But, they will be *far, far less* than they would be if insurance premium increases are taken into account. From that standpoint, it is a win-win situation, for sure.

You may even get lucky and have the State's Attorney offer you a plea bargain before the Jury is sent out to deliberate your case, but this isn't likely. Once the State has invested this much time and money, the State's Attorney's batting average, reputation and prestige are on the line, and the money is spent anyway. But, hey, why not hope for the best?

In next month's final installment, we'll list a significant number of reference books and materials that you should acquire, read, and even study. That way, when the inevitable blue and red lights appear behind your "Porch," you'll be as ready as you need to be to see justice done.



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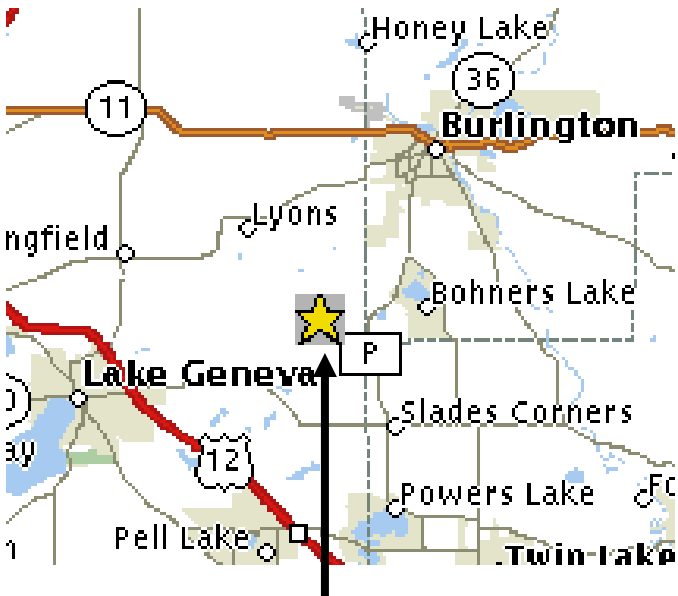
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Naperville, IL 60564
630-841-2959

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Autocross III

July 18, 2004

PCA CHICAGO REGION

MGA PROVING GROUNDS

Complete Schedule and Registration Information in the June Chicago Scene

Directions to MGA Proving Grounds

- From Chicago (O'Hare International Airport)
- Start out going East on I-190 E. (1.3 miles)
- Merge onto I-294 N via exit number 1C toward MILWAUKEE/I-90 W/ROCKFORD (Portions toll). (13.1 miles).
- I-294 N becomes I-94 W (Portions toll). (29.6 miles)
- Take the WI-50 exit- exit number 344- toward KENOSHA/LAKE GENEVA. (0.3 miles)
- Turn LEFT onto 75TH ST/WI-50 W. Continue to follow WI-50 W. (17.7 miles)
- Turn RIGHT onto CR-P/DYER LAKE RD. Continue to follow CR-P. (2.4 miles)
- Turn LEFT onto WARREN RD. (0.1 miles)

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

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

	Member	Guest**
Driver #1 _____		
_____	Phone number	
Car Model	Chicago Region Permanent #	
	Member	Guest**
Driver #2 _____		
_____	Phone number	
Car Model	Chicago Region Permanent #	
** _____	Total enclosed _____	
Guest of	Member MUST be present	Checks payable to PCA Chicago Region

Technical Scene

Buying A Used Porsche

by Steve Grosekemper,
Windblown Witness, Sept 2003

Buying a Porsche, for most people, is a huge event in their life. Most people have to save for, and then extensively research, their vehicle of choice. Whether a 356 or 996 you will be able to find more information than you can possibly digest.

The best place to start is PCA. There are so many people owning so many different models, you are bound to find an expert on just about any model. Your local bookstore and the Internet are also excellent sources.

As with many other things, opinions can differ greatly depending on experience. If you ask 10 Porsche owners the same question you are bound to get at least 7 different answers. So use your fact filter and take the law of averages into account. If 7 out of 10 people tell you 911s wear the rear tires out much faster than the fronts, you can probably believe it, but it still doesn't make it gospel.

The first step is to decide what model or model line you are looking for and how much money you would like to spend. (This usually tends to go up as the search continues). After deciding on a model and year range, the search narrows to quirks in the car's personality. (Some people might call these problem areas).

While some people may argue that Porsches are perfect the way they come, that is not exactly the situation in all cases.

As any new owner (or perspective owner) will soon learn, there are idiosyncrasies with every model. Knowing these along with the service history of the vehicle will help you become acquainted with your prospective purchase. The

most important lesson here is to know what you are getting into!

If the service history shows the same notes over and over again, it is a good indication that the car is not getting the kind of attention that you are looking for in a used car. If you see a pattern of "car needs new widgets at the next service" and the widget gets replaced at the next service; that *is* the kind of car you are looking for.

You wouldn't marry someone who couldn't account for their last ten years; don't start a relationship with a car that can't account for that same kind of time frame.

Check it out!

So now you have done all of your research, and picked out the car of your dreams, your work is done, right? Not even close. After you have found the best car for your wants and needs is it time it have it checked out.

The inspection can be the most important step of the entire process. This is where you find out if it is really meant to be. Rarely will the mechanic inspecting the car say yes or no concerning the purchase. You should be given a list of things the car needs now, and will need in the future. With this information you will be able to make an intelligent decision.

Where to go for the Inspection.

The best choice for the inspecting shop is the one you will be using for normal servicing, if you indeed purchase the car. If you have an inspection done at shop A and shop B finds a huge problem one month later, you are going to have a battle on your hands!

When a car gets inspected, the person paying for the inspection owns the information. It does not matter who owns the car. Some people like to split the cost and

share the information, and some like to use the information as a bargaining chip. This is, however, something that should be discussed before the appointment is made.

Cosmetic vs. Mechanical

There are many schools of thought on this debate. Since this is my article, you get my personal school of thought. Lets say you have two identical cars that each need \$2000 worth of repair. Car A needs a clutch and car B needs the fender straightened and painted. Three years from now no one will be able to tell that the clutch was replaced. A reworked and repainted fender will probably be noticeable. In some cases, with certain colors, it may be painfully obvious.

Age vs. Mileage

Everyone dreams of the low mileage, perfect car sitting in a hermetically sealed bag. In reality, not only doesn't it exist, but it isn't what you want either. Low mileage cars are for car show junkies. If you are one of those, that's great, have fun polishing it. If you plan on driving the car, you want a car that has been driven regularly.

If you buy a car that has been sitting for ten years, you can expect some teething problems. How would you like running a marathon after having been in a coma for ten years? I don't even want to run a marathon now!

Care and Feeding

After you have successfully completed the search and acquisition of your new Porsche don't be discouraged at the fix-it list. Choose and item or two (or three!) at each oil service and within a very short time you will be driving the perfect Porsche for you... whether a 356, a 996 or something in between.

Good Luck!



Blackhawk Drivers' Education

FRIDAY *Yes, FRIDAY*, July 23rd

WWW.PCA-CHICAGO.ORG

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

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

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Review the NEW Updated Year 2004 Tech and Safety Requirements – there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

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

General Event Schedule:

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

Contact Event Chairman:

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

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

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

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group:

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

Prior Experience: _____

Second Driver (same car)

Phone

E-mail

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

Run Group:

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

Prior Experience: _____

Pre-registered Entrance Fees received by July 21st, 2004:

Member First Driver - \$160	\$ _____
Family Member-2nd Driver - \$80 *	\$ _____
Non-Member - \$170	\$ _____
Registration received after July 21st, or On site registration add \$10	\$ _____
Total	\$ _____

* The \$80 fee only applies to 2nd family member who drives the same car as the first driver. A non-member = \$160

Make check payable to: PCA- Chicago Region

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

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

Club Racing Scene

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

Dates	Event	Region	Region Contact
Apr 30/May 1/2	Laguna Seca Raceway	Zone 7	Masuo Robinson 408.399.5228 masuo@ix.netcom.com
May 1/2	Las Vegas Motor Speedway	InterMountain	Tim Martin 801.733.4439 martin@sisna.com
May 8/9	Mid Ohio Sports Car Course	Mid Ohio	Jeff West 740.745.2136 william.west@dla.mil
Jun 5/6	Mid America Motorplex	Great Plains	John Krecek 402.505.9911 krecek@cox.net
Jun 4/5/6	Barber Motorsports Park*	Alabama	Bill Mitchell 205.251.9263 eas930@bellsouth.net
Jun 11/12/13	Watkins Glen International*	Zone One	Botho von Bose 800.567.1566 BvonBose@lomltd.com
Jun 11/12/13	Portland Rose Cup	Oregon	Jay Culbertson 503.517.3338 Jay.Culbertson@TCMcorp.com
Jul 3/4	Gingerman Raceway*	SE Michigan	Jerry Door 248.661.4362 jdoor@pressmaster.com
Jul 9/10	Texas Motor Speedway	Maverick	Bryan Henderson 817.354.6045 BDHender@comcast.net
Jul 17/18	Putnam Park	OhioValley	Dave Schardt 937.299.0610 dschardt@wheel1.com
Jul 30/31/Aug 1	Mosport*	Upper Canada	Susan Davis 313.506.5659 spdavis911@msn.com
Aug 7/8	Brainerd International*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Aug 21/22	Summit Point	Potomac	Dave Derecola 301.743.5948 clubrace@aol.com
Aug 28/29	BeaveRun MS Complex*	Allegheny	Linda Hamerly 724.443.2086 linda@apexperformance.net
Sep 4/5/6	Road America*	Chicago	Pete Hackenson 847.604.4795 roadamerica@pca-chicago.org
Sep 11/12	Pueblo Motorsports Park	Rocky Mtn	Jeff & Tricia Mitchell Jeff_Mitchell@peoplesoft.com
Sep 17/18	Lime Rock Park	Conn Valley	John Howard 845.534.3358 race.director@cvrpca.org
Sep 18/19	Putnam Park	Central Indiana	Jason Collins 317.858.1864 jcoll-1@rocketmail.com
Oct 1/2/3	Virginia International Raceway	First Settlers	Ramon Rodriguez 757.229.8123 RacingMD@aol.com
Oct 2/3	Hallett Motor Racing Circuit	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Oct 29/30/31 Race Registration	Heartland Park*	Kansas City	Sean Reardon 785.766.7585 sreardon@kcrpca.org
Nov 5/6/7	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.551.1786 jpa914@aol.com
Nov 20/21	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrah@pipeline.com
Dec 4/5	Roebing Road	Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
* Indicates an enduro event			



What Is PCA Club Racing?

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

Where Do I Find Information About PCA Club Racing?

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

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

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

Chicago Region Road Atlanta Results and Pictures in the June issue of the Chicago Scene

Potter's Picnic

Concours II

The Summer
Tradition Continues At ...



POTTER'S PICNIC

Peter and Janice Fischer's
24075 Chardon Road, Grayslake, IL

For 35 years families, friends, and their beautiful Porsches gathered at the Potter's lovely farm for this summer family classic. The Potter farm is gone but we continue the tradition at Peter and Janice Fischer's. AJ and Barb Tiller are our Concours hosts and Rip and Linda Patterson will host the best-ever children's games. Join us as camaraderie.

11:00 am Cars may arrive for final prep
12:30 pm First brat off the grill
1:00 pm Concours Judging begins
1:30 pm Let the games begin!
3:00pm Trophy presentation

R.S.V.P. with registration form and check to:

Checks payable to PCA Chicago Region

AJ Tiller
1828 Idlewild Lane
Homewood, IL 60430

Questions?
708.957.8262 (before 9:00 pm, please)

Class A: Exterior, Interior, Trunk, Engine & Undercarriage
Class B: Exterior, Interior, Trunk, & Engine
Class C: Exterior, Interior, & Trunk,
Class D: Exterior & Interior
Class E: Exhibition Style of Exterior & Interior - Visual Inspection Only
Novice: For fun and 1st time participants only - Judged to Class C Standards

Potter's Picnic Registration POTTER'S PICNIC CONCOURS IS FREE TO ALL CLUB MEMBERS
Yes! I want to toss water balloons, eat brats, see beautiful Porsches, and visit with my friends!

Contact Name _____	phone _____	e-mail _____
_____ Number of Adults (over 65)	Pre-registered @ \$ 5.00 each	On-site Registration @ \$ 5.00 each@
_____ Number of Adults (between 18 and 64)	@ \$ 10.00 each	@ \$ 10.00 each
_____ Number of Major Kids (between 13 and 17)	@ \$ 3.00 each	@ \$ 3.00 each
_____ Number of Mini Kids (under 13)	FREE	still FREE
_____ Total Picnicers _____	Total enclosed \$ _____	

Concours Entrant _____	phone _____	e-mail _____
PORSCHE Model _____	Body Style _____	Year _____
Class (circle) A B C D E Novice		

Board Meeting Minutes: April 2, 2004

Respectfully submitted by H Edward Barnicle, Secretary

Voting Members Present:

Jim Jacisin, Ed Barnicle, Jack Stephensen, Pete Hackenson, Todd Conforti, Steve Rashbaum, & Mary Anne Nowakowski.

Coordinators Present:

Dan Gallagher, Tom & Phyllis Harwood, Nick Brenkus, Ed Leed, Van Miller, Jim Drury, Susan Shire, & A J Tiller.

Members Present:

Lee Lichtenstein

Meeting Called to Order by

Jim Jacisin at 8:05 PM, at the Park Ridge VFW Hall, Park Ridge, IL

Secretary: Barnicle reported that the minutes were sent to all via e-mail. Jacisin asked for a motion to approve,

- Rashbaum moved to accept the minutes without change. Todd Conforti seconded. Motion passed unanimously.

Treasurer:

Jack Stephensen presented the financial status of the club. Dan Gallagher questioned several of the expenses. Todd Conforti suggested giving some thought to putting safeguards into place to protect the treasury.

- Steve Rashbaum moved to approve the report, and Todd Conforti seconded. Motion passed unanimously.

Vice President:

No report.

President: Jim Jacisin thanked all who had chaired events since the last board meeting.

Autocross: Susan Shire reported for Jeff Girard that the site of the first event might be changed. More to come. Ed Leed reported that he had 30 entrants for the autocross school at this early date which is more than double what he had last year.

Timing & Scoring:

No report.

Road America: Registration is going smoothly with the available

spots for novices about full. Instructors are needed. A total of about fifty are registered to date.

Blackhawk Farms: Pete Hackenson has 23 registered for the experienced driver event on 5/5/04. Dan Gallagher has 26 novices and 10 instructors registered for the novice event on 5/12/04.

Gingerman:

No report.

Chief Driving Instructor:

No report.

Insurance: All April events are insured without any cost increase.

Concours: A J Tiller reported that everything is proceeding smoothly. The first event at Medinah on 6/13/04 is all set.

Rallye: Dan Gallagher reported that the Picture Rallye on 4/18/04 is all set. Tom and Phyllis Harwood reported that the Milwaukee region is changing the date for their rallye, but would still like to borrow our rallye clocks. They also reported that the Rallye School was a success, and that the 6/6/04 rallye was about set.

Social: No report, but it was suggested that those who wanted to attend the Kane County Cougars game should get their reservations in early as the club has to meet a minimum of fifty tickets.

Membership: Van Miller reported that we gained 12 new members, and that there are now recommendations for service listed on our website.

Safety:

No report.

Technical: It was reported that the club's radios needed new batteries, and that they would cost up to \$1700.00.

- Rashbaum moved to approve the expenditure, Conforti

seconded, and the motion passed unanimously.

Todd Conforti reported that about 90 people attended the tech session at Northstar Motorsports, and that all is ready for Blackhawk and Road America.

Goodie Store: John Ruther was thanked for allowing the Goodie Store to set up at the tech session. The Goodie Store will be attending most of the upcoming events.

Charity: Jim Drury presented some suggestions for raising money for this year's charity including collecting funds at track events, the fall tour to Michigan's wine country, a 10% buyers premium for items sold at the upcoming swap meet, using a professional fund raiser to put together an auction event, and taking 10% of the club's 2004 profits for the club charity. Jim will have the fundraiser make a presentation, and Jim will donate his talents as an auctioneer if the event is approved.

Chicago Scene: It's in the mail, and on the website.

Property: Ed Leed asked about the club's bull horn and leaf blower. He needs them for the April Autocross School.

Sponsorship:

No report.

Photography:

No report.

Historian:

No report.

Webmaster:

No report.

Old Business:

None.

New Business:

Jim Jacisin reported that Chris Ingot is putting together an event packet for the event chairs to use to set up and report on their events. It was pointed out that event chairs were previously required to present a report to the board at the meeting after their event. Jim Jacisin wants

this reinstated as soon as the packet is ready. Nick Brenkus started a discussion regarding what a second driver is charged for a DE event. He stated that he recalls the day when a second driver was not charged at all. Dan Gallagher and Pete Hackenson responded that they thought that the current 50% fee was important to the profitability of the DE events, and would be against any move to offer a free entry to a second driver. Nick Brenkus responded by saying

that his intention was to encourage the participation of the members' family or affiliate member or a significant other; and, perhaps, drive up attendance at the events. Mary Anne Nowakowski suggested that a trial could be attempted at Gingerman since that event usually had fewer participants than the Blackhawk events. Jim Jacisin decided that no action would be taken at this time.

Motion to Adjourn: Steve Rashbaum
Second: Todd Conforti
Approved Unanimously

Adjournment: 9:40 PM

Next meeting: Friday, May 14th

This is a date change from the previously published calendar.

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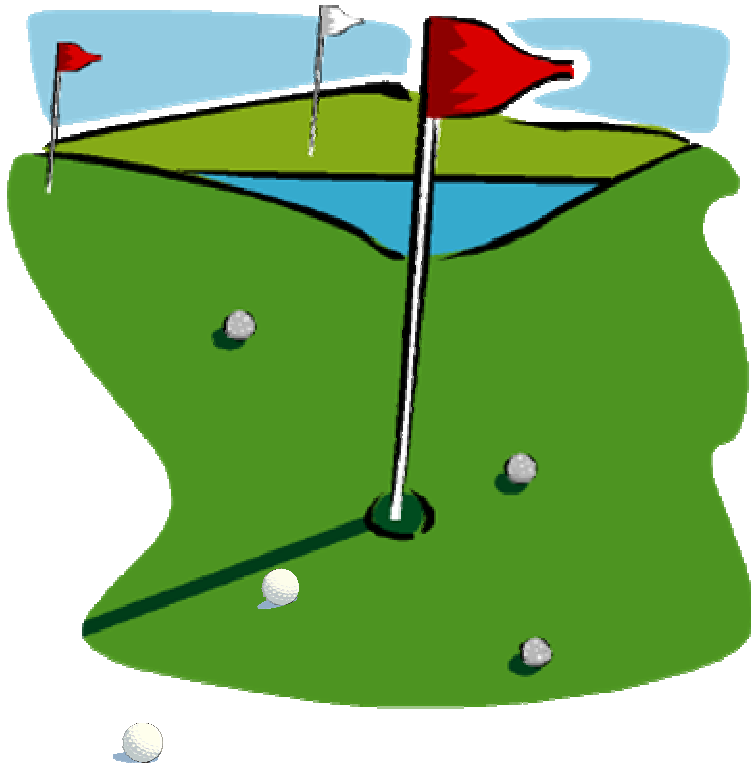
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Mon - Fri: 8:00 - 4:30
Sat: By Appointment

Contact: Chuck Harley - Owner



Golf Outing and Dinner

by Ed Barnicle

I'm sure that all of the club's serious golfers have played several times by now, and are making a serious effort to get their handicap heading in a downward direction. As one wag once put it when his wife said it was going to be golf or her, he replied
"God, I'll miss you!"

These folks know exactly where their equipment is at all times, and all they really need to know is that the

Chicago Region's 8th Annual Golf Outing & Dinner

will be held on

Saturday, July 31st

at the

Flagg Creek Golf Course

in

Indian Head Park

starting at

2:00 pm

For the rest of you who don't play very often, start searching the garage or the basement to find your clubs; and get them ready for some serious fun. For those of you who have previously played in this event, you know that our motto is *"Cheat Only If You're Sure You Won't Get Caught"*, and you also know that I always set the rules so that Dan Gallagher is sure to fail. That's not to say that there isn't some serious competition, too. However, even though most of our entrants play golf a few times a year, I've never heard any of them being accused of being a "golfer".

After the golf, we'll gather to have dinner, tell lies about why we didn't do better, and maybe down a beer or two. I'll also present prizes to the winners of the longest drive, longest putt, and closest-to-the-pin contests for both the men's and women's division.

Mark the date on your calendar, and get your reservation in early.

Pre-registration is mandatory, and the cut-off date is 7/21/04.

The registration form and more information will appear in next month's Scene.



Safety Tech Session - Safety & Preparation

by Steve Rashbaum

photos by Steve Rashbaum and Russ Pesko

On March 28th, an early spring-weather day, 90 or so Chicago Region members, family, friends, and others gathered at John and Jeannie Ruther's Northstar Motorsports for the annual Spring Tech Session.

Leaving Susan at home, digging in the garden (no, she didn't break anything this year), Chris Ingot and I set out with the top down in the Ingot Boxster. Unfortunately we had driven only a very few blocks from home before the rain drops began to fall. Blocking traffic on Dundee Road, we readjusted the top (the light was quicker than the top) and then continued west to Northstar Motorsports in Barrington.

Judging from the number of Porsches in the parking lots surrounding Northstar Motorsports, we were not the only ones who felt the Spring urge to get the Porsche out.

The Spring Tech session is always safety-related and this year's topics were no different. John Ruther discussed helmets and other safety items. Special guest speaker, Seth Adams from Recaro, talked about seats. The refreshments were good, the raffle prizes were numerous, and the camaraderie was, as always, the best.

Thanks to John and Jeannie Ruther, Toby Duckett, and Seth Adams for another informative tech session.



Our hostess, Jeannie Ruther

(below) Seth Adams discusses Recaro seats



(left) The crowd visits and eats ... if you offer food, the Chicago Region will come.

Northstar Motorsports is the site of the May 22nd Chicago Region/Zone 13 Porsche Parts/Car Auction & Swap Meet

(below left) Van Miller's Green Meanie

(below right) The parking lot out front





Cuneo Classic Concours 2004

Pat and Bonnie Yanahan

For the fifth year the Chicago Region, PCA is organizing the prestigious Cuneo Concours d'Elegance. Held at the elegant Cuneo Estate in Vernon Hills on August 1st, this is already promising to be the biggest and best concours in Chicago recent history. Registration is ahead of last year when we had over 150 show cars representing American and European classics as well as the finest Porsches in the Midwest.

We will place the exhibiting cars around the mansion amongst the gardens and trees, allowing all entrants to have a beautiful area in which to show their cars to the other participants as well as spectators, which last year numbered over 2,000. The food tent was moved last year to a more central area, away from the show cars and our volunteers and scoring team were moved to the central air-conditioned cabana by the pool.

We have support from numerous antique and collector car clubs in the Midwest, which will allow you to see other brands of special cars. Although we are organizing the event, we are getting support and help from our friends at these different clubs. If you have friends with special cars, please tell them about this event. Be sure to register early because we are accepting registration only up to July 23rd. Please see the event announcement in this issue of the Chicago Scene for full event details.

Lots of Help Needed

We are calling for workers, runners, scorekeepers and judges. It takes over 40 people to run this event, so we are asking for help now. If you can spare just a couple of hours helping, we can make this a special event as well as have time to enjoy the show. The grounds will be open at 7:30 am and we need traffic coordinators to spot the show cars. If you are a morning person, please call us. If you and your family are coming, we could use some runners to take score sheets to the cabana. And if you are good with numbers, Bonnie and Patti could use your help with tabulation. Finally, we are looking for judges. If you are a graduate of our Concours Judges School and would like to judge cars other than Porsches, please call. Befitting the quality of the entries, final judging will be in formal attire. There will be a continental breakfast for all workers starting at 8:00 am.

And the best news is that not only are we producing a great show, the proceeds go to a children's charity of our choice.

Please contact us as early as possible.

Pat and Bonnie Yanahan
630.887.7605
pyanahan@attbi.com

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

The Cuneo
Concours d' Elegance III

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

Sunday, August 1, 2004 - 10:00 am to 4:00 pm

The Cuneo Concours d'Elegance will be hosted by the Cuneo Museum and Gardens and the Chicago Region Porsche Club. This is the thirteenth year for this major Midwest Concours de' Elegance. The lush lawns and grounds of the Cuneo Estate showcase these automobiles of classic design and styling. This event will also include mansion tours (additional charge) and musical entertainment for our guests to enjoy. Don't forget to visit the gardens and conservatory while attending the show. A registration fee of \$20 per show car is charged. Registration will close on July 23rd. A portion of the proceeds from this event will be presented to a local children's charitable organization.



Show Car Pre-Registration Required by July 23rd, Fee \$20*
PCA questions: Pat Yanahan 630.887.7605

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

Please mail completed registration form and check payable to:		Concours Fee \$20 per car*	
Cuneo Museum and Gardens, 1350 North Milwaukee Avenue, Vernon Hills, IL 60061			
Name: _____			
Address: _____			
City: _____		City: _____	State/Zip: _____
Phone: (____) _____		e-mail: _____	
PORSCHE Model _____		Body style _____	Year _____
Class A	B	C	D E Novice
Number of guests: _____			

EUROSPORT *Racing*



Tim McKenzie 69 - GT4R - 1st Overall - Sprint
1st in Class / 4th Overall - Enduro

Steve Pattee 31 - GT4S - 3rd Enduro



Gary Knoblauch - GT4S - 1st Sprint



Chris Inglot - F - 2nd Sprint & 2nd Enduro



J. Gold - C - 3rd in Class / 4th Overall Enduro

Team Eurosport Wins Big At Sebring 2004

Claude Reed - G - 2nd Sprint & 3rd Enduro



Bob Klaskin - E - 2nd Enduro



Rob King - D - 3rd Sprint



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PLACES TO STAY WHILE VISITING THE GINGERMAN RACEWAY AREA

UPDATED FOR 2004

The Chicago Region has blocks of rooms at: Old Harbor Inn, Guesthouse Inn, Hampton Inn, and Lake Bluff Hotel. You must mention that you are with PCA to secure a room in the reserved blocks.

Old Harbor Inn, Inc.
515 Williams St.
South Haven, MI 49090
269.637.8480

Sleepy Hollow Resort
7400 North Shore Drive
South Haven, MI 49090
269.637.1127

Americinn Inn of Douglas/Saugatuck
2905 Blue Star Highway
Douglas, MI
269.857.8581

Guesthouse Inn - South Haven
72320 Phoenix Rd.
South Haven, MI 49090
269.639.9900

Victoria Resort B&B
241 Oak Street
South Haven, MI 49090
269.637.6414 or 800.473.7376

(Editor's note: This is, by no means, a complete listing of the accommodations in the South Haven, MI area. Other area accommodations are listed on the Gingerman Raceway and the South Haven, MI web pages.)

Hampton Inn
04299 Cecelia Drive
South Haven, MI 49090
269.639.8550

Southview Bed & Breakfast
7019 109th at I-196
South Haven, MI 49090
269.637.2552

Lake Bluff Motel Inc.
76648 11th Ave.
South Haven, MI 49090
269.637.8531

Arundel House
56 North Shore Drive
South Haven, MI 49090
269.637.4790

Yelton Manor Bed & Breakfast
140 North Shore Drive
South Haven, MI 49090
269.637.5220

Michi-Mona-Mac-Cottages
337 N. Shore Drive
South Haven, MI
269.637.3003 or 847.332.1443

Carriage House Bed & Breakfast
at the Park - 233 Dyckman
269.639.1776
at the Harbor - 118 Woodman
269.639. 2161
South Haven, MI 49090

Oak Cove Resort
58881 48th Street
Lawrence, MI
269.674.8228 or 630.9838025

The Gingerman De Event Information and Registration Form will be in the June Chicago Scene

Budget Lodge
09817 M-140
South Haven, MI
800.955.1831 or 269.637.5141

Pigozzi's North Beach Inn
51 N. Shore Drive
South Haven, MI
269.637.6738

A Country Place Bed and Breakfast
79 North Shore Drive N
South Haven, MI 49090
269.637.5523

Sun 'N' Sand Motel
176 N. Blue Star Hwy
South Haven, MI
(269.637.2007)

The Inn At HawksHead
6959 105th Ave.
South Haven, MI 49090
269.639.2146

Sunnybrook
68300 C.R. 388, (Phoenix Road)
South Haven, MI
269.637.796

Last Resort Bed & Breakfast
86 North Shore Drive
South Haven, MI 49090
269.637.8943

Vacation Place, Ltd.
410 Phoenix,
South Haven, MI
269.637.6537

PCA Chicago Region 2004 Tech Inspection Sheet

NAME: _____ DRIVER CLASS: _____ RUN GROUP: _____

MODEL/YEAR: _____ CAR COLOR: _____ ENG. DISP.: _____ CAR #: _____

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

Pass Fail

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

Inside

Helmet Requirements!

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

Outside

Engine

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

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

DRIVER'S SIGNATURE: _____ DATE: _____

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

Oversteer

anymore. So, if I die while my old, wrinkled butt is parked in front of my computer while working on the Chicago Scene,

... I want you to blame Bill Gates

Part One of The Sign Says "Idiot"

Number One

I am a medical student currently doing a rotation in toxicology at the poison control center. Today, this woman called in very upset because she caught her little daughter eating ants. I quickly reassured her that the ants are not harmful and there would be no need to bring her daughter into the hospital. She calmed down and at the end of the conversation happened to mention that she gave her daughter some ant poison to eat in order to kill the ants. I told her that she better bring her daughter into the emergency room right away.

Here's your sign, lady. Wear it with pride.

Number Two

Early this year, some Boeing employees on the airfield decided to steal a life raft from one of the 747s. They were successful in getting it out of the plane and home. Shortly after they took it for a float on the river, they noticed a Coast Guard helicopter coming towards

them. It turned out that the chopper was homing in on the emergency locator beacon that activated when the raft was inflated. They are no longer employed at Boeing.

Here's your sign, guys. Don't get it wet; the paint might run.

Good Health News

For all of us who watch what we eat/diet, here's the final word on nutrition and health. It's a relief to know the truth after all those conflicting medical studies:

- Japanese eat very little fat and suffer fewer heart attacks than Americans.
- Mexicans eat a lot of fat and suffer fewer heart attacks than Americans.
- Africans drink very little red wine and suffer fewer heart attacks than Americans.
- Italians drink excessive amounts of red wine and suffer fewer heart attacks than Americans.
- Germans drink a lot of beer and eat lots of sausages and fats and suffer fewer heart attacks than the Americans.

Conclusion:

Eat and drink what you like as speaking English is apparently what kills you.

from the Internet

Let's See If I Understand How The World Works Lately ...

If a man cuts his finger off while slicing salami at work,

... he blames the restaurant.

If you smoke three packs a day for 40 years and die of lung cancer,

... your family blames the tobacco company.

If your neighbor crashes into a tree while driving home drunk,

... he blames the bartender.

If your grandchildren are brats without manners,

... you blame television.

If your friend is shot by a deranged madman,

... you blame the gun manufacturer.

And if a crazed person breaks into the cockpit and tries to kill the pilot at 35,000 feet, and the passengers kill him instead,

... the mother of the crazed deceased blames the airline.

I must have lived too long to understand the world as it is

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The Mart

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

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

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

For Sale



PORSCHE

1974 911RSR GT2R Race Car
w/new 3.8L 1998 993 RSR Sprint motor from PMNA has only 10 hrs; slantnose fiberglass wide-body/complete restoration/full cage; 935 suspension; RSR coil overs; big reds; 915 with cooler; Quaife; Mill. Spec harness; fuelcell; Fabcar shifter; aeroquip plumbing; Lexan; 16" BBS; fire system; EVO wing; full race. \$58,000/OBO. Michael Ketten, 8725 N. Seneca Road, Milwaukee, WI 53217, 414-351-5959. or MKetten@aol.com (MJJ)

1976 Porsche Turbo Carrera (930)
Black/tan; very nice/clean; no accidents/maintained with open checkbook; \$22K+ invested in re-conditioning/mechanical upgrades/too many to mention; all records available. Asking \$20,500.

John Olson, Omaha, NE, (w) 402-330-1010, (h) 402-392-2781 (AMJ)

1982 924 Track Car - upgraded brakes to 944 4-wheel disc/Audi trans. Andy @ 309-370-3204 (AMJ)

1987 911 Carrera Coupe Guards
Red/black; 55K mi; sunroof; F & R adj sway bars; Bilstein coil-overs; turbo tie rods; strut brace; Boxster front calipers; F & R cross-drilled rotors; front brake cooling ducts; SS brake lines; original 16" Fuchs w/ Guards Red spokes; DAS Sport roll bar; Auto authority mass flow induction; catalyst bypass; AC; Pioneer AM/FM/CD; bra & cover; new turbo clutch and top-end job @ 52k (due to valve guides); documentation of all service. \$29,500/OBO. Bill 217-872-6929 wframe67@hotmail.com (AMJ)



1988 911 Targa Casis Red/maroon
Leather; exc cond; 83,xxx mi; 2nd owner; purchased July '99 w/75,xxx miles; always garaged; non-smoker; only driven in nice weather; pampered; 16" Fuchs w/like new Pirelli P7000 Sports- 225 front/245 rear; new Optima battery conversion; recent brakes; new alternator; axle boots; K&N filter; engine is dry; will include car cover/bra; stands out from others at \$23,000!! Keith Jahn keith.w.jahn@saint-gobain.com (773)338-0735 pics available (MAM)

1988 911 Cabriolet Black/maroon;
49,750 miles; concours ready; Weidman polished OEM rims/Yoko AVS tires like new; all new Auto Authority chip/K&N air filter; Boge shocks; sway bar bushings & rear linkages; Blaupunkt CD stereo/speakers; 12-way drivers seat/8-way passenger seat; Momo steering wheel; bra;

factory window seals/horizontal & vertical; A/C recently serviced; rear window is clear; top exc cond; leather soft/scratch free; car needs nothing! \$38,000.00 invested/ \$32,000/OBO, Dave Leger, 630-669-1979, drddd1@covad.net [AMJ]

1989 911 Coupe Black/cashmere;
127K mi; WPOAB0914KS120160; Factory tail/front spoiler/power windows/sunroof; reliable everyday driver; exc cond inside/out; maintained by Midwest Eurosport; never tracked; engine needs work; photos available via email. \$8,500. 312-252-1401 (AMJ)

1997 911 Turbo Arena Red/gray
leather; Carbon Fiber Package/incl steering wheel/alum dials; 23K mi; premium sound w/CD; heated seats w/crest; 6 speed; B&B exhaust; 18" 996 Factory turbo wheels; exc cond, \$80,000 630.865.4357 Tony (AMJ)

1990 911 Wide body C4 Black on black;
very rare; totally redone top to bottom - looks like new; many new parts; looks fabulous; 2,200 mi on rebuilt motor; new 18: wheels/tires \$39,000 invested - asking \$25,000; will sell fast. JR, 708.257.8098. (MAM)

1991 930 Polar Silver/black;
great cond; 59K mi; new brakes, S03's; ABS; leather; everything works; stock engine/suspension, 5 spd; CD; Posi; Power Seats; Sun Roof; \$42,000. 630-677-5647 or bruce@graczpartners.com (MJJ)

1992 911 Turbo. Granite w/black/tan leather; Lowered to European specs with H&R coil overs (Rest of car is stock); 47K mi. \$44,000. e-mail/call for pictures/further description. Vince 312.286.9238 vpappalardo@hlhz.com (MJJ)

1995 968 Firehawk Race Car
Meticulously prepared pro race car from Firehawk championship winning team/recently upgraded by Midwest Eurosport/needs

nothing/proven winner in PCA Club Racing E class/serious race car looking for a home with someone that needs a car that can run at the front of the pack immediately; see members.rennlist.com/tonyn/968-forsale.htm for details and pictures. Tony Neczet forsale@softend.com 847-722-4808. MJJ

1996 993 Twin Turbo, Polar silver/black leather; 19K mi; Colgan bra; WPOAC2994TS375343; clear light protectors; built-in radar; ga-gaged; Brey-Krause harness bar/Schroth 6 pt belts; 6 sp/4 wd; CD/stereo; heated seats; beautiful car/awesome performance. More info, Bob Cavallino (d) 773.296.7820, (e) 847.446.4692, robert.cavallino.md@advocate.ealth.com (MJJ)

1997 993 C2S Coupe, Black/tan; 6 spd; 6 disk/CD changer; sunroof; like new Dunlop SP8000; 32K mi; has had dealer 30K mi service; very clean car; College expenses force sale. John, 847-438-7314 or Jonbaran@comcast.net (MJJ)

1999 996/911 Coupe, Ocean Blue; 6 spd; 22K mi; clean& fast ;never raced or rallied; minimal frou-frou; no smoke (in or out); Clean Carfax; Options: M030/M436/P72/P77/ B-K Harness Bar with belts. Priced to sell at \$45,450. **FREE WITH PURCHASE**: 1996 Jeep, good runner with spares. B Janeczek at janeczechmate@aol.com (MJJ)

2000 Boxster Triple Black 15,000 mi; 18" Wheels; Sport Package/Interior;

Traction control; manual; in-dash CD; WPOCAZ981YU622202; exc cond. \$32,5000 Greg Karr, 630-513-1681, gmkkarr431@aol.com (MAM)

2002 Boxster S Artic Silver/Black; 18,000 mi; Raised in the south/ garage kept; heated seats; sport pkg; PSM; New job/company car leaves little time for fun; \$42,000. 910-988-3936 (jjaneski@aloka.com) (AMJ)

TIRES/PARTS/MISC

BBS Wheels with tires very good cond w/ Bridgestone (f) 205/55/ ZR16, (r) (245/45/2R16; full polish; center caps. Make an offer. John (w) 847.630.2037, (h) 847.541.3616. (AMJ)

Parts Rocker deco trim w/end caps, rubber inserts, plugs and mounting hardware. Also rear Porsche center reflector with mounting panel - fit either 1978-89 Porsche 911 or 1974-1975 Carrera. If interested call Chuck Marsicek at (630) 682-9326 or (708) 502-5537 (MAM)

Parts 1977 924 rolling chassis. Spare engines, trans, brakes, shocks, springs, interior parts, trim, seats and other assorted parts; MANY, MANY sets of 4-bolt 14" + 15" rims and 5-bolt 15" "Cookie Cutter" rims; bolt in cage; front and rear strut bar. Make an offer for some or all. Call Andy @ 309-370-3204 (AMJ)

OTHER

1987 BMW 325iC Convertible 2.5l straight 6; red w/black leather interior, exc cond; new black soft top; major Bilstein/Koni suspension upgrades professionally installed by Midwest Eurosport; BBS RS rims; new clutch/starter/rotors/etc; high end Sony stereo/CD changer; stored winters; classic BMW style; 198K mi. Too many cars! Asking \$4500 to good home. Michael 312.943.8369 (AMJ)

1995 Pace 20' Enclosed Big Foot Trailer, w/custom cabinets/built in tool chest; translucent roof/awning/ electric tongue jack; 110V service; nose cone; electric brakes/roof platform. Asking \$5,000. Glenn Sapa 630. 291.6982)MJJ)

For Rent

For Rent: Galena/Eagle Ridge Getaway 4 BR Home 4 1/2 BA, 2 FP, 3 TV (1 plasma) w/DVDs; 3 golf courses, bucolic countryside. Chicago PCA member - for details, 1-800-892-2269, (unit #610) (MJJ)

Wanted

(1) Rectangular chrome RH (passenger side) mirror to fit my 1975 911. Craig Davies (630) 667-6101 (MJJ)

2004 January and February Chicago Scene issues in good condition; Susan 847.272.7764

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Aungahh!

After reading Jim Jacisin's article, let me assure you that it will be an interesting year ... I can scream just as loud for the Cubs!!!

Some business first ... we have two new advertisers and have just said good-bye to a long time Chicago Region supporter and Chicago Scene advertiser. We thank Lynch Porsche for their many years of support of both the Region and the Scene. We wish them well and ask that you consider them for your non-Porsche needs.

We welcome the 'new guy' in town to the ranks of Porsche dealers ... Loeber Motors. Loeber is not a new dealership ... but they are new to Porsche. Located in Lincolnwood, we welcome them as a new advertiser and look forward to visiting their facility.

Another new advertiser, although this is their third issue, is Forest Awards and Nick Brenkus. Forest Awards has supplied our name tags and many of the year-end trophies for years.

This is a very full issue. You will find registration forms for three Concours and three Autocrosses as well as four Blackhawks. There is also information regarding the Kane County Cougars baseball game and social, Potter's Picnic, the Golf Outing, the May Road America Driver's Education event, a Rallye, and the Swap Meet.

For those of you planning to do or visit the Gingerman DE event in August, Nick Brenkus has reserved some room blocks at several South Haven area establishments. Look at the list and make your reservations soon. South Haven and the surrounding area are a very popular vacation destination in August. Next month's issue will have the rest of the Gingerman registration information.

The 'general rule of thumb' for event announcements is that the announcement will run in the Chicago Scene the 2 months prior to the event as well as the month of the event. Greg Gulik, webmaster extraordinaire, also posts the event announcements on the web page as soon as I get them to him. In the case of an event like the Cuneo Classic Concours that occurs very early in the month, we try to get the information to you a month earlier.

Speaking of the web page, make sure to check out the Forum area frequently. News and information available between issues of the Chicago Scene will be posted on the webpage. It is also your way to communicate with other members ... questions, answers, and ideas.

In addition to all of the event announcements in this issue, please read Nadine Haupt's article about the Rallye School. New to the Region and rallying, she has agreed to a follow article about the 'reality' of a rallye vs. the theory. Thanks, Nadine.

Also in this issue are two articles concerning Driver's Education. Please read carefully both The Straight Scope and DE Run Group Promotion and Progression articles as they contain valuable information regarding our DE Program.

The June issue of the Chicago Scene will be just as full. In that issue you will find the registration information for the Labor Day Road America event (DE, Club Race, Concours, and Dinner), Gingerman DE,

Rally III, another Blackhawk, as well as the very popular Lake Geneva Autocross.

I know that Steve is looking forward to getting out on the track ... now that the car is back from its winter vacation at Perfect Power. I am, however, looking forward to the Swap Meet as many of the car-related items that have been on permanent vacation in the storage areas of our garage and basement are not only going to see the light of day, but are going to have a new home after the Swap Meet. The hard part will be to not bring anything home from the Swap Meet to fill in the newly reclaimed storage space!

We have just had a news flash that Dan Gallagher was observed running down the middle of Wolf Road, waving a Rally Checkpoint sign, yelling at and chasing a fleeing Boxster. Inquiring minds will want to know "why?" We will find out and report back.

Enjoy this issue and then get out and enjoy your car. There's lots on the schedule and there's got to be at least one thing that looks like it would be fun.

It does begin and end with baseball! Sign up for the Kane County Cougars event and Go Cubs!

We'll see you at an event soon.

Susan

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

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- WINNER: AOL PIZZA POLL
- OUTDOOR CAFE SEATING
- RELAXED ATMOSPHERE
- FRIENDLY PEOPLE

WINE SPECTATOR AWARD OF EXCELLENCE

36 S. LaGrange Rd., LaGrange, IL. *** 75 E. Wacker Dr., Chicago

CHICAGO SCENE

838 Lee Street
DesPlaines IL 60016-8545