

Chicago Scene

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



November 2002

TRAC 2002 • My First Year • Parade Rallye Recap • AC-Maywood - One More Time

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Chicago Scene

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



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Send address changes to:

POSTMASTER:

Deborah Leed
37 Lakeview Drive
Barrington, IL 60010-1949
E-mail: Leedlast@hotmail.com

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SUBMISSIONS TO THE EDITORS:

Scott Adleman & Cari Compton
Precision Research, Inc.
10600 W. Higgins Rd. Suite 100
Rosemont IL, 60018
E-mail: saa@preres.com

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*Chuck LaManta & Keith Clark
at TRAC 2002*

**DAS FUTURE
2002**

EVENT CALENDAR

- 11/1 Board Meeting
- 11/3 Fall Tech Session
- 11/10 Cafe 36 Social
- 11/13 New Member Meet & Greet
- 11/23 Concours Judges' School
- 12/14 Holiday Dinner Dance and Awards

That's All She Wrote for 2002



Current Calendar of Events

N O V E M B E R - 2 0 0 2						
<i>monday</i>	<i>tuesday</i>	<i>wednesday</i>	<i>thursday</i>	<i>friday</i>	<i>saturday</i>	<i>sunday</i>
				1 Board Meeting 8:00 p.m. Park Ridge	2	3 Tech session
4	5	6	7	8	9	10 Cafe 36 Dinner Social
11	12	13 New Member Meet & Greet	14	15	16	17
18	19	20	21	22	23 Concours Judges' School	24
25	26	27	28	29	30	

D E C E M B E R - 2 0 0 2						
<i>monday</i>	<i>tuesday</i>	<i>wednesday</i>	<i>thursday</i>	<i>friday</i>	<i>saturday</i>	<i>sunday</i>
						1
2	3	4	5	6	7	8
9	10	11	12	13	14 Holiday Dinner Dance	15
16	17	18	19	20	21	22
23/30	24/31	25	26	27	28	29

CLARK'S CORNER

by Keith Clark, PRESIDENT, ClarkFNFlying@aol.com

Well, the end of our year is just around the corner. We have had some great events to start the close of 2002. I again want to thank some great event chain persons. Susan Shire and Steve Rashbaum put on a wonderful two day Rallye that put you on some very scenic roads through Wisconsin. If I had gone on it, I would be writing this from somewhere in Texas. Doug Coup again put together a fun swap meet to buy and sell your surplus parts, it was great and our charity account has grown thanks to you. Mike and Shawn put together a closing autocross event that will keep you coming back.

We also traveled back in history; James Drury hosted the final Concours at the historic Graue Mill. We really enjoyed this event the tour of the mill was very interesting and my children had a blast turning different grains into flour.

My friend Chuck, most of you know him as "I'm Chuck" pointed out to me that I wrote my article last month about Blackhawk before I went to the event. After I read it he was correct, but let me correct myself now. If you change the word "came" to "is coming" in my first line like I meant it to be then all is fixed. NOW I hope you came out it was a lot of fun, thanks to Pete Hackenson for running this for us. Mike and Shawn put together a challenging autocross course on the track that tested all the drivers. Jim Jacisin had the Concours cars all in line and hand delivered his own trophies, a hot wheels car with Q-tips attached. Thanks to everyone for putting some smiles on some faces.

I hope you all plan on coming out to the socials this month and the tech session it will be something special. Our annual Dinner Dance and Awards is almost here. Send in your registration quickly. Room is limited, but I promise it will be a wonderful evening.

It is with a sad heart that I report the passing of Mr. Wayne Potter. Wayne was one of our region's founding fathers and will be missed by many. Our deepest sympathy goes to Rip and Linda Patterson and the entire Potter family. We all enjoy what Wayne started and owe him thanks in our prayers. ■

BEHIND THE SCENE

by SCOTT & MARIA ADLEMAN, Editors

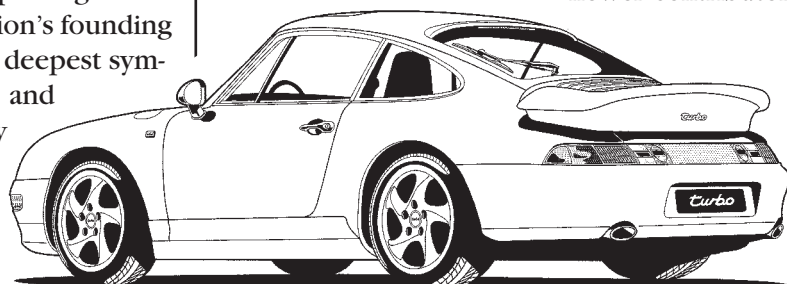
Darn. It's cold out there. Almost time to put my toy away for the year. I have lots of plans for freshening up the 1997 Carrera before spring. Many of those ideas come right from my friends in the club. No, I will not be writing about my endeavors. I'll leave that to John Miller who, by the way, gives us another look this month at modifications he made to his Boxster.

News Flash! We have a new Editor and Proofreader here at Chicago Scene. Cari Compton has volunteered to help get this monthly out with quality. She has been an avid reader of *Chicago Scene* and thought she could lend her talents to our newsletter. Cari proofreads wedding invitations as one of her real jobs. Welcome aboard, Cari! Thanks for taking on this vital assignment. Since most auto enthusiasts are not noted for their writing skills, proofing can be quite involved. If you want to see an example of what a proofreader does, a piece of my wife's work can be found on the next page.

We also have additional help in the way of a new photographer, Paul Silver. Welcome, Paul.

While things are changing like the seasons, we still need a desktop publishing person to share the work load. A person with some experience with page layout programs would really be appreciated. Please call or send me an e-mail if you are interested.

We have some new, and not so new, contributors for this month. John Mueller tells a tale about his recent visit to Gratten. He also informs me that this will be his last piece as he stretches his creative wings further with a local improv group. Joe Martinez lets us know how the Maywood Autocross went. For TRAC 2002, we have two articles. One by Chris Ingot (also the event coordinator for Road America events), and another by Caryl Brensinger an attendee from the North Country Region (New England). Both pieces are illustrated with photos taken by Chuck LaManta. Chuck also wrote a piece on his first year with the club. Last, but not least, we have a piece on the parade Rallye by Dave Mathews, one of our newer contributors. ■



Chicago Scene Help Wanted

Page Layout Designer

Design the look and feel of all event announcements. Proficient with desktop publishing software and must have internet access.

Contact Scott at 847-390-8666 - W or 847-696-1477 - H

Proofing example provided by Maria Adleman

miss most of them. I know Mr. Ed Barnicle put together a ringer foursome for his golf outing, but with the luck of the Irish I'm sure he finished last. I hope everyone attended the Cuneo Concours. Pat Yanahan, Jim Jacisin and all their families and friends worked very hard to again put together the premier Concours for our region. The Cuneo Estate and their staff are wonderful people to work with and they are very supportive of our region. Our thanks to them. The Jacisin also hosted Rallye III in Elmhurst. What a great idea! It's close and has lots of places to stop for directions. That has never really made a difference but you never know. As you can see the events are still coming at full speed. This month you again have

just event announcements and advertisements. Both John Miller and John Mueller deliver not just a story each month but often punctuate them with photographs. Best of all their articles make for interesting reading. Mr. Mueller writes from race tracks all over the country about the people and places he has been and is going with the addition of some tech insight to boot. Mr. Miller muses about everything Boxster and even if though I don't own one I find his writings entertaining. Joe Martinez has join the fray with his novice perspective and experiences through

Sometimes I feel like I'm back in school!

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HoT HoT HoT

Two Stage Tech Session

- November 3rd Tech Session -

O'Hare Auto Body & Midwest Eurosport

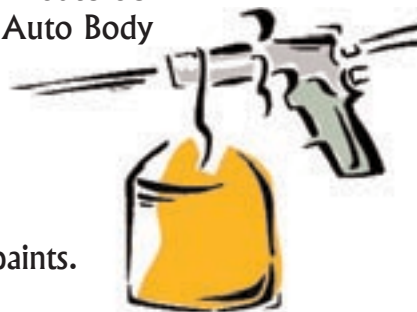
STAGE ONE: O'Hare Auto Body 1316 W. Irving Park Rd. Bensenville. (630) 766-6686
On South side of Irving Park Rd. 1 Block West of Route 83.

When: Hosted by Jeff Tybon, Sales Manager of O'Hare Auto Body
11 A.M. to 2:30 P.M.

Features Painting Experts: Scott Kaczmarec from Keystone Paint
Rich Krzywonos from Glasurit Paint

You will learn about:

What makes Glasurit Paint Different from other paints.
Tour the repairing process from start to finish.
Paint mixing, undercoating, rock chip & ding touch-ups, frame straightening.
Bring your Porsche and/or its Paint Code and receive a free touch-up container mixed on site!
(A \$25 value) Note: the Paint Code is located under the front hood.



Lunch will be served: Mexican Food, German & Mexican Beer, Fine Wine & Pop!

STAGE TWO: Midwest Eurosport 104 W. Irving Park Rd. Bensenville. (630) 595-5577
On South side of Irving Park Rd. 1 Block West of York Rd.

When: Hosted by Brian & George Weathered, and the Team at Midwest Eurosport
2:30 P.M. – 5:30 P.M.

Featuring Experts: The Midwest Eurosport Team
Stan Bernacki of Cinematronix
John Baumeister of Baumeister Audio Video

You will learn about:

Race, Autocross, Street Car Prep and Setup (Q&A).
The Tech Inspection of Your Car.
Bring your "In Car Video" for showing on a Home Theater system in their newly refinished showroom.
• Prizes for best video categories!
• Awards for the top drivers on a Virtual Race Car Simulator.
The Snap-On Dealer, Clark Chiddister, will be there to fill your tool needs.



A Raffle Too!

Only \$10.00—Kids Free

Pre-registration is not required but a call to our Tech Coordinator, Pete Hackenson, would be appreciated so that we may allow our hosts to plan for our attendance. We all look forward to seeing you!

Pete Hackenson (630) 655-1629 (before 9:30 PM please) or phackenson@hotmail.com.

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PressTech Ad

NAUGHT TWO TOUR: GRAND PRIX OF GRATTAN

by JOHN MUELLER

EVENT DATE: 9/20-22/2002

A Case of Mistaken Identity

Bruce Clay came along with me to Grattan, taking his red 914 to a track event for the third time. Bruce bought the car last year. It was in good condition and ran well. Since then, he upgraded the suspension, brakes, wheels and tires. He also tweaked the engine, taking off miscellaneous hoses and actuators, getting down to the basics of what makes the engine run. Yes, Bruce is a consummate gearhead. He did the work himself. This season was the time to take the car out for a shake down at the autocrosses and track events. As every do-it-yourselfer knows, all projects take longer than you plan with many fits and starts along the way to completion.

At Grattan Bruce was getting close to completion. The 914 two-liter ran consistently and Bruce got lots of track time to learn the car and build confidence in his command of a mid-engine sports car. He had been to Grattan in years past and was relearning the track as well.

The Grand Prix of Grattan is a three-day event. Friday started out cloudy with a damp track. After one run group, a rain started, which continued on and off throughout the day. Me, I like driv-

ing in the rain. I settled in to driving under these conditions with small slips and slides along the way.

Saturday was gorgeous, blue skies, low 70's, a light breeze and yes, driving in the dry is much more fun. Tony Nezcet from the Chicago region was also there with his yellow 968. In one run session, driving my red 968 I caught up to Tony in his yellow car or so I thought. I had never run closely with Tony before. He waved me by and we ran together for several laps. Although he was close behind me, I didn't move over, figuring that we were run-



Joe Martinez learns the line at Grattan

ning pretty much the same lap times. The session ended. We pulled into the paddock. I parked my car and then the yellow car that was behind me drove past in right in front of me. It wasn't Tony's yellow 968. It was Doug Temper's yellow 944 S2. Then it struck me, "Had I been holding up the Western Michigan region's chief driving instructor?!" That's not good form for a guest to the

region. I went over to where Doug's car was parked. Doug owns the car jointly with his friend Tom. Tom had been driving. I introduced myself to Tom and he shook my hand vigorously. Chasing me around the track, he had been having as much fun as I. Doug interjected that "It's always more fun to be chasing." It's true. When two cars are of equal speed, it's easy to convince yourself you're catching that guy in front of you and that he's holding you up at this turn and that. Then he lets you in front of him, as Tom did for me, and you can't figure out why you can't just drive away from this former obstacle to your progress.

Pete Parlow from the Detroit region was running a yellow Z06 Corvette with the Porsches. It was very quick. I wished the Western Michigan Region had him running in the "A" group where there was a red Porsche 996 Turbo. It would have been interesting to see them run side by side.

Well, Grattan marks the end of my driving season. My wife Pat and I are getting a new puppy and are spending our remaining vacation time with the puppy on what you might call pupternity leave. We look forward to see you all at the social event at Café 36 on November 10th or at the Holiday Dinner Dance.■

2002 DINNER DANCE AND AWARDS

December 14, 2002

RSVP by December 1st

Hinsdale Golf Club

140 Chicago Avenue
Clarendon Hills, IL 60514
630-330-2708

\$65.00 per person

Please note: The Hinsdale Golf Club is west of Route 83 off of Ogden. You cannot enter off Ogden.
Valet Service or Self-Parking Available

6:00 - 7:30 Cocktails and Hors d' oeuvres
7:30 - 9:00 Dinner and Awards

Full Four Course Dinner (Select one Entree)

Grilled Beef Filet with Chevre Whipped Potato
Red Wine Butter Sauce

Onion Crusted Whitefish, with Orzo, Spinach and Sundried Tomato
Shrimp Butter Sauce

Pancetta wrapped Chicken Breast with Basil Whipped Potato
Balsamic Vinegar Jus

Cash bar following dinner

Tables of eight: To reserve a table for eight, please note on reservation form

9:00 - 12:00 Dancing with The Ralph Wilder Orchestra

Overnight Accommodations: The Oak Brook Hills Resort, 3500 Midwest Road (at 35th Street), Oak Brook, IL has a rate of \$79.00 for PCA Chicago Region Members. Please call the Oak Brook Hills Hotel at 630.850.5555 to make reservations. Rooms are based upon availability on a first come, first-serve basis. To secure the \$89.00 room rate, please mention the "Porsche Club."

┆ ┆ ┆ ┆ ┆ ┆ ┆ ┆ ┆ ┆ ┆ ┆ ┆

Name: _____ Beef Chicken Fish

Name: _____ Beef Chicken Fish

Phone: _____ Please seat with: _____

Reserve table for eight: Y* N _____

*To hold a table for eight, all reservations must be received by December 1st

Return form with payment made to PCA Chicago Region.

Keith Clark
733 Medford Drive
Carol Stream, IL 60188
(630) 690-3381

RSVP by December 1st
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- Rallye
- Charity Go-Carting
- Annual Dinner/Dance
- Social
- Tech Sessions
- Concours
- Golf Outing

*Driving events limited to 2 drivers / 1 car.

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Drawing to be held at 2003 Annual Membership meeting. – Feb 2003.

\$20.00 a ticket

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Club Race – Road America
Autocross
Rallye
Concours
Socials – Dinners / Golf outings
Charity Go-Carting
Dinner/ Dance

Tickets \$20 ea.

Raffle limited to minimum 200
tickets, maximum 500

*Entry = 2 drivers / attendee's one car.

Mail checks to : Doug Coup –
Charity Raffle, 521 Salceda Drive, Mundelein, IL 60060

Confirmation will be mailed or e-mailed upon receipt.

All mail entries will be accepted until 500 maximum ticket sales are reached.

Proceeds will benefit Lambs Farm.

Cut here

Name: _____

Address: _____

City: _____ State: _____ : Zip: _____

Phone: _____ Email _____

Winner need not be present to win.
Drawing held Feb 2003 at Chicago PCA General Membership meeting.

My FIRST YEAR

by Chuck LaMantia



I just completed the Labor Day weekend event at Road America. In many ways, this marks the end of my first season with the Chicago PCA. My introduction (and of course my family's) to the PCA world began last Labor Day, 2001 even though I (we) have only been a Porsche owner since April, 2002.

It was shortly before the 2001 Labor Day event that Keith Clark invited my family to attend the Chicago PCA 2001 Labor Day weekend at Road America. My wife and I said 'what the heck'. My family and the Clarks were pretty good friends, our sons and daughters are about the same age and play well together. I was just settling into my new job and had just picked up a BMW 323i. Me, a Porsche...never!

Upon arrival at RA that fateful weekend in 2001, my wife, Melissa, knew something was going on inside my head. Keith's wife, Karen, mentioned an uh-oh, to Melissa. Those thoughts combined with the great time and great people from the weekend had me signing up for the Badger Bimmer Octoberfest weekend at RA.

I had way too much fun with the Bimmers. The weekend at RA with my automatic four door BMW convinced me that I needed a car I could grow into (in other words, FASTER). I put the BMW in the garage for the winter and started on the hunt for a quicker BMW.

I had many discussions with Keith and he put me in touch with some people who were very knowledgeable about BMW's. What I was thinking about buying would not have been a good idea for track use. The suggestion was for something a bit older. Once I started thinking older, I started thinking Porsche. Keith confided later that he was thinking I should go the Porsche route (wonder

why?) but he wanted me to get there on my own.

Keith and I had many discussions and came to the conclusion that something late 80's, in a 911 would be a pretty good match. I was looking for a solid car, something that I could grow into and something that would not (at least in the first few years) put dents into the kids' college funds.

Many internet searches, many discussions with Keith, an e-mail or two from my Badger Bimmer and RA friends, a few discussions with Brian at Midwest Eurosort, and before you know it, in April 2002, I was pacing the floor waiting for my special delivery... a 1988 Guards Red 911 Carrera!

Once I started thinking older, I started thinking Porsche. Keith confided later that he was thinking I should go the Porsche route but he wanted me to get there on my own.

What started out as a chance meeting of parents due to a 5 year old little league team has developed into a great friendship. My wife, Melissa and kids Anthony and Gabrielle; Keith's wife Karen and kids Brandon and Brittney (and of course Grandma Clark). Keith, he is the brother I never had.

The car "thing" is great. The commitment is there. So far, 3 days at Blackhawk, 3 days at Gingerman, 7 days at Road America with Octoberfest at Blackhawk on the calendar. Been off road once with a few near spins. Had great instructors. Met a bunch of great people!

Yet, as the shirt at the May Road America event stated...It's not the cars, it's the people! ■

Concours Judges School

Zone 13 – Saturday, November 23, 2002

For the 4th consecutive year, the Chicago Region will be conducting a Concours Judges School at the Yanahan garages near Chicago. All members of Zone 13 who are interested in improving their judging skills for local and national concours are invited to attend. John Takehara and Pat Yanahan who are both experienced national judges and national concours winners will lead these sessions. This is an approved Porsche Club of America judge's school. We will have examples of preservation, restoration and preparation cars for training. After the training session, we will spend time on preparation techniques and will review various products that have been used successfully by our experienced staff.

The school will start at 10:00 am on Saturday, November 23rd, with coffee and fresh pastries from our neighborhood bakery and will include a buffet lunch prepared by Bonnie Yanahan and her staff of volunteers. The sessions will include classroom instruction and then hands-on with as many cars as we can get into the heated garages. Pre-registration is required by November 15th so we can plan for enough space for everyone. There is no charge for this school, which is being hosted and underwritten by the Chicago Region, Porsche Club of America. Three hotels are within a two-minute drive of our home, which is located near I 294 and I 55 just southwest of Chicago.

For registration and information please contact:

Pat Yanahan
7754 S. County Line Rd. Burr Ridge, Il 60527
Tel: 630-887-7605 Fax: 630-920-1935
Email: pyanahan@attbi.com



Concours experts Pat Yanahan & John Takehara

Registration required by November 15, 2002

Name:	_____		
Address:	_____		
City:	State:	Zip:	
Phone:	_____	Email address:	_____
Region:	_____		



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Artichoke bottom, Escargots, Provençal with Sauce Beurre Blanc and Asiago Cheese

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Salmon Dill Mousse, Baby Pineapples with Lime Hollandaise

CHAMPAGNE SORBET

ENTRÉE

POUSSIN EN PHYLLO AUX CHAMPIGNONS ET BRIE
baked baby chicken arugula onion confit French brie wrapped in phyllo
with morel mushroom sauce

or

TOURNEDOS DE BOEUF AU POIVRE
Broiled Filet Mignon with Wild Mushroom and Cracked Black Pepper Sauce

or

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Date: 11\ 10 \02 TIME:3:00 p.m

Place - Café 36

22 Calendar Avenue La Grange IL 60525

Phone: (708) 354-5722 Fax (708) 354-5042

Price: \$45.00 Includes food, tax and gratuity.
Cocktails: Cash Bar

Don't miss out! Register today to dine on outstanding French cuisine and enjoy the day with your Porsche friends.

CHOOSE ONE ITEM EACH:

..... Cut Along Dotted Line.....

Appetizer _____

Entree _____

If you have any questions please feel free to call.

Make Checks Payable to: Chef Reinhard Barthel, Cafe 36

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5 Harbinger Falls

Northbrook, IL 60062 (847) 291-1192

Name _____

Address _____ Telephone _____

Number Attending _____ Amount Enclosed at \$45.00 per person _____

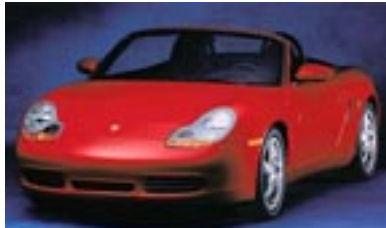
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AUTOCROSS 5 - ONE MORE TIME AT MAYWOOD

WRITTEN BY JOE MARTÍNEZ

EVENT DATE: SEPTEMBER 22, 2002

The final Autocross of the “regular season” saw the Chicago Region make a return visit to Maywood Park. How time flies. It seems like only yesterday that many of us were bundled up for the April Autocross School at this familiar venue. Now, here we were for the end of a great season of “running the cones.” Hats off to Mike Gallagher, Shawn Young, Chuck Bittman and the rest of the supporting cast for treating us all to some great summer fun.

Tony's Turn

Autocross Five was hosted by Tony Koufos, a top Chicago Region Autocrosser. The question haunting most competitors was what would Tony come up with? Multiple skid pads? Criss-crossing slaloms? The answer was “speed” ... what else? Unlike previous events, the layout was fairly simple and represented a true test of car control and one's ability to carry speed through the corners. For this Autocross, only those who were truly “one” with their cars would end up on top.

Mother Nature Adds a Twist

The night before, Chicagoland was treated to a good dose of the wet stuff. The morning was chilly and damp, but the rain had ended and it looked like clear skies were on their way. The only problem was that a number of wet patches remained on the Maywood surface. Rather than run the track around every puddle, Tony and company incorporated the pools into the course—what a great idea! You've never seen so many Porsches tiptoe through the puddles to keep it

together. Yes, “going slow to go fast” was definitely the mantra of the morning. Luckily, by mid-day, the remaining moisture disappeared and then the times really came down.

Fathers and Sons

As this is a family affair, the day's festivities included a couple of serious duels between fathers and sons. In P8, Brent Jester took on his dad, Randy, in their '02 996. Let's just say the boy's got some God-given abilities.



Not only did he edge his dad by over a second (a lifetime in Autocross) but also took the top spot by slipping past Nick Peterson by 0.3 seconds. Not to be outdone, Matt Keck also took out his dad, Mike, in their shared '98 Neon. While Mike managed some good times in his track-prepped 944, Matt definitely had that Plymouth dialed in.

Congrats to both for their great effort! Now, let's just hope they don't show all their friends at school what they learned at Autocross.

Oh and let's not forget Ricardo Gonzales who took on his son, Rick, in their '74 914. Senior

won by a 7-second margin, but I'd say he's probably had a little more seat time in that mid-engined cruiser and knew how to toss it through the corners pretty well.

FTD - Fast Times of the Day

After taking second at the last event, Tony Koufos and his '70 911 returned to the top spot and ran a 49.7 for FTD—the only sub-50 time at the meet. Taking the second spot was Ricardo Gonzales (51.7), while Shawn Young (51.9) rounded out the top three in his soon-to-be-retired '87 924. Can't wait to see what he shows up in next year.

In Ladies, top honors went to Heather Diedrich (55.0) in her Modified 73 911T—what a beautiful RS replica in Rubystone Red! Marla Turek took second (57.5) in her '91 C2 while Susan Wittkop secured third place (59.3) in her '88 924S.

Complete results can be found in this issue of Chicago Scene as well.

Looking Ahead to Next Season

Next year, Mike and Shawn will be recruiting a team of volunteers to provide regular support for Chicago's Autocross events. While these guys, along with many others, have put together a first-rate program, the additional bodies will certainly help take this activity to a whole new level. Expect to hear more about this opportunity over the winter and please consider increasing your involvement. It will be a great way to meet more people within the Region and allow everyone to have more runs and even more fun at Autocross. ■

Name	Car #	Yr	Model	Class	Region	Best	Overall Place	Class Place	
Todd Jackson	357	76	912	P1	Chicago	1:04.497	36	1	
Shawn Young	88	87	924S	P2	Chicago	0:51.907	3	1	
Susan Wittkop	585	88	924S	P2	Chicago	0:59.339	28	2	
Mike O'Meara	95	72	911T	P3	Chicago	0:55.260	16	1	
Brian Jackson	524	70	911	P3	Chicago	1:00.248	31	2	
Joe Hayes	829	73	911RS	P3	Milwaukee	1:03.219	35	3	
Matt Keck	994	89	944	P4	Chicago	0:54.126	8	1	
Rich Grotmeyer	251	89	951	P4	Chicago	0:54.738	12	2	
Myles Miller	269	90	944S2	P4	Chicago	0:55.987	21	3	
Mike Keck	691	89	944	P4	Chicago	0:57.502	24	4	
Greg Gulik	312	99	Boxster	P4	Chicago	0:57.884	26	5	
Waleed Shafiqullah	330	86	951	P4	Chicago	1:01.068	34	6	
Chris Wood	38	75	911S	P5	Chicago	0:53.981	7	1	
Bob Teasley	767	89	911	P5	Chicago	0:56.611	22	2	
Anthony Janairo	294	00	BoxS	P6	Chicago	0:57.139	23	1	
Paul Silver	898	02	BoxS	P6	Chicago	1:00.572	32	2	
Greg Turek	5	91	911C2	P7	Chicago	0:53.154	5	1	
Joe Martinez	408	91	911	P7	Chicago	0:55.264	17	2	
Sami Daher	607	97	911	P7	Chicago	0:55.815	20	3	
John Staab	57	96	993	P7	Guest	1:05.053	37	4	
Marla Turek	15	91	911C2	P7L	Chicago	0:57.514	25	1	
Brent Jester	765	02	996	P8	Guest	0:54.229	9	1	
Nick Peterson	668	02	996	P8	Chicago	0:54.513	10	2	
Randy Jester	755	02	996	P8	Chicago	0:55.509	18	3	
Peggy Peterson	899	00	996	P8L	Chicago	1:00.934	33	1	
Ricardo Gonzales	659	74	914	I1	Chicago	0:51.702	2	1	
Trent Oler	40	74	914	I1	Chicago	0:52.654	4	2	
Rick Gonzales	660	74	914	I1	Chicago	0:58.769	27	3	
Tony Koufos	97	70	911	M1	Chicago	0:49.745	1	1	FTD
Fred Howard	96	73	911	M1	Chicago	0:53.542	6	2	
Joseph Battison	193	73	911	M1	Chicago	0:54.591	11	3	
Chris Diedrich	764	73	911	M1	Chicago	0:55.610	19	4	
Jim Wolske	568	93	911RSA	M1	Chicago	1:05.603	38	5	
Heather Diedrich	736	73	911T	M1L	Chicago	0:55.043	15	1	LFTD
Tristan Whitehead	419	95	M3	X	Chicago	0:54.817	13	1	
Mike Gallagher	91	87	GTI	X	Chicago	0:54.834	14	2	
Nick Peterson	670	01	VW	X	SecondCar	0:59.522	29	3	
Matt Keck	993	98	Neon	X	SecondCar	1:00.029	30	4	
Mike Keck	99	98	Neon	X	SecondCar	1:02.853	39	5	DNF

Autocross 5 - Maywood Park September 22, 2002

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TRAC 2002

WRITTEN by Caryl Brensinger – North Country Region, PHOTOS by Chuck LaMantia

EVENT DATE: SEPTEMBER, 2002

When asked to write about the T.R.A.C. Road America Club Race for the Chicago Region Newsletter, I thought, well, this is a spectacular place, an historic event, and what new perspective could I add? I was assured that coming from New England to attend the event



and doing 8 or 9 other club races every year for the last few years, that I would have something to say.

The first impression of this special event actually starts with the low-key hype about it on the Chicago Region web site in the spring, or.....with the high-key hype whenever you happen to meet up with Chris Inglot at other events. He is the cheerleader extraordinaire for T.R.A.C. and always, always beaming with enthusiasm.

The big deal this year of course was the direct competition with the inaugural VIR Club Race and concern, among many of the usual suspects, over which we should attend. Unless you live near one or the other, most of us who were

traveling from far away from either event had to think through what we wanted out of the weekend. We all agreed we wanted lots of seat time, great competition, maybe sprint only, probably sprint and an enduro, a group for D.E., or, alternatively, we pondered the opportunity to be part of an inaugural event, mixing it up with the pros, and moreover, be a part of an event that would be televised. Wow!?

In the end, it was quite simple for us. We

understood the rules and priorities for the VIR weekend and quite easily decided that we could not pass on the implied guarantee of T.R.A.C. at Road America. It was, as is commonly said, a no-brainer.

So, for the second year, our group, European Performance Engineering, Inc., flew into Milwaukee from Manchester, NH and Boston, MA, while our racecars were transported separately via a 6-car hauler. There is nothing so pampered as flying into town and

having the racecars already waiting at the track. The expense, fortunately, when shared with 7 others, makes it a reasonable option.

For many reasons, Labor Day weekend in Elkhart Lake with Chicago Region has become our favorite event on the Club Race schedule. It really starts at the car rental counter at the Milwaukee airport when we first hear the Mid-Western ookey, which we will try all weekend to duplicate. Then it's that completely-flat-terrain drive (we are from the mountains and valleys of the North Country of NH, after all) from there to our Inn in Plymouth, where freshly made cookies are ours for the taking when checking in; to the nasty little flies that get into the rental car at the track and which never find their way out until we're back in the rental car garage in Milwaukee four days later. This may sound familiar to some of you.

The whole weekend's event schedule was available online well in advance so getting organized, traveling in a timely manner, meeting the car hauler, getting unpacked and setting up in pre-assigned spaces in the Road America paddock could be accomplished like a well rehearsed mili-



tary procedure.

Almost the first person you see when arriving at the track is, of course, Susan Shire. This girl goes to superhuman extremes to accommodate every single individual. Whether you need help with a ride to the event or just need to rent a golf cart, she is the encyclopedia, the yellow pages, and the Dear Abby of T.R.A.C. And that's only while she's at the

event. She actually seems to start working on the whole process at least a year in advance and I believe she indeed holds the record for fastest e-mail response to any question. If you can't find Susan, anybody you ask at the track has just seen her. That goes for Chris Inglot also. They are literally everywhere.



It goes without saying that Road America is an enormously grand place, a seriously challenging track truly worthy of

its exalted reputation. Chicago Region has designed the T.R.A.C. event so that racers and track enthusiasts together can share the experience without compromising actual seat time for either. The number of driver and racer

Continued on page 25

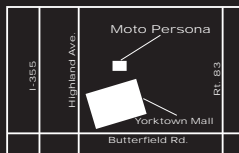
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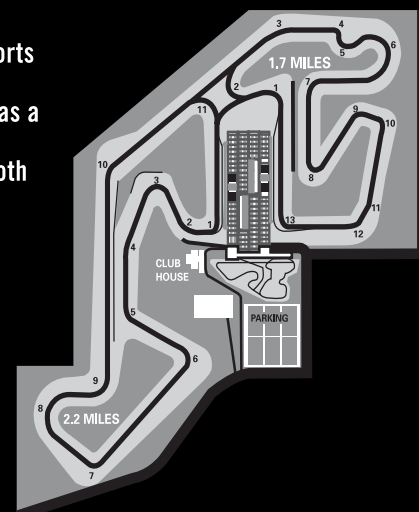
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Fulfilling THE NEED FOR SPEED FOR 10 YEARS

Article by CHRIS INGLOT, PHOTOS by CHUCK LAMANTIA

EVENT DATE: AUGUST 18, 2002

January 1992, Arnold Zann persuaded the General Membership of the Chicago Region that we needed a Club Race. That was ten years ago and what a blast it has been. This year was no exception! Over 300 drivers came to compete and participate in driver's education at Road America even though, we had some competition from the folks at Virginia International Raceway who also had a Club Race scheduled for the same Labor Day Weekend. How many drivers could support two major events at the same time and in eastern half

of the United States? The answer...400 plus!

The past four years, Mother Nature has blessed the Kettle Moraine area of Wisconsin where Road America is located with terrific weather. If one were a statistician, how lucky could we get this year? Other than a pretty severe rain storm on early Monday morning at about 3 AM that consumed some Easy Up canopies as well as some large trailer awnings, the weather couldn't have been better; sunny and in the 80's most of the weekend.

This event has been referred to as the "Superbowl of Club Racing" by participants outside the region. And this weekend was no

disappointment.

Thursday, registration opened at 3 PM and went flawlessly for participants that arrived early to participate in the first day of the Driver Education portion of the weekend or those that came to do some Test and Tuning prior to the Club Race portion of the weekend.

Friday morning arrived and the traditional drivers meeting started the day and first green flag at 8 AM. Participants had plenty of track time to enjoy their cars or familiarize themselves with one of the premier road racing courses in



North America. The day concluded with a "Chalk Talk" and the Rookie Orientation meeting held at the famous Siebken's Resort located right on Elkhart Lake.

Saturday morning, the driver's education drivers took to the track while Club Racing Steward, Bryan Henderson conducted the Club Race Driver's Meeting reminding the racers that the 13/13 was now in effect. Driver's Ed sessions and Club Race sessions were intermixed giving drivers plenty of time to drive, work



on their cars or rekindle friendships from other regions as this event had over 23 states represented plus one driver from Vancouver, British Columbia. Saturday afternoon, the final phase of the Rookie program took place with three practice starts and a fun race for all three of the race groups.

With all this, the day was not yet complete. At 6 p.m., over forty driver's education cars and race cars, including a 962 got a police escort from Road America to Elkhart Lake. The local county sheriffs' department assisted in that they closed Hwy. 67 to permit cars that were not exactly street legal the thrill of a spirited drive on local

roads to the Concours that would have 71 cars on display! Bob Mahoney's carbon fiber GT3R was even sporting the "Woody's" look complete with roof rack and surf board. "Surfs up Dude"!

The evening drew to a close with Siebken's Resort serving over 400 guests a terrific buffet dinner, while The Davis Family Band played music to tucker out those few individuals that still had to calm their "happy feet". At 9 p.m. sharp, the police escort left downtown Elkhart Lake for the brief trip back to the track. It is an especially interesting

drive for race cars that have no headlights, driving out in the country!

Sunday, game day, arrived bringing yet another beautiful day for drivers to play. On the first lap of the Green Group's qualifying, a driver found the concrete barrier in the infamous "Kink" or turn 11 causing a lengthy delay while the track was cleaned up. When play resumed, the Green Group got to complete their abbreviated qualifying session. The Blue and lastly the Red Groups got their turn to qualify for the afternoon scheduled sprint



races. After the lunch break, a track touring session was offered to family members in Porsches and non-Porsches to drive the Road America road course. This thrill required a \$10 donation with proceeds going to Lambs Farm in Libertyville, IL which is a facility catering to handicapped young adults. Over \$1700 was collected on behalf of the charity.

The Green Group Sprint race would be a 12 lap race with pole-setter, Greg Turek, Justin Draper, and Fritz Seidel battling for the lead with numerous lead changes. Justin Draper in his "E" class 944 Turbo S edged out Greg Turek at the end by a mere margin of .3 of a second. The fans got to watch a real driving show!



It is understandable why Club Racing National recommends against the Chairman of the club race from racing. Things were pretty hectic for the first three

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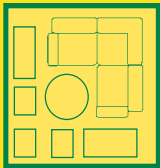


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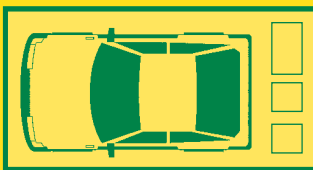
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entrants must be a record for PCA. It happens logically that with a 4-mile track, you can fit a very substantial number of cars together safely, and still get clear track on many laps.

Also worth noting are the extreme efforts the track personnel go to keep the event running. To a truly startling degree we have all witnessed the orange-clad, bandana-wearing firemen rushing about to clear the track, working at light speed, moving about, sometimes 6 to 8 together... you know, like a serious version of the Keystone Cops, only never bumping into each other. The cars just keep on running in spite of the commonly occurring local yellows for the rather frequent gravel-trap rescues. There is nothing more alarming when driving on this track than to come up on a yellow and white flag-waving corner worker who is practically standing on your line, in your face, to warn you to SLOW DOWN. I think of all the impressions we take home, what we talk about the most is the amazingly daring and brave folks that work right out in front of us, on the hot track. After Susan Shire, they are just about the most admired and respected group among all event workers we've seen over the years.

On reflection, I think my perspective on the Club Race at Road America has turned into an open letter of thanks to all those hard-working and dedicated individuals who believe in the fun and exhilaration of racing at Road America, Porsche Club style. The people who have made this such a resounding success over the years and return year after year for more of the same hard work are what PCA Club racing is all about. How do we thank so many for so much? I think the way is to say thanks openly, in this brief memoir, and then plan to return again to the warm embrace of our friends in the Chicago Region.

We are looking forward to next year already, to returning to the welcoming community of Elkhart Lake, Wisconsin. Thank you all for making the event so special, all-inclusive, exciting, well thought and organized. You guys are the best. ■

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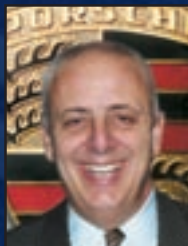
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days. So busy, that I failed to hydrate myself adequately on Saturday and spent time in paddock medical for a liter of intravenous fluids. Thanks for the help Dr. Paul! With all this, my only time on track was on Friday afternoon to be a pace car for the track touring. While playing chairman, the Green Group left the hot pits for their pace lap while I was still in the paddock trying to get my helmet on. Giving the field a good minute head start, I was only at turn 12, Canada Corner, when the green flag dropped. Oh mother of acceleration, don't fail me now. It took more than a lap to catch the back of the pack. After starting in 62nd place, I was able to finish in 32nd place and was awarded the "Worker's Choice Award" presented by Darcy Yench, voice of Race Control. What a surprise that was!

The Blue Race Group was up next with the field represented by 39 cars. GTC and Class C through D competed for top honors. Chicago Region's, Scott Sanda, sporting a 2002 GT3 Cup car, won by a small margin of 4 seconds over Barry Brensinger. Daniel Galyon got noticed and earned the "Worker's Choice Award" for the Blue Race Group.

The Red Race Group had 48 competitors racing in the final sprint race of the day. John Ruther and Paul Flori battled for position within GT2R. Bear in mind for the future, transponder position. Paul edged out John by .003 at the finish line to earn a 3rd place podium finish. Rick Polk won the Red Race Group with the Kelly-

Moss prepared 2000 996 GT3R. The corner workers were also impressed as Rick also won the "Worker's Choice Award" for the Red Race Group.

The awards ceremony followed



with all the Rookies being welcomed within the ranks of Club Racing with a bottle of Mazza Vineyard Champagne. Class winners received etched glass beer steins as trophies. Normally, this would draw the end to our traditional DE and Club Race weekend. Not this year! Monday, Labor Day, had two ninety minute enduros scheduled. One for all



the production class cars and the other for all GT class cars. Several DE volunteers enjoyed free track time in lieu of assisting within the

hot pits mandatory, five minute pit stops.

First up, the Green or Production Class enduro. The race went on without hitch as Chris Cervelli of Technodyne drove like the wind to take overall honors in his "B" class 996. Chris performed with such talent that his efforts did not go unnoticed by the corner worker core. Chris was awarded with the "Worker's Choice Award" for the Green Enduro Race Group.

After lunch brought up the Red or GT class enduro. Twenty minutes into the race, Philip Collin's GTP 911 had a spectacular engine explosion shooting flames 6-8 feet behind the car while going through turn one. In blowing the motor, a 3 foot wide oil spray went out which brought out a full course yellow while the Road America safety teams went to work to clean up the mess. The pits became very busy as a result of the full course yellow. Marty Flaska timed his pit stop with precision as he was able to win the Red Enduro Race Group. Philip Collin earned not only the "Worker's Choice Award" but also the "Best Breaking" Award sponsored by Diversified Cryogenics.

Many thanks go out to all the valued members that made our Tenth TRAC Event another major success. Thanks also to both the local and national sponsors for their continued support and friendships. Without them, this event could not be considered one of the "Premier Club Races" of the year. ■

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PARADE RALLYE

by DAVE MATHEWS

EVENT DATE: SEPTEMBER 15, 2002

"Where there's life, there's hope." This ancient adage, uttered by some long forgotten sage, has been the rally cry (pun intended) not only of the 2002 Milwaukee Brewers, but also of my rallye partner, Charles Pyne and myself this summer.

Charlie, airplane flyer extraordinaire, and the integral left side of

Carrera for a change of luck. His car was simply outstanding in the hotel parking lot; the only Porsche that had not been washed in several months.

I had hoped that more Milwaukee Region drivers would enjoy the impending mayhem; unfortunately, the last autocross of the season fell on the same date. Our Milwaukee Region loves it's autocrosses... 42

since we knew all the tricks, we would concentrate on timing. We would monitor and religiously adhere to the posted CAST (Change Average Speed To). Furthermore, we would strictly observe the pauses caused by certain traffic signage and bridge structures. We knew that by combining our TA (Trick Avoidance) with AT-CAST (Attention To - Change Average Speed To) we could not be anything but S&V



our rallye team, and me, the hapless navigator, felt particularly hopeful Sunday, September 15. The morning broke with an early fall crispness. The rallye route encompassed twisty Porsche roads in rural Waukesha County. Charlie and I had learned much from the rallyes we had suffered through this summer. In fact, we thought we now knew all the tricks. We considered that little stumble over the 'onto' during the "I Love It Rallye" an enriching experience. When we defied the laws of gravity by turning right on "Cottage Hill" during the "Drive Around the Neighborhood Rallye" we simply took that acrobatic feat in stride. We even decided to take Charlie's sort of black 'turbo look'

cars ran between the cones at Miller Park that day. However, Milwaukeeans Joe and Anne Zarembo did join us for a little bit of masochism.

About 11:00, Susan Shire, master rallyemaster, conducted the pre-rallye drivers' meeting. With a twinkle in her eye, Susan assured the assemblage that this would be a short, simple rallye. Or was that twinkle a gleam? For, as a matter of fact, she lied to us. Susan was up to her old tricks. For us, the rallye was neither short nor simple, although the former was simply a function of the latter. More on that later.

Charlie and I had decided that

(successful and victorious) at day's end.

I will not encumber you with the gory details. Suffice it to say, our plan didn't work.

Tricks and the damned CASTs were our downfall. And bad eyesight. I saw right 'on' O'Connell instead of right 'at' O'Connell. We misinterpreted the priority of instructions by not turning "1st opportunity after Petersen". Mistakes piled on the miles, which piled on the time. Susan called that trick an 'Aristotle'. Charlie and I called it (and her) something else. We placed a dismal 10th on the rallye.



"Where there's life, there's hope".
 With one more rallye
 to go in late October,
 we have a final
 chance to redeem

ourselves. We have struck another strategy. FORGET CAST.

Charlie will drive no less that 20 MPH over the posted speed limit at any given time. Beware of a black, green, yellow or white Porsche in your mirror. We may come into a check point early, but there is no way we will enter late.

And if that fails to work for us, Charlie and I are going to design our own rallye.

1. No CAST . CAST just makes things complicated.
2. Unmanned check points, just like those self serve sweet corn stands along the rural roads of Wisconsin. Each driver will just write down his own time.
3. No tricks. Tricks create frustration and frustration causes discord and discord causes road rage and everyone knows that road rage is a bad thing.

And the loser will be the one with the least penalty points since he took the rallye way too seriously. ■



Parade Rallye Results

Place	Driver	Navigator	1	2	3	4	thrown out	1-4	1-5
1	Jack Stephensen	Karen Brown	33	56	44	11	54	144	198
2	Lee Lichtenstein	Chuck Bittman	127	8	263	27	3	425	428
3	Ron Micek	Martha Kuffel	3	105	207	177	9	492	501
5	Dan Gallagher	Peggy Gallagher	86	49	290	79	231	504	735
4	David O'Bryan	Heather O'Bryan	146	108	205	77	31	536	567
8	Tom Thompson	Kristi Moen	223	83	141	245	483	692	1,175
9	Ken Pesavento	Nikki Pesavento	253	23	500	34	500	810	1,310
6	Ed Barnicle	Gayle Barnicle	350	155	189	263	32	957	989
7	Tom Harwood	Phyllis Harwood	500	18	315	230	17	1,063	1,080
10	Charlie Pyne	Dave Mathews	212	331	131	500	225	1,174	1,399
11	Art Kardatzke	Janet Kardatzke	500	216	67	500	144	1,283	1,427

SPECIAL THANKS TO:

Pre-run - Nick and Peggy Petersen

Workers - Mike and Anita Haas, Bob and Eric

P.S. -> GIMMICK RALLYE WINNER - Ron Micek and Martha Kuffel



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PCA - CHICAGO REGION BOARD MEETING MINUTES

SEPTEMBER, 2002

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

Coordinators Present: P. Hackenson, J. Jacisin, P. Yanahan, V. Miller, C. Inglot, T. Conforti, D. Gallagher, J. Stephensen, D. Coup, S. Adleman, K. Clark, S. Young

Members Present: B. Yanahan, M. Bour

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

Secretary: M. Nowakowski

Presented minutes from August 9, 2002 Board Meeting.

Motion to Accept : P. Yanahan

Approved: Unanimously

Treasurer: K. Pesavento

Presented Chicago Region Financial Statement dated September 5, 2002.

Approved: Unanimously

Vice President: J. Jacisin

Thanks were expressed to all event Chairpersons and volunteers for all the outstanding events in the month of August.

Autocross: S. Young/M. Gallagher

Presented by S. Young. Lake Geneva Autocross event expenses will be submitted before the October Board Meeting.

Presented by K. Clark. The club is currently using 18" safety cones for the autocross events. 7" foam cones would be more easily transported to events. General discussion on sale of trailer and purchase of smaller cones. Pricing and contacts on smaller cones will be obtained and presented at the October Board Meeting.

Road America: C. Inglot

Kudos to all for a great TRAC2002 event. C. Inglot presented K. Pesavento with income from TRAC2002. Track touring session netted \$1330 for Lambs Farm Charity. Drivers ED had 120 participants, with 60 vehicles per run group. This event had two DE run groups, based on registration and attendance. Club Race group had 190 participants including Induro, which was a popular addition to the events of the weekend. General discussion regarding TRAC2003 and blocking of additional hotel rooms, due to expected conflict with Harley Davidson Anniversary.

Incident rate decreased from 2001, for both DE and Club Race groups. Concours at Siebkens was the largest attendance of cars in the history of the event. Thanks were extended to the Elkhart Lake and Sheboygan County police departments for their traffic control assistance. Thanks were extended to all volunteers and staff for a successful TRAC2002 event.

Blackhawk Farms: D. Gallagher/P. Hackenson

Presented by D. Gallagher. Octoberfest pre-registration is currently at 9 participants. On Saturday, October 5, there will be two sessions for Group A drivers. Updated fee schedule to include Friday and Sunday Drivers ED will be published in the next issue of the Scene. Party on Saturday evening is arranged.

Presented by P. Hackenson. Registration for Wednesday, September 18 Blackhawk event is currently at 11 participants.

Insurance: K. Clark

K. Clark indicated that September 25 is the final date to present insurance certificates to Graue Mill for concours. All event waivers must be completed and returned to K. Clark. General discussion and reminder to use correct waiver forms for all participants at all events. All waivers must be completely filled out with name of event, date of event, and signature of witness, on all forms. Original forms must be utilized. Photocopies of waivers are not acceptable.

Concours: J. Jacisin/P. Yanahan

Presented by P. Yanahan. Over 2000 spectators, and 101 vehicles attended Cuneo Concours. Additional car clubs have contacted the Chicago Region for information and attendance in 2003. Over 40 Chicago Region volunteers helped to make this event a great success. Motion by P. Yanahan to schedule Sunday, August 17, 2003, for Cuneo Concours. Approved: Unanimously

Presented by J. Jacisin. The Siebkens Concours in conjunction with TRAC2002, had 26 concours cars, and 45 race-cars, for a total of 71 participants. Thanks were extended to Porsche Cars North America for donation of the awards.

Jim Drury will be hosting the Graue Mill Concours on Sunday, September 29, 2002, with proceeds to benefit Lambs Farm.

Board Meeting - continued on page 37

The Midship Report: OCD or OBC?

Article and photos by JOHN MILLER, BOXSTER_S@VERYSPEEDY.NET

Some might see it as an Obsessive-Compulsive Disorder (OCD) that I keep adding and modifying the Boxster. I prefer to think of it as preparation...I'm just never certain what I'm preparing for. Nevertheless, I went ahead and did the On Board Computer (OBC) hack this past week...among other things. The garage door opener hack that had been a work-in-progress for two or three months is finally done. Fed up with juggling electronics connected to the lighter outlet, I also added a second outlet, and a generic 12v power tap. And for no other reason than I'd already bought a player, I did the Aux-In hack on the radio to allow connection of my MP3 player to the in-dash radio. And as with the B&M shifter modification, I put each hack on video tape, so that one day, I can produce my own little Boxster Mods Mini-Series (has made-for-cable written all over it).

The garage door opener modification didn't have to be this difficult. I could have done what many others suggest and have done, which is to tuck the electronics into the center console near the ashtray and add a switch and be done with it. Not for me. As photo 1 shows, there seems to be more



Photo 1



Photo 2

wiring for this than contained inside the average TV set. But the means justify the ends (photo 2), don't they? (No, Porsche doesn't sell the switch like that—I 'hacked' it a bit further and added the garage door outline). Ahhhh, no more garage remote bouncing around the cabin like a wayward missile.

The 12 volt power outlet add-on changed direction once I started. The original plan called for adding a dual socket outlet somewhere in the passenger footwell area. After a bit of searching, I decided there wasn't room for a dual socket version so I settled for a single outlet version. Parts for this operation are available at any auto-parts store and even Wal-Mart carries some. I selected a basic style but there are some well done versions that have a true OEM look. Wiring for the extra outlet was exceptionally easy—so easy that I added a 12v power tap for a laptop PC at the same time. Photo 3 shows the wiring and the new lighter outlet placement. Directly behind the carpeted panel on the

inside of the passenger footwell console area is a factory installed accessory plug that provides continuous 12v+, switched (by the ignition key) 12v+, and Ground terminals. I tapped into this plug using the switched 12v+ so that none of the accessories stay on after I've left the car. Photo 4 shows the (nearly) finished results of the additional power outlets.

The MP3 Player hack sounded easy, and it was. I had often considered getting the Porsche/Becker CD changer for the car but it was never a high pri-



Photo 3

ority (and the four hundred dollar hole it would burn in my pocket wasn't exactly appealing). So when I found myself with an MP3 player (a digital music player - about half the size of a pack of cigarettes), the easy answer was to wire it into the in-dash radio. An easy answer and an easy modification. Becker offers an Aux audio-in adapter that plugs into the back of the radio. It's sold as a kit (Part No: 1319.116-276) for a mere \$9.48 plus shipping. (Becker has a \$20 minimum, so order 2, OR tell them this is your first order with them

Continued on page 40

Rallye: J. Stephensen

Presented by J. Jacisin. Rallye 3 was hosted by Jim, Patty, and Cindy Jacisin. 15 vehicles participated and none were lost.

Presented by D. Gallagher. The Photo Rallye has been prepared, and the new ending site will be Empress Casino. The Milwaukee Rallye is set for September 14 and 15, 2002. The final rallye of the season, on Sunday October 27, will begin at the Walmart in Gurnee.

Social: S. Shire

Presented by K. Clark. Planning for the Christmas Dinner Dance to be held at the Hinsdale Country Club is proceeding. The Bittman's will assist in floral arrangements for the event.

Membership: V. Miller

Presented 11 new members for September.

Safety: T. Conforti

The August Blackhawk DE event was incident free. TRAC2002 incidents decreased dramatically from last year. General discussion regarding safety issues and Scene articles. K. Clark has requested that all incident reports be forwarded to him.

Technical: P. Hackenson

O'Hare Autobody and Midwest Eurosport will host tech Session for November 3. Motion by P. Hackenson to serve alcohol at the November Tech Session. As this is a non-driving event, the motion was approved unanimously.

Goodie Store: K. Hackenson

Presented by P. Hackenson. Proceeds from sales of the Goodie Store at Road America and other venues were presented to K. Pesavento.

Charity: D. Coup

Swap Meet hosted by Fischer Motors is scheduled for Saturday, September 21. The Caterer will be arranged. Information concerning the Raffle for 2003 events will be published in the next issue of the Scene. Charity proceeds will be presented to recipient in fiscal year 2003.

Chicago Scene: S. Adleman

2003 Board Member Ballots will be published in the October issue of the Scene, as well as, by-law changes for General Membership vote. Proposed Bylaw changes were presented to the Board by E. Barnicle. Motion by E. Barnicle to accept as final, the changes to the Bylaws, and to submit to S. Adleman for publication in the October issue of the Scene, for inclusion with the ballots for the 2003 Board of Directors. Approved: Unanimously

Presented by K. Clark: S. Adleman has requested assistance in editing of the Scene. Proofreading skills are required, as well as, access to fax and email. Desktop publishing

assistance is also requested.

Advertising: S. Shire

Presented by S. Adleman. General discussion regarding collection and payment of advertising fees.

Sponsorship: S. Rashbaum

Presented by C. Ingot. TRAC2002 sponsors links have been added to the website.

Photograph: M. Rende

Presented by K. Clark. K. Clark is in possession of the digital camera.

No Report

President: K. Clark, Gingerman: J. Girard, Chief Driving Instructor: J. Ruther, Timing & Scoring: C. Bittman, Property: E. Leed, Historian: J. O'Keefe, Webmaster: G. Gulik

Old Business:-None Heard

New Business:

Presented by D. Gallagher. Blackhawk event tee shirts are sold out.

Motion by E. Barnicle to purchase 100 shirts at \$10 each for sale at Blackhawk events.

Approved: Unanimously

Motion to Adjourn: Approved Unanimously – Adjournment: 10:46 pm

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WELCOME TO OUR NEW MEMBERS SEPTEMBER 2002



Mike & Patty Andrew
Schaumburg, IL
1980 911SC Coupe

Bill & Jon Burgis
Park Ridge, IL
1961 356B Coupe

John & Lela Chrusciel
West Dundee, IL
2000 Boxster

Hank Clemmensen
Diana Barthel
Dundee, IL
2001 Boxster

Patrick & Thomas Clyder
Champaign, IL
1985 944

Richard Cooke
Maria Prada
Elmwood Park, IL
1999 996 Coupe

John D'Amico
Pamela D'Amico
St. Charles, IL
1999 996 Carrera

Dominic & Anna Dugo
Roselle, IL
1988 911T

Ben Gabis & Liz Gabis
South Barrington, IL
1971 914

Michael Gates
Sharon Gates
South Holland, IL
1998 Boxster

Dave Haas
Nicole Kegley
Waukegan, IL
1987 924S

Kevin Hacker
Richie D. Dull
Chicago, IL
1988 944 Coupe

Timothy Irons
Lynn Irons
Western Springs, IL
1967 912 Coupe

Andrew Johnson
Sheree Johnson
Oak Park, IL
2002 911 Turbo

Paul Junkovic
Steven Junkovic
Des Plaines, IL
2002 911 Coupe

Steve Kroloff
Linda Kroloff
Highland Park, IL
2000 Boxster

Greg Kutka
Wendy Meier
Palatine, IL
1987 944T Coupe

Rob Lapporte
Northbrook, IL
1993 911 RSA Coupe

Craig Livermore
Bev Livermore
St. Charles, IL
1988 911 Targa

J. D. Lueders
Jennifer Lueders
Old Mill Creek, IL
2001 996 GT3

Lou Manfredini
Melanie Sunahara
Chicago, IL

Mark Martin
Angie Martin
Chicago, IL
2001 911 Carrera

Robert Martwick

MORE SEPTEMBER 2002 NEW MEMBERS

Cindy Rusch
Norridge, IL
1987 944S

Karen Sellers
Libertyville, IL
2002 Boxster S

David Michalak
Elizabeth Wangler
Chicago, IL
1978 911SC Targa

David Shapiro
Wendy Shapiro
Chicago, IL
1996 911 Coupe

Kenneth Nielson
Douglas Nielson
Poplar Grove, IL
1978 928 Coupe

Cindy Van Volkenburgh
Jay Van Volkenburgh
Crown Point, IN
1987 944 Coupe

Jim Postweiler
Park Ridge, IL
1982 911SC Targa

Darryl White
Monte Cohen
Bolingbrook, IL
1999 Carrera

Michael Reiss
Stacy Reiss
Palatine, IL
2000 911 C2 Coupe

Nicole Williams
Larry Becker
Glencoe, IL
2002 C4S Coupe

John Rosenbloom
Mickey Gustafson
Rockford, IL
1999 C4 Coupe

Waldemar Wyszynski
Shannon Leslin-
Wyszynski
Des Plaines, IL
1999 911 Coupe

Enrique Sanguil
Cristina Sanguil
Naperville, IL
2002 Boxster

Yong Yoo
Kwang Yoo
Naperville, IL
1999 C2 Coupe

Sanford Schmidt
Northbrook, IL
2000 Boxster
Mike Sellers

NEW MEMBER MEET & GREET

November 13
2002

Starts at 7:30,
Ends ?

At Crossroads
Bar and
Grille

617 W North
Ave. Elmhurst

(Northeast
corner of
Route 83 and
North Ave)

2002's) to access the OBC functions via the dashboard display (once the function is enabled by the dealer—some dealers will do this for free; mine charged a nominal amount for labor). I used the footwell lighting switch, p/n #996.613.980.00 (photo2) as it's one of the more

the Maintenance Manual and check the requirements, there's no time like now (not that I'm encouraging you to put down the Scene—finish it first, THEN go check the Maintenance schedule). In fact, check the booklet and then check with Porsche. There have been some changes to the maintenance schedule, and on their web page, Porsche recommends service at 12,000 miles OR annually instead of the original 15,000. At a minimum, this means an oil change at least once a year (whether you drive 1200 or 12000 miles). I was close enough to the 15k that I went ahead and replaced the air and pollen filters at the same time.



Photo 4

and they'll wave the minimum). I swear it took under ten minutes to wire in—it was no more than sliding the radio out (removal keys included in the kit), plugging in three wires, routing the cable, and sliding the radio back in. It took longer than that to decode the instruction sheet (it covers both Cell Phone connection and the Aux in Connection). Photos 5 and 6.

'generic' switches Porsche sells. It took about two hours to complete, but once again, this is one of those changes that should have been done long ago. The direc-

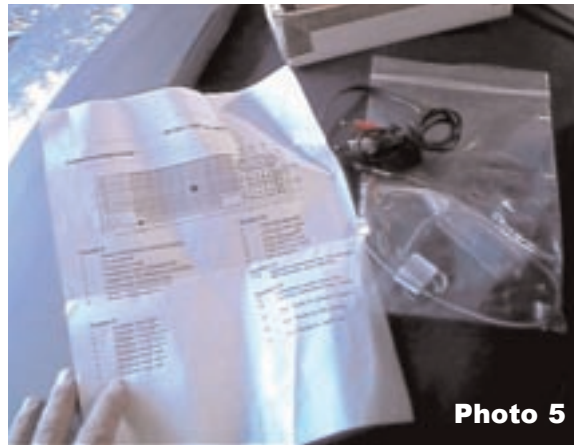


Photo 5

The OBC hack was not particularly simple, but was SO well worth the time and effort, that I would make it a top priority for anyone that doesn't have it. The OBC (On Board Computer) is sold as a Porsche factory option and offers an instrument panel display for outside temperature, average mpg, average mph, miles until empty (gas), and a few other choices, operated by a steering wheel stalk. In the early Boxster years, those that didn't purchase the factory option could obtain some of these functions simply by having their dealer enable the OBC function using the Porsche service computer (the PST2). Eventually, some enterprising Boxster owners figured out and posted instructions for doing a complete 'hack'. The addition of a single rocker switch and some wiring allowed any Boxster owner (thru the

tions for doing this are quite good -check on the Boxster Board (986board.com) or the Babblers site (babblers.org). There is even an update for those wanting the complete OEM look — instructions for adding the OEM stalk (instead of the rocker switch) to control the instrument panel display.

So maybe all this WAS preparation. As I write these last few sentences, I'm printing the last of the maps for a road trip to the Badlands and nice easy ramble across South Dakota. And right after, that I'm going to try and put together an informal Boxster run to covered bridge country (SW Indiana). That 30,000 mile service appointment gets closer all the time...

NEXT MONTH: If there any working brain cells left when I return, I'll relate a few impressions from the roadtrips. In the meantime, feel free to contact me with your thoughts, ideas, suggestions, ramblings, etc. at the email address above. ■

For a change of pace I let someone else do some work: I took the car in for its first 15k service. Actually, dealers offer a 1-year service (that isn't as complete as the 15k) and if you haven't found time to crack open



Photo 6

Club Founder, Wayne Potter Dies

Thursday, October 3, 2002, at about 3:00 a.m. Wayne Potter died peacefully in his sleep after a long illness. He had been in a nursing home since early July. The funeral was held at the Kristan Funeral Home in Mundelein. Wayne Potter was one of the founders of Chicago Region in 1957 and hosted Potter's Picnic at his farm for 43 years until 2000. He was the local 356 guru and was the consummate do it yourselfer. He will be missed.

DRIVING SCHOOLS - WHY LEARN IN A NEON OR VIPER?

Not all driving schools are for people who want to race. Porsche is advancing the concept of high performance driver education courses with the new Porsche Driving Experience. You'll take the wheel of your assigned Porsche in exciting driving exercises under the guidance of famed Porsche racing drivers such as Le Mans and Daytona champion Hurley Haywood, Le Mans driver David Murry, championship drivers Doc Bundy, Pierre Savoy, Jack Baldwin, Jeff Purner, and periodic guest drivers such as Bill Adam, Johnny Unser and Elliot-Forbes Robinson. Classes currently take place at the prestigious and challenging Road Atlanta Motor Sports Center and Sebring International Raceway in Central Florida.

In either the one-day or two-day Porsche Driving Experience courses, you'll quickly learn how to exceed your previous limitations, progressively and confidently taking yourself and the car to new limits.

Through a series of classroom sessions and behind-the-wheel instruction you'll learn a variety of advanced road handling skills, resulting in an unforgettable experience.

To maximize your driving experience, Porsche Driving Experience employs the 2002 911 Porsche Carrera Coupe — the crowning expression of racing technology in a street automobile.

The 911 Carrera Coupe provides state-of-the-art performance. It's 320 horsepower engine is at your disposal to provide breathtaking acceleration, while the race-bred 6-speed transmission provides incredible flexibility.

Massive multi-piston disc brakes are fully ventilated

and cross-drilled, for exceptional stopping power. They can haul you down from high speeds at Road Atlanta and Sebring just as they have decelerated champions at Le Mans. The combination of a sophisticated four-wheel independent sport suspension equipped with 18-inch wheels and tires provides the ultimate in cornering and handling.

Reviews

by Jack Smith Showcase Magazine on the Robb Report website

The classroom is the cockpit of a 175-mph Porsche 911 and the campus is the racetrack at Road Atlanta in Braselton, Ga. But, this school — the Porsche Driving Experience — is as different from ordinary racing schools as it is from Driver's Ed 101. "Racing schools typically use Mini-Formula One cars built strictly for the track," says Dave Parsons, who founded and runs the Porsche program.

"Often they're a fantasy experience, with little or no carryover from the racetrack to the road," he continues. "We take the opposite approach. We teach high-performance driving from the perspective of the real world. Our goal is to help students make the most of what a Porsche has to offer on the road."

by Michael Kaplan, Cigar Aficionado

Baldwin [Porsche Driving Instructor] takes me aside and complains that I am being a bit too gentle with the car. He wants me to go faster, he wants me to brake quicker, he wants me to work the Porsche a lot harder than I might dare to work any other car that I have ever driven.

"What another car will consider abusive," Baldwin explains, "is a polite conversation to a Porsche. This car is not afraid to go fast. It was engineered to go fast. The Porsche laughs at 100 mph."

Cost:

A one day class is \$1,595.00. A two day class is \$2,495.00. Accommodations and transportation is not included.

Schedule:

Classes are held throughout the year. Check the website for current availability.

www.porschedriving.com/indexa.html ■

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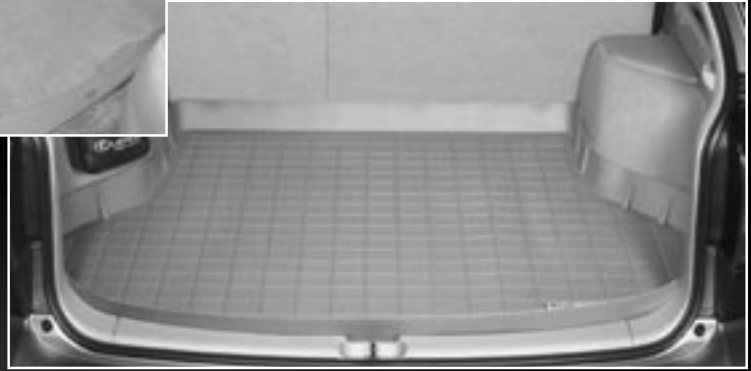


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The Mart

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

Please see page one for submission information.

For Sale Porsche Cars

911/912

1999 Carrera 996 Red Full Aero GT3 body. All Power Everything. Tan Leather, Carbon-fiber Interior Upgrade, Carbon-fiber Rear Wing {Developed for Pirelli by M. A. Shaw}, 6-Spd, Hood and Trunk Pulls Color Matched to Body by Coach Haus, Colored Crest Wheel Caps, P-Zeros, PSM System, Garaged, covered, and pampered. No smoking, rain, snow, track, accident or damage history. Lovingly cared for by a perfectionist. \$62,000. Dr. Chris E. Stout, 847/550-0067, email for photo cstout@ix.netcom.com. [SON]

1997 911 C4S (993 4WD widebody) coupe, red/black leather, 6speed, 35K miles, exceptional condition(needs nothing), records avail. Options: hi-fi system, in-dash CD, motorsound, stainless exhaust, full power driver's seat, rear wiper, lowered with Eibach springs. \$58,000 Tony Neczet 847-722-4808 tneezet@earthlink.net [NDJ]

1997 993 TT, White 2DR Coupe, 13500 Miles, Manual Transmission, AWD, 6 Cylinders, Excellent Condition. Garage Kept, 1 Owner, Non Production Car Made For and Used in New York Auto Show in 1997, Has Porsche Lowered Racing Springs added, Stress Bar, White Wheels, Carbon Fiber Int., Chrome Tips Exhaust, and more. Asking \$87,000 Call Juan Rodriguez @ 630 253-3111. [OND]

1995 911 Coupe, Riviera Blue, black leather interior, excellent condition. Electric sport seats, limited slip, sun roof, AC, blue 17" alloy wheels. Eibach springs, removable stainless harness bar with new 5-point Simpson belts (both sides). 17,000 miles. Original owner. Maintained by Midwest Eurosport. \$44,000. Call Bart Crosby 312.346.2900 (days), or 312.951.9062

(evenings). [SON]

1988 Carrera Cab Red/Blk Sport Seats, 27,250 Miles, Excellent condition, \$33,500 firm U. Karl 847-426-3623. [SON]

1983 911 Coupe w 85K miles, Black paint in Mint condition Updates: Front / Rear Spoilers, Rear Tail Light, Headlights, Short Shifter, Stereo w/CD & Front Seats. Over \$5,000 on Engine, Transmission, Catalytic Converter & Clutch. Over \$1,000 Spend on Tires / 4 wheel Alignment Car is in Perfect Condition will sell for \$16,500 or trade up for 1986 to 1989 911 Contact: Bob Durkee 708 771 9316 or EMAIL Durkerob@core.com. [SON]

1981 911 SC Targa, charcoal gray/black, 114K miles, Stored winters, Some of the many extras: lowered, Carrera valance & spoiler, European headlights, brake lights and turn signals, bra, CD, rebuilt transmission and new clutch (20k miles). Not driven this season because of broken head studs, new job and family priorities make my loss your gain, \$13,900 less \$6,000 for rebuilt engine leaves \$7,900 for a great winter project car. Call Gerry @ 630-355-8640, geraci@ix.netcom.com. [OND]

1976 930 Turbo slantnose conversion. Magenta (rose) with beige interior. Great (fast) Driver's Ed car. OK street car/some electrical needs. Turbo upgrade, boost adjustment, electronic ignition, roll bar, Momo wheel, strut brace, heavy duty f/r sway bars, (4)16" 3-piece BBS wheels w/R1's, (4) Fuchs w/dark blue centers (needs street tires), heated leather Recaro seats, Momo racing seat. \$17,000 David 847-304-0737 / franklindfd@aol.com. [SON]

924/928/944/968

1995 968 Cab Red/Black, Tip, 18" Wheels, CD changer, Built in K40, Hands Free Phone systems for Nokia, 43K Miles, Excellent Condition, 2nd Owner, Service History and receipts, \$25,900 or Best Offer, Call Steve at 708-738-5775. [OND]

1989 944 Turbo. Gold color, 5 speed. 70+K miles. No accidents. Autothority stage III chip, possibly 300+HP. Recent tires and brakes. Car runs well, but does need a new head gasket, estimated to cost about \$1,000. The car is sold as-is. Located in the SW suburbs. Asking \$11,500. Call 630-789-8808. [SON]

1989 944 Turbo Burgundy Metallic, Burgundy Int., 122K Mi, Mass Flow, 2 sets of wheels/tires (stock & 17"), newer timing belt, water pump, front calipers, rod bearings. Maint. by Midwest Eurosport, excellent inside and out. Less than 2k in

last 3 yrs. \$14,200 obo. Call Greg (847) 567-3034 or e-mail fmbo@aol.com. [SON]

1988 944 Turbo S – Silver Rose with black partial leather and Porsche lettering interior. 51K miles In very good condition. Recent clutch replacement, new Yokohama tires with refinished wheels in last 2 years. Belt bar and 6 point harness for driver and passenger. Garaged and has been well maintained. Asking \$19,000.00 or best offer. Call John at 312-617-6349 or jplherault@aol.com. [OND]

1987 944 Turbo red/black, 60K miles, very good condition, Brembo brakes, adjustable shocks, full roll cage, 2 recaro seats, Fiske wheels 8-1/2 x 9-1/2, HD springs, lowered. Original seats & extra tires & wheels. \$15,000. Call Bob 847-680-0136 or rostroga@aol.com. [NDJ]

1979 Porsche 924, 23K plus original and documented miles, an excellent original example of an extremely nice and always garaged 924, no winters, never raced, dolomite gray metallic exterior with like new black leatherette and herringbone cloth interior, one owner car before me, non-smoker, sunroof (no leaks), 5-speed, toolkit, nose-bra, owners manual and receipts/documentation, very nice late-70's vintage alloy wheels, tires nearly new, competed at 2002 Chicago Region PCA Lynfred Winery Concours One. \$5,900. Don Cuddihee at 708-345-9325. [SON]

Boxster

2000 Porsche Boxster S Arctic Silver/Gray leather, Gray top, Digital sound, Litronic lights, CD, 18" Fikse Forged FM 10, Michelin Pilot Sport Tires, H & R coil over suspension (lowered), Racing headers & exhaust, Air induction intake system, Removable roll bar, Tech Art pedals, Bird arm rest, Five point harness, and more. 7500 miles, extra set of track wheels, 70K+ invested. Asking \$53,000 847-951-7701 Photos at www.graymachinery.com under misc. [SON]

1999 Porsche Boxster Lapis Blue Metallic / Beige leather, Blue top, Alpine cassette with 12 CD changer and amplifier, 17" Boxster wheels, traction control, sport package, dual front & side airbags, 5 speed, wind screen, all power, 23,800 miles, garage stored, no winters, no smoking, professionally maintained by Fischer Motors Inc, Excellent Condition, I can e-mail digital pictures. Asking \$33,900 OBO days 847-473-6572, eve & weekends 815-675-6136, cell 815-790-0981 or e-mail jim_lewan@baxter.com, [NDJ]

The Mart, continued on page 44

Others/Parts

1991 45' Silver Eagle Motor Coach. Fully loaded. Has more gadgets and amenities than your own home! New everything! Satellite, DVD, TV's, leather, tapestries, 10" roof raise, 8 new tires and chrome wheels, custom power awning, bbq pit, queen bed, security safe, art work, carpeted, plenty of storage, fullsize tub/shower, fullsize frig, stone and slate tile in bathroom, custom armoire/desk, leather recliners, a/c, generator, camera wireless system, cruise, Bose speakers & more! For more information about this beautiful one-of-a-kind bus, visit www.themotor-coach.com. \$399,500 obo. call Donald Bond at 800-709-0963. [NDJ]

RACE CAR '88 930. 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's. Fabcar wing. Fully sorted - needs nothing! 2 Workers Choice awards. 2:18 at Road America. Building new car. \$89,500. Glenn Sapa, (630) 248-6982. GSapa@aol.com. [SON]

1998 Mercedes E320 Silver w/ Gray interior(most desirable combination) 6 disc changer, car cover, front end "bra", cargo net. 32,000 miles, perfect condition. \$33,000. Casey, Orland Park 708 479-7040. [SON]

Motorcycle - 1980 BMW R100RT, excellent shape, 43,000 miles, fairing, hard bags. This is a very easy riding motorcycle in great shape. \$3900.00 OBO. Tim @ 847-223-1221. [SON]

WHEELS & TIRES - Factory Boxster 16" wheels with center Porsche caps and BF Goodrich G-Force T/A R1 P225/50ZR16 & P205/55ZR16 tires. Only used once at Blackhawk this year for Drivers Ed class. \$ 990.00 OBO Days - 847-473-6572, Eve - 815-675-6136, E-mail - jim_lewan@baxter.com [NDJ]

WHEELS/TIRES- 993/964 Snows, Dunlop SP Winter Sport 205/50 and 255/40x17" tires on 17x7.5" and 9" 993-style wheels. Only 3K miles, excellent. \$1000. Jim, 847-735-1292. [NDJ]

WHEELS/TIRES- 993/964 Autox/Race, BFG R1 205/50 and 255/40x17" tires on 17x7.5" and 9" Carrera Cup-style wheels. Only two drivers ed. sessions! \$1000. Jim, 847-735-1292. [NDJ]

ROLL CAGE/ROLL BAR - Safety Devices bolt-in for 993/964. Nice workmanship, great price. \$400. Jim, 847-735-1292. [NDJ]

WHEELS and tires: O-Z Racing Monte Carlo rimless wheels, beautiful, 8.5 x 18, 5-spoke, carbon fiber center caps, shod with Michelin Pilots 235/50 ZR 18s. Used on a S500 M-B for ~ 13 months, gobs of tread, perfect condition, \$2500. OEM Volvo 6 spoke alloys 15" wheels beautiful, needs tires, \$400. OEM Volvo BBS-look alloys, shod with Firestone Affinity Touring 195/60 R 15s, \$600. All OBO, call Dr. Stout, 847-550-0067. [NDJ]

PARTS for 914; '74 air conditioner, '74 2.0 Fuel Injection complete, wheels, doors, lids, interior, electrical, body, suspension, transaxles, drive line etc. Lots more. See parts list <http://members.aol.com/porsjce1vw>, call 219-939-9946 or porsche1vw@aol.com [NDJ]

STORAGE- Barrington. Inside storage for Porsche, Mercedes, etc. Very dry, private, clean, secure. 847-382-6538 [NDJ]

Trailer 24 ft. enclosed, awning, electric winch, electric jack, window with security table, metal cabinet. Inside walls are white aluminum with a metal floor. 13 years old but still in good condition. \$3,000.00 Class 4 Reese hitch with 2" diameter ball and

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500# bars.=\$150.00, 914 engine cover with large fiberglass air scoop-\$100.00 Rear view side mirrors extensions for Suburban-\$10.00 Trailer hitch carrier-carries 500#=\$50 Portable generator-double 220-15Amp and 2-110 20 Amp.=\$50 Hari Matsuda 847-475-6995 email hari@haridesign.com. [SON]

914 Parts: 74 air conditioner, 74 EFI, wheels, bumpers, lids, interior, electrical, body, suspension, transaxles, drive line etc. More, lots from cars parted. See parts list at web site: <http://members.aol.com/Porsche1VW>, or email Porsche1VW@aol.com. Phone 219/939-9946, Ricardo Gonzales. [OND]

Front Seats for a 911 or 944. Black leather non-sport. Very good condition, no tear. Power driver seat, manual pass. \$300.00. Call Rick after 6:00 p.m. 847-384-1197. [OND]

Wheels Full set 993 factory alloy (cup) wheels, (2) 7 x 16 and (2) 8 x 16 with Blizzack snowtires. Asking \$1,085. Stored in Libertyville, IL. Call Bill at 773-506-2711. [OND]

Winter Porsche Storage Clean, Secure and Heated Porsche Storage in private airplane hanger in Naperville. Limited Spaces, visitation rights November 1st to April 30th for \$750. Call Steve Wagner at 708-738-5775 to secure your space. [OND]

Tires: 4 Dunlop Max. Performance- Summer Sport 9090 Tires. 235/45ZR/17.3/16" to 1/4" remaining tread depth. \$250 OBO. Casey Orland Park. 708-479-7040. [SON]

BBS Wheels Silver 3 piece 7J-16 - 8J-16 \$1200 obo. Will fit 87-89 944 & 968 + 89 or newer C2/C4, U. Karl 847-426-3623. [SON]

1986 Mark Twain Sonic 195MTB, 200HP, Alpha One I/O, walk thru, Caulkins Trailer, all accessories included, fish finder, marine radio, bumpers, life vests, anchor, mooring cover, new battery, 2 new props, great shape. \$6000.00 OBO. Tim @ 847-223-1221. [SON]

Farm House - 100 year old Farm House for sale at Gingerman Raceway, 30 seconds from the strating grid. It comes with xtra large lot, garage, pond and history. \$185,000.00 Call Dan 616-253-2017. [SON]

WANTED: PCA member relocating to Chicago in fall needs garage in Chicago (city or close suburbs) to house and work on 914-race car. Prefer garage with electricity if possible. Needs to be safe, secure and large enough to work on the car and house tools. Long-term lease preferred. Please contact Tony at 312.493.7198 (cell) or 312.326.8794 (office), t.hegarty@cox.net. [NDJ] ■

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TECH QUIZ - TEST YOUR KNOWLEDGE

by MARY ANNE NOWAKOWSKI



- Each of the Silver Anniversary 911S models was equipped with a commemorative plate on the dash. Whose signature was represented on the plate?
 - Professor Ferdinand Porsche
 - Ferry Porsche
 - Ferdinand "Butzi" Porsche
 - Ferry Porsche's sister, Louis Piech
- Where is the 928's first aid kit located?
 - Adjacent to the space saver tire
 - In the rear seat storage compartment
 - In the glove box
 - In the driver's door pouch
- In what model year was the 911 RS America introduced to the U.S. and Canada?

A. 1989	C. 1991
B. 1990	D. 1992
- What happened to Porsche 356-001 during delivery to the Monterey Historic Races celebrating Porsche's 50th Anniversary in 1998?
 - It garnered the People's Choice Award before it arrived at the event
 - It was stolen and has never been recovered
 - It was dropped during air transport from Germany
 - It was driven across the U.S. to try and drum up interest in the Monterey Historic Races

- What is the operating sequence of a four-stroke, internal-combustion gasoline engine?
 - Intake, power, compression and exhaust
 - Compression, exhaust, intake and power
 - Exhaust, power, compression and intake
 - Intake, compression, power and exhaust
- In which model year was the Porsche crest first affixed to a car?

A. 1949	C. 1951
B. 1950	D. 1953
- With reference to styling changes between later models of the 911 (933 vs. 996), what is a "power bulge"?
 - The expanded change in torque curve between the two models
 - A break in the downward slope of the 996's rear deck
 - An optional raised portion in the 996's front hood, necessary to accommodate oversized shock absorbers
 - Larger fender flanges to accommodate the 993's optional 18-inch wheels and tires
- Which component is not found in the valve train of the 944?

A. Exhaust valve	C. Valve guide
B. Camshaft	D. Pushrod
- Which was the first transaxle-type Porsche to be offered with a six-speed gearbox?

A. 968	C. 928
B. 944	D. 924
- In which model year were 16-inch forged alloy wheels made standard on a 911?

A. 1984	C. 1989
B. 1986	D. 1991

Answers:	1. B	6. D
	2. B	7. B
	3. D	8. D
	4. C	9. A
	5. D	10. C

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