

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

Chicago Scene

NOVEMBER 2004



TRAC 2004 RECAP

TEXANS IN KENOSHA

NAPERVILLE GRAND PRIX

TOYS FOR TOTS

DINNER DANCE REGISTRATION INFO

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Chicago Scene

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Gary Knoblauch (19) leads Wally Ruiz (03), Todd Conforti (47), Dan Jacobs (40), Bruce McPherson (153) and Jim Breakey (89) into Turn 5

photo by Greg Karr

Event Information

30	2004 Dinner Dance - Dec 11th
8	Two Stage Tech Session - Nov 14th

Contributing to this issue: - Jim Jacisin, Ed and Debby Leed, John Miller, Cindy Jacisin, John Ruther, Don and Taxi Breithaupt, Pete Hackenson, Martha Kuffel, Mary Anne Nowakowski, Ed Barnicle, Bruce Janecek, Marla Turek, Christie Boeder, Van Miller, and David Bynon

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Articles are preferred in MSWord. Do not send articles in pdf format. All digital photos should be taken at the maximum resolution the camera allows (minimum 300 dpi). File format may be tiff or jpeg.






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THREE MONTHS AT A GLANCE



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6 MI DRIVING TOUR
	NOVEMBER					
7 MI DRIVING TOUR	8	9	10	11 	12 BOARD MEETING	13
14 TECH SESSION	15	16	17	18	19	20
21	22	23	24	25 	26	27
28	29	30	1	2	3	4
	DECEMBER					
5	6	7 	8	9	10	11 DINNER DANCE
12	13	14	15	16	17	18
19	20	21	22	23	24	25 
26	27	28	29	30	31 	1
JANUARY 2005						
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

2004 Calendar (as of 10/15/04)

Italics = info in this issue CAPS = change

Nov

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

Dec

11 *Dinner Dance*

Memo to all Members

Got an idea or location for an event?

Want to help with an event?

Contact any of the Board Members or Coordinators (shown on next page).

We want to hear your ideas and suggestions.

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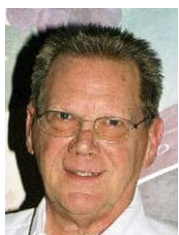
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No phone calls or faxes after 9:00 pm, please

IT'S WHY YOU BOUGHT THE CAR

Jim Jacisin, President

Time To Take Stock And Give Thanks

It all seems innocent enough. At first, sure, a couple of leaves here, a couple dropped over there. And yet despite losing six trees to Dutch elm disease, the other trees in my yard seemed to have picked up the slack. Yes, it's that time of year, November, and I'm buried. At least I don't have to shovel. Yet.

November is also a great time to take stock, to see where we've been and where we want to go in the future. It's a whole month dedicated to taking stock and giving thanks.

As the year finally begins to wind down, I wish to thank all of our board members, coordinators, chairs and volunteers that drive this club and region. A region's strength is not measured by a bank account but through it's volunteers.

With 40-plus events, I cannot possibly thank them all in the space that this magazine allows. But I will take this opportunity to share

my favorite memory so far in 2004, and at the same time to a larger audience, thank someone who put his heart into an event. I love our Concours events. I love the Rallyes and the Social Events where you can really relax. I eventually got pretty good at leaving the majority of the cones standing at an Autocross. A racer, I'm afraid I'm not.

So thank you Pete Hackenson for allowing me to drive the pace car (a brand new 997) for the Club Race Enduros at Road America over our Labor Day 4-day holiday weekend. I'm also thankful that when the call came over from Race Control to "go as fast as you're comfortable", followed by "but, don't spin it", followed by Race Control laughter, that I actually didn't bend the new 997. And for the most part, kept all four tires on the hard stuff.

Thanks, Pete, for providing me a lifelong memory. It simply was a highlight of an already unforgettable year. I also ask that everyone in this region take a moment and smell the roses while we still can, and thank someone for the time

he or she has given to make this a better club.

Looking back...

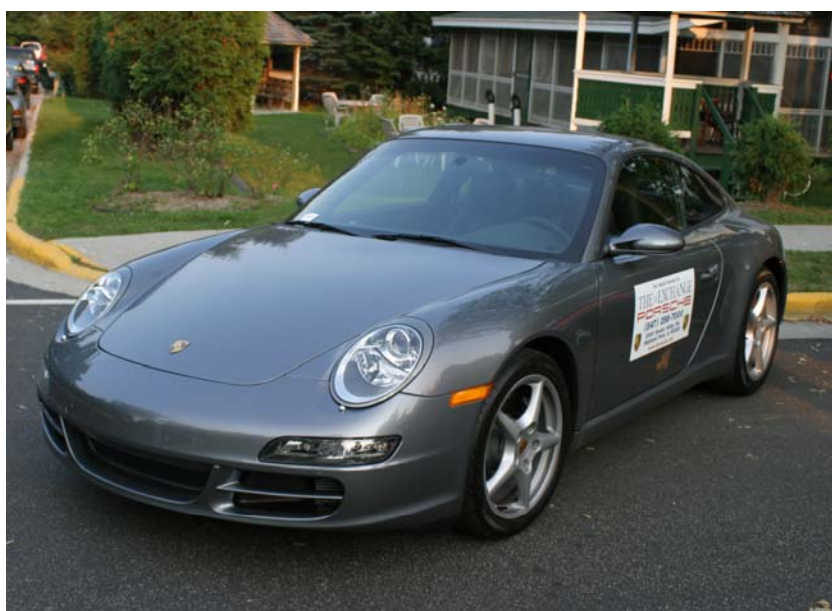
As September turns to October, the 2004 calendar did not slow down or miss a shift.

We honored Dan Gallagher at our 2-day Octoberfest at Blackhawk for 34 fast years of chairing Porsche Club Drivers Education events. Thanks Dan.

Thanks Bob & Ginny Gummow for the great pig roast Saturday night at the tree farm. Also, thank you Peter Martin and Ilene & Mel Westophal for your work there.

Next up was Pat Yanahan's Concours Judges School at Napleton Porsche in Westmont. Thanks Pat. Also, thanks Kerry for opening up your facility to us. We are all a little better prepared for Porsche Parade in Hershey next summer. Yes, I'm thinking about summer already.

My paying job required me to miss the always-popular 2-day Rallye



Road America Pace Car ... Donated by The Exchange ... Lusted after by all!



Patty and Jim Jacisin at TRAC 2004

photo by Greg Karr

photo by Lou Elsner

to and from New Glarus, WI. I understand it was yet another fine Rallye, with beautiful roads and challenging routes. Sorry I missed this one. Tom and Phyllis Harwood and Ken Pesavento have done a fabulous job with Rallye. Thank them when you see them.

And finally...we had another great turnout at the Weber Grill Bears Party hosted by Toby Duckett. And while the Bears didn't show up, lots of new members and warm weather did ... we packed 'em in at Smokey Joes. What a gorgeous day, and Toby arranged for VIP parking for our Porsches. Great job.

Looking forward...

There is still time to drive the Tabor Hill Winery Tour in the rolling hills of Southwest Michigan. Give Jim Drury a call. This promises a great drive, a great meal and you take home a fine bottle of wine.

Next up, Toby Duckett continues his feverish pace by holding a two-stage tech session. Stage One will be at O'Hare Autobody. Learn and demo the new Scotchgard Paint Protection (I highly recommend it), ketone paint, tech collision (I try to avoid

this) and sound and theft protection for your Porsche. This is always time well spent.

Then, before the long winter months, learn more about alignment, tire tech and a Flow Bench demo from our friends at Midwest Eurosport. And if that's not enough, also experience virtual Porsche racing and some amazing videos on state of the art video and audio equipment. Yes, all this in one day! I guarantee sensory overload by 4:00 PM.

As I have always said, the Chicago Region's strength is its vast talent pool. Name a discipline and I can point you to help from nationally recognized teachers. So when a call came from PCA National to fill the shoes of Butch Raiha, our Zone Rep, most regions would scramble to find a person remotely qualified for the position. Not for Chicago. We have two. Dan Gallagher and Chris Inglot have thrown their hats into the ring. I wish them both well, as both are extremely qualified for this position. I'm glad I do not have to make the decision. Our loss will be National's gain.

And finally, please take note of the "Toys for Tots" logo throughout this

issue of the Chicago Scene. With the approach of the Holiday Season, as we get even more caught up in our everyday life, let's remember that we are an awfully lucky group ... we never have to go far to find families who wish they had 'our problems'.

So, in the Holiday Season spirit, I ask the entire Region to fully support our Inaugural Toys For Tots Campaign by donating an unwrapped toy. This small gesture can make a child's holiday season big. Two United States Marines will be our guests at the Dinner Dance to accept our donations.

Your new unwrapped toy donations will be accepted at the Tech Session (on Sunday, November 14th at O'Hare Auto Body and Midwest Eurosport), at the Northstar Annual Open House (on Sunday, November 21st) and at the Dinner Dance (on Saturday, December 11th at the Chicago Athletic Association). Again, I ask you to be generous and make it difficult for two Marines to carry off all our toy donations.

That's all for November. Grab the keys while you can. There's still so much to do...Get out there.



Happy Thanksgiving!

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CHICAGO REGION'S TOTS FOR TOTS DRIVE

Cindy Jacisin

Dear Chicago Region Members,

Remember the sheer joy of the holiday season as a child? Not just for being out of school for a few weeks, but for making a list, struggling between naughty and nice for a few more days and putting out cookies and milk?

Remember hoping for a Lionel train, a 3-speed Schwinn bike with a banana seat, Lincoln Logs, Erector sets, Tinker Toys, Hot Wheels track, Risk, a sled or a baseball mitt?

Or maybe a Barbie with the Malibu beach house (not the Corvette), a tea set, an Easy Bake Oven, Baby Tenderlove, a dollhouse, Candy

Cane Lane or roller skates?
Or any stuffed animal that would keep you safe at night?

I know I couldn't sleep, knowing I would soon awaken to a room full of toys. It's still my favorite holiday!

So many children don't have those memories. Sometimes, Santa has trouble finding their homes.

Fortunately, since 1948, the US Marines Reserves help Santa find his way with the Toys For Tots Drive. Please help support this noble cause.

Two Marines will be joining us at the Chicago Region's Dinner Dance

on Saturday evening, Dec 11th to receive our donations. Please help fill Santa's sleigh by donating a new, unwrapped gift (or even two or three).

Your gift donations can be dropped off on the following dates: Sunday, November 14th at the Tech Session at O'Hare Auto Body and Midwest Eurosport; on Sunday, November 21st at the Northstar Annual Open House; and on Saturday evening, December 11th at the Dinner Dance at the Chicago Athletic Association.

Please help bring joy to a child's holiday season.

Thank you.

Help a needy child experience the joy of Christmas



Please donate a new unwrapped toy to the Chicago Region's Toys For Tots Drive

Collection Sites:

Two Stage Tech Session - Nov 14th

O'Hare Auto Body
1316 W Irving Park Road
(just west of Rt 83)
Bensenville, IL
630.766.6668

Midwest Eurosport
104 W Irving Park Road
Bensenville, IL
630.595.5577

Northstar Motorsports Open House - Nov 21st

Northstar Motorsports
28144 W Industrial, Suite 108
Barrington, IL
847.304.5515

Dinner Dance - Dec 11th

Chicago Athletic Association
12 South Michigan Blvd.
Chicago, IL.
312-236-7500

TOYS FOR TOTS



U.S. MARINE CORPS RESERVE

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Two Stage Tech Session

O'Hare Auto Body & Midwest Eurosport

November 14, 2004

11:00 am - 5:30 pm

Lunch & Beverages: Noon - 1:30 pm

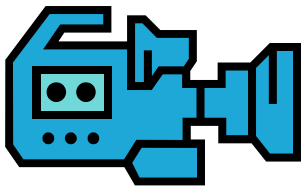
\$5.00 per person

No RSVP required ... but a call to Toby Duckett would be appreciated for a 'head count'

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**Help a needy child experience the joy of Christmas.
Please bring a new unwrapped toy donation for
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STAGE ONE**11:30 am - 2:30 pm**

O'Hare Auto Body
 1316 W Irving Park Road
 (just west of Rt 83)
 Bensenville, IL
 630.766.6668

Hosts: Tom Stiefbold & Jeff Tybon

Open Sessions with Factory Representatives

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- **James Stargohor** **Pro-Tech Inc** Buffalo Grove, IL
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- **Rich Krzywonos** **BASF Corp**
 Ketone Paint
- **Marc Poncher** **C.I.S.**
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**STAGE TWO****2:30 pm - 5:30 pm**

Midwest Eurosport
 104 W Irving Park Road
 Bensenville, IL
 630.595.5577

Hosts: George & Brian Weathered

- **Eurosport Personnel**
 Alignment
 Tech talk by Hoosier Tire
 Flow Bench demo
- **Porsche VR-1** *The most realistic virtual Porsche racing available*
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 Innovative **Cinematronix** design

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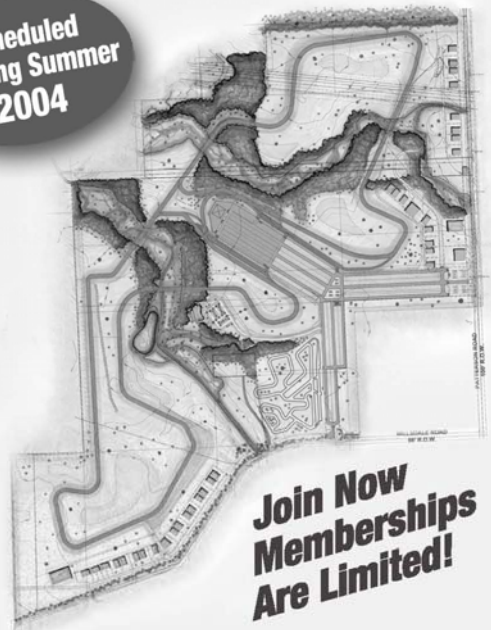
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Thank You
for your support of
TRAC 2004
and the Chicago Region

TRAC 2004 RECAP

Pete Hackenson

Now that the TRAC 2004 event is just a pleasant memory to all, I thought it would be fun to recap the days that began September 2nd, and continued thru Labor Day, Monday the 6th. This event was the largest attended TRAC event in recent history.

The Drivers' ED, Club Race and Concours had record attendance:

- Drivers' ED Registered Participants: 165
- Club Race Registered Participants: 214 (178 for the Sprints, and 88 for the Enduros)
- Concours and escort via the Elkhart Lake Historic 1951 Track: 125
- Dinners served at Siebkins on Saturday night: over 470
- New this year – a Golf Outing

The historic lap around the original 1951 Elkhart Lake Road Course was well attended by Porsches and Elkhart Lake citizens alike. The route followed Highway 67 North to AJ, south on AJ to A, with right turns on P, J, and finally, back to Lake Street in Elkhart Lake.



Lined up at the track ... Ready to drive the 1951 Elkhart Lake Road Course



Wheels of all types



The Concours

photos above by Greg Karr



It was getting crowded by the time Kirstin Knott arrived
photo by Lou Elsner



Almost everyone was happy to see the Concours cars
photo by Lou Elsner

Residents gathered along the route to cheer on the drivers. This was genuinely enjoyed by all.

The attendance and variety of Porsches encircling Siebken's impressed even veteran TRAC participants, as well as guests and residents. This gathering was the

largest amount of Concours cars ever parked around Siekens.

Mr. David Hobbs, Driver and F1 Commentator, entertained us with tales of his driving experience and antidotes.

The Saturday evening dinner service

hosted by Siebkens was the second largest diner ever at this fine establishment. They have been hosting the Chicago Region since 1966 and we presented the owners a thank-you plaque. You can see it displayed along with other historic mementos in the "little bar" within the dinning area. Dinner was



Mary Anne and Wes Nowakowski
photo by Greg Karr



Rick Webking
photo by Greg Karr



Slawek Ruszel
photo by Lou Elsner



Ken Malo
photo by Greg Karr



Mark Ruther
photo by Greg Karr



Jeannie and John Ruther
photo by Greg Karr



David Hobbs and Brandon Clark
photo by Karen Hackenson



A Concours beauty
photo by Greg Karr

TRAC 2004 RECAP ...

followed by dancing from the lively Davis Family Band. Even some of the Club Racing staff was seen "cutting the rug".

Kevin Buckler of The Racers Group gave a special "show & tell" Saturday afternoon - What makes a Porsche 911 RSR a special car - power, suspension, brakes and weight savings to the extreme. Yes, an RSR is substantially different from a Cup Car.

Enough about the side shows - This was a driving event ... Club Racers joined the Drivers Ed Groups for a full day of Test & Tune on Friday. Saturday was practice; Sunday was Sprint Races and Monday the Enduros. The Drivers Ed groups ran all four days.

Driving Road America is a spirited, emotional and a physical exercise. Trying to insure both enjoyment and safety can be a challenge from an organizational perspective. Everyone responded!

While this event is growing, we still can improve on our service to you the participant. Please feel free to drop us a line with suggestions and criticisms alike.

Finally, none of this works without the efforts of the coordinators and volunteers. Thanks to one and all for all of your hard work.

Again, thank you for coming out to the TRAC 2004 Event and for allowing us to be your hosts. We look forward to seeing you again.



The street in front of Siebkens

photo by Lou Elsner



Dinner under the big tent on the lawn at Siebkens

photo by Lou Elsner



Happy Anniversary to Bryan and Trica Hendersons (left) who, with the Lapps, danced the night away.

photo by Karen Hackenson



Kevin Buckler (left) and Patrick Long

photo by Lou Elsner

TRAC 2004 GOLF OUTING

Martha Kuffel

While some club members were driving Porsches around Road America, others were driving Porsche logo'd golf balls down the fairways of nearby Quit Qui Oc Golf Course.

As the race car drivers were making the turn around Canada Corner, the golfers were slicing their balls around the dogleg of hole # 3.

The racers were contending with "Hurry Downs" approaching turn 8 as the golfers were making blind shots over the hill of hole #2, but only after the foursome ahead rang the bell indicating it was safe to tee off.

After our round, we met in the clubhouse for awards. Our local Porsche golfer from Elkhart Lake, Dale Lanser, bought drinks. Thanks, Dale!

Thanks to Cindy Jacisin, who did most of the work arranging this event! And thanks to the Chicago Porsche Club for providing the prizes!

See you next year!

Prizes were awarded to:

Denise Kass - Longest Women's Drive
Tim Wiese - Longest Men's Drive
Ken Kass - Longest Put
Tim Wiese - Closest to the Pin



Front Row: (from left) Martha Kuffel, Denise Kass, Cindy Jacisin, and Karen Stephensen
Back Row: (from left) Ken Kass, Dale Lanser, Tim Wiese

photo provided by Martha Kuffel



As Karen Stephensen was ringing the bell for the next foursome, her husband Jack was catching some ZZZZZs in the paddock.

photo by Lou Elsner

TRAC 2004 CONCOURS RESULTS

photos by Greg Karr

Class A	1st	Sam Collura
	2nd	David Slack
Class B	1st	Michael Milhouse
	2nd	Ron Bean
	3rd	Michael Haas
Class C	1st	Frank Novak
	2nd	Keith WaltersT
Class D	1st	Cindy Jacisin
	2nd	Van Miller
	3rd	Robert Dirks
	4th	Frank Creamer
	5th	Chris Costis
	6th	George Binder
Class E	1st	Tom Grunnah
	2nd	Bob Gustafson
	3rd	Tim Curtis
	4th	Jim Jacasin
	5th	Sue Gustafson
	6th	Howard Yefsky
	7th	Mark Markese
	8th	Bert Sadock



ON TRACK AT TRAC 2004

photos by Greg Karr



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PIC	First Name	Last Name	Class	Car Description
1	TODD L	CONFORTI	B	SILVER P 93 911 RSA
2	JEREMY	GOLDBERG	C	WHITE 911 RS AMERICA
4	JANUSZ	TOKARCZYK	C	RED P 93 911 RSA
5	RICK	WEBKING	C	SILVER S 99 996
9	MIKE	STEELE	C	SILVER P 95 993
5	SCOTT J	JOHNSON	D	BLACK S 84 930
6	ANDREW	BULKOWSKI	D	RED P 90 911SC
7	BOB J	HENIFF	D	BLUE P 93 RSA 911
9	NICKI	KING	D	BLK/GRN S 95 993
11	MARTIN	BOUR	D	RED S 95 993C4
12	KURT	KONRATH	D	RED P 87 911 COUPE
13	BRENT R	JOHNSON	D	RED S 97 993 C2S
14	MARLA	TUREK	D	WHITE S 89 944S2 FIREHAWK
1	GREGORY J	TUREK	E	WHITE S 89 944S2 FIREHAWK
4	MICHAEL G	KECK	E	BLACK S 89 944T
7	RJ	KLASKIN	E	CHAMPAGNE S 89 944T
12	JAMES C	HOPP	E	BURGUNDY S 89 944
13	NICHOLAS	RHODEHAMEL	E	WHITE P 90 944S2
4	KEITH A	CLARK	F	WHITE S 88 944T
5	CHRIS	INGLOT	F	WHITE S 91 944S2
15	STEVE	RASHBAUM	F	GRAY S 86 944T
16	MIKE	FAEMS	F	BLACK S 89 944S2
17	JOHN R	MUELLER	F	RED S 93 968
18	ROLAND	NIEVES	F	BLACK S 88 911
19	ERIC E	CYRANSKI	F	RED S 91 944S2
22	JOHN A	DIENNER	F	GRAY S 89 944S2
1	CLAUDE B	REED	G	GREEN P 76 911
4	GARY L	LORENZ	G	GOLD S 80 911SC
1	JOHN D	SHARP	GT1S	YELLOW 911
6	PETER G	ANDERSON	GT2R	WHITE 95 993
1	GLEN	SAPA	GT2S	ORANGE 72 911
2	GLEN	SPIEGLER	GT3S	WH/PUR 71 911
3	BART	CROSBY	GT3S	BLUE 87 911 COUPE
4	TONY	SHANEEN	GT3S	WHITE 66 911
5	RICHARD	FISCHER	GT3S	WHITE 82 911
2	JOHN	BONNET	GT4S	ORANGE 72 911
3	GARY L	KNOBLAUCH	GT4S	WHITE 76 911 RSR
4	GEORGE	MUELLER	GT4S	WHITE 74 911
5	MIKE	CORRAO	GT4S	YEL/RED 75 914
6	ROB	KING	GT4S	BLACK 69 911
2	TIM	GREEN	GT5R	WH/GR 71 914-6
2	JOHN G	RUTHER	GTA	WHITE 00 GT3 RS
8	KEN	LINDGREN	GTA	WH/BLUE 01 GT3RS
2	MARTY L	FLASKA	GTC3	WHITE 04 GT3 CUP
10	BOHDAN J	KROCZEK	GTC3	WH/BLUE 03 CUP
11	WILLIAM	ECONOMOS	GTC3	SILVER 03 GT3 CUP
13	MICHAEL	FLASKA	GTC3	YELLOW 03 GT3 CUP
14	ALLEN G	JORGENSEN	GTC3	WHITE 04 GT3 CUP
19	JOHN	BIBBO	GTC3	WHITE 04 GT3 CUP
29	ANDY	MANDELL	GTC3	WHITE S 03 GT3 CUP
1	JEFFREY S	GOLDMAN	GTC3-EX	WHITE S 03 GT3 CUP
1	DONALD J	BRESCIA	GTP1	SILVER 93 FABCAR
2	PHILIP W	COLLIN	GTP2	GREEN 94 911 FABCAR

STANP-C-TRAP ORCZNE 400N CARTZ0-GEROGAC-HC

PIC	First Name	Last Name			Class	Car Description
1	TODD L	CONFORTI			B	SILVER P 93 911 RSA
1	JANUSZ	TOKARCZYK			C	RED P 93 911 RSA
2	ANDREW	BULKOWSKI			D	RED P 90 911SC
4	NICKI	KING	ROB	KING	D	BLK/GRN S 95 993
5	KURT	KONRATH			D	RED P 87 911 COUPE
6	BRENT R	JOHNSON			D	RED S 97 993 C2S
4	MIKE	KECK			E	BLACK S 89 944T
6	GREG	TUREK	MARLA	TUREK	E	WHITE S 89 944S2 FIREHAWK
9	RJ	KLASKIN			E	CHAMPAGNE S 89 944T
13	JAMES C	HOPP			E	BURGUNDY S 89 944
1	KEITH A	CLARK			F	WHITE S 88 944T
5	STEVE	RASHBAUM	CHRIS	INGLOT	F	GRAY S 86 944T
6	MIKE	FAEMS	JEFF	PHILLIPS	F	BLACK S 89 944S2
7	JOHN R	MUELLER			F	RED S 93 968
2	JOHN D	SHARP			GT1S	YELLOW 911
1	TONY	SHANEEN			GT3S	WHITE 66 911
1	JOHN	BONNET	GLEN	SAPA	GT4S	ORANGE 72 911
2	GARY L	KNOBLAUCH			GT4S	WHITE 76 911 RSR
2	TIM	GREEN	RIP	PATTERSON	GT5R	WH/GR 71 914-6
1	MICHAEL	MARON			GT5S	YELLOW 70 911
1	JOHN G	RUTHER			GTA	WHITE 00 GT3 RS
1	MARTY L	FLASKA			GTC3	WHITE 04 GT3 CUP
6	BO	KROCZEK			GTC3	WH/BLUE 03 CUP
9	JEFF	GOLDMAN	ANDY	MANDELL	GTC3	WHITE S 03 GT3 CUP
17	ALLEN G	JORGENSEN			GTC3	WHITE 04 GT3 CUP
1	PHILIP W	COLLIN			GTP2	GREEN 94 911 FABCAR



photos by Greg Karr



IN THE PADDOCK AT TRAC 2004



"Hey, Wait For Me" Racing - Mike Faems on grid
photo by Jeff Phillips



Hey Big Boy! (on 'big boy' Keith Clark's car)
photo by Mike Faems



Nancy and Reinhard Barthel's Cafe 36-mobile
photo by Lou Elsner



Bart Crosby and Yvonne Mendoza
photo by Lou Elsner



The scales were busy all weekend
photo by Mike Rende



Beauty (Darcy Yench) and the Beasts

photo by Mike Rende



Chuck LaMantia

photo by Mike Rende



Home of 'RFG Potatoes' and the very best track food

photo by Mike Rende



The Hospitality Tent

photo by Lou Elsner



DE Tech under the watchful eye of Toby Duckett

photo by Lou Elsner



John Takehara (left) and Todd Confortii under the blue Tech tents

photo by Lou Elsner

IN THE PADDOCK ...



Glen Spiegler (left) accepts his award from TRAC 2004 Chairs Keith Clark (center) (and Pete Hackenson

photo by Lou Elsner



There's always something to be done

photo by Lou Elsner



Ross Conforti and his Porsche ... Can a real one be too far away?

photo by Mike Rende



Tim Green's 914

photo by Lou Elsner



The beauty of Elkhart Lake

photo by Mike Rende



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TECHNICAL SCENE

Winter Storage Hints

compiled by Christie Boeder,
Nordstern, Nordstern Region

Editor's note: As it's a whole lot colder in Minnesota in the winter than it is here, I asked my friend/fellow editor Christie Boeder for any material she might have on Winter Storage. The following is a 'thread' of conversations from their TechTalk (emailist that their members can join). We would also like your Winter Storage Hints.

My feeling is that one should probably fill the tank with gasoline and then add a bottle of "Sta-bil" to keep the gasoline from deteriorating. A full tank will reduce condensation of water in the tank.

I've pretty much done described, above, the only difference being I put the Sta-bil in the tank before topping it off. Then I drive around a few days or enough to burn a few gallons, then top it off again. That way you get the Sta-bil all the way through the fuel system and will keep the injectors from gumming up.

I also like to change the oil before storing it for the winter, so that accumulated acids, water and crud in the oil don't sit and work on the metal over the winter.

I change the oil in the fall, right before parking it. This IS important. I had my motor rebuilt last year and had a lot of deposits in the crankcase and oil tank and was informed by my mechanic that I should change my oil in the fall before parking it.

I raise the air pressure a bit in my tires to reduce flat spotting. Others go to greater extremes, but I haven't had a problem yet in 13 years of storing sports cars.

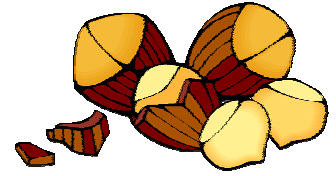
Take the battery out and store it someplace not cold (like a

basement, but far away from any open flame in a gas water heater, furnace or dryer) to keep it from freezing and/or dying. Nothing like having to buy a battery in the spring to teach one this (I learned the hard way).

Here's what I do (keep in mind this isn't really "storage", just long term parking); clean inside and out, clean oil, drive until it's at operating temperature, fill fuel tank (there's enough stabilizers in modern gasoline for the few months it will be parked), park it, put on battery maintainer, resist urge to start it until next spring. If you can't resist the urge, remember two things: 1) run it for at least 20-30 minutes and get it up to operating temperature, and 2) there's salt on the road even if you can't see it, so continue to resist ... BTW, if there is any evidence of rodents around, do plug the exhaust and intake and put an open box with some moth-ball in it in the engine compartment (don't sprinkle them around) it'll keep them from building nests in there.

Take steps to keep vermin out of the car! I've never had a problem but I've heard numerous stories of people finding mice nests and such in various nooks and crannies of their cars in the spring - along with destroyed wiring harnesses, upholstery, etc. I'm no expert on what works, but I've generally put things like moth balls or scented dryer sheets or candles under and around my car, in the trunk and engine compartment, as well as setting out sticky mouse traps around my garage to catch them. Last winter I caught 2 mice and a vole. Mice can fit through a hole the size of a nickel or smaller, so don't assume your garage is safe.

For you really discriminating car storsers out there:BRASS steel wool is the best to put in the tail pipe. It



won't rust, and the mice don't like to bite into the brass wool.

Urban myth? I think not. I remember well one Spring a number of years ago when I fired up the car after it's winter hibernation. Acorns shot out of the tailpipe as if fired from a gun. Thankfully no other damage was done - they just used my tailpipe as a pantry. Absolutely do the steel screen, or steel wool thing. Just make sure you remember to take it out come Spring!

I've often (but not always) covered the car with a car cover for a little dirt and bump protection.

I'm holding out for a very late Indian summer. Hah. It's looking awfully bleak this year. I did go out and terrorize, er, uh, TOUR the county roads in Wisconsin yesterday. The first time road crews put salt down on the pavement, though, my car is stored for the winter, regardless of how warm it gets after that.

I do fill the car with non-oxygenated fuel (available for a premium at a limited number of gas stations) and add a can of sea-foam. I don't know if this helps but it is cheap insurance. Your car has a tight tolerance mechanical injection system and if it gets really bad fuel it can be severely damaged.

I don't take the battery out but I do put a charger on it. I used to take the battery out and put it on wood blocks in the basement and I had trouble with the batteries in the spring not working as well as they should. Here is a couple of web sites with battery FAQ's.
<http://208.248.254.211/default.htm>

TECHNICAL ...

http://www.4unique.com/battery/battery_tutorial.htm

Also, it is important to drive a very crappy handling vehicle all winter. Something like a 4WD SUV so you fully appreciate your 911 in the spring. It's just like getting a new car every year!

Park the car in neutral and leave the parking brake off (place a piece of angled 2 x 4 on front and back of one wheel) Place small blocks of

Styrofoam under the wiper arms to keep the wipers off your glass. Put a "container dry" canister in the car to absorb moisture. To further frustrate the rodents, put a piece of steel wool in your exhaust pipe (don't worry, if you forget to take it out, it blasts out of the tail pipe like a rocket when you start the car). Leave your windows open a crack. If you are very energetic, rub a vinyl/rubber conditioner on all of your hoses and seals (they tend to dry out over the years) I have a newer Porsche now, so I don't remove the battery any more.

(too many electrical gismos that get messed up). I use a Porsche battery maintainer that always keeps the battery at it's maximum without over charging.

Most important, kiss it goodnight and promise to think of it often over the winter.

Have You Moved? The Annual Membership Directory is again being updated for publication.

Please check your listing in the 2004 Chicago Region Membership Directory and if your address, home or office telephone numbers are incorrect, let us know before ASAP as we're going to print PDQ.

To ensure accuracy, we are asking our Chicago Region members to notify us about changes to your membership information because the PCA National membership database is being converted to a new system. The changes you send us are for both the 2005 Annual Chicago Region Membership Directory as well as delivery of the Chicago Scene. Separately, if your address has changed, you must also notify the PCA National Office at P. O. Box 5900, Springfield, VA 22150, or email at dtringali@pcanational.org to ensure continued delivery of Porsche Panorama.

Email to leedlast@hotmail.com, fax to 847-382-3562 or Debby Leed, 37 Lakeview Dr., Barrington, IL 60010.



**Help a needy child experience the joy of Christmas.
Please bring an unwrapped toy donation for the
Chicago Region's Toys For Tots Drive**

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911 Valve adjustment \$100 off labor with any other service.
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- '04 Boxster - 5spd AeroKit!
- '04 Boxster "S" - Tip Artic Silver/Black!
- '04 Boxster - 5spd White/Black!
- '04 Boxster - 5spd Speed Yellow/Black!
- '04 Boxster "S" - 6spd Guards Red/Graphite!
- '04 Boxster "S" - 6spd Artic Silver/Black!
- '04 911 Cabrio - Tip Blue/Graphite!
- '04 911 Cabrio - Tip Speed Yellow/Black!
- '04 911 C4S - 6spd Black/Black!
- '04 C4S Cabrio - 6spd Artic Silver/Black!
- '04 C2 Cabrio - Tip Carmon Red/Savanna!
- '04 C4S Coupe - 6spd Guards Red/Black!
- '04 C2 Coupe - "Aero" Midnight Blue/Graphite!
- '04 C4S - 6spd Seal Grey/Black!
- '03 Boxster "S" - 6spd Midnight Blue/Graphite!

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

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**The 2004 PCA Chicago Region
Dinner Dance and Awards Presentation**

Saturday evening - December 11, 2004

**Chicago Athletic Association
12 South Michigan Blvd.
Chicago, IL.**

6:30 PM - 7:30 PM	Cocktails and Hors d'oeuvres
7:30 PM - 9:00 PM	Dinner and Awards Presentation
9:00 PM - Midnight	Dancing, Cash Bar, Coffee in Michigan Room, Cigars in Bar

Music for the evening will be provided by the Brian Patti Orchestra

\$65.00 per person Reservations Required Black Tie Optional

This year our spectacular gala will be held in downtown Chicago at the Chicago Athletic Association. Built in 1892, this prestigious private club sits on Michigan Avenue immediately across from the new Millennium Park. We have reserved 30 hotel rooms at the Club that will accommodate our members who wish to stay overnight. Parking is immediately outside the front door at the Grant Park North parking garage.

We have three spacious adjacent rooms available for our party which will make it comfortable for all. In addition to the main dining room for dinner and dancing we will have the large Michigan Ave reception room for cocktails before and visiting after dinner and the intimate Cherry Circle Bar will be open until midnight for socializing and after-dinner cigars and cocktails.

Entrée Choices:

1. Beef Tenderloin & Baked Salmon with wild mushrooms and Madeira wine sauce, Lyonnaise potatoes & asparagus bundles.
2. Boneless Quail, stuffed with corn bread dressing and red wine cherry sauce served with Lyonnaise potatoes & asparagus bundles.
3. Vegetarian Tian-Roasted Vegetables surrounding Goat Cheese w/ couscous

Reserved seating is available for full tables of ten.

\$65.00 per person Make check payable to: PCA Chicago Region

No reservations or cancellation after December 3, 2004

R.S.V.P. Pat & Bonnie Yanahan, 7754 S. County Line Rd., Burr Ridge, IL. 60527 630-887-7605

Name: _____ Entrée Choice: (____)

Name: _____ Entrée Choice: (____)

Contact Phone: _____ e-mail: _____

Please reserve table of ten for: _____

Dinner Dance and Awards Presentation

Chicago Athletic Association Room Reservations

For **Room Reservations** call the Chicago Athletic Association direct at 312-236-7500 and mention the Porsche Club Dinner for special room rates.

Parking Information

Grant Park North Garage

Entrance Directions:

Michigan Avenue Southbound: entrance is in center of street, south of Randolph Street.

Michigan Avenue Northbound: entrance is in center of street @ Madison
(1 block north of Monroe)

*Recommend guests use the lower level, and parking near the Monroe Pedestrian exit, parking in this area is the most convenient.

Pedestrian entrances & exits located: Monroe & Michigan
 Washington & Michigan
 Randolph & Michigan

East Monroe Street Garage

Entrance Directions:

Columbus Drive North & South bound entrances located between Randolph & Monroe Streets.

Mid Continental Building Plaza Parking Garage

55 East Monroe Street

Entrance Directions:

Monroe Street Eastbound: enter east on Wabash

Adams Street Westbound: enter west of Michigan Ave.



Please Bring A Toy

This year we are asking every member to bring a new unwrapped toy for the U.S. Marine Corps Toys for Tots program. Yes, you can buy and bring your favorite Porsche toy but something for young girls as well. There will be a special drop-off box as you enter the Club. We will have two special guests this year representing the Marine Corps and we hope you make them welcome as our honored guests. Any questions, give us a call.

TEXANS IN KENOSHA

Don and Taxi Breithaupt, Maverick Region, Comfort, TX

At a Rallye? Come On!

After four days at the "Harwood Intensive School of Rallye", we followed Tom and Phyllis to Kenosha to do what else, run a rallye. Susan Shire and Steve Rashbaum had worked very hard to write The Crane Rallye around some truly beautiful scenery in Wisconsin and for Texans who won't see the leaves start to turn before November, it was a sight to behold.

The rally started and ended at the Brat Stop just off I-94 and we can tell you for sure, they serve up some really great brats. This was a pleasant change. In Texas, rallyes end at Mexican food restaurants, no exceptions. Of course in Texas, it would be hard to find a Brat Stop.

After much greetings from the other rallyists, off we went. It was apparent from the beginning that Susan and Steve had worked very hard on this one. The instructions were well thought out and the speeds (CASTS) moved you right

along, but were slow enough to allow you to enjoy the countryside.

At one of the checkpoints, we had our most unique rally experience ever. While waiting at the out marker for our departure time, a policeman pulled up and asked what we were doing (he was very courteous). We told him and he said, "You can't park here, it might cause an accident". So we decided to leave a little early and adjust our time on the move. As soon as we started, he stopped us again. This time to show us a "much safer" place to park. We thanked him profusely and got out of there as fast as possible.

It was great fun, a great day and we now have more Porsche friends than ever. "It's not the cars, it's the people" that make our clubs so great and allow us so much pleasure from our cars.

We would like to thank Susan Shire and Steve Rashbaum for preparing such a great rally, Tom and Phyllis Harwood for their great hospitality

and all their rally instructions, Lee Lichtenstein (a fellow Texan) who it was so good to see and all the members of the Chicago Region for being sooo friendly and making us feel sooo welcome. Will we come back next year? Well, we just might.



Sometimes dubbed "The Devious Rallyemaster ----", Susan Shire identifies the outmarker at the Drivers Meeting

photos by Steve Rashbaum



Don Breithaupt (left) talks with Tom Harwood



Their first rallye, Ken Haycock and Marie Steib, are all smiles at the Drivers Meeting

RALLYE IV RESULTS

The Crane Rallye

September 12, 2004

Place	Car #	Driver	Navigator	Class	Car	Color	Total
1	9	Lee Lichtenstein	Chuck Bittman	SOP	968	Blue	252
2	11	Dan Gallagher	Ed Barnicle	SOP	Boxster	Silver	473
3	13	Sharif Nijim	Faris Nijim	SOP	Carrera	Yellow	667
4	1	Tom Harwood	Phyllis Harwood	SOP	911SC	Silver	1069
5	3	Nadine Haupt	Jim Haupt	SOP	911	Black	1141
6	16	Jack Stephensen	Karen Stephensen	SOP	911	Red	1193
7	2	Don Breithaupt	Taxi Breithaupt	SOP	911	Black	1325
8	14	Steve Olson	Sharon Olson	SOP	911	Red	1562
9	7	Jim Jacisin	Cindy Jacisin	SOP	Boxster	Blue	1588
10	12	Fred Jacobson	Marilee Jacobson	SOP	968	Red	2246
11	18	Peter Faehnrich	Peter Brychel	SOP	911SC	Copper	2256
12	10	Mark Gadbois	Vicka Gadbois	SOP	Boxster	Blue	2556
13	8	William Lahner	Kate Lahner	SOP	Boxster	Silver	2862
14	6	Shauna Stephens	Karl Urban	SOP	944T	Black	3001
15	20	Ken Haycock	Marie Steib	TOURING	Carrera	White	

Rallyemasters	Susan Shire	Steve Rashbaum
Pre-Run	Ed Leed	Debby Leed
C-point Wrk.	Ron Micek	Martha Kuffel
	Mike Haas	Tom Williford
	Ken Pesavento	Nicki Pesavento
	Ed Leed	Debby Leed

Rallyemaster/Editor's note: This was *The Crane Rallye* because several times, while driving the set-up phase, we saw Sandhill Cranes - sometimes standing in the middle of the road, other times flying overhead. Our friends Marla and Greg told us that the cranes are easily identified overhead as they sound like 'flying raccoons'. And, sure enough, during the Drivers Meeting, right on cue, several cranes flew directly overhead. Yup, you guessed it, they were easily identified as cranes (not geese) because they sounded like ...





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THE STRAIGHT SCOOP

John Ruther, Chicago Region Chief Driving Instructor

“Pass the Gravy, Please ...”

Now that the driving/racing season has pretty much come to an end, our thoughts normally turn toward the holidays, parties, and other non-driving activities. This is the time to do a good review of this past years events including a real “look-in-the-mirror” at how well we did and why we didn’t perform as well as we thought we should.

Let me give you some pointers that may be helpful in assessing this past years performance. At the end of every track session or race were you exhausted and over heated? If so, let me suggest that this is the time to begin a physical training and exercising program along with some form of diet to help you get to your “ideal” or target weight. At the risk of preaching, do it now rather than after the holidays as a form of “New Years Resolution”. At the Thanksgiving table just resist saying “Pass the gravy, please” and instead go for a nice long walk after dinner. Rather than just eating and drinking our brains out for the next 3 months only to find out we can’t any longer fit in that great Recaro seat, why not try a little self-restraint as we approach the holiday season? Enough said!

This is usually the time of year when we look at our track car and begin making plans for what we want/need to do to the car to enhance our performance for the coming season. First, let me suggest if you really try what I suggested in the previous paragraph, your lap times will no doubt be faster

and more consistent than this past year without spending a nickel. And as far as I’m concerned, racing is expensive enough without having to spend more money than we need to in order to get improved results. My best guess is you can always get improved results by working on the “Nut behind the Wheel” rather than improved this and better that.

So, after you have gotten into better shape and have dropped those 10-15 extra pounds you’ve been meaning to get rid of for the past several seasons, how about, trying to do something to really improve your skills as a driver. Why not go to Sebring for a Skip Barber school over the winter, or perhaps have one of the local Porsche shops take your car to Sebring in February for either the Drivers Ed or Club Race. What a great way to start the new season – in February at a great race track that has tons of history. And if you’re concerned that you’ve never been there before and you won’t know your way around – just give me a call and I can suggest a couple of terrific coaches that are very reasonably priced.

Another thing you should do right now - at the end of the season rather than the week before your first event next Spring - is go through your gear bag and take a minute to look at all of your gear. Are your gloves ripped? Does the inside of your helmet look and smell more like the inside of a garbage can? Is your helmet outdated? Do any of your other safety equipment items need to be replaced? Also, check the

belts in your car – are they older than 5 years?

I’m not suggesting you need to run right out and buy all new gear. But I am suggesting that if you need to either replace or add some new items plan for it now rather than several days before the first event next spring. Most of our spouses or ‘significant others’ are always looking for that perfect holiday gift for us. Just add some of these items to your “wish list”. Or if you’d prefer, give us a call at Northstar and we’ll create your very own wish list – then just tell your spouse/other to give us a call. It’s that easy.

Now, a reminder to mark your calendar. We are having our Annual Holiday Open House at Northstar on Sunday, November 21st. In addition to seeing many PCA friends we’ll have lots of refreshments and, of course, great discounts on our large in-stock inventory. We will also be happy to accept your Toys For Tots donations at our Annual Holiday Open House.

Finally – every year we have a driving workshop or seminar in late February or early March just to get everyone thinking about driving. Two years ago we held a “New Racers Workshop”. While we had a nice sized crowd – the thought occurred to me that there are many more new drivers and racers today than there were two years ago. If you’d like Greg Turek and me to put on an updated version of this workshop just give either of us a call or send us an email.

Help a needy child experience the joy of Christmas.



Northstar Motorsports, as a proud supporter of the Chicago Region’s Toys For Tots Drive, will accept your new unwrapped toy donations at our Annual Open House on Sunday, November 21st

MEMBERSHIP NEWS

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

OCTOBER 2004 NEW MEMBERS

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

Mike Anzaldi Ben Hostetler Oak Park, IL 993 Coupe	Tom Collins Sylvia Collins Chicago, IL 2001 911 TT	Tom Mirus Katelyn Basich Burbank, IL 1986 911 Cab	Bill Trombello Pat Trombello Wheaton, IL 1986 911 Cab
Neil Boyer Carmen Boyer Algonquin, IL 1999 Boxster	Curtis Gibbs Diana Gibbs Lake Forest, IL 2000 Boxster	Steven Olshever Janan Olshever St. Charles, IL 1986 944 Turbo	David Wahl Lorraine Wahl Sterling, IL 1960 356B Coupe
Michael Bukowski Pamela Bukowski Buffalo Grove, IL 2004 Cayeene S	Eric Jacoby Rowena Jacoby West Chicago, IL 2004 911 Turbo Cab	Stephen Smith Mary Smith Barrington, IL 2004 911 Turbo Cab	Mark Wild Sue Wild Byron, IL 1996 993 Coupe
Christopher Bullock Diane Bullock Naperville, IL 1995 Carrera Coupe	Rita Kerns Chicago, IL 2003 Carrera 4S Coupe	Josh Stein Amy Dreisbach Downers Grove, IL 1979 911 SC Coupe	Terry Younger Barrington, IL 1987 911 Targa

November Anniversaries

1974 TERRY L KRAMER	SALLY KRAMER	1988 JACK AMSTADT	CORINNE AMSTADT
1975 SONNY LUSTER	SYBIL LUSTER	MIKE FAEMS	NANCY FAEMS
1976 CHARLES M PETERSON		ALEX A GIANARAS	
1978 RICHARD LOTESTA	BRENDA LOTESTA	1989 B MAYNARD MC CALL	DIANE MC CALL
1979 JOHN E BONNETT	AVIS BONNETT	1990 MICHELLE BUIE	DAN BUIE
1981 ALBERT C KRENZ		1991 CORKY ANDERSEN	JAIME ANDERSEN
1983 MARK T GADBOIS	SIRI S GADBOIS	WADE T THOMAS	PAULA L THOMAS
1984 TIMOTHY M GREEN	GERLINDE GREEN	1993 L ROBERT ARTOE	JUDITH JENDRZEJEWSKI
1986 CARL POHRTE	SANDY POHRTE	GREGORY BOLTZ	LINDA KENNEDY
		WILLIAM E DE WITT	R LEE DE WITT
		NICHOLAS RHODEHAMEL	JONAH RHODEHAMEL
		GLEN SPIEGLER	ANGELA M SPIEGLER
		1994 AUSTIN MANSUR	BARRY MANSUR
		BRIAN T MC ELWAIN	SANDY MC ELWAIN

MICHAEL J MILLER	NATHANIEL J MILLER	ROB KUEHNLE	SUSAN DZIEDZIC
MICHAEL VAN KLAVEREN	TERRI VAN KLAVEREN	PAUL R PREDICK	DAN PREDICK
DAVID ZINCK		DAVID A SCHMIDT	DEREK SCHMIDT
1995		THOMAS L SPENCE	PATRICIA SPENCE
ALEX G CHRISTOPHER	ANNA CHRISTOPHER	JOHN A WALTON	SHERRY WALTON
GLENN R GRAY	PAM GRAY	2001	
1996		PUTHANKOTE ABOOBACKER	
JAMES R SCHWADE	JO ANNE SCHWADE	MARTIN BERNARDI	MARY JO BERNARDI
1997		JAMES E JAYJACK	
MICHAEL P DAVIS	SHEILA M DAVIS	RICHARD KERSCH	
KENT R LARSON	LYDIA BROOKS	NICHOLAS J LYNN	JOSEPHINE LYNN
SAM MENEGAS	CHRISTA MENEGAS	JOE MARTINEZ	
1998		FRANK NOVAK	LAURA NOVAK
R PETER CAREY	LOIS LIPTON	JAMES K SIMMONS	CAROL SIMMONS
RUSSELL A COLE	ABBY COLE	2002	
JEFF FOLKERTS	ROB STONE	ROBERT B CLEMENT	DEBRA CLEMENT
DANIEL P MC GUIGAN	DANIEL R MC GUIGAN	PATRICK P CLYDER	THOMAS CLYDER
VAN B MILLER	SHERRILL MILLER	RICHARD C COOKE	MARIA E PRADA
JEFFREY K SCHUPPEL	GAYLE SCHUPPEL	BEN A GABIS	LIZ GABIS
CHARLES E SHIMKUS	JEFF RICHARDSON	MICHAEL S GATES	SHARON GATES
DANIEL J TINLEY	MAUREEN TINLEY	JOHN HOLTZ	JAN HOLTZ
A W WENDORF	SUZANNE WENDORF	JOHN Z KOSOWSKI	JOHN KOSOWSKI JR
WILLIAM ZERBINOPOULOS	MELISSA ZERBINOPOULOS	ROB LAPPORTE	MICHELE LIC
1999		STEVE LEE	VICKI LEE
LARRY R ANDEL	ROSE ANDEL	CRAIG LIVERMORE	BEVERLY LIVERMORE
R J KLASKIN	MIKE KLASKIN	JAN-DIRK LUEDERS	JENNIFER LUEDERS
RICHARD J LOCKOWITZ	MARY V LOCKOWITZ	MARK J MARTIN	ANGELICA MARTIN
FRANK R MACK	MARCIA A MACK	MICHAEL C MCCANN	ELIZABETH MCCANN
JEFFREY N PHILLIPS		FEVIN REYES	LEOMELYN REYES
MARK I RUBENSTEIN	MAUREEN RUBENSTEIN	KERRY RILEY	
2000		JOHN W ROSENBLOOM	
DAVID M BORUN	MELANIE BORUN	CINDY VAN VOLKENBURGH	JAY VOLKENBURGH
AIMEE M BOSS	JAMES KOLZ	NICOLE WILLIAMS	LAWRENCE BECKER
PAUL M CLAYBAKER	SUSAN E SMITH	YONG J YOO	KWANG YOO
JONATHAN D FRANKS	FELICIA DURAN		
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THE MIDSHIP REPORT: THE PENDULUM SWINGS

John Miller [boxster_s@veryspeedy.net]

This wasn't THE PLAN. I'm flying again. And not behind the wheel of the 986. Some of it was unavoidable - you can't drive to Hawaii (I checked) and trying to get to Ventura for a 1 day visit ... well, it would take an additional 2 days of solid driving there and back ... and that truly exceeds even my insanity quota. But then this Green Bay thing came up. I've done a couple of multi-thousand mile drives this year, and I've driven to Green Bay, Wisconsin so many times, I think the state has changed the sign from 'Welcome to Wisconsin' to 'Welcome to Wisconsin, John'. So what was I doing on a jet headed for Wisconsin on a Saturday morning?

The best I can offer is that it was a time issue. End to end, that is, from leaving my garage, to the airport, to turning the key in the rental car in Green Bay takes about 3 hours. On a good day, I can transport the Boxster up there in 3 hrs 45 minutes. Ultimately, the deciding factor wasn't the drive up but the drive back. I would return to Chicago that evening and the prospect of a 4+ hour drive after a very full day in Wisconsin just didn't have the appeal that it usually does.

There is a (small) somewhat related upside to this: Rental Cars and Rental Agencies. No, I've yet to rent a Boxster, but I have been diligently researching this for those that might and will share a few insights on car rentals in general.

Alternate Open-Air Motoring

Yes, I blew off the Road America Weekend to go to Hawaii. Who wouldn't? While I was there I took advantage of several types of open-air motoring. Notice the RADE shirt in photo 1 - the 'special' red dirt they have out there is (apparently) permanent. Maui must also be the receiver of a huge part of the Chrysler Sebring convertible production line, as

well as have the largest collection of 25th anniversary editions of Ford Mustang convertibles (ALL in flame orange paint schemes).

My rental was a white Sebring (photo 2) from Thrifty. I'm not shilling for any rental car agency - I use whoever offers the best deal (car type, price, location, and service). I would have liked the Mustang convertible (too much \$\$\$) and wouldn't have minded driving a Boxster (waaaaay too much \$\$\$ when I checked) ... and wouldn't you know it, there it was, taunting me, a mere two blocks from my hotel: Boxster Rental. I made a stop there purely for rental research (as I knew the cost was a deal-breaker).

Think about this for a moment. Maui isn't a terribly big island. I saw a total of 3 Porsches during my entire stay (2 Boxsters and one 911). So consider this: the nearest Porsche dealer is in Honolulu, about 75 miles away. For those of you not strong in geography, Honolulu is on the island of Oahu and those 75 miles are filled with ocean ... makes my local 45 minute

drive to the dealer for a brake fluid flush look pretty insignificant.

So, how courageous do you have to be to own a Porsche on an island where EVERYTHING has to be brought in (or out) by ship, barge or airplane? I didn't ask, but I'm betting the two Boxsters I chased down - a red one and a white one - spend their non-rented hours in the hands of very, very fortunate men or women of means.

The rental agency: Hawaiian Riders in Kihei (808) 891-0889 offers a decent mix of 'exotic' cars which means everything from a Miata (\$79/day) to the Boxster (\$249/day) to a Viper (\$399/day). I didn't get to speak to anyone directly - they were busy doing a Harley rental and going over state laws with the renter when I came in - but the cars and bikes looked well kept. If you do rent a Boxster on Maui, drive the road to Hana. Some call it the road to Hell ... depends on traffic, but it will challenge the car in a way that it was meant to be challenged (photo 2). Renting non-Porsches has some real upside: it makes one

photo 1



MIDSHIP ...

appreciate the finer points of driving a Boxster as well as bring up some points to consider when the time comes to 'refresh' the Boxster.

The Sebring doesn't track like a Boxster. (All together: "DUH!"). But it rode comfortably enough and didn't have a lot of rattles either.

Another point: the Sebring top dropped like the blade on a guillotine. I mean it-I timed it - from the moment I pressed the top-down button to completely dropped: 5.0 seconds. I recall some auto magazine reporting how proud Porsche was that the top disappeared with the push of a button in 13.0 seconds. I suppose 8.0 seconds isn't a huge difference, but geez, if Chrysler can get the job done, what is Porsche waiting for?

A note about Thrifty Rental in Maui: A VERY laid back place - maybe the same at other agencies (the 'island' effect?), but they were very relaxed and reasonably quick. Thrifty-Maui has a ton of Sebrings and Chrysler 300's - another a cool looking car (for a sedan).

LAX (Sun and Fun?)

Next Stop: Los Angeles. Once again at the Thrifty counter. Completely different this time. The rental counter people have been given special training on the ultra hard sell: upsize to a more expensive car, prepay for a full tank of fuel, buy ALL the insurance they offer. I heard the pitch over and over as they 'attacked' those that were in line before me and can assure you it was very unpleasant. I won't use them again in LA.

My rental was a Hyundai Accent; If my financial circumstances were different and I had to have a new car, the Hyundai would make for an OK purchase. That said, the car was a piece of crap. And I am damn thankful that I don't have to have one. It's not a well assembled car ... which may not matter much, since

the materials used in the car are... marginal. I was exhausted by the drive up to Ventura from LA. The car had no sense of direction at all - it required constant steering input/correction to keep it from plunging off cliffs or wandering into on-coming traffic. Of course, there were Boxsters to be had ... at a cost. I passed several agencies proudly displaying their available Porsche rentals as I made my way out of LA: The most obvious choice was

Budget of Beverly Hills with at least 2 Boxsters in their fleet (at \$250/day). Beverly Hills Rent-a-Car also had a Boxster (\$279/day) and a Boxster S (\$349/day) available. As with the last time I checked, these places require a huge deposit against your credit card.

Of course Boxster or Accent, it wouldn't have mattered to the guy 'driving' the old Mercedes (that I passed on my way to Ventura)

photo 2



photo 3



with the windsurf gear strapped (precariously) on the roof. I'm quite certain that he wouldn't have noticed ... he was 'occupied' ... playing a ukulele ... with both hands.

CHEESE (no crackers)

Last Stop (as of this writing): Green Bay, Wisconsin. No Boxster rentals here. Don't even bother asking ... although ... Porsche recently announced that the Green Bay area will be getting a new dealership. This is good news for me.

But I needed a rental and the best deal came up at National. \$24 put me behind the wheel of a Chevy Cavalier for the day. I haven't turned the wheel of a GM product in a few years, so I must admit, this was a pleasant adventure ... for the entire 32 miles I drove it. It was a 2004 with 8800 miles

on it and still drove and rode reasonably well. Acceleration would have to be measured with a calendar, but so what? I didn't have grand expectations.

The rental counter personnel (not just for National - Alamo, Hertz and Avis too) were all VERY relaxed - genuine smiles, no pressure, very friendly and very helpful. When I returned the car (running late) the desk agent noticed, took the paperwork and told me he'd take care of everything and mail me the receipt. So I ran to the airline check-in counter. Then, as I'm running to the security line, he chased me down and handed me an envelope with the receipt. I'm not saying that I'd prefer flying over driving to Green Bay, but if I need a car when I'm there, National will get the first crack at it.

Next month:

Still no apologies here; Yes, I blew off going to Road America over Labor Day to go to Maui. I missed the Crane Rally by going to Ventura. Finally, I missed The New Galarus Rally as I was in Las Vegas that week (yes, I flew) ... ok, I'm sorry I missed that one.


Is it too early to start thinking about Parade 2005?

And since this won't get out until sometime in November, let me be the first to advise: there will be a Club General Membership meeting sometime in January. It a chance to meet a lot of other club members and get a decent meal (FOR FREE!) in very relaxed surroundings. If you aren't there, you better have a DARNED good excuse. I promise to drive there.

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TECH QUIZ

Mary Anne Nowakowski

Test your Porsche knowledge with the following Porsche related questions.

Have fun!

1. When assembling a 914 engine the arrow on the piston top must always face the crank pulley
 - a) True
 - b) False
2. To adjust the front camber on a 1965 911 you would move the top of the strut laterally.
 - a) True
 - b) False
3. As installed in the 911 US Version, the ring gear is on the driver's side
 - a) True
 - b) False
4. When designing the 1972 911S front spoiler bumper, Porsche had curbing flown in from the US to check clearance heights.
 - a) True
 - b) False
5. Ferdinand Porsche never earned a formal engineering degree.
 - a) True
 - b) False
6. The option code for the 3-spoke steering wheel on the 1998 Boxster is M029.
 - a) True
 - b) False
7. The 928, from 1977 until 1987, used a dual mass flywheel set-up.
 - a) True
 - b) False
8. Porsche has never made a 911 with a rear hatch opening.
 - a) True
 - b) False
9. Even with its front mounted engine, the 924 had a greater percentage of weight on the rear axle.
 - a) True
 - b) False
10. In 1995, Porsche's research and development center at Weissach was developing an engine for Harley Davidson.
 - a) True
 - b) False

Answers:
1) b 2) b 3) a 4) a 5) a
6) a 7) b 8) b 9) a 10) a

Q-TIP CORNER

Just the Details: Metal Polishing

David W. Bynon, San Diego Region,
THE WINDBLOWN WITNESS

Most car fanatics love bright, shiny, polished metal. There's nothing quite like perfect chrome, polished aluminum wheels, or bright stainless steel exhaust tips to improve the good looks of a car. Engine compartments with polished manifolds and other bright work really make a difference, too.

While polished metal is great to look at, it's not always easy to achieve, especially if it has been neglected. This article gives some quick tips on metal polishing. With the right tools, and a little work, you can achieve great results.

Chrome

Chrome is by far the most common bright work on an automobile. Chromium, the metal used to chrome plate steel and other metals, resists tarnishing and holds a shine better than all other metals, including platinum. Chrome has a single enemy: rust. Over time, chrome oxidizes and develops rust spots. The higher quality the chrome plating, the more it will resist rusting, but eventually, it will happen. If you allow the chrome to go too long without removing the rust, the

chrome will become permanently pitted. Heavy rust on chromed parts requires a decision: polish or re-chrome.

Re-plating small parts is pretty easy. Simply remove the part and hand it to your local plating company. A couple weeks later you'll have your part back looking like new. However, what if it's a large part, like a bumper or a window frame?

Re-plating a medium or large part is expensive. Even a modest size part, such as the hubcaps, can cost \$100 or more. If you think there's even a remote chance the rusted chrome part is salvageable, you should try to save it.

Removing rust and polishing chrome can usually restore chrome to a reasonable looking condition. If the rust simply coats, and is not deeply embedded, the chrome should come back to life. As long as the chrome is not flaking off, you have a chance of saving it.

Most pro detailers use fine grades of steel wool to remove rust from chrome. It's quick and easy. Please use caution if you choose this route, as even fine (000) or super fine (0000) steel wool leaves minor scratches that you will need to polish with a

metal or chrome polish to remove. Another product that works well is the household steel wool soap pad. The soap acts as both a cleaner and a lubricant to prevent scratching (use plenty of water). Warning: keep steel wool away from painted surfaces.

If you have rust in cracks and crevices you can't reach, use a toothbrush and household cleanser. Wet the toothbrush, dip it in the cleanser, and start scrubbing. The abrasives in the cleanser remove rust very fast. Rinse well with plenty of fresh water.

The final step with chrome is to polish it with a good chrome or metal polish. Use a polish specifically made for chrome. With most metal polishes, a little goes a long way, so use just a little dab at a time. Also, the best metal polishing cloth is soft cotton, such as tee shirt material. Cotton fleece, such as an old sweatshirt works great, too.

Aluminum

Aluminum is an easy metal to polish. It's soft enough that even the roughest aluminum parts can be quickly polished to a bright shine. A few years ago, in a fit of craziness, I decided to polish all of the



Wheel BEFORE



Wheel AFTER

These beautiful polished aluminum Kinesis wheels require polishing every 6 months to keep their shine. I polished them with the Luster Pad which gets around the small details, including the 40 chrome bolts holding the wheels together

photos by David Bynon

aluminum parts on the topside of my 1989 Silver Anniversary 911s engine. I went nuts. Everything was subject to being polished, including the intake manifold and the distributor. It was beautiful!

Polished aluminum has a fault: it tarnishes quickly. Most factory polished aluminum parts are sprayed with a clear lacquer, acrylic or urethane to seal the part. This is very common on polished wheels.

If you're trying to restore a polished aluminum part that has been anodized or clear coated, you must first remove the coating. Many professional polishing shops use an aircraft strength stripper for this job. You must use these chemicals with extreme caution, and never let them come near your car.

You can polish aluminum by machine or by hand. When using a machine, such as a buffing wheel or buffing cones, I prefer to use several grades of jeweler's rouge, which generally come in a bar form. Simply apply a bit of rouge to the wheel (while it is spinning) and begin buffing. Avoid using too much pressure. As the part begins to polish to brightness, use the next grade (finer) of rouge.

Polishing aluminum by hand, while not as fast as by machine, is pretty easy. Use aluminum or Amag@ polish and a soft cloth. I like Eagle One

Mag Polish and Mothers Mag Polish for hand polishing aluminum. Apply the polish to your cloth, working it into the polishing cloth, then begin polishing your part. The cloth will turn black. This is normal. Keep polishing. Use a clean, dry, soft towel to buff the polish off of the part and inspect your work. Repeat until you have achieved the desired results.

If you want to polish rough aluminum, like an intake manifold or distributor, you will first need to prepare the part by sanding it smooth. Use a coarse emery paper, followed by medium, then fine. To make the polishing faster, use 600 grit wet or dry paper (wet) as the final step before polishing.

Stainless Steel

Stainless Steel is a wonderful metal. Although it does not polish as brightly as chrome or aluminum, it will take on a good shine. The only problem is that stainless steel is very hard.

A common use for stainless steel is the exhaust system, including the exhaust tip. Many people choose to cover unpolished stainless steel exhaust tips with chrome sleeves, often for as much as \$400. With a relatively new polishing cloth, called Luster Lace, you can polish that exhaust tip to a bright shine in just a few minutes.

Luster Lace, made by Luster Care, is a patented, polish impregnated material in varying widths. To use Luster Lace, you wrap it around a round or oval object (360 degrees) and pull back and forth (like buffing the tip of your shoe with a buffing cloth). The surface area of the cloth makes really quick work of exhaust tips and other round objects. It's great on chrome and aluminum, too.

Protect Your Polished Metal

There's no sense in spending time to polish the metal on your car if you don't protect it. The most common protection is good old paste wax. Simply wax and buff. There are specialized metal sealants, too, such as Luster Care's Luster Seal. Luster Seal protects chrome, polished aluminum, stainless steel and other metals for up to six months.

A Few Recommended Metal Polishes

- Luster Lace
- Luster Pad
- Eagle One Aluminum & MAG Polish
- Wenol Metal Polish
- P21S Multi-Surface Finish Restorer
- Never-Dull

(David Bynon owns and operates Autopia Care Care, a website for car enthusiasts located at: www.autopia-care.com)



Tailpipe BEFORE



Tailpipe AFTER

The stainless steel exhaust tip on the right was polished using Luster Lace. It took less than 10 minutes to achieve excellent results

AUTOCROSS V RESULTS

Maywood Autocross, September 19, 2004

Name	Car #	Year	Model	Class	Region	Best Time	Overall Place	Class Place
Bob Rath	365	74	914	P1	Chicago	0:38.139	15	1
James Meyer	632	74	914	P1	Chicago	0:39.693	28	2
Mike Meyer	633	74	914	P1	Chicago	0:39.894	31	3
Todd Jackson	523	76	912	P1	Chicago	0:43.473	47	4
Erick Clark	442	74	914	P1	Chicago	0:44.566	48	5
Adam Goldwater	611	74	914	P1	Chicago	0:46.366	50	6
Brian Jackson	524	70	911	P3	Chicago	0:39.304	25	1
Terryl Westrhold	637	98	Box	P3	Chicago	0:39.765	30	2
Chris Thorpe	286	91	930	P4	Chicago	0:38.375	19	1
Wes Nowakowski	915	87	944T	P4	Chicago	0:38.848	23	2
Mike Lausche	638	95	968	P4	Chicago	0:39.481	26	3
Steve Rashbaum	59	99	Boxster	P4	Chicago	0:40.582	34	4
Chris Gazda	639	95	968	P4	Chicago	0:41.241	42	5
Jim Jacisin	21	99	Box	P4	Chicago	0:41.910	44	6
Bill Kidder	409	99	Box	P4	Chicago	0:42.020	45	7
TJ Scott	605	944	T	P4	Chicago	0:42.222	46	8
Cindy Jacisin	68	92	968	P4L	Chicago	0:44.689	49	1
Dan Cubric	939	84	911	P5	Chicago	0:38.629	22	1
Weston Walter	536	83	911	P5	Chicago	0:40.398	32	2
Michael Reiss	471	00	996	P5	Chicago	0:40.768	38	3
Peter Faehnrich	918	78	911	P5	Chicago	0:40.910	39	4
Ed Russ	105	03	BoxS	P6	Chicago	0:36.972	8	1
Chris Inglot	28	03	BoxS	P6	Chicago	0:37.478	9	2
Ric Saguil	854	02	BoxS	P6	Chicago	0:37.663	10	3
Anthony Janairo	294	00	BoxS	P6	Chicago	0:38.530	20	4

photos on this page by Steve Rashbaum



A little wheel smoke



Bob Rath navigates the course

Name	Car #	Year	Model	Class	Region	Best Time	Overall Place	Class Place	
Greg Turek	5	91	911C2	P7	Chicago	0:36.378	3	1	
John Ross	370	93	911RSA	P7	Chicago	0:36.701	7	2	
George Schaefer	965	94	911T	P7	Chicago	0:41.001	40	3	
Marla Turek	15	91	911C2	P7L	Chicago	0:37.823	11	1	LFTD
Shawn Young	30	02	996	P8	Chicago	0:35.724	1	1	FTD
Greg Karr	100	02	911C4S	P8	Chicago	0:38.258	18	2	
Oscar Im	698	99	996	P8	Chicago	0:39.573	27	3	
Mack Pimsarn	845	00	996	P8	Chicago	0:40.728	37	4	
Tony Koufos	97	70	911	M1	Chicago	0:35.759	2	1	
Ricardo Gonzales	92	74	914-6	M1	Chicago	0:36.415	4	2	
Joseph Battista	39	73	911	M1	Chicago	0:36.590	5	3	
Ed Leed	2	69	911S	M1	Chicago	0:36.652	6	4	
Marlon Irizarry	423	02	Focus	X	Guest	0:37.875	12	1	
Jeff Kumler	741	96	M3	X	Guest	0:37.954	13	2	
Mike Davaro	683	03	EVO	X	Guest	0:38.131	14	3	
Joe Calzonte	863	03	Evo	X	Chicago	0:38.238	16	4	
Craig Jones	109	87	Audi	X	Guest	0:38.256	17	5	
Mike Gallagher	91	87	GTI	X	Chicago	0:38.584	21	6	
Jim Schaefer	602		Z28	X	Guest	0:39.240	24	7	
Jay Nowak	601		Honda	X	Guest	0:39.734	29	8	
Andy Kaufman	631		Miata	X	Guest	0:40.512	33	9	
Ken Nielson	460	00	Neon	X	Chicago	0:40.655	35	10	
Michael Goldwater	617		WRX	X	Guest	0:40.713	36	11	
Martin Yanahan	606	03	WRX	X	Guest	0:41.079	41	12	
Alen White	630		350Z	X	Guest	0:41.509	43	13	
Alexandra Dabek	111	99	SLK	XL	Chicago	0:46.876	51	1	



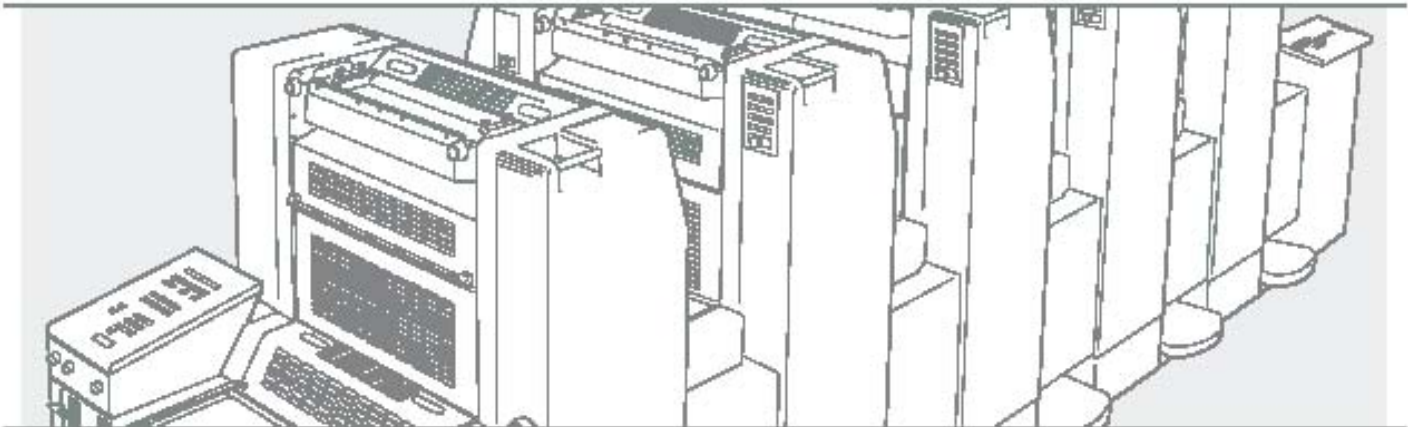
Cars staged

photo by Mike Rende



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NAPERVILLE GRAND PRIX

photo by Mike Rende



Next month: Naperville Concours Results and pictures

BOARD MEETING MINUTES

Ed Barnicle, Secretary

PCA Chicago Region October 8, 2004

Voting Members Present:

Jim Jacisin, Ed Barnicle, Chris Inglot, Pete Hackenson, Todd Conforti, Ken Pesavento, and Jack Stephensen.

Coordinators Present: Jeff Girard, Carl Walstad, Chuck LaMantia, Toby Duckett, Phyllis Harwood, Tom Harwood, Jim Drury, George Schaefer III, and A. J. Tiller.

Members Present: Jim Hopp, Kurt Konrath, Bob Danko, Brent Johnson, Mark Palmer, Paul Radja, and Pat Yanahan.

Meeting Called to Order by Jim Jacisin at 8:02 PM, at the Park Ridge VFW Hall, Park Ridge, IL

Secretary: Barnicle stated that he had e-mailed the minutes to all board members and coordinators. Stephensen moved to accept the minutes, Jacisin seconded, and the motion passed unanimously.

Treasurer: Stephensen presented an extensive financial report showing all income and expenses for the year thus far. Hackenson reported that the results thus far for Road America aren't as good as last year's were; but many expenses were up, and the

entry fee wasn't raised. After the questions and comments were over, Inglot moved to accept the report, Barnicle seconded, and the motion passed unanimously.

Vice President: No report.

President: Jacisin thanked all for the past months events, said that he had received a note from Gayle Barnicle thanking the club for the flowers that the club had sent her during her hospitalization, and reported that Karen Hackenson had broken a wrist in an auto accident.

Autocross: Girard reported that the last three autocrosses went well, and that Maywood Park was returning our deposit check.

Timing & Scoring: George Schaefer III had no report, but suggested finding out if a software upgrade might be available to make autocross reports easier.

Road America: No report.

Blackhawk Farms: Hackenson thought that September event was okay even though it was sandwiched between TRAC 2004 and Octoberfest.

Gingerman: No report.

Chief Driving Instructor: No report.

Insurance: No report.

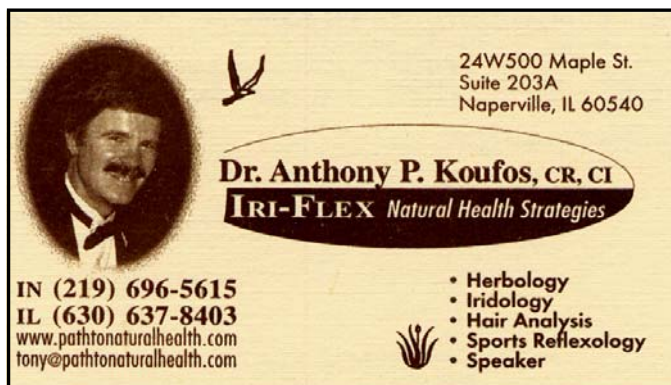
Concours: Tiller thanked the board for approving the purchase of Concours Judges shirts for those judges with a minimum of five years experience and participation. Drury reported a good day at the Naperville Grand Prix. Tiller reported that the Concours Judges School at Napleton Porsche was all set, and that 30 people had already pre-registered.

Rallye: The Harwoods urged those going on the rallye to New Glarus to get their reservations made. Only ten cars were pre-registered thus far.

Social: Duckett promoted the Bears game event at the Weber Grill on 10/24/04. Yanahan reported that the Christmas Party plans are progressing nicely and that a block of thirty rooms had been set aside for those wishing to stay overnight at the Chicago Athletic Association on 12/11/04.

Membership: No report.

Safety: Conforti reported that the new Observers Report is more detailed than the previous one,



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and that tech sheets must now be archived for 49 months.

Technical: Duckett reported that the Fall Tech Session is ready to go at O'Hare Body and Midwest Eurosport on 11/14/04, and that he will be working on acquiring the recently approved purchase of scales to be used at Road America in the coming months.

Goodie Store: LaMantia reported that the Goodie Store will show a profit if the remaining inventory can be moved at sale prices.

Charity: Drury reported that the Driving Tour to the Tabor Hill Winery in Michigan is ready to go. Entry fee is \$30.00 per person.

Chicago Scene: The October Scene is on the website, and the advertising bills for the third quarter had been mailed.

Property: No report.

Sponsorship: No report.

Photography: No report.

Historian: No report.

Webmaster: Walstad reported that he has ideas for upgrading the website after next year's calendar is set. He thinks that online registration for events is doable for next year.

Old Business: No old business.

New Business:

There was a discussion about the possibility of holding DE events at the new courses at the Autobahn Country Club in Joliet and/or on the Milwaukee Mile in Milwaukee. More to come. Jacisin asked for suggestions on who should be named Enthusiast of the Year, New Member of the Year, Wayne Potter Award recipient, etc. Please contact him.

Motion to Adjourn: Hackenson
Second: Conforti
Approved Unanimously

Adjournment: 9:25 PM

Next meeting: 11/12/04
Park Ridge VFW Hall, Park Ridge, IL



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Did You Know?

from Bruce Janeczek

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are "limbs," therefore painting them would cost the buyer more. Hence the expression. "Okay, but it'll cost you an arm and a leg."

As incredible as it sounds, men and women took baths only twice a year! (May and October) Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. The wigs couldn't be washed, so to clean them they could carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term "big wig." Today we often use the term "here comes the Big Wig" because someone appears to be or is powerful and wealthy.

In the late 1700s, many houses consisted of a large room with only one chair. Commonly, a long wide

board was folded down from the wall and used for dining. The "head of the household" always sat in the chair while everyone else ate sitting on the floor. Once in a while, a guest (who was almost always a man) would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. Sitting in the chair, one was called the "chair man." Today in business we use the expression or title "Chairman or Chairman of the Board,"

Needless to say, personal hygiene left much room for improvement. As a result, many women and men had developed acne scars by adulthood. The women would spread bee's wax over their facial skin to smooth out their complexions. When they were speaking to each other, if a woman began to stare at another woman's face she was told "mind your own bee's wax." Should the woman smile, the wax would crack, hence the term "crack a smile." Also, when they sat too close to the fire, the wax would melt and therefore the expression "losing face."

Ladies wore corsets which would lace up in the front. A tightly tied lace was worn by a proper and dignified lady as in "straight laced."

Common entertainment included playing cards. However, there was a tax levied when purchasing playing cards but only applicable to the "Ace of Spades." To avoid paying the tax, people would purchase 51 cards instead. Yet, since most games require 52 cards, these people were thought to be stupid or dumb because they weren't "playing with a full deck."

Early politicians required feedback from the public to determine what was considered important to the people. Since there were no telephones, TV's or radios, the politicians sent their assistants to local taverns, pubs, and bars who were told to "go sip some ale" and

listen to people's conversations and political concerns. Many assistants were dispatched at different times. "You go sip here" and "You go sip there." The two words "go sip" were eventually combined when referring to the local opinion and, thus we have the term "gossip."

At local taverns, pubs, and bars, people drank from pint and quart-sized containers. A bar maid's job was to keep an eye on the customers and keep the drinks coming. She had to pay close attention and remember who was drinking in "pints" and who was drinking in "quarts," hence the term "minding your 'P's and Q's,"

One more: bet you didn't know this!!!!

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon, but how to prevent them from rolling about the deck?

The best storage method devised was a square based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem ... how to prevent the bottom layer from sliding or rolling from under the others.

The solution was a metal plate called a "Monkey" with 16 round indentations. But, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys." Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so

much that the iron cannon balls would come right off the monkey.

Thus, it was quite literally, "Cold enough to freeze the balls off a brass monkey". (And all this time, you thought that was an improper expression, didn't you?)

**Public Service Announcement:
How To Avoid The Flu**
from Marla Turek

Eat right! Make sure you get your daily dose of fruits and veggies.

Take your vitamins and bump up your vitamin C.

Get plenty of exercise because exercise helps build your immune system.

Walk for at least hour a day, go for a swim, take the stairs instead of the elevator, etc.

Wash your hands often. If you can't wash them, keep a bottle of antibacterial stuff around.

Get lots of fresh air. Open windows whenever possible.

Get plenty of rest.

Try to eliminate as much stress from your life as you can.

OR ...

You can take the doctors office approach. Think about it, when you go for a shot, what do they do first? Clean your arm with alcohol. Why? Because alcohol kills germs.

So ... walk to the liquor store (exercise), put lime in your Corona (fruit), celery in your Bloody Mary (veggies), drink on the bar patio (fresh air), get drunk, tell jokes, and laugh (eliminate stress) and then pass out (rest).

Conclusion: if you keep your alcohol levels up, flu germs can't get you!!!!



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For Sale



PORSCHEs

1968 912 Targa Guards red/black interior; 1750cc eng professionally restored John Sanders Restoration (Rockford, IL); beautiful exp of model; \$16,500. Michael, 815.985.6884, 815.963.3318, www.505694@aol.com, (SON)

1974 911 Carrera Targa White/black; #91144110206; exc cond mech/cosmetic; 92K mi; engine overhauled 67K mi by Perfect Power; strong car w/serious concours potential. Jerry Quebe 608.624.3600 or jlquebe@mwt.net (SON)

1986 911 Turbo Coupe Guards red/beige int; engine upgrade Fischer Motorsports +/- 400 hp; sunroof/CD/ stainless steel exhaust w/headers; custom euro front spoiler/GT2 rear wing; new

17" Fiske wheel/new Yoko (f) 245/40/2R 17", (r) 315/35/2R 17"; many, many extras; exc cond/orig parts available. \$30,000 invested/price \$40,000. John (w) 847.630.2037, (h) 847.541.3616 (SON)

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1991 944 S2 pictures/more info www.compdynamics.net/944 \$6,500/reasonable offers. John 504-861-2020 (OND)

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2001 Boxster S Black/natural brown full leather, 13K mi; heated seats/CD/PSM/outstanding cond; no rain/winter/smoking; college tuition for daughter forces sale; WP0CB29811U661039; NEW PRICE \$3,300. Jim 630.832.1451/630.209.1386, devoswim@aol.com (NDJ)

2001 Boxster Forest Metallic Green/dark gray top/ light gray interior, sheep skin seat covers; 20K mi; Litronic headlamps, PSM (stability management); 17" Sport Wheels/5 spd; absolutely perf cond. \$30,700/negotiable. Madison WI, Alan (608) 215-0744; astruthers@infogen.net; pictures at www.infogen.net/boxster.htm. (SON)



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& 225/40 ZR18N3. NEW: \$2100 for 4 - OR - used: 6/32nds - \$1200 for 4. Tires: Pirelli PZero Asimmetrico 265/35ZR18N3 & 225/40ZR18N3. Used: 7-8/32nds - \$278 for 4. TurboTwist wheels (Boxster, 944, 993, 996, 928) Nearly new 7x17 and 8.5x17 - \$775 for 4. BFG R1 gForce tires incl free. Porsche Design90 wheels for 944S2. (944, 968, 993?) Nearly new 7x16 and 8x16 - \$625 for 4 or \$725 w/colored crests. BFG R1 gForce tires incl free. Honda Blizzaks on steel wheels. Who needs 4WD? 10/32nds - \$99 for 4. Ed Russ eruss@gt.com, (o) 312-602-8004 or (h) 847-914-9116 (SON)

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996 Parts "Brey-Krause Harness Bar w/Blue "Schroth Profi III" 6 pt. Belt & 5 pt. Belt (You'll need these items for D/E at R/A, etc) \$500. All located in S/W Cook County for inspection. Bruce Janecek 708-361-8421, janecechmate@aol.com (NDJ)

Bilstein Jacks (2) for 914/eary 911/ not concours \$25 each. Bruce Janecek 708-361-8421 or janecechmate@aol.com (OND)

Trailex Trailer (model CT-7541SB) MFG 7/2004; incl tire rack/full aluminum floor w/surge brakes. David Mansfield 847-612-9933 banzaisan@juno.com (SON)

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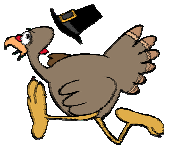
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1984 Ferarri 308 GTSi Red w/black leather int/red seat trim; european front spoiler/targa top/"Magnum

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Aungahh!

Please don't call me to tell me that not everyone has a computer or wishes to read the Scene on-line.

I know that many, myself included, like to read a paper copy of their favorite periodicals. But, one reason to at least preview the Scene on-line is that it's **in color**. All the photos and the Event Announcements are in beautiful, glorious color! "Why, then," you ask, "is the printed issue not **in color**?" As much as we would like it, the cost is prohibitive.

Get well/mend fast wishes to Karen Hackenson who is supporting the latest in arm wear due to a recently broken wrist.

Yes, your Scene has been arriving later in the month ... and it will continue to do so. The new plan is that you will receive the Scene between the 15th and the 20th of each month. Please note that I have adjusted how the Event Announcements are run and some Event Announcements (those early in the month), may have a 4 month run. Assuming that I have the information from the event chairs, all Event Announcements will run for at least 3 months.

All copy deadlines remain the same.

The Scene is also posted on-line within a day or two of being sent to the printer. So, if you see it on-line, it's soon on its way to you.

This issue is dedicated to everyone who helped to make TRAC 2004 the very wonderful weekend that it was. From the top to the bottom (people who pitched in to help and we never got your names), thank you, thank you, thank you. Together we continued the tradition that the best event in all of the PCA is the Labor Day TRAC put on at Road America by the Chicago Region. The articles and pictures in this issue do not do justice to the event or to your efforts.

And speaking of pictures of Road America/TRAC 2004, I received, *unsolicited*, over 600 pictures total from 6 photographers. WOW!! Thanks! I've used many in this issue and will send many of the rest to the webmaster for posting on the web page. Thank you to Jeff Phillips, Mike Faems, Karen Hackenson, Mike Rende, Greg Karr and Lou Elsner. You're awesome!

We will soon begin putting the 2005 Directory together. If your contact information has changed, please notify Ed and Debby Leed immediately. As there continue to be problems with the National Database, they must rely on you to help us correct our records. Their contact info is on page 3.

Also in this issue is a 'thread' of e-mails between Nordstern members on the subject of winter car storage. (The names were deleted as they are irrelevant.) The e-mails were passed on to me by dearest friend/Nordstern editor, Christie Boeder. It seems only fair that I return the favor with a list of our ideas, tales, and suggestions for winter storage.

It's hard to believe that 2004 is almost over. Make your reservations for the Dinner Dance - it's a great way to celebrate a wonderful Chicago Region season and look forward to a new one. It always amazes me how well we all clean up and look so good 'dressed up'.

Please read Cindy Jacisin's article about the Toys For Tots Drive. Even if you're not going to the Dinner Dance, you can still donate a new unwrapped toy that will bring joy to a child's holiday. Your donations will be happily accepted at the Tech Event on Nov 14th and at the Northstar Open House on Nov 21st.

It's time to count our blessings, be generous, smile at strangers, tell our friends and families how much we love them, and spend time with those that make us happy. Steve and I wish you a very Happy Thanksgiving!

See you at an event soon!

SUSAN



Karen Hackenson shows off her new arm wear at the Weber Grill Football Party.

photo by Todd Conforti

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

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