

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

# Chicago Scene

November 2005



THE MIDSHIP REPORT **GTC 3** TECH QUIZ

SAVE THE BOOBS

TRAC 2005: PART TWO

THE GENEVA CONCOURS

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# Chicago Scene



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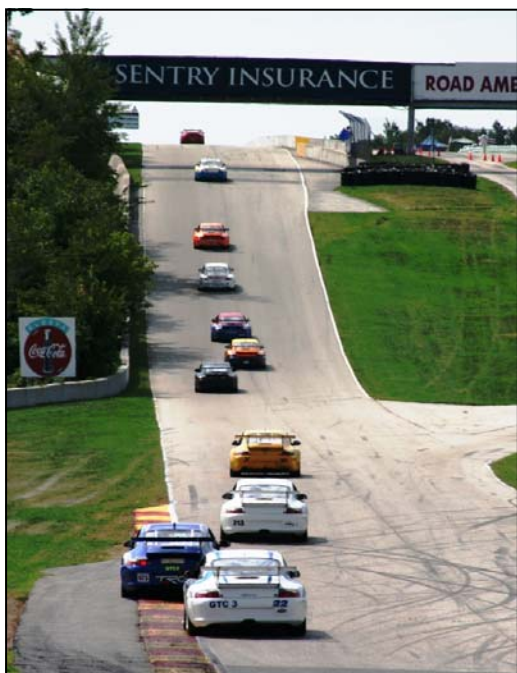
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## Event Information

8	Concours Judges School - Nov 6
18	Dinner Dance/Awards Presentation - Dec 17
..9	Tech Session - Nov 6



Up the front straight at Road America ...  
TRAC 2005

*photo by Greg Turek*

Contributing to this issue: Jim Jacisin, Ed and Debby Leed, John Diwik, Ed Barnicle, Brent Johnson, Patty Jacisin, Mary Anne Nowakowski, Bruce Janecek, Chris Inglot, John Miller, and Jack McCall

Photographers: Steve Rashbaum, Greg Turek, Brent Johnson, Wes Nowakowski, and Michael Grove

The **Chicago Scene** (ISSN 10564195) (USPS 0006-381) is the monthly publication of the Porsche Club of America (PCA) - Chicago Region, printed at PressTech, 959 Lee Street, Des Plaines, IL 60016-6545. Periodic Rate Postage paid at Des Plaines, IL USPS Subscription is provided to members of the PCA - Chicago Region. PCA dues are \$42.00 annually, of which \$12.00 is for the subscription. Subscription rate for non-Chicago Region members is \$24.00 per year. Permission to reprint any material published herein is granted, provided full credit given to **Chicago Scene** and the author. PCA - Chicago Region is not responsible for any services or products advertised herein. Statements appearing in the **Chicago Scene** are those of author and do not constitute an opinion of the PCA - Chicago Region or its Board of Directors.

All copy material must be received by the 5th of the month for publication in the next month's issue and will be published on a space available basis. The editor reserve the right to edit all materials submitted for publication.

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. No photos will be scanned

Commercial Advertising Rates (per issue/billed quarterly)  
Business card: \$75.00 One-quarter page: \$175.00  
Half-page: \$250.00 Full page: \$450.00  
Cover: not currently available

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# THREE MONTHS AT A GLANCE



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
		<b>NOVEMBER</b>			<b>BOARD MEETING</b>	
6 <b>FALL TECH SESSION CONCOURS JUDGES SCHOOL</b>	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24 	25	26
27	28	29	30	<b>DECEMBER</b>		3
4	5	6	7	8	9	10
11	12	13	14	15	16	17 <b>DINNER DANCE</b>
18	19	20	21	22	23	24
25	26	27	28	29	30	31
			<b>2006</b>			

**2005 CALENDAR** AS OF 10/7/05

*Italics = info in this issue* CAPS = change

**Nov**

**4** Board Meeting

**6** Fall Tech Session & Concours Judges School

**Dec**

**17** Dinner Dance

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# IT'S WHY YOU BOUGHT THE CAR

Jim Jacisin, President

## Thanksgiving and Loose Ends

It's a far, far better thing than I have ever done, or probably ever will do. Sixty miles in three days, done one step at a time, all in the name of charity. Mile after mile, it is that time of year to gather our thoughts and count our blessings.

For the last miles during my last year as Club President, let me close up some loose ends.

Autocross: Mike Hill and Bob Rath. Thanks for hauling the cones, setting up some unique and challenging courses (sometimes before dawn) and providing an atmosphere that keeps Autocross growing. George Schaeffer III and Chuck Bittman, thanks for your 'time' in scoring. Thanks for the needed overtime during my runs. Sorry about the cones.

Rallye: For the Rallye Masters, just getting to the rallye course is in itself an effort and that's before it is run countless times to work out all the bugs that keep wayward drivers from disappearing altogether. So thank you Chuck Bittman and Lee Lichtenstein and your crew of Rallye Masters for all your dedication. It's always a blast. If you think Road America is fast, try 'making up time' in a rallye.

Concours: Ron Bean and Van Larsen, et.al. Still my favorite, still my club roots. You and your crew are simply the best. From judges to runners, from scoring to schools, thank you all. I cannot wait until next year to make another run at "A" with the re-emergence of my S2 Cabrio in '06.

Social: Ed Barnicle, Keith Clark, Mary Ann Nowakowski, Chuck LaMantia and Cindy Jacisin. From golf balls to wine tasting, from dinner at Siebkens at Road America to Kane County Cougar baseball

games, to the Dinner Dance in Oak Brook, thank you.

Tech & Safety Crews and Chief Driving Instructor: Toby Duckett, Todd Conforti and John Ruther. Through all your efforts, we all stay on that sometimes difficult straight and narrow road. Without your work, we could not enjoy the driving programs that our region boasts. Thank you.

Novice Driving Instructor: Ed Leed. Thanks for sharing your passion and opening a new world for us and our cars.

Chicago Scene and Website: While others have single marquee events, this magazine and website are constant works in progress. I understand the countless hours Susan Shire put into this publication every month as well as our

Webmaster, Carl Walstad. On behalf of the entire region, one last time, let me say 'thank you'.

So to everyone who has shagged a cone, timed a checkpoint, tasted a glass of wine, supported our 3-Day charity, teched a car, waived a flag, judged a concours, drove a golf ball, captured a photo, wrote an article, shared a smile or just read through this magazine ... thank you for two very fast years. It has been the ride of my life.

Stay well, be safe and Happiest of Holidays. I will see you out there ....



**Congratulations to Donna's Divas!** Supporting the team: (from left) Jim Jacisin. Antony and Chuck LaMantia, and Brandon and Keith Clark!

*photo by Wes Nowakowski*

# CHARITY SCENE: SAVE THE BOOBS

Patty Jacisin and Mary Anne Nowakowski

photos by Wes Nowakowski

## The Chicago Breast Cancer 3-Day Walk Wrap-Up

Donna's Divas would like to thank each and every one of the Chicago Region Porsche Club members for their support, thoughts and best wishes. This event was an incredibly positive and inspirational experience. The TRAC 2005 Track Touring raised over \$2,970. The total support of the Chicago Region was well over \$5,000. As a team, Donna's Divas raised over \$20,700!

We are pleased to report that all six of the team members walked each and every mile of the 60 mile route from St. Charles to Chicago, from Friday, September 16 thru Sunday, September 18!

Friday morning Opening Ceremonies at Kane County Fairgrounds began rainy. Thankfully, the weather cleared by noon, and we had terrific walking weather for the rest of the day and weekend. Friday's route consisted of approximately 23 miles. From the Kane County Fairgrounds, 2400 walkers headed east down North Avenue to St. Charles, then along the river and Prairie Path thru West Chicago, Winfield, Wheaton (with a much deserved stop at Starbucks) and into Ackerman Park in Glen Ellyn for Day 1 Camp.

Saturday's route continued east on the Prairie Path thru Glen Ellyn, Lombard, Villa Park, Elmhurst and into Berkeley and Hillside. In Berkeley, we were greeted by our family and friends at the morning cheering station. The Village of Hillside refreshed us with water and hugs. After lunch, we left the crushed limestone of the Prairie Path for the concrete sidewalks of Bellwood, Maywood, River Forest and Oak Park. After another 23-mile day, we reached Day 2 Camp at Hanson Park in Chicago.



Donna's Divas Team Members at Day 2 Cheering Station in Berkeley (left to right): Wendy Pellonari, Patty Jacisin, Jessica Chase, Kris Wrasse, Maureen Stewart, and Mary Anne Nowakowski

Sunday was a short walk of only 14 miles! We walked east from Hanson Park into Humboldt Park, then

north to Wicker Park, over North Avenue Bridge, thru the Gold Coast and finally north along the lakefront



Hand in hand into Lincoln Park

## BOOBS ...

path. We walked into the Closing Ceremonies, at Lawrence Avenue and Lincoln Park hand in hand, exhausted, but still on our feet!

The Chicago Breast Cancer 3-Day Walk included over 2,400 walkers and raised over \$6.5 million dollars that will be used to fund critical breast cancer research and community outreach programs. Eighty-five percent of the net proceeds benefit the Komen Foundation, with funds directed towards breast cancer research, education, screening, and treatment programs. Fifteen percent of the net proceeds benefit the National Philanthropic Trust Breast Cancer Fund, a special field of interest fund providing lasting support for breast cancer initiatives.

It is easy to describe how many miles a day we walked, what we ate, what camp was like, how much money we raised. It is not so easy to describe the emotion of this event. The Breast Cancer 3-Day Walk is an experience like no other that defies any spoken or printed words. The closest we can come is that the 3-Day experience is kindness and compassion, and a tribute to the memory of those we have lost. It is encouragement to those friends and family undergoing treatment. It is hope to those being diagnosed with breast cancer.

The 3-Day is not random acts of kindness, but deliberate acts of kindness, and a vision of how the world should be.

We Walk Because We Believe:  
*We believe in a world that is free from breast cancer!*

We Walk Because We Believe:  
*We believe in our promise to create that world!*

We Walk Because We Believe:  
*We believe that our voice will be heard!*

We Walk Because We Believe:  
*We believe that we have waited long enough!*

We Walk Because We Believe:  
*We believe in a cure for breast cancer!*

**And, we will keep walking until a cure is found.**

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**Sat: By Appointment**

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# SCENES THRU THE BACKLITE

Bruce Janecek, Region Historian

## Plundered Particles from the Chicago Scene (October 1973)

After the best-ever PCA Parade (hosted by Chicago Region/Lake Geneva Playboy Club/1972), it was 1973 Parade time!!! Five intrepid Chicago Region pioneers took Horace Greeley's advice and set out for Monterey, CA. The group, Bangert, Gerow, Gutmann, Shapiro, and White had high aspirations: White and Shapiro in Concour and Gutmann in Rallye.

Since the Parade "Overall Award" (since discontinued) was based upon high scores in all three venues and both "G's" expected to do well in rallye and X/C, why not enter concour? The more beer consumed, the better the idea seemed. The Concour was Monday and it was still early (Sunday night): plans jelled. By 11 p.m., a dozen wired region members descended upon a 25 cent do-it-yourself car wash and scrubbed, polished and waxed both cars to a fare-thee-well. In the line of duty, Wilma suffered a black eye.

Best line of the evening from George G.: "This contest won't be to see which of us wins, it'll be to see which one of us doesn't lose".

Parade Results Highlights: Overall: White - # 2, Shapiro - #3 ... and our two "Cinderella" concour entries??? They weren't last!!!!

## Short story from St. Louis Region "Die Porsche Planden"

"It was 1945 and The Battle of the Bulge was raging. (I was with the 101<sup>st</sup> Airborne and only 16, ... fool that I was, I lied about my age). It was a good thing I was in a deep foxhole, for suddenly, during the heat of the battle, I was looking at the underbelly of a German "Tiger" tank! Scanning the bottom, what do you know? On the underside was

stamped "Porsche Design #355". I had never heard of Dr. Porsche, but I thought- WOW, if Porsche designs a tank like this, what could he do with an automobile? Needless to say, I survived this ordeal and it wasn't but a few years later there was an auto designed by this genius with the design # 356."

## Lifted from Peachstate Region "PRESSE"

"My husband and I have been married many years, produced three children, comforted one another at funerals and dedicated ourselves to one another thru sickness and health. The other day, backing out from our driveway, I turned too sharply and struck the side of his OTHER pride and joy - a Porsche.

He suddenly became a perfect stranger.

"Where are you going?, I asked as he left his dented fender and bolted toward the house. "Don't move your car", he said, "I'm going to call the police."

"The police", I shouted, "For crying out loud, I'm your wife."

"This is not a time for nepotism," he said stiffly.

I should have known better than to compete with a man and his Porsche. For years, psychologists have been telling us that a man's relationship with his auto supersedes even sex.

As the police officer surveyed our situation, he turned to my husband and said, "Sir, you are illegally parked. Your car should be at least 15 feet from the edge of the driveway. Are there any witnesses to this accident? "

"Just my legal roommate," said my husband, smiling at me.

"I never saw this bum before in my life," I replied."

*The following is the Editor's (DG) Rebuttal in the next issue of the Peachstate Region "PRESSE".*

Dear lady,

You've got a lot of nerve. How can you possibly equate yourself with the perfectly natural relationship of a male and his Porsche? Why, such a comparison is ludicrous if not sacrilegious.

Do you burst into life at the touch of the starter? Chances are, it takes you all morning to come to life. Do you look shiny and new after a bath? Or, does it take you an hour of brushing, spraying, painting, filing and dousing with expensive chemicals before you look presentable? And then, is that the real you?

Can you provide the seemingly ENDLESS ecstasy that results from unleashing a powerful engine and/or negotiating turns at high rates of speed?

Did you give your spouse a 12/24 month guarantee when you married him? Your husband's Porsche doesn't burn his supper or nag if he's 10 minutes late. His Porsche doesn't "Back Seat Drive". His Porsche rarely, if ever, says "No!" or, "I'm too tired".

On the other hand, ( or foot ), his Porsche responds to his every touch and is forgiving at most of his mistakes - do you? Can you hit 100 MPH in third gear or take corner 14 at Road America at 70 MPH? Your providing less than this is contributory toward mental cruelty.

*Chicago Scene ed.: Well thought out responses to the Peachstate Editor (DG) will be printed ... no profanity, please.*

A TWO FER ...

# CONCOURS JUDGES SCHOOL

SUNDAY, NOVEMBER 6, 2005

**\$5.00** PER PERSON    **BRING YOUR TOYS FOR TOTS DONATION**

## STAGE ONE

## Concours Judges School

Event Chair: Pat Yanahan 630.887.7605

For the 7<sup>th</sup> consecutive year, the Chicago Region will conduct a Concours Judges School. Due to the increased attendance at this event, this year we will use the facilities of Napleton Porsche in Westmont, IL. All members of Zone 13 interest in improving their judging skills for local and national concours are invited. Our instructors will be experienced national judges and national-class competitors who have been certified as judges. 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 promptly at **11:00 AM** on Sunday, November 6 with coffee and donuts and will include a light lunch. The session will consist of classroom instruction and then hands-on with as many cars as we can get to volunteer.

10:30 – 11:00	Registration
11:00 – 12:30	Classroom
12:30 – 1:15	Lunch
1:15 – 3:00	Car Inspection
3:00 – ?	Raffle and talk

**Pre-registration is required by November 1<sup>st</sup>** for planning purposes

For registration and information please contact:

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**Registration required by November 1, 2005**

Name \_\_\_\_\_  
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 Region \_\_\_\_\_

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**STAGE TWO**

**Tech Session**

Event Chair: Toby Duckett

- Tech Talk
- What works and what does not ...
- Advice on how to use a dealer for your Porssche ...
- Very important parts discussed for TRACK, AUTOCROSS, TOURING

**11:30 – 12:30**

**Registration**

**12:30 – 1:15**

**Lunch**

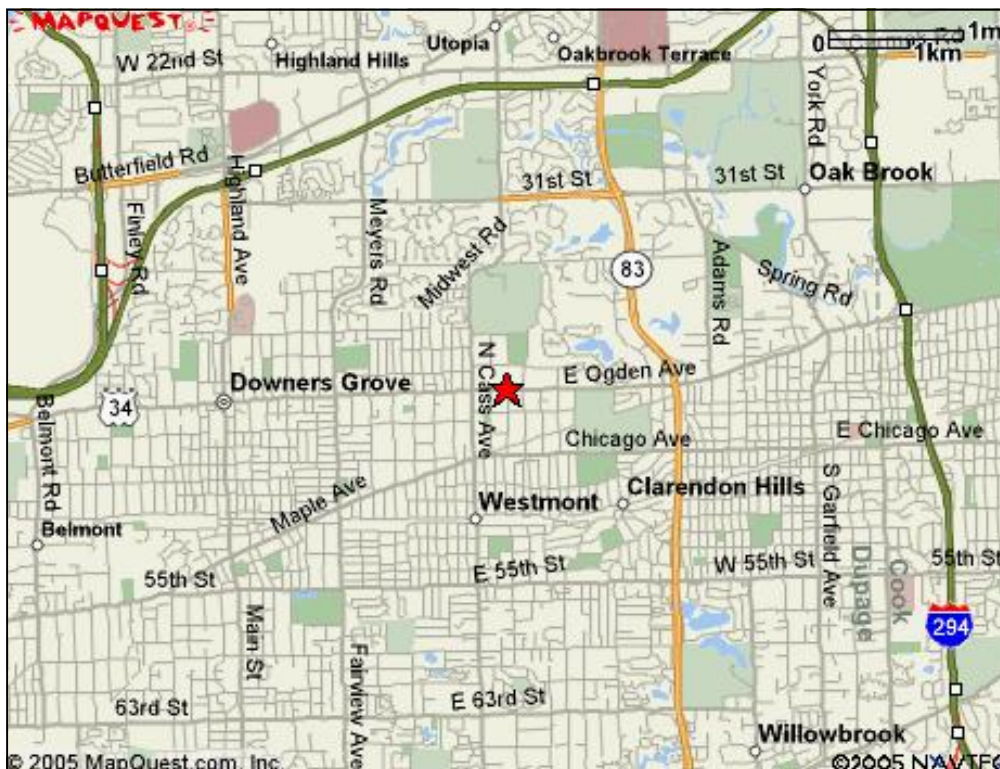
**1:15 – 3:00**

**Tech Talk**

**3:00 -- ?**

**Raffle and talk**

Cars will be on the service floor and racks for viewing



**Pre-registration for the Tech Session is not required**, but a call to Doby for planning purposes would be appreciated.

Toby Duckett  
630.248.7680  
Toby@MC2FYI.com

# ZONE 13 CALENDAR

November	Bonfire and Membership Meeting @ Cleaver Farm	Bluegrass
11/2	Club Meeting @ Appleton Yacht Club	Fox Valley
11/3	Board Meeting	Milwaukee
11/4	November Board Meeting	Chicago
11/5	Drive Your Car on Kentucky Speedway	Bluegrass
11/6	Fall Tech Session @ Napleton Porsche	Chicago
11/6	Fall Concours Judges School @ Napleton	Chicago
11/12	2006 Calendar Planning Meeting	Chicago
11/13	Concours Judge's School	Chicago
11/14	Membership Meeting	Kentucky
11/16	Monthly Meeting @ Kelly Moss	Central Wisc.
11/17	Dinner @ Mario's Pizza	Lincoln Trail
11/19	Breakfast Social	Kentucky
11/21	Dinner @ Lucca Grill	Lincoln Trail
11/26	Breakfast @ Panera's	Lincoln Trail
December		
12/1	Board Meeting	Milwaukee
12/1	Christmas / Holiday Party	Kentucky
12/3	Holiday Party @ Red Circle Inn	Milwaukee
12/10	Holiday Party	Fox Valley
12/10	PCA 50th Anniversary Party in Decatur	Lincoln Trail
12/12	Membership Meeting	Kentucky
12/15	Dinner @ Mario's Pizza	Lincoln Trail
12/17	Breakfast Social	Kentucky
12/17	2005 Dinner Dance & Awards Ceremony	Chicago
12/19	Dinner @ Lucca Grill	Lincoln Trail
12/21	Monthly Meeting @ Kelly Moss	Central Wisc.
12/29	Dinner @ Monicals Pizza	Lincoln Trail



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



## PCNA Announces 911 Club Coupe Sweepstakes Winner

PCA member Clif Rosenberry, from White Plains, NY selected the lucky key that started the 911® Club Coupe - the 911 Club Coupe Sweepstakes grand prize - at a drawing conducted during the American Le Mans Series Petit Le Mans road race at Road Atlanta in Braselton, GA. The car is just one of 50 special 911 Club Coupes created by PCNA and Porsche AG to commemorate the PCA's 50<sup>th</sup> Anniversary.

Rosenberry, along with Michael J. Stafford of Lewisville, TX, and Garrett Burch of Skippack, PA., were runner-up prize winners, each receiving a 4-day/3-night trip for two to the Petit Le Mans race, including airfare, hotel accommodations, the use of a Cayenne, VIP tickets and \$300 in spending money. Although Stafford and Burch did not win the coveted 911 Club Coupe, they did not walk away empty handed; each received a complimentary 2-day driving course at the Porsche Driving Experience, PCNA's official driving school held exclusively at the Barber Motorsports Park in Birmingham, AL.

The 911 Club Coupe, painted Azurro California metallic blue - a modern interpretation of azure blue, a color made popular on Porsche 356 sports cars when the PCA was founded 50 years ago - has stainless steel doorsills with the 911 Club Coupe

logo, a badge on the driver's side door trim indicating its individual number in the series of 50 cars, and an X51 Powerkit that increases the 3.8-liter, flat-six cylinder Carrera S engine's output from 355 to 381 horsepower and peak torque from 295 to 306 ft. lbs. Manufacturers' suggested retail pricing for the 911 Club Coupe begins at \$99,911.

Of the 50 911 Club Coupes created, 48 were offered up for sale to PCA members. PCNA created a special website where several thousand U.S. and Canadian PCA members registered to purchase one of the cars. Of the two remaining cars, one went to the Porsche museum in Stuttgart, Germany, while the other was used as 911 Club Coupe Sweepstakes grand prize. More than 10,000 PCA members entered the 911 Club Coupe Sweepstakes.

A black and white advertisement for DriveFastBeSafe.com. The main image shows a white Porsche Carrera GT driving on a racetrack, with another similar car in the background. The text 'Rush Hour On The Autobahn.' is written in a cursive font across the top. In the bottom right corner, there is a logo for 'Autobahn COUNTRY CLUB JOLIET' featuring a stylized car and a checkered flag. The website address 'www.DriveFastBeSafe.com' and the slogan 'What Are You Waiting For?' are at the bottom left.

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# SUMMER IS OVER ...

John Diwik (j.diwik@comcast.net)

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## So It's Time to Plan For Next Summer (Or What You Missed)

I am an avid racing fan, I enjoy watching most any racing (Thank you SPEED CHANNEL.) although I'm not a NASCAR guy for some reason. I'd like to share with you several events that you may want to put on your calendar for next year. All are Porsche related and all are within a day's ride from Chicago. That is why you bought your Porsche isn't it, to drive it? So, here goes....

You may recall the fiasco that surrounded the U.S. Grand Prix in Indianapolis this year. Only six cars ran and it was a huge problem for Michelin Tire Company because their tires were not safe for the high speeds and loads from the banking. So why are we talking about this?

Well here's why. The PCA Central Indiana Region sponsors an event each year on the Saturday night before the U.S. Grand Prix. This year it was on June 18.

The event is as follows: First there is an escorted (by a bunch of Harley riding county police officers) tour of downtown Indianapolis. The tour typically starts around 6:00pm. The police block off all the streets so the tour never stops. It's probably a 5 or 7 mile tour. Speeds are fairly slow but it's a great place to show off your Porsche. Along the way you pass several other car clubs who have their cars lined up along the route. The U.S. Grand Prix weekend is like a car guy's or car gal's trip to Mecca. But wait you haven't heard the good stuff yet!

So then you return to the starting point of the tour, typically the parking lot of the Indianapolis Zoo. Then there is an escorted (yea, by the Harley guys again) parade to one of the racing garages located in Indy. On one occasion we went to Panther

Racing (IRL) and on another we went to Walker Racing. Suffice it to say that these garages are very close to sterile. I wish my house was so clean! So what do you do there?

Well, PCNA sponsors an elegant buffet style dinner (no paper napkins here!) for the PCA members with an open bar. What could be better, it's like a wedding reception without a receiving line! (Well okay, no bride's maids.)

There's more. Typically Jack Bair of PCNA and the region get several speakers to address the membership. They are typically either drivers from one of the series, like Porsche Cup or individuals from Porsche in Germany who are involved with Porsche racing. Does the name Singer ring a bell race fans? From experience I will tell you the evening is awesome. Okay, it's not free, it's \$50.00 a head and well worth every penny.

The next day, race day, PCNA and the region arrange for preferred parking for the Porsche Club. One year it was on the speedway between turns 2 and 3. You may recall the race is run clockwise and uses the infield and only part of the speedway, between turns 2 and about 2/3 of the way back up the front straight. But there is more! PCNA buys a block of tickets to the race. They are in the very best viewing area. They are offered to PCA members at face value.

So if Michelin, Bernie E. and the Indianapolis Speedway can get their stuff together for 2006, please consider attending the described event. If the date stays the same it will be in mid-June. Oh, by the way, if you stay in Indianapolis, you must go to St. Elmo's Steak House. Yea, yea the steak is good, but the shrimp cocktail is the best. They have a secret recipe for their cocktail sauce (very fresh horseradish, oops, the secret is out.).

One taste, and those fumes go up your nose into your sinuses, your heart stops, you nearly faint, but you can't wait to take the next bite! Don't miss it!

Let's move to mid-July. Are you ready for another road trip? In mid-July, this year it was July 16<sup>th</sup> and 17<sup>th</sup> the PCA Allegheny Region sponsors some events tied to The Pittsburgh Vintage Grand Prix. The events are held in Schenley Park which is located just west of downtown Pittsburgh. There is a road course in the park with great elevation changes and challenging corners. For all you racers, the course is lined with stone walls (So forgiving!). Hay bales are placed strategically to lessen the mayhem. The course offers great sight lines and attendees can walk around the entire course if you so desire.

The Allegheny Region sponsors a (people's choice) Concours on Saturday. It is held on a fairway on the golf course in Schenley Park (within 50 yards of the racecourse). The first time I went, there must have been 300 Porsches. It looked like Porsche Parade as opposed to a local event. The region then offers an upscale catered lunch. You know, there's no free lunch! I recall that the lunch costs \$20.00 per person.

So in addition to the Porsches and the concours and the lunch, you will observe cars from every imaginable manufacturer set out in groups on other fairways. I recall seeing American muscle cars, Mustangs, Minis, Rolls Royce, BMW, VWs, Ferraris, Mercedes, Corvettes and Audis. I know I missed some. So if you enjoy looking at cars in a pastoral setting, this is the place.

Oh did I mention this is The Pittsburgh Vintage Grand Prix weekend! There are qualifications all day Saturday. You will see racecars from the 20's through the 80's. It's

## SUMMER ...

a wide variety of cars from old Formula 1 cars to 356 Speedsters. And an interesting noise they do make. You can pull up a folding chair, grab a beer or a wine, enjoy the warm sunshine and watch beautiful old cars race. On Sunday, various classes of cars race from around lunch time till about 6:00pm. Did I mention this is all free!

Also on Sunday, The Allegheny Region sponsors another upscale catered lunch. Yea, it's still about \$20.00 per person and worth it!

Here's the best advice I can give visitors to Pittsburgh. **GET A MAP!** If you attempt to drive around Pittsburgh without one (or even with one), you will want to end it all! It's as bad as Boston if not worse. Pittsburgh has a lot to offer visitors, but it's not good roads!

While in Pittsburgh, plan to visit Mount Washington. The views of

the city are amazing. There are numerous restaurants up there that offer great views while dining. I drove to Mt. Washington, as opposed to using the "incline." The road leading up there is so narrow that it looks like something you might see in a World Rally Championship (WRC) race in Greece. It drops off on both sides and is as steep as a downhill ski course! (Fortunately, no crazed race fans were trying to touch my car as I raced up the hill.) Skip the cocktails if you drive up there.

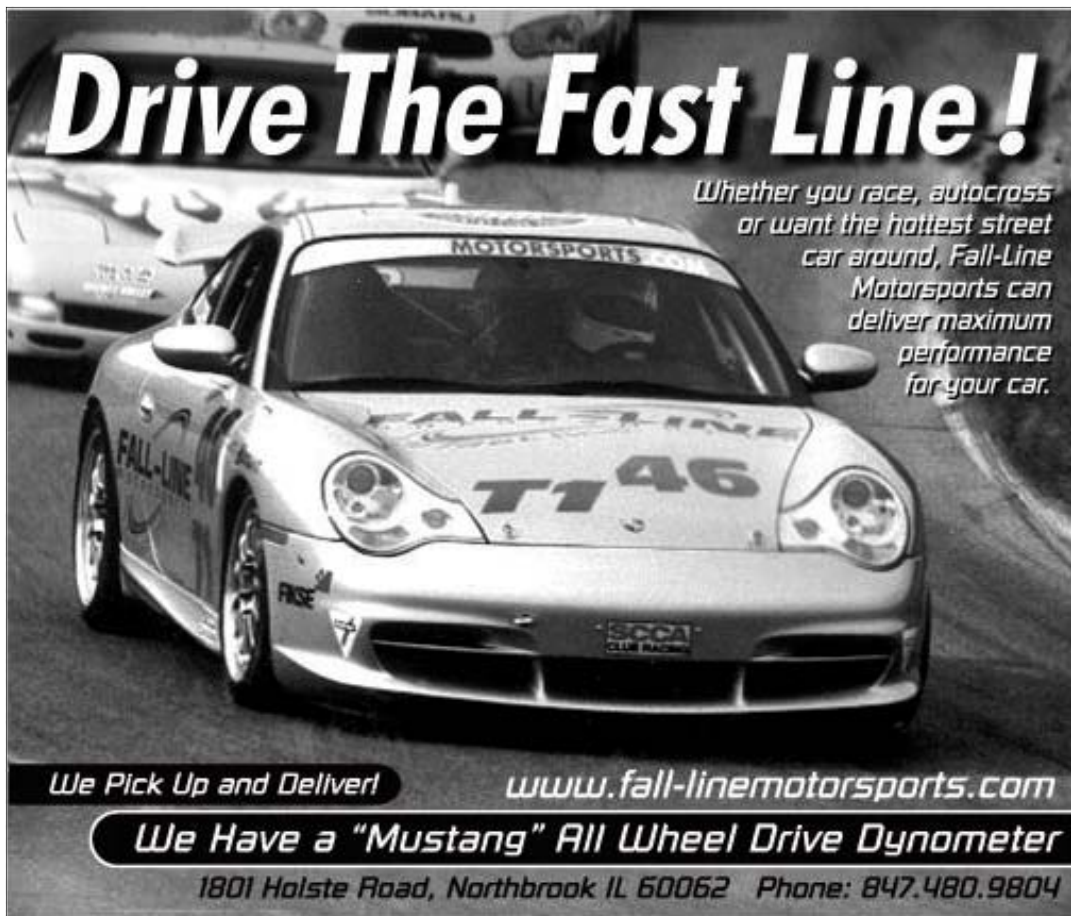
There is a Hampton Inn in the Oakland neighborhood that is quite nice and very close to Schenley Park. (No I don't work for Hampton Inn.) Go to Pittsburgh and enjoy the vintage car race weekend.

So, I've planned your social life through June and July of 2006, how about August! Well, in nearby Elkhart Lake, WI, three hours from the western suburbs of Chicago, and two hours from the northern suburbs,

lies one of the most beautiful (and challenging) road race courses in the USA. Lime Rock may be a close second but Road America is the king. Club racers already know about this but the lowly concours, autocross and rally folks may not.

In August, approximately the third week (this year it was 8/19-21); there is an American Lemans Series (ALMS) race weekend. There are a variety of race series represented as well as ALMS. They include TransAm, Toyota Atlantic, Star Mazda, Skip Barber National GT and Porsche GT3 Cup. The practice and qualifying takes place on Friday and Saturday. The main races are on Sunday.

Why should you go, because in the GT2 class of ALMS there are a bunch of 911's. Driven by pros, driven very quickly, and pushed till the wheels nearly come off! The White Lightning and Flying Lizard teams are always fast. If that's not enough, next year, in 2006, Porsche will have a LMP2 (Lemans Proto-



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type 2) car on the grid. Yep, they are back in the racing business! All this and then the Cup Cars! Equally matched Porsche 911's compete. It all comes down to preparation and the drivers.

So meander to Elkhart Lake (Road America) and enjoy a weekend full of racing. Road America is family friendly, has great (and cheap) food, unlimited access to the paddock, access to all corners of the track (stand in turn 5 and watch the racers pass under heavy braking).

But wait, there is more! This year, PCNA and several of the local regions, including Chicago, put together the PORSCHEPLATZ. Jack Bair of PCNA and Zone Rep. Chris Inglot put together a wonderful Porscheplatz. PCNA sprang for a large tent structure with a public address system. A Milwaukee Porsche dealer brought several new Porsches to display. Some wealthy dude brought his Carrera GT and displayed it. PCNA sprang for refreshments and provided a sit down lunch on Sunday for the first 100 people who asked for a free lunch.

That's not all; PCNA sprang for fifty-something Porsche owners to do "touring" on the Road America track. Although the speeds are kept to a moderate level, it allows the Porsche owners to see the track as a racer sees it and experience the elevation changes and corners.

Jack Bair of PCNA also arranged to have a variety of speakers come to the Porscheplatz and make presentations throughout the weekend. The speakers included Larry Hayes of IMSA, a race sanctioning body, who spoke about the recent upturn in interest in the GT3 Cup Challenge. There were also 3 racers from the GT3 Cup Challenge who talked about their experiences in the race cars. Dale White, Team Manager, Petersen Motorsports/White Lightning Racing also spoke about the importance of preparing a race car for competition. His team also happened to win the GT2 class in

the ALMS race on Sunday as well as LeMans on several occasions. I guess he knows what he's talking about! Members of the IMSA safety team also spoke about the equipment on their safety trucks and the rescue techniques they use. Suffice it to say, the speakers were very interesting and their presentations led to many questions from the attendees that they gladly answered.

On Saturday, at lunchtime, a drawing was held to select a lucky person who would be an honorary pit crew member for White Lightning Racing during the race on Sunday. The gentleman who won was outfitted with all the pit crew gear, trained and put to work. It was a once in a lifetime opportunity. Another

drawing was held for a "hot pit" tour for yet another lucky person who registered at the Porscheplatz. And yours truly was selected in yet another drawing for a pass (one of two) to the "Winner's Circle." Chris Inglot, myself and the other lucky winner watched the ALMS winners receive their trophies. A Maserati won the LMP2 class on Pirelli tires, thankfully. Causing the Pirelli girls to come over and pose. Let's just say I wish all the cars were on Pirelli's. There are no Michelin girls, only the Michelin man!

Give some thought to attending some if not all of these events. There are tons of Porsche's, tons of racing, good food and drink and much camaraderie, oh, and the Pirelli girls!

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7:30PM - 9:00PM Dinner and Awards Presentation  
9:00PM - Midnight Dancing to the Ralph Wilder Orchestra*

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***Entrée choices:***

- Filet mignon*
- Chicken Sicily - chicken breast with Parma ham and artichokes*
- Seafood Trilogy - shrimp, salmon and tuna*

Name: \_\_\_\_\_ Entrée choice: \_\_\_\_\_  
Contact phone number: \_\_\_\_\_

Name: \_\_\_\_\_ Entrée choice: \_\_\_\_\_

**RSVP by *December 1st* to:**  
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*Please make check payable to PCA Chicago Region*

*No reservations or cancellations after Dec 1st*

*Please reserve a table of 10 for: \_\_\_\_\_*

***\*\*\*Complimentary valet parking***

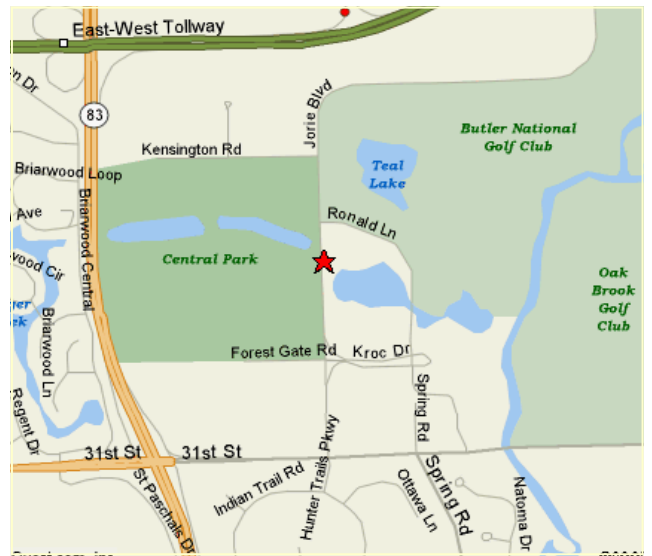
***2<sup>nd</sup> Annual Toys for Tots Collection***



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\*\*\*Overnight accommodations: \$79 "Porsche Club" room rate, base upon availability. Please call The Hyatt Lodge at 630.990.5800 to make your reservation.



## 2nd Annual Tots for Tots Collection

Dear 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 milk and cookies?

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, a dollhouse, Candy Cane Lane or roller skates with a key?

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 Marine Corps Reserve help Santa find his way. Please help support this noble cause.

Two Marines will be joining us at the Awards Dinner Dance on Dec 17, 2005. Please help fill Santa's sleigh by bringing a new, unwrapped gift (or even two or three) to the dinner.

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

Thank you,

Cindy Jacisin

# WHAT'S IT ALL ABOUT?

by Brent Johnson

## TRAC 2005

Labor Day weekend. What comes to mind? End of summer? Kids back in school? A cold rainy weekend? Or for PCA members - TRAC? When TRAC is mentioned, people automatically associate it with PCA club races Labor Day weekend at Road America. Club races are only one portion of the weekend's festivities as you can see by the photos within this article. One look at the schedule of events for the weekend and one wonders if it is a social convention with assorted activities. There is something for everyone in the family.

In addition to the Club races, there is DE trackside. Once one wanders from the track, there is a Golf Tournament, a Concours, a banquet, a parade and plenty of time to socialize with fellow members of the club. The towns of Elkhart Lake and nearby Plymouth offer shopping alternatives. (A good excuse to get your spouse to tag along.) Lastly, for the kids, the Sheboygan County Fair normally takes place Labor Day weekend.

This year's event was blessed with absolutely great weather. Not too

hot; not too cold and only a few liquid moon droppings during the wee hours of Sunday morning. Not enough to cause a major issue for the first round of practice runs before the Sprint race qualifying.

Concours at TRAC gets bigger and better each year. The racecars participating in the parade along the original Road America course (circa 1950) were lined up from the track entrance up to the paddock area. Cars were not only parked on each side of the street next to Siebkins, but also down the middle. What a sight!!! As I admired the rows of Concours cars and turned and looked at the rows of racecars, I could not help but wonder the value of each group. It was a toss up between the two.

It was standing room only at the banquet Saturday night. The food was excellent and in abundant supply. The band was very entertaining and seemed to specialize in female vocalists tunes. The lead singer (female) had a wonderful voice and overall, the band was very entertaining.

The sprint races went off on schedule. Thanks to, not one, but two blown

engines on the first lap of the Blue Group sprint race, the subsequent six laps were driven under full course caution. After the restart, another blown engine & fire brought out the caution again for several laps.

The stock class Enduro went green start to finish and I must say, it was the most fun race in which I have competed. The GT class Enduro had a caution midway through the race; otherwise, both Enduros were fairly clean races and provided a lot of excitement.

Bottom line, if you have avoided TRAC because you are not into Club Races, there are many other reasons to attend this event with your family and have one last good time at the end of the summer.

*photos submitted by Brent Johnson*



Socializing at the Siebkins Dinner



and in the paddock



How NOT to pay attention at the Driver's Meeting ... names withheld (but available) to protect the guilty



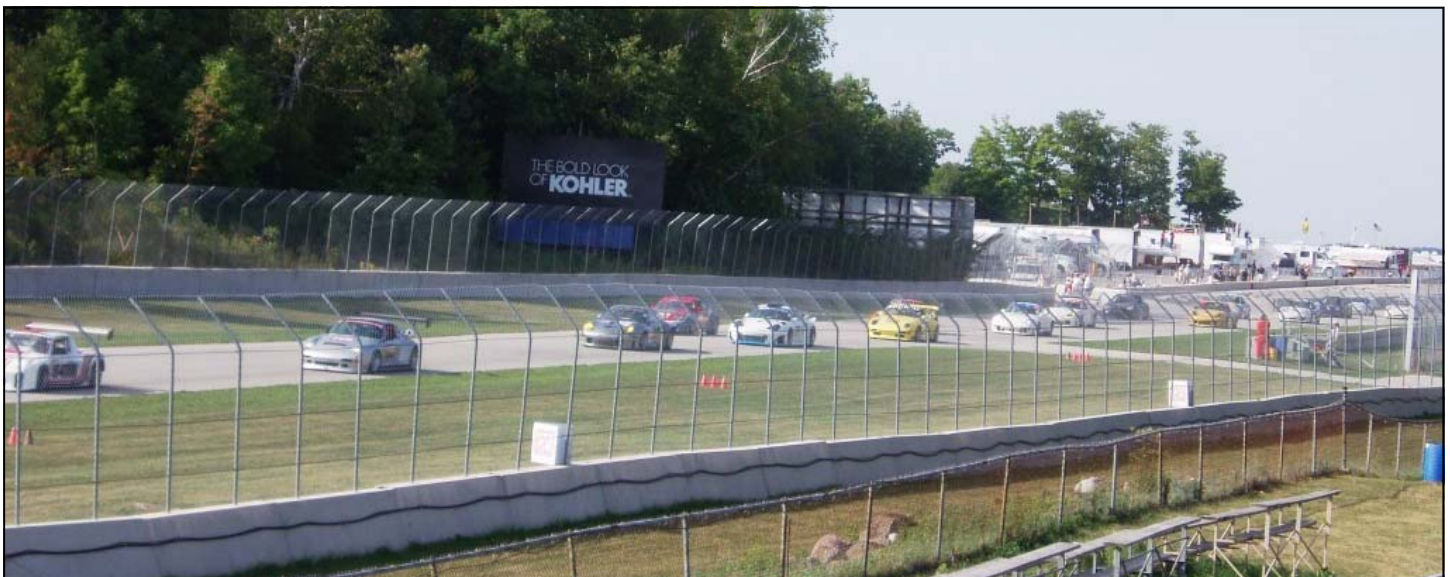
Brent on track ... nice ad for Snap-on!



GT Enduro action



Four wide into Turn One



Beginning of GT Sprint Race

# TRAC 2005: PART TWO



Thank you for hosting such a wonderful event last month. Friendly, well run, etc., etc ... there are not enough pleasant adjectives to do justice to your fine event! Looking forward to next year.

photos by Lou Elsner



I really appreciate all the time and effort you guys put into the whole event ...





The Super Bowl of Club Races!!!!!!



*... this past weekend was amazing. Simply the best I have seen. The whole weekend was perfect from the punctuality of the sessions, the Saturday night festivities and definitely the proximity to the track from Elkhart Lake. Wonderful weekend. Thank you very much.*

Thanks for a great event! I had a blast!



What a great time and event ... thanks for all the hard work in putting this together. I was so impressed with the smoothness with which it all came off- especially given the size of the field. And the track is fabulous. I'll look forward to coming back. It was a flawless weekend!

Thank you! The event was excellent ...



photos by Greg Turek

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2005 Boxster		'03 Cayenne S	\$43,900
2005 Boxster	Black/Black	'03 Boxster	\$33,900
2005 Boxster	Midnight Blue/Black	'02 911 Cabrio	\$56,900
2005 Boxster	Seal Grey/Grey	'02 Boxster S	\$35,800
2005 Boxster	Guards Red/Black	'02 Boxster	\$31,900
2005 Boxster	White/Black	'01 911 Turbo	\$69,900
2005 Boxster	Artic Silver/Black	'01 911 Cabrio	\$52,900
2005 Boxster	Black/Black	'01 Boxster S	\$32,900
2006 Carrera		'01 Boxster	\$26,900
2006 Carrera Cabrio	Seal Grey/Black	'00 911 Coupe	\$44,900
2006 Carrera Cabrio	Black/Black	'99 911 Coupe	\$37,900
2006 Carrera Coupe	Artic Silver/Black	'99 Boxster	\$23,900
2006 Carrera Coupe	Zanzibar/Black	'97 911	\$46,900
2006 Carrera Coupe	White/Cocoa	'96 911 Turbo	\$71,900
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# THE GENEVA CONCOURS

## Results from Geneva Concours V

September 18<sup>th</sup> 2005

### Class A

1. Joseph Battista	911RS	299
2. Richard Laurie	993	298.5
3. Mike Millhouse	993	293

### Class B

1. John Diwik	996	223
2. Andy Discher	944	222
3. Bob Follmer	911	211
4. William Van Nortwick	356	199.5

### Class C

1. Denny Hall	993	174
2. Craig Cobine	Boxster	162

### C Novice

1. Al Ortiz	356	153
-------------	-----	-----

### Class D

1. John Nordstrom	Spyder	128.5
2. Tim Hanson	911	125.5
3. Mike Chin	993	113

### Class E

1. Glenn Patterson	356	36
2. Chuck Staes	356	33
3. Bob Burnham	356	32.5
4. Tim Curtis	356	32
Richard Farr (tie)	356	32
5. Jim Drury	911	31
6. Tom Kowalski	944	30
7. Bob Burnham	911	29
Dennis Rucci (tie)	914	29



photos by Steve Rashbaum



photos by Michael Grove





photos above by Michael Grove

photos below by Steve Rashbaum



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# TECH QUIZ

compiled by Skip Carter and Greg Phillips

- 1) Which PCA region arranged the first Porsche Parade?  
a. First Settlers  
b. Gold Coast  
c. Loma Prieta  
d. Potomac  
*RPM 2004, p 4*
- 2) PCA's founder came up with the idea of the first Treffen (trip to Germany) in 1958. What was his name?  
a. Bob Miller  
b. Bill Sholar  
c. Bruce Anderson  
d. None of the above  
*RPM 2004, p5*
- 3) Which of these aerodynamic features was first introduced on the Type 964 series:  
a. Turbo wing  
b. Diffuser  
c. Automatic retracting spoiler  
d. Recessed windshield wipers  
*Porsche 911 Story, p208*
- 4) Porsche's engineers introduced many new features for the 993, one was:  
a. Water cooling for the engine  
b. A V8 engine option  
c. A new parallel-wishbone rear suspension  
d. Hybrid engine technology  
*Excellence, Vol. 3, p1277*
- 5) The 356 based Abarth Carrera won how many GT 2000 World Championships?  
a. One  
b. None  
c. Three  
d. Twenty  
*Panorama, 6/02, p25*
- 6) Shaft drive to its four camshafts, dual ignition, roller bearings and a dual-inlet cooling fan were key attributes of the Type 547 engine.  
True or False  
*Excellence, Vol. 1, p106*
- 7) In 1987, the 911 Carrera acquired a new transmission, what was the Type number?  
a. 915  
b. 996  
c. G50  
d. None of the above  
*Porsche 911 Story, p84*
- 8) The displacement of the 911 engine changed for the 1984 model year from:  
a. 2.4-liter to 2.7-liter  
b. 4.0-liter to 5.0-liter  
c. 4.5-liter to 5.4-liter  
d. 3.0-liter to 3.2-liter  
*Porsche 911 Story, p113*
- 9) The new six-cylinder engine for the 695 prototype (early 911) was given project number:  
a. 917  
b. 930  
c. 745  
d. 951  
*Excellence, 1st Ed., p395*
- 10) Changes for the 1968 911 included:  
a. Door handles with recessed thumb buttons  
b. Wider wheel rims  
c. Black trim around windows  
d. Both a and b  
*Excellence, 1st Ed., p450*
- 11) Which item was not a styling strong point of the 914:  
a. High, deeply curved windshield  
b. Lift-off roof  
c. Rear wing  
d. Recessed door handle  
*Excellence, Vol. 2, p488*
- 12) A feature the 914/6 had that the 914/4 did not was:  
a. ABS brakes  
b. Pneumatic suspension  
c. Central locking  
d. Hand throttle  
*Excellence, 1st Ed., p564*
- 13) As Porsche closed out its 944 production in 1990/1991, a turbo version of the 944 \_\_\_\_\_ was produced.  
a. 944S2  
b. 944S  
c. Cabriolet  
d. None of the above  
*Excellence Was Expected, Vol. 2, p966*
- 14) In developing the 928 32-valve engine, Porsche used a \_\_\_\_\_ to drive the inlet valve overhead camshaft off of the exhaust valve camshaft.  
a. Cogged rubber belt  
b. Simple gear drive  
c. Single roller chain  
d. None of the above  
*Excellence Was Expected, Vol. 3, p1076*
- 15) The Boxster S' drive to the rear wheels is via:  
a. Torsion bars  
b. Torque tube  
c. Double universal joint shafts  
d. Electric motors  
*Boxster S, p157*

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911 Pedal Car

## Porsche Stroller (no picture available)

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# THE OWNERSHIP EXPERIENCE

from Loeber Porsche and Jack McCall

## Factory Tires

Porsche tests tires and has its own special designation for tires approved by the factory. Porsche takes several attributes into account. Among these are tire noise, wear factor, traction both wet and dry, load, and speed ratings. The tires that Porsche endorses receive the "N" designation.

Not all manufacturers have Porsche approved tires, and not all the tires of any approved manufacturer are Porsche tested. While Porsche will only endorse the tires that they have tested, there are other tires that may well deserve serious consideration. Among these tires one would find both the Bridgestone Potenza S03 and the Bridgestone RE 050. The RE 050 is standard issue on the Enzo Ferrari. The S03 is one of the most advanced tires on the market today. Its technology is basically borrowed from the Formula One Bridgestone rain tire. This tire actually has the same level of stick at 50% wear as it did brand new.

Porsche does endorse the Bridgestone Potenza S02A, whose tread design was slightly modified to meet Porsche's noise level requirements. The S02 is a generation behind the S03. Having driven both tires, the wet handling is similar if not better with S03. The bigger difference, however, is with the dry handling where the S02 could stand a little improvement. The S03 proved to be the improvement that Bridgestone wanted.

The new RE 050, while not the technological marvel that the S03 represents, is an example of how far the more basic technology has been improved over the past few years.

The area that Porsche sites as being the most critical is the level of adhesion provided by a tire. This is important because of the computer

controlled assists such as Porsche Stability Management and ABS. These systems are non-adaptive, meaning that they are designed to work with a specific level of adhesion provided by the "N" rated tires. Porsche certainly knows what they are talking about, but if the systems were so sensitive that they could only accept these tires, then how could the systems work with temperature changes, altitude changes, air pressure variations, tread wear, and varying humidity?

Replacement tires need to be carefully selected and clearly for Porsche speed rating, traction, load, and wear should be considered on a performance tire. Personally I look for assistance in wet conditions. I know I, as most Porsche drivers, have fairly decent control in the dry, but wet situations are where one can find significant differences in supposedly similar tires. Test results prove out this theory reporting much larger differences in tire performance in the wet than they record in dry situations.

Having actually driven the S02's and S03's on a wet traction pad against competitors that were "N" rated Porsche specification tires, I can say with certainty that the Bridgestone tires out performed the other tires in the wet. I agree that tires, even "N" ratings, should not be mixed. Front and rear tires should always be of the same specification to insure top performance and balance.

Based on my own observations and driving needs, I prefer the current Bridgestone S03's over any other tire for my Porsche. While this seems to contradict what Porsche recommends, I have no trouble endorsing Bridgestone's product. I can't say whether or not Porsche has tested these tires. I do know that some tires are rejected simply on noise level. With the S03 being the most consistent performing tire based upon its varying tread compound to compensate for wear, I want its ability to channel water and perform in the wet.

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# BOARD MEETING MINUTES: OCTOBER 7, 2005

Ed Barnicle, Secretary

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## PCA CHICAGO REGION October 7, 2005

### **Voting Members Present:**

Ed Barnicle, Todd Conforti, Chuck LaMantia, Jim Jacisin, Keith Clark, Chris Inglot, Jack Stephensen, and Mary Anne Nowakowski

**Coordinators Present:** Ed Leed, Ron Bean, Scott Lynn, Bob Rath, Carl Walstad, Pete Hackenson, and Toby Duckett

**Members Present:** None

Meeting Called to Order by Jim Jacisin at 8:18 PM, at the Park Ridge VFW Hall, Park Ridge, IL

**Secretary:** Barnicle reported that the minutes of the September meeting had been e-mailed to all Board Members and Coordinators, and asked for a motion to approve them as sent. Clark so moved, Inglot seconded, and the motion passed without dissent. Barnicle then confirmed that the October Scene had been delivered to the Post Office that morning; and, according to the by-laws, the postmarked deadline of 11/1/05 was valid.

**Treasurer:** LaMantia presented an in-depth look at the Region's finances for the year; and, after several questions and comments, Jim Jacisin asked for a motion to approve the report as presented. Barnicle so moved, Clark seconded, and the motion passed unanimously.

**Vice President:** Inglot presented Tom Bagley of the Autobahn C.C. as a guest to describe their facility, and to answer any questions that the Board might have about holding a DE event there in 2006. Bagley indicated that Autobahn provides 11 or 12 SCCA-trained corner workers as part of the package when the combined track is being used, and that Monday was the least costly day of the week. He also reported

that the track is only ten minutes from a very good hospital. Inglot reported that the best Monday not already booked was 5/1/06. He also reported that the Region would need 60-70 cars to break even at a fee moderately higher than the current fee for a Blackhawk event. After a discussion in which all Board members participated, Conforti moved to approve an expenditure to reserve the full track for 5/1/06, Clark seconded, and the motion passed unanimously. Jacisin reported that he had asked Inglot to chair the event, and that Chris had accepted.

**President:** Thanks to all who helped make September a memorable month.

**Autocross:** Rath reported that the final event was a success.

**Timing & Scoring:** No Report.

**Road America:** No Report.

**Blackhawk Farms:** Conforti reported that Oktoberfest was a huge success with almost 100 cars, and that the pig roast went well. He expects a significant contribution to the Region's financial health from the year's events.

**GingerMan:** No Report.

**Chief Driving Instructor:** A discussion was held regarding bringing noted automobile safety expert Dr. John Melvin in as a speaker, perhaps at next year's Spring Tech Session. No action was taken, but there will be more to come.

**Insurance:** Clark reported that we are insured.

**Concours:** Bean reported that the final event at the Geneva Auto Show had 22 cars participating. Barnicle reported that Gallagher and Yanahan had told him that the overall quality of the other-than-Porsches cars was much better than Cuneo was last

year, but that there were logistic problems with the site. More to come.

**Rallye:** Stephensen reported that the combined Rallyes 3 & 4 had 26 cars participating for the two-day event. Barnicle added that the roads were great even with the rain that fell constantly for two days. Great job, Jack.

**Social:** There is a wine tasting party at Bacino's in LaGrange on Sunday, and the correct date for the dinner dance is 12/17/05.

**Membership:** It was reported that the Region's supply of the blank name badges had been exhausted, and that new ones needed to be ordered immediately. Nowakowski reported on the cost for 500 badges. Barnicle moved to approve an expenditure for new badges, LaMantia seconded, and the motion passed without dissent.

**Safety:** Conforti reported that the year had ended safely.

**Technical:** Duckett reminded everyone that the Fall Tech Session would be held at Napleton Porsche in Westmont on 11/6/05 in conjunction with the Concour Judges School.

**Goodie Store:** No Report.

**Charity:** Nowakowski reported that their team had raised \$21,000.00 for the Susan G. Komen Breast Cancer Foundation through various efforts including track touring. Board Member Mary Anne Nowakowski, and the Region's First Lady, Patty Jacisin, participated in the 3-day, sixty mile walk from September 16 - 18. Thanks to all who donated.

**Chicago Scene:** The October Scene is on the website. A discussion was held regarding a possible revamping of the Scene's size and content with

an emphasis on reducing the time and cost to prepare and mail it each month. Various thoughts were aired, but no action was taken. More to follow.

**Property:** No Report.

**Sponsorship:** No Report.

**Photography:** No Report.

**Historian:** No Report.

**Webmaster:** No Report.

**Old Business:**  
No old business.

**New Business:**  
No new business.

**Motion to Adjourn:** LaMantia  
**Second:** Barnicle  
**Approved Unanimously**

**Adjournment:** 10:00 PM

**Next meeting:**  
November 4, 2005, 8:00 PM  
Park Ridge VFW Hall  
Park Ridge, IL



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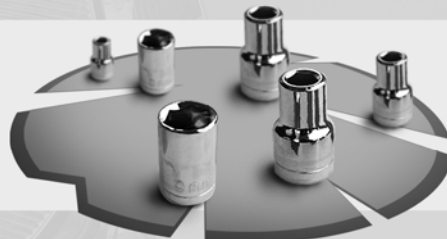
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# MEMBERSHIP NEWS

Debby and Ed Leed, Membership Database

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## NOVEMBER ANNIVERSARIES

1974	Terry L. Kramer	Sally Kramer	1998	Daniel J. Tinley	Maureen Tinley
1976	Charles M. Peterson		1998	R. Peter Carey	Lois Lipton
1978	Richard Lotesta	Brenda Lotesta	1998	Jeffrey K. Schuppel	Gayle Schuppel
1979	John E. Bonnett	Avis Bonnett	1998	William Zerbinopoulos	Melissa Zerbinopoulos
1981	Michael J. Wenckus	Sally Wenckus	1998	Alan W. Wendorf	Suzanne Wendorf
1981	Al Krenz		1999	Mark I. Rubenstein	Maureen Rubenstein
1983	Mark T. Gadbois	Siri S. Gadbois	1999	Richard J. Lockowitz	Mary V. Lockowitz
1984	Timothy M. Green	Gerlinde Green	1999	Robert J. Klaskin	Mike Klaskin
1984	Glenn P. Sapa	Sandy Sapa	1999	Frank R. Mack	Marcia A. Mack
1986	Carl Pohrte Jr.	Sandra Pohrte	1999	Jeffrey N. Phillips	
1988	Alex A. Gianaras		2000	Thomas L. Spence	Patricia Spence
1988	Jack Amstadt	Corrine Amstadt	2000	Robert Kuehnle	Susan Dziedzic
1988	Michael Faems	Nancy Faems	2000	Kirstin J. Knott	
1989	B. Maynard McCall	Diane McCall	2000	Rich Zand	Sheila Zand
1990	Michelle Buie	Dan Buie	2000	Allen G. Jorgensen	Ann Jorgensen
1991	Wade T. Thomas	Paula L. Thomas	2000	John A. Walton	Sherry Walton
1993	L. Robert Artoe	Judith Jendrzewski	2000	Paul R. Predick	Dan Predick
1993	Glen Spiegler	Angela M. Spiegler	2000	Aimee M. Boss	James Kolz
1993	Nicholas J. Rhodehamel	Jonah Rhodehamel	2000	David M. Borun	Melanie Borun
1994	Austin Mansur	Barry Mansur	2000	Paul M. Claybaker	Susan E. Smith
1994	David Zinck		2001	Richard Kersch	Marcy Kersch
1994	Michael J. Miller	Nathaniel J. Miller	2001	James K. Simmons	Carol Simmons
1994	Brian T. McElwain	Cathy McElwain	2001	Martin Bernardi	Mary Jo Bernardi
1994	Jack McCall	Linda McCall	2001	Frank Novak	Laura Novak
1995	Alex G. Christopher	Anna Christopher	2001	Joe Martinez	
1996	James R. Schwade	JoAnne Schwade	2001	Nicholas J. Lynn	Josephine Lynn
1996	Glenn R. Gray	Pam Gray	2001	Richard Carlini	
1997	Michael P. Davis	Sheila M. Davis	2002	Rob Lapporte	Michele Lic
1997	Sam Menegas	Christa Menegas	2002	Cindy VanVolkenburgh	Jay Van Volkenburgh
1998	Douglas Turnbull	Maryann Turnbull	2002	Craig Livermore	Beverly Livermore
1998	Jeff Folkerts	Rob Stone	2002	Yong Jae Yoo	Kwang Yoo
1998	Daniel P. McGuigan	Daniel R. McGuigan	2002	Eric Wrobel	
1998	Van B. Miller	Sherrill Miller	2002	Ben A. Gabis	Liz Gabis
1998	Varun Soni		2002	John Holtz	Jan Holtz

2002 Fevin R. Reyes	Leomelyn Reyes	2004 Michael J. Anzaldi	Ben Hostetler
2002 John Z. Kosowski	John Z. Kosowski Jr.	2004 Charles L. Navarro	Tammy Hellings
2002 Robert B. Clement	Debra Clement	2004 Steven Olshever	
2002 Michael C. McCann	Elizabeth McCann	2004 Eric A. Jacoby	Rowena C. Jacoby
2002 Nicole Williams	Lawrence Becker	2004 David C. Wahl	
2002 Kerry Riley		2004 Stephen B. Smith	Mary Smith
2004 Karen Krist	Blake Suhre	2004 Paul Brian	Carol Brian
2004 Daniel Jakob	Mary Jakob	2004 Christopher J. Bullock	Christopher J. Bullock
2004 James M. Goodpastor			

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# THE MIDSHIP REPORT: LAST PLANE OUT

John Miller [Boxster\_S@veryspeedy.net]

It's that time. You start to ask yourself, "is this the end?". The weather is turning cooler, the events are becoming fewer, and yet, maybe you're just not ready to park it and say, 'enough'. And so it is on many fronts ... so there I was: An avowed Porsche Guy, driving a Ford, standing in front of (a bronze statue of) a guy named Chevrolet, and finding ... truth, wisdom, and inspiration.

## Early Retirement

I was considering announcing the retirement of the Midship Report. At the very least, I thought it may go on permanent hiatus. My other job, the day job that allows me the good fortune of possessing exciting German sportscars has gone off course. My employer (a large local airline) has put a gun to the head of my entire department and is waiting to pull the trigger ... which is, (or was) my still-seething way of saying someone with no interest or stake decided the department was an easy target for outsourcing. All that remains is some as yet unknown date when we all get a phone call telling us to bring our laptops and ID cards into the office.

The jackass that made this decision broke the news to us on the Friday before the Labor Day weekend. He finished the meeting by telling us all to 'have a nice weekend'. What a

horrible excuse for a human being. These were mostly my only thoughts for the following 4 days. And then, I talked it out with a few trusted peers (i.e. other Porsche guys) and came to a conclusion: I could either 'hole up' for the next few weeks (or months), pondering the future and waiting for the axe to fall ... OR, I could live like there's no tomorrow. This may sound a bit exaggerated ... and perhaps it is. There are a few PCAers in our midst that are facing the very serious reality of a bleak future. Or rather, the lack of a future. That surely puts a perspective on how insignificant merely being put out of a job is. Another job can always be found. You get one life. Use it or lose it. So I'm using it. This also means I may be a scarce presence at Chicago/PCA events. I'm using my remaining airline days to fly to far-off destinations in search of interesting automotive attractions.

## From Geneva

No, not Switzerland. At least not yet. This was the local Geneva, IL concours. Let me get this out of the way right

now: I was offended by the 'Etiquette' cards. For those that went and missed these little gems, a squadron of (mostly) preppie kids were patrolling this multi-marque street concours, thrusting cards into the hands of attendees while announcing "would you like an Etiquette Card". Was that a question? Etiquette? You mean, I shouldn't toss my empty water bottle thru the open window of the classic Ferrari? It may be a subtle change in wording, but *Information Card* would have been far more palatable (although incorrect, for it mostly lacked 'information').

Porsches were there in volume (photos 1 and 2) as were many other spectacular cars, although many of the Italian exotics were inventory



from local dealers. Photo 3 captures two of the most timeless, classic sports cars (in my highly un-sought-after-opinion) ever produced - a BMW 307 and a Jag E- type. And while the cars were plentiful, the facilities were not. An early morning concours, plentiful coffee, orange juice, and water, and not public restroom in sight. I took it as a sign to move on - another car show waited. So, off to *The Lake*. Not *Lake Geneva*. *Crystal Lake*. No Porsches at this show, but a terrific collection of other fun German cars (photo 4). And no etiquette cards.

**To LA**

There may be no greater redeeming feature of the city of Los Angeles than the Peterson Automotive Museum ([www.peterson.org](http://www.peterson.org)). While not quite as large as the Blackhawk Auto Museum (in northern CA) or the Imperial Palace collection in Las Vegas,

it blows away the competition in quality content. I went out there specifically to see the Hot Wheels® exhibit (photo 5) and found life-sized versions of the cars that I grew up with (and still have!).

And yet, I was mesmerized by the newest exhibit to open: The cars of Steve McQueen. Which can be summarized in two words ... Porsches and .Holycrap! The photos of the Steve McQueen exhibit can't do justice to seeing it in person. On display was his personal 1957 356 Speedster that he raced, sold and then reacquired

and restored. Photo 6 is his personal 1969 911S that also appeared in Le Mans; photo 7-the 1970 917 from Le Mans (with the movie playing in the background. This could be an entire exhibit by itself. And if the Porsches of McQueen weren't enough, try throwing in his original D-type Jaguar and



## MIDSHIP ...

a race-prepped Austin Mini into the mix. Wander out of the Steve McQueen exhibit and you are confronted by the cars of another legend: Bruce Meyer. The Meyer gallery (photo 8) has to be the best collection of original Meyer bodied cars ever put in one place. Want more? How about Cars of the Stars: the original Green Hornet Imperial, several original Batmobiles, the Ferrari Daytona from the Gumball Rally film, a couple of original Herbie Love Bugs, and a slew of others. Make up an excuse to go to LA. Make time for this museum. An Art Arfons original Green Monster will greet you in the parking lot.

## To Indy

This gem of a museum is probably missed by most that go to the track in spite of being located on the

infield. The Indianapolis Motor Speedway Museum/Hall of Fame ([www.indianapolismotorspeedway.com](http://www.indianapolismotorspeedway.com)) has to be one of the best values in all of IN. A measly \$3 gets you thru the door and up close and personal to more winning Indy 500 cars than you can imagine. Side by side, from the earliest 1900's cars all the way up to the current models. There's even a rolling chassis car that you can slip inside of just to get the feel for what it's like to sit behind the wheel of a modern Indycar. And not only Indycars, but a slew of Le Mans racers and other significant cars from the last century (including a Porsche here and there) are on display (photos 9 and 10).

And lastly, if you can bear to part with another three bucks, the museum will put you on a bus and give you a narrated (low speed, of

course) lap (photo 12) around the track. I didn't think it appropriate to tell them they're practically giving away the best amusement ride in the world.

The museum also offers an occasional *Behind-the-Scenes* tour that takes you out on track by bus and lets you walk on the track and into Gasoline Alley. I don't need an excuse to go back - I'm just waiting for the date that this tour is offered.

## And Back

The bronze statue was that of Louis Chevrolet. It stands just to the side of the Indianapolis Speedway Hall of Fame building. The inscription is a quote from Chevrolet, an engineer and race car driver. It reads "NEVER GIVE UP" ... Damnright.



# TECH SCENE

## Winter Storage: How To Prepare Your Car

by Neil Goldberg & Wayne Kadrovach,  
Porsche Pusher Private Papers

1. Change oil
2. Do not wash the car on the day you put it in storage. The car should be washed and driven a couple of days before storage to get water out of the parts, like inside the doors. I always recommend that a car be driven after every wash.
3. Put 45 lbs air in the tires.
4. Fill gas tank and put a can of Sta Bil in the tank to stabilize the gas during storage. (Sta Bil is available at marine and lawnmower shops.)
5. Put a light coat of Vaseline on doors, trunk and other rubber to protect it. Vaseline can be used on your alloy wheels also.
6. Disconnect battery or pull fuse for clock to prevent battery drain. If your car has a burglar alarm, DO NOT set it unless you charge the battery every 3 to 4 weeks. The alarm will drain the battery when on.
7. 928, 924, 944 check anti-freeze.
8. Check window washer anti-freeze.
9. Use a good grade of leather treatment on leather to prevent drying of leather.
10. Leave doors and trunk ajar.
11. Block windshield wipers off window.
12. Put the car in a gear instead of using the emergency brake.
13. Once a month, push your car a couple of feet forward or backward so the tires won't get a flat spot on them.
14. Push the clutch in once a month.
15. If you start the car, make sure the car is at a normal operating temperature before shutting off. I do not recommend running the engine because a warm engine creates water condensation when it cools down.



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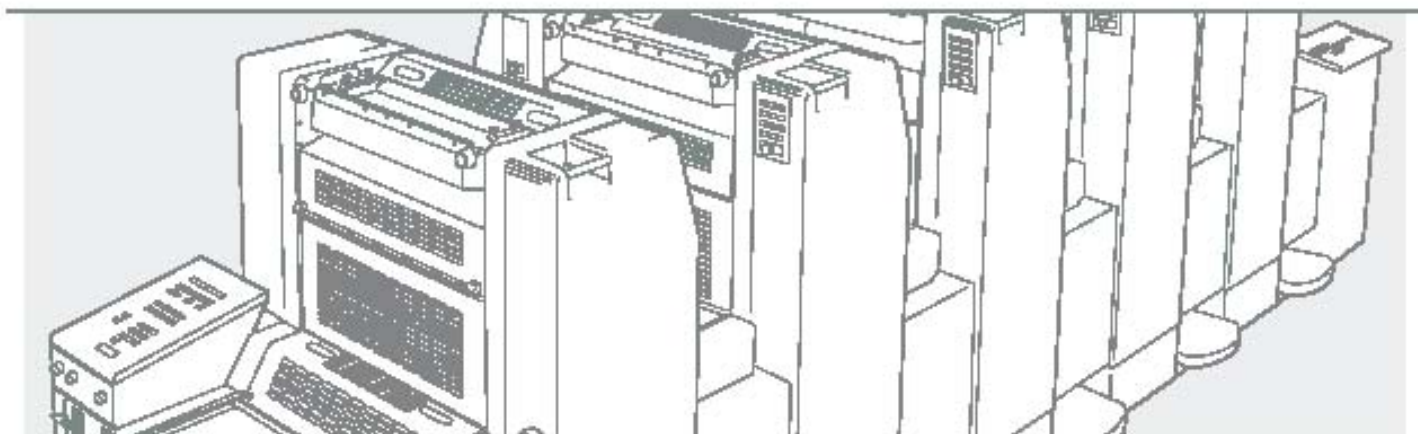
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# Oversteer

## PORSCHING

by Chris Welty  
Hudson-Valley Region, PCA

### Flaming Fall Foliage

Perhaps I hadn't been paying attention. Perhaps I was unaware that the sun had been trying all day to break through the protective layer of clouds. I barely noticed the patches of blue sky in front of me, but other than this, there was no warning.

Fire. Bright blasts of searing heat detonated in waves of color, blistering the paint on my blood-orange 911. Poking through holes in the scattered cloud cover, sunlight exploded on the trees in blinding bursts of light - summer's verdant flame had been replaced by the intense inferno of fall.

The air hissed loudly in protest, but like a fiery arrow I flew down the blazing highway, creating brief swirling maelstroms of red, yellow, and orange in my wake. There was no stopping in this firestorm, the ardent forest blasted my eyes until I could barely see the road, and my ears were continuously assaulted by the deafening roar.

The heat was unbearable, surely neither I nor my car could withstand it much longer. The entire forest was ablaze, the flames blowing over the road with the currents of rapidly rising air. It was too late to turn back, my only choice lay ahead in

the hope that a break in the inferno, a brief respite from the ceaseless burning, might offer relief.

The turbulence of my passage evoked incendiary retaliation from the forest, and my wake was marked by a pair of blazing corkscrews which twisted behind me into the heart of the furnace. I was hypnotised by the sight, though at this speed my attention had to be focused in front of me. Just before I tore my gaze from the scene to the rear, I noticed a sheer wall of flame, which was rapidly approaching and would soon overtake and envelop my vehicle.

Survival now became a question of speed, and my surroundings blurred into a swirling mass of blinding color. Car control was a matter of instinct, as temperature became my all consuming concern. The paint, coaxed on by the intense heat around it, began to erupt in small flashes as it bubbled off the surface, revealing the bare metal beneath. My own skin was not far behind, I

felt as if I would ignite at any moment. Sweat poured from every pore, interfering with my vision and making my hands slip on the steering wheel. My breathing got shorter, unable to compete for oxygen with the all-consuming fire.

Suddenly, I felt a breath of relief, as I burst forth from the forest in a shower of flames. I cranked the wheel hard and slammed on the brakes, bringing the car around to face from whence I had come. After a moment for my vision to return, I noticed that the clouds had once again succeeded in cutting the supply of sunlight, and without this to fuel it, the forest had returned to a cooler, more timid display of color.

"Oh," said my wife, just waking up. "The leaves are changing."

I shook my head. She had no idea...

*Ed note: I ran this article several years ago ... found it again and the timing seemed appropriate ...*

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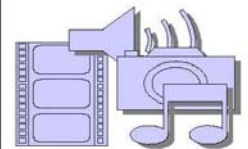
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## For Sale - PORSCHES



**1960 356 Coupe** Ivory/Black; stunning in/out; Concours gaps; no accidents/body-work EVER. All correct per kardex; 70K mi; side moldings; body-color painted wheels/luggage rack w/straps; beauty ring; Becker radio; orig. toolkit available; Must see to believe/view hi-res pics <http://users.rcn.com/mr.runau/56.htm>. \$35K firm. 312.961.8895, [mr.runau@rcn.com](mailto:mr.runau@rcn.com) Al Ortiz (OND)



**1963 356B-T6 Cab** Silver/red leather

seats; comp restore by European Collectibles; eng/trans/bodywork, interior/chrome/repro Nardi wheel/perf gaps/Optima 6V/stunning engine compartment/everything correct, w/every 356 book in print + Porsche shop manual; owner maint/need garage space; digital photos avail; \$62,995. [indydoc@uiuc.edu](mailto:indydoc@uiuc.edu) or 217.351.6070 (SON)



**1973 RSR** bodied on '66 lightweight 2000 lbs tub. White w/blue Carrera lettering. Competitive PCA Club GT3 class w/PCA & VSCDA log books. Maintained Johnson Autosport; Full molly cage/fire system/fuelcell, fabcar wing/915 long box 5sp/2 sets wheels 10x18 and 12x18; needs engine. \$27,500/consider trade for street Porsche. Tony 800.546.2990 x100 or [Tony94701@yahoo.com](mailto:Tony94701@yahoo.com). (OND)

**1979 911 3.0** PCA Club Racer (F); Sparco seats/6pt roll cage; fresh motor w/JE pistons, under 5 hrs since rebuilt; Wevo shifter torsion bars/fiberglass bumper; \$34,000 w/Free Evening Practices at GingerMan Raceway with purchase. Dan 269.227.3534 (SON)



**1980 911SC** PCA G class winning race car built by Bob Johnson/JohnsonAutosport; custom everything/2:42 at Road America/ too much to list/contact for full info; w/ multiple sets of wheels \$29,900/new price. Bruce Boeder [Bboeder@boederlaw.com](mailto:Bboeder@boederlaw.com) or 952.475.7040 (SON)



**1981 911 SC** Guards Red/Champagne leather; Recent trans/pampered history make this 911 ready to go; ODO at 97K mi/ Approx102K mi; asking \$16K. Mike Haas 773.491.3373 (SON)

**1982 911SC** Silver/black; Blackburn Daly slant nose/wide body conversion; all steel head lights; Ruf wheels/frt air dam; many upgrades. \$25,000/OBO 312.726.2400 P Corti (SON)

**1985.5 944** I Class/ready to race/ logbook; 0 hour 8/05 engine; Club Sport sway bars/Weltmeister torsion bars/Koni struts, strut brace/Bursch header; straight pipe/drilled rotors/AutoPower cage/kill switch/window net; Kirkey seat & brace; Ultrashield passenger seat; extinguisher; Fiberwerks spoiler; phone dials; front & rear tow; transponder; never wrecked. \$11K, Rainer Dronzek 630-281-4083 [rainer@toast.net](mailto:rainer@toast.net), <http://members.toast.net/rainer> (OND)



**1986 911 Turbo** Red/tan leather; all orig; no snow or rain; 49K mi; new brakes; sunroof/sport seats; garaged/exc cond; \$35,000/OBO. George 630.417.2458 (SON)



**1986 911 Turbo** Ruf BTR2 eng kit w/

twin ignition & o ringed heads/ 5 spd gear box & clutch/RSR frt spoiler w/air cooler/guages; Fikse 18" Mach Vw/new Michelin Pilot Sports; black leather Recaro seats; rollbar/Sabelts/rear brake vents/rocker panels; 32K mi; everything works/over \$130 invested; photos at [www.perfectpower.com](http://www.perfectpower.com). \$67,500/OBO P Corti 312.726.2400 (SON)

**1987 944 T** Rare factory opt Nougat Brown/brown interior; opt factory C78 touring pkg; LSD; Koni Sport shocks; chromed Turbo S rims/hand painted centers on new Dunlop SP 9000 tires; new battery/cooling system/brakes & rotors; CarFax certified; very clean/unique; 71K mi. \$12,500/OBO Tom 847.909.8460 (NDJ)

**1988 944 Turbo S Coupe** Maraschino Red/tan; very nice cond/mech exc; all service records/3 PCA owners; good orig paint/interior orig window sticker; maint by Porsche specialists; new Avon Tech M500s; no winters/smoking; garaged; stage 1 chip. \$16,900. C.C. Ling 941.639.6394 [ccling@surfbest.net](mailto:ccling@surfbest.net) (OND)



**1990 Carrera 2 GP** White/black part leather interior; 38K mi; ltd slip dif; cruise control/sunroof; A/C; Bridgestone SO-3 Potenzas; 92 aero mirrors mounted (orig mirrors boxed); serviced by Doug Crossman (Isringhausen)/Gordon Giloman (Kauth & Mayeur)/records/Cert of Authenticity /concour car (preservation class); \$29,000 Robert 309.452.9668, [rtdirks@ilstu.edu](mailto:rtdirks@ilstu.edu) (SON)



**1993 RS America #001 Grand Prix** White/black interior; First ever

built; Big Red Breaks upgrade; Fact ABS upgrade; Brian Copans Gearbox; 2 computers 93 Octane 280 RWHP, 100 Octane 300 RWHP; custom safety Devices Matter style cage; RSR full susp; B& B header exhaust system, car sorted by David Murry, 26K mi. \$49,950 Mike (847) 372-9911 (OND)



**1993 911 RS America** Rare Polar Silver Metallic; 30K mi/all four options; exc concour cond inside/out; "Judge's Choice" European Car Concours 8/04; Production # 193, highly sought after early model/factory rolled fenders; only upgrades H&R Springs/full B&B Exhaust; orig springs/exhaust available; NO track time; polished/waxed monthly; always covered/stored winters heated garage/dry weather use only; PCNA Cert of Auth/Carfax incl. \$45,000. John Ross 847.754.1990 [johnross517@comcast.net](mailto:johnross517@comcast.net) (SON)



**1998 Boxster** Arctic Silver Metallic/Boxster Red spec Leather/black top; 5 spd man; heated front seats pkg; traction control/sport pkg; 17" Boxster wheels; CD shelf center console/AM/FM radio/single CD; hardtop; power windows/door locks; wind screen; fitted padded cover; newer Michelins; 33K mi; \$29,000. [gerard\\_maynard@sbcglobal.net](mailto:gerard_maynard@sbcglobal.net) 847.540.8988 (SON)



**2003 911 C4 Cabriolet** Tip/PSM/all wheel drive; integrated radar detection;

7900 mi; 3M stone guard; removable hard top; Bose stereo w/CD; "Mint" \$79,000. Brad 847.867.4686 [jbw2581@comcast.net](mailto:jbw2581@comcast.net) (SON)



**2005 911S** Black/black/full leather; 19" wheels; garaged/non-smoker/brand-new cond; sport adaptive heated seats; ceramic composite brakes (PCCB); sport chrono pkg; navigation; Bose hi-end sound pkg; frt/rr K-40 radar w/laser diffuser; Blue Tooth hands free cell phone; frt clear grd pkg protector; tinted windows; super car! \$95,000. Options/details Mike 630.887.1041, [mike@elitesporthorses.com](mailto:mike@elitesporthorses.com) (SON)



**2005 997 Carrera** Guards Red/full black supple leather/black mats; only 500 mi/garaged/covered; no rain/smoke/track; adult driven; AS NEW; power/heated seats; Bose Sound System; Bi-Xenon Lights; Color Crest Wheel Caps; sticker/Cert of Auth; MSRP \$78,615. 630-290-2216 [JAL356@comcast.net](mailto:JAL356@comcast.net) for more pics (SON)

### For Sale - TIRES/PARTS/MISC

**V700 Kumho Victoracer Autocross Tires;** 2 yrs old/ltd use/estimated 1/2 way through useful life; 2 tires = 225/145/17; 2 tires = 255/40/17; \$75 each set of two/\$120 takes all. Shawn Folkes 847.362.1271, [folkess361@aol.com](mailto:folkess361@aol.com) (SON)

**Wheels/Tires** 7.5" & 10" x 18" Hollow spoke Turbo Twist wheels (996 narrow body) w/Pirelli Pzero Corsa tires (10 heat cycles). \$1,100 Oscar Im 312.296.6546, [oim415@msn.com](mailto:oim415@msn.com) (SON)

## THE MART ...

**18" Turbo-Look Wheels** limited number of scratches from autocross cones; fit 911/Boxster/F=7.5" & R=9"; terrific second set rain/street tires; \$500 firm. Shawn Folkes 847.362.1271, folkess361@aol.com (SON)

**18" Hollowspoke Wheels;** very light/functionally perfect; cosmetically limited number of scratches (autocross cones); fit 911/Boxster/F=7.5" & R=9"; perf for autocross/highly discounted price. Asking \$1,300. Shawn Folkes 847.362.1271, folkess361@aol.com (SON)

**911 Parts:** torsion bars F/R; 1 3/4 Headers; Megaphones; Rear Swing arms; Doors; Passenger Front Qtr off 74 S; Windows side/rear; bumpers; bellows; Steering rack; A Arms; 15 x 7/8 BBS Mesh Single piece w/polish lip fit 968/944 w/Hoosiers; 901 & 915 Shifters. Dawg Haus Racing Doug 847.452.8087 (SON)

**1990 964 Parts** Driver/passenger seats; steering wheel w/airbag; passenger airbag; rearview mirror; spare tire. No reasonable offer refused Oscar Im 312.296.6546, oim415@msn.com (SON)

**1986-89 911 Wide Body Parts:** "Porsche" black bra/used twice; "Porsche" amber euro lenses; black leather AJR 3-spoke wheel w/crest. Best Offer. Lawrence Fik 847.515.2201 (OND)

**Parts** Brey-Krause Harness mount for 996 (R-1030) \$450; BK seat belt mounting hardware (R-9001,R9003) \$30 ea pair; BK Seat Track adapter (R9040) \$40; Recaro double locking seat sliders (2) \$50ea; Sell pieces/deal on whole lot. Oscar Im 312.296.6546, oim415@msn.com (SON)

**Parts** Brand new/in-box frt & rr PAGID Brake Pads (blue)/from Northstar Motorsports/Sold my C4S/ Asking \$250 (paid \$450); 997 Fabspeed Cold Air Kit \$100 Lou Morabito 847.212.5576 (SON)

**Parts** New gray Porsche mats (993); \$60; Speedster humps (Arctic Silver) for Boxster \$600; Two 100 watt Xtant hi-fi car amps \$250; Bill 773.506.2711 or drbill715@yahoo.com (SON)



**Parts** 2002 Turbo Gray leather Seats; power seats; \$600 each. 2002 Turbo Exhaust; \$500. Joel 847.963.9660 Joel@kaphengst.us (SON)

**2001 Sport Heated Seats** Black exc cond; \$1,995.00 for pair. Mike (847) 842-1001 (OND)

**Recaro Seats Pair of 86 944 Turbo** original seats/sliders; black leather; passenger side excellent cond/passenger side excellent cond/manual adj; driver side good cond (small tear on side bolster) w/4-way electric adjustment. Michael Webb m-webb@kellogg.northwestern.edu, 630.605.4973 (SON)

### Garage Doubler System

No chains/cables needed to lift platform - electric hydraulic/mechanical; uses standard residential elec power; must sell \$4,500. Michael Davis 708.474.0522 or 708.250.5209/ Sheila Davis 708.284.2834 (SON)

**2004 Load Master Aluminum Car Hauler** 18'x82'; 7' ramps; only 15 mi; like new. \$3699/OBO Corti 847.831.2054 (NDJ)

**Parade T shirts/Parade Worker shirts/Porsche apparel** Clean/well cared for; wear/give for gifts/use for artistic projects; saved by long-time PCA members. Send SASE for complete list/prices to M J Ling. 1890 Debrorah Dr, #8, Punta Gorda FL 33950 (OND)

## For Sale - OTHER

**Bridgestone Blizzak LM22 Winter Tires** Four (4) 225/55 R16" on Audi S6-look wheels; mounted/balanced from Tire Rack; less than 2500 mi/2 seasons; fits most Audis/VWs from 1996 \$600 Lawrence Fik 847.515.2201 (OND)

**1994 Caterham** (Super 7) 180 hp; exc cond; right hand drive; \$19,500 w/Free Evening Practices at GingerMan Raceway with purchase. Dan 269.227.3534 (SON)

**1967 Jaguar XKE** comp restoration/new car; \$89,000 w/Free Evening Practices at GingerMan Raceway with purchase. Dan 269.227.3534 (SON)

**1998 Formula Mazda** \$19,000 w/Free Evening Practices at GingerMan Raceway with purchase. Dan 269.227.3534 (SON)



**P-O-R-S-C-H-E letters and Shield;** each letter is 12" h x 30" w; shield is 48" w x 64" h; both enamel on steel; exc cond; types of items displayed on dealerships up until 1974. Robert Gummow 815.624.7396 (OND)

**Data East "Checkpoint" Pinball Machine** with manual; loaded with Porsche features - very nice. \$1750. Robert Gummow 815.624.7369 (OND)

**Badge Bar** Configured For Rear License Bracket Of 964 Series. Show Your Support of:FOP-PCA-FFA-ERA-NRA, etc. Yours For 50% of Retail; \$25.00/Cash & Carry. Bruce Janecek 630.654.1150 (SON)

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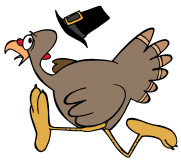
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# Aungahh!

want to be more involved (and make some wonderful Porsche friends in the process), contact anyone on the Board.

There are (as I write this column) two more events on the calendar ... the Concours Judge's School/Tech Session at Napleton Porsche in Westmont on Sunday, November 6th and the Dinner Dance at The Hyatt Lodge (at the McDonald's Campus) in Oak Brook, on Saturday, December 17th. The information for each event is in this issue of the Scene. Both will be fun and well attended ... be there with your Toys For Tots donation!

There is a Region business item that is important to note ... we will begin work on the 2006 Membership Directory shortly. If your information has changed since the 2005 issue OR if your information was incorrect in that Directory, please contact Ed Leed IMMEDIATELY ... Leedlast@sbcglobal.net or 847.382.6911.

Thanksgiving is almost here ... it is my favorite holiday with its emphasis on family, friends, and our blessings as opposed to some of the others where presents have taken on more importance. Having said/written that, check out the gift suggestions on page 31. The items shown there are but a very few of the very many available in Porsche Design/Driver's Selection, Tequipment 911, Tequipment

Cayenne, Tequipment Boxster and on-line at [www.porsche.org/shop](http://www.porsche.org/shop).

Back to why I like Thanksgiving ... well there's the family and friends and gathering together for food and companionship. It's wonderful. But what I like is that, at the same time each year, I step back to take stock ... of the year almost spent - the good, bad, and everything in between ... of those things that I can't change or make go away ... of the changes I did make (both good and bad) ... of my friends and family and how much they mean to me ... of my blessings.

I am so blessed ... and one of my blessings is the opportunity afforded to me by the Region, to edit this. I thank you for support of my efforts and your continuing contributions and help. I appreciate it more than you will ever know.

Steve joins me in wishing all of you a most Happy Thanksgiving!

We'll see you at an event soon!

*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.

It cannot be said loud enough or often enough ...

## CONGRATULATIONS TO DONNA'S DIVAS!!!

We are so proud of you!!!! For more information on their fantastic accomplishments, see the article beginning on page 5.

The days are growing shorter ... there's more than just 'a chill in the air' ... our cars are tucked away in winter storage ... it's almost the end of the season.

Looking back, it's been a busy, event filled year ... hopefully you got out and enjoyed several events. As always, if you have an idea for an event, do not hesitate to contact anyone on the Board with your thoughts. Additionally, if you just

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