

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

# Chicago Scene

OCTOBER 2004



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BALLOT FOR ELECTION OF 2005 OFFICERS & DIRECTORS

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# Chicago Scene

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Ed and Debby  
Leed's track,  
concours, and  
rallye beauty -  
1969 911S

*photo by Russ Pesko*

Contributing to this issue: Jim Jacisin, Steve Rashbaum, Ed and Debby Leed, Van Larson, Van Miller, Mary Anne Nowakowski, John Miller, John Ruther, Ed Barnicle, Mike Rende, John Bonnett, Pat Yanahan, Russ Pesko, Dean Caselli, and Mike Gallagher

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# THREE MONTHS AT A GLANCE



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		<b>OCTOBER</b>			1	2 BLACKHAWK OCTOBERFEST
3 BLACKHAWK OCTOBERFEST	4	5	6	7	8 BOARD MEETING	9
10 CONCOURS JUDGE'S SCHOOL	11 	12	13	14	15	16 RALLYE TO NEW GLARUS
17 RALLYE FROM NEW GLARUS	18	19	20	21	22	23
24 WEBER GRILL SOCIAL & BEARS GAME	25	26	27	28	29	30
	1	<b>NOVEMBER</b>		3	4	5 BOARD MEETING
6 MI DRIVING TOUR	7	8	9	10	11 	12
13 MI DRIVING TOUR	14 TECH SESSION	15	16	17	18	19
20 TECH SESSION	21	22	23	24	25 	26
27	28	29	30	1	<b>DECEMBER</b>	
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	1 	2	3	4	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 		

## 2004 Calendar (as of 9/15/04)

*Italics = info in this issue* CAPS = change

### Oct

10 **CONCOURS JUDGE'S SCHOOL**  
16-17 Rallye V  
24 **Weber Grill Social/Bears Game**

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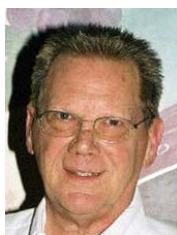
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*No phone calls or faxes after 9:00 pm, please*

# IT'S WHY YOU BOUGHT THE CAR

Jim Jacisin, President

## There Is Still Soooo Much To Do!

Autumn. Can it really be? The time goes so fast. I wish we could slow the globe down so the days would last. I wish for a lot of things. In our region, autumn is also the time for you, our members, to make your Chicago Region wish list for the 2005 calendar. Next month, a new Board of Directors sits down with all the promise of a clean sheet of paper and will map out the course of the '05 season.

While the days grow short, the leaves drop and swirl in our cars' eddies on a country road, the region begins the effort of what will be stories and photographs of what you see here when the days again grow warm and long. Here is where you come in....

Let us know how you feel. Let someone know what you would like to see us do. Right now. Want to see more Tours? Want Gimmick Rallyes? Want a midnight Concours under the stars? How about a bratwurst-eating contest at Road America? Ok, bad example, but... now's the time.

This region is blessed with the volunteers and resources to make just about any event come to fruition. The success of our events is now determined solely by the smiles on our members' faces. We enjoy being in this position, based on the volunteers of the past. Help us continue the wonderful legacy of PCA-Chicago.

Looking back...

While September began with our largest event, largest Drivers Education, largest Club Race, largest Registration, largest Concours (128 cars) and a brand new Golf Outing, there was still so much still to do in September.

Steve Rashbaum and Susan Shire's Crane Rallye was absolutely fabulous. Cindy and I actually led the Rallye for the first three legs. Then Susan turned the difficulty factor up a notch, and we promptly did our best crash and burn. Great roads, great scenery, great cars, Great Scott, how the hell did we fall for that?

As if Pete, Toby, and crew didn't have enough track time, they nonetheless staged another great midweek Blackhawk Drivers Education event.

Autocross 5 was next. I had the time of my life when Steve Rashbaum and I 'raced' for the prestigious 'What's Your Damn

Hurry" trophy. Jeff Girard and crew did another wonderful job with Autocross this year, with a nice variety of locations and course layouts. Thanks, Jeff.

Can Concours season really be over? Well for 2004 it is. We finished up at the popular Naperville Grand Prix. Our Grand Prix kart drivers continue to go deep, well into the charity run-offs. And on the show car side, we had Porsches ranging from Pat Yanahan's 356 to George Biskup's GT3, and everything in between. Thanks James Drury for chairing this Children's Charity event. And thank you A.J. Tiller and Van Larson for chairing this year's Concours program.



New Chicago Region members Jorge and Jorge Aquinaldo with Jim Jacisin at the Cuneo Museum Concours

photo by Steve Rashbaum

Looking forward...

By the time this issue reaches you, Blackhawk Octoberfest will be history. The last Drivers Ed event for 2004 will be only a memory. Where has the time gone? Thanks to all who make our Drivers Education work, from Registration to Tech to Race Control. Job well done.

Also in the history books will be Pat Yanahan's 'day of excellence' aka the Concours Judge's School. Thanks again Pat. ... as always, a job well done.

Have that notion of driving some great rolling roads with the falling leaves swirling in your wake? Sound like something you always dreamed of? At the end of the day, do you dream of pulling your Porsche into a German village and have an authentic meal in a great chalet? Don't ship the car back to the homeland. Just drop a line to Tom & Phyllis Harwood and run the spectacular "das Bergrennen" Rallye to and from New Glarus in Wisconsin. October closes with Toby Duckett holding a 'little' get-together at the Webber Grill in Lombard. The

buffet is wonderful; the Bears on the widescreens and leather chairs in front of the fireplace make a nice, relaxed, cozy setting. Give Toby a call.

November will begin with a new event ... Jim Drury's Tabor Hill Winery Tour on Saturday, November 6th. Book a B&B, watch the weather to see whether or not to take the Porsche out of storage, and join your Chicago Region friends for a tour of a near-by winery and a great dinner. On Sunday, those who have stayed over can tour an auto museum in LaPorte. Sounds like a great final driving event!

And finally...

In case you have not noticed, it's election time. Not only for the nation but also for the volunteers of the Chicago Region. I write an article but the names you see published run the Region. I ask you please to show your support and cast a vote for your preference.

The ballot is available in both the print and the on-line issue. Both ballots are acceptable and I strongly suggest that you enclose your

ballot in an envelope for safer passage through the USPS. So, whether you download the ballot or you rip it out of this issue, remember this is your Region and your vote counts.

Lastly, I'm a slave to checklists and there is something in our bylaws that haunts me and I feel needs correction so I can sleep at night. Article VII. Financial, Section C. Audit (Page 31 of the Directory). During this Region's 47 years, we, to my knowledge have never conducted an 'audit'. We do a 'review' prepared by a licensed CPA firm. As a volunteers we have no paid employees and are 'not for profit', an audit is futile. We have open books, open and available to all members through our Treasurer, at every monthly board meeting. I ask that we simply replace the work 'audit' with 'review' so that I can follow the Regions bylaws to the letter of the law.

That's all for October. Grab the keys while you still can and please vote. There is still so much to do ... get out there.

**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 October 15<sup>th</sup>.

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](mailto:dtringali@pcanational.org) to ensure continued delivery of Porsche Panorama.

Email to [leedlast@hotmail.com](mailto:leedlast@hotmail.com), fax to 847-382-3562 or Debby Leed, 37 Lakeview Dr., Barrington, IL 60010.



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Join the Country Club that has a race course instead of a golf course. Actually, there are three race layouts. The North Track has 10 turns and is 1.46 miles in length. The South Track has 15 turns and is 2.1 miles long with a 2000 ft straight. Combine them both and you get a 3.56 mile long course with 24 turns.

Because Autobahn Country Club has two tracks that can run simultaneously, Members will have access to the track, (North or South), that is not being rented on that day. Groups will be set on a daily basis by the Track Manager who will accommodate the different types of cars and bikes as well as driver experience. So whether you are a racer or someone who wants to learn, Autobahn Country Club is the place for you. *Drive Fast. Be Safe.*

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**Call: 630-375-7652**

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**Scheduled  
Opening Summer  
2004**



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# PCA CHICAGO REGION OFFICIAL BALLOT for year 2005 BOARD OF DIRECTORS

This ballot is in accordance with our Bylaws, Article VI, Section 2. By tradition, we leave a place for write-in candidates. Only active members, active family members, or affiliate members may vote. All ballots must be signed by the voting member(s). All ballots must be received by the Secretary or postmarked no later than November 2nd, 2004.

**MEMBER'S BALLOT** Vote for one (1) each President, Vice President, Treasurer, Secretary and for two (2) Directors:

		NOMINATING COMMITTEE CANDIDATES		WRITE-IN CANDIDATES
PRESIDENT	<input type="checkbox"/>	Jim Jacisin	<input type="checkbox"/>	_____
VICE PRESIDENT	<input type="checkbox"/>	Chris Inglot	<input type="checkbox"/>	_____
TREASURER	<input type="checkbox"/>	Chuck LaMantia	<input type="checkbox"/>	_____
SECRETARY	<input type="checkbox"/>	Ed Barnicle	<input type="checkbox"/>	_____
DIRECTOR	<input type="checkbox"/>	Jack Stephensen	<input type="checkbox"/>	_____
DIRECTOR	<input type="checkbox"/>	A J Tiller	<input type="checkbox"/>	_____

Yes    No  
   

Article VII. Financial  
 Section 1. General policy

Replace with    c.    *Audit: An annual review of the books of the Club shall be conducted by an independent Certified Public Accountant and approved by the Officers and the Board of Directors.*

Yes    No  
   

Replace with    d.    *Financial Statement: At the next regular meeting following the annual review of the books, the Treasurer shall submit the review report to the Officers and the Board of Directors.*

Member's signature \_\_\_\_\_ Date \_\_\_\_\_

Member's name printed \_\_\_\_\_

**MEMBER'S BALLOT** Vote for one (1) each President, Vice President, Treasurer, Secretary and for two (2) Directors:

		NOMINATING COMMITTEE CANDIDATES		WRITE-IN CANDIDATES
PRESIDENT	<input type="checkbox"/>	Jim Jacisin	<input type="checkbox"/>	_____
VICE PRESIDENT	<input type="checkbox"/>	Chris Inglot	<input type="checkbox"/>	_____
TREASURER	<input type="checkbox"/>	Chuck LaMantia	<input type="checkbox"/>	_____
SECRETARY	<input type="checkbox"/>	Ed Barnicle	<input type="checkbox"/>	_____
DIRECTOR	<input type="checkbox"/>	Jack Stephensen	<input type="checkbox"/>	_____
DIRECTOR	<input type="checkbox"/>	A J Tiller	<input type="checkbox"/>	_____

Yes    No  
   

Article VII. Financial  
 Section 1. General policy

Replace with    c.    *Audit: An annual review of the books of the Club shall be conducted by an independent Certified Public Accountant and approved by the Officers and the Board of Directors.*

Yes    No  
   

Replace with    d.    *Financial Statement: At the next regular meeting following the annual review of the books, the Treasurer shall submit the review report to the Officers and the Board of Directors.*

Member's signature \_\_\_\_\_ Date \_\_\_\_\_

Member's name printed \_\_\_\_\_

on-line

**This ballot is pre-addressed. Appropriately fold, tape, stamp and mail it after voting. DO NOT STAPLE.**

**OR**

**The ballot may be folded and mailed in an envelope addressed as below.**

---

**Ed Barnicle  
3 Hanover Court  
Burr Ridge, IL 60527**

**First Class  
Postage  
REQUIRED**

**Ed Barnicle  
Secretary  
PCA - Chicago Region  
3 Hanover Court  
Burr Ridge, IL 60527**

## *das Bergrennen Rallye to and from New Glarus October 16 - 17, 2004*



Saturday, October 16th - Holiday Inn, Greater Beloit

10:00 am	Registration Opens at	Holiday Inn, Greater Beloit
11:00 am	Driver's Meeting	U.S. Hwy. 51 & IL. 75
11:31 am	First car off	South Beloit, IL.
		1-815-389-3481

Having received many requests, we with the help of Ginny and Bob Gummow are again putting on the two-day rallye to New Glarus, WI. Our overnight stay on Saturday night will be at the Chalet Landhaus Inn, in New Glarus, your Swiss Country Home. The Chalet offers a perfect blend of modern convenience and old-fashioned Swiss Décor - to give you a touch of Switzerland close to home. The rooms have hair dryers and coffeepots and the Chalet now has a swimming pool, so come prepared to enjoy it. We should arrive in New Glarus by approximately 4 p.m. so you should have plenty of time to tour the town and enjoy the quaint little village or relax in the swimming pool.

On our way to New Glarus, the rallye will stop in Monroe at the Suisse Haus for a late lunch break between 1 and 2 p.m.

You can make your reservations for Saturday night, October 16, 2004 by calling the Chalet Landhaus at 1-800-944-1716. Be sure to tell them you are with the Porsche Club so that you get the special rate of \$119.00 per room for two people. Your reservation includes Sunday breakfast

buffet for two before we leave on the rallye. You must make your reservation by September 16, 2004. The address for the Chalet is 801 Highway 69, New Glarus, WI 53574.

Dinner Saturday night will be a banquet at the Chalet with a choice of three different items from their menu. Please mark your choice on the registration form below or email your choice to us with your indication that you will be attending. Menu choices are:

- 1) Beef Tenderloin. An 8-ounce tenderloin filet, smothered in a rich red wine sauce.
- 2) Cordon Bleu. A pocket of Veal, stuffed with Ham and Swiss cheese, lightly breaded and pan-fried to a golden brown.
- 3) Wienerschnitzel. Three slices of Veal, lightly battered and breaded, then pan-fried to a golden brown, served with a wedge of lemon.

All entrees served with their special house salad, fresh baked rolls, Roesti & Spatzle, fresh vegetable and choice of coffee, tea or milk. All dinners include service charge and tax.

We will rallye on Sunday to Beloit, Wisconsin. This will be the completion of the rallye. We will end at Hanson's Tavern where they have a soup bar or you can order off the menu for your late lunch. We should be there by 2 p.m.

**REGISTRATION:**

DRIVER \_\_\_\_\_ PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_  
 Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
 NAVIGATOR \_\_\_\_\_ PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_  
 Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
 CAR INFORMATION: Model \_\_\_\_\_ Color \_\_\_\_\_

Saturday night Menu choices: All entrees are \$20.50 each. Please mark your choice/s.

- |                     |         |            |                |
|---------------------|---------|------------|----------------|
| 1) Beef Tenderloin. | # _____ | at \$20.50 | total \$ _____ |
| 2) Cordon Bleu.     | # _____ | at \$20.50 | total \$ _____ |
| 3) Wienerschnitzel. | # _____ | at \$20.50 | total \$ _____ |

Cost \$20.00 per Rallye car. \$20.00 Total: \$ \_\_\_\_\_

PLEASE MAKE CHECK PAYABLE TO: PCA - Chicago Region.

Send reply to Tom and Phyllis Harwood, 1142 Florimond Drive, Elgin, Illinois 60123 or email us at [trh911sc@aol.com](mailto:trh911sc@aol.com).

# EUROSPORT *Racing*

**Midwest Eurosport is pleased to announce  
the building of a second shop at the  
Autobahn Country Club in Joliet.**

(Located near the NASCAR track, just off Rt. 53 & Rt. 55)

After 20 years in business, we have outgrown our Bensenville location. Our new shop will allow Midwest Eurosport to continue its race winning and uncompromised dedication to quality service and support.



Our Joliet location may be closer than you think. Just 28 miles from Rt 88 & Rt 355, 25 miles from Orland Park and 48 miles from Schaumburg.

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[www.autobahncountryclub.net](http://www.autobahncountryclub.net)

# THE STRAIGHT SCOOP

John Ruther, Chicago Region Chief Driving Instructor

## “But I Only Do Drivers Ed ...”

While the subject of this article may at first blush sound self-serving, it is really designed to make everyone aware of the most important piece of safety equipment since the seatbelt.

Northstar Motorsports has recently been selected as a HANS Technology dealership. What the heck is a HANS?, you ask. Actually, it is an acronym for Head And Neck Support and it is the rather strange looking device you have seen many professional drivers wearing, including all those in Formula 1, CART, IRL, Grand-Am and NASCAR.

The device is made of carbon fiber and fits around the neck and goes underneath the shoulder harness belts in a 5 or 6 point belt system. It also has a piece which extends vertically behind the helmet with tethers that attach to the side of the helmet. This device is designed to prevent or reduce the debilitating or fatal head and neck injuries that result from head motions and accelerations and neck forces in racecar crashes.

While I firmly believe this device should be MANDATORY in every type of racing or track driving, that just isn't likely to occur any time soon. Many of us in PCA Club Racing wear the HANS device. I simply won't get in my car without it!

I've been asked by many drivers who participate in either PCA Club Racing or Drivers Ed events if they should consider a HANS device. Let's put it this way - you are probably far more likely to have an incident with a significant impact than you are to have a fire in your racecar, yet, all race drivers are required to wear a fire retardant drivers suit and many DE drivers also wear one.

The other comment I hear is “But I only do Drivers Ed so I really don't need all the safety equipment you need when you're racing.” Maybe it's not required, but you're going just as fast, maybe even faster than a lot of racecars, especially if you drive a Turbo. And when you go fast, the unthinkable can and does happen. And if you think I'm kidding, I've got a long list of people I can have you talk to. One of the people on that list just happened to have his neck broken in an incident. Yes, after his surgery he is just fine, but do you think he'll be so lucky next time? The answer is, not if he's not wearing a HANS device. And to this day I can't convince him to wear one.

One other comment I often get is, “I'm wearing a neck collar so I have all the protection I need.” If you ask the folks at Hubbard/Downing about neck collars they will tell you their research shows that a neck collar is actually a “Comfort Item” not a piece of safety equipment. In other words, it helps support the helmet in high g corners, but it won't do squat if you have a significant impact.

To give you a familiar example: take the incident that claimed Dale Earnhardt's life. For those of you who saw it on TV, it actually looked like a very low speed, low impact crash. Yes, there were some other

contributing factors, but the reality is - if he had been wearing a HANS he would be alive and well today. He died from a basilar skull fracture - the exact type of injury the HANS is designed to prevent.

We at Northstar feel so strongly about the HANS device that we had approached Hubbard/Downing, Inc. (the inventor and manufacturer of the HANS) about becoming a HANS dealer way before Earnhardt's crash in 2002. Unfortunately, it took until now to get it accomplished. In the interim, we have been purchasing HANS devices at retail and selling them to our customers also at retail just so we could help people get the safety equipment they needed. But that has now all changed.

We can now advise you on which HANS model fits your requirements, measure you for the proper size and can install the anchor points in your helmet all at our facility. Whether you are doing Club Racing or DE, don't delay. Come talk to us about a HANS device. Our phone number at Northstar Motorsports is (800) 356-2080.

Bottom line: whether you get it from us, get a number for another source from us and get it from them, or find your own source and get it ... just get and wear a HANS device.



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# AUTOCROSS II RESULTS

Rockford Speedway June 27, 2004

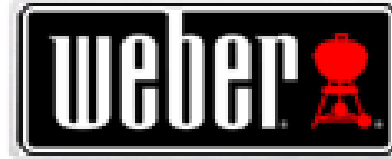
Name	Car #	Year	Model	Class	Region	Best	Overall	Class	
Bob Rath	365	74	914	P1	Chicago	0:59.165	14	1	
Tim McCarthy	606	87	944S	P2	Chicago	1:01.649	21	1	
Ken Nelson	460	78	928	P3	Chicago	1:03.611	26	1	
Shawn Young	88	98	Box	P4	Chicago	0:54.765	1	1	FTD
Bill Kidder	409	99	Box	P4	Chicago	1:02.842	24	2	
Waleed Shafiqullah	330	86	951	P4	Chicago	1:04.464	28	3	
Rod Trautvetter	651	86	944T	P4	Chicago	1:08.182	30	4	
Steven Salembock	605	86	951	P4	Guest	1:12.821	31	5	
Jim Caruso	174	99	Box	P4	Chicago	1:18.833	33	6	
Dan Cubric	939	84	911	P5	Chicago	1:00.295	18	1	
Ed Russ	105	03	BoxS	P6	Chicago	0:57.999	10	1	
Ric Saguil	854	02	BoxS	P6	Chicago	1:01.179	20	2	
Joe Ornelas	603	01	BoxS	P6	Chicago	1:02.583	22	3	
Scott Finch	604	01	BoxS	P6	Guest	1:15.862	32	4	
Greg Turek	5	91	911C2	P7	Chicago	0:55.203	4	1	
Tristan Whitehead	602	91	911	P7	Chicago	0:58.055	11	2	
Richard Harris	851	93	911RSA	P7	Chicago	0:58.446	12	3	
Joe Martinez	964	91	911	P7	Chicago	0:59.979	17	4	
George Schaefer	965	94	911T	P7	Chicago	1:02.638	34	5	
Toby Duckett	45	93	911RSA	P7	Chicago	1:06.134	34	5	
Frank Miyares	477	95	993	P7	Chicago	1:08.253	34	5	
Marla Turek	15	91	911C2	P7L	Chicago	0:59.443	15	1	LFTD
Greg Karr	100	02	911C4S	P8	Chicago	0:59.505	16	1	
John Kall	429	00	996	P8	Chicago	1:01.008	19	2	
Mike Walsdorf	134	03	C4	P8	Chicago	1:02.977	25	3	
Tony Koufos	97	70	911	M1	Chicago	0:54.829	2	1	
Brent Jester	765	70	914-6	M1	Guest	0:55.201	3	2	
Joseph Battista	39	73	911	M1	Chicago	0:55.618	5	3	
Ricardo Gonzales	92	74	914-6	M1	Chicago	0:56.615	6	4	
Ed Leed	2	69	911S	M1	Chicago	0:56.662	7	5	
Jon Jester	755	04	GT3	M1	Chicago	0:57.544	8	6	
Jeff Girard	713	85	944	M1	Chicago	0:57.945	9	7	
Ben Bashline	775	70	914-6	M1	Guest	0:58.572	13	8	
Tony Hegarty	257	78	911SC	M1	Chicago	1:15.464	34	9	
Alex Cervenka	601	04	WRX	X	Guest	1:02.691	23	1	
Mike Hill	928	91	Volvo	X	Chicago	1:04.348	27	2	
Jon Durrani	607	03	Audi	X	Guest	1:06.701	29	3	

da Bears



da Bucs

da Weber Grill



da PERFECT SUNDAY

## Chicago Region FOOTBALL SOCIAL

Chicago Bears play Tampa Bay at Tampa Bay

**WHO:** PCA members and friends

**WHERE:** Weber Grill, Lombard, IL. Bar area with large screen TV and other small TV's  
(NW corner of Rt56 Butterfield Road & Meyers)  
630.953.8880

**WHEN:** Sunday, October 24, 2004

**TIME:** Noon till end of game or ??? COME ANYTIME, leave anytime

**COST:** Buffet\* \$19.00 per person includes one (1) automatic entry\*\* for GRAND  
**PRIZE**

### Cash Bar

\*All you can eat Weber Grill Favorites Buffet (like last year)

\*\*Additional squares available for the other 3 quarters at \$2.00 each.

**GRAND PRIZE:** Mini Weber Gas Grill Deluxe

Please come out and enjoy the game with your friends. Weber Grill wanted us back.

Please call Toby Duckett to hold a spot on the fifty yard line buffet.

630-293-7251 (office)

630-858-3316 (home)

*Reservations are not necessary, but we do need a 'head count' by October 17th*

# AUTOCROSS III RESULTS

## MGA Autocross, July 18, 2004

Name	Car #	Year	Model	Class	Region	Best	Overall	Class
Bob Rath	365	74	914	P1	Chicago	1:07.362	14	1
Bruce Clay	41	71	914	P1	Chicago	1:08.802	18	2
Rip Patterson	64	64	356SC	P1	Chicago	1:11.976	30	3
Mike Meyer	604	74	914	P1	Chicago	1:12.738	32	4
Jim Meyer	603	74	914	P1	Chicago	1:14.595	38	5
Chris Costis	601	88	944	P2	JrMem	1:14.941	39	1
Ken Nielson	460	78	928	P3	Chicago	1:12.808	34	1
Shawn Young	88	98	box	P4	Chicago	1:03.944	4	1
Wes Nowakowski	915	87	944T	P4	Chicago	1:08.637	17	2
Bill Kidder	409	99	Box	P4	Chicago	1:12.759	33	3
Rod Trautvetter	651	86	944T	P4	Chicago	1:16.336	40	4
Mike Kowal	558	86	944T	P4	Guest	1:22.486	42	5
Dan Cubric	939	84	911	P5	Chicago	1:07.747	16	1
David Stone	602	87	911	P5	Chicago	1:08.856	20	2
Rob Cook	51	85	911	P5	Chicago	1:09.216	21	3
Ian Stone	826	87	911	P5	Chicago	1:11.016	28	4
Dennis Costis	716	87	911	P5	Chicago	1:11.556	29	5
Weston Walter	536	83	911	P5	Chicago	1:12.330	31	6
Mike Cass	610	86	911	P5	Chicago	1:13.354	35	7
Ed Russ	105	03	BoxS	P6	Chicago	1:06.301	9	1
Anthony Janairo	294	00	BoxS	P6	Chicago	1:06.304	10	2
Matt Borowski	551	03	BoxS	P6	Chicago	1:09.537	22	3
Christy Russ	59	03	BoxS	P6L	Chicago	1:10.982	27	1
Greg Turek	5	91	911C2	P7	Chicago	1:04.491	5	1
Richard Harris	851	93	911RSA	P7	Chicago	1:05.439	7	2
Mark Nowakowski	880	93	911	P7	Chicago	1:16.450	41	3
Marla Turek	15	91	911C2	P7L	Chicago	1:07.155	13	1
Greg Karr	100	02	911C4S	P8	Chicago	1:06.703	12	1
John Kall	429	00	996	P8	Chicago	1:09.702	23	2
Jim Greenwell	161	04	C4S	P8	Chicago	1:10.017	24	3
Oscar Im	698	99	996	P8	Chicago	1:10.467	26	4
Tony Koufos	97	70	911	M1	Chicago	1:00.397	1	1
Ed Leed	2	69	911S	M1	Chicago	1:02.975	2	2
Mike Hill	928	91	911C2	M1	Chicago	1:03.036	3	3
Chris Diedrich	673	73	911	M1	Chicago	1:04.970	6	4
Joseph Battista	39	73	911	M1	Chicago	1:05.741	8	5
Jeff Girard	713	85	944	M1	Chicago	1:06.515	11	6
Heather Diedrich	736	73	911T	M1L	Chicago	1:07.663	15	1
Ed Russ	13	97	Miata	X	SecondCar	1:08.822	19	1
Jim Scheafer	605	00	Z28	X	Guest	1:10.189	25	2
Shane Easton	609	93	Mr2	X	Chicago	1:13.650	36	3
Michele Cass	611	01	SLK	X	Chicago	1:25.410	43	4
Jim Wolske	568	85	325	X	Chicago	1:19.985	44	5
Christy Russ	14	97	Miata	XL	SecondCar	1:14.006	37	1

LFTD

FTD

# Q-TIP CORNER

Van Larson, Concours Co-coordinator

## Tales From The (Dark) Underside

In the concluding segment of this year's Concours-related tome, we have arrived at the bottom of the P-car. This is a scary subject for most of us but Bob Cook, Pat Y., John Takehara, Jim Jacisin, Rich Laurie and a few other Chicago Porsche Club members have assured me that life can and does go on after a thorough cleaning and preparation of your undercarriage. (Don't go there ... stay here with me.)

Common sense tells us that it would be extremely helpful to get your Porsche safely up in the air on a lift, set of jack stands, etc. Personally, I don't believe the late Dr. Atkins himself could squeeze under any Porsche and still have enough elbow room to successfully clean there. Just make sure the car is stable - don't use your tire changing apparatus here - only the good, heavy duty stuff to get it up and for you to get dirty.

Next, I would recommend removing all 4 wheel/tire assemblies. If you have more than a set of four, please check your owners manual or Cardex because I don't think your working on a Porsche.

I don't think it makes too much difference if your work from front to back, back to front or side to side, but personally, the very last area that I would want to focus my attention on would be the engine undersides.

For your own protection, I would recommend wearing your grubbiest clothes and perhaps a plastic poncho for obvious reasons. A good set of protective goggles or old glasses should be donned to protect your baby blues as well as you will likely be well-anointed with unmentionable detritus by the time this process is finished.

Product - wise, I would recommend using rubber gloves, a good car washing liquid, a degreaser such as Simple Green/Orange Glow or the like, all in conjunction with an old, dedicated stiff-bristled brush. The "spray-on, rinse-off" regimen may work for your wheel wells, plasticky undercarriage parts and the like, but the suspension, steering, drive train, shock/strut and similar areas may need significantly more muscle in removing accumulated dirt, grime, grease and other yucky stuff that will inevitably take up residence there if you drive your Porsche like you stole it or it was "meant" to be driven.

Watch out for the rubber/vinyl covers, etc, as you don't want to tear them up or be too rough with them. A pressure washer set with a wide tip flow pattern can be carefully used to "blast" particularly difficult/dirty areas otherwise unreachable. Start blasting from a distance and move closer if you determine it necessary.

Once clean, treat the rubber/vinyl with a good protectant and I have been advised that a good shot of WD-40 on the plastic wheel well covers helps keep them clean, protected and more easily cared/cleaned in the future.

What about the factory sprayed "shutz/spritz" so liberally applied to the metal wheel well area and

engine undersides?? The war over the Cosmoline has been frequently debated/discussed by the A class (aka "Anals") and I'm not presently absolutely 100% positive on what should be done to deal with this stuff. It is factory installed, to be sure, to make sure that no corrosion will set in on board your P-cars ocean voyage. I do know that some of the A class idols have spent the better part of their formative years with a wire brush and some penetrating solvent playing Michelangelo working on the Sistine Chapel in order to remove every last vestige of this stuff. Talk to Bob Cook, John Takehara, Pat Y or our fearless President for their final word on this, please.

The metal portions of your P-car's visual externals can be cleaned/shined with typical metal polishing products and if you're real good, you'll be able to see how dirty you got by observing your condition in the mirror you've just unearthed at the bottom of your oil pan.

When you have finished this last area of your concours preparation, just walk back into your house "as is", and announce to your spouse, loved one or most significant other that you are now ready to be taken out to the most expensive, lavish and elegant restaurant in Chicago, hoping that they are dressed, pimped and as ready to go as you are!!!

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# CUNEO 2004

Pat Yanahan

It was August 1, 2004 one of the prettiest days this Chicago summer and over 120 world-class show cars competed at The Cuneo Concours d' Elegance in Vernon Hills, Illinois. From a 1915 Antique Ford Station Wagon to a brand new Porsche Carrera GT the day, the weather and the cars were spectacular. This was the fourth consecutive year that the Chicago Region, Porsche Club of America hosted and ran this event that benefits the Lambs Farm in Libertyville.

With both the Chicago Region and the new Midwest 356 Klub appearing in force, over 40 Porsches showed the Chicago community what new and old cars look like when prepared by some of the best concours competitors in the U.S... Adding to this fact, there were past winners of both the Amelia Island and Meadowbrook Concours in attendance. This brought a true sense of national class to the growing annual Cuneo event.

The Porsche Carrera GT was in good company with several Ferraris that were truly the most vibrant red cars in the show. An Enzo Ferrari owned



Howard Yefsky's winning "Peapod":

*photo by Russ Pesko*

by Jim Holdman won Best Modern Exotic. The best Classic was a 1939 Lincoln Zephyr by Jim Manz who is a multiple national winner. The Cuneo Grand Award, presented by Mr. Cuneo, went to the 1933 Rolls Royce Phantom II owned by the Kushner family.

But the day ended in glory for Porsche when Howard Yefsky won the Most Sporting trophy with his prized 356 "Peapod" - a truly stunning example of the Porsche marques. The show cars this year were by far the best we have ever seen and the appearance of the 356



The Carrera GT

*photo by Steve Rashbaum*



The old and the new

*photo by Mike Rende*

Klub along with other milestone cars from the 50's and 60's were popular with the spectators and the judges. Many of our region members were enlisted to judge non-Porsche competitors and had fun doing it. This year's event sponsor was Porsche Cars North America represented by Judd Blunk, who was one of the final judges. Bosch provided prizes for top winners and again we thank our own Rich Laurie.

Our Porsche winners are listed in this issue and represent the constant and continuing advancement in the quality of the preparation by our region members. But the people that did all of the hard work did not receive any ribbon or trophy. Over 40 volunteers worked to make registration, parking, judging and scoring appear flawless to the entrants and spectators. As I have learned from my friend Bruce Janecek: "It's the people-not just

the cars" and the people in the Chicago Region are the most generous with their talent and time.

Bonnie and I thank you for making this a special event and we look forward to seeing you again at Cuneo '05 on September 11, 2005.



Pretty cars all in a concours row

*photo by Mike Rende*



Volunteer Tim Wiese directs cars to the parking areas

*photo by Mike Rende*



The Enzo Ferrari

*photo by Steve Rashbaum*



An entry from the Midwest 356 Klub

*photo by Mike Rende*

CUNEO ...



(left) Dan Gallagher, Pat Yanahan, and Mr. Cuneo prepare to hand out the Concours Awards

*photo by Russ Peski*



The Kushner's winning Rolls Royce Phantom II

*photo by Russ Pesko*



1963 Corvette GS

*photo by Russ Pesko*



John & Renee Takahara's track and concours car

*photo by Steve Rashbaum*



66 Thunderbird

*photo by Russ Pesko*



Cindy Jacisin's 968 in front of the Cuneo Mansion



Action in the 356 paddock



The winners

*all photos above by Russ Pesko*



(from left) Roberta Caselli, Verna Lloyd, Mike Rende, Russ and Becky Pesko

*photo by Dean Caselli*



(from left) Jim Drury, Bob Cook, Tim Wiese and (back to camera) Van Miller

*photo by Mike Rende*

CUNEO ...



(top left) Novice Class Winner - Michael Chin's 1997 993 Carrera

(top right) Some of the Novice Class

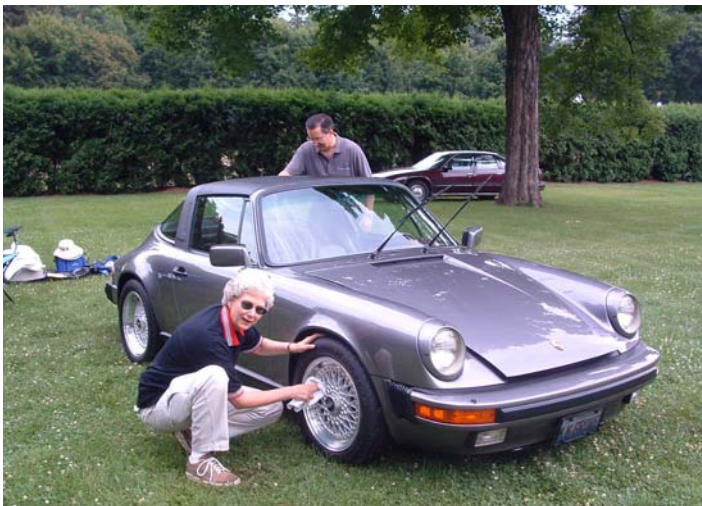
(middle) Mike and April Milhouse's Class B Winner - 1996 911 Carrera

(lower left) Final prep

*photos by Russ Pesko*

(lower right) Serious eye candy

*photos by Michael Gallagher*



# CUNEO MUSEUM CONCOURS RESULTS

	Place	Name	Porsche
<b>Class A</b>	1st	Richard Laurie	1998 911
	2nd	David Slack	1974 911 Targa
	3rd	Ed Leed	1969 911S
<b>Class B</b>	1st	Michael Milhouse	1996 911 Carrera 4
	2nd	Ron Bean	1986 911 Coupe
	3rd	Van Larson	2002 996 Targa
	4th	Darryl Hughes	1989 911 Carrera
	4th	Michael Haas	1996 993 Turbo
	5th	Bill Stepien	1987 Carrera
	6th	Gary Princl	1988 924S
	7th	Frank Dusek	1986 951
8th	Jeff Folkerts	1987 930S	
<b>Class C</b>	1st	Michael Grove	1986 911 Targa
	2nd	Maureen Hutton	1977 924
	3rd	Matthew Kushner	1987 944T
<b>Class D</b>	1st	Cindy Jacisin	1992 968
	2nd	Jim Harper	1990 911 C2 Targa
<b>Class E</b>	1st	Robert Cook	1988 911
	2nd	John Takehara	1974 914
	3rd	Jim Jacisin	1999 Boxster
	4th	Mark Markese	1999 Boxster Cabriolet
	5th	Bruce Janecek	2004 911 2dr Coupe
<b>Novice</b>	1st	Michael Chin	1997 993 Carrera
	2nd	Mike Cass	1986 911 Coupe
	3rd	Jorge Aguinaldo	2001 Boxster S
	4th	Mark O'Brien	1988 911 Coupe
	5th	Denny Hall	1997 993
	6th	Russ Pesko	1984 911 Cabriolet
	7th	Igor Piven	1977 911S
	8th	Gene Khayrin	2000 Boxster

The ladies of Registration

*photo by Russ Pesko*



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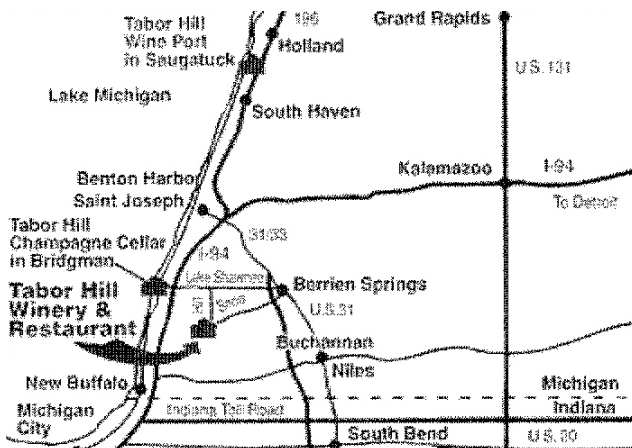
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**Nov 6th**  
**Tabor Hill Winery & Restaurant**  
**Bridgman, MI**                      **\$30.00 per person**

Tabor Hill Winery, nestled amongst the rolling hills of Southwest MI, has been producing quality wines for nearly 40 years. ([www.taborhill.com](http://www.taborhill.com))

Take a drive, at your leisure to the Tabor Winery. If the weather is decent, ta the Porsche. Tabor Hill is asking for a head count for dinner, so we need to know by Oct 25th.

**The Tour and Dinner**

Ride up to MI for the day or spend the night at one of the many B&Bs in the area (see Chicago Region web page for B&B suggestions).

Our **official tour starts at 3:30 pm** ... and will end with **dinner**, overlooking the vineyard, at **5:00 pm**. Dinner is 'off the menu' and NOT included in the tour price. However, the tour price of **\$30 per person** will give you a bottle of Merlot or Chardonnay to take home.

Spending the night/The Door Prairie Auto Museum Tour on Sunday:

On Sunday you may wish to tour The Door Prairie Auto Museum in LaPorte. To check out their collection, go to [www.dpautomuseum.com](http://www.dpautomuseum.com).

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

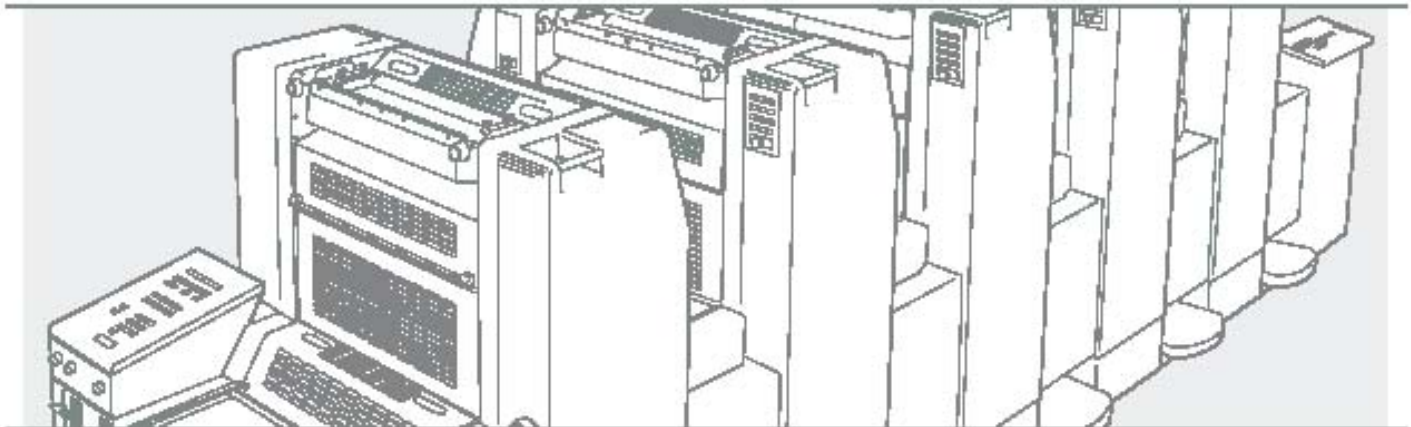
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 LaGrange Park, IL 60526

<b>Tabor Hill Winery Tour and Dinner Reservation:</b>		<b>\$30.00 person</b>
NAME _____	PHONE _____	EMAIL _____
Member _____	Applicant _____	Guest _____
NAME _____	PHONE _____	EMAIL _____
Member _____	Applicant _____	Guest _____
PLEASE MAKE CHECK PAYABLE TO: PCA - Chicago Region.		



# INK

## TECHNICAL SPECIFICATIONS



The Heidelberg Speedmaster is one of the highest-quality presses found on the market today.

Offering the latest printing technology and experienced press technicians, we are determined to provide the best possible product – every time. This commitment to quality extends beyond paper and press to include regular reviews of the latest in ink and color technologies. At the core of any printing specification is the often overlooked ink quality and sequence. To maintain a standard of excellence, we constantly calibrate our presses to match the latest advances in inks and toners. Be it spot color, dry-trapped varnishes or 4-color process, our careful attention to detail ensures your job will stand out.

**HEIDELBERG QUALITY** Heidelberg presses are known the world over for their quality. At PressTech, we schedule regular meetings with technicians to learn new ways of optimizing our equipment and processes. Much like a compulsive car-tuff, our pressmen have an obsession with the inner workings of this amazing machine. More than just a conglomeration of cogs, gears and cylinders, our press is a finely tuned instrument that operates at peak performance because of the fanatic nature of our maintenance. Don't believe us? Just give us a call and we will put you on the line with one of our pressmen for a detailed accounting of how lubrication viscosity affects roller operation. You may want to block off a couple of hours.



**PRESSTECH**  
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# TECHNICAL SCENE

Steve Grosekemper

## Boxster Coolant Tank Failure

While Porsche has gotten along with air-cooling for their sports cars for the past 50 years or so, it has come to my attention that all Porsche models are water-cooled, and have been since 1999. The reason for this new-fangled water-cooling is that it maintains a more uniform control over cylinder head temperatures. Air-cooling was much simpler and best of all, never suffered from coolant leaks. Or always did, but that was OK as well.

For better or worse water-cooling is here to stay, so we better get used to it. Modern cooling systems are sealed and once filled should never need additional coolant.

If a cooling system does lose its fill, it is imperative for us to find the source of the loss. If the coolant was there and now is not, there can only be a few reasons for its exodus. It might have leaked out of the cooling system and escaped to the ground.

(A burst cooling hose or failed water pump is the most common failure).

A less popular escape route would be a leak into the engine itself. Coolant can find its way into the engine through a crack in a cylinder head or block, or by a failed gasket. If this is the case evidence will be found in the oil pan or exiting the tail pipe.

The method of determining the source of the loss is as follows.

- Top off the cooling system.
- If coolant does fall out on the ground, trace it to its source and repair it.
- If the coolant does not fall onto the ground in an obvious manner, you must pressurize the cooling system to simulate operating conditions. (See Figure #1)
- If the coolant does not escape quickly, you must leave the pressure on the system until the level drops noticeably. If the coolant leaks into the cylinder,

the engine will not turn over. You then remove the spark plugs, rotate the engine, and watch to see which cylinder "Old Faithful" starts spraying out of.

- If it leaks into the crankcase, the coolant will mix with the oil. After sitting for some time the oil and water will separate. Since oil is lighter than water, the water will settle on the bottom of the oil pan and pour out first when the drain plug is removed.

But what if none of these things happen? What if coolant is being added to the car slowly over time, and shows no signs of escape. This was the case for me a few months ago. While waiting for something to happen after pressurizing the system, I noticed a drip of coolant escaping the car.

But this was not a normal location for a coolant leak. The coolant was not leaking from the engine, but out of the right rear jack lifting point! Now this was a little perplexing as there are no cooling system components in the area. Then it hit me, (OK, maybe it actually dripped on me). The only thing that was even in the vicinity of the drip was the coolant reservoir mounted in the rear trunk. I looked in the trunk and started pulling carpet out to access the coolant reservoir. Under the carpet is a wooden flooring, so out it went as well.

With all the coverings and floorings removed, there it was. A green fog of coolant spray was coming from the bottom of the coolant tank. A green lake had formed on the trunk floor. As the coolant collected on the floor it found its way forward through body panels until it escaped at the jack lifting point. (See Figure#2)



Figure #1: Coolant pressure tester and adapters are installed to replicate pressure under operating conditions

## TECHNICAL ...

If you find that your Boxster is loosing coolant in a mysterious fashion, you can simply pull back the carpet surrounding the coolant tank. Complete removal of the carpet and flooring is only necessary when the tank is being replaced.

### Coolant Tank Replacement:

At first glance this seems to be a very straightforward process. The tank and mounting bolts are right there in the trunk. There is also an oil filler pipe integrated into the tank but that doesn't look to be a problem. The problem lies not in the trunk, but on the other side of the firewall in the engine compartment.

That is where the coolant and oil hoses connect to the engine. They are connected with a series of pressure clamps that you may have seen before on Japanese cars. You must remove these pressure clamps before removing the coolant tank. Getting to the clamps is another issue.

They cannot be accessed from the trunk or the top of the engine compartment. They must be accessed from the bottom of the car. Unless you are 10 inches tall you will also have to remove the large aluminum protection plate on the bottom of the car. This is also not as easy as it seems. The plate is sandwiched between the chassis and some aluminum braces, which all must be removed.

If after all these obstacles, you still want to tackle this project, continue reading and I will attempt to guide you through the process. A factory service manual is highly recommended for this service procedure. This is due to the fact that there are several small details that may be omitted here due space constraints.

- Remove coolant and oil filler caps.
- Remove reservoir cover and release coolant bleed valve (pull steel ring up into the locked position). Remove the top sealing ring of the reservoir.
- Safely raise car and remove the plastic engine protection cover,



Figure #2: Notice the lake of coolant on the trunk floor and the coolant deposits on the side of the tank.



Figure #3: Fittings are way up into this cavity between the engine and trunk firewall. (This is a good time to find a small-handed helper)

and aluminum protection plate from the underside of car.

- Drain the coolant at the bottom of the engine coolant housing.
- Reinstall the drain plug and tighten after coolant has drained.
- Remove coolant pressure clamps and hoses from tank fittings. These are located on the engine side of the trunk wall, up high between the trunk and engine. (See Figure #3)
- Now go top the top side of the

car and remove all the trunk carpeting and wooden flooring.

- Remove the electrical plug attached to the coolant level sender at the bottom of the tank.
- Now remove the three mounting nuts and bolts holding the tank to the trunk wall.
- The tank is sandwiched between itself, a gasket and the firewall.
- Remove the oil dipstick and guide tube attached to the reservoir.
- Carefully twist and juggle the

tank while separating the gasket from the tank and it will come out. (The gasket should stay with the car)

- Check the bottom of the tank to verify that the tank is actually cracked and the leak is not from the coolant sending unit. (See Figure #4)
- Once the tank is out use a wet/dry vacuum or other means to remove all the coolant from the trunk floor.
- Transfer the coolant level sender and the three elbow hoses from the old tank to the new one.
- Instead of reusing the pressure-style clamps replace them with screw type clamps. (This is a directive from Porsche when the pressure clamps leak, but is a good idea at replacement time as well.)
- Mount the new tank ( 996.106.147.07 = \$217.76 ) to the trunk firewall.
- All earlier coolant tanks, 996.106.147.03/ .04/ .06 have been superseded to this 996.106.147.07 tank.
- From the bottom of the car, reattach the one oil hose and 3 coolant hoses to their original locations.
- From the top of the car, reinstall the oil filler cap. Release the bleed valve, leaving the bail in the upright position. Turn the heater control to Max. Heat.
- Fill the cooling system slowly with Porsche factory coolant part # 000.043.203.78. (Quarts). Mix this coolant with distilled water at a 50% mixture. It is



Figure #4: Hold tank up side down and look for discoloration at leak points.

imperative to fill the system very slowly so as many air bubbles as possible can come to the top.

- Fill the tank until the coolant meets the bottom of the filler neck. Now start the car let it idle, add coolant as necessary to maintain a level at the bottom of the filler neck. Install the reservoir cap. Raise engine speed to 2500 R.P.M.
- Rev engine quickly, several times during this process. The surging of coolant flow is needed to get all of the air pockets out of the system.
- Let the engine temperature increase to 185 degrees and then close the bleed valve bail.
- Continue revving the engine every few minutes until the coolant temperature reaches 195

- degrees. After the engine temperature stabilizes, check below front radiators for hot airflow. (Cooling fan actuation)
- Let engine come down to an idle and verify that the cooling fans are cycling on and off.
- Check car for any coolant leaks.
- If all seems well and no coolant leaks are present, reinstall the two lower covers.
- After the car cools off completely the coolant level should be between the Min/Max indicator marks on the tank. If they are not, correct the coolant level.
- As an extra precaution, you may want to re-pressurize the car cold, to make sure there have been no overlooked leaks.

Good luck!

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# Two Stage Tech Session

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**November 14, 2004**

**11:00 am - 5:30 pm**

Lunch & Beverages: Noon - 1:30 pm

\$5.00 per person

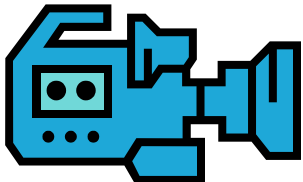
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**STAGE TWO****2:30 pm - 5:30 pm**

**Midwest Eurosport**  
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- '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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# RALLYE III RESULTS

## Drive Around the Neighborhood Rallye

August 15, 2004

Place	Car #	Driver	Navigator	Class	Car	Color	Total
1	14	Steve Rashbaum	Susan Shire	SOP	Boxster	Black	491
2	6	Stephen Shirey	Nikki Pesavento	SOP	Cadillac	Black	584
3	17	Lee Lichtenstein	Chuck Bittman	SOP	968	Blue	646
4	21	David O'Bryan	Heather O'Bryan	SOP	Mrcdes.	White	782
5	8	Ed Barnicle	Pete Hackenson	SOP	996 Cab.	Green	785
6	11	Ron Micek	Martha Kuffel	SOP	930	Black	810
7	7	Steve Olson	Sharon Gregor-Olson	SOP	911	Red	811
8	10	Van Larson	AJ Tiller	SOP	996 Tar.		816
9	18	Peter Faehnrich	Peter Brychel	SOP	911		905
10	1	Nadine Haupt	Jim Haupt	SOP	911	Black	999
11	13	Art Kardatzke	Janet Kardatzke	SOP	Boxster	Silver	1082
12	16	Mark Gadbois	Vicka Gadbois	SOP	Boxster	Blue	1123
13	3	Tom Verachtert	Michael Webb	SOP	911	Gold	1328
14	2	Keith Clark	Chuck LaMantia	SOP	911	Red	1365
15	5	Tom Harwood	Phyllis Harwood	SOP	911	Silver	1376
16	20	Anita Haas	Cassie Haas	SOP	911	Red	1580
17	15	Shirley Bayliff	Samantha Bayliff	SOP	Boxster	Red	1967
18	12	Geo. Schaefer III	Rob Novak	SOP	965	Black	2092
19	9	Tom Gallagher	Bill Gallagher	SOP	911C4	Gray	2261
20	4	Mark Markese	Sue Markese	SOP	944	Red	2700

Rallyemaster	Jim Jacisin	Cindy Jacisin
Pre-Run	Jack Stephensen	Karen Stephensen
C-point Wrk.	Bob Cook	Shirley Cook
	Mike Haas	Ken Pesevanto
	Bruce Janecek	Jean Janecek
	Pat Yanahan	Bonnie Yanahan
	Ed Leed	Debbie Leed



Sister-brother Rallyemasters, Cindy and Jim Jacisin



Patty Jacisin chats with John "The Midship Report" Miller

photos by  
Steve Rashbaum



Rallying makes a person hunger and thirsty!



Lois Beach joined us for the post-rallye party.



The Gadbois family - Mark, Vicki, and Siri



The Rallye team of Peter Faehnrich (left) and Peter Brychel



Tom Gallagher had a great time.



Ron Micek and Martha Kuffel

# MEMBERSHIP NEWS

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

---

## SEPTEMBER 2004 NEW MEMBERS *Welcome! We hope to see you at an event soon!*

Bill Becker  
Darien, IL  
1990 944 S2

Bajo Bozovic  
Kandace Bozovic  
St. Charles, IL  
2002 GT2

Dan Jordan  
Western Springs, IL  
1986 944T

Jerome Zwierzycki  
Matt Zwierzycki  
Northbrook, IL  
1972 914 Targa

Sumeet Beri  
Natalie Beri  
Naperville, IL  
1996 993 TT

Michael B. Chin  
Kyle Chin  
Inverness, IL  
1997 993 C2S

John Wierz  
Christina Wierz  
Batavia, IL  
1987 924S Coupe

---

## OCTOBER ANNIVERSARIES

### 1976

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ANN MC LAUGHLIN

GERALD L PETROSKEY

JUDITH PETROSKEY

### 1979

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MARGARET YOUNG-LAI

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PATRICIA R SANDA

ROBERT B SCHERER

ELIZABETH G SCHERER

ROBERT SPERHAC

ARLENE SPERHAC

### 1980

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LINDA SIMON

### 1991

ROBERT P ALLEN

JAMES JOHN BERG

### 1981

V WILLIAM FRAZIER

SANDRA FRAZIER

BRIAN BUDA

HELEN LA JEUNESSE

### 1984

THOMAS J BURKE

GLORIA DELLARIA

JAMES JACISIN

PATRICIA JACISIN

MICHAEL KETTEN

JUDI KETTEN

PAUL KIJAK

KENNETH KIJAK

DALE H MOODY

BARBARA L MOODY

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KARL SZCZYPTA

JUDY OSTROWSKI

### 1992

PETER G ANDERSEN

JANE BILLINGS

### 1986

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VICKY S HOWARD

JOSEPH R HOVANEC

JUDY HOVANEC

ANDREW R MANDELL

ADELE MANDELL

### 1987

CHARLES W PYNE

### 1994

ALAN ANDREA

JULIE ANDREA

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LOUISE KNOX

DONALD J BUCHNER

JANEL BUCHNER

RICHARD POTEPA

PAUL TRAVLOS

SHERI TRAVLOS

ROBERT K BURNHAM

RITA BURNHAM

DAVID L VARWIG

JEANNE VARWIG

JOHN DABEK

ILONA DABEK

RICH EVERS

STEPHEN PAOLETTI

### 1989

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JANE CIEPLY

JACK L STEPHENSEN

KAREN STEPHENSEN

### 1990

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LORI PEARCE

### 1995

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GUIDO NERI

HENRY V MOORE

JOHN MOORE

A J TILLER

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 GERARD A GERACI  
 BRIAN JACKSON  
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 MATTHEW J SCHULZE  
 MATTHEW T VOSS

TODD JACKSON  
 BARBARA MALONEY  
 LAURA SCHULZE  
 LLOYD MORRIS

**1997**

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 KEVIN MC LAUGHLIN  
 F STEPHEN SHIREY  
 PETER S SYGIEDA  
 JEFFERY S WHYTE

SHEILA CHELSTROM  
 ANDREA MC LAUGHLIN  
 MARGARET SYGIEDA

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 DONALD BICKEL  
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 STEVEN W SCHEIBE  
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 KEN BRINKMAN  
 DE LANE M CANTRELL  
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 RUSSELL W KOENIG  
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 NICHOLAS L MAROVICH  
 JON NELSON  
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 CARRIE BRINKMAN  
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 KNIGHT CHARLTON  
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 STEVEN T FARWELL  
 BILL FERGUSON  
 TOM FISKE  
 DAVID GINSBURG  
 DAVID E GONGORA  
 WILLIAM C HEBBLE  
 SOUK HEMINTHAVONG  
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 KATHLEEN FERGUSON  
 SARA CANT  
 MARC GINSBURG  
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 CHRIS XAYARATH  
 JANICE JARRELL  
 VAR LORDHAL  
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 RICK VEAGUE  
 RUFUS WILLIAMS

LORI TYBON  
 SAM VEAGUE  
 JAYE WILLIAMS

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 JOHN J CHRUSCIEL  
 HANK C CLEMMENSEN  
 DOMINIC DUGO  
 STEVE GREENBLATT  
 TIMOTHY C IRONS  
 ANDREW A JOHNSON  
 PAUL JUNKOVIC  
 ZACK J KENTOR

LAURE ATCHINSON  
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## Coming Attractions ...

### *The 2004 Dinner Dance and Awards Presentation*

***Saturday Evening, December 11, 2004***  
***The Chicago Athletic Association***  
***12 South Michigan Avenue***  
***Chicago, IL***



It is time to put the **Dinner Dance** on your calendar and make reservations. 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.

Complete details will be available in the next issue of the Chicago Scene as well as on the Chicago Region web site.

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

For special requirements or any preliminary questions call Pat or Bonnie Yanahan at 630-887-7605 (no calls after 9:00 pm, please).

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# AUTOCROSS IV RESULTS

Jim Jacisin, President

## Lake Geneva Autocross, August 22, 2004

Name	Car #	Year	Model	Class	Region	Best	Overall	Class
Bob Rath	365	74	914	P1	Chicago	0:49.408	16	1
Mike Meter	613	74	914	P1	Chicago	0:50.187	20	2
Jim Meter	612	74	914	P1	Chicago	0:50.498	22	3
Bruce Clay	41	71	914	P1	Chicago	0:50.869	24	4
Kyle Raymond	602	73	914	P1	Chicago	0:51.625	27	5
Ed Raymond	601	73	914	P1	Chicago	0:52.930	34	6
Brian Jackson	524	70	911	P3	Chicago	0:49.431	17	1
Bill Kidder	409	99	Box	P4	Chicago	0:50.241	21	1
Wes Nowakowski	915	87	944T	P4	Chicago	0:50.881	25	2
Jim Jacisin	21	99	Box	P4	Chicago	0:52.779	31	3
Tom Kidder	49	99	Box	P4	Chicago	0:52.789	32	4
Rod Trautvetter	651	86	944T	P4	Chicago	0:52.966	35	5
Jim Caruso	174	99	Box	P4	Chicago	0:54.558	36	6
Cindy Jacisin	68	92	968	P4L	Chicago	0:56.149	38	1
Dan Cubric	939	84	911	P5	Chicago	0:48.810	12	1
Weston Walter	536	83	911	P5	Chicago	0:49.752	19	2
Mike Cass	610	86	911	P5	Chicago	0:50.505	23	3
Chris Teeluck	300	80	911	P5	Chicago	0:52.799	33	4
Ed Russ	105	3	BoxS	P6	Chicago	0:46.830	7	1
Joe Ornelas	604	1	BoxS	P6	Chicago	0:49.142	15	2
Christy Russ	59	3	BoxS	P6L	Chicago	0:49.448	18	1
Mike Hill	928	91	911	P7	Chicago	0:45.928	4	1
Greg Turek	5	91	911C2	P7	Chicago	0:46.853	8	2
Joe Martinez	964	91	911	P7	Chicago	0:48.046	11	3
Jeff Chelstrom	614	91	911	P7	Chicago	0:51.658	28	4
Marla Turek	15	91	911C2	P7L	Chicago	0:48.898	13	1
Greg Karr	100	2	911C4S	P8	Chicago	0:47.314	9	1
Oscar Im	698	99	996	P8	Chicago	0:47.709	10	2
Tristan Whitehead	444	74	911RS	I2	Chicago	0:44.832	3	1
Ed Leed	2	69	911S	M1	Chicago	0:44.124	1	1
Tony Koufos	97	70	911	M1	Chicago	0:44.347	2	2
Joseph Battista	39	73	911	M1	Chicago	0:46.020	5	3
Maurice Scorsolini	115	73	911	M1	Chicago	0:46.339	6	4
Ed Russ	12	97	Miata	X	SecondCar	0:49.110	14	1
Martin Yanahan	603	3	WRX	X	Chicago	0:51.016	26	2
Shane Easton	615	93	MR2	X	Guest	0:51.937	29	3
Michele Cass	611	1	SLK	X	Chicago	0:56.124	37	4
Christy Russ	13	97	Miata	XL	SecondCar	0:52.738	30	1

# THE MIDSHIP REPORT

John Miller [boxster\_s@veryspeedy.net]

## Run For Your Life

That's my Uncle Gus behind the wheel of the Boxster (photo A). That's his daughter/my cousin Marsha in photo B. This piece started out life titled "A Trip to Panic-ville" ... but I decided to boot that material into Part II of this column ... for reasons that will become self-evident.

I was returning from an extended weekend trip in Door County, WI. About an hour into the return drive (a very easy five hour jaunt, by the way) a few miles south of Sturgeon Bay, a problem occurred with the Boxster which could have had much worse consequences. I was able to solve the problem, but it nagged at me for the next hour or so. Fortunately, I had another three hours of drive time ahead of me and eventually my thoughts drifted (returned, really) to more important matters.

I went up to Door County to spend time with family. It's an annual event and I enjoy it immensely. Short of some medical miracle, my Uncle Gus won't be there next year. This thought deeply saddens and frustrates me. Watching the toll it takes on his wife (my Aunt Libbie) and his children/my cousins, my friends, Robert, Susan, Marsha and Laura is equally frustrating. We are

going to lose a part of our lives. No matter how hard we try and hang on, the unwelcome inevitable will come. But that's the future and I want to revisit the past ... some time in the early 1970's.

My dad was something of a 'closet' sportscar enthusiast. There was a (self-destructing) Renault, followed by a VW Karmann Ghia, and then an Opel Kadette (Rally version! with rally stripes, rally lights, and a walnut steering wheel). Sadly(?), 3 boys and 1 girl ended that progression and forced dad into practical cars. A Ford Galaxy station wagon and a (ughhhh) Ford Pinto wagon. A notable memory - these 2 cars (as well as the sportscars) were, ahhhmmm, spartan in the features department. Air conditioning? No. Cruise Control? No. Power windows and locks? ARE YOU KIDDING? My Dad's line of thinking was: "It's one more thing to break down."

His brother (my Uncle) Gus didn't have that set of genes. Uncle Gus was in electric parts and supplies, wire, and cable. One of my earliest recollections of him and cars was his green Ford Station wagon; I recall being awed that the car had so many options. I remember how gleefully he showed my dad all the gadgets - of course power windows and locks, but also power vent windows! (for those of you too young to know,

these were tiny 1/10 sized windows at the front leading edge of the regular windows that you could lower/open and raise/close separately). It even had full fledged hand-operated controls for accelerating AND braking built into the steering wheel. Too Cool.

I thought a lot about that car and my uncle and my dad for the rest of the drive. They lived long full interesting lives - Uncle Gus served in WWII and I recently found some paperwork from the US Government that stated my Dad had Secret Clearance to work on some unspecified project. I've done a few things, but would like to accomplish a lot more. I'm TV generation - grew up just as TV was going from black and white to color. Oddly, I completely missed two classics that now have renewed significance/influence on me. Route 66 and Run for Your Life.

The Route 66 premise is easy: 2 guys, 1 convertible sportscar, leisurely travel all over the US. Run For Your Lie was a bit more complex, but the opening sequence was indelible. The lead character is told by his doctor that he somehow contracted a rare disease for which there is no known cure. He has roughly one year, maybe two, left to live. The off-camera narration is haunting. "I guess I'll have to cram in as much living as I can in one



year. Maybe two." Yeah. It stuck with me for the rest of the drive home. What would you do?

Well, I know. I've known for a few years ... but was always of the mindset, no rush; I've got all the time in the world. Do I? I started planning this past week. A road trip. THE ROAD TRIP. Not this year. Probably not next year. Hopefully, I'll be ready in '06. Destination: United States. I'm not talking about a sprint to Cape Cod or a meandering 2 weeks to Santa Fe. My aim is to pack up the Boxster and go. And not come back until I've seen and done enough. Six months. Maybe more. I'm partial to the idea of traversing the northern States (and Canada) in the summer and heading to the south in the winter.

Uncle Gus seemed to be going strong when I saw him last. He's not ready to quit. Neither am I. The dates for the Door County getaway next year have already been set. It's going to be tough to drive up there if Uncle Gus isn't there. And a lot tougher not to.

## Part II: A trip To Panic-Ville]

As I mentioned earlier, there was an incident on my return trip from WI a few weeks ago. About an hour into my 5 hour journey home, I stopped off to refuel the Boxster. The gas gauge was only at the 1/2 mark, and I figured if I filled up at this point, I could make the rest of the run

with out stopping to refuel. And then I found myself standing in PANIC-VILLE.

I put the gas pump nozzle in the tank, squeezed the lever, and after 5 seconds or so, I had gasoline gushing back out the filler neck and splashing me and the car. What did I do wrong?

I must have put the nozzle in improperly ... at an odd angle ... yeah, that's it. I'll just reseal it and start again. More gas on the fender. Panic and Fear.

What's plugged up the filler neck? It's amazing how quick the mind starts processing the scenario: Only half a tank of gas - I'll never make it home. Where's the nearest Dealer ... Milwaukee?, I think ... maybe enough gas to get there. But it's Sunday. No help there. Maybe call Roadside Assistance. GET REAL. They'll just tow it somewhere. Same outcome.

And then, as I was splashing water from the windshield squeegee back on the fender, it slowly started to come back to me. I recall reading on one of the Boxster web-message boards sometime last year about someone who had a similar problem. He could only put gas in a few ounces at a time - it took him an hour to get a full tank. So I tried.

Yup. In five minutes I managed to run the pump up to \$1.84 - not even a gallon. At this rate 10 gallons would take almost an hour. I struggled to make it an even gallon and then quit. I drove across the street and parked in an empty lot to think and sweat. I recalled that message log mentioned a fuse somewhere. But where? Quick, pull off the fuse panel cover and start looking at the listing.

WHAT THE H---, this is in German. Duh. Panic subsides as I realize it's



Photo 2



Photo 1

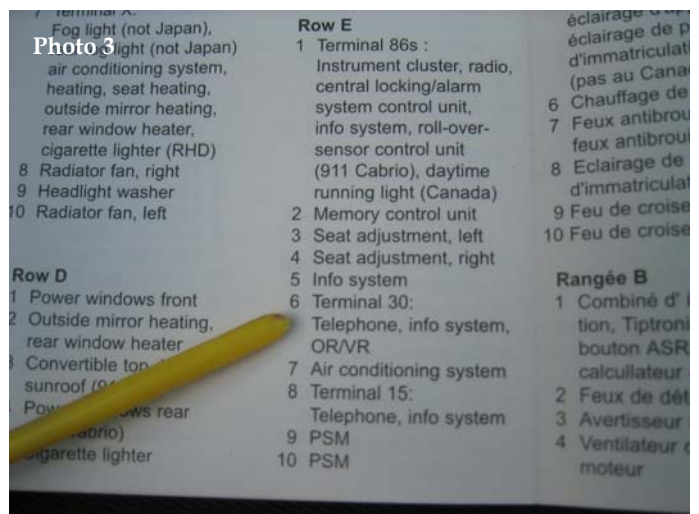


Photo 3

<p>7 Fog light (not Japan), 8 Fog light (not Japan) 9 air conditioning system, heating, seat heating, outside mirror heating, rear window heater, cigarette lighter (RHD) 10 Radiator fan, right 11 Radiator fan, left</p> <p>Row D 1 Power windows front 2 Outside mirror heating, rear window heater 3 Convertible top sunroof (911 Cabrio) 4 Power windows rear (911 Cabrio) 5 Cigarette lighter</p>	<p>1 Terminal 86s : Instrument cluster, radio, central locking/alarm system control unit, info system, roll-over- sensor control unit (911 Cabrio), daytime running light (Canada) 2 Memory control unit 3 Seat adjustment, left 4 Seat adjustment, right 5 Info system 6 Terminal 30: Telephone, info system, OR/VR 7 Air conditioning system 8 Terminal 15: Telephone, info system 9 PSM 10 PSM</p>	<p>éclairage de p d'immatriculat (pas au Cana 6 Chauffage de 7 Feux antibrou feux antibrou 8 Eclairage de d'immatriculat 9 Feu de croise 10 Feu de croise</p> <p>Rangée B 1 Combiné d' tion, Tiptron bouton ASR calculateur 2 Feux de dét 3 Avertisseur 4 Ventilateur moteur</p>
---	---	--

## MIDSHIP ...

in various languages. Still, even the English version makes no mention of fuel filler or fuel *anything*. So I start checking fuses, (panel - photo 1) one-by-one. And there it was in row 5 (per the listing booklet: row E. Spot 6), a 7.5 amp fuse (photo 2). The listing booklet describes it as: Terminal 30; Telephone, info system, OR/VR (photo 3). THAT'S insightful. I immediately went looking for spare fuses.

Yes, the bottom row does contain spares, but I was too panicked to think about it - I knew I was carrying spares of my own somewhere. I could only locate one, but that was all I needed, so in it went. I turned the key and held my breath - no 'pop' of a fuse blowing--a least that was a good sign.

Over to the next gas station and another breath-holding episode while I put the fuel nozzle in the Boxster and pulled the trigger. Free flowing gas INTO the tank this time. Ahhhh, crisis over. For me. But what about all the poor schmoes that didn't read and recall that little blurb? And why did the fuse burn through in the first place?

It also got me thinking seriously about SPARES. Call it a safety net, a margin for error, whatever you like. The stakes are much higher these days. Of course, I now have a full compliment of spare fuses and even a small voltage/power tester device tucked in the trunk. Over the years, as I undertook longer road trips, I began to widen my safety net.

At first, I added a can of tire inflator/sealer (similar to products like Fix-a-flat). Then I added a genuine tire plug and patch kit. For the extended trips, I even toss in a small box with brake fluid and brake pads. All these items are truly small enough and unobtrusive enough that there's no downside to carrying them.

I also recall the first time I (thought) I lost the Boxster key. I was at Mid-America (Tweaks) Porschefest

and while putting something from a vendor into my pocket, realized the key wasn't there. Immediate panic followed by a frenzied walk-run retracing every step back towards the Boxster. Nothing. When I reached the car, I looked all around the ground. Still nothing. And then I looked inside. There it was, lying on the passenger seat (of course the top and windows were down, and anyone could have helped themselves to it, but that's a different story). It was from that incident forward, that I always carry the valet spare whenever I travel more than an hour from home.

Consider this: I can go to (Sears, Ace, Home Depot, etc) and get the fanciest replacement key copy they offer for my Toyota for under \$2.00. The basic Boxster key will set you back anywhere from \$90 to \$150 although the 'valet' key (no remote) can be acquired for as little as \$50, depending on the dealer and whether or not you have a key to begin with. The Remote transponder can easily add another \$100 to \$150. And, for the moment, your only option for programming is to go through a dealer.

This may change - I came across a possible alternative: an outfit called Streetkeys. They sell uncut blanks for a variety of high end cars (including Porsches) at comparable prices - their web site lists a Boxster S key blank for \$99 (although they

routinely sell blanks on eBay for less than half that).

What caught my attention was their claim to have the ability to program the keys. In reality, when I called for details, they were quick to acknowledge that late model 986/996 Porsche keys could only be programmed by the dealer.

And speaking of keys on eBay, you can use the head portion of a 'new' key only if it has the original key tag. The tag is a small white card containing the software info that is required to program the key(s) and car together. In other words, if a key head (the programmable part) doesn't have the white tag, you just bought an expensive paperweight. The key blank (the metal stick part) can still be 'cut' by a dealer and will still open the doors, but can't be used to start the car.

Keep track of those spares.

**Clip this page out and put it in with the owner's manual or somewhere else handy.**

Next month: No apologies here; I blew off going to Road America over Labor Day to go to Maui. Earlier, I went to the Neighborhood Rally hoping to find a rally partner and settled for working the last (and I'd like to think the most interesting) Checkpoint. I'll share some details next time.

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## Mid America Motorworks Swapfest - Oct 16th

Our Spring Swapfest was so successful, we decided to do it again! The Fall event will be held at our headquarters in Effingham, IL on 45.

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- Car corral - \$25 per vehicle
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## PCA Milwaukee - Brand New Event - New Track !!

Randy Hallenback

Saturday October 23, 2004. Sign up immediately. Details available on the Milwaukee Region October Website Calendar, at: [www.porsche.org/calendar/calendar.html](http://www.porsche.org/calendar/calendar.html)

NEW. NEARBY. BRUTALLY FAST.  
Question: what do you get when you mix the following:  
- 2 parts fine sports cars

- track touring opportunities
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- support from the local P-car dealer
- USA's newest road course

Huh? The *Milwaukee Power Circuit*, America's newest road course is just about ready, getting is it's final work

on barrier protection and a few other odds and ends ... the track surface itself is ready and I drove it and it's FAST!

Milwaukee PCA will be the first car club to run the new 1.85 mi. long "Milwaukee Power Circuit", which marries a .85 mi. long infield road course to run onto and off of the low-banked Milwaukee Mile Oval (yes, the same track CART/INDY gobbles up each year) and it uses 90% of the oval. It's not for the faint of heart ... hence the capital "P" on Power Circuit.

LIMITED ENTRANCE: the first (100) entrants is where we're capping this event so that we may provide the highest possible quality and safety in this event ... we will pylon a few areas to help keep

people from visiting the "wicked white wall".

As some added hooks, the first (100) registrants receive a commemorative items to remember this inaugural event. If that wasn't enough, all registrants will receive a free continental breakfast hosted by Concours Motors, plus free lunch provided by PCA. For the tame of heart and "wash and polish" group, we'll have a Touring session so they can too can see what all the "buzz" is about.

Demo Drives: Concours Motors will be providing some great German motorcars for anyone 18 or older to demo drive on a demo course in the paddock area.

It's less than a month away and my bet is we'll have (100) entrants within a week, so if you'd like to join us, get your registration form and check in NOW to reserve a spot ... otherwise, you're welcome to come watch from the beautiful new aluminum grandstand, where you can see every car, every minute from a cozy seat.

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# TECH QUIZ

Mary Anne Nowakowski

Test your Porsche knowledge with the following Porsche related questions.

Have fun!

- Porsche designed the 928 headlights to lay flat and exposed in order that:
  - They would be brighter in tunnels
  - They would be kept cleaner
  - The car would not mistaken for a 924
  - Porsche would not be accused of copying the Corvette
- Porsche cars did not have a crest until:
  - 1952
  - 1962
  - 1949
  - 1968
- In the mid 1980's Porsche modified a 911 engine for aircraft use. What US company used it?
  - Boeing
  - Lear
  - Beech
  - Mooney
- The sheet-metal body stampings for the Boxster are made by:
  - Porsche
  - VW
  - BMW
  - Ruetter
- The first Porsche production car to have a 6-speed manual transmission was the:
  - 968
  - 964
  - 993
  - 996
- The term "Happy Pump" refers to which car?
  - 917 Turbo
  - 911 RSR
  - 908
  - Cayenne
- The 928 crankshaft has what number of main bearings?
  - 6
  - 5
  - 7
  - 8
- The Boxster fuel filter is located:
  - In the right rear wheelhouse
  - Under the gas tank
  - At the left underside of the engine
  - In the center tunnel
- The angled double-jointed steering column in early 911's was used primarily for:
  - Safety reasons, in the event of a frontal crash it would collapse
  - To allow for right and left hand drive
  - To counter-act "bump steer"
  - To allow room for golf clubs in front
- The task of designing a successor to the 356 first betan in :
  - 1959
  - 1962
  - 1960
  - 1964

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

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# FIRSTHAND REPORT: CARS AND CARNAGE

John Miller [boxster\_s@veryspeedy.net]

## German Autofest - Ventura

There are few Porsche events that are legendary just by their name. Rennsport. Hershey. Ventura. And whereas the Hershey gathering has perpetual rain, Ventura offers perpetual sun.

The photos can't do justice to this event. A bright warm day, an ocean breeze, and acres of the most gorgeous cars in the world. I foolishly bungled the plans to attend last year (when the Boxster was the featured model) and vowed to attend this year even though the featured model was 'only' the 911. Ventura (a.k.a. German - Autofest) should be an event that one attends

if not every year, at least every other year.

It's not simply a car show, it's a swap meet, a literature and mobilia show, a concours, industry exhibitor presentations, and offers a slew of tech seminars featuring the likes of Bruce Anderson. Although the event is 60 miles north of Los Angeles (which can mean anything from a 40 minute drive to a 90 minute crawl), the drive up Pacific Coast Highway (photo 1) eases one into the proper frame of mind for an event like this.

Naturally, the event featured a 'Porsche Only' parking area for attendees. And WHAT a parking lot.

This being southern California, the lot turned into its own car show within the car show. Much like Hershey, it was only natural to wander the 'Porsche Only' parking and go up to all sorts of great cars and start spontaneous conversations with complete strangers.

I wouldn't hazard a guess as to how many cars were officially in the event ... just looking at some of the photos, the estimate of A LOT seems fairly accurate. There were so many cars parading through the grounds on their way to pick up awards that it was impossible to count them all. Photo's 2, 3, & 4 are a small sampling of the cars participating.

Photo 1



Photo 2



Photo 3



Photo 4



## FIRSTHAND ...

Not on active duty, but commanding authority is this rare 911 'Polizei' car (photo 5). Of course, I'd have to say there weren't enough Boxsters represented, but at least one entrant faced off the 911/912 crowd and won an award (photo 6) and there was a bumper (to bumper) crop of Boxster in the Porsche-Only Parking lot (photo 7).

## Buckets o' Becks

Inside and out, there were spiders everywhere. Beck Spiders (550 replicas) were fully represented by both manufacturer displays (photo 8) and (award winning) concours entrants (photo 9).

## Speedsters Aplenty

Not enough to challenge the 911/912 counts, but a significant number

of 356 coupes and dropheads to ogle (photo 10).

## Best in Show

This excellent example of an early model Porsche was (factory) painted in on of the most eye-catching colors you could ever see (Photo 11).

## Worst in Show

It was an appropriate selection when I left the show. A Los Angeles Porsche dismantler had brought 2 examples of wrecked Porsches – a 996 that had taken a hard hit in the front and a 993 that tried to wrap itself (sideways) around a tree. These were sad sights, and I was dismayed to find that the pictures I took of them did not turn out. This mattered little by the time I returned home. As the show came to a close on Sunday, a consignment company that had brought (at

least) 10 Porsches including at 5 spectacularly restored 356's speedsters and coupes to the show, loaded the cars onto a carrier truck for the ride back to the LA area.

What transpired in the next few minutes redefines heart-breaking. The transporter left the show and (inexplicably) chose to cross a set of train tracks near the show rather than turn onto the street that lead directly to the highway. The transporter became stuck (high-centered) on the tracks, and before it could be dislodged, a freight train, estimated to be traveling as fast as 45 mph squarely hit the carrier and obliterated most of the cars on the truck (as well as the carrier itself).

Fortunately no one was injured. These photos (photo's 12 and 13) were taken by a representative



of Pelican Parts (an exhibitor at the show).

### Final thoughts

Where have all the cool Porsche colors gone? Guards Red - THE standard form many years seems to have fallen into disfavor. Speed Yellow is a cool color. But compared to the colors of the 911 and 912 of the late 60's and 70's? ... DULL.

Take a look at the color version of these photos on our web site. It's AMAZING: gold, purple, bright green, sky blue, and my personal favorite, orange. Look close, orange 911's, orange 912's, orange 914's. The nearest thing offered to that today is (was?) Zanzibar Red. A sad attempt at orange. I want...I'll GET orange on my next Porsche ... even if I have to travel to Southern California to find it.



# BOARD MEETING MINUTES

Ed Barnicle, Secretary

---

## PCA Chicago Region Board Meeting Minutes September 10, 2004

### Voting Members Present:

Ken Pesavento, Jim Jacisin, Steve Rashbaum, Jack Stephensen, Chris Inglot, Keith Clark, Todd Conforti, Pete Hackenson, and Mary Anne Nowakowski.

### Coordinators Present:

Toby Duckett, AJ Tiller, Susan Shire, George Schaefer, Chuck LaMantia, Carl Walstad, Ed Leed, Van Miller, and Jim Drury.

**Members Present:** Cindy Jacisin, Dan Gallagher, and Carl Walstad.

**Meeting Called to Order** by Jim Jacisin at 8:12 PM, at the Park Ridge VFW Hall, Park Ridge, IL

**Secretary:** Gallagher reported for Barnicle that the minutes for the August meeting had been e-mailed to all board members and coordinators. He asked for a motion to accept the minutes as presented. Inglot so moved, Conforti seconded, and the motion was passed unanimously.

**Treasurer:** Stephensen presented the treasurer's report for the latest period which showed a net outflow for the month because many Club Race bills had been paid, but the income hadn't been submitted yet. After going through the statements, he asked for a motion to accept the report. Inglot moved to accept the report, and Clark seconded. The motion passed unanimously.

**Vice President:** No Report

**President:** Jacisin thanked all who ran events since the last meeting. Jim then reminded all that the Secretary must confirm the date that the October issue of the Scene is mailed for purposes of the election of the Board for the coming year.

**Autocross:** It was reported that the Lake Geneva event went smoothly with 40 cars participating. The next event is 9/19/04.

**Timing & Scoring:** Schaefer reported that all went at Road America thanks to all those who helped out, especially Susan Shire, A.J. Tiller, and Lee Lichtenstein. All is set for Maywood.

**Road America:** Hackenson reported that there were a record number of cars for DE, Club Race, and the race car concours. The dinner at Siebken's was the second largest ever with 425 people enjoying the food. The inaugural Road America Golf Outing went well with nine participants. Jacisin suggested that it would be nice if more family oriented activities could take place next year.

**Blackhawk Farms:** Hackenson reported that the last event netted a small profit, and that the plans for Oktoberfest were proceeding nicely with 21 cars pre-registered. The Porsche Exchange will sponsor the coffee and sweet rolls for the event.

**Gingerman:** No Report.

### Chief Driving Instructor:

Hackenson reported that he was most pleased with the way that John Ruther handled the issues at Road America.

**Insurance:** We are insured for all remaining events.

**Concours:** Tiller wants shirts for Concours Judges with more than five years experience. More to come. Naperville concours is ready, but he needs more money for trophies. He asked for approval to buy thirty hats @ \$5.00 each. Conforti moved to approve the expenditure, and Jacisin seconded. The motion passed unanimously.

**Rallye:** Pesavento reported that the Jacisin's put on a great urban rallye, and that all is set to go for the next event on 9/12/04.

**Social:** Duckett reported that the next event is the Bears game outing at the Weber Grill on 10/24/04 from noon until the game is over. The grand prize is a mini Weber Grill. There was a discussion of a restaurant tour event at Café 36; but, since the date was the same as the Fall Tech Session, the idea was rejected. It was suggested that it might be better in February.

**Membership:** Van Miller reported 22 new members for September so far.

**Safety:** Conforti reported that there were only two incidents at Blackhawk, and only four at Road America on the DE side. He reported that a race car rolled across the paddock, and hit a RV doing minor damage. He also said that the number of incidents involving race cars was down from last year, but that we must do better. He said that PCA National that all pre-996 Cabriolets should have a roll bar. He suggested that our tech sheets be edited to incorporate the change, but no action was taken.

**Technical:** Duckett wanted to know if someone who shows up at a DE event should be allowed to run with a Snell rated motorcycle helmet, and the answer was no. Toby said thanks to all who assisted him at Road America, and to the board for approving the purchase of the Tech shirts. He said that everyone enjoyed them, and that he believed that they were a good visual aid for all the drivers.

**Goodie Store:** LaMantia reported that sales were slow at Road America

**Charity:** Drury reported that Track

Touring at Road America raised \$2500.00 for our charity, and that the final event will be touring to MI on 11/6/04. The \$30.00 entry fee will include a free bottles of wine.

**Chicago Scene:** All ads are paid.

**Property:** Ed Leed confirmed that the PCA National database is still a mess; and, therefore, so is ours.

**Sponsorship:** No report.

**Photography:** No report.

**Historian:** No report.

**Webmaster:** Carl Walstad said that the website will remain unchanged until the end of the year when he expects to present his plan for revamping it early next year.

**Old Business:** No Report.

**New Business:** Jacisin reported that the Nominating Committee which included John Takehara as chair, Chuck Bittman, Todd Conforti, Mary Anne Nowakowski, and Jim Drury submitted the following slate of officers and directors for next year:

President	Jim Jacisin
Vice-President	Chris Inglot
Secretary	Ed Barnicle
Treasurer	Chuck La Mantia
Director	Jack Stephensen
Director	A.J. Tiller

He also suggested a By-Laws change to be submitted to the membership for approval on the ballot for the election of the new board. The change removes the requirement for an annual audit of the Region's books, and would require an annual review instead. A motion approving was made, properly seconded, and passed unanimously.

The president suggested increasing the amount that event chairs can spend without board approval from \$500.00 to \$750.00, but the idea was rejected. Clark wants Tech to buy our own scales for Road America, and said that the cost would be about \$2000.00. He moved to purchase the scales for up to \$2000.00, and Conforti seconded. The motion passed 8-1 with Rashbaum opposed. Cindy Jacisin said that the 50<sup>th</sup> Anniversary Committee would be meeting to select a site and date, and would report back to the board when it had done so.

**Next meeting is 10/8/04**  
Park Ridge VFW Hall, Park Ridge, IL

**Motion to Adjourn:** Rashbaum  
**Second:** Clark  
**Approved Unanimously**

**Adjournment: 10:00 PM**



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## Gingerman Raceway Enduro Race - July 3, 2004

PIC	Name		CLASS	CAR DESCRIPTION
1	Janusz Tokarczyk		C	93 911RSA
2	Martin Bour		D	S 95 993C4
4	Brent Johnson		D	97 993
3	Kurt Konrath		D	87 911 Carrera
1	N. King R. King		D	S 95 911
3	Bob Klaskin		E	89 944T
2	Jeff Phillips		E	89 944 Turbo
1	Greg Turek		E	89 944S2 Firehawk
2	Keith Clark		F	88 944T
3	Doug Crossman		F	79 911SC
5	Michael Faems		F	S 89 944S2
1	Chris Ingot		F	S 91 944S2
4	Stephen Rashbaum		F	86 944T
3	Gary Lorenz		G	80 911SC
2	R. Fischer P. Fischer		GT3S	82 911
3	Aimee Boss		GT4S	69 911
1	G. Sapa J. Bonnett		GT4S	72 911
2	Gary Knoblauch		GT4S	76 911RSR
3	John Ruther		GTA	00 GT3 RS
6	BILL Economos		GTC3	03 GT3 Cup
1	Marty Flaska		GTC3	03 GT3 Cup
3	Michael Flaska		GTC3	03 GT3 Cup
5	A. Mandell J. Goldman		GTC3	03 Cup Car
4	Al Jorgensen		GTC3	04 GT3 Cup



(left) Mike Faems accepts the Northstar Award from SEM President Leo Wanstreet



(right) Nicki King won the GT Racing Award

(below left) Chris Ingot won the Workers Choice Award

*photos by Steve Rashbaum*

(below right) George Mueller in the Fun Race


*photo by John Bonnett*



# Congratulations Chicago Region PCA Club Racers

## Gingerman Raceway Sprint Race - July 3, 2004

PIC	Name		CLASS	CAR DESCRIPTION
1	Michael	Steele	C	P 95 993
2	Janusz	Tokarczyk	C	93 911RSA
2	Martin	Bour	D	S 95 993C4
5	Brent	Johnson	D	97 993
3	Nicki	King	D	S 95 911
4	Kurt	Konrath	D	87 911 CARRERA
3	Bob	Klaskin	E	89 944T
1	Jeff	Phillips	E	89 944 Turbo
2	Greg	Turek	E	89 944S2 Firehawk
1	Jeff	Goldman	Ex	03 Cup Car
1	Keith	Clark	F	88 944T
5	Doug	Crossman	F	79 911SC
9	John	Dienner	F	S 89 944S2
7	Michael	Faems	F	S 89 944S2
3	Chris	Inglot	F	S 91 944S2
8	Stephen	Rashbaum	F	86 944T
3	Gary	Lorenz	G	80 911SC
3	Peter	Anderson	GT2R	95 993
3	Bart	Crosby	GT3S	87 911
1	Gary	Boss	GT4R	80 911
9	Aimee	Boss	GT4S	69 911
8	Mike	Corrao	GT4S	75 914
10	Peter	Fischer	GT4S	76 911 S
4	Rob	King	GT4S	69 911
7	Gary	Knoblauch	GT4S	76 911RSR
6	George	Mueller	GT4S	74 911
2	Glen	Sapa	GT4S	72 911
1	Kurt	Hipke	GT5S	70 911S
1	John	Ruther	GTA	00 GT3 RS
1	Marty	Flaska	GTC3	03 GT3 Cup
3	Michael	Flaska	GTC3	03 GT3 Cup
4	Andy	Mandell	GTC3	03 CUP Car



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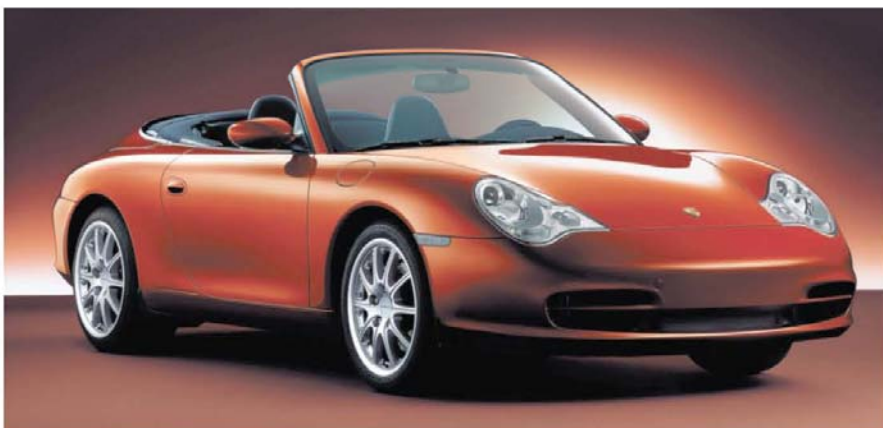


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# Oversteer

## Differences In The Regions of the USA

*Chicago vs. everyone else!*

60 above - Floridians wear coats, gloves, and woolly hats, we sunbathe.

50 above - New Yorkers try to turn on the heat, we plant gardens.

40 above - Italian cars won't start, we drive out Porsches with the windows down.

32 above - Distilled water freezes, Lake Michigan's water gets thicker.

20 above - Californians shiver uncontrollably, we have the last cookout before it gets cold.

15 above - New York landlords finally turn up the heat, we 'drop the top', throw on a sweatshirt, and drive.

0 degrees - Californians fly away to Mexico, we throw on a light jacket over the sweatshirt.

20 below - People in Miami cease to exist, we get out the winter coats.

40 below - Hollywood disintegrates, our Girl Scouts begin selling outside the Jewel.

50 below - Santa Claus abandons the North Pole, we get frustrated when we can't thaw the Heinekens keg.

60 below - Microbial life survives on dairy products, our cows complain

about farmers with cold hands.

460 below - ALL atomic motion stops, we start saying ... Cold 'nuff for ya??"

500 below - Hell freezes over, the Cubs or the White Sox win the World Series.

*And here's some more facts about good old Chi-CAW-go!*

First you must learn to pronounce the Region name. It is Chi-ca-go, or Cha-ca-ga depending on if you live North or South of Roosevelt Rd.

Next, if your road map is more than a few weeks old, throw it out and buy new one. If in Naperville and your map is one day old, then it is already obsolete.

Forget the traffic rules you learned elsewhere. Chicago has its own version of traffic rules ... "Hold on and pray."

There is no such thing as a dangerous high-speed chase in Chicago. We all drive like that.

All directions start with, "I-94" ... which has no beginning and no end.

The morning rush hour is from 6 to 10. The evening rush hour is from 3 to 7. Friday's rush hour starts Thursday.

If you actually stop at a yellow light, you will be rear ended, cussed out and possibly shot. When you are the first one on the starting line, count to five when the light turns green before accelerating to avoid T-boning the drivers running the red light in cross-traffic.

Construction on the Northwest Tollway is a way of life and a permanent form of entertainment. We had sooooo much fun with that we have added Elgin O'Hare and I-355 to the mix.

All unexplained sights are explained by the phrase, "Oh, we're in Cicero!"

If someone actually has their turn signal on, it is probably a factory defect.

Car horns are actually "Road Rage" indicators.

All old ladies with blue hair and driving Mercedes have the right of way. Period.

First Ave, LaGrange Rd, NW Highway, all mysteriously change names as you cross intersections (these are only a FEW examples).

If asking directions in Cicero you must have knowledge of Spanish.

If in Bridgeport, Mandarin Chinese will be your best bet.

If you stop to ask directions on the West or South side you're not driving your Porsche and you'd better be armed.

A trip across town (east to west) will take a minimum of four hours, although many north/south freeways have unposted minimum speeds of 75.

The minimum acceptable speed on the Dan Ryan is 85. Anything less is considered downright sissy.

The Congress Expressway (Ike) is our daily version of NASCAR.

If it's 100 degrees, it's The Taste of Chicago.

If it's 10 degrees and sleeting/snowing, it's opening day at Wrigley or Cellular Fields.

If it's rained 6 inches in the last hour, the Western Open Golf Classic is in the second round.

If you go to Wrigley Field pay the \$25.00 to park in the "Cubs Lot." Parking elsewhere could cost up to \$2500 for damages, towing fees, parking tickets, etc.

If some guy with a flag tries to get you to park in his yard, run over him.

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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)

**1979 930** Silver/black 35K mi; Kokeln turbo/intercooler/headers/exhaust; Tial wastegate; 18 Kinesis; SO'2's; Smart sway bars/hollow torsion bars/Bilstein sport shocks/ltd slip; Wevo

shifter; sunroof; much more.  
\$35,000 Bob Ziino 608 233-7704  
RobertZiino@aol.com (ASO)

**1980 911 SC Coupe Wide Body**  
Red/tan; Rare factory Lightweight; no air/sunroof/cruise/etc; perfect track/DE candidate; all steel 930S body; recent 75K service; all books/records/upgrades; 82K mi; great runner/looker! \$19,500 or consider trade. Bill Kniewel 630-853-8422 herrkniewel@sbcglobal.net (ASO)

**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)

**1986 Porsche 944** Guards red / brown leather; 5 speed; 71K mi; sunroof/all options plus Blau equal amp. Replaced time belt/water pump/alt/front brakes; all records; New Eagle HP tires/K&N air filter. 15 year owner/always garaged/no winters. Looks/runs great. \$8,750 Don O'Brien 847 888 1404 (ASO)

**1988 928 S4** Rare Diamond Blue metallic/burgundy int; 5 spd/all options/maint; Mobil 1; 2nd owner/no smoking/winters; heated garage; exc cond; new cover/Bridgestone Potenzas/bra; 34K mi; \$23,500 George LaCross 708.233.6000 or 708.772.8910 (ASO)

**1989 944 Turbo S** 105K mi, exc cond/never in accident, Motor rebuilt 04/04 incl turbo/head/rings/bearings/et al; almost everything new/or replaced; 1 prior season club race (E class); Charley A-Arms/Koni coil-overs rear/OG

Racing Rollcage/Sparco seats/belts/ all first class; \$23,500/negotiable, Madison WI, Alan (608) 215-0744; astruthers@infogen.net; more details/pictures www.infogen.net/944.htm (SON)

**1989 944 Turbo GT3 race car**  
Technodyne prepared; widebody; lightweight; big brakes; cockpit adj brake bias; Fabcar arms; Kelly Moss camber plates; full spherical bearing suspension; 968 6 speed w/GT3R LSD; 968 Turbo RS axles; O-ringed head; K27/8; RSR Clutch; Kokeln wing; 367 HP/rear wheel; 2 sets of 10" x 18"/12" x 18" 3 piece wheels; many more options. \$35,000 trba951@aol.com (ASO)



**1990 911 C2 Coupe** Silver/black leather, sunroof, 79K mi; beautiful cond; clutch/flywheel/gearbox/engine seals/sport muffler all new last 10-15K mi; Nakamichi stereo; uprated rear calipers; Eibach springs; RS swaybars; Prefer to sell as package w/Recaro PP seats/Sabelt harnesses/SafetyDevices roll bar/2 sets Fikse 17" wheels/lap timer for perfect street/complete F-class club car; all records/Eurosport maint/Emmons detailed. \$22,500 or \$27,500 w/ extras/OBO. Troy Monthye troy.monthye@duke.edu 312.805.2800 (SON)

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

**1994 968 Cabriolet** Red/tan/black int; 82K mi; clean/all maint

## THE MART ...

done/timing belt etc; new BFG Comp TA tires; upgraded pullout Blaupunkt/AM/FM/CD; inc car cover. \$20,000/OBO. Doug 847-452-8087 dougcoup@msn.com (ASO)

**1994 968 Cabriolet** Dark blue/gray int; 61K mi, very clean/heated power leather seats; built in frt/rr Passport Radar Detector; VIPER Alarm w/Motion Sensor; 6 Disk in-dash Blaupunkt Malibu Stereo; 236 hp @ 6200 rpm/ 225 lbft @ 4100 rpm/max spd: 156 mph/0 - 60 mph: 5.9 sec; 4 new Yokohama Tires. \$17,000/OBO Scott 630.585.6332 or Porsche968@sbcglobal.net (OND)

**1996 993/911 Coupe** Guards Red/tan leather; 22K orig mi; 6 spd; int/ext in superb cond; bra/car cover; sunroof; 6 disc/CD player; always garaged; no smoke/snow/rain; winter storage; \$41,900 (h) 847-295-6488, (w) 847-948-2883 (SON)



**2001 Factory 996 GT3 SuperCup** Driven exclusively/signed by Alessandro Zampedri 2001 SuperCup season; exc cond/many important upgrades; very quick/many podium finishes; Raced TRAC 2004. Interested? Glen Gatlin 972 672 9986 (ASO);

**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; \$37,500. Jim 630.832.1451/630.209.1386, devoswim@aol.com (SON)

**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)

## TIRES/PARTS/MISC

**Wheels and Tires** 1999 16" Boxster factory wheels/tires Never used/won't separate; \$2,000 for the set/OBO. 1986 944T Phone Dial wheels/won't separate; \$400 for the set/OBO. Steve Rashbaum 847.272.7732 (ASO)

**Boxster Wheels and Tires** Set of 4 Porsche alloy wheels w/Yoko AVS tires/Dealer take offs from a new Boxster; Fronts 6J16ET50 w/205/55ZR16; Rears 7J16ET40 w/225/50ZR16; As new condition; Will deliver part way or UPS for cost. \$1200. Jeff Folkerts, 815-248-3890 jfolke@woodward.com (ASO)

**Wheels and Tires** (*Tena says get these out of the bedroom*) Porsche BBS Sport Classic II 18" wheels & tires. (Boxster, 993, 996, 968, 928) w/Pirelli PZero Asimmetrico 265/35 ZR18N3 & 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)

**Wheels and Tires** 964 "design 90" wheels w/good rubber/Dunlop SP Sport D40M2 tires - 205/55 ZR 16 front, 225/50 ZR 16 rear; asking \$900 for set. 2 Dunlop Sport SP8000 tires 205/17" and 2 Continental SportContact tires 205/17" Best Offer Leave a message

847.732.6488/call returned after 5.30pm. Weston Walter (OND)

**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 or janecechmate@aol.com (ASO)

**Bilstein Jacks** (2) for 914/early 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)

**Trailex Aluminum Open Trailer.** 16 ft long/800 lbs/tool boxes/tire rack; GREAT cond/perfect for 911, 944, 914. \$2200/OBO. Kurt Hipke. 708.301.2708 or autoxxer@aol.com (OND).

## OTHER

**1984 Ferarri 308 GTSi** Red w/black leather int/red seat trim; european front spoiler/targa top/"Magnum P. I. car; 28K mi; exc cond/mech perfect/maintained meticulously by LFSC/all records available. \$39,000 Kevin 847.651.7124 (SON)

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# Aungahh!

The days are shorter and it's cooler. My garden has, so far, survived the light frosts, and only the race car has been packed away for the winter. Steve says that he has 'stuff to do' to the Boxster before it goes into 'light winter' storage (meaning we take it out when there's no snow or salt on the road and we're into serious Porsche-driving deprivation. He's stalling 'cause we continue to believe that the nice weather will last ... but we know better, don't we? When I write this column for next month's issue it will be dark before the cocktail hour begins.

In this issue, and in the on-line issue, you will find the Ballot for the Election of the 2005 Officers and 2 of the 3 Directors. There is also a By-law change that needs your approval. If you don't understand the change to the By-laws, please call Jim Jacisin or any of the Board Members for an explanation. Then, please take the time to rip it out (oh

ouch!) or download it and vote. We strongly suggest that you mail the ballot in an envelope so that your vote survives the USPS. Considering the condition that my Scene sometime arrives in, I have my doubts that a folded flimsy ballot will make it to Ed Barnicle to be counted.

And while you're thinking about next year's Officers and Directors, also take a minute to consider how you'd like to be more involved in the Region. Whether it be by offering a suggestion for a new or improved event or stepping up to help, just do it! The active members are a friendly bunch and we'd love to have you join in on our fun.

In this issue you will also find MANY pictures and I have many more that I just don't have space to run. Steve and Russ do a great job as the 'official' Region Photographers, but some of the rest of you also deserve the title ... you've been fantastic about sending me pics that you take. Thank you, thank you, thank you!!!! Carl Walstad, the new webmaster, will have a place on the new webpage (expected by the new year), to post the pictures that I don't use. So, keep them coming and don't forget to note the who, what, and where info.

Ed and Debby Leed have passed along the news of the passing of Susan White, wife of 'the other' Bob

White and mother of Alex. Our condolences to this long-time Chicago Region family.

Speaking of Ed and Debby (whose car graces the cover of this issue ... more about that later), please note their request to notify them soon of any address/contact info changes. We are beginning to assemble the Membership Directory and want your information to be correct. You also need to notify the National Office of any address/info changes.

Ed, Debby and I are often asked why the Scene suddenly doesn't arrive. Note: if you didn't get the Scene, you probably also didn't get PANO and the reason for that most often is you have allowed your PCA Membership to lapse. Renew your membership when you get the renewal notice. They don't send a reminder when the expiration date comes and goes by without your renewal and payment. You can renew your membership in a number of ways - fax, phone call and on-line at [www.pca.org](http://www.pca.org). You can also renew in multi-year increments.

Back to Ed and Debby's car on the cover. It was not until I was ready to send the cover to Bob Soske at PressTech for printing that I realized that for the month of October I had selected an orange car and a black border. And then (ok, there was a glass or two of wine involved) I noted that if you look at it in a certain way, there are two eyes and a mouth and maybe a nose. Take it as my 'trick or treat' to all of you. Happy Halloween!

See you at an event soon!

**SUSAN**

*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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