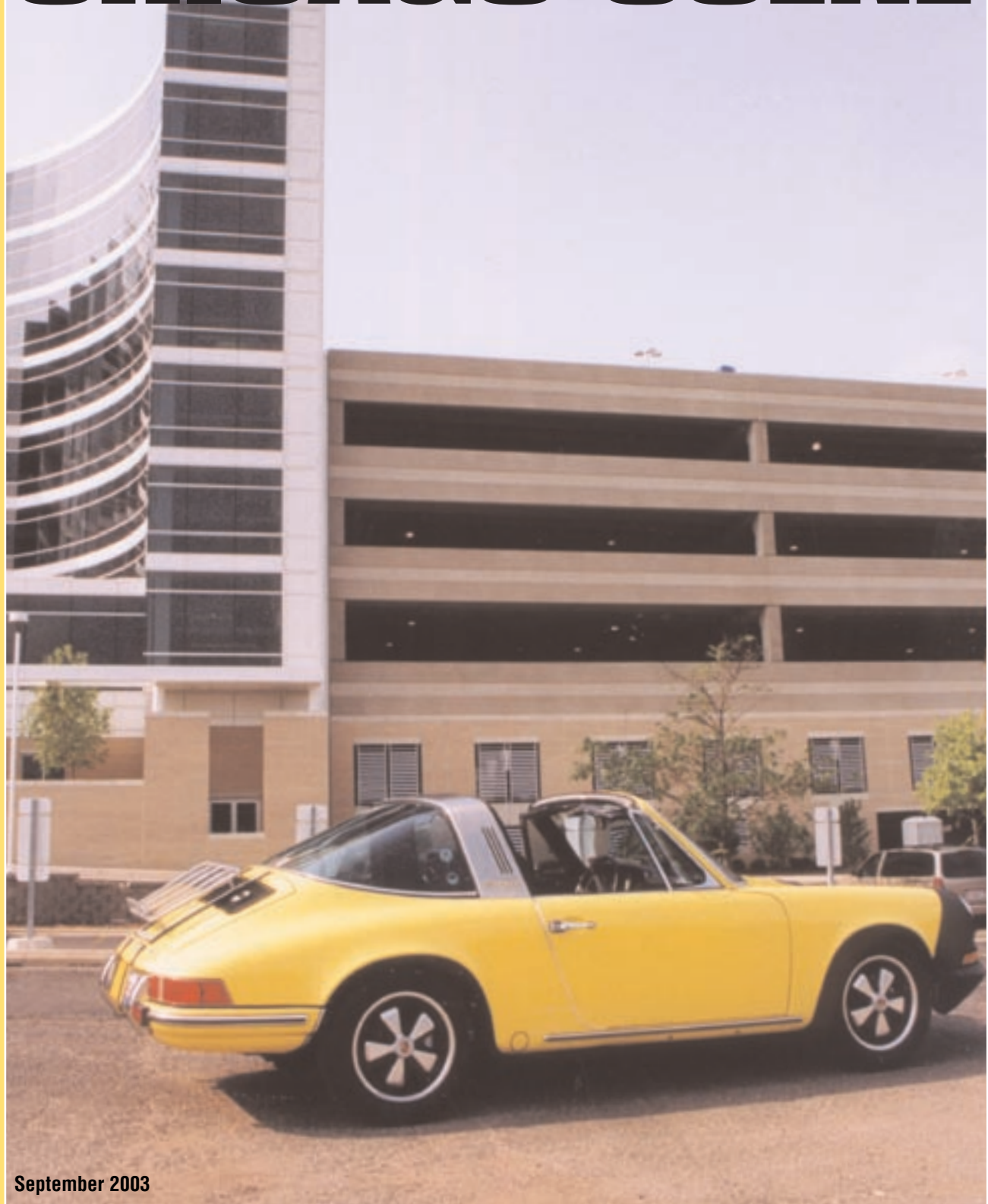


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September 2003

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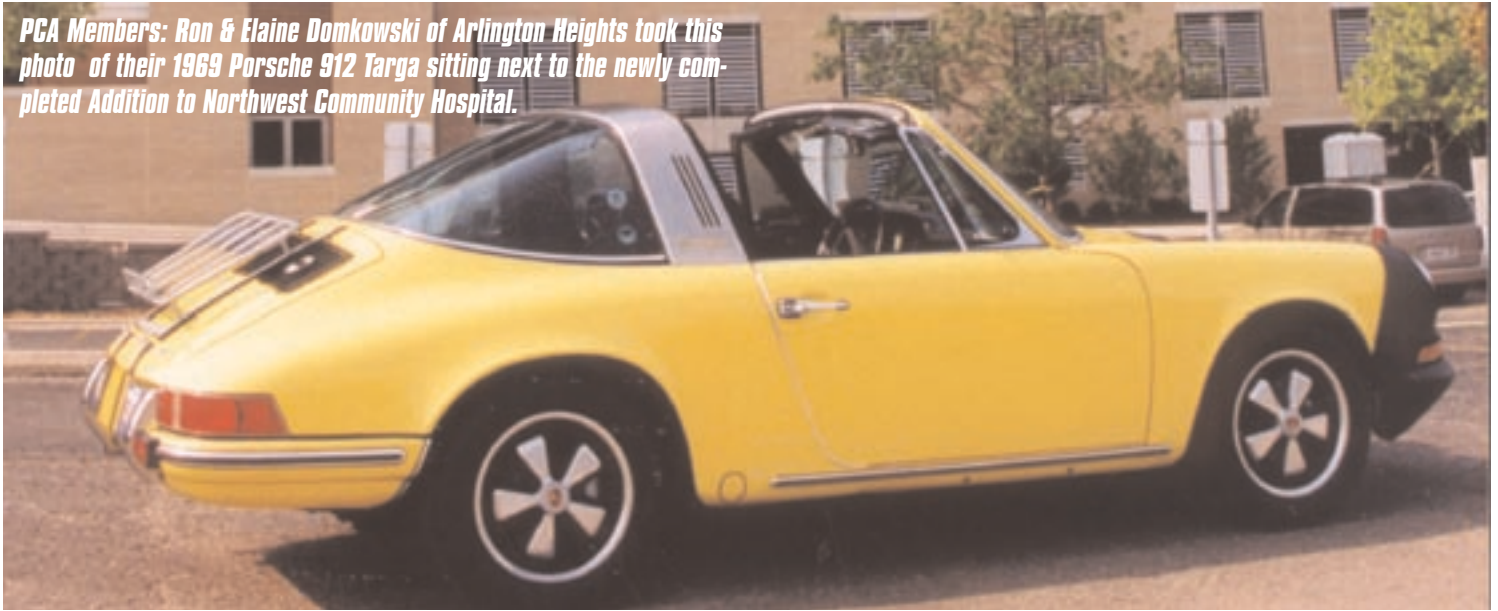
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CHICAGO SCENE

PCA Members: Ron & Elaine Domkowski of Arlington Heights took this photo of their 1969 Porsche 912 Targa sitting next to the newly completed Addition to Northwest Community Hospital.



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2003

CALENDAR OF EVENTS

Current Calendar of Events

S e p t e m b e r • 2 0 0 3

SEPTEMBER, 2003

Friday, September 5 Board Meeting at Park Ridge VFW
 Sunday, September 14 Autocross V at Lake Geneva
 Speedway
 Wed., September 17 Blackhawk Drivers' ED
 Sunday, September 21 Rallye IV
 Sat. Sept. 27 &
 Sun. Sept 28 Concours V and Naperville GP

OCTOBER, 2003

Friday, October 3 Autocross Fun Under the
 Lights at Rockford Speedway
 Saturday, October 4 & Blackhawk Octoberfest Sunday,
 October 5 Drivers' ED
 Friday, October 10 Board Meeting at Park Ridge VFW
 Saturday, October 18 & Rallye V
 Sunday, October 19
 Sunday, October 26 Trick or Treat Social

NOVEMBER, 2003

Saturday, November 1 Concours Judges' School
 Friday, November 7 Board Meeting at Park Ridge VFW
 Sunday, November 9 Fall Tech Session

DECEMBER, 2003

Saturday, December 13 Holiday Dinner Dance and Awards
 Presentation

monday	tuesday	wednesday	thursday	friday	saturday	sunday
1	2	3	4	5 Board Meeting at Park Ridge VFW	6	7
8	9	10	11	12	13	14 Autocross V at Lake Geneva
15	16	17 Blackhawk DE	18	19	20	21 Rallye V
22	23	24	25	26	27	28 Concours V and the Naperville Grand Prix
29	30					

O c t o b e r • 2 0 0 3

monday	tuesday	wednesday	thursday	friday	saturday	sunday
		1	2	3 Autocross VI Fun Run A@ Rockford	4 Octoberfest @ Blackhawk DE & Pig Roast	5
6	7	8	9	10 Board Meeting at Park Ridge VFW	11	12
13	14	15	16	17	18	19 Rallye V
20	21	22	23	24	25	26
27 Trick or Treat Social at the Weber Grill	28	29	30	31		



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Clark's Corner

by Keith Clark, President, ClarkNFlying@aol.com

Do you want to know what's great about September... I only have to write this article for three more months then it's someone else's pleasure. Anyway, August was great, as you know I forgave everyone for just about everything but I hope you tried something. The Cuneo concours was excellent and it did not rain. Pat Yanahan and Jim Jacisin did a great job again this year and I can't thank them enough. I really like this concours because I enjoy seeing so many different kinds of cars. I walk around looking at them wondering the whole time how I can persuade Karen to knock down the house for more garage space. Anyway, Blackhawk was fun in August no rain always makes it fun. I was amazed that there were eleven novices at this event. Maybe more but that has to be a record for the August event. Dan Gallagher did his usual fine job and kept everyone on his toes about rule number 1. If you don't know what rule number one is show up at this month's event and ask him. Jeff and Jill Girard put together a great Gingerman event I understand all had fun. What scares me is I asked two people how the event went and one told me it rained the other told me it was clear and dry. I won't tell you who they were because you may have to drive with one or the other on the track someday and that should scare you!

There was a group of people running the autocross at Maywood and from what I have been told it was a good time. It's not an easy task to set up an autocross course. The course needs to be safe and fun and different each time. I know it sounds easy but stand with a pile of cones and a parking lot and see what you come up with. Shawn Young and Mike Gallagher have done a good job with it. Try the Lake Geneva event it is one of the best of the year not to mention it's the last

one of the year for points. The last concours of the year is also this month at the Naperville Grand prix. The event is for charity not to mention a great place to show off your car and drive some cool go-karts. My son is not very happy about the age limit thing, he was figuring on whipping some ___ at this event. Please don't miss it you won't forgive yourself. Just a note, LOOK OUT I'm planning on going to Rallye IV, I can just see the look on all the regular rallye faces when they hand me the first place trophy... seat in the front row... Okay, not a chance but, I will give it all I got. I just hope I stay in our time zone and finish on the same calendar day.

Please note that Scott Adlemen has to resign as our editor effective at the end of this year. Not because he wants to, or because we asked him to, he simply has to concentrate on other things like his new son. Which is pretty cool, so if anyone is interested in helping put the scene together please contact me so we can discuss it?

I want to again thank our nominating committee whom meet last month to nominate the 2004 board. One of the most difficult things to do is select the people to run this club. There were so many good people to choose from again this year. Please review the slate of nominees which are listed on page 39 of this issue. If anyone wishes to be considered for a board position, please review Article, VI, Section 1, in our bylaws for the process on how to do so. Congratulations to all the nominees if elected I know you will serve our region well.

It's your club enjoy it.

Behind The Scene

by Scott Adleman, Editor in Chief

Just as the warmer weather approaches, the summer is almost over. I must say, it has gone by way too fast. It's been a busy season and while that is good, it has the effect of making time fly by. The event chairs are like the Energizer bunnies, they just keep going and going. There are still many opportunities to hook up with other club members to chat, compete and just have fun.

For example, there is Autocross V at Lake Geneva, a beautiful area and a top notch event. There is another Rallye, the Naperville Grand Prix and Concours. Both excellent events. Don't forget the ever popular Octoberfest Weekend. It's the last hurrah for the Blackhawk season and an excellent social at the same time. Don't miss it.

This issue marks my 24th as Editor of Chicago Scene. When I started, I made a mental note that I would commit to two years in this role. Thinking it would take some time to get up to speed and that replacing the editor is not an easy task. As

things have turned out I can say that I am happy with the way the Scene has developed, and I feel good about the results of our team's efforts.

However, time inevitably brings change. Sadly, the demands of work and family have forced me to tender my resignation as editor to Chicago Scene. Due to other obligations, I no longer have the time to properly serve the club and Chicago Scene. Therefore, December will be my last issue.

It is now time for another talented and energetic member to step up and add their spin to this quality publication. If you are interest in this opportunity, you should contact Keith Clark, whose phone number can be found on the last page, to discuss your vision and capabilities. If you have specific questions about the position feel free to contact me to discuss them. Your first issue will be January (a relatively small issue) and production starts December 1. So call now.



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THE MIDSHIP REPORT ©

Full Slate

by John Miller [Boxster_S@veryspeedy.net]

You can't do it all. No matter who are or what you do, or how fast you drive (unless maybe you have a Carrera GT), there just isn't enough time. I'm (barely) living proof. Besides holding down a job (which keeps me in Porsches), since we last 'spoke', I did my first full PCA-Chicago Rallye, worked a Concours, put a few thousand miles on the Boxster, including a trip up to the end of Door County Wisconsin, and... missed the Autocross. Do you ever get to the point where your car is so dirty that you just can't bring yourself to drive it? ...Nah, not this one. The Boxster seal grey color is a plus---hides the filth so much better than the guards--red turbo I used to have.

moderately biased opinion, the Boxster makes for a perfect rallye car. Top up or top down (or both as the rallye progresses), close quarters (to share the directions sheet) and still enough space for papers and stopwatches, it fits the 'bill' perfectly. As for the rallye itself, it's often (jokingly?) said that one never should rallye with a spouse or loved-one as the interpretation of rallye instructions may lead to 'differences of opinion' ...which may lead to divorce court or sleeping on the couch for a few weeks. Not to worry—I have the answer to successful rallyeing —discovered at Porsche Parade in Florida. (See part II of the Parade report for "The Secret to Rallying").

Porsche that has some racing lineage will be showing at the concours. No. Motorcycles were coming. And coming. And coming. I'd guess three or four thousand bikes of every shape, size, color, and owner (including motorcycle mounted police from other states) passed by. This looked like a benefit to Bruce Janecek (photo 474) who stood to win every class at that point, as he was the only car on the Concours field. The bikes did finally pass and the cars did get in ---and a very nice collection it was (photo 477). And yes, if you look close in the picture, that is my Boxster S entered. Not that this was my intention. I was perfectly content to be a volunteer to work the concours (scoring, parking, etc) when Jim Jacisin stepped up.



In Fits and Starts. And Fits.

I ran in the recent Flag House Rallye as my first full PCA-Chicago rallye. I played navigator to pilot Jack White as we pinball-ed his (spotless) Boxster S around northwest suburban Illinois. Sadly for us, Jack and I got to see a bit more of the countryside than a number of other competitors. Still we salvaged some level of dignity, not coming in first (as expected), but not coming in last, either. And I'm proud to say there were at least 13 Boxsters in the crowd of 30(?) Porsches (and one Cadillac!?) running the rallye (Photo 471 the starting point of the rallye). In my

DATELINE: Grayslake---BIKERS OVERRUN PORSCHE PICNIC.

Nah, it probably didn't make it into the Tribune. Or the Sun. or the Herald. Or the National Enquirer. But it was a 'show' on par with our Concours. Our Picnic/Concours was over run by motorcycles. Harley, Hondas, Ducatis, you name it, it rolled down the street in front of Peter Fischers' estate and prevented anyone and any Porsche from entering the grounds. It's kinda hard to 'paint;' a picture of this with out a ...ahhhh... picture, but shortly before the opening of the Potters Picnic, a rumbling could be heard coming up the road towards the estate. Ah, perhaps a

Jim Jacisin earns FOB (Friend of Boxster) status for convincing me to put my (unprepared) car on the field in Exhibition Class, for which I gratefully took home a 3rd place. I hope to 'pay this forward' in the future by convincing some other Boxster driver(s) to enter their car (regardless of prep level).

Autocross III---Not Quite.

Sorry Tony. I know I said I'd try to go. More than once, PCA-Chicago member Tony Janairo has been the only Boxster entrant at the Autocrosses. So I real-

Continued from page 41

Naperville Grand Prix

Sunday September 28

CONCOURS FIVE / GO KART RACING

And now for something completely different ... Imagine having the Police wave all Porsche drivers into their own private downtown Naperville parking lot, and then being urged to drive throughout the streets as fast as you can, being cheered on by your Porsche Club friends and family.

Even if you do not race, bring your Porsche and compete in the final Concours of 2003.

Still don't have your attention? Well just drive your Porsche and you will get special parking privileges in the "Porsches Only" lot and join us at a local pub for race headquarters.

The Naperville Grand Prix is a charity event that raises money to prevent child abuse and support the family unit. The event is organized and implemented by the Exchange Club of Naperville, the same organization that brings Ribfest to Naperville over the Fourth of July.

8:00 am: Concours & Participants cars may begin entering Naperville City Hall Parking Lot

8:00 am: Go Kart Racing begins through the Downtown streets of Naperville

1:00 pm: Concour Judging begins

3:00 pm: Concour Trophy Presentations

5:00 pm: Kart Championship Race

Class A: Exterior, Interior, Trunk, Engine & Undercarriage

Class B: Exterior, Interior, Trunk & Engine

Class C: Exterior, Interior & Trunk

Class D: Exterior & Interior

Class E: Exhibition Wash & Shine of Exterior & Interior.

Novice: For fun & first time participants only. Judged to Class C standards

Concours & Grand Prix Questions?

Call: James Drury @ 708.354.8121 (before 9pm please) **Email:** james_t_drury@hotmail.com

Click: napervillegrandprix.org

Concours Fee \$20 is per car.

Please make checks payable for Concours to: **PCA Chicago Region**

c/o James Drury @ 343 N. Edgewood La Grange Park, IL 60526

Name _____

Address _____

City _____ **State** _____ **Zip** _____

Phone () _____ **email** _____

PORSCHE Model _____ **Body Style** _____ **Year** _____

Concours Class: **A** _____ **B** _____ **C** _____ **D** _____ **E** _____ **Novice** _____





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AUTOCROSS FIVE LAKE GENEVA SPEEDWAY

*Sunday, September 14th
Presented by Shawn Young*

The autocross family is heading back to Wisconsin. Lunch, air, and bathrooms are available at the Lake Geneva speedway. We will run the oval and the infield track so bring your Porsche or other sports car out.

Directions: Exit Hwy 50 (Lake Geneva Exit). Go West about 20 miles. 3rd stop light in Lake Geneva is County Road H. Go left. Proceed to 2nd Stop sign. This is Bloomfield Road. Go left. Speedway is a 1/2 mile East.

Time:	9:00-10 AM	Registration and Technical Inspection Opens
	9:30-10:15	Instruction for New Drivers
	10:15 AM	Tech is closed
	10:30 AM	Drivers meeting
	10:45 AM	First car off-Let the fun begin.
	3:30 PM	End the day on a happy note

First driver: \$30.00 member \$35.00 non-member guest - member must be present
Second driver: \$15.00 family member \$35.00 non-member guest - member must be present
 \$30.00 member sharing car with other member

Please register by mail. E-mail is okay with check mailed separately. (Checks payable to PCA-Chicago Region.) Please pay by check.

To: Shawn Young 17W260 Rodeck Lane. Bensenville, IL 60106
Email: autocross@pca-chicago.org Questions? Call 630-941-9336

General Rules: Snell 1990 helmets are required. Short/Long pants and shirt. 18 years or older with valid drivers license. Member may bring one guest to event. Guest may drive members Porsche or a two-door sports car. Associate Member driving a non-Porsche is considered a guest. Maximum two drivers per car. Trophy with first car you drive. Member must be present with guest.

Driver 1 _____ Member/Guest _____

Phone Number _____ Permanent Car # _____ Model: _____

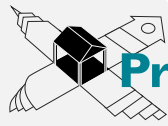
Driver 2 _____ Member/Guest _____ Model: _____

Phone Number _____ Permanent Car # _____

Total amount enclosed: _____

Please be prepared to display a valid driver's license.

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Saturday 8 AM - 1 PM

WATCH THAT MILEAGE RALLYE

SUNDAY, SEPTEMBER 21, 2003

Registration Opens 10:30 a.m.
Driver's Meeting 11:30 a.m.
First Car Off 12:01 p.m.
Rallye Car Fee \$20.00

Meet at Coleman's Restaurant
2555 Bunker Hill Road,
Algonquin, Illinois, phone: 847-658-1234



LOCATION: COLEMAN HOSPITALITY CAMPUS, 2555 Bunker Hill Road, Algonquin, IL. It is located just west of Randall Road on the south side of Bunker Hill Road, just west of the Sherman Family Healthcare Center. Take the exit NORTH for Randall Road off of I90 and follow Randall Road north for approximately 6 miles. It is 1/4 mile south of Algonquin Road that is the extension of Rt. 62 as it leaves Algonquin, if you are coming from that way. When approaching the area, there is a traffic light at this intersection. Watch for signs for Sherman Healthcare Center and for Holiday Inn Express. Bunker Hill goes west and Huntington Drive goes east at this light. Go west. There is also a tall Algonquin Water Tower across the street.

This rallye will be over the very familiar roads of northern Kane County, some of which you were on with Chuck and Lee with the Ferdi @ Fermi Rallye on June 8th. The end point will be at Brett's American Bar and Grill, 38 East Higgins Road, Gilberts, Illinois, (phone 847-426-6655) where dinner can be ordered off the menu. Brett Coleman owns both facilities at the start and end points of the rallye. He serves a very good breakfast at Coleman's, so come early and enjoy. Rolls and Coffee will be provided at the start point. Questions can be directed to the Rallyemasters, Phyllis and Tom Harwood, email trh911sc@aol.com or to registrar, Anita Haas email arabela911@aol.com.

Mail Registration to: Anita Haas, 1229 Meadow Drive, Algonquin, IL. 60102

DRIVER: _____ Phone # _____
Member _____ Applicant _____ Guest of _____

NAVIGATOR: _____ Phone # _____
Member _____ Applicant _____ Guest of _____

Car Model _____ Color _____ SOP _____ Touring _____ Novice _____

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



The sounds you'll hear are echoes of Sebring.

The legendary heritage of Porsche can be heard from raceway to roadway all summer long.
Good luck from Porsche Cars North America to all participants at the 11th Annual Club Race.



PORSCHE

BLACKHAWK DRIVERS ED.

WEDNESDAY, SEPTEMBER 17TH

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group: [A] [B1] [B2] [C] [Noivce] [Instr]

Prior Experience:

Second Driver (same car)

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

Run Group: [A] [B1] [B2] [C] [Noivce] [Instr]

Prior Experience:

Pre-registered Entrance Fees: Check # _____

Member First Driver - \$160.00 _____

Family Member-2nd Driver - \$80.00* _____

Non-Member - \$160.00 _____

Total _____

* The \$80.00 fee only applies to 2nd family member whol drives the same car as the first driver.

Make check to PCA- Chicago Region and Mail to:

Nikki Pesavento - Blackhawk Registrar

2 South 430 Canterbury Court

Glen Ellyn, IL 60137

(630) 469-1546

e-mail: npesavento@rwbaird.com

Back again at Blackhawk on its *newly resurfaced track for 2003*, only 90 minutes from home. **This September 17th event is open for all.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots.

Most Blackhawk events are sell-outs, so pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

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

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Review the NEW Updated Year 2003 Tech and Safety Requirements – there are changes from the prior year! **Pay particular attention to your brake pads and fluid, as Blackhawk is very hard on the brake system!**

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

General Schedule:

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

Questions? Contact Event Chairman:

Dan Gallagher (708) 784-0784 (Home)

bbabies@aol.com

Directions: Follow I-90 W to Rockton Rd. exit. Turn left (west) and follow Rockton Rd. 5.5 miles to Prairie Ave. Turn right (north) on Prairie Ave. and proceed 1.5 miles to track on left.

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

FOR MORE INFORMATION ON TRACK EVENTS, SCHEDULES, TECH & SAFETY REQUIREMENTS INFORMATION USE THE WEB AT WWW.PCA-CHICAGO.ORG.

FOR MORE BLACKHAWK INFORMATION GO TO WWW.BLACKHAWKFARMS.COM

Firsthand Report:

Porsche Parade 2003 II

by John Miller [Boxster_S@veryspeedy.net]

Last month, the Firsthand Report Covered Porsche Parade 2003, in an event-summary style. This month, I'd like to fill in a few details and make some observations that aren't going to turn up in the Parade 2004 brochure. [To recap, Porsche Parade is an annual event presented by Porsche Club North America that brings together Porsche Cars and Porsche People from all over the world for a week of 'events' including a Concours, a Rallye, a DE event, an Autocross, tech sessions, an art show, and a slew of banquets and social gatherings.]

CONCOURS

Call it Home Field Advantage.

The late Mark Donohue would call it the unfair advantage. Call it whatever you like. Some of the PCA-Chicago members had the foresight to bring canopies and plastic tarps to provide a small measure of protection from the elements---perfectly reasonable give the unpredictable Florida weather. What didn't seem reasonable was the group of local Florida region members that were holed up in an air-conditioned warehouse across the road from the



Parade grounds. It didn't seem right that the 'out-of-towners' were fighting a constant battle against the heat, humidity and torrential downpours while the local cars were cleaned and prepped and completely protected until they were ready to roll onto the Concours field.

Know your Car/Know your Class

There is no Exhibition Class (E) at Parade. Boxsters, for example were only eligible for the Preparation Group. Within the Prep group were Full and Touring classes. And even in Touring, the engine is judged ---meaning, be prepared to open the engine cover. The entrant pictured (photos 1 and 2) was not. A last minute scramble and con-

sultation with another nearby Boxster entrant opened the engine cover for a last second wipe down.

Know where to park

It may not be the practical or possible, but evaluation of the show field may yield insights to preferable Concours staging. A last minute change to the show area at Parade made for a rather interesting layout of cars. Photo 3 shows a 356 grouping in an elegant curved-line open-area staging. What isn't apparent is that a number of other 356 competitors were parked under trees---great for shade from the sun, but trees have this habit of dropping leaves, buds and even water after the morning rains.

Don't 'rush' the gate.

A couple of people warned me about this, and it saved some grief. At the Concours lunch (and for almost all the other eating/drinking gatherings), unless you plan to get in line half hour before service begins, DON'T rush over to the line at the scheduled starting time. It's mind boggling that people would choose to stand in the blazing sun for better than 15 minutes waiting for a chicken sandwich when they could be looking at Porsches. Wait. 30 minutes is good, 45 minutes is better.

By then, there was no line and plenty of places to sit and a number of the entrants (who know better than to waste valuable minutes standing in lines) came by and talked about their cars.



Continued on page 40

FERDI @ FERMI

Article and pictures by Jim Jacisin

Where's Van? Karen dusts off the 996 Targa. The peoples choice a Ferdi @ Fermi



While Bob touches up the front...



Frank Creamer shines with his blue 964



When the Board of Directors sits down in November to plan out the next year's Porsche Club events, each date holds so much promise. And in gray November, Sunday June 8th sure looks like a bright warm sunny day for Concours One, Van Larson's Ferdi @ Fermi. After Concours at Lincoln Park Zoo, Navy Pier, Air Classics Museum of Aviation, Street Classics Auto Museum, Cuneo Estate, Graue Mill, Oak Brook Bath and Tennis Club, The Elmhurst Art Museum, Lynfred Winery, and our Classic Potters Picnic and Road America, different venues are difficult to come across. Three years ago Van Larson gave a call suggesting that we might try something Nuclear, as in sub-atomic. Interesting. So Van set about acquiring a site at the National Accelerator Lab in Batavia. Fermi Lab certainly looked like a wonderful site, wide open spaces, a little history and the chance that



Pat Yanahan & Rob Cook
in front of fads 911
"BOKU BOX"

you might even learn something if you were not too careful...until that tragic Sept 11, 2001. Security is now front and center on everyone's minds and a facility like Fermi Lab is no exception.

But, by calling in some favors and through sheer persistence, there we were in November planning our long awaited Concours. Sunday morning June 8th broke sunny in some parts of Chicagoland, threatening in some areas and downright torrential in others. But, 26 cars still dedicated the day to Concours One arriving in varying degrees of preparedness. Some dry, some wet, but the sky was bright and sunny above us at Fermi Lab.

The first Concours of the year is special with each driver spinning tales of the long winter and how they managed to dodge the rain drops, while others about driving through downpours. Participants prepped their cars and caught up with friends before judging that was to begin at Noon. With most doing more catching up than actual prep-



Jerry Matta and the
green meany.

The Olson's Beautiful
1986 944.





Barb HHidor brings her 968 Cabrio out for the first time.



All Smiles, Joe & Susan Macak III.

ping, Pete Hackenson set up the Goodie Store. Thanks Pete. But by 10 in the morning though, June 8th was turning into the fine warm sunny day that all had hoped for. The calm before the storm. Another welcome site was an additional 20 or so Club Members with Rallye cars coming to run Rallye Two. Another 10 or so P-cars showed up just to watch and explore the gorgeous grounds.

As the Rallye Driver meeting wound down and the Concours scores were tabulated the sky grew more and more menacing. If it just rained, we would have been fine. Even a downpour would have been tolerable. A thunderstorm ... no problem. Torrential is not a word big enough. How appropriate that Van prearranged to hand out the trophies in the "Tornado Room" in the Fermi Lab Learning Center for all the Concours participants.

Afterward, we all watched through the Learning Centers panoramic windows as the Rallye cars left minute by minute according to their "out times" dragging huge rooster tails behind them down the great winding roads inside Fermi Lab. Thank you Van for a nicely prepared event. You're getting good at this. But next year, you pick the date.

Our Ferdi @ Fermi host Van Larson



Aft of a Boxster S, John Miller files a Midship Report.

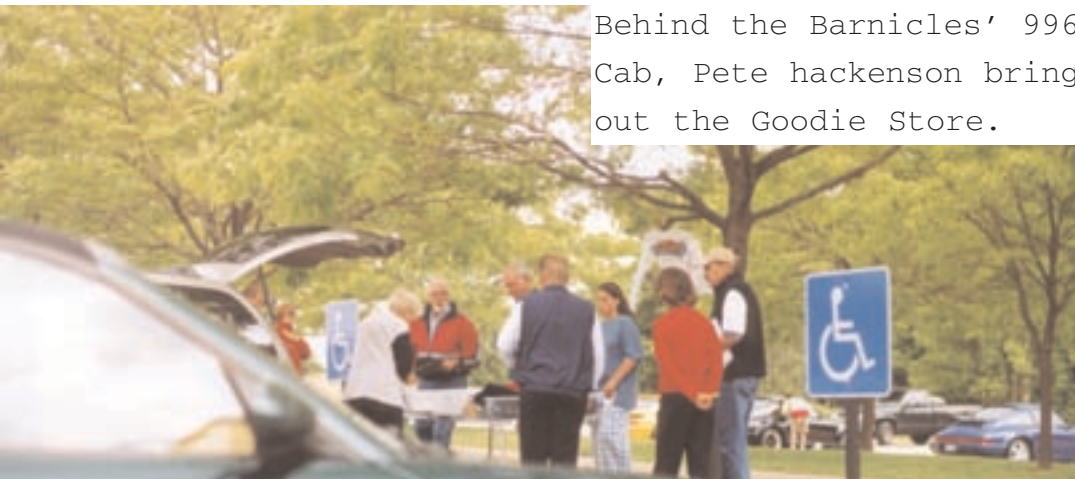
Ron Bean during Prep with his Shiny 1986 911 coupe.



The "seven moments of truth". AJ tiller & Bob Cook @ work judging.



Pat Yananhan judges Jim & Patty Jacisins' "other" concours car.



Behind the Barnicles' 996 Cab, Pete Hackenson brings out the Goodie Store.

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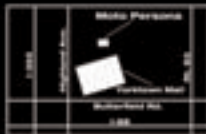
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BEARS VS LIONS FOOTBALL SOCIAL at the WEBER GRILL Lombard



You do not need to be a football (the Bears) nut to come out and enjoy the day, watch the game you would watch anyway, eat great food, yes pay for your drinks, but get the bonus of BBQ Tips at half time, talk about football, cars, etc.

Location: Weber Grill, Lombard, Illinois 630-953-8880 (NW corner of Rt 56 Butterfield Road & Meyers)

Date & Time: Sunday, October 26, 2003
Noon to ??? Come Anytime, but let us know

Menu: Barbbque Buffet including: Chicken Wings, Ribs, Pulled Pork, Plus More Cash bar

HIGHLIGHT: BBQ TIPS BY THE WEBER CHIEF AT HALF TIME

Cost: Only \$15.00 per person

Please send in the form or email Toby@mc2fyi.com with subject labled: Weber Grill, or I may not open your mail. We do need to confirm how many people will attend so we can prepare the food and reserve the proper number of seats.

Name: _____ No. People _____

When at Weber: Noon till ??? _____ 1st Half _____ 2 Half

Phone: _____ e mail address: _____

Payment Enclosed: \$15.00 x _____ people = \$_____

Mail to:
Toby Duckett,
23W272
Edgewood Court,
Glen Ellyn, Il.
60137

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Come Drive in Naperville Exchange Club's 13th Annual Grand Prix!



Sunday, Sept 28th

Join Us in the Race Against Child Abuse! Race as an individual, or put together a team

• KARTS PROVIDED BY DINO, USA

- Safety gear provided • Race the streets of downtown Naperville as an individual, team or corporate sponsor • Top five finishers each heat advance (individual and team prizes)
- Proceeds go to local agencies to combat child abuse and domestic violence

Visit the Porsche Concour at City Hall! (For information call Jim Drury, 708.354.8121)

\$110 Driver

Sign Up 7-10 drivers and compete as a team!

Additional sponsor opportunities available

DRIVER INFORMATION (You Must be 16 and Produce a Valid Drivers License at Event)

Name: _____

Address _____ City _____ State _____ Zip _____

Phone _____ Fax _____ Email _____

**Make check payable to:
Exchange Club**

Mail to: Frank Mallinder
38 Sterling Circle, Suite 208
Naperville, IL 60187

- OR -

Fax: 630.548.9233

*Submit Information for Additional Drivers on Separate Sheet.
There must be 7 - 10 drivers to enter team competition*

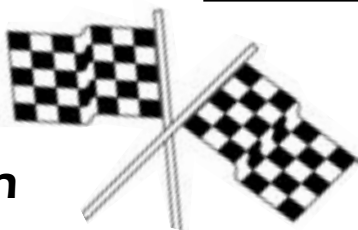
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Signature: _____

**Sunday
Sept 28th**



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Food, family fun, live music and other entertainment! Participate in the downtown Naperville poker walk.

Visit the 2nd Annual Car & Motorcycle Show in Downtown Naperville.

View the Porsche Concour at City Hall.

*The Exchange Club of Naperville is a service organization of men and women committed to fostering the health and growth of a strong family unit; to promote Americanism and community service. Visit exchangeclub.org
All proceeds of this event support local agencies in the fight against child abuse and domestic violence*

FROM THE RALLYE MASTERS: TOM AND PHYLLIS HARWOOD

Thirty-one rallye cars showed up to run the FLAG HOUSE RALLYE on July 13th. We could not have picked a more perfect day as the weather was great. Those rallyists learned the meaning of the Flag House Rallye. So for all of you who did not come out for the event, I will tell you the story behind the Flag House. Early this year there was an article in the magazine section of the Chicago Tribune telling about the painted flag house in Gilmer, Illinois. It even had a colored picture of the house. In March, we set out to find that house and to see what we could do about putting on a rallye using that as the theme. Every time we went out to check the rallye route, we would comment that our worse fear would be that they painted it white. But it stayed the same red, white and blue. Of course, it was a landmark and it did not have a sign identifying it so it did not exist (as per our rallye rules). All landmarks have to have signs.

Thanks to all our great workers who helped us put on the event. We could not have done it without you. Members who helped were Ken and Nikki Pesavento, Susan Shire, Steve Rashbaum, Ed and Debbie Leed, Ilene Wostoupal, Maureen Hutton, Jim Harper and a friend Lori Cappetta. And thanks for all of the nice comments you gave us. If anyone wants to be on our email list for getting rallye info please email us at trh911sc@aol.com and we will add you to the list.

THE FLAG HOUSE RALLYE: SOMEWHERE, ILLINOIS

July 13, 2003

It was very thrilling to see such a great turnout. I can't remember when I participated in a rallye with 31 cars. It is a sign of success for the rallye coordinators, Tom and Phyllis Harwood, and Ken Pesavento. Whatever they are doing behind the scenes to create interest is making a big difference.

The weather was perfect and the starting location provided a very nice restaurant, which at the time I thought would provide me with brain food. But, as the day progressed, I came to the conclusion that I should have had a strawberry waffle instead of an omelet. In our car, we are always so engrossed in completing the rallye instructions that we lose sense of exactly where in Illinois we really are. Such was the case this Sunday. How many times can a rallyist turn on Gilmer? Or Fairfield?

Tom and Phyllis, the rallye masters for the day, proved to be their usual devious selves. They were up to their old tricks. Having been involved in rallyes for so many years, they can get you to think in one direction while you end up turning in the other. Having been involved in writing a rallye myself, I thought I knew most of the nuances involved in trickery. But I learned the meaning of the old saying, "What goes around, comes around". I tip my hat to Tom and Phyllis for having almost the entire group turn toward a "checkpoint" on Erhart.

And who is this guy, Krueger? Or is it Kruger? I don't think even he knows how to spell his name. And, have you ever seen a house painted red, white and blue like a flag? Too bad it didn't have a sign to tell us what it was!

Congratulations, Tom and Phyllis. You created a very interesting rallye. The discussions at the end point, the Gale Street Inn, confirmed that everyone had a tremendous day! Everyone learned Rallye Humility!

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Team Eurosport Wins At Gingerman 2003

ENDURO

JASON BROWN: 1ST - GT-2S
3RD OVERALL
BO KROCZEK: 1ST - GTP-2
4TH OVERALL
GARY KNOBLAUCH: 1ST - GT-4S
BILL ECONOMOS: 1ST - C
ROB KING: 1ST - D
CHRIS INGLOT: 1ST - F
BOB KLASKIN: 2ND - E
ERIC CYRANSKI: 3RD - C



SPRINT

GARY BOSS: 1ST - GT-4R
2ND OVERALL
TIM MCKENZIE: 2ND - GT-4R
3RD OVERALL
BO KROCZEK: 1ST - GTP-2
4TH OVERALL
ROB KING: 1ST - D
WORKER'S CHOICE
BILL ECONOMOS: 1ST - C
JEREMY GOLDBERGER: 2ND - C
NICK BRENKUS: 1ST - F
CHRIS INGLOT: 2ND - F

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Save this date
November 9th 2003

FALL TECH SESSION

Where: The Exchange
2300 Skokie Valley Road
Highland Park, Illinois
847-266-7700

What: Four Wheel Dyno Testing and Demo
Safety and Tech Update
Tire Selection Talk

When: November 9, 2003

Time: 10am-4pm

Time Table:

10-4 PM Dyno Testing available
10-1 Registration
12-1 Lunch
1-2 Dyno Demo and Talk
2-2:30 Safety and Tech review
2:30-3:15 Tire Talk
3:15 Door Prize Raffle

We are very lucky to have The Exchange offer Four Wheel Dyno Testing for your car at \$125.00 each car for three runs, front, rear, or both available. A major discount from the normal \$300.00 cost.

First 10 cars that sign up by calling THE EXCHANGE have an appointment time. A special drawing will have one of the ten be able to receive a \$75.00 refund on the cost.

Come and be social, learn new things, get your car tested



Call our host Shawn Young, The Exchange, 1-847-266-7700 to schedule your Dyno Test on a first come first serve basis. This is a great opportunity to test your car.

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My First Official Autocross - A Novice's Experience

Story by Dave Youngblut 86 930

Photos taken at Rockford Speedway by JR & MB Jester and

After three years of owning a 930, my schedule was such that I was finally able to attend my first official autocross event, that being the recent autocross held at the Rockford Speedway. Fortunately, I had also been able to attend the Chicago PCA Autocross "training" session held at Maywood Park in late April, giving me at least some basic understanding of the dynamics of auto crossing. However, maybe because I'm somewhat in the "senior" age group, only a small portion of what I learned actually was retained; readily apparent if you had witnessed my first two runs, but more of that later!



I will say that I am impressed by the organizational skills of those who are responsible for running these events, including Mike Gallagher who answered a last minute e-mail inquiry, and Fred Howard who was a special help on pointing me in the right direction, so to speak. After filling out the necessary paperwork and completing the tech inspection, it was time to walk the track with others doing likewise. Here was an excellent opportunity to ask a question or two, which I did, and receive helpful feedback. Shortly thereafter, the drivers' meeting was held and sheets were handed out listing the vehicle groupings and sequences of the runs. Low and



behold, I found myself in the first grouping, with no chance to observe other drivers before taking my own turn on the track.

My first run, as well as my second, was not the best as I became a DNF victim in both. The problem was not hitting a cone or two; I was totally off course in one area of the track, simply going around the wrong side of a set of cones. As I got in line for run number three, Fred Howard approached my vehicle and inquired if he might ride with me, to point out a couple of things. I welcomed him with open arms, and after a trip around the track, he had me head-



ed in the right direction. As a result, my time improved with each subsequent run, and the total experience became one of enjoyment and satisfaction, thanks to Mr. Howard. His expertise and willing assistance to a novice driver made my first autocross experience a pleasure.

After all is said and done, I will say I found the experience well worthwhile, and a big tribute goes out to all who are involved in making the Chicago PCA region's Autocross Events so well organized and well attended. I will be back!



Octoberfest 2003

The event you've been waiting for.

Two days at Blackhawk Farms.
Drivers Ed, Germanfest and Pig Roast.

October 4th, and 5th

Yes it's that time of year again and we are back to the two day Drivers Ed. format to give you maximum track time. You will enjoy the Saturday night Pig Roast along with the German Oompah music at nearby Williams Tree Farm. Sunday offers a trackside Beer and Pizza party.

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

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. Review the NEW Updated Year 2002 Tech and Safety Requirements - there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk is very hard on the brake system!

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

Places to Stay for the Blackhawk Events:
 Ramada Inn (formerly the Holiday Inn)
 South Beloit, Illinois 815-389-3481
 Indoor pool

 The Beloit Inn (brand new)
 Beloit, Wisconsin 866-362-5507
 Jacuzzi/fireplaces in the rooms
 also have suites special rates for the Porsche Club, No pool

Directions:
 Follow I-90 W to Rockton Rd. exit.
 Turn left (west) and follow Rockton Rd. 5.5 miles to Prairie Ave.
 Turn right (north) on Prairie Ave. and proceed 1.5 miles to track entrance on left.
 Mobil station 2 blocks south of Rockton Rd. on Blackhawk Blvd.

EVENT SCHEDULE

Saturday October 4

8-11 a.m. - Registration
 8-11 a.m. - Tech Inspection
 8:45 a.m. - C Driver's Mtg
 9:10 a.m. - B2 Driver's Mtg
 9:35 a.m. - B1 Driver's Mtg
 5:30 p.m. - Dinner at German-Fest & Award Presentation

Sunday October 5

8:00 a.m. - 5:00 p.m. - DE
 8:45 a.m. - B1 Driver's Mtg
 9:15 a.m. - C Driver's Mtg
 9:45 a.m. - A Driver's Mtg
 10:15 a.m. - B2 Driver's Mtg
 5:30 p.m. - Beer & Pizza at track

Note: A block of 20 rooms has been reserved for PCA members at the Ramada Inn at a special rate.

Octoberfest 2003

Registration Form

Select the plan that is right for you. CIRCLE your choice and send this form and your payment to Peggy Gallagher at the address below.

Saturday Only **\$170**
Includes Pig Roast

Sunday Only **\$170**
Includes Pizza & Beer

2 Day - Saturday
& Sunday **\$290**
Includes Both
Pig Roast &
Pizza & Beer

2nd Driver **50% of that days event price**
(family member)

2nd Driver **75% of that days event price**
(Non-family member)

Additional Dinners

Adult Only **\$30.00**
Child 6-13 **\$15.00**
Child Under 6 **FREE**

Non-Porsches are allowed except in run group A



First Driver Name

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

[] Member [] Applicant [] Guest of: _____

Class: (circle applicable) [Instr] [A] [B1] [B2] [C]

Prior Experience: _____

Second Driver Name

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

[] Member [] Applicant [] Guest of: _____

Class: (circle applicable) [Instr] [A] [B1] [B2] [C]

Prior Experience: _____

Make check to PCA- Chicago Region and Mail to:
Peggy Gallagher 708-784-0784
11156 Indian woods Drive
Indian Head Park, IL 60525

Why I Missed Potters Picnic

By Van Miller

Each year when the weather warms and we get our cars ready for the season, I anxiously wait for various schedules of events to be published so I can plan my season. Of course, family inconveniences such as graduations, weddings, etc.

this rare car, he invited me to sit in it and start up the engine! It was a thrill!

The racing now is big money. People like Joe Hish show up with



often ruin the best of plans. I always look at the Chicago Region's calendar first and dutifully write event dates on our family calendar, using the unwritten, hopeful rule that if it's already on the calendar, nothing else can supercede it.

But every year the first thing I look for is what I will miss on the third weekend of July when I attend the BRIC, or Brian Redman International Challenge. This incredible event, formally known as the Chicago Historics at Road America is the largest historic racing event in the country. It draws competitors from all around the country and more. This year, in Group 8, there was a competitor from Australia and one from South Africa!

The racing has evolved over the years much like Club Racing and Driver's Education in the Porsche Club has. People showed up driving their cars to the track with all their gear packed inside. Because of the value and rarity of many of the cars (at least to the private owners), no passing was allowed in turns. These early Joe Marchetti days were very family oriented. I remember going to the small tent of a man from Ohio who had found a 1957 Ferrari Testarossa in a barn and spent 12 years restoring it. He saw my awe at being so near

two semis filled with historically significant cars - AND RACE THEM (although unfortunately Joe is taking a break from driving after a serious accident). This year Howard Cherry showed up with a 962, a 910, a 904, and one of six center seat RSK718's ever made.

Porsche is certainly not the only car maker represented. This year





the marque was Jaguar. Sir John Surtees was there as the Grand Marshall as were some very special Jaguars. Cars range from my former student Kelvin Palmer's MGB to Brian French driving Jean Alesi's 1993 Ferrari F1. Surprisingly, he was beat by one half lap by Duncan Dayton's Jacques Villeneuve's 1993 Champ car which turned a blistering 149.5 lap! The Audi R8's were there (probably using the track time to test for the upcoming ALMS race). They were surprised I'm sure to be beaten by a young driver in a twenty year old Porsche 956 which turned a lap in under two minutes.

The racing and the rare cars is not all the weekend is about. On Friday night after practice sessions were over, the race cars paraded into downtown Elkhart Lake and parked around Siebkens for a couple of hours for a concours. When they started the engines to leave, everyone young and old raced to the edge of the street to see them leave. Despite the worries of the local police, they usually light it up a little leaving. It was particularly fun for me to watch my neighbor, Norbert Bries parade in with his daughter in the 1996 Morgan prototype race car with the Donovan 600 HP engine after watching him for years putter in with his 1971 Lotus Europa.

Saturday night features a concours of the most spectacular cars. The overall winner was a Jaguar XKE from Kansas which was impeccable. A Porsche 1955 Speedster from Appleton, Wi. was another winner. One of our club members, Randy Stenson, who brought his 1965 Sunbeam Tiger to Cuneo last year, presented two spectacular cars. One was a 1972 Bahia red 911 which the judges were determined to find something wrong with, but couldn't and the other was charreuse 1973 911RS Touring car that was awesome. Later that night, Mecum auctions had an auction of over 100 cars on the lawn of the Osthoff with some very special cars on the block.

Sunday was the races with some great events. In Group 2, which includes the 356's of Vic Skimants and George Balbach, a 1962 six cylinder Jaguar XKE from Donovan Motorsports consistently turned 2:35's and in Group 8, our own Chris Streit chased pro driver Nick Ham while being chased by Peter Kitchak in another 911. The CanAm Thunder race is always awesome as those powerful machines from the 70's roar by.

All in all, it was a spectacular weekend, just like every year. I consumed enough brats, corn and diet pop to last me until Labor Day and while I thought briefly of the tradition of Potter's Picnic and was glad for their good weather and turnout, I'd miss it again as I consider the BRIC the greatest motor spectacle in the Midwest. Next year I hope there will be no conflict and I'll be joined by all my Chicago Region friends. Hope to see you there at the fence in turn five.





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From T Clyder in his 944 Porsche Wheeling IL

Save the date ...

*The Chicago Region's
Annual Dinner Dance*

*Saturday Evening,
December 13, 2003*

PCA - Chicago Region Board Meeting Minutes

July 11, 2003

Voting Members Present: J. Jacisin, M. Nowakowski, J. Stephensen, P. Hackenson, C. Ingot, S. Young, K. Pesavento, C. Bittman, E. Barnicle

Coordinators Present: V. Miller, T. Duckett, P. Harwood, T. Harwood, J. Girard, D. Gallagher, J. O'Keefe

Members Present: L. Lichtenstein, M. Bour, P. Radja, K. Konrath, G. Longoria, B. Johnson

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

Secretary: M. Nowakowski
Presented minutes from June 6, 2003 Board Meeting.
Motion to Accept Minutes: C. Bittman Second: S. Young
Approved: Unanimously

Treasurer: J. Stephensen
Presented Chicago Region Financial Statement dated July 11, 2003.
Motion to Accept Financial Statement: E. Barnicle Second: C. Ingot
Approved: Unanimously

Vice President: J. Jacisin
Expressed congratulations to all Chicago Region attendees at this year's Porsche Parade.

President: Presented by J. Jacisin
K. Clark has announced that the following individuals will be part of the 2003 Nominating committee:
P. Yanahan, J. Drury, T. Duckett, S. Shire, with K. Clark acting as Chair.

Autocross: S. Young/M. Gallagher
Presented by S. Young. The Rockford Autocross was well attended with over 30 cars. This event has been changed to a "For Points" autocross. A tentative "Run for Fun" may be held in October. General discussion regarding autocross issues. The next autocross event will be July 27.

Timing & Scoring: C. Bittman
Timing and power equipment worked well at the last autocross event.

Road America: P. Hackenson/K. Clark
Presented by P. Hackenson. A very special thanks was extended to J. Ruther for his diligence and attention to the novices and instructors at the RADE 2003 event. TRAC 2003 currently has 80 Club Racers registered, and 40 Drivers' ED participants. The Driver Orientation and Chalk Talk will be held at the Road America Registration Building classroom. Shirts have been ordered, and the dinner at Siebken's has been finalized.

Blackhawk Farms: D. Gallagher/P. Hackenson
Presented by D. Gallagher. The June 11 event was attended by 87 cars, with only one minor incident. Financials have been forwarded to J. Stephenson. The

Octoberfest event will be increased by \$5. The cost for the two-day event will be \$290, including the dinner on Saturday. Saturday only Drivers' ED will be available for \$170. Additional dinner tickets may be purchased for \$30.
Presented by P. Hackenson. 74 vehicles, with a total of 86 drivers, attended the July 7 event. One minor incident was recorded. Financials will be forwarded.

Gingerman: J. Girard
Registration for this event is continuing. J. Girard has requested that the Board approve the following expenses:
\$750 Deposit to caterer, and \$1000 deposit for ambulance service. Motion by C. Ingot for up to \$2000 for Gingerman expenses. Accept: C. Bittman
Second: P. Hackenson Approved: Unanimously

Chief Driving Instructor: J. Ruther
Presented by P. Hackenson. Thanks was expressed to J. Ruther for his coordination at the July 7 Blackhawk event.

Concours: J. Jacisin/P. Yanahan
Presented by J. Jacisin. Thanks to P. Hackenson for the Goodie Store attendance at the Fermi Lab Concours. 28 cars, with 16 cars participating in the Rallye, attended Fermi Lab. AJ Tiller will host Potter's Picnic, with games and trophies ordered. P. Yanahan will host the concours at Cuneo Estate, on August 17. General discussion regarding trophies for the race cars attending the TRAC2003 Concours. P. Hackenson indicated that the cost for the trophies will be part of the TRAC 2003 expense. Naperville Grandprix parking site has been procured.

Rallye: K. Pesavento/T. & P. Harwood
Presented by P. Harwood. The arrangements for the July 13 Lake County Rallye are complete.

Social: N. Kroll
Presented by C. Ingot. A preliminary budget of \$35,000 has been requested for the 2003 Dinner Dance and Awards. The actual budget will be discussed at the September Board Meeting. The location of the 2003 Dinner Dance will be at the Skokie Country Club.

Membership: V. Miller
Presented 19 new members for June, and 7 new members for July.

Safety: T. Conforti
Presented by P. Hackenson. All safety issues and reports have been filed.

Technical: T. Duckett
Tech for Autocross and DE has been going well, with the assistance of volunteers at all the events. Fast Tech has been well received by participants. New PCA Chicago Region Log Books are being finalized. The new format will allow for additional information to be placed in the book. Planning for the Fall Tech Session is underway. Details will be in the August or September Scene.

Continued on page 41

Continued from Page 13

RALLYE

Mrs. WHO????

I went to Parade having entered the Rallye without a Navigator. Apparently this is not uncommon. And I did find a navigator...or rather she found me. I had a message waiting for me by the end of the first day: a Mrs. John Miller was offering to navigate for me. Hmmmm, I don't remember getting married...someone pulling my leg? No. Susan Miller, (aka Mrs., John Miller - photo 4) a well respected author of Porsche books, a driver of Porsche race cars and the President of a south Florida PCA region, was willing to ride with me for the Rallye.

Know your Car/Know your Class

The Parade organizers send out a very complete rule book, which I took time to leaf through in advance. Still, a recording error proved costly. A classification error on the part of the judges at the start point placed my car in the Unequipped class when I had stated the car fell under the rules for the Equipped class. Had it been correct (or had I noticed and corrected it) we would have placed a respectable 9th in the 'equipped' class instead of 52nd in un-equipped.

The Secret to Rallying

This is it! Cut it out, paste it to the dashboard, memorize it, repeat it. Often. During the rally, when the tension started to build, my Navigator reminded me that you wouldn't want to end a friendship (or break up a marriage) in the pursuit of a \$10 trophy. Yup. It's not exactly Dalai-Lama caliber wisdom, but there is nothing truer.

DRIVER'S ED (DE)

I wasn't prepared for the difference in rules that exist between our own PCA-Chicago DE and the Parade Event. For starters, the rules didn't require long pants or long sleeve shirts. Another difference was the separation of the run groups. Instead of separating based on experience, groups were broken down by car/horsepower. This made for some interesting groupings mixing older 911's with Boxster S's and 968's. But horsepower has no link to skill

or experience, and while I was comfortable chasing down and passing some 911's and Boxsters, I had no business trying to outrun a fully prepared 968 Club Sport or a race prepped 993.

AUTOCROSS

Know the course.

An unfortunate scheduling conflict (attending the Sebring DE) prevented me from walking the Autocross course in advance. This proved costly as I ran off-course on the first run and had to 'dog' it on the second run in order to ensure I had at least one recorded finish. Looking at a paper map

may be a good start, but once you're out there, all those orange cones begin to look alike.

An unfair advantage?

It made no difference to me (having recorded times that were measured in hours instead of seconds), but there was a bit of a 'trick'

that I noticed by those turning in amazing times. Two-person cars ---that is, a car that was being used by more than one entrant (i.e. a husband and wife) were allowed to run in any order. It seems insignificant, but it gave a slight edge to some. By sending the car out with the first driver, the second driver was able to immediately jump in the car with warmed up tires and (potentially) gain a competitive advantage. Some will dismiss this as nonsense, but the Fast Time results had included a very high proportion of two-person cars.

THE REST?

There were plenty of extra touches that made this more than a car event. And not just an event for 'big' kids. There were so many planned activities for kids, it almost made me want to be a kid...or run out and get some of my own (almost, but not quite). And when the events got to be overwhelming, there was a superb hospitality area that offered drinks, snacks and free high speed internet—a lifeline to those of us that can't go offline for more than a day without going into vapor-lock. In photo 5, you can see



continued from page 48

Board Meeting Minutes

Continued from page 39

Goodie Store: K. Hackenson

Presented by P. Hackenson. The Goodie Store was present at the Fermi Lab concours.

No Report

Insurance: K. Clark

Charity: J. Drury/K. Knott

Chicago Scene: S. Adleman

Advertising: S. Shire

Property: E. Leed

Sponsorship: M. MacKonckie

Photography: P. Silver

Historian: J. O'Keefe

Webmaster: G. Gulik

Old Business: None Heard**New Business:**

Presented by P. Hackenson. Thanks to John Ruther for his assistance at RADE 2003.

Presented by D. Gallagher. Recommends that Cayenne acceptance be reviewed for the year 2004 and beyond. General discussion regarding the Cayenne, and the weight differential between the Cayenne and other Porsche track vehicles.

C. Ingot recommended that the Chicago Region communicate with PCA National Drivers' ED personnel regarding participation of Cayenne's.

Motion to Adjourn: E. Barnicle Second: M. Nowakowski

Approved Unanimously

Adjournment: 9:10 PM**The Grattan Grand Prix**

Three days at Grattan. If you haven't drive Grattan, you must.

The Western Michigan Region is Hosting the Grattan Grand Prix on 9/19 through 9/21.

You must be an experienced track driver. This course has several elevation changes, off camber corners, hairpins, dips, and a blind turn. It is a great track and a beautiful area.

Cost: \$275.00 for three days, less for fewer days.

For more information,
visit <http://www.pca.org/wmi/>
or call Renwick Brutus at 616-245-3710.

The Midship Report: Have_un Will Travel

Continued from page 5

ly wanted to go this time. For GODSAKES, the place is only 10 minutes from my house. And yet, I've managed to miss all the Chicago Region Autocrosses this year. And here's a sad truth: even as I write this, with Autocross 4 coming up in a few days, I already know I can't make that one (off to Sturgis, SD for the Bike Rallye). So let me say this in my defense. I had to 'attend' to a close friend. He was getting married on the Saturday before the autocross (in spite of my efforts to convince him otherwise). It was my solemn duty to stand by with a fast car at the back of the church in case he had a last minute change of heart and wanted to flee to Mexico. Or Oswego. Failing that (he went through with it), it was also my duty to stand by him at the reception to keep him from falling down (one too many celebration toasts). We (I) stood until 3AM. I figured the humiliation and the danger factors were just too high to get up 4 hrs later and drive the autocross. BE WARNED - I'm NOT ruling out Autocross 5 at Lake Geneva on Sept 14.

So Tired.

Was it only a few months ago that I was in northern Indiana getting new tires?. The Kumho Ecsta Supra 712 won't be confused for Michelin Pilots or Bridgestone S03's... and that's not bad. The new shoes are at 11,000 miles since being nailed onto the Boxster and haven't lost a fraction of edge (in the wet or dry). Wear is EXCELLENT—especially considering the TON of highway mileage rolled on them in short order plus an autocross, a track event at Sebring (which is alleged to be hard on tires and suspension) and a couple of rallye's. Not to say I wouldn't consider the S03's or the Pilots (or even the Yoko's or Sumitomos) next time... but baring finding a pile of money hidden in the attic, my Discover Card is voting for the Kumhos. I'm still experimenting a bit with tire pressure --- dropped the front to 29psi (from 32) and left the rear at 36, which still isn't the balance I'm looking for (a tiny bit of oversteer). The good... no, GREAT news is that the tires have plenty of miles left in them to find that balance.

MIDSHIP TOURIST-TROPHY

And the winner is... no one (sigh). I was prepared to hand one out at the Rallye, but I got so wrapped up in reading the rules that I forgot to give it out. Not to worry, I figured I'd award it at Potters Picnic. Only to be outsmarted. The only other Boxster to show up (at least for more than 10 minutes) was LAST MONTHS MidShip TT winner, Joe Ornelas. Had it not been the same item, I might have even given it to him. Alright, then, look for me at Cuneo... maybe it'll be your Boxster I walk up to.

NEXT MONTH

Re-treads. No, not tires---a re-visit/update of some past Boxster items I've written about. Did I mention that I'm single-handedly doing a complete rehab of the first floor kitchen and bath at my house?



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Fax:

Work Phone:

E-mail:

Mail, Fax or E-mail the above information to: Debbie Leed, 37 Lakeview Drive, Barrington, IL 60010-1949 FAX-847-382-3562 (8:00 a.m. until 8:00 p.m. only), leedlast@hotmail.com

August 8, 2003

Report to: The Board of Directors
Chicago Region
Porsche Club of America

Submitted by: Nominating Committee

On July 29, 2003 the duly appointed Nominating Committee met to address the slate of officers and directors to be submitted to the membership for consideration for the upcoming election. The undersigned met at the home of Nominating Committee member Susan Shire. After an excellent dinner hosted and prepared by Susan, the Committee officially convened it's meeting at 7:30 PM.

The following slate of officers and directors are presented:

President	James Jacisin
Vice President	Chris Ingot
Treasurer	Jack Stephensen
Secretary	Edward Barnicle
Director	Mary Ann Nowakowski
Director	Steve Rashbaum *
Director	Todd Conforti

* Please note that Susan Shire abstained from the vote for Mr. Rashbaum.

The Committee agreed unanimously to the above slate and adjourned at 8:50 PM.

Respectfully Submitted by:

Keith Clark
James Drury
Toby Duckett
Susan Shire
Patrick Yanahan

WELCOME TO OUR NEW MEMBERS

July 2003



Total Members: 1494, Transfers into Region: 2, Transfers Out: 7

New Members

Scott Carroll
Bridget Carroll
Shorewood, WI.
2001 Boxster S

Lana Kuba
Orland Park, IL.
2003 Boxster

Scott T. Origer
Deb Clemenson
Palatine, IL.
1986 944 Turbo

Manny Schiopu
Cecilia Schiopu
Chicago, IL.
1983 911 Coupe

Brad Zeman
West Chicago, IL.
1985 944 Coupe

Jose Garcia-Bertran
Chicago, IL.
1996 Carrera Coupe

Rick Madan
Burr Ridge, IL.
2002 Carrera 4

Dr. Ryan Rosenthal
Joanna L. Rosenthal
Chicago, IL.
2002 Boxster

Helmut Muller-Sievers
Chicago, IL.
1988 Carrera Coupe

Transferees

Mary Ann Metz
Champaign IL
1991 911 C4

Colin Gibson
Dianne Grieve
Chicago, IL.
1975 914 Targa

Mark & Cyndi McClure
Wheaton, IL.
1997 911 Cab

John S. Rutkauskas
Charmaine Rutkauskas
Hinsdale, IL.
1996 993 Turbo Coupe

Kenneth Soch
Mary Ellen Hogan
Arlington Heights, IL.
2003 911 C2

Aaron J Van Delft
Wheaton IL
1986 944 Coupe

Tony Guptaitis
Kelly Guptaitis
Glen Ellyn, IL.
2003 Boxster S

Kevin Morgan
Chicago, IL.
2002 911 Coupe

Benjamin Schiopu
Diana Schiopu
Chicago, IL.
1986 930 Coupe

Bruce White
Jennifer White
St. Charles, IL.
2002 911 C4 Cab

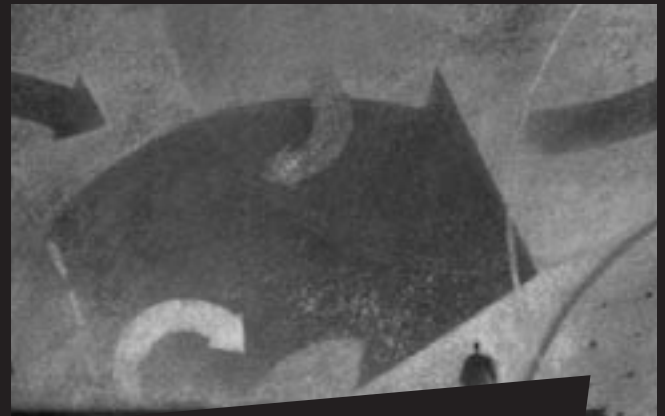
Michael Musich
Ray Musich
Glen Ellyn, IL.
2001 Boxster

PRECISION RESEARCH

- Focus Group Research (*a tool to help define marketing plans or new product ideas*)
- Customer Satisfaction Surveys (*what better way find out what customers think*)
- Mystery Shopper Research (*evaluate salesperson performance from the customer perspective.*)
- Product/Website Usability Research (*Is your product or service as easy to use as you think?*)
- Jury Research (*Test your strategy before it is time for the verdict*)
- Music Listeners Testing (*useful in improving your stations market share*)
- Taste Testing (*a change of ingredients can save millions if it doesn't effect taste*)

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Marketing Communications

Spare Parts

This section is a compilation of short pieces from our region, various web sites and other regional sources.



Commemorative 911



ATLANTA, GEORGIA, August 6, 2003 — Porsche announced it will produce a special 40th Anniversary 911 model in recognition of the debut of the first Porsche 911 at the 1963 Frankfurt Motor Show (IAA). To be unveiled next month at the 2003 IAA, the commemorative model is based on the current rear-wheel drive Porsche 911 Carrera but offers more horsepower, enhanced handling features, and unique interior and exterior styling.

The 40th Anniversary 911's 3.6-liter flat-six engine produces 345 horsepower (DIN), 25 horsepower more than the base model 911. As a result, the model is one second faster than the regular 911 from 0 to 120 mph (200 km/h) with a time of 16.5 seconds. The car's top track speed, 180 mph (290 km/h), makes it the second fastest non-turbocharged model in the current 911 line.

Aggressive sport suspension settings help to enhance the 40th Anniversary 911's handling. Combined with the standard electronic Porsche Stability Management (PSM) system, an additional mechanical rear-axle differential lock provides even better traction and optimum acceleration potential.

The 40th Anniversary 911's distinguishing styling features include GT silver metallic exterior paint color (exclusive to this model and the Carrera GT), front cooling air openings adopted from the 911 Turbo, body color air intake grills, left and right sill trims, an aluminum "911" logo on the engine cover, shot-blasted, polished 18-inch Carrera wheels, and high-gloss polished exhaust tailpipes. A sliding sunroof, bi-xenon headlights with dynamic beam angle control and a headlight cleaning system complete the standard exterior features.

The interior is trimmed in naturally soft dark gray leather. Other interior details include sport seats with two-stage heating; center console, seat backs and dashboard

groove trim strips and handbrake lever side covers finished in GT silver metallic; aluminum-finish instrument dial rings; and a numbered "911 40th Anniversary" plaque on the center console.



Porsche will produce only 1,963 40th Anniversary 911 models. It will be available to the North American market in November 2003 with a base U.S. price of \$89,800 (\$131,450 Canadian).

40th Anniversary Website.

In honor of the 40th Anniversary of the Porsche 911 this fall, Porsche Cars North America (PCNA) has launched a special commemorative web site titled 40 Fast Years. The site takes a look back at each generation of the Porsche 911 and features a section where enthusiasts can submit personal Porsche 911 stories. Those who submit or rate these stories are eligible for some exciting Porsche prizes.

The 40 Fast Years web site incorporates two sections. One features a complete Porsche 911 model history displaying photos, sounds and specifications for each generation of the 911. Here enthusiasts can also test their 911 knowledge with an interactive game.

At the heart of the 40 Fast Years site is the story section where owners and enthusiasts can share their Porsche 911 experiences. Stories may be submitted with or without a photo, and everyone who submits a story will be eligible for the grand prize - an original Porsche 911 drawing by a member of the design team at Porsche Style in Weissach, Porsche's Research and Development Center. The winning story will also be published in a national automotive magazine. Those who consider themselves critics rather than authors have a chance to win one of five \$100 Porsche Selection gift certificates just for reading and rating their favorite stories.

Porsche enthusiasts wishing to access 40 years of Porsche 911 history and submit or rate a Porsche 911 story should visit www.porsche.com/40fastyears.

PCA Chicago Region 2003 Tech Inspection Sheet

NAME: _____ CAR COLOR: _____ RUN CLASS: _____
 MODEL/YEAR: _____ ENG. DISP.: _____ CAR #: _____

Pass Fail

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

Note Driver/Run Classes: Slower, less experienced driver is Novice Class N, progressing to C, B2, to B1 to A, with A Class the most experienced and faster.

Inside

Outside

Engine

1. **HELMET, SNELL SA 95 or later required for all Track Events** including Blackhawk, Road America, and GingerMan. **(Snell SA sticker must be attached inside)**
- 1A. **HELMET, SNELL SA or M 90 or later required for all Autocross events** **(Snell SA or M sticker must be attached inside)**
2. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials. Arm restraints required for All Open Cars.
3. **SEAT BELTS** - Original factory installed belts for N,C&B2 Class. Required for all other Classes (and all B Class at Road America); Stock Seat =6- point, "H" Harnesses without Harness Bar & no "H" with Bar **or** Race Seat = 5/6-Point. All securely anchored, Metal-to-metal, with large diameter washers on both sides of floor mounting holes. Tunnel side belt mounting only on factory seats. Harness and Seats must be equipped the "same" for Driver and Passenger side (Instructor).
4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. AFFF or Halon recommended.
5. **ROLL PROTECTION** - Roll Bar, Cage or Extender using "broomstick rule" Required for all A Class. The same Roll Protection is **highly recommended** although not required for other Classes. Any open car (no roof) must run A Class rules. Cabs must have roof in up position and sunroofs must be closed.
6. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
7. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, mats, etc. Glove box locked. Spare secured or removed (spare adds to structure to certain Porsches).
8. **AIR BAG EQUIPPED CARS** - No Obstructions in front of Air Bag (s).
9. **WINDSHIELD** - No major cracks and functional wipers with good blades.
10. **MIRRORS** - At least one side (two highly recommended) and one securely mounted rear view mirror.
11. **GAS CAP** - Gasket intact and cap tightened.
12. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
13. **FRONT SUSPENSION** - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; Axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition. **Warning: 944/968 MUST Check Ball Joint & Control Arms for cracks and binding caused by excessive lowering, larger sway bars and track usage.**
14. **REAR SUSPENSION** - No excessive looseness. Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber on any car.
15. **WHEEL BEARINGS** - Correct adjustment, check for play and proper lubrication, no damaged or burnt bearings.
16. **BRAKES** - Sufficient brake linings or pads. No rubbing, cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness must be checked periodically for 2mm minimum thickness throughout the high-speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh Competition pads properly bedded in.
17. **WHEELS** - No cracks. No bends. All lug nuts must have 94 - 96 lbs. torque. Valve stem must have airtight cap. Hubcaps and Center Caps must be removed.
18. **TIRES** - In Good condition. No cracks or bulges. ZR or better required (HR for Autocross only). Minimum tread depth of 3/32" on contact patch area (race tires or shaved performance tires must have at least 1/16" tread wear marker depth and No Cord Showing). Seek an experienced driver with like car/tires for hot/cold tire pressure.
18. **BRAKE FLUID** - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high-speed event. If another high-speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.
20. **BATTERY (IES)** - Securely fastened and in good condition. No acid leaks or corrosion. Check fuel lines under battery trays on 914's. The Positive (+) Terminal on All batteries must be covered by cap or tape.
21. **ENGINE** - Check for odd sounds and satisfactory exhaust (remember 108db limit at Road America)
22. **DRIVE BELTS** - Tight and in good condition.
23. **LEAKS** - No exhaust leaks and leaks of any fluid - oil, gas, brake, or coolant.
24. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
25. **BRAKE LIGHTS** - All bulbs on both sides and center brake light (if so equipped) must be functional.

Helmet Requirements!

In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car or its occupants as a result of any such failures. I acknowledge that at all times, I remain solely responsible for the safety and roadworthiness of my car.

I hereby certify that I have no physical or mental problems, which could jeopardize any others or myself if I participate in this event.

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

DRIVER'S SIGNATURE: _____ DATE: _____

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

Revised Feb. 9, 2003

The Mart

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

Please see page one for submission information.

For Sale

Porsche Cars

911/912

2002 996 Twin-Turbo Under 2000 miles, Forest Green Metallic with natural leather brown interior, Supple leather with Porsche crests in headrests. Alum/leather interior, sunroof and all other standard factory options. \$110,000. Tony, 815-469-9050 or heliskipor@aol.com [JAS]

2001 GT3 SuperCup factory car. Wht./Wht. with Series graphics. Competitively raced in the '01series as #11. Low hours, Excellent condition. Very fast and drivable. Many updates and spares. Professionally maintained. Phil Koepke, 262-243-9012, philip.koepke@micorp.com [SON]

2001 GT3 Supercup car. Rebuilt on new chassis after 2001 Supercup series; only been in 4 races since; fresh engine and transmission; PCA club race ready; 4 sets of wheels; \$89,000 Contact JD (312)282-0005; jdl@cmtkg.com [ASO]

1997 PORSCHE 911 TURBO - 22K Mi, Arena Red(Burgundy), Gray Leather, Carbon Fiber Package incl. Steering Wheel, Alum Dials, Premium Sound w/CD, Heated Seats w/Crest, 6 speed, B&B Exhaust, 18" 996 Factor Turbo Wheels, Excl Cond, \$87,000, (630)865-4357 Tony [JAS]

1989 911 Targa Guards Red/Tan Interior, 35,722 miles, immaculate condition, leather seats, factory spoiler, new Bridgestone RE730's, painted center caps, no smoking, rain, or snow, always garaged, pictures available, \$31,000. John days 815-356-3403; evenings/weekends 847-458-2063, or djd-jrd@msn.com. [JAS]

1988 930. Race Car 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's Fabcar wing. Fully sorted, Needs nothing! 2 Workers Choice awards. 2:18 at Road America. Building new car. PRICE REDUCED (630)291-6982 glenn@thesapas.com [SON]

1986 911Carrera Targa, Guards Red with black interior, New Paint, New Tires, New Targa Top, Whale Tail, New Radio w/CD, Interior is in great shape, one owner, runs and looks great, 120,000 mi. \$17,750 Tom @ 630-416-7859 / Futbroker@aol.com [SON]

1985 911 Turbo Red/Red, 33,900 miles, only 2 owners from new Excellent DE/street car. Many weight-reduction/performance parts Excellent condition, fast and drivable. Professionally maintained, receipts, Nadeen Koepke, 262-243-9012, philip.koepke@micorp.com [SON]

1980 911SC Originally a California car. Never seen snow! 20K miles on rebuilt engine 3.0L 6 cyl engine. 5sp super clean, super fast.. New transmission, shocks, clutch, tires, windshield & too many to mention. Superb new factory paint job (metallic arctic blue). Polished 16" alloy fuchs. Full service records included. Spent in excess of \$15,000 in the last 12 months. Needs some valve work. Very reluctant seller, must sell because of new house. Contact Chris at 312-446-1746 or c_teeluck@yahoo.com [JAS]

1980 911SC Coupe. Weissach Ltd. Edition. Special Black Metallic with Doric Grey leather. One of only 400 produced. A very collectible and desirable Porsche. Excellent condition. \$22,400. Bob Recar 847/878-9668. [JAS]

1978 911 SC Black w/ Tan leather. Turbo body Correct steel conversion. PW, Alarm, H4'S, New Suspension by Midwest Eurosport. Tuneup, New Weather Stripping, Won 2nd at Fermi Concours. Drives, handles and looks excellent. 16,900 obo. Brain 630-469-5979 [SON]

Boxster

1999 Boxster, Zenith Blue/Beige lthr, Blue top, Alpine cassette with 12 CD and amp, 17s, sport pkg, 5 spd, 25,000 miles, garage stored, no winters, no smoking, prof. maint. by Fischer Motors, Asking \$28,900 OBO, days 847-473-6572, eve 815-675-6136, cell 815-790-0981, jim_lewan@baxter.com [SON]

924/928/944/968

1990 944 S2 Cabriolet: White with new blue top, blue leather interior, all original, stored winters, new rotors, brakes, custom cover, fuel pump, all receipts available, excellent condition. 89k miles. \$16,900. cell: (847) 826-4657 email: Lzdkng99@aol [ASO]

1988 944 Turbo Red/Black, mass air, arc 2 chips, garrett Turbo, Fuel reg. 52lb. hr. inj., nology ign., tial wastegate w/custom control & liquid gauge, 6 pt migwelded cage, 968 fr. sway bar, w.meister adjust. rear, 600lb.eibachs front, 400lb.rear,w/reset torsion bar, bilsteins, short shifter w/momo knob, momo st.wheel, recaro seat w/5pts., recent \$3k lower end done w/re-route oil pan, camber plates, brass ball joints, 3" stainless w/borla no cat., 993 wheels w/kumos, 2 sets hoosiers. no rust CA car, \$14,500, Greg 630-674-5663, gaulner@yahoo.com [SON]

1987 944 Turbo red/black, 60,000 miles, very good condition, Brembo brakes, Koni adjustable shocks, full roll cage, 2 Recaro seats with harnesses, Fiske wheels 8.5 x 9.5, HD springs, lowered, original seats, extra tires & wheels. \$15,000. Call Bob 847-680-0136 or rostrog@aol.com. [ASO]

1986 944 Turbo Red/ Black leather, excellent condition in and out. 56,00 miles, no winters, many new parts, sunroof, 5 speed, chip, records, no track, runs fantastic. \$10,900 Roger Briggs, 847-670-9304 H 847-452-0349 Cell [ASO]

356

1965 356SC Dolphin Grey/Black Complete restoration and new paint. Disc brakes. Excellent engine. Always garaged. No smoke, snow, rain. No rust. Maintained by Fischer Motors. Superb reliable car. \$23,500. Carl 847-221-4701 or ccuco@womancarepc.com [JAS]

Other-Cars Etc.

2000 Corvette Convertible: 7,567 original miles. Garaged. Torch Red Exterior/Tan leather interior/Tan top. CD, Bose, Automatic, Factory optioned chrome 18" wheels (thin spoke), original Goodyears, new battery, \$10K worth of factory options including heads-up display. Immaculate! \$42,000. A two owner car, Call Donald Bond, 713-336-0963 or dbondpca@worldgraphics.net [JAS]

1999 Ducati's Limited Edition Monster Cromo 900. \$9,950. 2976 miles. It is my understanding that there are only 63 bikes of this kind in the USA. This was the first and only year for this model, call 773.960.9673 or e-mail me at carlos@segura-inc.com see photos and more info at <http://www.segura-inc.com/segura2/classifieds/cromo.htm> [SON]

1997 Cadillac Sedan Deville: 99,000 miles, White ext / Taupe int, CD changer, full leather, Northstar, one owner. \$9,200. Beautiful Caddy. New tires, Call Donald Bond, 713-336-0963 or dbondpca@worldgraphics.net [JAS]

1995 Audi S6: original owner, 103,000 miles, Emerald Mica Metallic with Ecu full leather, 2.2L 227 hp QUATTRO, ABS, all options including voice activated phone and 10 CD changer; replaced timing chain at 80K, dealer installed factory lowering kit, Blizzaks on factory 16 rims, Dunlop Sport 8000s on 17 Mille Miglia Porsche style rims. Serviced by Fischer Motors. Great winter car! Come this winter, this 4 door sedan will outperform anything less than a Cayenne. \$16,900 OBO. Call Bob 847-224-0313 or rlaw@core.com [SON]

1991 45' Silver Eagle Motor Coach. Fully loaded. Has more gadgets and amenities than your own home! New everything! Satellite, DVD, TV's, leather, tapestries, 10" roof raise, 8 new tires and chrome wheels, custom power awning, bbq pit, queen bed, security safe, art work, carpeted, plenty of storage, fullsize tub/shower, fullsize frig, stone and slate tile in bathroom, custom armoire/desk, leather recliners, a/c, generator, camera wireless system, cruise, Bose speakers & more! For more information about this beautiful one-of-a-kind bus, visit: www.themotorcoach.com/. Over \$500,000 invested in this one of a kind rolling masterpiece. Perfect for trackside living. Reduced to \$350,000 obo. Donald Bond at 800-709-0963 or dbondpca@worldgraphics.net. [JAS]

1967 BMW 2002 180 hp, Recaro's, Roll Bar, flares and a great history \$3500. 3 free nites at GingerMan Racing Call Dan 269-253-2017 [SON]

1967 Jaguar XKE Roadster under complete restoration. (a new Jaguar by Trackside Custom Works) \$90,000. Free track time with all purchases and invitations to Special Events at GingerMan Raceway Call Dan 269-253-2017 [ASO]

1965 VW S/R Bahama Blue Bug. Three year restoration

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The Mart

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of a rustfree California car. Show quality. Model for 1/43 scale Die Cast model (Johnny Lightening). Original, benign appearance to the untrained eye. However, lurking under the rear deck is a Porsche 356 engine. Porsche 356 brakes. Stock wheels widened. Suspension modified. Recent marriage forces downsizing. Must make room for my new wife's Jetta. \$16,000 invested. Asking \$12,000 OBO. Howard Yefsky 847/821-0438(H); 312/368-4600(W); hy356@aol.com [JAS]

1964 1/2 Ford Mustang: Coupe, Red ext / Red Pony interior. Factory chrome GT wheels, Hi-Po 289 V8. Fully restored. Over \$18,000 in restoration. Toured the Autorama show circuit last year. My lose is your gain. \$10,500. Call Donald Bond, 713-336-0963 or dbondpca@world-graphics.net [JAS]

Parts

Wheels/Tires 4 BMW Alloy whells 15" x 7.5" with Goodyear 205/65/15 tires mounted. Wheels from 1994 525i. Mint condition. Spare included. Asking \$350.00 obo. Brain 630-469-5979 [SON]

Winter Wheels/Tires for 911. 17" Turbo Twist Wheels and Dunlop SP Winter Sport M2 Tires. Front: 205/50R17; Rear: 225/45R17. Used only for one season (2,000 miles). No scratches/Excellent condition. \$1,500 David Ellis 773-880-5856 or david.wellis@bakernet.com [SON]

PARTS - 95mm stock pistons, Carrera balanced rods for 3.2, 3.2 cams w/grind for mass flow, Auto Authority mass flow w/ Euro-brain box, Auto Authority mass flow chip, Andial twin-plug module for motronic, 3.2 Oil tank, 3.2 Bosch fuel pump, 3.2 distributor, 993Twin plug distributor, Spark plug wires for twin plug, Under fender thermostat, 3.2 starter, Complete set of 911 gauges, Steel turbo fenders, Iroc front spoiler (damaged), Light weight fiberglass hood, 15 gal fuel cell w/dual pick ups for 911, George, Days 708-331-8707 or gmueller@greatline.net [SON]

BOXSTER S HARDTOP - Arctic Silver - no rain, snow, smoke. Used 3 days then stored. Perfect condition, with OEM cover and felt piece for rear window. Easy pickup in Bloomington, Illinois. E-mail photos available. \$1350. Morgan - 309-747-4333 (raines@gridcom.net). [ASO]

WHEELS/TIRES - 2000 OEM 996, 17", 10-spoke, lightweight alloy wheels with Pirelli P-Zero Rossa tires (3000 easy street miles). Fits 996 and Boxsters. In perfect condition. Easy pickup in Bloomington, Illinois. \$1200. Morgan - 309-747-4333 (raines@gridcom.net). [ASO]

SIMPSON 5 1/2 POINT HARNESSSES - Never used. Black, pull-down, camlock. Made for Boxsters driver and passenger sides from Dave's Motorsports with all hardware and bolts. \$325 for both only. Morgan - 309-747-4333 (raines@gridcom.net). [ASO]

Misc

Condo for sale Remarkable Gold Coast Jr-one bedroom unobstructed west view. Beautifully renovated PoggenPohl kitchen open to living room. New bathroom with soaking tub and PoggenPohl vanity. Tiled entry, kitchen and bath. Wonderful sunsets, move-in condition. Room sizes Living room 15X16, Bedroom 13X9, Kitchen 8X7 Address 100 E Walton Pl - Apt 25G Chicago, IL 60611 Phone 312 867-7441 eves - email riochi6@att.com [JAS]

1867 Farm House and Barn, very pretty pond and trees. Has an extra lot to sell later in "Endless summer" condo sites at GingerMan Raceway. All sites have direct access to the TRACK & RACE SHOP! Beaches, Boats, Beers, Golf, Motorsports, Trackside Assistance and Nature all in your back yard. Farm House \$180000; Condo sites \$65000 Free track time with all purchases and invitations to Special Events at GingerMan Raceway Call Dan 269-253-2017 [ASO]

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one of our Chicago members enjoying the hospitality area ---actually, Lee Lichtenstein is WORKING as a volunteer when this moment was captured. I plan to volunteer for this position next year as it's the type of labor I'm PERFECTLY suited for. And before you get to thinking this was one long vacation-party, photo 6 clearly shows your humble Scene correspondent slaving away typing up Parade notes in the harshest of surroundings.

People and their Porsches

This would be the perfect ending if I had all the names and specifics, but I don't (so sue me). This story was told to us at one of the Parade Banquets: A Parade 2003 attendee was en route to Tampa in his 928 when the car broke down, stranding him in far northwest Florida. While making phone calls trying to sort out his repair options, another PCA member heading for Parade/Tampa happened on the scene and overheard the phone calls. The next part of this story enters the Twilight Zone of believability, but I ran into this guy after the banquet and it all checked out. The second Parader was trailering his Porsche to Tampa. He unloaded his Porsche put the broken down 928 on the trailer and brought the stranded driver to Tampa. AND, then he flew back to where he unloaded his car and drove it on to Tampa. The 928 guy got his car repaired and was able to attend the entire parade thanks to this unbelievably selfless PCA member. I don't go so far as to presume all PCA members are of this caliber. Bob Miller (Past PCA President---no relation) told me at Parade, "Sometimes you have to push past a few turkeys to soar with the eagles" Well put, Bob. Parade attracts plenty of eagles.

Next year: San Antonio, Texas. In July. WHAT were they thinking?




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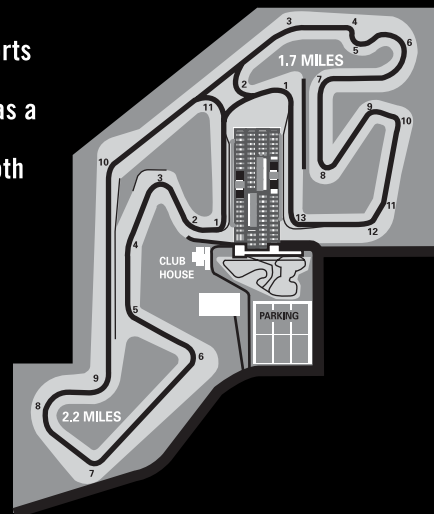
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Steve's Tech Corner:

911 Climate Control Failure

by Steve Grosekemper,
San Diego Region (from
THE WINDBLOWN
WITNESS)

Steve Grosekemper is shop
foreman at Dieter's Porsche
and BMW Service in down-
town San Diego

You are out running errands in your '86 944. Due to the excessively high outside temperatures, you turn the climate control knob all the way to the left for maximum chill. About 15 seconds later you think you hear a little tink noise from the dash. Three seconds after that, you are bombarded by a blast of hot air which surely must be caused by some sort of thermonuclear melt down.

The good news is that you will probably receive no long term genetic defects from this thermal overload. In fact, the momentary discomfort (see: sweating like a pig) will be the worst part of this whole endeavor. This is, in all likelihood, the cheapest climate control repair on record. The malfunction you have just experienced is caused by the failure of an eighty-five cent plastic clip (no, it is not the lowest cost Porsche part on record). It controls the heater blend door, which as you might expect, directs either hot or cold air to the vents for precise temperature control. In this case, it has broken, most likely due to misadjustment (see figure #1). When this clip breaks, the heater usually defaults to the full hot position.

The repair is fortunately very quick and painless. The first step is to locate the broken linkage. It is on the left side of the center console just forward of the radio. Put your hand just below the driver's knee and go right... that's it!

Now that you have located the heater blend door arm, install a new updated clip (944.572.314.00) on the arm where the broken one is located. Set the climate control to its coolest setting. Move the arm down (this is the cool position) and pop the linkage rod onto the



blend door arm. Switch the temperature control from hot to cold several times and watch to see that there is no binding. The binding of this arm is what broke the original clip. After you are sure there is no binding install the safety clip to secure your adjustment (944.572.217.00) (see figure #2). This part is even cheaper at only fifty-one cents!

After the installation of this updated part, and perfect adjustment, you should not have to worry about this problem ever again.

P.S. This repair applies to all 944s 1985.5 and later, as well as Turbo's and 968s. If you have never experienced this problem, poke your head under the dash and check for binding of that linkage. It just might save you \$1.34.

GOOD LUCK - Ed: Steve Grosekemper is shop foreman at Dieter's Porsche and BMW Service in downtown San Diego

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