

# Chicago Scene



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

September 2002

Blackhawk Novice Takes A Spin • Gingerman—Fun in the Sun • Back In The Saddle Recap

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# Chicago Scene

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



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**The Mart:** To avoid errors, ads should be type written on a computer and sent to the editor in electronic format.

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## Inside This Issue

### Features

Autocross II Results . . . . .	49
Back in the Saddle Autocross 3 . . .	18
Blackhawk Novice Takes a Spin . . .	7
Gingerman Fun in the Sun . . . . .	26
The Midship Report . . . . .	9
My First Autocross . . . . .	21
Naught Two Tour . . . . .	4
Pictures From Potter's Picnic . . .	30

### Upcoming Event Announcements

Autumn Derby 2002 . . . . .	42
Autocross V - at Maywood . . . . .	16
Blackhawk Drivers' Ed - Sept. 18 . . .	8
Cafe 36 Social . . . . .	34
Concours V - at Graue Mill . . . . .	35
Concours IV - at TRAC . . . . .	26
Do You Feel Lucky Rallye . . . . .	29
Octoberfest- DE, Autocross, Concours, & Germanfest Dinner . . .	21
Parade Rallye Weekend . . . . .	5
PCA Chicago Board Nominations . . .	33
Rallye V . . . . .	37
Swap Meet & Tech Session . . . . .	13
TRAC 2002 . . . . .	22
WMR @ DE Grattan . . . . .	16

### In Every Issue

Advertisers Index . . . . .	1
Address Change Form . . . . .	33
Behind the Scene . . . . .	3
Directors & Coordinators . . . . .	48
Board Meeting Minutes-July '02 . . .	39
Calendar of Events . . . . .	2
Clark's Corner . . . . .	3
New Members Welcome . . . . .	40
The Mart . . . . .	43
Spare Parts . . . . .	45
Tech Sheet . . . . .	47

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### Advertisers Index

914 Limited . . . . .	44
Associated Mortgage . . . . .	31
Autobahn . . . . .	32
R.A.Adams Enterprises . . . . .	44
Bacino's . . . . .	BC
Body Werks of Barrington . . . . .	14
DC Construction . . . . .	31
Emmons Coach Works . . . . .	10
The Exchange . . . . .	12
Fischer Motors . . . . .	42
Gingerman - Homes . . . . .	44
Kelly-Moss Motorsports . . . . .	17
Lynch Porsche . . . . .	46
MacNeil Automotive Products . . .	41
Midwest Eurosports . . . . .	36
Midwest Performance Cars . . . . .	10
Moran-Schaefer Clinic . . . . .	31
Moto Persona . . . . .	28
Napleton Porsche . . . . .	IBC
Northstar Motorsports . . . . .	IFC
Perfect Power . . . . .	6
PressTech . . . . .	15
Responsive Financial Services . . .	6
Joe Rizza Porsche . . . . .	24/25
Strasse Parts & Accessories . . . . .	31



*Eric Cyranski in his 993 Cab smokin' around Gingerman.*

# DAS FUTURE 2002

## EVENT CALENDAR

- 9/4 New Member Meet & Greet
- 9/6 Board Meeting
- 9/14-15 Rallye IV and Touring with Milwaukee Region
- 9/18 Blackhawk Drivers' ED
- 9/21 Swap Meet
- 9/22 Autocross V at Hawthorne Racecourse
- 9/29 Concors V at Graue Mill in Hinsdale
- 10/4-10/6 Blackhawk Octoberfest Drivers' ED, Autocross Concors & Social
- 10/11 Board Meeting
- 10/13 Gimmick Rallye
- 11/1 Board Meeting
- 11/3 Fall Tech Session
- 11/9 Concors Judges' School
- 11/10 Cafe 36 Social
- 11/13 New Member Meet & Greet
- 11/16 Social Event
- 12/14 Holiday Dinner Dance and Awards

That's All She Wrote to 2002

# Current Calendar of Events

S E P T E M B E R - 2 0 0 2						
monday	tuesday	wednesday	thursday	friday	saturday	sunday
						<b>1</b> RA Club Race, Concors Rallye
<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b> Board Meeting 8:00 p.m. Park Ridge	<b>7</b>	<b>8</b>
<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b> Rallye & Touring With Milwaukee	<b>15</b> Rallye & Touring With Milwaukee
<b>16</b>	<b>17</b>	<b>18</b> Blackhawk Drivers' Ed	<b>19</b>	<b>20</b>	<b>21</b> Swap Meet & Tech Session, Fischer Motors	<b>22</b> Autocross V at Hawthorne
<b>23/30</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b> Concors At Graue Mill

O C T O B E R - 2 0 0 2						
monday	tuesday	wednesday	thursday	friday	saturday	sunday
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b> Blackhawk Octoberfest - DE, Autocross, Concors, Germanfest & Pig Roast	<b>5</b>	<b>6</b>
<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b> Board Meeting 8:00 p.m. Park Ridge	<b>12</b>	<b>13</b> Gimmick Rallye
<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>
<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>
<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>			



# CLARK'S CORNER

by Keith Clark, PRESIDENT, PCA-CHICAGO

Well, I just returned from the Lake Geneva autocross. Kirk and Angel Jurinek gave up a day of boating to host the event and it was great. There were around sixty cars enjoying a challenging course. Many thanks to the Jurinek's and everyone who helped out.

I hope members will report on the events in August since I'll be out of town for most of the month and will miss most of them. I know Mr. Ed Barnicle put together a ringer foursome for his golf outing, but with the luck of the Irish I'm sure he finished last. I hope everyone attended the Cuneo Concours. Pat Yanahan, Jim Jacisin and their families and friends all worked very hard again to put together the premier Concours for our region. The Cuneo Estate's staff were wonderful people to work with and they are very supportive of our region. Our thanks to them. The Jacisin's also hosted Rallye III in Elmhurst. What a great idea! It's close and has lots of places to stop for directions. That has never really made a difference, but you never know. As you can see, the events are still coming at full speed. This month again you have lots to do. If you don't believe me, just look through this issue and start registering.

I want to thank our nominating committee who met last month for nominations of the 2003 board. The committee consisted of Chairman Ed Barnicle, Chuck Bittman, Steve Rashbaum, Todd Confortti and Ed Leed. Congratulations to the nominees. If elected, I know you will all serve the region well. Please review the slate of nominees, which are listed in this issue and in the minutes from the August board meeting. If anyone wishes to be considered for a board position, please review Article VI. Section 1. in our bylaws for the process to do so.

Remember, volunteering is what makes our club as good as it is. Thanks to all that helped this past month. You made the difference. ■

# BEHIND THE SCENE

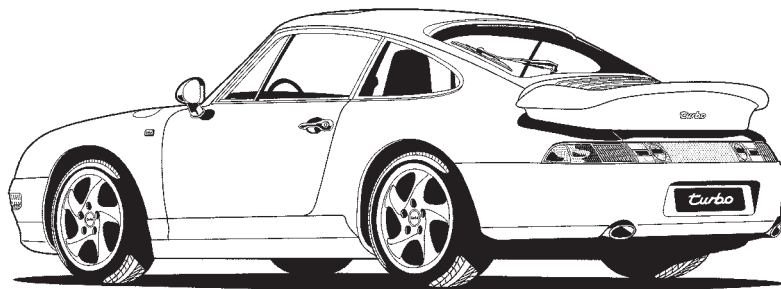
by SCOTT & MARIA ADLEMAN, EDITORS

I can't believe that that this is our anniversary issue. Twelve months ago we took over the job from David & Heather O'Brian. Little did we know what was involved in keeping this production up and running. Our hats off to the O'Brian's and all the other regional editors.

We would like to give a special thanks to the contributors. Without them, this newsletter would be just event announcements and advertisements. Both John Miller and John Mueller deliver not just a story each month, but often punctuate them with photographs. Best of all, their articles make for interesting reading. Mr. Mueller writes us from race tracks all over the country about the people and places he has seen and will be going to, with the addition of some tech insight to boot. Mr. Miller muses about everything Boxster and, even if though I don't own one, I find his writings entertaining and informative. Joe Martinez has joined the fray with his novice perspective and experiences through his first season on the track with a Porsche.

Another thanks goes to those who made the effort to send in pictures, some with hope of getting on the cover. If you don't make the cover, you may find your picture on the inside. Your work is well appreciated just the same.

Though the calendar of events is growing shorter, there are still plenty of activities in which to participate. The biggies are the Road America labor day trio, a three day event great for drivers and spectators, and also the Octoberfest "trifecta" at blackhawk. The blackhawk event has something for everyone: track time, concours, social time and good food. Of course, we didn't forget the Autocrossers. ■



# NAUGHT TWO TOUR: FRIENDS INDEED

by JOHN MUELLER

7/30/2002

Imitation is the sincerest form of flattery. Hans-n-Franz Racing is a small group of Chicago region members who drive, eat and drink together, in that order. Tim Taylor, Dani Taylor, Rick Gunderson, Dennis Fiedler, and Keith Wagner form Hans-n-Franz Racing. Dani is Tim's daughter, and is not yet driving and drinking for the team.

As Tim Taylor explains, Hans-n-Franz Racing was formed in reaction to FN Flying Inc. On the one hand, Tim felt he and his friends might not be able to enter the inner circles of FN Flying Inc. On the other hand, Tim found himself passing cars with FN Flying decals. I guess Tim figured that if you can beat them, don't join them.

Hans-n-Franz Racing members have certainly pumped themselves up. Tim drives a 996 Twin Turbo. Dennis drives a 996 Twin Turbo with the X50 option package, which provides more horsepower and added aerodynamic surfaces. Rick drives a 996 Cabriolet and Keith has a Boxster.

You may have noticed Hans-n-Franz Racing at Road America. They traveled to Watkins Glen and drove there from June 28 through July 2. FN Flying Inc. was also there. It was nice to have so many Chicago region members at the Glen. It was a very hot weekend and also a lot

of fun. I walked the track Friday evening. I knew there was a lot of elevation change, but what really impressed me was the



banking at the Glen. Going through turn 6, the banking is almost as steep as the grade. The car goes through turn 6 like a gumball coming out of a gumball machine.



The first photograph above shows, from left to right, Keith Wagner, Rick Gunderson, Dennis Fiedler, Dani Taylor and Tim Taylor

at the Glen. The other photo shows the 996s of Hans-n-Franz Racing also at the Glen. Hans-n-Franz Racing was very gracious to your correspondent and shared their lunch with me. My thanks to Hans-n-Franz Racing. I later met up with Tim, Dani and Rick at Blackhawk on July 10. Tim's Twin Turbo isn't as intimidating at Blackhawk as it is on the long straights at Watkins Glen.

Ted Vaughan, an FN Flying Inc. guy, helped me out at the Glen with a spare alternator. We spent Sunday evening getting it into my car. Just before they closed the garages, we fired up the engine. The voltmeter showed the replacement alternator was working. We felt a great sense of accomplishment. We left the car on the jack stands and buttoned everything up Monday morning without losing any track time. Many thanks to Ted.

I'll be heading to Brainerd next week. Now, that is a track that was really made for Turbos. The front straight is a mile long and leads into a steeply banked turn. The entrance to the straight is a fairly fast third gear turn. I encourage you to give it a try if you feel Road America is just too confining for your car. ■

# I LOVE A PARADE RALLYE WEEKEND!!

## A NEW CHICAGO REGION RALLY!!!!

**SATURDAY, SEPTEMBER 14<sup>TH</sup>**  
**SUNDAY, SEPTEMBER 15<sup>TH</sup>**

**GIMMICK RALLY to the Milwaukee area**  
**I LOVE A PARADE RALLY**

**Saturday, September 14<sup>th</sup>**

**GIMMICK RALLYE**

Start point: The NEW Porsche Exchange  
 2300 Skokie Valley Road  
 Highland Park, IL 60035

Map and directions to The NEW Porsche Exchange will be in the September Chicago Scene and on the web page 9/4/02

Start time: GIMMICK RALLY GENERAL INSTRUCTIONS and ROUTE INSTRUCTIONS will be available from 11:00 AM until 1:00 PM.

Saturday evening:

Plans are being made for a dinner with the Milwaukee Region PCA - details in the September Chicago Scene and on the web page 9/4/02

For those wishing to 'make a weekend of it', a block of rooms has been arranged for at the Best Western Waukesha Grand in Pewaukee, WI. Please identify yourself as a Chicago PCA member to get the \$70.00 (+ tax) room price. 262.524.9300. The rooms (at the special price) will be held until 8/15/02.

**Sunday, September 15<sup>th</sup>**

**I LOVE A PARADE RALLYE**

Rally School: Best Western Lobby – 9:00 AM

Registration Opens: 10:30 AM - Best Western Lobby

Drivers Meeting: 11:15 AM - Best Western Lobby

1<sup>st</sup> car off 12:01 PM – Parking lot next to Best Western

Post Rally Dinner Details in the September Chicago Scene and on the web page 9/4/02

Best Western Waukesha Grand  
 2840 N. Grandview Blvd  
 Pewaukee, WI  
 (I-94 and Grandview)

Mail Registration form to **Susan Shire, 1897 Mission Hills Lane, Northbrook, IL 60062**

**847.272.7731**  
**ChiScene@aol.com**

_____ Driver	_____ Phone Number	Sat eve DINNER	Y N
_____ Navigator	_____ Phone Number	Sat eve DINNER	Y N

\_\_\_ Pre-registration RALLYe WEEKEND PACKAGE \$ 30.00

\_\_\_ Pre-registration GIMMICK RALLY only \$ 20.00

\_\_\_ Pre-registration I LOVE A PARADE RALLY only \$ 20.00

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# Blackhawk Novice Takes A Spin

By JOE MARTÍNEZ

EVENT DATE: July 10, 2002

So there I was, making my pass at Turn 5 when I felt the rear start to slip and then ... I was spinning. In the next few seconds I worked to regain control of my '91 C4, but it was too late. I did a complete spin catching a glimpse of my trailing driver and then, miraculously, I remembered those words from Ed Leed's safety class: "When in a spin, both feet in." I pressed down on the clutch and brake, continued my spin off the right edge of the track and finally skidded to a halt on the grassy runoff area—backwards!

It all happened so fast, but luckily no one was hurt. A small part of my front bumper lip had come ajar but when I turned the key, it was business as usual. I was black flagged due to getting "all four off" the track and reported to Dan Gallagher, the Event Chair. We reviewed the incident, interviewed other drivers and inspected the vehicle. No harm, no foul. I was cleared to drive again.



In discussing the series of events with my fellow drivers, talk focused on the need for better grip, stickier



tires and perhaps an ever-popular RS alignment. My times were great for street tires (1:32) and I had promoted myself to a faster run class. It appeared that the Drivers' Ed program was progressing nicely.

But on my 90-minute drive home, I did some serious soul searching. The reason I spun was that I was going too fast at the wrong time—it's that simple. Turn 5 is a long, left-hand sweeper and, although I was given the go ahead to pass, the inside lane meant I needed to sharpen my turn. We were in the track out area where you start to accelerate after hitting the apex, but instead I was accelerating through a decreasing-radius turn.

The track veterans will immediately tell you that's a recipe for disaster. Additionally, the new 225 front tires definitely gave me the extra grip I was looking for, but

now THAT was coming back to bite me. As you can imagine, this combination at 60 mph created a slingshot effect and sent me to the point of no return. My decision to pass was a bad one.

For those starting Drivers' Ed I have just one bit of advice: listen to the vets. They will tell you to stay on street tires and learn to drive. Sure, racing slicks and a sportier alignment would have gotten me through today's pass, but the lesson would have been lost. In fact, I probably wouldn't learn the dangers of this type of maneuver until going much faster. I was already doing 60 when my car lost its grip; can you imagine doing that at higher speeds? Again, stay on street tires.

Yes, passing is fun and fast times are cool but learning to drive—well, that's what keeps you and others safe. As Pete Hackenson said during the June DE, Drivers Meeting, "This isn't Racers Ed, it's Drivers' Ed." Got it! ■



# Blackhawk Farms Raceway - Drivers' Education

## Wednesday, September 18th

Blackhawk is a great road course and this September 18th event is sure to please. Blackhawk is an eight turn 1.9 mile enclosed, high-speed racetrack located in South Beloit, on the Wisconsin border, only 90 minutes from Chicago.

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 the prior Monday at 9 p.m. for the Wednesday 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 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., lunch from 10 a.m. until 1 p.m. The Accessories Store sells gas (leaded & unleaded Race only), air, and showers all day.

### General Schedule:

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

**Questions:** Pete Hackenson (630) 655-4661, 1629 (Home)  
phackenson@hotmail.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 entrance on left.  
Mobil station 2 blocks south of Rockton Rd. on Blackhawk Blvd.

---

### First Driver

---

Year/Car Make/ Model/ Permanent Car Number

---

Phone

---

E-mail

[ ] Member [ ] Applicant [ ] Guest of: \_\_\_\_\_

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

Prior Experience: \_\_\_\_\_

---

### Second Driver

---

Year/Car Make/ Model/ Permanent Car Number

---

Phone

---

E-mail

[ ] Member [ ] Applicant [ ] Guest of: \_\_\_\_\_

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

Prior Experience: \_\_\_\_\_

---

### Pre-registered Entrance Fees:

First Driver - \$150.00	_____
Second Driver - \$150.00	_____
Second Driver - \$75.00*	_____
Total	_____

\* The \$75.00 fee only applies to family members who drive the same car as the first driver.

**Make check to:** PCA- Chicago Region

**Mail to:** Pete Hackenson,

3613 Fairview Ave. Oak Brook, IL 60523-2687

For more information on Track Events, Schedules, Tech & Safety Requirements Information use the WEB at [WWW.PCA-Chicago.org](http://WWW.PCA-Chicago.org).  
For more Blackhawk information go to [WWW.namotorsports.com/Tracks/Blackhawk.html](http://WWW.namotorsports.com/Tracks/Blackhawk.html).

# The Midship Report: Road & Track

ARTICLE AND PHOTOS by JOHN MILLER, BOXSTER\_S@VERYSPEEDY.NET

## Road

The weekend was brimming with events: PCA-Chicago at Gingerman, the Historics at Elkhart Lake, ALMS in Washington D.C.—but *THE place to be* was Effingham, Illinois for the annual Tweeks Porsche FunFest. Lightly loaded with luggage and pointed south, the Boxster effortlessly ate up the 220+ miles south from Chicago in no time at all. The Fest attracted acres of cars, somewhere between 800-900 Porsches. And yes, Boxster representation was excellent. From stock to the extreme, regular to S, Boxsters from Illinois, Indiana, Missouri, and Kentucky, (over two dozen) turned out for the festival with several receiving Judges Choice awards. The MA-Direct/Tweeks group puts on an event that should be a standard for all events: terrifically well-organized, free shirts, free food and drinks, amazing displays, merchandise, tech talks, and the FRIENDLIEST darn group of people you'll ever meet.



And that's just the 'staff'. (I use that term loosely. I e-mailed a thank-you note to the 'staff', and the President of Tweeks personal-

ly responded.) The 'participants' descended on this little town from all over the country and you'd have thought we were all long lost friends. It would have taken a huge effort to not have a good time.

Speaking of which, every PCA-Chicago member should be forever jealous for missing this moment. Picture this: a line of 75+ Porsches bobbing and weaving across southern Illinois, occasionally exceeding the speed limit, legally running through red lights, and then—THERE! Right in the middle of the pack is a pristine (should-have-won-an-award) midnight blue 968 flying a huge yellow Porsche flag through its sunroof and sporting a large banner from the Chicago Region PCA. PCA-Chicago member Lee Lichtenstein carried the colors and honor of our region at the PorscheFest that weekend. I don't know how long Lee's been involved with Porsches (not FOREVER, as he may claim), but he knows his 'stuff'. He saved me some grief in (almost) buying a seat harness for the Boxster (see below). Indeed, how many first-time concour-ers would know that the Porsche Crest on the wheel center caps is supposed to be placed so that the bottom point of the crest is lined up to the wheel valve stem? I hereby decree to Lee a lifetime title of FOB, —Friend Of Boxsters.

Keep an eye on Tweeks.com. Next year's event is already in the works. They promise to move the date a bit so that the heat doesn't

cook us so much. Also next year, I'll have a flag of my own.



BUT WAIT, THERE'S MORE! Fresh from the success of road-tripping the car to Effingham, I took the Boxster a week later on a run to Oshkosh, Wisconsin for the EAA Airshow. No doubt about it; this car travels extremely well. Be it a day trip or a multi-day trip, there's plenty of trunk space for luggage or supplies and, loaded down, the car still gets excellent mileage on the highway even when one chooses to overlook the 65 mph limit. My car rides on 18 inch wheels with the standard suspension, and rarely is the ride anything but pleasant, never leaving me worn out.

But why take my obviously biased opinion? Consider this: parking at the Airshow was directed by attendants in the middle of a makeshift lot. The attendant waved each car in front of me up to a spot and then barked, "STOP!" When my turn came, I pulled up and he chimed, "nice car." For the next car, he went back to "STOP!"

Nice?!? It's much more substantial than nice! And there's a much more substantial road trip in my future: 1000 miles to the

*Continued on page 14*

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# Graue Mill

CONCOURS **FIVE** @ Fullersburg Woods  
September 29 @ Fullersburg Woods & Nature Center, Oak Brook Illinois

Join us in Fullersburg Woods and experience the crisp Autumn air, the leaves blazing in full color, and the great hiking trails that cover Fullersburgs' 222 acres. And a tour of historic Graue Mill is just a quick half mile hike downstream on the Salt Creek Greenway Trail.

So wash off the Porsche, put the canoe on top of the Cayenne and join us for the final Concours of 2002. Even if you do not bring the Porsche, lace up the hiking boots and bring the family Sunday September 29 for a day in the woods. And of course Concours volunteers are always welcome.

**10:30 am:** Cars may begin arriving at Fullersburg

**12:00 pm:** Concours judging begins

**1:00 pm:** Graue Mill Tours and hiking

**3:30 pm:** Trophy presentations

**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 Style of Exterior & Interior.

Visual Inspection Only

**Novice:** For fun & first time participants only.

Judged to Class C standards

**Questions?** Call James Drury @ 708.354.8182

james\_t\_drury@hotmail.com



For more info, visit: [www.grauemill.org](http://www.grauemill.org)

## Concours Fee \$20 per car

Please make checks payable 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 \_\_\_\_\_

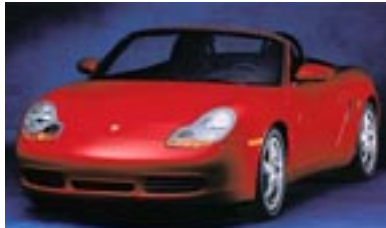
Class A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ Novice \_\_\_\_\_



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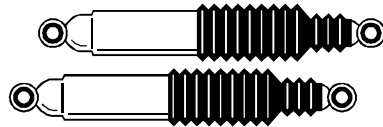
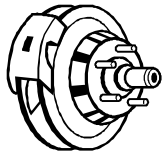
Monday-Thursday 9a-8p Friday 9a-6p Saturday 9a-5p



# Chicago Region Swap Meet and Tech Session

Now is the time to clean out your garage of those new and used parts and turn them into cash. You can use the money for your Winter 2002 upgrades/modifications.

The Chicago Region, in cooperation with the other Zone 4 Regions, is coordinating a Tri-state Swap Meet to bring buyers and sellers together just in time for the winter rebuilding season.



**Date:** Saturday, September 21, 2002

**Location:** Fischer Motors  
847-304-8822  
908 South Northwest Highway  
Barrington Illinois  
Route 90 West to Route 53 North to Dundee West (Route 68) to Northwest Highway (Route 14 North). Fischer Motors is on the Right.

**Time:** 9 – 5pm  
Open to Vendors for set-up at 7am.  
Tech session at 11am

**Entry:** \$20 per space in Swap Meet (approx. 10' x 20')  
\$10 per space in Car Corral, 'For Sale' Cars  
Reserve your space in advance to assure a location for you and your parts.  
Space will be available on a first come first serve basis on the day of the event.

**Questions:** Call: 847-429-0794 / 847-429-0912 Fax  
E-mail: Doug Coup at dc\_construction@msn.com

Reservation for Swap meet Space:

\_\_\_ # of Swap meet Spaces @ \$20 per space

\_\_\_ # of Car Corral spaces @ \$10 per space

\$ Total

=====

Make checks payable to Chicago PCA and send to:

Doug Coup / Registrar  
1982 Monday Drive  
Elgin, IL 60123

Badlands—the LONG way. Stay tuned.

# Track

What a pain in the rear. Really. The Boxster finally made it to the track and I paid a price. My legs and backside hurt. It was an odd realization. I had spent the day thrashing my S around Blackhawk Farms Raceway out near Rockton, Illinois, a place with a very high smiles per mile ratio. The July Drivers' Ed event was my re-acquaintance to track driving and this worries me. I could see this becoming an endless drain on my finances in pursuit of more and more track time.

But back to the matter at hand. I was still on the highway driving home and decided I need a 5-point harness. The Boxster seat is comfortable, but not suited for the track. I figured out that I was using my legs and arms to 'wedge' myself into the seat when I was lapping the track. I took a quick look at the sport seat and decided that wouldn't be enough. The GT-3 style racing seat would be ideal if I didn't drive the car every day and, as obvious from above, hit the road for long stretches. So, the first step was the acquisition of a harness (insert sound bite of cash-register ringing).

I found a nice looking used set by Simpson Racing complete with mounting hardware at the Tweaks swap meet. Thankfully, Lee Lichtenstein looked at them and gave me a quick education. The belts have a date tag on them. These were from 1997, which is

past the 3 year maximum for PCA club rules. However, they had the quick release mechanism that is preferable to the standard hooks. Also, just looking at the belts doesn't always tell how much stress they've had. For the straps that don't mount to existing bolts, a backing plate is required. And for a non-sportseat installation, a retention strap that encircles the top of the seat will keep the upper



harness straps from sliding off the occupant's shoulders. I'll shop for a new set.

This was my first track encounter with the Boxster, but certainly not my last. If you haven't put your Boxster on the track at least once, you ought to be asking, WHY NOT? It's easy enough, it's affordable, and you will learn things about the car that you'll never get from experimenting in a parking lot. The club provides experienced instructors that take you around the track turn by turn, but the real 'education' comes from you pushing your car beyond the normal limits of driving and

finding out just how hard you can turn into a corner, how well it will handle a high speed s-curve, and how much sooner you can accelerate out of a turn. As you can see from the photo, Boxsters can and do indeed run with the best of them. Unfortunately, the only time I came in 'first place' was in the paddock (Photo 6). Mark Ruther's nearly identical Boxster S (in the foreground next to mine) had a fabulous set of GT3 racing seats with harnesses. I'm going to declare this the reason he was lapping approx. 9 seconds faster than me. Or maybe it was the racing slicks?

I'm sneaking off for practice at Gingerman...ROAD TRIP!

*NEXT MONTH:* Paying attention? No? Well, still no sign of the oft-promised Road-Test Comparison. Eventually it will get here. But not next month. Next up is a return to the Project: Boxster with more on modifications, hacks, etc. Feel free to contact me with your thoughts, ideas, suggestions, ramblings, etc. at the email address above. ■



*A GT3 RS at Blackhawk turn 7. The picture shows the slip angle and weighting of the car thru the turn.*

# AUTOCROSS FIVE

## ONE MORE TIME

*Sunday, September 22nd – Maywood Park  
Presented by Tony Koufos*

Come out for the 5th autocross event of the year. Put your Porsche to test on the huge parking lot at Maywood Park. Bring lunch and plenty of water. Pre-Register by mail and include your permanent drivers number. Bring your roller blades to check out the course in the morning before the drivers meeting. You will be FN-Flying at this event.

Directions: It is 8600 West North Ave. in Maywood, between 1st Ave. and 5th Ave. You can exit the Eisenhower Expressway at 1st Ave. and head north to North Ave. Turn left on North Ave. and Maywood Park is on the left. Enter from 5th Ave.

**Time:** 9:00-10 a.m. Registration and Technical Inspection opens  
10:15 a.m. Tech is closed  
10:15 a.m. Drivers meeting  
10:30 a.m. First car off. Let the fun begin.  
4:00 p.m. Trophy presentation

**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: Michael Gallagher 2418 N. Seminary Chicago, IL 60614  
Email: autocross@pca-chicago.org Questions? Call 773-929-8108

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.

.....

If you don't pre-register, which would save time, please pay by check at registration to speed the event up. Day of the event questions, contact Shawn Young at 630-205-0055.



## Grand Prix of Grattan 2002 – Drivers Education September 20, 21, 22

It is time to mark your calendar for our annual “Grand Prix of Grattan.” This is a Drivers Education event, limited to 65 cars. As a first time participant, an instructor will help you learn and improve your driving skills on a challenging race course. Rookies wanted! We also welcome back the “Pistenbrenner” (track burners) to our event. Drivers of all skill levels will find Grattan a fun experience!

Here are the details of our weekend event:

**Friday, Sept. 20** is set aside for Advanced Drivers Education. Prior track experience at Grattan or other tracks is required on this day. Sorry, no exceptions. Novices are welcome to help and as a side benefit learn about ideal track lines. **Saturday, Sept. 21** will be Drivers Education for novices and lapping sessions for all other classes. Instructors will be available for novices. **Sunday, Sept. 22** will mark completion of drivers education, with two lapping sessions for each class. Time trials will follow in the afternoon. For safety, novices

will not be allowed to participate in timed runs. Trophy presentation will complete our event by mid-afternoon.

Lunch time is set aside for touring sessions on both Saturday and Sunday. There is a small charge for the touring sessions, which we donate to a local charity.

For questions, registration forms, or to volunteer, contact Craig Paull: [cpaull@attglobal.net](mailto:cpaull@attglobal.net) or 616.940.0512.

**See you at Grattan!**



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# BACK IN THE SADDLE - AUTOCROSS 3

PHOTOGRAPHY by JOE MARTINEZ

EVENT DATE: July 14, 2002

## AC III

By Bill & Maria Kidder

It was Autocross III, and once again we were Back in the Saddle at Hawthorne Race Course. While the turnout was a little low, a day of fast lap times in the sun with moderate humidity made it fun for all. One of the biggest changes to applaud at Autocross III was the almost flawless timing for the event. There were only a couple of re-runs for the whole day, and no delays due to equipment malfunction. Hurray to Chuck Bittman for identifying the problem as a noisy electrical feed from the old portable generator.

The event was made up of the usual crowd: seasoned veterans, serious competitors, and an eager and anxious group of novice 'wannabes'. The day was dedicated to Jeff Girard and David O'Bryan for their past contributions to the club. The course layout set up by Nick Peterson seemed long and made for speed. From the word "go!" it was an immediate jumpstart to a small diameter skid pad, then off the counterclockwise skid pad, putting the pedal down and grabbing for second gear. Finally, I was screaming through a series of gentle gates leading to a subtle transition slalom - the first point on the course where one had to find the critical balance between speed and braking in combination with the proper posture for the car's



*Continued on page 20*

Name	Car #	Year	Model	Class	Region	Best Time	Overall Place	Class Place
Chuck Bittman	24	80	924	P1	Chicago	0:51.662	20	1
Jim Meyer	587	74	914	P1	Chicago	0:52.789	26	2
Mike Meyer	588	74	914	P1	Chicago	0:54.551	37	3
Shawn Young	88	87	924S	P2	Chicago	0:48.865	7	1
Jason Hrechko	583	85	924S	P2	Chicago	1:19.668	49	2
Susan Wittkop	582	88	924S	P2L	Chicago	0:56.831	45	1
Jerry Matta	125	73	911S	P3	Chicago	0:49.246	9	1
Brian Jackson	524	70	911	P3	Chicago	0:51.387	19	2
Mark Rutter	176	72	911	P3	Chicago	0:52.199	24	3
Rich Grottemeyer	251	89	951	P4	Chicago	0:48.773	5	1
Ed Russ	59	91	944S2	P4	Chicago	0:50.045	12	2
Stan Bernacki	225	88	944T	P4	Chicago	0:50.723	16	3
William Kidder	409	99	Box	P4	Chicago	0:53.510	31	4
Waleed Shafiqullah	330	86	951	P4	Chicago	0:54.204	35	5
Myles Miller	269	90	944S2	P4	Chicago	0:55.729	41	6
Van Miller	228	74	911S	P5	Chicago	0:48.701	4	1
Dan Cubric	939	84	911	P5	Chicago	0:52.470	25	2
Craig Shields	404	78	911SC	P5	Chicago	0:53.733	32	3
Frank Magnifico	361	81	911	P5	Chicago	0:54.184	34	4
Pat Yanahan	299	78	911SC	P5	Chicago	0:54.787	38	5
Dave Rink	347	79	911SC	P5	Chicago	0:55.220	40	6
Brian Rink	346	79	911SC	P5	Chicago	0:55.878	42	7
Chris Teeluck	597	80	911	P5	Chicago	0:56.087	43	8
Jim Harrington	93	83	911SC	P5	Chicago	0:58.318	46	9
Brian Bobbitt	589	83	911SC	P5	Chicago	0:59.303	47	10
Anthony Janairo	294	00	BoxS	P6	Chicago	0:51.120	18	1
Sami Daher	607	97	911	P7	Chicago	0:51.682	21	1
Mike Faems	141	97	993	P7	Chicago	0:51.985	23	2
Amar Triveli	584	97	911	P7	Chicago	0:52.792	27	3
Joe Martinez	408	91	911	P7	Chicago	0:52.957	28	4
Arnold Klein	907	96	911C4S	P7	Chicago	0:56.095	44	5
Brent Jester	765	02	996	P8	Guest	0:49.134	8	1
Nick Peterson	668	02	996	P8	Chicago	0:49.355	11	2
Randy Jester	755	02	996	P8	Chicago	0:50.747	17	3
Peggy Peterson	899	00	996	P8L	Chicago	0:53.085	29	1
Jeff Girard	713	85	944	M	Chicago	0:46.885	1	1
Ryan Gabel	491	87	944T	M	Chicago	0:47.680	2	2
Tony Koufos	97	70	911	M	Chicago	0:47.935	3	3
Fred Howard	96	73	911	M	Chicago	0:49.278	10	4
Joe Batista	139	73	911	M	Chicago	0:50.272	13	5
David O'Bryan	901	77	911	M	Chicago	0:50.524	14	6
Greg Gulick	329	88	911	M	Chicago	0:50.704	15	7
Frank Wagner	6	72	911	M	Chicago	0:51.937	22	8
Mike Gallagher	91	87	GTI	X	Chicago	0:48.815	6	1
Tristan Whitehead	403	97	M3	X	Guest	0:53.409	30	2
John Towns	585	01	WRX	X	Guest	0:53.867	33	3
Florin Mitran	598	98	honda	X	Guest	0:54.367	36	4
Mike Moses	586	80	Chev	X	Chicago	0:55.005	39	5
Alyce Yfhheil	591	94	honda	XL	Guest	1:02.063	48	1

# Autocross 3 - Hawthorne Race Course, July 14, 2002



inertia and traction. For some, this was a piece of cake (Shawn's times for the day were all in the 48 second range) making it look easy (even with the wipers going, turn signal on and horn honking)-but it wasn't. At the end of the last slalom cone were two more gates that helped set you and your car up for a tight series of gates that turned you around 180 degrees. This left you pushing down hard on the throttle and grabbing for 2nd gear once more as you exited. Building speed, you next headed to the "Bermuda Triangle" garage where several, including myself, met their fate of 'DNF'. Once around this right then left hand combination 270-degree turn, it was right foot to the floor. The next section of the course was a series of gates, slalom cones, another gate, another few slalom cones and then a chicane style garage, with one more gate just before the timing lights. This was probably the section where, if you were in "your groove baby," Austin Powers could shave a few more tenths off but if you misjudged



your traction, speed, braking, etc., you would lose more than you would hope to gain. It was one of the fastest Autocross courses I have driven lately, challenging to drive well without causing any frustrations in trying to follow the course layout. What a treat for all competitors.

Missing from this event were a representative distribution of 986's (Boxster's). Only two came to play - a standard 1999 Boxster (me) and a 2000 'S' (Anthony Janairo). While I drove what I would consider my best, I could not push my way past 4th in P-4



for the day. My strategy and skill at chipping fractions of a second off of each gate and transition were met with a head-on collision with the cones that made up the 'Bermuda Triangle' garage turn. This turn was tricky and exciting when you could negotiate it well, and fun for all as they watched you apply your skills, more or less.

A word of caution to all the other fathers who are thinking about bringing your son or daughter out to an event for that special bonding experience that a day of head-to-head competition can produce. Randy Jester left with only a 3rd place trophy because his 18 year old son Brent took 1st place in the



P-8 Class. Maybe a lesson in 'you never want to outperform your Dad until he has filled his trophy case first'. The FTD went to Jeff Girard @ 46:680 in a 1985 944 running in Modified Class. Actually, several of the drivers/cars in P-2, P-4, P-5, and X Classes put up some very impressive numbers just a few seconds off this FTD pace which made those of us less experienced types green with envy. Maybe next time, maybe next year, but definitely sometime I hope to be able to drive that well too. See you at Autocross IV at Lake Geneva Speedway on August 11th. If nothing else, I know that I need more practice.

Following the event, Chuck and Bridget Bittman hosted the participants to burgers and brats, with all the fixings and some very good German beers. Catching up on the day's events, I ran into Dan Gallagher and got a sneak preview of what's in store for us at the Blackhawk Octoberfest event... sounds like it will be an event to look forward to. See you there. ■





## My First Autocross

By Alyce A. Ufheil

How do I compare the excitement, anticipation, fear, nervousness to my first experience of autocrossing. Well, I guess it's like anything else when you're doing it for the first time. The not knowing of something that you've never experienced before fills you with all sorts of mixed emotions.

For the past three years, "Uncle" Frank has introduced me to a variety of Porsche events. The first, a road rallye (one of our first dates), which, unfortunately, resulted in me getting car sick. I was going to be a trooper and be a great navigator for Frank. I don't do well reading in a moving vehicle, but I was determined to do this without Dramamine. (Wrong!) I was doing quite well at the beginning until I started to smell the fumes off the 911 and then had to ask Frank to pull over. Of course, I picked the perfect spot...a farmer's field with fresh manure.



However, I was determined not to lose my breakfast and we proceeded. Frank knew I was at a point of no return and suggested we head back home. All I kept thinking was, I'm sure he's worried that I'm going to barf in his 911. Happy to say, we arrived home safely with a spotless floorboard.

Next, he introduced me to Road America. I loved driving up to Plymouth, Wisconsin, and walking the grounds at Siebkens, and driv-



ing over to St. Anne's for a great steak dinner. Most of all, I enjoyed walking around the paddock area and viewing all the vintage cars. I helped Frank fill his photo albums. Watching the Porsches race around the track made me a little envious. Why couldn't I be on the track doing the same thing? Yes, there is a competitive spirit in me.

This brings me to my first



autocross at the Hawthorne Race Track parking lot. Frank had asked me if I wanted to drive it in his RNSPRT. I'm still having a difficult time finding reverse in his '86 Benz. I was able to drive his 911 after the recent concours event put on by Porsche's hospitable hosts, Peter and Janice Fishcher. I did fine, but was not comfortable in how the clutch felt on my flip flops. So, there I was shifting and maneuvering with one flip-flop on and one flip flop off. At one point, Frank got very nervous when I killed the engine. If I had not started it up in time, he was ready to jump out and take over. Ha! I beat him to it! Off we went.

Okay, back to the autocross. I decided that since I am very comfortable driving my 5-speed, '94 Honda Civic EX, this was the car I would drive for my first autocross experience. Driving to the event was in itself a warm-up keeping up with Frank on the expressway. He swore he was doing about 70-75 mph. So, how come my

*Continued on page 37*



# Octoberfest 2002

The event you've been waiting for.

Three days at Blackhawk Farms.  
Drivers Ed, Autocross, Concours,  
Germanfest and Pig Roast (chicken too!).

October 4th, 5th and 6th.

Yes, you read it right. This year we have expanded this event to three days, and added an Autocross and Concours to the Drivers' Ed weekend. Yes, there will be a Pig Roast and the German Oompah music at nearby Williams Tree Farm. Here are the details:

**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.

## E V E N T S C H E D U L E

### Friday October 4

8:00 a.m.- 5:00 p.m. - DE  
8:45 a.m.- B2 Driver's Mtg  
9:15 a.m.- B1 Driver's Mtg  
9:45 a.m.- A Driver's Mtg  
10:15 a.m.- C Driver's Mtg  
5:00 End of Driving

### Saturday October 5

8-11 a.m.- Registration  
8 a.-2p.- Concours Prep.  
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  
1-5 p.m.- Autocross  
2 p.m.- Concours Judging  
5:30 p.m.- Dinner at German-  
Fest & Award  
Presentation

### Sunday October 6

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

#### 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

SEE NEXT PAGE FOR RATES  
AND REGISTRATION FORM

#### 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 pro-  
ceed 1.5 miles to track entrance on left.  
Mobil station 2 blocks south of Rockton  
Rd. on Blackhawk Blvd.

# Octoberfest 2002

## 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.

Includes:	Drivers ED	Auto-Cross	Concours	Dinner 1 Adult	
Friday Only:	X				\$155
Saturday Only	X	X	X	X	\$135
Sunday Only	X				\$165
2 Day - Friday & Saturday	X	X	X	X	\$250
2 Day - Saturday & Sunday	X	X	X	X	\$260
All 3 Days	X	X	X	X	\$395
Autocross Only		X	X	X	\$75
Concours Entry			X	X	\$40

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

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

**Concours Spectator**                      **FREE**

**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:**  
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# GINGERMAN - FUN IN THE SUN

by Chuck LAMANTIA

EVENT DATE: July 20 & 21, 2002



The DE event on July 20-21, 2002 at GingerMan was, as advertised, a fun and safe yet very technical track.

I arrived in South Haven mid Friday afternoon with the hope of hitting the 'open track' session. This was going to be my first time at GingerMan and also my first time without an instructor. I wanted a chance to get on the track and get a feel for the line.

Plans worked perfect as I was able to get a few things organized and help my good friend Keith Clark get his stuff set-up just prior to the start of the 5:00 p.m. - 8:30 p.m. open track session. I was able to recruit Chuck Bittman to go for a ride on the track and give me a line or two. Chuck first tried showing me a line while I was driving, then we switched as he drove my car.

Finally, and with great patience,

Chuck let me have a shot at the line. After about twenty minutes, I was on my own.

I think I was on the track for 2.5 hours of the 3.5 hour open time slot. This was a great way to get a handle on the line and track conditions. But, you really had to watch the heat and stop for water breaks.

The weekend was very well organized. Max Girard with help





*Ron Micek posed with  
Tammy & Charles Montagna*

from his dad, Jeff, and mom, Jill, ran a great event. The run groups were adjusted as necessary. Being in group 3 for the first time and knowing that a few of the cars/drivers in 4 should have started in 3, I was a bit nervous. I expressed my nervousness to Keith who responded confidently "pedal faster."



*Ray Zilionis, Peter Fischer,  
and Peter Faehrlich*



*Greg Longoria*

By the end of the weekend, group 3 was getting a bit congested. The drivers started matching up pretty well and the competitive juices started flowing.



A few of the cars found the grass (one found it on successive sessions...no names) and I was getting quite good at getting the back end of my 911 to stay on the track. At times, I was feeling some pressure to get to the passing zones ASAP to let some of the cars by. A tiny bit of gas, a little turn of the wheel while navigating turns 8 and 9, and away the back end goes!



No metal to metal incidents, and no rain. A great weekend overall!



*Michele Lic & Rob Lapporte*



**GINGERMAN**  
20  
02



*Keith Clark & Chuck Montagna trying to stay cool in the shade*

*(l-r) Mark McCoukey, Eric Cyranski, Jeff Phillips, Berry Shin, Tom Thompson, Rodgers Faden, Bill Peluchiwski*

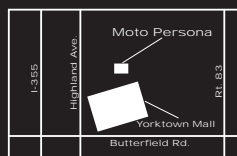
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# Do You Feel Lucky?



## Try The Picture Tour Gimmick Rallye

**Date:** Sunday, October 13, 2002  
**Time:** 10:30 AM Registration  
**Place:** Tones Roadhouse (coffee and rolls available)  
Joliet Road  
Countryside, Illinois  
**Fee:** \$20.00 per car

**This is the first picture tour we have put on in 20 years! Just follow the pictures to your destination. We will have lunch at Stonecutters Restaurant in Lemont, Illinois. We will also visit the historic Landings in Lockport before arriving at Harrah's Casino in Joliet. Do you feel lucky? All cars should be arriving at Harrah's at 3:00 p.m. Awards will be passed out at 4:00PM. An optional dinner is planned at 4:30 p.m. No one under 21 is allowed to enter the Casino so leave the kids at home—but bring out your mother-in-law and friends! A team can consist of as many adults as you can fit in your vehicle. You need not bring your Porsche.**

**This is a really easy tour. When you see the physical object portrayed in the photo, you proceed in the direction indicated. We have tried to give you a scenic route to see the fall colors! So get together a rallye team and, if you feel lucky, try your luck at Harrah's!**

### Questions?

**Call: Dan or Peggy  
Gallagher  
708-784 0784  
You can pay at  
registration!**



### DIRECTIONS:

**From the North:** 294 South exit East on Ogden (approx. 1 mile to Wolf Road). Turn South (right) (approx. 3 miles to Joliet Road). Turn left on Joliet Road. Tones is approx. 1 1/2 miles to the Brainard and Joliet Road Intersection.

**From the South:** 294 North. Exit Wolf Road (St. Louis exit). North on Wolf Road (right) 1/4 mile to Joliet Road. Turn right on Joliet approx. 1 1/2 miles to Brainard and Joliet Road Intersection.

**From the East:** I-55 (Stevenson) West. Exit La Grange Road North. One mile to Joliet Road. Turn left on Joliet Road. Turn left on Brainard 1/2 mile from LaGrange Road.

**From the West:** I-55 East. Exit Joliet Road (exit 276c) on your left. Proceed East approx. 2 miles to Brainard.



PO



TT



ER'S

*Picnic*  
**2002**



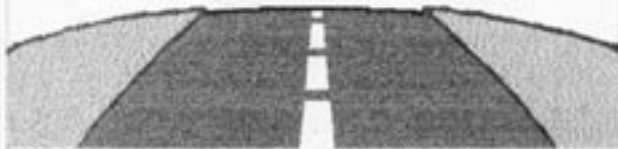
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Imagine...

# Your Own Private Autobahn!

Introducing the Autobahn Country Club in Joliet... designed to bring you the best of motorsport, leisure and entertainment facilities. The track and facilities of the Autobahn Country Club are being designed to cater to all forms of motorsports, and to provide members with a great environment for racing, touring, concourse and entertaining.



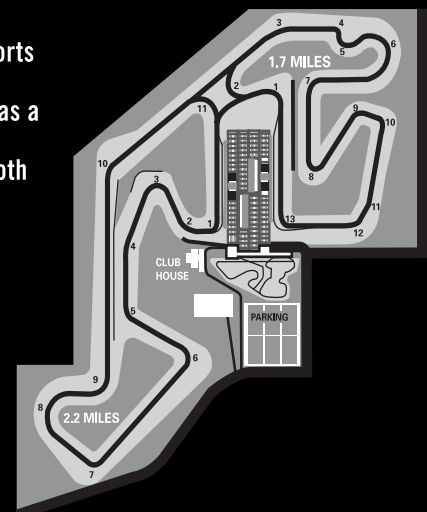
Visit our website...

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

We've enlisted preeminent road course designer Alan Wilson to develop the Autobahn Country Club's Grand Prix track. Alan's work includes the South Carolina Motor Sports Park and the GingerMan Raceway in Michigan. Before becoming a full time motorsports facility designer, Mr. Wilson was a national level competitor in both car and motorcycle racing.

#### Track Features:

- 2.2 Mile Track | 11 Turns
- 1.7 Mile Track | 13 Turns
- 4 Mile Track | 22 Turns
- 1 Mile Shifter Kart



# PCA-CHICAGO REGION BOARD NOMINATIONS

**The Nominating committee met Tuesday, August 6, 2002, and consisted of Chair: E. Barnicle and Members: C. Bittman, T. Conforti, E. Leed, S. Raushbaum**

## **Slate for 2003 Board is:**

**President: K. Clark**  
**Vice President: J. Jacisin**  
**Treasurer: J. Stephensen**  
**Secretary: M. Nowakowski**  
**Immediate Past President: E. Barnicle**

## **New Directors:**

**P. Hackenson**  
**K. Pesavento**

## **Returning Directors:**

**C. Bittman**  
**C. Inglot**  
**S. Young**

## **Address Change?**

**Name (s):**

**OLD Address:**

**NEW Address:**

**Home Phone:**

**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](mailto:leedlast@hotmail.com)



Reinhard Barthel Chef & Proprietor  
22-24 Calendar Court ■ LaGrange, IL 60525  
Ph (708) 354-5722 ■ Fax (708) 354-5042

**APPETIZER**

**CŒUR D'ARTICHEAUX ET ESCARGOT À LA PROVENÇAL**  
Artichoke bottom, Escargots, Provençal with Sauce Beurre Blanc and  
Asiago Cheese

**MOUSSE DE SAUMON À L' OSEILLE**  
Salmon Dill Mousse, Baby Pineapples with Lime Hollandaise

\*\*\*

**CHAMPAGNE SORBET**

\*\*\*

**ENTRÉE**

\*\*\*

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

or

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

or

**FILET DE THON PÔLÉ À LA FAÇON DES ÎLES**  
Seared Sesame Encrusted Tuna Loin with Passion Fruit Sauce

\*\*\*

**SALADE MAISON**

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**CRÈME BRULÉE**

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# Rallye 5 will be held October 27th See the October Scene for all the details.

*Back In The Saddle Autocross continued on page 21*

speedometer was showing slightly over 80 mph?

We finally arrived and my first thoughts were, "I'm sure they're all looking at my Honda and rolling their eyes back saying, 'You gotta be kidding. She's going to try and do an autocross with that?' or, 'Forget setting up the cones. You might as well knock them down for her!'" Well, that made me want to try even harder not to look foolish out there. And thanks to Tony Koufos for going out with me a couple of times and giving me some advice. I felt confident enough to do it alone. Yes, the adrenaline was pumping. Once I knew the course, I was determined to improve my times and also make a couple of adjustments every time I came upon the slaloms. At first, I was only using my right index finger at the top of the wheel, steering back and forth. I was told by experienced autocrossers that holding the steering wheel with both hands or alternating right and left would work better. It did.

I'm sure Frank was very surprised (I was dumfounded!) that I was able to drive the course without ending up in Indiana. You see, I have this problem with sense of direction. Growing up in Hawaii, it was either 'mauka' (towards the mountains) or 'makai' (towards

the ocean). Now, that's simple. I transplant over to the mainland and have to deal with north, south, east, and west.

I have to say wearing Frank's helmet was not my idea of being comfortable and cool. My mouth was very dry from being so warm and nervous. I tried getting a piece of gum into my mouth. It never made it there, and I almost poked my eye out. A guy in his Turbo pulled alongside me while we were waiting to get started. I was hoping he would ask, "So, what kind of engine do you have in that thing?" And, I would have proudly answered, "I've got a V-Tec engine." (Thinking that would make an impression that I knew something about engines.)

All in all, I had a FUN and EXHILARATING experience as a novice autocrosser. Would I do it again? You bet. See you all at the track up at Lake Geneva! ■



# PCA Chicago Region 2002 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

MUST

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 **Helmet Requirements!**  
(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 Seats must have 6-point, "H" Harnesses without Harness Bar & no "H" with Bar or Race Seat must have 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 as 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.

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 2/12 2002

# PCA - CHICAGO REGION BOARD MEETING MINUTES

July, 2002

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

**Coordinators Present:** P. Hackenson, J. Jacisin, P. Yanahan, J. Girard, V. Miller, S. Young, C. Inglot, S. Adleman, D. Gallagher

**Meeting Called to Order by J. Jacisin at 8:15 PM at the Park Ridge VFW Hall, Park Ridge, IL**

**Secretary: M. Nowakowski**

Presented minutes from June 7, 2002 Board Meeting.  
Motion to Accept : Approved: Unanimously

**Treasurer: K. Pesavento**

Presented Chicago Region Financial Statement dated July 10, 2002. Motion to Accept: Approved: Unanimously

**PCA Chicago Region acceptance of Credit Cards for event payments is in place, and ready to go.**

**President: K. Clark**

**Presented by J. Jacisin.** J. Jacisin stated that K. Clark wishes to remind all that Blackhawk Octoberfest will be a multi-venue event, respecting all venues present. Thanks to all who attending the Blackhawk Octoberfest planning meeting. The Autocross event planned for Blackhawk Octoberfest will be run with pylons. August Blackhawk DE will be pylon placement trial.

Presented by E. Barnicle. Gingerman event is waiting for insurance certificate, and is expected the week of July 15, 2002. Tony & Tina's Wedding Social event was a net loss of \$300.

**Autocross: S. Young/M. Gallagher**

**Presented by S. Young.** July 14 Autocross planning is completed. The Octoberfest Autocross event safety and planning is proceeding. Pylons are being considered for this event. The August Blackhawk event will be utilized to test the route with pylons and assess the safety and success of the course. Request for the Club to purchase talk-about radios for autocross events. General discussion about purchase of talk-about radios. **Motion by E. Barnicle to spend a maximum of \$200 to purchase talk-about radios for autocross use. Motion Passes: 4 to 3**

**Timing & Scoring: C. Bittman**

Timing equipment has been sent back to manufacturer for repairs.

**Road America: C. Inglot**

Emergency action plan from Road America has been received and reviewed. Registration for TRAC2002 event opens July 17. Volunteers are needed for this event in key areas including Stuart's Assistant, and Timing & Scoring. Porsche Cars North America will be donating trophies for Concours event. The Children's Hospital Foundation of Wisconsin will be holding a 2002 Porsche Boxster Raffle. They have requested to sell raffle tickets during the TRAC2002 event. General discussion followed. Consensus of Board to decline offer to host charity raffle during event.

**Blackhawk Farms: D. Gallagher/P. Hackenson**

Presented by D. Gallagher. Blackhawk IV had 62 participant vehicles with one minor incident. The Zone 13 Rep was in attendance for this event. An Octoberfest planning meeting was held with discussions on fee schedule, concours site, autocross safety, and dinner. Event and fee schedule will be published in the upcoming issue of the Scene. Non-Porsche vehicles will be welcome in DE and Autocross with the exception of Run Group A.

**Gingerman: J. Girard**

Gingerman event has 80 pre-registered drivers. Event will have 4 run groups. Saturday evening dinner will be at the track.

**Concours: J. Jacisin/P. Yanahan**

**Presented by J. Jacisin.** Gratitude was extended to Peter and Janice Fischer for hosting Potter's Picnic. The Concours was attended by 42 Porsches. The Fischer's have requested that this event be held on the 4th of July Weekend in upcoming years. Thanks to Rip and Linda Patterson for children's games. Thanks to Chris Inglot for trophies.

P. Yanahan has requested that radios be supplied to the Cuneo Estate Concours on Sunday, August 18, 2002. Volunteers are needed for registration and judging for this event. Porsches will be judged with standard format. Other vehicles will be judged to exhibition standards. In excess of 200 cars are expected for this event. Trophies were donated by Bosch Co. and Cuneo Estate. There is parking space available for trailers so racecars are welcome and encouraged.

**Rallye: J. Stephensen**

**Presented by D. Gallagher.** The Brookfield Zoo Gimmick Rallye is Sunday, August 4. This event is geared toward children, and includes a dinner social in the evening. October 13 Rallye is a saloon tour photo rallye aimed at

*Board Meeting - continued on page 40*

# WELCOME TO OUR NEW MEMBERS JULY 2002



Debbie Auer  
Chicago  
1987 911 Carrera Coupe

Dennis Ofenloch  
Park Ridge  
2000 Boxster

Tom Snellback  
North Chicago  
1964 356C Coupe

Richard Brabeck  
Cary  
1997 C2S Coupe

Chris Pontikes  
Chicago  
1993 911 Cab

Jayne Schenk  
Lincolnshire  
2002 C2 Cab

Glenn DeWeirdt  
Naperville  
1983 911SC Coupe

Matt Regan  
Addison  
1973 914

*Board Meeting - continued on page 39*

adults. Presented by J. Jacisin. The August 25 Rallye will be hosted by the Jacisin's.

**Social: S. Shire**

**Presented by D. Gallagher.** The social dinner event on Sunday, August 4 will be held at the Irish Times restaurant in Brookfield. August 17 is the Golf Outing hosted by E. Barnicle with dinner following at Max & Irma's. Pre-registration for the Golf Outing is required.

**Membership: V. Miller**

Presented 45 new members for June and July. Zone 13 Rep has requested that Chicago Region hold applications for a determined period of time, and then return them to National so that they can be assigned to another region.

**Technical: P. Hackenson**

Replacement torque wrenches will be purchased for events.

**Goodie Store: K. Hackenson**

Money from Goodie Store sales was presented to K. Pesavento. Goodie Store will be at TRAC2002 event.

**Chicago Scene: S. Adleman**

July 2002 issue is in the mail.

**Sponsorship: S. Rashbaum**

Presented by C. Inglot. Road America sponsorship letters

are being mailed to 10 dealers in the Midwest Area. Dealerships will be our main sponsors for event. Other sponsors include: Northstar Motorsports, Adams, and Midwest Eurosport. Additional sponsors have been contacted.

**Photograph: M. Rende**

Photos were taken at Potter's Picnic and Autocross events, and forwarded to Scene.

**Old Business:**

E. Barnicle will forward bylaw proposals to S. Adleman for Scene publishing and General Membership vote. Goal is to include bylaw proposals vote with ballot for 2003 Officers, to be published in the September issue. C. Inglot indicated that Harley Davidson Motorcycles will be hosting their 100 year celebration during Labor Day 2003.

**No Report - Advertising:** S. Shire, Charity: D. Coup, Safety: T. Conforti, Property: E. Leed, Historian: J. O'Keefe, Chief Driving Instructor: J. Ruther, Insurance: K. Clark, Vice President: J. Jacisin, Webmaster: J. Holler, Gregg Gulik has replaced J. Holler as Webmaster. J. Holler will continue to host the site.

**New Business: None Heard**

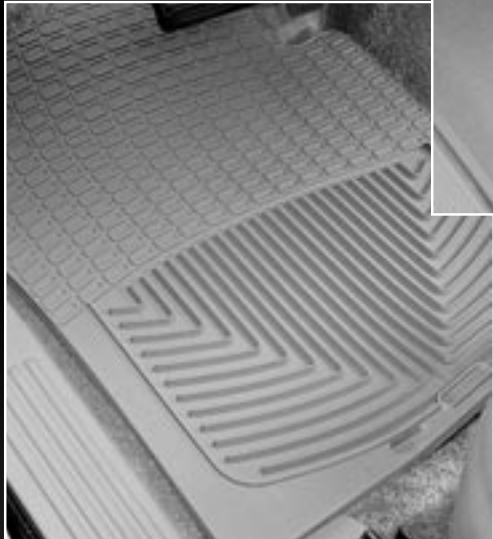
**Adjournment: 9:45 pm ■**

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## AUTUMN DERBY 2002 AT LOUISVILLE, KENTUCKY

You are invited to attend “**Autumn Derby**” in Louisville, Kentucky, October 4, 5, & 6<sup>th</sup>, 2002.

This event is intended to be similar to the very successful “**Porsche Derby**,” an annual event hosted for many years by Kentucky Region, PCA, which featured the theme, “*Horses, Horsepower and Hospitality.*”

This year’s event will use the newly constructed **Best Western Signature Inn Hotel**, at the intersection of I-64 and Blankenbaker Road in eastern Louisville-Jefferson County. Special room rates of \$67.00 have been arranged. Contact them at 502/267-8100 and mention “Porsche Club” when registering. A Friday night outdoor welcoming “Beer & Brats” will greet the attendees, as they meet old friends and clean their Porsches. Following Saturday’s complimentary breakfast, the attendees will head out on Saturday’s Fun Rally to the Huber Farms in Southern Indiana.

Following the Fun Rally, a Topside Concours will be held at Huber’s Farms, with a box lunch to be served. Later that same day, the attendees will gather together for an evening meal and Awards Banquet, featuring door prizes, before taking a casual tour back to Louisville and the Best Western.

If you have ever heard other PCA members speak of Porsche Derby, then this is the time to join us and see why they enjoyed themselves so much! This event is designed to be a low-key, friendly way to close out the 2002 touring season. Come see why we have so much fun!

For more information or a registration form, contact **Richard Darnell at 4100 Narcissus Drive, Louisville, KY 40219, telephone 502/966-3244, or e-mail him at [rdarnell@ayeblink.com](mailto:rdarnell@ayeblink.com).**



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# The Mart

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

Please see page one for submission information.

## For Sale Porsche Cars

### 356

**1965 356SC** Dolphin Grey/Black. Restoration and new paint Disc Brakes. Always garaged. No Smoke, snow, rain. No Rust. Maintained by Fisher Motors. \$28,000 Carl Cucco 847-221-4701 Ccucco@womancarepc.com. [JAS]

### 911/912

**2000 911 Carrera Coupe** 7300 miles, Biarritz white/Metropolitan blue, 6 speed, full leather, hi-fi sound pkg, PSM, K40 radar, 18 inch turbo wheels, gold Porsche wheel crests, full power seats, 6 CD changer, single play in dash CD, Porsche cover. No smoke, rain or track. Elegant! Full factory warranty. \$62,999. Email or call me for color pics! Doug (708) 494-3684 doug@dougwakeley.com. [JAS]

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

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

**1992 911 Carrera 2 Cabriolet.** 58,000 miles; black w/black top and grey leather. 100% Porsche original except BBS wheels and upgraded Blaupunkt in-dash AM/FM/CD w/extra deep bass speakers. Stored in winters; ready for summer. Superb condition. \$29,500 Contact: Ken Martin in Ogden Dunes, NW Indiana at 219-764-7526 or martinken@att.net. [JAS]

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

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

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

**1970 911 Targa**, 39,000miles, \$15,000. All original, garaged. Lake Geneva area Charles Ekstrom 262-275-5382. [JAS]

**1968 911 Coupe.** Beige/Black. 5-speed. #11835735 eng. #3281536. Original, straight, documented. No rust, no snow, rare rain. Records including Window sticker, original Bill of Sale. Third owner. VA car. Webers, factory w/d steering wheel, Blaupunkt AM/FM/SW. original mats plus Porsche carpet set, owner's manual, tool kit, SS exchangers, cover, bra. Under 68,000 miles. \$16,000. Frank Kruesi, 773/588-3828. kruesi@aol.com. [JAS]

### 924/928/944/968

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

**1989 944 Turbo** Burgundy Metallic,

Burgundy Int., 122K Mi, Mass Flow, 2 sets of wheels/tires (stock & 17"), newer timing belt, water pump, front calipers, rod bearings. Maint. by Midwest Eurosport, excellent inside and out. Less than 2k in last 3 yrs. \$14,200 obo. Call Greg (847) 567-3034 or e-mail fmbol@aol.com. [SON]

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

## Boxster

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

**2000 Boxster S** Ocean Blue/Metropol Blue, 13,866 miles, excellent condition. Stock with litronic headlights, heated seats, traction control, and sports package (digital stereo, cruise control, wind screen, and in dash CD). Tourist Delivery vehicle picked up from the factory on May 31, 2000. \$49,000. Anthony Janairo: 312.458.4478 (days), 773.227.4645 (weekends), or acjanairo@aol.com. [JAS]

## Others/Parts

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

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

*The Mart, continued on page 42*

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

**Trailer 24 ft. enclosed**, awning, electric winch, electric jack, window with security table, metal cabinet. Inside walls are white aluminum with a metal floor. 13 years old but still in good condition. \$3,000.00 Class 4 Reese hitch with 2" diameter ball and 500# bars.=\$150.00 914 engine cover with large fiberglass air scoop-\$100.00 Rear view side mirrors extensions for Suburban-\$10.00 Trailer hitch carrier-carries 500#=\$50 Portable generator-double 220-15Amp and 2-110 20 Amp.=\$50 Hari Matsuda 847-475-6995 email hari@haridesign.com. [SON]

**Wheels- Full set for a 993**, Fits C2 & C4. Std. or wide body (S), Mille Miglia Porsche Cup 2 style wheels (2) 17"x7.5" (2) 17"x9". Used one season for track only. Excellent Condition. \$675 obo. Call Scott 847-390-8666, 847-696-1477. [SON]

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

**Trailer + other stuff - 16'** 1995 Pace Shadow car hauler, twin axle, carpeted, aluminum wheels, electric brakes, winch, workbench. Used for 1969 911 \$2,99500 O.B.O. Also (4) P225/55ZR15 R3503 Hoosier Tires. (2) New (2)-10 laps at RA-\$400.00 buyer pays shipping. 2-1985 911 Seats - saddle color, cloth centers excellent condition - \$350.00 Pair. Call George at 708-422-5212. [JAS]

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

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

**Porsche bra and mirror cover** for a 993, \$75 or OBO. Call Bill Rodak, 773-506-2711. [SON]

**Wheels - New 17 inch Boxster S wheels** with new Michelin Pilot Sport tires. Approximately 45 delivery miles only. Buyer pays shipping. John Kramer (312) 732-7352. [ASO]

**Wheels/Tires - 2 each 6x15 and 2 each 7x15**, Cookie Cutters with near new P195/65-R15 & P215/60-R15 Bridgestone Potenza Tires (RE950). Tires have less than 1,000 miles - wheels are true and in good condition, black center caps and lugs included. \$1,000 OBO - includes delivery in Chicagoland and neighboring areas. Stan Clement (847) 577-6550 (wk) or (847) 253-2344 (hm). [ASO]

**WHEELS AND TIRES - Kinesis K-5 forged wheels** to fit any 930 or turbo-look 911, fronts 17"x9" with 245/40 BFG R1's and rears 17"x11" with 315/35 BFG R1's. Tread life remaining on front tires 60% and 95% on rear. (Brand new wheels alone \$2,900.) Asking \$2,100. Bob Grabowski (630) 734-0818. [ASO]

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

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## PRICING FOR CAYENNE S AND CAYENNE TURBO

ATLANTA, AUGUST 5, 2002 - The Cayenne S and Cayenne Turbo, the third model series from Dr. Ing. h.c. F. Porsche AG, will be presented to the public for the first time at the Paris Motor Show which will open on Sept. 28, 2002. In preparation for the unveiling, Porsche has announced pricing for both models. The Cayenne S base price in the United States is \$55,900 while the base price for the Cayenne Turbo is \$88,900.

## REMANUFACTURED PARTS FROM PORSCHE?

Well they do. The old parts customers bring in can be used as a part of the payment for a new, rebuilt or remanufactured part called a core. The core is sent on to be rebuilt or remanufactured, provided it meets certain standards. A quick look at the core requirements in the Porsche Remanufactured Parts Program catalog will give you an indication of the standards that core parts must meet before we will even consider taking them in to be remanufactured. Parts that are modified, damaged or worn beyond strict tolerances don't even enter the picture.

The benefit of buying Porsche Remanufactured Parts is that you can save money on parts that have met strict Porsche standards. A wide variety of Porsche Remanufactured Parts is available from your Porsche dealer.

There is a difference between rebuilt and remanufactured parts. Especially at Porsche. Porsche remanufactures select parts to meet or exceed strict factory specifications. So you can be assured that any potential point of wear, and not just the point that ostensibly failed, has been checked for integrity within strict tolerances. After remanufacturing, any part will be rejected if it does not meet the same standards new parts must meet when they leave the factory.

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Your itinerary:

**Day 1** Arrive at Porsche AG in Stuttgart-Zuffenhausen to collect your car for the weekend, a Porsche 911 or Boxster S, before driving to Winterberg where you will meet the rest of the group at around 4 p.m. at the Hotel Astenblick. At around 5 p.m., after checking into your comfortable and well-appointed room, join us on a torchlight procession from the hotel to a rustic log cabin, where you can enjoy your evening meal in cozy surroundings. Later, a bus will take you back to the hotel.

**Day 2** After breakfast, you travel to Remmeswiese. Here, you will be provided with skis and invited to test out the alpine skiing course or join a guided cross-country skiing tour. At around 5.30 p.m., you travel to the bobsleigh run at Winterberg. While you enjoy a welcome drink, there will be a short talk about the bobsleigh run. Then, having been issued with a helmet and briefed by professional bobbers, it's time to have a go yourself. After a thrilling ride in a genuine four-seater racing bob at 130 km/h, you can relax at the presentation ceremony over mulled wine and Jagertee, before returning to the hotel by bus. Back at the Haus Astenblick, enjoy an evening of culinary delights in a charming atmosphere.

**Day 3** After your farewell breakfast, we have another surprise planned for you - a relaxing trip by sleigh or covered wagon through the magical winter wonderland. Stop for lunch in Winterberg before getting back into your Porsche for the return journey.

**Dates:** Nov. 22-24, 2002 Dec. 6-08, 2002

**Prices:** \$1,270 per person in double room  
\$1,324 per person in single room

## Package includes:

Use of a Porsche 911 or Boxster S (2 persons per vehicle), two nights' accommodation with breakfast, lunch on three days (including non-alcoholic drinks), log cabin evening with torchlight procession, bobsleigh ride, skiing course, dinner at the hotel (drinks not included), trip by sleigh/covered wagon, tour pack with route map, information pack and tour guide. ■



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