

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

Chicago Scene

SEPTEMBER 2004



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Summer fun at Potter's Picnic

photo by A J Tiller

Contributing to this issue: Jim Jacisin, Steve Rashbaum, Ed and Debby Leed, Van Larson, Van Miller, Mary Anne Nowakowski, John Miller, A J Tiller, John Ruther, Ed Barnicle, Dan Metz, Chuck LaMantia, Anthony LaMantia

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THREE MONTHS AT A GLANCE

2004 Calendar (as of 8/15/04)

Italics = info in this issue CAPS = change

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	Sep 2004		1	2	3 CLUB RACE TEST & TUNE	4 CLUB RACE PRACTICE CONCOURS IV GOLF PARTY
5 CLUB RACE SPRINT RACES TRAC 2004 DE	6 CLUB RACE ENDURO RACES 	7	8	9	10 BOARD MEETING	11
12 RALLYE IV	13	14	15 BLACKHAWK DE	16	17	18
19 AUTOCROSS IV	20	21	22 	23	24	25
26 CONCOURS V & CHARITY EVENT	27	28	29	30		
	Oct 2004				1	2 OCTOBERFEST BLACKHAWK
3 OCTOBERFEST BLACKHAWK DE	4	5	6	7	8 BOARD MEETING	9
10	11 	12	13	14	15	16 RALLYE V - TO NEW GLARUS, WI
17 RALLYE V - FROM NEW GLARUS, WI	18	19	20	21	22	23 CONCOURS JUDGES SCHOOL
24 WEBER GRILL SOCIAL/ BEARS GAME	25	26	27	28	29	30
31 						
	1	2	3	4	5 BOARD MEETING	6 MI DRIVING TOUR
7 MI DRIVING TOUR	8	9	10	11 	12	13
14 TECH SESSION	15	16	17	18	19	20
21	22	23	24	25 	26	27
28	29	30		Nov 2004		

Sep

- 12 *Rallye IV - The Crane Rallye*
- 15 *Blackhawk DE*
- 19 *Autocross V - Maywood Park*
- 26 *Concours V & Charity Event*

Oct

- 2-3 *Blawkhawk Octoberfest DE*
- 16-17 *Rallye V*
- 23 *Concours Judge's School*
- 24 *Weber Grill Social/Bears Game*

Nov

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

Dec

- 11 *Dinner Dance*

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It's Why You Bought The Car

by Jim Jacisin, President

Three Little Words ...

Three words still send chills down my spine. Three little words that measure time like no other. Three little words that mean it's time to make every moment, every second count. Nothing says the summer is fading like these three little words ... *Back To School*. It's not that I disliked school. On the contrary, school was cool. It's just that the long, carefree days of summer were about to be replaced with the monotony of structure and schedules. Today for me, it says that the Boxster's and S2's days with the top down are becoming limited. Each day "topless" will be a gift.

It also means the opportunities for joining us are running low.

Looking forward...

The Crane Rallye starts our post-Road America schedule. The Rashbaum/Shire team promise great Southern Wisconsin roads with hills, twists and turns and a

variety of speeds. What could be better? Both promise us rag top days weather. Both also promise that we will encounter cranes along the route. I hope my encounter will be visual vs. the physical.

Next up is a midweek Blackhawk. While Pete Hackenson promises more cabriolet weather, he also promises that running the track in that alfresco configuration is verboten.

September 19 brings us to Autocross 5 at centrally located Maywood Park. Can it really be our last autocross of the year? You really should give this one more try. It's a long time to the next season. It's also a long time to brag, or in my case, dream up excuses. And like Blackhawk, leave the windows down but keep the top up.

Also coming to a close is our final Concours of 2004. We did this last year and it was a huge success. Imagine being waved by the Naperville police into our own private parking lot, then only steps

away being urge to drive as fast as you can through the streets of downtown, being cheered by your Porsche Club friends and family. Okay, your Carrera GT won't be able to squeeze through the tight turns but the Exchange Club's go-carts can. Picture NASCAR meets Shaquille O'Neal. Even if you don't race, bring the Porsche to gain the parking privileges and join the Concours. Leave the top down and enter our Exhibition class. It's a great to send off September.

Welcome October and salute Dan Gallagher at Octoberfest Drivers Education at Blackhawk Farms Raceway. The Saturday evening pig roast will honor Dan for his thirty-something years at Blackhawk Farms. This event is open to all. See the schedule and registration in this issue.

Looking back...

Thanks to Pat & Bonnie Yanahan and a huge crew that once again put together the Cuneo Estate Concours D'Elegance. The variety of cars simply takes your breath away. Another great job. Watching Pat, Dan Gallagher and Peter Martin in tuxedos is worth the price of admission. And it's all for charity. Join us next year.

Gingerman Raceway was next. Jeff Girard came through with more topless weather. Thanks Jeff, Jill and the not-so-little Dukie Max.

Nice job Cindy Jacisin. Thanks for taking care of the 'Drive Around the Neighborhood Rallye'. She is definitely the talent in our rallye car. The rallye teams navigated the tree-lined streets of Hinsdale, Oak Brook and Elmhurst to finish up at one of my favorite spots, McNally's Traditional Irish Pub in downtown Elmhurst. The Irish blarney was definitely flying post-rallye. Good job C.J.



Wes (left) and Mary Anne Nowakowski at Potter's Picnic with Jim Jacisin.

photo by A J Tiller

Yet another terrific Blackhawk followed, under the guidance of Pete Hackenson, Keith Clark and the Safety and Tech teams of Todd Conforti and Toby Duckett..

August 22 was another well-produced Jeff Girard/Dukie Max production of Autocross 4 at the high banks of the Lake Geneva Speedway.

And finally, Labor Day at Road America. "THE" premier Drivers Ed, Club Race, Concours experience. Where to start? Who to thank almost becomes who not to thank. Our volunteer pool is enormous. So is the effort that is involved in putting our signature event together. From registration with Mary Ann Nowakowski and Susan Shire to the Concours by Ron Bean, if this is not the reason why you

bought the car, just what is? From Tech performed by Toby Duckett & crew to Safety chaired by Todd Conforti to the Goodie Store hosted by Chuck & Melissa LaMantia to sponsorship by Steve Rashbaum, what an event! Our Chief Driving Instructor, John Ruther, keeps us all on the sometimes straight and always narrow path. Nice job John and Pete and Keith and everyone involved. No job at this event is small and none taken lightly. I cannot even begin to express my gratitude to you all. If I have missed someone, and I have, pick up my faux pas and please thank them for me and the entire Region and all of the TRAC 2004 attendees and their crew and guests..

And ... welcome to Carl Walstad, our new official Webmaster. Carl

has a clean sheet of paper, a fresh canvas. Please give him all the support he deserves.

On the Chicago Region political front, the Nominating Committee has published the 2005 slate of candidates. Thank you chairman, John Takehara, Chuck Bittman, Todd Conforti, James Drury and Mary Ann Nowakowski. And most of all thanks to all who courageously put their names out there. This year, we had more candidates than positions available. This is a good problem to have.

That's it for September.

Grab the keys, drop the top, open the windows, turn on the seat warmers and have all your cares disappear. Get out there.

Porsche Club of America Chicago Region, Incorporated BYLAWS

Article VI. Election of Officers

Section 1. Nominating Committee

A Nominating Committee consisting of five members, shall submit to the membership a slate of nominees. The slate shall be published in the September issue of the regional newsletter. Nominations will also be accepted from the membership at large by petition signed by at least 25 members in good standing to the Board of Directors prior to the October newsletter mailing. No member of the nominating committee may be nominated for office or directorship. He may, however, finish out the unexpired portion of his term of office.

August 21, 2004

To: The Board of Directors; Chicago Region Porsche Club of America

From: The Nominating Committee: John Takehara; Chairman, Chuck Bittman, Todd Conforti, James Drury, and Mary Ann Nowakowski

On August 20, 2004 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 following Slate of Officers and Directors are presented:

President	James Jacisin	1 year term
Vice President	Chris Ingot	1 year term
Treasurer	Chuck LaMantia	1 year term
Secretary	Edward Barnicle	1 year term
Director	A J Tiller	2 year term
Director	Jack Stephensen	2 year term

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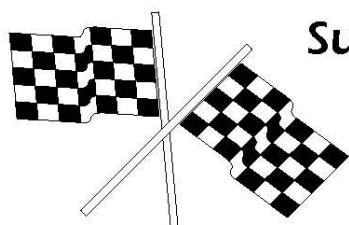
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Concours Five

Naperville Grand Prix

September 26, 2004

- We did it last year and it was a huge success - concours and go kart racing! Imagine having the Police wave all Porsche drivers into their own private downtown Naperville parking lot, and then being urged to drive through the streets as fast as you can, being cheered on by your Porsche Club friends and family
- Even if you don't race, bring your Porsche and compete in the final Concours of 2004.
- Still not convinced? Well, just drive your Porsche and you'll get special parking privileges in the "Porsches Only" lot and join us at a local piub for race headquarters.

8:00 am Go Kart Racing begins through the downtown streets of Naperville
 10:00 am Concours & participants cars may begin parking & final prep at Naperville City Hall Parking Lot
 Noon Concours Judging begins
 2:00 pm Concours Presentation
 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 Style of Exterior & Interior - Visual Inspection Only
 Novice: For fun and 1st time participants only - Judged to Class C Standards

Concours & Grand Prix Questions James Drury 708.354.8121 (before 9:00 pm) James.Drury@ameritech.net

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First Hand Report: Porsche Parade - Part II

by John Miller [Boxster_S@veryspeedy.net]

photos by John Miller

Waltz Across Texas ... con't

Last month, Firsthand Report covered Porsche Parade 2004 (a non-stop onslaught of automotive and auto-related events) in 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 2005 invitation. [Recapping, 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 Rally, a DE event, an Autocross, tech sessions, an art show, and a slew of banquets and social gatherings ... it just so happened that the Texas Parade organizers staged a month's worth of events all in one week.]

The Alternate Concours

While all the official events were Texas BIG, bigger isn't always better. This isn't an official Parade event and I'd rather not spread it around beyond the Chicago Region: The best place to get up close to the Concours cars is at the Concours prep area. Some of the owners were a bit occupied to chat, but many were willing to spend a minute or two while they continued to prepare. Watching the cleaning and set up of the cars (and tractors) is quite amazing. There's probably

no better place to pick up tips and techniques for preparing your own car for a concours ... case in point: The Texas prep was in an open sided parking deck. While having a roof over the car prep area certainly helped (especially with the Texas sun burning up the uncovered pavement), it presented a slightly different problem. A car that looks 100 percent perfect indoors (or in the parking structure) reveals unseen flaws when brought into sunlight. Unless you have the advantage of artificial light that is equivalent to sunlight in your prep area, it makes sense to take a close look at it in daylight.

Voluntary Labor

It may seem to run converse to the concept of being on vacation, but Parade is no stronger than the volunteers that work to put it together. I didn't work as a volunteer last year and wouldn't recommend it to any first-timers - there's so much to see and absorb at your first Parade, it would be overload to try and fit in a volunteer session. This year, I volunteered for two sessions (the minimum requirement for attending the volunteer workers party) - setup (early shift) at the Concours and a shift at the Hospitality area. On reflection, opting for the Concours setup slot was not the best choice. I had pictured it as helping stage the

cars and getting a chance to look at them at the same time. In reality, it meant getting to the site at 5:30am and waiting an eternity as the cars dribbled in at a pace that ... well, really it was so sloooow, that there was no measurable pace. Hospitality was an excellent choice - for 4 hours, I was in charge of the popcorn machine. As lackluster as that sounds - it was exactly the opposite. It afforded me the opportunity to meet and chat with Parade people from all over the country that I wouldn't have otherwise met. The Goody store might be a good option, and I'm thinking that the Autocross (for reasons that I'll detail in a moment) might also be a good choice for volunteering next year.

The volunteer workers party took place this year in the historic Stock Yards area of Fort Worth. I didn't get to see it firsthand, but I'm told there's a real cattle drive through the streets every day. This is not lightly attended 'event' as evidenced by the parking lot (photo 1) ... and for a good reason. Prizes are awarded at the banquet of this invite-only event. Somewhere after the margaritas and before dinner, I seem to recall a set of tires being given away - sadly, not to me! This year, prize tables were set up and the volunteers were able to choose from the lot - a notable tip: Volunteers that worked more shifts were given first choice of the loot.



Photo 1



Photo 2

Parade ...

By the time the lowly 2-session volunteers made it up to the table, the selection was ... slim. Photo 2 is the prize I was able to snag. Yes, there is such a thing as a 4x-large t-shirt. It also makes a nice seat cover.

Autocross Enlightenment

To some Autocrossers, enlightenment meant taking everything and anything out of the car that constituted extra weight: Spare tire, jack, trunk carpeting, battery cover ... you name it, it was on the ground next to the car. I choose a slightly different path. At Parade last year (2003), I had a scheduling conflict (attending the Sebring DE) which prevented me from walking the Autocross course in advance. This was a huge disadvantage that I made sure to correct this year.

Pre-walking the course is critical. I noticed too that cone configurations are not consistent - that is, the cone use (and cone sizes) were not the same as those in Tampa, and not the same as the Chicago region PCA (photo 3). It's not meant as a trick, it's just the way each region elects to set out the cones and how they elect to use big (tall) and short cones to mark various parts of the course.

Last year, I foolishly went to the Autocross grid with out a paper copy of the course in the car. This year it was taped to the dash with written notes that I could review while waiting in line for my turn. The preparation paid off as I placed fourth in Boxster-Showroom Stock.

The impound area also provided a bit of post-run education: I went from Boxster to Boxster checking

out the run-times and the tires. There may be some differences accounted for by experience, but the cars that were in places 1-3 were on Bridgestone S-03's. And they were sticky - the surface of the tires was actually gummy compared to the smooth surface of my Kumhos as well as the Pirelli's that I checked. The Michelin Pilots Sports that were on some of the Boxsters had some stickiness to them, but not significant when compared to the Bridgestone's.

I should note that the Kumhos are near the end of their term. They have faithfully given me reliable service for the least 27,000 miles. The rear tires probably have another 3000 miles left and the fronts, probably 8 to 10,000. I'd very much like to own a set of the Bridgestone's ... perhaps next year



Photo 3



Photo 4



Photo 5



Photo 6

at the Hershey ... the Swap meet, if not at Parade. Next year, I may even opt for a volunteer (worker) shift at the Autocross. I figure that if I actually know the course without having to look a map and think it through, I might break into trophy category for that event (too).

An Addition to the Fleet

It may not be practical for everyone, and it drew a few snickers, but it's my best vehicle purchase since the Boxster (photos 4 and 5). This little gem was snagged from Sharper Image (clearance section) for a paltry \$35.00. I used it heavily to get around at the racetrack during the Parade DE and the Autocross. This pony has a 12 volt battery operated motor and hits speeds up to 7 mph ... which may not sound like much, but given its tires (solid rubber) and brakes (Hah, Hah, Hah), I'd describe it as more than adequate for producing a separated shoulder

or fractured skull. These are not toys for kids. Next year, I may even use it to pre-run the Autocross course.

A Bridge NOT too far

Porsche Parade 2004 was as much about the people as their Porsches. And to, that I'll add, about the places.

Fort Worth offered an interesting mix of big city and rural Texas. A 15 hour drive on the interstates (from Chicago to Texas) might sound unappealing, but it had its rewards. I haven't been to St. Louis, MO in nearly 30 years. My dad took the family there for a trip to Six Flags and the Gateway Arch and it left next to no impression on me. But trust me on this: Take a ride down I-55. As you approach St. Louis, you'll see the Gateway Arch TOWERING over the city. If you don't choke up a bit in awe of it, you aren't alive.

Photo 6 is another unexpected reward. PCA-Chicago member Lee Lichenstein suggested returning to Chicago by way of New Orleans. I was a bit hesitant initially ... which just goes to show one doesn't necessarily get wiser as he gets older. An easy and interesting (landscape-wise) 8 hour ride east from Texas put us right in the heart of New Orleans overlooking the bridge that spans the Mississippi river. It would be exceptionally difficult to come up with a better way to end a fabulous week at Porsche Parade then spending a couple of days in New Orleans. Dinner at Emerils (complementary, thanks to Lee's 'connections') didn't hurt a bit.

PARADE 2005 (in Hershey, PA) is a minuscule 10 months and 700 miles away. I'm personally inviting you. I'm personally guaranteeing a good time. **MAKE NO SMALL PLANS.**

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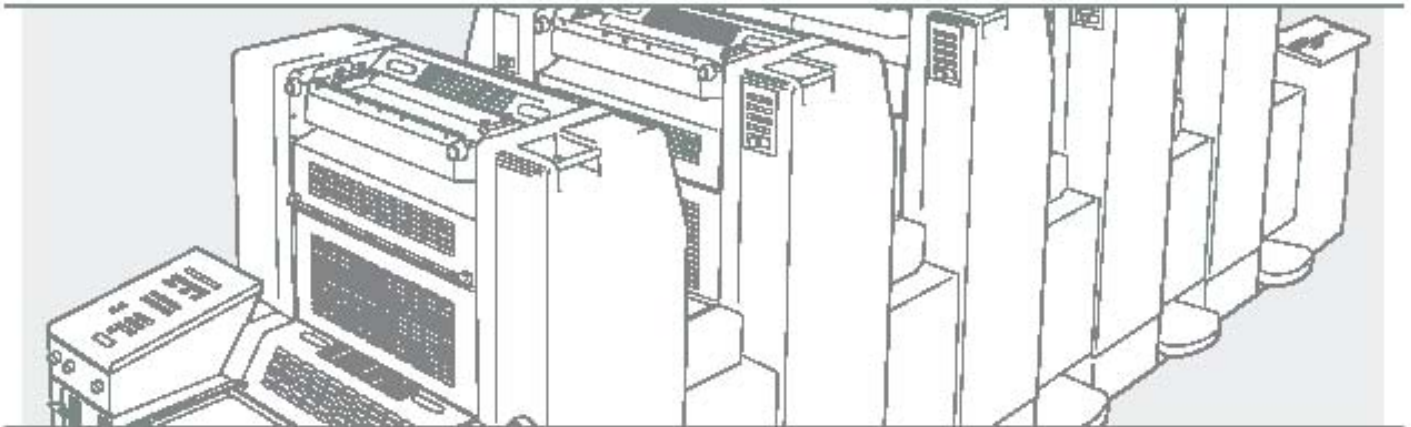
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The Straight Scoop

by John Ruther, Chicago Region Chief Driving Instructor

Leave the Refrigerators At Home

Reprinted from the TRAC 2004 Program

As the riddle goes, "How are DE drivers, racers, and refrigerators alike? The answer: "When you close the door the light goes out."

The point I'm making is, last Labor Day weekend at the TRAC 2003 event at Road America it seemed to me we had a whole bunch of "refrigerators" on the race track, off the track, in gravel traps, and occasionally upside down. People basically driving over their heads and doing really stupid things in their cars. Well, this year we

encourage (maybe that's too subtle a term) all our participants to drive within themselves, and to be courteous to their fellow participants.

Let's all remember, whether you are driving in DE or Club Racing, this is supposed to be first and foremost **SAFE**, and secondly, **FUN**.

I think the competition portion and winning (in the case of racers) is way down the list toward the bottom. Sure, we all want to do well, but let's keep things in the proper perspective.

Be courteous to your fellow drivers, giving them 'racing room'.

Don't get me wrong, I'm not saying we can't drive or race real hard. But at the end of the day, we need to be able to stand with the person we just *raced* hard - both people smiling and saying how much fun we just had. And most importantly, we are both safe and our race cars are in the same condition they were when we unloaded them at the beginning of the event.

In other words: *"Leave the refrigerators at home!"*.

I'm looking forward to seeing all of you at the track.

Be Safe - Have Fun.



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OCTOBERFEST 2004 Schedule

SATURDAY
OCTOBER 2nd

SUNDAY
OCTOBER 3rd

PCA CHICAGO

8:00-11:00	Registration
8:00-11:00	Tech Open
8:45	* Yellow - B2 Drivers Meeting
9:00-9:30	Yellow - B2
9:15	* White - B1 Drivers Meeting
9:30-10:00	White - B1
9:45	* Black - A Drivers Meeting
10:00-10:30	Black - A
10:15	* Green - C Drivers Meeting
10:30-11:00	Green - C
11:00-11:30	Yellow - B2
11:30-12:00	White - B1
12:00-12:30	Black - A
12:30-1:00	Green - C
1:00-1:30	Yellow - B2
1:30-2:00	White - B1
2:00-2:30	Black - A
2:30-3:00	Green - C
3:00-3:30	Yellow - B2
3:30-4:00	White - B1
4:00-4:30	Black - A
4:30-5:00	Green - C
5:30	Dinner - German Fest at William's Tree Farm

8:00-11:00	Registration
8:00-11:00	Tech Open
8:45	* White - B1 Drivers Meeting
9:00-9:30	White - B1
9:15	* Green - C Drivers Meeting
9:30-10:00	Green - C
9:45	* Black - A Drivers Meeting
10:00-10:30	Black - A
10:15	* Yellow - B2 Drivers Meeting
10:30-11:00	Yellow - B2
11:00-11:30	White - B1
11:30-12:00	Green - C
12:00-12:30	Black - A
12:30-1:00	Yellow - B2
1:00-1:30	White - B1
1:30-2:00	Green - C
2:00-2:30	Yellow - B2
2:30-3:00	Black - A
3:00-3:30	Black - A
3:30-4:00	White - B1
4:00-4:30	Yellow - B2
4:30-5:00	Green - C
5:00	Track Close

***** Driver Ed Instructions - Must Read!**

Enter the Start Grid at Silo - If you see car from turn 7, Wait until clear!
 Stage on Left side of Grid
 Cars should Stage 5-10 Minutes Prior to Session
 Wait to be released from Start Line
 First Lap will be under YELLOW for Each Run Group
 Hug Inside Blend Line from Start Grid through inside of Turn 1
 Exit from Track after Turn 7 at Silo to Right side of Grid
 Flagging compliance is a Must
 4 wheels off = Re-enter Track only by Corner Worker Command
 4 wheels off = Automatic Black Flag
 Red Flag = Stop on Track at Next Closest Manned Corner Station
 ** Absolutly NO Passengers** Registered Drivers ONLY on Track**
 ** ALL PERSONS Must sign BOTH Blackhawk and PCA Waivers**
 ** ALL PERSONS Must receive & display Event Wrist Band **
 Non Compliance of above may result in extraction from Event

***Must
Read***

Board Meeting Minutes: July 16, 2004

Respectfully submitted by H Edward Barnicle, Secretary

PCA Chicago Region Board Meeting Minutes July 16, 2004

Voting Members Present: Ed Barnicle, Jack Stephensen, Ken Pesavento, Mary Anne Nowakowski, Pete Hackenson, Todd Conforti, Chris Ingot, Steve Rashbaum, and Jim Jacisin.

Coordinators Present: Tom and Phyllis Harwood, A. J. Tiller, Toby Duckett, and Susan Shire.

Members Present: Nick. Brenkus, Pat and Bonnie Yanahan.

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

Secretary: Ed Barnicle reported that the minutes from the June meeting had been distributed via e-mail to Board members and coordinators, and asked for a motion to accept them as written. Ingot moved, Rashbaum seconded, and the motion was approved unanimously.

Treasurer: Jack Stephensen presented the financials for the latest period, answered several questions about them, reported that the tax returns had been completed and mailed, and that the new savings account had been opened. Jacisin, Ingot, and Barnicle will be the only ones with access to the account. Ingot moved to accept the report, Rashbaum seconded, and the motion was passed unanimously.

Vice President: Chris Ingot reported that the event chair report forms were on the website. All event chairs should be at the board meeting in the month prior to the event, the month of the event, and should present a report the month after the event. Jacisin wants the Board to set the fees for all events starting in January 2005.

President: Jim Jacisin thanked all those who ran events since the last meeting.

Autocross: Jeff Girard reported that the first and second events went well, and asked if all five events would count for year-end points. He will check with Chuck Bittman for the history on the issue. He also reported that the entry fee for the final event which will be held at Maywood Park will include a box lunch.

Timing & Scoring: No report.

Road America: Pete Hackenson reported that registration for the Labor Day Club Race and Drivers Ed event were starting to arrive, but expressed concern that this year's attendance might be hurt by two new Club Races, one of which will be held two weeks before ours, and the other two weeks after. Susan Shire reported that our "No Cancellation" policy was coming under attack, and that the Board should review it. Hackenson wasn't opposed to the idea. Ingot reviewed new guidelines for the need to have ambulances on-site for an hour after the close each day. A discussion regarding the need for a fire truck to be on-site for the Enduro which allows refueling during the race, and need for training those who volunteer to work the hot pit during the race then took place. Rashbaum suggested that the guidelines for a one hour race were much easier to meet than those for a 1.5 hour race. It was brought up that Road America has a foam truck, and Hackenson will ask Carson to have it in pit lane during the race. Hackenson said that he would put \$1000.00 into the event's budget for trophies for those race cars that enter the concours. Cindy Jacisin also asked for \$250.00 for the Region's usual donation to the Elkhart Lake Police Department for providing an escort for the race cars

from the track to Siebken's and back again. A discussion also took place about the health care questionnaire that we require, how we use it, who has access to them, what happens to them after the event, and are they legal with respect to new HIPPA regulations. Barnicle will check with the experts at Segal, and report next month.

Blackhawk Farms: Pete Hackenson reported that 89 cars participated in the June event with one incident, and that 50 were pre-registered for July.

Gingerman: Jeff Girard reported that he had 50 cars pre-registered, and that he desperately needs instructors. He requested \$1500.00 to pay for Saturday's dinner and another \$1500.00 for corner workers and their rooms. Rashbaum moved to approve the expense, Ingot seconded, and the motion passed unanimously.

Chief Driving Instructor: Ingot reported for John Ruther that the jackets for new instructors had arrived, and had been distributed. The new instructors were really appreciative.

Insurance: No report.

Concours: Pat Yanahan thanked the Board for the \$1000.00 seed money for the new 356 Club and said that the membership was rising quickly. He also needs 40 volunteers for the Cuneo concours.

- Tiller gave a short report on the event at Medinah.

Rallye: Phyllis Harwood reported that the next event will be 8/15/04, and that a rallye team from Texas is driving to Chicago to participate.

Social: Ed Barnicle reported that he had very few registrants for the golf outing, and asked if he should cancel it. The consensus was no,

and the event will take place. Pat Yanahan wanted a budget approved by the Board for the dinner dance. The Board will approve the budget after the Club Race.

- Cindy Jacisin will promote the idea that those attending should bring a gift to be donated to "Toys For Tots".

Membership: Mary Anne Nowakowski reported for Miller that there were 20 new members this month, and that Van needed some help with his Apple computer. Volunteers needed.

Safety: Todd Conforti said that all incident reports had been submitted.

Technical: Toby Duckett requested up to \$1000.00 to obtain permanent tech shirts for all those who help at Road America, Blackhawk, Gingerman, and the autocrosses. Barnicle moved to approve the expenses, Hackenson seconded, and the motion was unanimously approved.

Goodie Store: No report.

Charity: Jim Drury reported that he will auction several really nice items at Potter's Picnic. Come out, and bid.

Chicago Scene: Susan Shire reported 24 ads in the latest Scene. Way to go, Susan!

Property: No report.

Sponsorship: No report.

Photography: Jim Jacisin reported that Russ Pesko is returning to the job after leaving briefly.

Historian: No report.

Webmaster: Jim Jacisin reported that Greg Gulik is resigning for family reasons and that we need a new webmaster. He thanked Greg for doing an outstanding job!

Old Business: Jacisin reported that John Takehara had declined to run for Zone Representative, but that Dan Gallagher was interested. Inglot said that he had reviewed the job

requirements with PCA National President Bobbitt, and is giving it more thought. Chris talked about patches for the Region's club racers, and will have some samples made up.

New Business:

Jim Jacisin reported that the Nominating Committee for next year's Board will be appointed soon, and those interested in serving on the Board should contact him. He also stated a desire to start planning an event to commemorate the Region's fiftieth anniversary in 2007. He spoke of a budget equivalent to the dinner dance, and asked approval to have Cindy Jacisin start the planning. Tiller wanted to rename the concours at Road America named after Harold Beach, but the idea was tabled.

Motion to Adjourn: Chris Inglot
Second: Steve Rashbaum
Approved Unanimously

Adjournment: 10:10 PM

Next Board meeting is 8/13/04.

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Upgraded Porsche Park At Road America Is Rededicated

by Bev Jurkowski, PCA Milwaukee Region Assistant Editor

Picture this scene. You're driving your Porsche and you've reached your destination. Parking areas are scattered all over. If you're like many Porsche owners, your eyes search for another Porsche to park next to – for any number of reasons. First, it looks great to see Porsches gathered together, and second – more practically – you expect that the other driver will be careful around your car. The possibility of striking up a conversation with another Porsche driver is even more compelling.

Such a place has existed for more than 30 years at Road America, the premier, four-mile road course in Elkhart Lake, Wis. Known as Porsche Park, this designated, grassy space is where Porsche drivers from far and wide have congregated as they arrive to enjoy the racing action.

In the fall of 2003, Milwaukee Region board members discussed the state of Porsche Park. It had fallen into disrepair and was in need of a serious facelift at a time when attendance figures at Road America were improving. Region President Dan Matre, an industrial designer, got to work on the plans. "Our dream was to create a destination within a destination and enhance the experience for Porsche owners by creating a true park-like setting," said Matre, who chaired the planning team.

The PPRC, (Porsche Park Renovation Committee) selected one of the plans. Subcommittees were formed to arrange everything from new fence installation, patio area with a removable tent shelter, 20-, 25- and 30-foot flag poles, storage shed, additional shade trees, and upgraded signage.

To help defray costs, corporate sponsors were solicited. Kohler Corporation, a major player in road racing nationally, as well as the two Milwaukee area Porsche dealers, Concours Motors, and International Autos, donated generously, along with Calibre, Inc., a local painting and sign company, whose owner is a Milwaukee Region member. A generous donation was also received from the Fox Valley Region. Individuals or families also contributed by "sponsoring" a new fence section. Forty-two sections were "sold" and each is now marked with an engraved brass plaque, honoring the sponsor.

With all the plans in place, the financing lined up, and the thumbs up from Road America officials, reconstruction began in February 2004 with removal of the old fencing. Construction continued



through the spring, with July 18 selected as the date for the rededication. July 18 was the primary race day of the Brian Redman International Challenge vintage car race weekend.

Rededication day dawned with no chance of rain, almost cloudless skies, and temperatures predicted to be in the mid 70s. A day like that sends tingles down any Porsche owner's spine, and gets the same person's right ankle twitching, no matter where you live. With the roar of vintage race cars running practice sessions on the track as "background music," the rededication and ribbon cutting ceremony began promptly at 10 a.m.

President Matre introduced Kohler representatives Ron Pace, and Jeff and Jason Miller; Bill, Lee and Karl Wuesthoff of Concours Motors; Lee Schubert of International Autos, and Todd Roberts of Calibre. He thanked them for their generosity and

continued support of the Porsche community. He also thanked the Fox Valley Region, which provided financial backing for the project as well.

Matre expressed his gratitude to the board for their support of the project and to the renovation committee, including Don Bercham, Lee Bernhardt, Ed DeFrance, Eric Elfner, John Guy, Mike Jurkowski, Bev Jurkowski, Don Kiepert, Gary Messing, Masaya Nakamoto, Gary Princl and John Schultz. He also acknowledged the hundreds of hours of labor that club members contributed to complete the renovation on time and on budget. "It was the efforts of many club members that made the entire project come together," Matre said to those gathered for the ribbon-cutting.

With the US, Porsche and State of Wisconsin flags waving proudly overhead, four full rows - nearly

100 gleaming examples of Dr. Porsche's finest - filled Porsche Park to capacity, with many more parking nearby.

All PCA members - indeed, all Porsche drivers -- are invited to use Porsche Park on their next visit to Road America. With its updated looks and features, there's bound to be several Porsches awaiting you.

Ed note: As noted in the May 14, 2004 Board Meeting Minutes, the Chicago Region donated \$1,000 to the Fox Valley Region in 1989. The Fox Valley Region passed that gift on to the Milwaukee Region for their Porsche Park Restoration Project.

(opposite page) Porsche Park before ...

(below) Porsche Park after ...

photos by Don Kiepert



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Q-tip Corner

by Van Larson, Concours Co-coordinator

The Ends are in Sight (Engine and Trunk compartments)

Sheer logic and a cursory review of the previous "Q-TIP" installments of this epic tome should lead you to the conclusion that we are getting to the "ends" of your Porker as far as concours preparedness is concerned. The engine compartment and trunk are next up on the "hit list."

Do you pump water or engine oil and air?

Is your motor in the front or rear of your vehicle?

Is your trunk in the rear or the front of your vehicle?

Answers to the above questions are a good place to start as you review the parameters set forth in the ever-so-informative annual Chicago PCA handbook respecting the concours classification regiment. Please note that class "C" and higher make your trunk and/or engine compartments subject to the judges' reality check.

Again, a degree in rocket science is not a prerequisite here. Small, dexterous hands and fingers, 20-20 eyesight, a high degree of physical agility and appropriate use of available "products" are helpful, however.

Starting with your trunk now that you have duly located it, please note that at our local PCA concours events the coordinators and judges will instruct you about their desires (if any) regarding removal of your spare tire, jack, tool kit and the like. If same are not to be removed, that doesn't mean that the remaining, not-factory installed items should continue to reside therein for judging purposes. The trunk should be presented in a fashion as it "left the factory". Carpets should be clean, rubber seals should be

dressed, metal stampings (underside of trunk and metal surrounds, water drainage channels, etc.) should be clean with no spots, dirt, grease or last fall's leaves.

Please check your battery and surrounding area for leakage, marks, etc. It is always nice not to have your head "bonked" by weak gas trunk shocks, too! A handy-dandy broom handle is a nice trick to have stored away if your shocks are "gassed-out" - let your friendly concours judges know in advance if there is a likelihood that their craniums are in danger. Don't forget the "masking tape roller device" as this comes in handy in hard to access areas where lint, fuzz balls, dead flies and other goodies may ultimately settle in. Is there any more that I can really say about this???? (Answer: Please, no.)

Moving quickly to the opposite pole of your Porsche, you should now be in a position to observe a complex mechanical device that is commonly the source of most pleasant sounds, a good degree of heat and the subject of most P-car fanatics' obsession - the engine! My it does get nasty! Boy it is a B.... to get to! Damn those edges are sharp!

Did Bob Cook spend "BOKUBUX" to persuade some magic elves to spit shine his '88 911's mill?

Does Jim Jacisin do an engine swap between his 944's "concours motor" and "everyday engine" before each concours event?

Really, now, the secret to having a finely detailed engine compartment is to pay an "expert" to do it for you - that's my advise. OK, so this suggestion didn't fly - I'll attempt to elaborate.

I've heard that for effective engine degreasing, the motor area should be warm, not hot. Simple Green,

Orange Glow, a good liquid car wash - all are proven products to help in this task. Avoid harsh chemicals and petroleum based distillates which could damage rubber hoses, belts and plated metal parts. Soft-bristled brushes of various dimensions will help dislodge most offensive substances in conjunction with the foregoing.

Avoid using super high pressure water spray when rinsing down - and don't forget to wrap with plastic baggies your distributor area, any electrical connections (fuse/relay boxes) and other "sensitive" areas. BTW, put on your nastiest togs before beginning this task as you will surely mess up your good duds.

Don't overlook the sheet metal surrounds and the underside of your engine hood - favorite search areas in the judging game. Belt pulleys and channels happen to be subject to the white-gloved finger test periodically as well. Dress the plastic, rubber and associated parts with a light coating of Vynylex, 303 Protectant or similar product to bring back a nice shine - being careful to avoid application to driven belt areas. Polish any metal areas with a good metal polish - just ask Mr. Pat for his best thoughts here.

Once pristine, a good method of "drying" your engine is to immediately begin participation in a DE, autocross or rallye event - by the conclusion of which you'll be freshly invigorated and ready to tackle this whole cleanliness shtick from the top all over again!

YR HMBLE SRVNT: V

Concours Two Results - Potter's Picnic

from A J Tiller, Concours Co-coordinator

Class A

1st	Richard Laurie	1998 933 Carrera
2nd	David Slack	1974 911 Targa
3rd	Ed Leed	1969 911 Coupe
4th	Todd Conforti	1993 RS America

Novice

1st	George Qguinalvo	2001 986 Boxster
2nd	Andrew Lewis	1987 930 Turbo
3rd	David Brawlry	1973 911 T
4th	Chris Costis	1988 944 Coupe
5th	William Lutman	1973 914

Class B

1st	Michael Milhouse	1996 993 C4S
2nd	Ron Bean	1986 911 Carrera
3rd	John Takahara	1987 911 Carrera
4th	Frank Dusek	1986 951 Coupe
5th	Michael Haas	1996 993 Twin Turbo

Class C

1st	John Diwik	2003 996 Targa
2nd	Joe Macak	1988 911 Targa
3rd	Joe Orneles	2001 986 Boxster
4th	Maureen Hutton	1977 924 Martini Coupe
5th	Jeff Folkerts	1987 930 Slantnose
6th	Dennis Costis	1987 911 Carerra

Class D

1st	Tim Hanson	1989 911 Coupe
2nd	Paul Travlos	1988 930 Slantnose
3rd	Larry Smith	1973 911 T
4th	Cindy Jacisin	1992 968 Cabriolet
5th	Frank Creamer	1997 993 C2 Cabriolet
6th	George Binder	1982 911 SC
7th	Jim Harper	1990 911 C2 Targa
8th	William/Helen Prassas	1987 928

Class E

1st	Jerry Matta	1973 911 T (RS Carrera)
2nd	Pat Yanahan	1958 911 Coupe
3rd	Robert Smith	1997 993 Coupe
4th	Howard Yefski	2001 Ruf Coupe
5th	Jim Jacisin	1999 986 Boxster
6th	Mark Markese	1999 986 Boxster
7th	Robert Cook	1988 911 Coupe
8th	John Miller	2001 986 Boxster
9th	Nina Patrick	1986 911 Carrera
10th	The Gummow's	1995 993 Coupe
11th	Patrick Clyder	1985 944 Coupe
12th	Bruce Janecek	2004 996 TT Coupe
13th	Ron Risch	1998 986 Boxster
14th	The Harwood's	1979 911 SC
15th	A.J. Tiller	1989 930 Turbo



Some of the concours field

photos on this page by A J Tiller



The scoring ladies of concours

Potter's Picnic Photo Album



Like a proud papa, our host Peter Fischer (far right) looks on the Fischer's dogs demonstrate their skills with a handler.



Good food and great Porsche friends and families..

photos on this page from A J Tiller

Potter's Picnic ...



Fun and games for children of all ages!

photos on this page by Steve Rashbaum



Our hostess, Janice Fischer and the concours event chair, A J Tiller

Bob Cook, Ken Pesavento, and Peter Martin enjoy the shade



These folks are smiling 'cause they're having fun at the best summer picnic of the season!

photos on this page by A J Tiller



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



Saturday, October 16th - Holiday Inn, Greater Beloit

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

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

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

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

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

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

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

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

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

REGISTRATION:			
DRIVER _____	PHONE _____	EMAIL _____	
Member _____	Applicant _____	Guest _____	
NAVIGATOR _____	PHONE _____	EMAIL _____	
Member _____	Applicant _____	Guest _____	
CAR INFORMATION: Model _____ Color _____			
Saturday night Menu choices: All entrees are \$20.50 each. Please mark your choice/s.			
1) Beef Tenderloin.	# _____ at \$20.50	total \$ _____	
2) Cordon Bleu.	# _____ at \$20.50	total \$ _____	
3) Wienerschnitzel.	# _____ at \$20.50	total \$ _____	
Cost \$20.00 per Rallye car.	\$20.00	Total: \$ _____	
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- '04 Boxster - 5spd Speed Yellow/Black!
- '04 Boxster "S" - 6spd Guards Red/Graphite!
- '04 Boxster "S" - 6spd Artic Silver/Black!
- '04 911 Cabrio - Tip Blue/Graphite!
- '04 911 Cabrio - Tip Speed Yellow/Black!
- '04 911 C4S - 6spd Black/Black!
- '04 C4S Cabrio - 6spd Artic Silver/Black!
- '04 C2 Cabrio - Tip Carmon Red/Savanna!
- '04 C4S Coupe - 6spd Guards Red/Black!
- '04 C2 Coupe - "Aero" Midnight Blue/Graphite!
- '04 C4S - 6spd Seal Grey/Black!
- '03 Boxster "S" - 6spd Midnight Blue/Graphite!

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

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

August 2004 New Members

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

Spero P. Adams Spero Adams Vernon Hills, IL 1984 944	Ken Haycock Marie Steib Hoffman Estates, IL 1992 Carrera Cab	Budd Landers Laura Landers Morris, IL 1986 911 Coupe	Rick Moeller Naperville, IL 1995 993 Coupe
David Anderson Carol Anderson Lincolnshire, IL 2003 996 Cab	John Hellmuth Naperville, IL 1983 930 Cab	Alan G.Lauter Marsha R. Lauter Lake Barrington, IL 2003 911 Cab	Jeff Mueller Darien, IL 1995 993 C4 Coupe
Marcus Beard Chicago, IL 2004 911 Coupe	Kazuhiko Iwasaki Kazu Iwasaki Grayslake, IL	Andrew Lewis JoAnne Lewis Antioch, IL 1987 911 Turbo	Pete Pecchia Lynn Zaldivar Elmwood Park, IL 1988 911 Targa
Michael Donahue Megan Donahue Barrington, IL 1988 911 Cab	Michael B. Koepke Cathy A. Koepke Mundelein, IL 1990 C4 Coupe	James A. Mieling Cynthia Mieling Batavia, IL 1955 356 Coupe	Wilson Rogers April Rogers Homer Glen, IL

September Anniversaries

RICHARD T BENNETT	CAROL BENNETT	1960	DENNIS N KOSTIC	MARY KOSTIC	1993
J NEILAND PENNINGTON	ANNE T PENNINGTON	1960	MARTIN G PATT	MARCIA PATT	1993
MILLY BANGERT	TYLER BANGERT	1965	JAMES C BROSSEAU	DEBORAH BROSSEAU	1994
JAMES C PETERSON	PATRICIA PETERSON	1973	HAIG HALEBLIAN	HAWLEY BABES	1994
ED RUSS	CHRISTY RUSS	1973	JOEL KAPHENGST	AMY KAPHENGST	1994
PATRICK J YANAHAN	BONITA R YANAHAN	1975	KENNETH A PESAVENTO	NIKKI PESAVENTO	1994
JOSEPH A GAUCHER	HEIDI GAUCHER	1976	ALLEN C BALK	LORI A BALK	1995
MAUREEN J HUTTON	JIM KIRK	1976	R MICHAEL BILLINGS	MICHAEL BILLINGS	1995
PETER D CORTI	JUDY CORTI	1978	MARY ANN METZ	L DANIEL METZ	1995
WILLIAM N PERRY	JULIE A PERRY	1978	LLOYD A ROIN	KARI A ROIN	1995
MICHAEL P ZURICK	CONNIE ZURICK	1982	JONATHAN H KAPLAN	LEE M KAPLAN	1996
GARY WALLACE	MARILYN WALLACE	1983	VAN A LARSON	KAREN SIMPSON	1996
JAMES B MC WETHY	TODD MC WETHY	1985	LESLIE J PHILLIPS		1996
KEN MALO	GORDON SCHWARTZ	1987	JOHN T ROSS	CHRISTINE ROSS	1996
CHARLES D BITTMAN	BRIDGET BITTMAN	1988	MARK D BIRTCH	JONELL BIRTCH	1997
ALAN L MILLER	HELEN MILLER	1988	ANDREW P BULKOWSKI	MARGE BULKOWSKI	1997
SAM HOCHBERG	CATHY HOCHBERG	1989	ROBERT J HEIDER	BARBARA HEIDER	1997
ARIS LIAKOURAS		1989	JONATHAN N LEVY		1997
WILLIAM N ROESER		1990	MANUEL CANTORIA	DENISE JAMES CANTORIA	1998
MIKE EKLUND		1991	LAWRENCE C CIOFFI	JOAN CIOFFI	1998

Anniversaries ...

JOHN D COSGROVE		1998	GREGORY M KARR	LYNDA KARR	2000
KEVIN M GALLAGHER	MADLINE GALLAGHER	1998	CHARLES M KIVEN	SHELLEY KIVEN	2000
GREGORY GULIK	LILY GULIK	1998	NORTON RICHARDS	ANN RICHARDS	2000
WILLIAM J LA MACK	PHYLLIS LA MACK	1998	DAVID S SLACK		2000
R J MATTA	SUSAN MATTA	1998	RONALD C SMITH	HOPE J SMITH	2000
JANUSZ TOKARCZYK	ELIZABETH PERNAL	1998	STUART TOWNSEND	MARRGWEN TOWNSEND	2000
JOSE R USON	MICHAEL C USON	1998	RICK WEBKING	NANCY WEBKING	2000
MARK J BODEN	GINGER BODEN	1999	WILLIAM J BIEBEL	STEVE BIEBEL	2001
TODD C BROWN	SHEYRL BROWN	1999	RONALD A DOMKOWSKI	ELAINE DOMKOWSKI	2001
FRANK CREAMER		1999	MARC DUCHOSSOSIS		2001
JOHN SIKORA	MARTA SIKORA	1999	DAVID J HIRSCHFELD		2001
ROBERT N TEASLEY	JOY TEASLEY	1999	MICHAEL L LEGEL		2001
CHRIS WILLIAMS	RONALD WILLIAMS	1999	DAVID MANSFIELD		2001
PETER M WUERTZ	MICHELE WUERTZ	1999	JAMES PRIBEL	EVE PRIBEL	2001
HENRY N ADAMSON		2000	GUS M SEMERIA	ROBIN K SEMERIA	2001
MATTHEW T ALEXANDER		2000	JOHN D SHARP	FAYE A SHARP	2001
PHILIP BRUNI	CLAUDIA BRUNI	2000	BENJAMIN A SIEGEL	DEBRA A SIEGEL	2001
ROBERT J CANTWELL	ANNAMARIE LUKES	2000	STEPHEN F SILVA	NANCY J SILVA	2001
STANLEY R CLEMENT	BRENDA CLEMENT	2000	DEBRA L AUER	DAVID CARR	2002
JAMES W DAVIS	LINDA DAVIS	2000	DAMIEN M BLANCHARD	CHARLES GUENO	2002
ROBERT N DI LEONARDI	DEBBIE DI LEONARDI	2000	THOMAS M BLINN	ELLEM M BLINN	2002
MITCHELL DULIN		2000	CORNELIS A BOONMAN	BECKY BOONMAN	2002
RICK J FERGUS	LAURA FERGUS	2000	RICHARD S BRABECK	SUSAN BRABECK	2002
SAMUEL GAGLIANO	PAM GAGLIANO	2000	GLENN L DEWEIRD T	GERALYN M PELKA	2002
DOUGLAS D GIROUX	KIMBERLY GIROUX	2000	JULIUS W FEW	JENNIFER FEW	2002
BORIS GOLDENBERG	INNA GOLDENBERG	2000	SCOTT D GALABA	KAREN Z GALABA	2002
DAVID HACKL	AMBER DAG	2000	ALLAN R GLICK	LINDA GLICK	2002
			BRUCE M HINTON	PAMELA HINTON	2002
			JILL S JANESKI		2002

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ROB B MACMILLAN	LINDA MACMILLAN	2002	LANA J KUBA	ARNIE BACIGAALUPO	2003
HOWARD L NIDEN	CATHY NIDEN	2002	RANDY LOOKE	TINA LOOKE	2003
DENNIS R OFENLOCH	LESLEY OFENLOCH	2002	RICK MADAN		2003
TOM J PECORA	DENISE PECORA	2002	MARK R MC CLURE	CYNDI MC CLURE	2003
DAVID C POEPPING		2002	HELMUT MULLER-SIEVERS		2003
CHRIS H PONTIKIS		2002	MICHAEL R MUSICH	RAYMOND MUSICH	2003
MARK K PRICKETT	BETH PRICKETT	2002	PIOTR NIKLINSKI	MIKE PATTON	2003
MATT REGAN	GARY REGAN	2002	SCOTT T ORIGER	DEB CLEMENSON	2003
JAMES G RICHMOND		2002	CHRISTOPHER ROSS	THERESA ROSS	2003
THOMAS SNELLBACK	STEVE JENKINS	2002	JOHN S RUTKAUSKAS		2003
MICHAEL D FRIEDLANDER	ELIZABETH FRIEDLANDER	2003	BEN T SCHIOPU	FLAVIUS SCHIOPU	2003
VICTOR GRZEBICKI		2003	ROY F SCHOENECK	HEIDI SCHOENECK	2003
ANTHONY J GUPTAITIS		2003	RONALD J TAYLOR	KIM TAYLOR	2003
MICHAEL HASANOV	DEBORAH HASANOV	2003	TOM B TURNER	PAM CARSON	2003
JOHN T HAYDEN		2003	BRUCE D WHITE	JENNIFER WHITE	2003
MICHAEL E KIBLER	LAURIE KIBLER	2003	BRADLEY J ZEMAN	ROBERT ZEMAN	2003

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The Midship Report: A Bridge Too Far, Part II

Article and pictures by John Miller [Boxster_S@veryspeedy.net]

As I alluded to last month, the best of intentions don't always translate to the best of outcomes. And so I'm compelled to confess: Regarding the PC/touchscreen project in the Boxster that I've labored over for several months - as hard as I try, a useful conclusion to this installation may never be reached. Time after time, when a roadblock or problem appeared, I persisted until I found or created a workable solution. And yet, the end result (to date) is largely unsatisfying.

Let me recap. For several years - in fact from the day I bought the car in Pennsylvania and drove it straight home - I've been using a portable self contained GPS in the Boxster. Last year, I added an MP3 music player to the mix and tied it into the factory sound system using the Aux input jack. This year, I upped the ante. I obtained a decent laptop pc with the idea of installing it in the Boxster to use with the GPS and to replace the small MP3 payer. When I realized that the laptop itself would be too cumbersome to use in the car, I should have abandoned the project.

Instead, I found a solution in the form of a 7 inch touchscreen. But where to put the touchscreen? Again, after some trial and error (mostly error), I concluded that it would be BRILLIANT and convenient to mount the screen at the end of a piece of flex-pipe... think of a gooseneck lamp with a small TV-like screen at the end of it instead of a light bulb. Excellent in theory, poor in reality. The flex-pipe/gooseneck wasn't strong enough to support the screen. No problem, I'll just reinforce the pipe by running a piece of solid 6 gauge copper wire through the hollow center of it. Do you see a pattern developing?

Now that the flex pipe was strong enough to hold the screen upright, I received my first lesson in torsional rigidity. The flex pipe had a tendency to rotate - much like uncoiling a tightly wound spool of wire. More reinforcing, this time with rigid aluminum collars.

With the screen finally mounted (photo 1), I moved to routing the power and video cables to the screen

and the laptop. Rather simple ... for the moment ... hold onto this thought. The next step was connection the audio output of the laptop to the Aux input of the car stereo. Again, rather simple ... and the first trial of the MP3 audio via the PC was a success ... until I started the car.

In assembling all the pieces and running power from the fuse block, I neglected to run any of the tests with the engine on. With the engine running, a significant amount of electrical noise was introduced to the sound system. A smart person would have cut their losses. I persisted. And I learned all about ground loops and electronic noise filters.

So the 'chase' resumed, although, now, 'the clock was ticking'; my departure for Porsche Parade in Texas was quickly approaching. The next step was to load software on the laptop. First up was all the mapping software for the GPS. Never mind that I will never drive the car to South America, Europe, or Australia, I have the maps accessible, just in case. This was followed by my favorite MP3 player software.

And all was well ... until ... I had neglected to notice that loading all this fabulous software only left enough space for about 3 hours of MP3 music (from a collection of files that accounts for almost 20,000 hours to chose from).

\$100 later, the madness continued with a bigger hard drive. And everything was assembled and in operating in the Boxster.

The final chapter to this windmill tilt is the collision of fantasy and reality. Two VERY pertinent points:



Photo 1

1. Standard, desktop friendly (PC, Mac, whatever) software is not suitable for use on a small 7 inch touchscreen. The keys to operation of a small touchscreen are large fonts/characters and large buttons (mouse points). I was able to find 2 software packages that try to address some of these issues (photo 2), but they have a long way to go before they are effective on a small touchscreen.

And

2. You can't see a #\$\$%^ thing on a video screen when it's in direct sunlight ... which is bound to occur when you drive a convertible (IDIOT!). Never mind that it would be inherently dangerous to try and read an onscreen map while driving a car, the addition of a direct light source like the sun make the screen unreadable.

If there's any consolation in all this, it has to be that I wasn't foolish enough to try and install the screen in the dash (like the factory PCM setup). I actually had the plastic dashboard bezel for it in my hands (found at the Hershey Swap meet, naturally) before deciding THAT would be over the top.

For now, I can simply unscrew two bolts and remove a few wires, and no one (but you) will ever know my little touchscreen project ever existed. One of our esteemed PCA-Chicago members offered an alternative to me during my struggle. In fact, I was going to present his point of view in a side bar column titled COUNTERPOINT. But his point of view came down to two really rational sentences: "John, you're an idiot; Get rid of all that PC/MP3 crap and get XM". Point taken, Skiff.

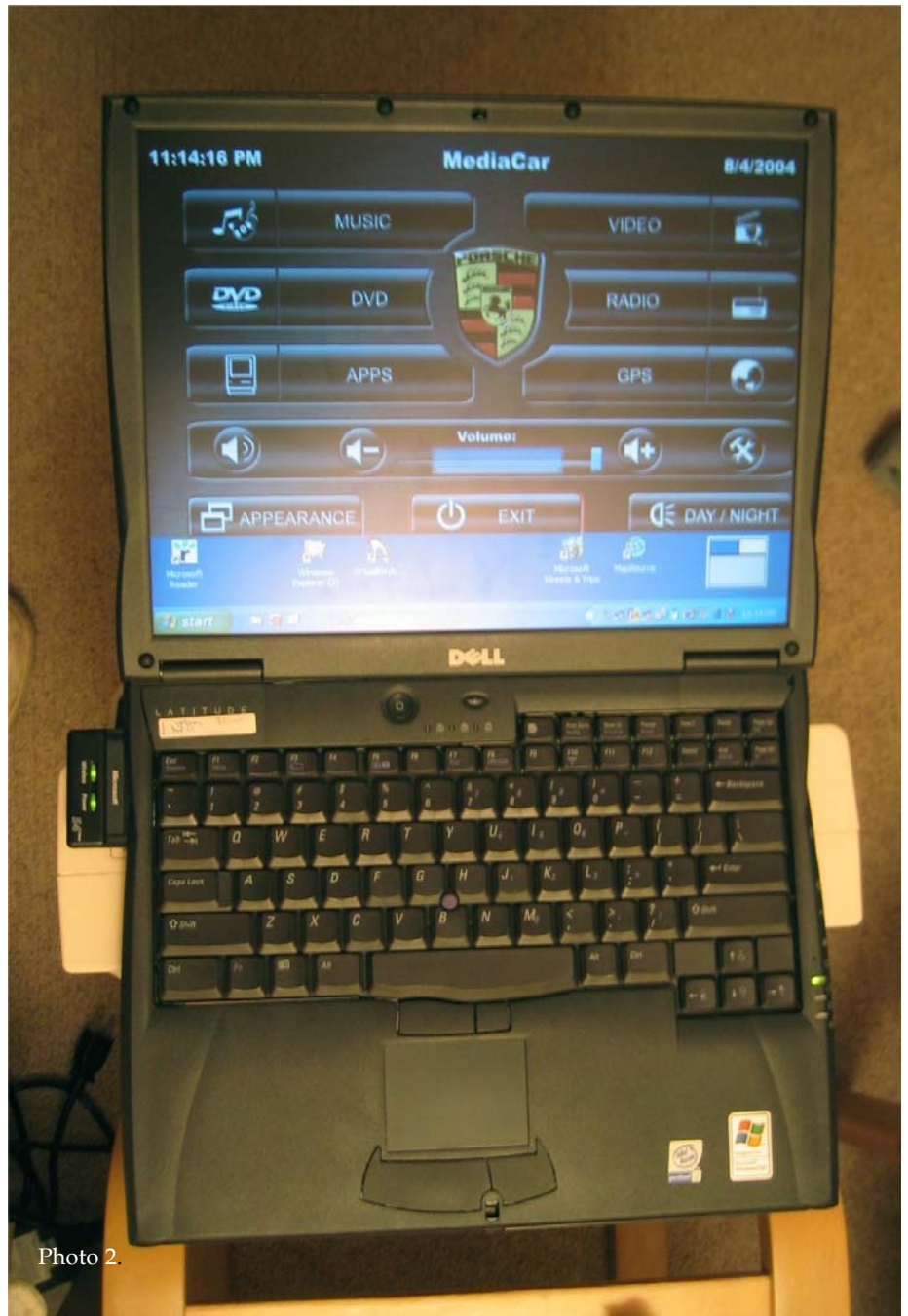


Photo 2.

Next month: I'll be sending my brain out for a complete overhaul. Results to follow.

... a month in Texas one week: Part II

Look for Part II of my Firsthand Report - Parade 2004 elsewhere in this issue. It features a bridge NOT TOO FAR.



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Best regards,

Jack Bair
PCNA



Mid-Ohio Driver's Ed Nov 6th - 7th

You are cordially invited to join MVR-PCA at the Mid-Ohio sports car course for a DE weekend. Run groups will be determined by driver's lap times and there will be no separate instructor's run group. Please contact Event Chair Jeff Vollmar for more information at 586.739.1636

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Golf Outing

by Ed Barnicle

photos from Brent Johnson

My praying to the rain gods must have worked for, after a gloomy morning, the sun came out around noon; and made it a perfect day for playing a little golf, drinking a little beer, and telling a few lies. I say that because our motto for the PCA Chicago Regional Golf Outing is "Have fun, and cheat only if you are sure that you can get away with it!"

Every year, I tweak the rules hoping to prevent Gallagher's team from beating mine and from finishing in the top three. In years past, I have been completely successful at doing so. However, when I was through with this year's rule changes, I had no idea how the changes would affect the results. It was especially worrisome because Dan's team only had three players, and I was afraid that might be an advantage to him.

Then, on the day before the event, my wife Gayle and I went to hit some balls in preparation for the big day. The good news was that she loved her new clubs that I had given her for her birthday a few weeks earlier; but the bad news was that she injured her back, and would wind up being unable to play.

We had a nice mix of members and guests, most of whom joined us for dinner at Max & Erma's where awards were presented for



Greg and Marla Turek and Jeannie and John Ruther

skill control and for the team competition. They must have had a good time because many of them lingered longer than in the past, and vowed to return next year.

I would like to thank Jim Jacisin for his encouragement when it looked as if we might not have many entries; but, as it usually happens in this club of ours, we ended up with seven teams eager to have a good time. When it was all over, and the scores had been adjusted according to the rules, I have to say that I was dismayed with the results. Not because the team of Greg & Marla Turek, who have attended this event every year

since its beginning, and John & Jeannie Ruther, who were attending for the first time, had won. They are worthy champions. The cause of my chagrin was that Gallagher's team ended up in a tie for second place. The only good news was that my team also tied for second, so he hasn't beaten me yet.

Special thanks also go to Brent Johnson who took the pictures that accompany this article. He was a big help, and had come all the way from Rockford with his son Joel to attend the outing. And, finally, thanks to all the others who made it, to quote John Ruther, "a hoot!". See you next year.

Team Competition

Skill Contests:

1st Place: Greg Turek, Marla Turek,
John Ruther, and Jeannie Ruther

2nd Place (tie): George Schaefer, Jim Drury,
Patrice Al-Saden, and Chris Smith

Dan Gallagher, Don Eichenberger, and
Joyce Eichenberger

Tim Wiese, Chuck Bittman, and
Ed Barnicle

3rd Place: Mark Wojack, Bruce Robinson,
Lynn Kordower, and Mike Kuryla.

Women's Longest Drive: Joyce Eichenberger

Women's Closest-To-The-Pin: Patrice Al-Saden

Women's Longest Putt: Joyce Eichenberger

Men's Longest Drive: George Schaefer

Men's Closest-To-The-Pin: George Schaefer

Men's Longest Putt: Chuck Bittman



(left) Jim Jacisin, Cindy Jacisin, Jack Stephensen and Pete Hackenson



Mark Wojack, Bruce Robinson, Lynn Kordower, and Mike Kuryla.



Jim Drury, Chris Smith, Patric Al-Saden and George Schaefer



Ed Barnicle, Tim Wiese and Chuck Bittman



The Brent Johnson team



Joyce and Don Eichenberger, Steve Shirey, and Dan Gallagher

Technical Scene

by Dan Metz, from Potpourri, December 2002

Handling vs. Ride

When most citizen drivers say that a car has "good handling," what they really mean is that it has good ride. What's the difference?

To an engineer, the term *handling* means evaluating how a vehicle performs during steady-state and transient cornering maneuvers. A steady state cornering maneuver is just what it sounds like: driving around a circle at constant speed. While not representative of any real driving situation, the steady state cornering test tells the vehicle designer a lot about the handling/cornering characteristics of the car.

Transient testing includes lane changes, so-called "fish hook maneuvers," and the like, and reveals the car's characteristics during changing dynamical situations, something quite different (sometimes) from the steady-state cornering behavior. "Will it go where I aim it" is the question ultimately being tackled during handling testing.

Ride, on the other hand, is a vehicle characteristic associated with driving over various kinds of roadway undulations, imperfections and asperities, and is thus distinctly *different* from handling. There is much more subjectivity to ride analysis than handling analysis,

and much more diversity as to what is "good ride."

Unfortunately, it is often the case that something that *improves ride* and the ability to absorb rough road inputs *makes handling worse* and vice-versa, as the two qualities tend to go in opposite directions for various reasons. To improve *both*, relatively sophisticated and costly suspension system designs are required, together with a lot of computer simulation and proving grounds testing. This dichotomy explains a fair amount of the cost of expensive vehicles that possess both good ride and handling qualities: Porsche, BMW, Mercedes-Benz and other makes.

The intelligent driver and road tester learns to separate these two qualities from one another.

What Do Shock Absorbers Do?

Simply put, a shock absorber is an *energy-extraction device or dissipater*. When the wheel of a vehicle moves with respect to the chassis during cornering or rough road driving, its spring is compressed or extended.

The actual mechanical configuration of the spring doesn't matter: coil spring, air spring, torsion bar, *etc.* The spring actually *stores* the energy put into it during wheel motion, and

will happily return that energy to the wheel and chassis. Everybody has seen cars with weak shock absorbers repeatedly bouncing on their springs as they drive.

The shock absorber *extracts* the stored energy from the spring and dissipates it to the atmosphere in the form of heat. Most modern shocks work by forcing oil to flow through an orifice when the two ends of the shock move relative to one another. Of course, forcing the oil to flow in this way causes it to heat up, and thus its viscosity changes. Most drivers have noticed how stiff a car is for the first few miles it is driven when very cold. Once the shocks warm up and the oil viscosity decreases, the ride softens up and the car drives normally.

Shocks can be made to behave differently in compression than in rebound, and can even have their characteristics changed during vehicle motion. Some modern cars have automatically adjustable shocks that continuously change as roadway conditions are monitored, sometimes as fast as 100x/second!

If you suspect your shocks to be worn, the old bumper bounce test is a good way to test this. If they are, try a new set. You'll be amazed at the difference in ride and handling!



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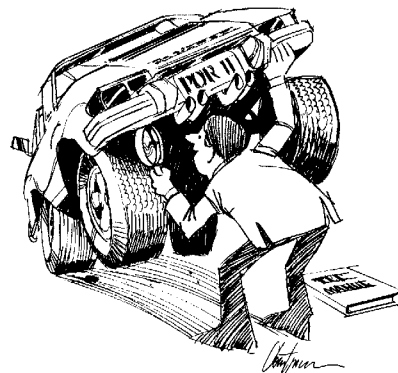
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Concours Judges School

Sunday, October 10, 2004

Napleton Porsche
201 E. Ogden Ave
Westmont, IL



For the 6th consecutive year, the Chicago Region, Porsche Club of America will conduct a **Concours Judges School**. Due to the increased attendance at this event we will be using the facilities of Napleton Porsche in Westmont, IL.

All members of Zone 13 who are interested in improving their judging skills for local and national concours are invited. Our instructors will be experienced national judges and national-class competitors who have been certified as judges. We will have examples of preservation, restoration and preparation cars for training. After the training session we will spend time on preparation techniques and will review various products that have been used successfully by our experienced staff.

The school will start promptly at **10:30 AM on Sunday, October 10** with coffee and donuts and will include a light lunch. The session will consist of **classroom instruction** and then **hands-on** with as many cars as we can get to volunteer.

Pre-registration is required by October 5th so we can plan for enough space for everyone. There is no charge for this school which is being hosted and underwritten by the Chicago Region, Porsche Club of America. There are several hotels within a 5 minute drive of the Napleton dealership.

For registration and information please contact:

Pat Yanahan
7754 S. County Line Road,
Burr Ridge, IL 60527
Tel: 630-887-7605 Email: pyanahan@comcast.net

Registration required by October 5, 2004

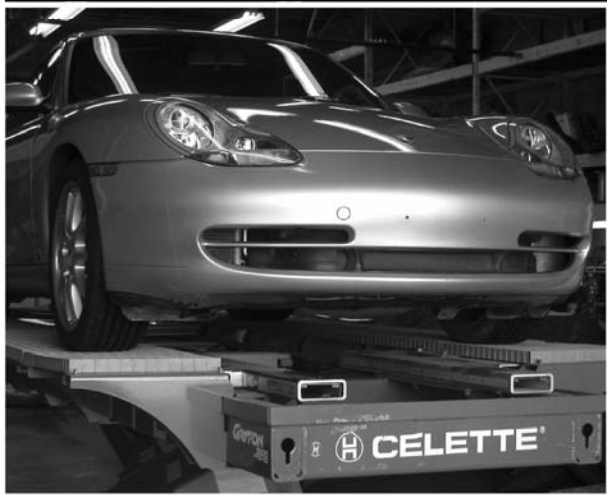
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Tech Quiz

by Mary Anne Nowakowski

Test your knowledge on the following Porsche related questions.

Have Fun!

1. After hard or extended driving in the 944S and 968, the engine should be kept at an increased idle for about two minutes before being turned off.

True or False

2. Recommended tire pressure for the collapsible spare tire on the 1994 968 is 36 psi.

True or False

3. ABS brakes were standard on a Porsche with the 1986 928 model series.

True or False

4. The 911 Carrera 930-25 engine was tuned to use 95-octane lead-free fuel in the U.S.

True or False

5. The Boxster's four-wheel disc brakes with mono-block aluminum calipers have four pistons of various size to get more equal brake pad wear.

True or False

6. The 996 C4 Cabriolet with Tiptronic weighs 386 pounds more than a 996 C2 six-speed coupe.

True or False

7. The maximum towing capacity for the Cayenne S is different than for the Cayenne Turbo.

True or False

8. The clutch pedal free-play, measured at the pedal, on a 1986 944 is approximately 3mm.

True or False

9. The electronic fuel injection used by the 914-4 was developed jointly by Robert Bosch and Volkswagen.

True or False

10. The 930 was introduced in the US as a 1976 Turbo Carrera.

True or False

Answer: 1)True 2)True 3)True 4)True 5)True 6)True 7)False 8)True 9)True 10)True

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PIC	First Name	Last Name	Class	Model	Race
6	Martin	Bour	D	S 95 993 C4	Mid Ohio
9	Brent	Johnson	D	S 97 993 CS	Mid Ohio
7	Scott	Johnson	D	S 84 930	Mid Ohio
2	Rob	King	D	S 95 911	Mid Ohio
7	Jeff	Phillips	E	S 89 944 T	Mid Ohio
3	Keith	Clark	F	S 88 944 TURBO	Mid Ohio
11	Doug	Crossman	F	P 79 911 SC	Mid Ohio
10	Chris	Inglot	F	S 91 944 S2	Mid Ohio
13	George	Mueller	F	S 93 968	Mid Ohio
3	Glenn	Sapa	GT3R	72 911	Mid Ohio
2	Richard	Fischer	GT3S	82 911	Mid Ohio
2	Gary	Boss	GT4R	80 911	Mid Ohio
1	John	Bonnett	GT4S	72 911	Mid Ohio
5	Mike	Corrao	GT4S	75 914	Mid Ohio
3	Gary	Knoblauch	GT4S	76 911	Mid Ohio
2	George	Mueller	GT4S	74 911	Mid Ohio
3	Kurt	Hipke	GT5S	70 911S	Mid Ohio
1	Bo	Kroczek	GTP2	76 911	Mid Ohio
4	Gary	Boss	GT4S		WG End
1	Gary	Boss	GT4R		WG Spr
1	John	Bonnett	GT4S		WG Spr
6	Bo	Kroczek	GTA		WG End
1	Bo	Kroczek	GTA EX		WG Spr
1	Marty	Flaska	GTC3		WG End
6	Marty	Flaska	GTC3		WG Spr
5	Andy	Mandell	GTC3		WG End
12	Andy	Mandell	GTC3		WG Spr



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Two Sides of the Gingerman Raceway DE

photos by Chuck LaMantia

Thanks to the Girards

by Chuck LaMantia

Another great event at Gingerman and thanks to the Girard's! Jill, handling what seemed like all the details, Max for patrolling the grounds and making sure all was good, and King Jeff himself who had the best job of them all ... being in control of the #1 run group stickers.

My Weekend At Gingerman

by Anthony LaMantia

I went to Gingerman expecting pretty much the same as all events I attend. I'll hang out at the track some, we'll go swimming at the hotel pool, and I'll argue with the sister and drive my parents crazy. Boy was I wrong about that.

Friday evening started with dad at the track and mom, my sister and I hanging around town. Dad eventually met up with us at Three Pelicans for dinner. We met the Yench's (actually John Morgan and Darcy Yench) and Karl Kolbus and Lenora Sterr along with Carl

Walstead, fellow driver, like my dad. My sister caused a spill at the restaurant but everything was ok. Something new was that we all went to Sherman's for some great ice cream.

John, Darcy, Karl and Lenora were all at the event to be the corner workers. I had met Darcy and John at the last few Road America events.

Saturday morning I talked my dad into going to Big Boy for breakfast. Then, it was on to the track.

My dad had a covered parking area and next to us were John, Nancy and their dog Vega. I took Vega for a walk while my dad was playing with his car.

When I found out Darcy was doing the start/finish and it was near where we were set up at the track, I asked my dad if Darcy would let me go up on the podium in between races. Darcy let me hang around the podium and when it was time for lunch, Darcy handed me my tickets and I got to eat lunch and dinner with the corner workers at their

own table because I WAS a corner worker. I got these tickets throughout the weekend, which served multiple purposes such as a free t-shirt or \$10 off of something at Heidi's.

After the track closed on Saturday, my dad and I stayed for dinner. Again, I sat with the corners workers. Later as dad was talking with other people I played with Vega. The dog did the neatest tricks and is probably the smartest dog I have ever met.

Sunday was more of the same as I worked while my sister also had a good time playing with her new friend, Leia Peluchiwski (and her brother Nicholas) and playing with Vega.

At the end of the weekend I could barely stand up or walk because my legs were so tired of standing all day. I can now see how corner workers feel after a long day of waving flags and running around all day.



Gabriella LaMantia and Leia Peluchiwski



Future corner worker Anthony LaMantia

Board Meeting Minutes: August 13, 2004

Respectfully submitted by H Edward Barnicle, Secretary

PCA Chicago Region Board Meeting Minutes August 13 2004

Voting Members Present: Ed Barnicle, Ken Pesavento, Jim Jacisin, Steve Rashbaum, Chris Ingot, Keith Clark, Pete Hackenson, and Mary Anne Nowakowski.

Coordinators Present: Tom and Phyllis Harwood, Toby Duckett, AJ Tiller, Susan Shire, Chuck Bittman, George Schaefer, Jeff Girard, and Chuck LaMantia.

Members Present: Michael Hill, Bonita Yanahan, Pat Yanahan, Dan Gallagher, and Carl Walstad.

Meeting Called to Order by Jim Jacisin at 8:07 PM, at the Park Ridge VFW Hall, Park Ridge, IL

Secretary: Ed Barnicle reported that the minutes for the July meeting had been e-mailed to all board members and coordinators after two minor changes had been suggested and made. He asked for a motion to accept the minutes as presented. Keith Clark so moved, Chris Ingot seconded, and the motion was passed unanimously.

Treasurer: Jim Jacisin presented the Treasurer's Report for Jack Stephensen; and, after several questions and comments, Ed Barnicle moved to accept the report, and Keith Clark seconded. The motion passed unanimously.

Vice President: Chris Ingot reported that, due to difficulties surrounding the Webmaster's resignation, the event chair packet wasn't on our website yet. He showed sample decals and patches for our Club Racers. He then reported that he would no longer be a candidate for Zone Representative, and would run for another term as vice-president.

President: Jim Jacisin thanked all who ran events since the last meeting.

Autocross: Jeff Girard said that he didn't have the results of the 7/18/04 event yet, but that all is set for the 8/22/04 event at Lake Geneva which will be chaired by Mike Hill.

Timing & Scoring: Chuck Bittman reported that the equipment is working well this year, and that a new upgrade of the software will be available soon.

Road America: Ed Barnicle reported that he had enlisted the services of Segal & Company to look at possible HIPPA violations due to our requirement of basic medical information from each Road America participant. Their response was that neither the Club nor the doctors who volunteer their services were at risk.

- Hackenson reported that there were currently 120 cars registered for DE, and that racing registration was temporarily halted at 170 cars. Susan Shire said that she expects some cancellations, but that they will be replaced by the normal flow of late registrations. Chris Ingot thinks that all Road America staff members should go out of their way to thank those out-of-region registrants for coming. A J Tiller is still looking for volunteers. Jim Jacisin will drive the pace car.

Blackhawk Farms: Pete Hackenson reported that the last event netted \$5600.00 with 72 cars. Keith Clark will run the 8/18 event. Thirty are pre-registered and instructors are needed.

Gingerman: Jeff Girard reported that he had 103 drivers, and that the event netted about \$6700.00. Will submit report before the next board meeting. Next year's dates are 8/6 -7/05.

Chief Driving Instructor:
No report.

Insurance: Waivers are up-to-date.

Concours: Potter's Picnic had 47 cars entered. Tiller wants wrist bands for next year to be sure that everyone pays. Jacisin has the trophies for Road America. Tiller wants to buy 20-30 shirts for his judges, but the matter was tabled.

Rallye: Phyllis Harwood reported that fourteen are pre-registered for Sunday's rallye, and that the clocks are safely back from Parade.

Social: Chuck LaMantia reported that the Cougar's game was a success, and Barnicle said that the golf outing was as well. Toby Duckett reported that all is set for the Bears game party on 10/24, and that a Weber grill will be raffled off.

Membership: Mary Anne Nowakowski reported for Miller that there are 22 new members for August so far, and that Van was having big problems with PCA National's computer system.

Safety: Duckett reported for Todd Conforti that Gingerman was safe.

Technical: Duckett reported that the fall tech session on 11/14 is all set with O'Hare Auto Body and Midwest Eurosport. Details will be in the September, October, and November issues of the Scene. He showed the new tech shirt to the board, and said that they would be ready for Road America.

Goodie Store: LaMantia expects a small loss by the end of the year on sales of about \$7000.00.

Charity: There will be track touring for charity at Road America. Details are in the Scene.

Chicago Scene: All ads are paid.

Property: No report.

Sponsorship: No report.

Photography: No report.

Historian: No report.

Webmaster: Jim Jacisin got outside quotes for maintaining the website to show the value of the Webmaster's work. Carl Walstad

has volunteered to replace Gulik.

Old Business: Dan Gallagher is the only remaining candidate for Zone Representative, and has submitted his credentials to PCA National.

New Business: Jim Jacisin reported that it appears as if Autobahn CC will open next year. He and several others will be paying them a visit very soon.

- Hackenson reported that long-time member Tim Daly had just

passed away, and gave the wake and funeral arrangements.

Motion to Adjourn:

Steve Rashbaum

Second: Chris Ingot

Approved Unanimously

Adjournment: 9:30 PM

Next meeting is Friday, September 10, 2004

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PERFORMANCE CARS

PCA Chicago Region 2004 Tech Inspection Sheet

NAME: _____ DRIVER CLASS: _____ RUN GROUP: _____

MODEL/YEAR: _____ CAR COLOR: _____ ENG. DISP.: _____ CAR #: _____

Driver Classes: Green (prior C) is slowest, progressing to Yellow (prior B2), White (prior B1), Black (prior A) most experienced and faster. Red may be used as an additional identification for Instructors.

Pass Fail

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

Inside

Helmet Requirements!

- | | | |
|-------|-------|--|
| _____ | _____ | 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 Novice, Green and Yellow. Required for all other Classes (and all Yellow/White Classes at Road America); <u>Stock Seat = 6-point, "H" Harnesses without Harness Bar & no "H" with Bar or Race Seat = 5/6-Point.</u> 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 Black Class. The same Roll Protection is highly recommended although not required for other Classes. Any open car (no roof) must run Black Class rules. All Cabs in all classes (except Boxsters & 996 and later Porsche) must have Roll bar or better. |
| _____ | _____ | 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. |

Outside

Engine

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 August 17, 2004

Oversteer

Yet another contribution from Bruce Janecek

In today's world, Bud Abbott and Lou Costello's famous sketch "Who's on first?" might have turned out something like this ...

COSTELLO CALLS TO BUY A
COMPUTER FROM ABBOTT ...

ABBOTT: Super Duper computer store. Can I help you?

COSTELLO: Thanks. I'm setting up an office in my den and I'm thinking about buying a computer.

ABBOTT: Mac?

COSTELLO: No, the name's Lou.

ABBOTT: Your computer?

COSTELLO: I don't own a computer. I want to buy one.

ABBOTT: Mac?

COSTELLO: I told you, my name's Lou.

ABBOTT: What about Windows?

COSTELLO: Why? Will it get stuffy in here?

ABBOTT: Do you want a computer with Windows?

COSTELLO: I don't know. What will I see when I look in the windows?

ABBOTT: Wallpaper.

COSTELLO: Never mind the windows. I need a computer and software.

ABBOTT: Software for Windows?

COSTELLO: No. On the computer! I need something I can use to write proposals, track expenses and run my business. What have you got?

ABBOTT: Office.

COSTELLO: Yeah, for my office. Can you recommend anything?

ABBOTT: I just did.

COSTELLO: You just did what?

ABBOTT: Recommend something.

COSTELLO: You recommended something?

ABBOTT: Yes.

COSTELLO: For my office?

ABBOTT: Yes.

COSTELLO: OK, what did you recommend for my office?

ABBOTT: Office.

COSTELLO: Yes, for my office!

ABBOTT: I recommend Office with Windows.

COSTELLO: I already have an office with windows!

OK, lets just say I'm sitting at my computer and I want to type a proposal. What do I need?

ABBOTT: Word.

COSTELLO: What word?

ABBOTT: Word in Office.

COSTELLO: The only word in office is office.

ABBOTT: The Word in Office for Windows.

COSTELLO: Which word in office for windows?

ABBOTT: The Word you get when you click the blue "W".

COSTELLO: I'm going to click your blue "w" if you don't start with some straight answers. OK, forget that. Can I watch movies on the Internet?

ABBOTT: Yes, you want Real One.

COSTELLO: Maybe a real one, maybe a cartoon. What I watch is none of your business. Just tell me what I need!

ABBOTT: Real One.

COSTELLO: If it's a long movie I also want to see reel 2, 3 & 4. Can I watch them?

ABBOTT: Of course.

COSTELLO: Great! With what?

ABBOTT: Real One.

COSTELLO: OK, I'm at my computer and I want to watch a movie. What do I do?

ABBOTT: You click the blue "1".

COSTELLO: I click the blue one what?

ABBOTT: The blue "1".

COSTELLO: Is that different from the blue w?

ABBOTT: The blue "1" is Real One and the blue "W" is Word.

COSTELLO: What word?

ABBOTT: The Word in Office for Windows.

COSTELLO: But there's three words in "office for windows"!

Oversteer ...

ABBOTT: No, just one. But it's the most popular Word in the world.

COSTELLO: It is?

ABBOTT: Yes, but to be fair, there aren't many other Words left. It pretty much wiped out all the other Words out there.

COSTELLO: And that word is real one?

ABBOTT: Real One has nothing to do with Word. Real One isn't even part of Office.

COSTELLO: STOP! Don't start that again. What about financial book-keeping? You have anything I can track my money with?

ABBOTT: Money.

COSTELLO: That's right. What do you have?

ABBOTT: Money.

COSTELLO: I need money to track my money?

ABBOTT: It comes bundled with your computer

COSTELLO: What's bundled with my computer?

ABBOTT: Money.

COSTELLO: Money comes with my computer?

ABBOTT: Yes. No extra charge.

COSTELLO: I get a bundle of money with my computer? How much?

ABBOTT: One copy.

COSTELLO: Isn't it illegal to copy money?

ABBOTT: Microsoft gave us a license to copy money.

COSTELLO: They can give you a license to copy money?

ABBOTT: Why not? THEY OWN IT!

... A FEW DAYS LATER . .

ABBOTT: Super Duper computer store. Can I help you?

COSTELLO: How do I turn my computer off?

ABBOTT: Click on "START" ...

The "Really Hard To Believe" Item of the Month

This picture below is real - not doctored in any way - and was taken by a Transportation Supervisor for a company that delivers building materials for 84 Lumber. When he saw it in the parking lot of IHOP, he went to buy a camera to take pictures.

The car is still running, as can be witnessed by the exhaust. A woman is either asleep or otherwise out in the front seat passenger side. The driver was jogging up and down on Rt. 925.

(in the background) Witnesses said their physical/mental state was OTHER than normal.

The driver finally came back after the police were called, and was found crouched behind the rear of the car, attempting to cut the twine around the load! Luckily, the police stopped him and had the load removed.

The materials were loaded at Home Depot. Their store manager said they made the customer sign a waiver. While the plywood and 2X4s are fairly obvious, what you can't see is the back seat, which contains

... are you ready for this?

10 bags of concrete @ 80 lbs. each. They estimated the load weight at 3000 lbs.

Both back tires exploded, the wheels bent and the back shocks were driven through the floorboard. The car, with FL (naturally) plates, was headed for Clanton, AL. where the couple presumably planned to build a new house.



The Mart

PCA members are welcome to place ads of a non-commercial nature at no charge in **The Mart**. The non-member, non-refundable fee for this service is \$15.00 for three months, and checks should be made payable to **PCA Chicago Region**. Ad material must be received by the 1st of the month for publication in the next month's issue, is subject to editing, and will run for three months. To be run again, after the initial three month period, ads must be resubmitted. Please limit ads to 75 words or less. Please see page 1 for submission information.

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

1973 911 White; Car #817; 2.7 webbers; cage/fuel cell/coil over suspension/fire system; includes 24 ft model year 2000 Interstate 1 enclosed trailer. \$25,000 Stuart Acker 815-802-0000 weekdays (JAS)

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

1979 930 Silver/black 35K mi; Silver/black; Kokeln turbo/intercooler/headers/exhaust; Tial

wastegate;18 Kinesis; SO'2's; Smart sway bars/hollow torsion bars/Bilstein sport shocks/ltd slip; Wevo shifter; sunroof; much more. \$35,000 Bob Ziino 608 233-7704 RobertZiino@aol.com (ASO)

1980 911SC Weissach Limited Edition, 1/400 built; very desirable model in excellent condition; 66K mi; too many toys/ must sell. \$19,400/OBO. Bob 847.878.9668 (JAS)

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



1984 911 Cabriolet Guards red/black; 30K mi; cover May Chicago Scene; always garaged/driven nice weather only (no rain); inc bra/cover; pristine! \$28,500. Mark Toth mark.t@skydesign.com 219.464.1782 (JAS)

1986 911 Turbo Coupe Guards red/beige int; engine upgrade Fischer Motorsports +/- 400 hp; sunroof/CD/ stainless steel exhaust w/headers; custom euro front spoiler/GT2 rear wing; new 17" Fiske wheel/new Yoko (f) 245/40/2R 17", (r) 315/35/2R 17"; many, many extras; exc cond/orig parts available. \$30,000 invested/price \$40,000. John (w) 847.630.2037, (h) 847.541.3616 (SON)

1986 944 Turbo Garnet red/ burgundy leather; 70K mi; orig owner; electric sport seats; LSD; 8

& 9 inch Fuchs; S turbo; Milledge chips/cam; lightened flywheel; Centerforce clutch; adj yellow Konis; 30mm front/21mm adj rear Porsche sway bars; strut brace; carbon fiber rear muffler; much more/garage kept/ no winters; only Mobil 1 15w50. \$12,000.00 Rich Potempa 630.717.1173 (JAS)

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

1987 928S4 Black/gray; 60K mi; rare 5 speed; factory sport seats/shocks/limited slip; 17" chrome cup wheels w/Yoko AVS Sports; K&N filter; \$9k in recent main w/new clutch/timing belt/water pump/tune /alignment; exc cond! \$21,500 Rick Cornell 847.226.9680 rick@b-goat.com (JAS)

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



1989 Porsche 911 Turbo (930) Coupe Guards red/black; beautiful; 5 spd; orig; Mobil 1 synthetic; Midwest Euro; 54k mi; ltd slip; no smoking/winters/raced; electric sun roof/

The Mart ...

windows/seats/mirrors; central locking/alarm. \$42,000 Mike Kenaga michael.kenaga@piperrudnick.com or 312.368.8937 (JAS)

1989 944 Turbo S 105K mi, exc cond/never in accident, Motor rebuilt 04/04 incl turbo/head/rings/bearings/et al; almost everything new/or replaced; 1 prior season club race (E class); Charley A-Arms/Koni coil-overs rear/OG Racing Rollcage/Sparco seats/belts/ all first class; \$23,500/negotiable, Madison WI, Alan (608) 215-0744; astruthers@infogen.net; more details/pictures www.infogen.net/944.htm (SON)

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



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

Monthye troy.monthye@duke.edu 312.805.2800 (SON)

1991 911 C2 Targa Guards red/tan leather interior; 46,500 orig mi; interior/exterior in superb cond; new targa top; no snow/little rain/always garaged; all maint records; CD; \$26,500. Mike 630-420-8576 or sevenwd@earthlink.net (JAS)

1994 968 Cabriolet Red/tan/lack Interior; 82K mi; clean/all main done/timing belt etc; new BFG Comp TA tires; upgraded pullout Blaukpunk/AM/FM/CD; inc car cover. \$20,000/OBO. Doug 847-452-8087 dougcoup@msn.com (ASO)

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

1997 986 Boxster Artic silver/Boxster red leather; 19k+ mi; outstanding cond; hardtop/tip-S/sports package/AVS Sport/magnetic bra; records, owner former Parade concours entrant/judge; concours potential, \$29,900. 941-639-6394 or ccling@surfbest.net (JAS)



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

2001 Boxster S Black/natural brown full leather, 13K mi; heated seats /CD/PSM/outstanding cond; no rain/winter/smoking; daughter's college forces sale; WP0CB29811U66 1039; \$37,500. Jim 630.832.1451/630.209.1386, devoswim@aol.com (SON)

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

TIRES/PARTS/MISC

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

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

Tires and Wheels 4 Mille Miglia rims 17by 71/2 front 17by 9 rear 4 Michelin Pilot Sport Cup Tires 225/45/ZR17 Front 255/40/ZR17 Rear; used 3 times at DEs; purchased last year for \$2000+/asking \$1200 Call Chuck Cell # 773-209-9801 (JAS)

Parts for Sale: 915 shifter w/ Robotek sure shift, boot and shifter knob; solid motor mounts; Turbo 1/2 shafts (good condition); 24 MM sway bar; 3.2 balance connecting rods; 3.2 pistons; 3.2 distributor and coil; wiper motor & linkage, wiper arms; fan blower; heater control module; front fuse block-relay block w/cover; rear fuse-relay block w/cover; factory alarm module w/key switch & harness; brake air scoops and other items. George Mueller (w) 708-331-8707 gmueller@greatline.net (JAS)

Wheels/Tires (Tena says get these out of the bedroom) Porsche BBS Sport

Classic II 18" wheels & tires. (Boxster, 993, 996, 968, 928) w/Pirelli PZero Asimmetrico 265/35 ZR18N3 & 225/40 ZR18N3. NEW: \$2100 for 4 - OR - used: 6/32nds - \$1200 for 4. Tires: Pirelli PZero Asimmetrico 265/35ZR18N3 & 225/40ZR18N3. Used: 7-8/32nds - \$278 for 4. TurboTwist wheels (Boxster, 944, 993, 996, 928) Nearly new 7x17 and 8.5x17 - \$775 for 4. BFG R1 gForce tires incl free. Porsche Design90 wheels for 944S2. (944, 968, 993?) Nearly new 7x16 and 8x16 - \$625 for 4 or \$725 w/colored crests. BFG R1 gForce tires incl free. Honda Blizzaks on steel wheels. Who needs 4WD? 10/32nds - \$99 for 4. Ed Russ eruss@gt.com, (o) 312-602-8004 or (h) 847-914-9116 (SON)

944T Yokohama Tires 4 AVS 50i (AV1-50i) 2=225-50-ZR 16/2=245-45-ZR 16; brand new/never mounted/won't separate; paid \$400+/asking \$200/OBO. Dan at dantee03@sbcglobal.net (SON)

914 Parts One (1) steel spare wheel with tire \$25.00; late model exhaust complete (good heat exchangers/

flapper valves & Cat/bypass tube) \$350; Two (2) complete front strut/brake assemblies (low mi Bilstein struts/new rotors/BMW calipers) \$400; Weltmeister harness bar (like new) \$100; Two (2) rear brake calipers \$150; stock front sway bar \$100; some other engine/chassis parts. Bruce Clay 630.837.4754 (eve) clay_bartlett@prodigy.net (JAS)

996 Parts Poly-Rib Belt (New) \$10; Black Magnetic Bra (never worn by Janet Jackson) \$50 ; "EVO" Power-Flow Air Intake System w/K&N type filter \$200 "Brey-Krause Harness Bar w/Blue "Schroth Profi III" 6 pt. Belt & 5 pt. Belt (You'll need these items for D/E at R/A, etc) \$500. All located in S/W Cook County for your inspection. Bruce Janecek-708-361-8421 or janecechmate@aol.com (ASO)

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

OTHER

2003 Aprilia Scarabeo 150 Scooter Brand new/32 miles; silver w/beige seats; auto trans/dual disc brakes; perfect track "support vehicle"; top speed 70mph, cost \$4,200.00, will sell for \$3,500.00. John Diwik 312.907.9823/630.904.9915 (JAS)

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

For Rent

For Rent: Galena/Eagle Ridge Getaway 4 BR Home 4 1/2 BA, 2 FP, 3 TV (1 plasma) w/DVDs; 3 golf courses, bucolic countryside. Chicago PCA member - for details, 1-800-892-2269, (unit #610) (ASO)

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Aungahh!

ready for TRAC 2004. It is a time of transition ... beginnings and endings.

So, I've decided that September will be the month that I slow down and appreciate what's going on around me. I'm going to spend more time with friends and those I love. I'm going to get to more Region events and meet/make some new Porsche friends.

In the Region we've lost another long-time member, Tim Daly. Our condolences to his family.

We sadly say congratulations on your new job and goodbye to our friend Kirstin Knott who is moving to the DC area. We will miss her good humor, willingness to help wherever and whenever asked, her fantastic charity donation collection skills, and her smile and friendship.

On the plus side, we've gained another lil member (and future rallyist) with the addition to the Allison and Sharif (and Uncle Faris) Nijim family of son, Luca Sharif. Congratulations!

Get well wishes to Bob Cook. We're thinking about you and hope that your recovery is speedy and that we see you back on the concours field and at a rallye checkpoint real soon!

Steve and I went to The Exchange to see the new 05 models. I really didn't want to fall in love with yet another Porsche ... but I did and I *need* one. I told Steve that if he could figure out a way to pay for it, I could have one.

There are some really great events left on the schedule. In this issue are the event announcements for the remaining *outdoor* events: Concours V/Naperville Grand Prix, Blackhawk Octoberfest, and the Rallye to New Glarus. Next month you'll find the event announcement for the MI Driving Tour. The days are getting shorter and the car events are fewer. Come November we won't drive our Porsches for a very long time. Find an event that looks interesting and get out there!

There are also some wonderful indoor events ahead ... check out the event announcements in this issue. Make the effort, you won't regret it.

Next month's Scene will have the Ballot for the Board Election as well as a whole bunch of pictures of the Cuneo Concours.

That's it. I'm going to pick tomatoes and basil for a salad. After Steve is through washing and waxing the Boxster, I think we'll eat in the garden and watch the leaves fall. Maybe the teenage muskrats will provide some entertainment.

See you at an event soon!

Susan



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

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