

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

Chicago Scene

MAY 2005



THE MIDSHIP REPORT

SPRING DRIVING TOUR

EVENT INFORMATION: MAY - AUGUST

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Steve Rashbaum at TRAC 2004 in his 1986 944 T

photo by Jason Meredith

Contributing to this issue: Jim Jacisin, Ed and Debby Leed, Mike Haas, Lee Lichtenstein, Ron Bean, John Miller, Jim Drury, and Ed Barnicle

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THREE MONTHS AT A GLANCE



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
15 RALLYE II	16	17	18	19	20	21
22	MAY					28
29 RADE - EVERYONE	30 	31	1	2	3 BOARD MEETING	4
5 AUTOCROSS II	6	7	8	9	10 BLACKHAWK DE	11
12 CONCOUR I	13	14	15	16	17	18
19 CONCOUR II	20	21	22	23	24	25 <i>PORSCHE PARADE</i>
26 	27	28 <i>PORSCHE</i>	29 <i>PARADE</i>	30 	1	2
3	4 	5	6	7	8 BOARD MEETING	9
10	11	12	13	14	15	16
17	18	19	20	21	22 BLACKHAWK DE	23
24 POTTER'S PICNIC CONCOUR III	25	26	27	28	29	30 KANE COUNTY COUGARS
31 AUTOCROSS III	AUGUST					6
7 GINGERMAN DE	8	9	10	11	12 BOARD MEETING	13 GOLF OUTING
14 AUTOCROSS IV	15	16	17	18	19 BLACKHAWK DE	20

2005 CALENDAR AS OF 4/8/05

Italics = info in this issue CAPS = change

May

- 1 *Autocross I*
- 4 *Blackhawk I DE Novice*
- 6 **Board Meeting**
- 13 *Blackhawk II DE Experienced*
- 15 *Rallye II*
- 27-29 **RADE DE**

Jun

- 3 **Board Meeting**
- 5 *Autocross II*
- 10 *Blackhawk III DE*
- 12 *Concour I - Medinah*
- 19 *Concour II - Long Grove*

Jul

- 8 **Board Meeting**
- 22 *Blackhawk IV DE*
- 24 *Potter's Picnic/Concour III*
- 30 *Kane County Cougars Social*
- 31 *Autocross III*

Aug

- 6-7 *GingerMan DE*
- 12 **Board Meeting**
- 13 **GOLF OUTING**
- 14 *Autocross IV*
- 19 *Blackhawk V DE*
- 21 *Rallye III*

Sep

- 2-5 **TRAC 2005 DE/Concour IV/Party/Club Race/Tour/Golf**
- 9 **Board Meeting**
- 11 *Autocross V*
- 18 *Concour V*
- 24-25 **TWO DAY RALLYE IV**

Oct

- 1-2 *Blackhawk Octoberfest (VI) DE*
- 7 **Board Meeting**
- 9 **Social**
- 16 *Rallye V*
- 17 **22-23 Fall Driving Tour**

Nov

- 4 **Board Meeting**
- 6 **Fall Tech Session**
- 13 **Concours Judge's School**

Dec

- 17 **Dinner Dance**

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Jim Jacisin, President

The Wheels Are Turning ...

Literally. We are finally hitting a pace that will continue for many, many months. All the schools, preparation and tech sessions are over. Cars are finally on the track, on the roads, through the cones and on the concours lawns. Now the competition begins.

I've learned that everyone in this region is not passionate about cleaning the undercarriage of his or her Porsche. Too bad. It is a Zen-like experience. Seems that not everyone likes to Rallye. While not quite a Zen-like experience, being completely lost on beautiful roads, not knowing where you've been, let alone where you're headed does clear your head. Not everyone finds tossing his or her Porsche around an autocross site, testing their reflexes is not their cup of tea. And not all of our 1,700 Chicago Region members are qualified for turning laps at GingerMan, Road America or Watkins Glen.

But, I am sure that everyone loves to drive a Porsche. It is after all why you bought the car.

For the very first time I'm going to mention, even endorse, an event not directly connected to the PCA-Chicago Region. It is still six months away. You just might want to include this in your plans.

I met up with Jack McCall now of Loeber Porsche in Lincolnwood. If the name rings a bell, it's because for 23 years now, Jack has led the wildly successful Ozark Tours. This tour has gained fame by word of mouth and through the pages of Car & Driver and Autoweek. And for all you track rats, Jack promises an adrenaline rush lasting hours, not laps.

The secret is Jack's ability to pair groups with like driving styles, from mild to wild. "Accommodations are made for every style of Porsche and driver" from 356 to Carrera GT.

This includes "those who pretend to live in the fast lane, but don't their apex from a hole in the road". I hope Jack wasn't speaking of me, but you're secret would be safe with him. And while five or six months seems far away, it's not. This event always sells out. Whether you Concours, Rallye, Autocross or Track, this drivers event is why you bought the car.

Looking forward...

May, does it get any better? Well it does as we begin with our Novice Drivers at Blackhawk. A week later the Experienced Drivers get their chance. And a few days after that, the Beans and Books Rallye. That's not a typo. Beans and Books. I'm confused already. Just go. Send in your application.

The official start of summer begins at Road America over the Memorial Day weekend. Even if you are not on the track, be at the track. During the Saturday lunch break, we will continue the wildly successful track touring for charity. For a nominal fee, you get a 'taste of the track' at non-threatening speeds. And all the money collected goes to the Susan G. Komen 3-Day Walk to fight breast cancer. Don't miss this event. Like all our track events, Pete Hackenson, Keith Clark, Todd Conforti and Toby Duckett provide a first class ride.

June begins with Autocross Two. Mike Hill is doing a terrific job. Tell him your coming. Next is

Blackhawk Three, and, finally, my favorite event series begins with Concours One at Medinah. The following Sunday, for Concours Two, Ron Bean has secured a center spot in the beautiful Long Grove. And, it's Father's Day. Bring the family, show the car, and spend the day. June ends with Porsche Club's 50th anniversary party in Hershey, PA.

Looking back...

James Drury's Spring Driving Tour was a success. A huge success. Great roads, great people, a great showing of cars. From 356 to Boxster, this was a great event. So much so that everyone wants to do it all again. And I'm happy to report to the Safety Committee that all speed limits were observed. Maybe not strictly adhered to, but absolutely without fail, observed.

Thanks to Ken and Nikki Pesavento for putting together the "Go West Rallye". The route instructions were the easy part, the speed changes made it challenging. Clever, these two!

And finally, thank you Ed Leed, Mike Hill, George Schaefer III and the rest of the Autocross crew for staging the fabulous Autocross School. It felt great to turn some wheels in anger after the long, long winter. And thanks to all who shagged the cones in my wake.

It's your turn ... it's why you bought the car ... get out there.

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SUNDAY, MAY 15, 2005

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Meet at **BEANS AND BOOKS**

215 S. Harrison Street, Algonquin, IL. 60102. Telephone 847-658-5600.

Registration opens 10:00 a.m.
 Driver's Meeting 10:45 a.m.
 First Car Off 11:31 a.m.

START POINT LOCATION:

The start point of the rallye is in downtown Algonquin on Harrison Street. Harrison Street is the first street after crossing the bridge going NW on IL. Route 62. If you come into town that way, turn left on Harrison. Beans and Books is on the left. If you come into town on IL. Route 31 from the south, turn right on Washington for one block and then left on Harrison. Beans and Books is on the right side. Across the street from Beans and Books is a town parking lot where you can park your car. Coffee and Bakery products are available at the start point (not complimentary). We will be meeting and having the drivers meeting in the back room at Beans and Books.

This rallye will be over the roads of Kane and McHenry Counties, which are all familiar to us.

END POINT LOCATION:

The end point will be at Hooper's Sports Bar and Grille, 975 N. McLean Blvd., Elgin, IL 60123. This is just south of Big Timber Road on the NW side of Elgin.

Questions can be directed to the Rallyemasters Tom and Phyllis Harwood at 847-742-6804 or email trh911sc@aol.com or to Mike and Anita Haas at 847-658-8844 or email at arabela911@yahoo.com.

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

DRIVER: _____ Phone # _____

Member _____ Applicant _____ Guest of _____

NAVIGATOR: _____ Phone # _____

Member _____ Applicant _____ Guest of _____

Car Model _____ Color _____ SOP _____ Touring _____ Novice _____

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

RALLYE CHECKPOINT

Lee Lichtenstein , Rallye Co-coordinator

Again, Chuck & I would like to thank everyone who attended and helped out at the Rallye School held at Medinah Country Club in March. We had 74 attendees, of which at least one-third were Novices. Hopefully, we didn't confuse them too much during either the classroom session or the short rallye held afterward.

Don't forget to sign up as early as possible for the upcoming event(s)

May 15th -Beans and Books Rallye ... Contact Mike & Anita Haas or Phyllis and Tom Harwood for more information ... see elsewhere in this or a previous SCENE or www.pca-chicago.org for their phone numbers or emails.

Aug. 21st -TBA

Sep. 24 - 25th -Return of the River Run Rallye

Oct. 16th -TBA

Tip of the Month

This month's tip concerns COMMUNICATION

You may think you do it well, but there are some nuances which can reward or destroy a rallye team. A key element in teamwork is how well the driver and navigator communicate. One consideration when a driver and navigator communicate is to keep things as brief and unambiguous as possible. To indicate a turn, we say *Left* or *Right*. In answer to a question, we say *Correct* or *Yes* to avoid confusion with a right turn. (I'm sure you've all answered many questions with the word "right" ... so you can see where this simple answer might not be suitable on a rallye.)

I'm sure everyone assumes that they are proficient at spelling. But, you'd

be very surprised to learn that some of the most basic rallye traps are based on the way words are spelled in the instructions. It is the navigator's responsibility to accurately spell out words ... as they are written in the instructions ... to the driver, so that both people know exactly what they are looking for, whether it be a sign or landmark.

Speaking of signs and landmarks ... this is where punctuation comes into play. The basic difference between the two is that a sign will be enclosed in quotations (" "), whereas a landmark will not. The navigator must relate to the driver whether they are looking for a "sign" or the physical object/landmark (which, in our rallyes, must be identified by a "sign"). Remember ... you can turn on a street identified by a "sign", but you cannot turn on the "sign" itself.

Navigators. ... keep repeating instructions (currently active AND any additional ones the driver can handle), along with frequent reminders of the current CAST, Main Road Rules (MRR), and any mileages which may require observation.

Drivers ... don't hesitate to ask your navigator to repeat instructions, including any spelling or punctuation

anomalies, especially AND/OR instructions, quotations, pauses, etc. One of the things I do, as driver, is keep a small notepad on my right leg. On this pad, I keep a list of the MRRs, boundaries, non-existent roads, current CAST, and anything else I read and found *unusual* in any of the instructions (GI, SGI, SI, RI).

But....more about things like this in next month's installment EQUIPMENT

As I've stated previously, if you have any rallye questions, don't hesitate to ask. I'm sure there will be some after the first actual event, and if I feel that it will benefit many teams, I'll publish both question (name withheld) and answer ... sort of a TSD RALLYE ADVICE COLUMN!!

See you at the next event.

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R.OAD A.MERICA D.RIVERS' E.DUCATION 2005

Friday, May 27 – Sunday, May 29, 2005

On behalf of the Chicago Region, we invite you to register for the first of two events that we will be hosting this year at historic Road America in Elkhart Lake, Wisconsin.

Road America is celebrating their 50th Anniversary in 2005! Come help Road America celebrate all fourteen turns, three long straights, and four total miles of winding track cut through the Kettle Moraine area of southern Wisconsin in Elkhart Lake. Since 1955, Road America is the longest road course in North America, and one of the most exciting and picturesque racetracks in the world.

Registration for this event is open to all Porsche sportscar vehicles and drivers including new Drivers' Education participants. Pre-registration is required for this event, as on-site registrations will not be accepted. For drivers who have never been on a road course before, our high level of instruction will allow you to better learn the capabilities of your Porsche within a controlled environment. Novice drivers who wish to participate in this event should return the completed registration form with payment today as space is limited to 50 novices and this event is traditionally a sell out! We strongly recommend that all new Drivers' Education participants first attend the Autocross Driver's School on Sunday, April 24th as well as the Novice Driver's School at Blackhawk Farms Raceway on Wednesday, May 4th, in preparation for driving this challenging track.

Novice drivers will begin their weekend by attending a mandatory *Novice Orientation Meeting on Thursday evening, May 26th at 8:00 pm sharp* at Siebkens Resort located on Elkhart Lake. Friday, May 27th, will be devoted **EXCLUSIVELY** to new Drivers' Education participants and their instructors. Instruction includes participation in a classroom training session led by professionals from the Skip Barber Program, followed by controlled car handling exercises with the help of SCCA Instructors. All new Drivers ED participants will also be assigned a PCA Instructor who will work together throughout the weekend to help improve his or her driving skills.

The format for Saturday and Sunday will include experienced drivers and will consist of four run groups as follows:

- | | |
|--------------|--|
| Group 1 | Our most experienced drivers
- usually, but not always, the fastest cars. |
| Groups 2 & 3 | Our next most experienced drivers
- somewhat slower than Group 1. |
| Group 4 | New Drivers' ED participants and others
- still fairly new to Road America. |

Before you arrive at the track, it is your responsibility to thoroughly check your car and complete a Chicago

Region Tech Sheet. Although you may perform this tech inspection yourself, we strongly recommend you consider using a mechanic familiar with what it takes to properly prepare a Porsche for use on the track. In either case, please pay close attention to the specifics detailed on the Tech Sheet, especially concerning brake fluid and brake pads. A copy of the 2005 Tech Sheet is in this newsletter.

For Groups 1 thru 3, a five point harness with race seat or a six point harness with stock or race seat is mandatory for the driver, and if you wish to have an instructor ride with you, the same type of harness/seat requirements must be installed on the passenger side. Novice Class only may run stock Porsche seats and three point belts. Mandatory clothing for this event includes a SNELL approved SA 1995 or newer helmet, long sleeve cotton shirt, long pants and socks - made of non-synthetic material, and closed toe shoes. Recommended, but not mandatory are driver's suits, driving gloves and shoes, and a protective neck brace all made of Nomex or similar fire-resistant materials, and a properly mounted fire extinguisher. As a reminder, please check the date on your helmet **NOW** as it will be checked at tech inspection. Remember that if you do not pass tech inspection, you will not be permitted to drive! For more information on safety equipment for the driver and vehicle please reference the Chicago Region 2005 Tech Sheet.

The event registrar will assign car numbers prior to the event and ALL cars must display those numbers on each side of the car and on the front hood. If you would like a permanently assigned Region Number, please contact Ed Leed (847.382.6911). Numbers must be at least 6 inches tall on the sides and 8 inches tall on the hood. Shoe polish is not acceptable! If the corner workers cannot read your car's numbers at speed, you will be black-flagged and not be permitted out again until the deficiency is corrected. Once you have received your number assignment from the registrar, we recommend that you find a local sign shop that can create inexpensive static cling numbers.

All cars that participate in this event must not exceed the maximum Road America noise restriction level of 108 decibels. Please ensure that your car is in compliance with this sound limit in advance. Monitoring equipment will be used throughout the weekend.

Approximately two weeks before the event, participants will receive a confirmation packet via email or US mail that will include a copy of the *Rules of Road America*. Please take the time to review them in detail before you arrive at the track. As these rules are set by Road America it is important that you and all of your guests are in full compliance.

In addition to the mandatory Novice Orientation

Meeting on Thursday evening at Siebkens Resort, there will also be trackside *Mandatory Driver's Meetings* on Friday morning for Novices and Instructors, and on both Saturday and Sunday mornings for **ALL DRIVERS**. Each of these meetings will begin at **7:30 AM sharp**. Any driver missing any of these meetings that address safety and policy issues for the weekend will not be allowed to drive. Regarding safety, we ask all participants to provide some personal medical information as part of the registration form. The Chicago Region believes in taking a proactive approach to your personal well-being and this information will be made available only to the track physicians in the remote possibility it is needed. All medical information will be destroyed after the event.

Space for this event is limited and we recommend that you pre-register early! Prior to April 1st we will accept pre-registrations from Chicago Region members ONLY. After that date, pre-registration will open to all Porsche sportscar drivers on a first-come, first-serve basis. Notification (by e-mail or US-mail) of acceptance will be provided by the registrar. **Registrations will not be accepted after May 18, 2005.** If you are planning to attend this event, this would also be a good time to make your room reservations as many of the hotels in and around Elkhart Lake will fill up quickly for the holiday weekend. A listing of places to stay is provided in this newsletter. Please note that we have a block of rooms reserved for the Chicago Region Porsche Club at various inns in the Elkhart Lake and Plymouth Wisconsin area. Room blocked inns are indicated on the "Places to Stay" sheet. You must mention that you are a Chicago Region PCA member.

On Thursday, May 26th, from 4:00 pm until 7:00 pm, Registration for New Drivers Education Participants and Instructors will be open at Siebkens Resort in Elkhart Lake. Registration for all other drivers will be at the Registration Building at Road America from 4:00 pm – 7:00 pm on Friday, May 27th and on Saturday, May 28th from 7:00 am – noon. All drivers must present a valid driver's license and a current PCA membership card at registration. The Tech Crew will also be on hand to scrutinize your car and helmet. If your car is not available for Tech on Thursday or Friday afternoon, it must pass inspection on Saturday morning following the driver's meeting. No cars will be allowed to run without a Tech

Inspection sticker!

There will be 24-hour security at the track Friday through Sunday evening. Road America will allow participants to camp on the grounds for a fee of \$50 for motorhomes and \$35 for tents. Electrical hook-ups will also be available for \$20. These fees are payable directly to Road America. **Please note that the track gates will close promptly at 7:00 PM on Sunday, May 29, and everyone must vacate the property prior to that time.**

If you are looking for an easy way to get around the pits and track viewing areas, consider renting a golf cart. Golf cart rental reservations must be made by April 30th. Cart renters are responsible for any damage and a minimum age of 16 years is required to drive the carts.

The registration fee includes a **R.A.D.E. 2005** shirt. Please indicate your shirt size for a cotton T-shirt on the pre-registration form. Extra shirts, at \$20 each, may be pre-purchased if payment and size are included with the registration fee. A very limited supply of shirts will be available for purchase during the event.

If you would like additional information or have questions regarding this event, please email the registrar at nowakowskim@permapipe.com. Committee members may also be reached at the phone numbers and e-mail addresses listed below.

If you are hesitant to put your car on the track but are curious about the event, join us at the track. A great way to learn about any Chicago Region event is to volunteer to help out. We are always in need of volunteers. At track events, helping out in registration, at tech, or on grid is a great way to make new friends and see lots of great cars. Either fill out and return the Volunteer Form or contact AJ Tiller.

Returning this year is low speed track touring after lunch on Saturday and, time permitting, on Sunday. This is your chance to take the family out in the family minivan, SUV, or Cayenne and show them the beauty of Road America! We will ask for a \$10 donation for this privilege, with all proceeds going to charity.

Join us over Memorial Day Weekend at Road America for one of the best track events of the season!

Pete Hackenson and Keith Clark
R.oad A.merica D.rivers' E.ducation

R.oad A.merica D.rivers' E.ducation 2005 Committee Members

Pete Hackenson	Event Chairman	847.604.4795	roadam.pca-chicago@comcast.net
Keith Clark	Event Co-Chairman	630.690.3381	ClarkFNFlying@aol.com
AJ Tiller	Volunteer Coordinator	708.957.8262	AJ2ManyCars@aol.com
Mary Anne Nowakowski	Event Registrar	847.929.1831	nowakowskim@permapipe.com
John Ruther	Chief Driving Instructor	847.304.5515	John@northstarmotorsports.com
Toby Duckett	Tech Coordinator	630.248.7680	Toby@mc2fyi.com
Todd Conforti	Safety Coordinator	847.382.9653	TLControls@aol.com
Chuck LaMantia	Event Coordinator	847.417.6685	claman1022@msn.com

PLACES TO STAY WHILE VISITING ROAD AMERICA

UPDATED FOR 2005

52 Stafford – An Irish Guest House
Plymouth, WI – 920.893.0552

Harbor Winds Hotal
Sheboygan, WI – 920.452.9000

Rochester Inn
Sheboygan Falls, WI – 920.467.3123

The American Club
Kohler, WI – 800.344.2838

Hillwind Farm B & B
Plymouth, WI – 877.892.2199

Safe Harbor Inn
Fond du Lac, WI – 920.923.0223

AmericInn Motel - Plymouth
Plymouth, WI – 920.892.2669
**Mention Chicago Porsche Club
for Block Reservation Rates**

Holiday Inn Express
Sheboygan, WI – 920.451.8700

Saukville Super 8 Motel
Saukville, WI – 414.284.9399

AmericInn Motel/Suites
Sheboygan, WI – 920.208.8130

Imperial Motel
Sheboygan, WI – 920.458.3578

Select Inn Fountain Park
Sheboygan, WI – 800.909.8770

Baymont Inn, Plymouth, Wi.
920-893-6781 (NEW)
**Mention Chicago Porsche Club
for Block Reservation Rates**

Inn on Woodlake
Sheboygan, WI – 800.919.3600

Sheboygan Super 8 Motel
Sheboygan, WI – 920.458.8080

Baymont Inns
Sheboygan, WI – 920.457.2321

Krupp Farm Homestead B&B
New Holstein, WI – 414.782.5421

Siebkens Resort
Elkhart Lake, WI – 920.876.2600
**Mention Chicago Porsche Club
for Block Reservation Rates**

Best Value Parkway Motel
Sheboygan, WI – 800.341.8000

Lakeland College
Howards Grove, WI – 920.565.1248

Victorian Village
Elkhart Lake, WI – 920.876.3323
**Mention Chicago Porsche Club
for Block Reservation Rates**

Blue Harbor Resort
Sheboygan, Wi. 866-701-2583 (NEW)
**Mention Chicago Porsche Club
for Block Reservation Rates**

The Osthoff
Elkhart Lake, WI – 800.876.3399
**Mention Chicago Porsche Club
for Block Reservation Rates**

Windy Mare
Kiel, WI – 920.894.2284

Breeze Inn to the Chalet Motel
Mequon, WI – 414.241.4510

Pinehurst Inn
Sheboygan Falls, WI – 920.467.4314

Wisconsin Aire Motel
Random Lake, WI – 920.994.4501

Brownstone Bed & Breakfast
Sheboygan, WI – 920.451.0644

Plymouth Inn
Plymouth, WI – 920.893.5623

Yankee Hill Inn B & B
Plymouth, WI – 920.892.2222

Comfort Inn
Sheboygan, WI – 800.228.5150

Ramada Inn Downtown
Sheboygan, WI – 800.909.8770

Grand Hotel
Sheboygan – 920.458.1400

Riverview Spa Suites
Sheboygan, WI – 920.451.9576



PCA Chicago Region
Road America Drivers' Education 2005
Friday, May 27 – Sunday, May 29, 2005
 Pete Hackenson, Event Chairman
 Keith Clark, Event Co-Chair

REGISTRAR USE ONLY	
First Driver	Second Driver
Group _____	Group _____
# _____	# _____
Shirt _____	Shirt _____

Event Info

First Driver Name _____ Address _____ City _____ State _____ Zip _____ Eve Phone with AREA CODE _____ Day Phone with AREA CODE _____ E-mail address _____ Shirt size: S M L XL XXL XXXL (Cotton Tee shirt sizing) PCA Region _____ Member # _____	Second Driver Name (must be in same car) _____ Address _____ City _____ State _____ Zip _____ Eve Phone with AREA CODE _____ Day Phone with AREA CODE _____ E-mail address _____ Shirt size: S M L XL XXL XXXL (Cotton Tee shirt sizing) PCA Region _____ Member # _____
--	---

Novice driver Experienced driver Instructor <i>Must be approved by Chief Driving Instructor John Ruther</i>	Please circle one:	Novice driver Experienced driver Instructor
<i>First Driver Requested Run Group</i>		<i>Second Driver Requested Run Group</i>
<Fastest 1 2 3 4 Slowest>		<Fastest 1 2 3 4 Slowest>
Chicago Region (previously assigned) Permanent Car # _____ If none, Requested # _____		Chicago Region (previously assigned) Permanent Car # _____ If none, Requested # _____
Porsche Year/Model _____		Color _____

To help us better classify car/driver combinations, please specify your driving experience, including number of track days per year, professional driving schools attended, and tracks driven with typical lap times:

Please list other performance enhancing modifications to help us classify your car: _____

All drivers must attend the Skip Barber classroom instruction unless they attended at a previous Road America event, or have very strong driving credentials and receive approval from the Event Chair or Event Chief Driving Instructor John Ruther.

Yes	No	Did you receive Skip Barber instruction at a previous PCA Chicago Region Road America event?	Yes	No
Yes	No	If "No" above, circle "Yes" box indicating you will attend the Friday Skip Barber session, or circle "No" indicating you wish to be exempted. (Exemption <u>must be approved by an Event Chair or Event Chief Driving Instructor John Ruther.</u>)	Yes	No

There may be reserved parking spaces set aside for some participants based on size requirements. Please help us by specifying your parking needs for trailers or semis of more than 30'. No other reservations will be honored. Call 847.604.4795 for info.

With Group? No Yes Group Name _____ Group Contact _____

Please specify how many: Semi _____ Dimensions _____ ft x _____ ft

Trailer _____ Dimensions _____ ft x _____ ft

Other (be specific) _____ Dimensions _____ ft x _____ ft

On an additional sheet of paper, please sketch your optimum set-up of trailer, awning and tent space requirements.

This is a two-page form. Please complete second page.

DRIVER MEDICAL INFORMATION

For second driver, please photocopy this sheet, complete, and submit with event registration form

Name _____ Age _____ Birth Date _____

List any medication currently used (including eye drops) _____

Contact lenses? Y N Last tetanus shot date _____ Blood type _____

Allergies (including asthma, hay fever, medications or drugs) _____

List any current Medical Conditions _____

Describe any medical changes since your last physical _____

Physician's Name _____ Phone _____

NOTE: This information is kept confidential and is to be utilized only in the event of a medical emergency. This form will be destroyed after the event.

POLICIES: This registration form must be signed. Your signature below signifies acceptance of these policies.

- The PCA Chicago Region reserves the right to deny registration for or admittance to this event or request the removal from this event of any person as it sees fit.
- Incomplete Registration forms will not be accepted and will be returned with no registration place held. Late fees will apply.
- The Chicago Region's policy regarding fees incurred and damage caused at the track is that the party or parties responsible will be required to reimburse Road America for any fees or physical damage caused to the track or its facilities, including (but not limited to) the clean up and removal of any spilled oil, coolant, brake fluid, discarded tires, or late exit. These are not covered in your registration fee.
- I agree to indemnify and hold harmless the organizers of this event and their agents with respect to the condition and preparation of my car or any subsequent failure or damage to my car or its occupants as a result of such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car.
- I give permission to any hospital, institution or physician to furnish any information regarding my condition.

Signature _____ Date _____

In Case of Emergency, Notify

Name _____ Phone/cell phone/pager _____

Relationship _____ At track? Y N At local hotel? (name) _____

R.A.D.E. 2005 FEE SCHEDULE

Fee includes one shirt

EARLY REGISTRATION

Postmarked by 4/27/05

LATE REGISTRATION

Postmarked after 4/27/05

First Driver

___ Novice	Friday, Saturday & Sunday	\$ 400.00	\$ 430.00
___ Instructor	Friday, Saturday & Sunday	\$ 325.00	\$ 355.00
___ Other First Driver	Saturday & Sunday	\$ 325.00	\$ 355.00

Second Driver (family or affiliated PCA member only)

___ Novice	Friday, Saturday & Sunday	\$ 215.00	\$ 245.00
___ Other Second Driver	Saturday & Sunday	\$ 180.00	\$ 210.00

Second Driver (non-family/non-affiliated PCA member, non-PCA member)

___ Novice	Friday, Saturday & Sunday	\$ 400.00	\$ 430.00
___ Other Second Driver	Saturday & Sunday	\$ 325.00	\$ 354.00

**NO REFUNDS FOR
 CANCELLATIONS AFTER
 MAY 13, 2005**

CANCELLATIONS MUST BE IN
 WRITING OR BY EMAIL

**A \$25.00 PROCESSING FEE
 WILL BE DEDUCTED FROM
 ALL REFUNDS.**

**ALL APPLICATIONS MUST BE
 RECEIVED BY MAY 18, 2005.**

Driver(s) Fees \$ _____

Extra shirt(s) S M L XL XXL XXXL # _____ @ \$ 20.00 EACH \$ _____

Golf Cart Rental : 3 day rental of 2 seat cart # _____ @ \$ 225.00 EACH \$ _____

Golf Cart Rental: 2 day rental of 2 seat cart # _____ @ \$ 150.00 EACH \$ _____

Golf Cart Rental: 2 day rental of 4 seat cart # _____ @ \$ 200.00 EACH \$ _____

Make checks payable to PCA Chicago Region *TOTAL enclosed* \$ _____

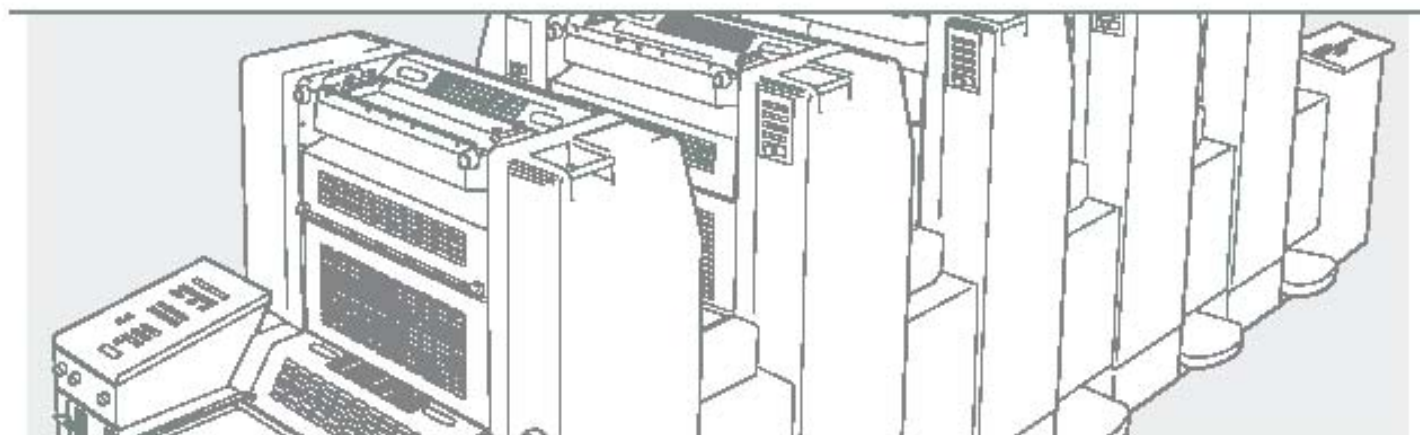
Mail this two page registration form and check payable to **PCA Chicago Region** to:
Mary Anne Nowakowski, R.A.D.E. 2005 Registrar
527 South Rammer Avenue
Arlington Heights, IL 60004

**ON-SITE
 APPLICATIONS WILL
 NOT BE ALLOWED**



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BOARD MEETING MINUTES: APRIL 8, 2005

Ed Barnicle, Secretary

PCA CHICAGO REGION

Voting Members Present: Ed Barnicle, Mary Anne Nowakowski, Jack Stephensen, Jim Jacisin, Chuck LaMantia, Todd Conforti, Chris Inglot, Steve Rashbaum, and Keith Clark.

Coordinators Present: Ken Pesavento, Lee Lichtenstein, Jim Drury, George Schaefer III, Ron Bean, Pete Hackenson, Susan Shire, Carl Walstad, & Ed Leed.

Members Present: Patty Jacisin, Cindy Jacisin, and Dennis Costis.

Meeting Called to Order by Jim Jacisin at 8:04 PM, at the Park Ridge VFW Hall, Park Ridge, IL

Secretary: Barnicle reported that the minutes for the March meeting had been e-mailed to all Board Members and Coordinators, and asked for a motion to accept the minutes as sent. Rashbaum so moved, LaMantia seconded, and the motion passed unanimously.

Treasurer: LaMantia presented the financial statements through 4/5/05 which had been e-mailed to the Board Members. He requested that the Event Chairs submit checks for entry fees for the bigger events as they are received rather than all at once after the event. There was a discussion of how to handle changes such as a member requesting that his check for a May Blackhawk be applied to the July event. All of the former Treasurers present (Barnicle, Clark, Inglot, Stephensen, and Pesavento) agreed that it was less confusing and easier to cash the check and then issue a refund than to try to do a carry forward. LaMantia asked if he needed permission to move some money to a laddered CD program; and was told to move as he saw fit, and then report to the Board at the next meeting. He reported that outside auditors had been

contacted to do this year's review.

Vice President: No report except to ask again if the Club had any interest in becoming involved in the ALMS and IMSA weekends at Road America. More to follow.

President: Jacisin reported that we will receive a subsidy for holding a club race from PCA National Sponsorship funds. He thanked all who ran events since the last meeting, and asked all Board Members and Coordinators to support each others events. He reported that national awards similar to our year-end awards are given out, and suggested that anyone wishing to nominate a Chicago Region member for one of them should do so.

Autocross: All is ready to go. Ed Leed needs volunteers to instruct at the Autocross School on 4/24/05. He expects a turn-out similar to recent years, and is enthusiastic about the classroom session changes that Christy Russ is incorporating into this year's program.

Timing & Scoring: George Schaefer reported that he is hopeful that the new software will be available for testing at the Autocross School.

Road America: Hackenson reported that everything is on schedule, that 90 are pre-registered, and that the Instructor-Student ratio is good.

Blackhawk Farms: Conforti reported that 29 novices and 21 instructors have registered for the Novice Day at Blackhawk, and that the number of entrants is growing. The same is true for the May 13th Experienced Drivers day. Hackenson reported that one of the dealerships is sponsoring the coffee and rolls for each of this year's Blackhawk events.

Gingerman: Jim Jacisin reported that this is Jeff Girard's tenth and final year running the Gingerman

DE event. The conversation then switched to the Autobahn C.C., and if we should try to hold an event there this year. The consensus was that we should wait until next year unless Autobahn would cut us a great deal. Clark will report back at the next meeting.

Chief Driving Instructor: Inglot reported that the New Instructor Workshop went well, and that Ruther has 25-30 new instructors ready to go.

Insurance: Clark said that all events for the next ninety days are insured, and that he has waivers for those Event Chairs that need them.

Concours: Ron Bean reported that the 6/19 event will be in Long Grove across the street from the Village Tavern. The entry fee is \$10.00 per car, and those wishing to have lunch at the Village Tavern should call for reservations. See longgroveonline.com for more info.

Rallye: The Rallye school had 74 attendees with about 50% of them being those who had never rallied before. Lichtenstein also reported that the trophies will be awarded to the first 15 place finishers at each rallye, and that the trophies for the entire year have been ordered. There are 16 cars pre-registered for the 4/17 rallye, and the second event will be on 5/15.

Social: LaMantia reported that the Kane County Cougars is set for 7/30/05. Complete information is in the Scene and at PCA-Chicago.org.

Membership: No Report.

Safety: Conforti reported that the Road Course Techniques booklet has been redone, and that he will order 100 copies for RADE.

Technical: Spring Tech Session at Northstar was a success.

Goodie Store: LaMantia reported that sales are up.

Charity: Drury reported that eight cars are taking the Charity Driving Tour to Galena starting tomorrow morning. Jim Jacisin reminded him to clean up last year ASAP.

Chicago Scene: Susan Shire reported that the April Scene is on the web and at the printer's.

Property: No Report.

Sponsorship: No Report.

Photography: No Report

Historian: There was a general discussion about what to keep and what to pitch. More to come.

Webmaster: Walstad asked all present to visit the website and make appropriate suggestions for improvements. He also reported that he has the Region's camera

Old Business:
No Report.

New Business: Barnicle asked permission to move the date of the event to 8/13 from 8/27. Move was okayed. This year's outing will be at White Pines in Bensenville with a cost of \$62.00. Details will be in the May Scene. Ingot reported that Ruther needs to purchase 40 sets of motorcycle intercom sets for the new instructors and some spare parts for those instructors that need them. Ingot moved that monies be approved for such a purpose,

Barnicle seconded, and the motion passed 8-1. Cindy Jacisin asked permission to invite dinner dance attendees to bring a Christmas present to the event, and to invite the USMC to pick them up at the dance as a donation to their Toys-For-Tots program. Permission was granted.

Motion to Adjourn: Clark
Second: Rashbaum
Approved Unanimously

Adjournment: 9:58 PM

Next Meeting:
May 6, 2005
Park Ridge VFW Hall
Park Ridge, IL



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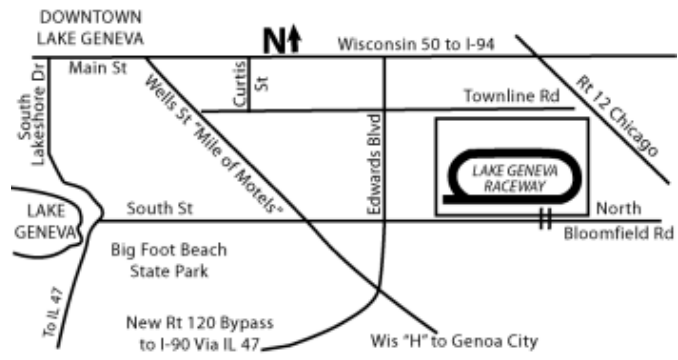
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Autocross II

Sunday June 5, 2005

Event Info



Lake Geneva Raceway Lake Geneva, WI

- Directions to Lake Geneva Raceway**
- From I-94, exit Highway 50 (Lake Geneva Exit).
 - West (about 20 miles) to 3rd stoplight/"H" in Lake Geneva
 - Left on H to 2nd STOP sign (Bloomfield Road)
 - Left on Bloomfield for 1/2 mile to Lake Geneva Raceway

9:00 - 10:00 am	Registration and Tech
10:15 am	Tech closed
10:15 am	Driver's Meeting
10:30 am	First car off
3:30 pm	Trophy Presentation

Questions: *Mike Hill*
708.415.0769
michael@mphproductions.com

Driver #1	\$35.00 Member	\$40.00 Non-Member Guest - Member MUST be present
Driver #2	\$15.00 Family Member	\$40.00 Non-Member Guest - Member MUST be present
	\$35.00 Member sharing car with other Member	

GENERAL RULES: Required - Snell 1990 helmet, full-length pants, long-sleeved shirts, socks and full shoes. Member may bring one guest. Guest may drive member's Porsche or a two door sports car. Associate Member driving a non-Porsche is considered a Guest. Maximum two drivers per car. Member MUST be present with Guest. Only first car driven will trophy. Valid driver's license at Registration.

REGISTER ON-SITE please bring this completed registration form

Driver 1 _____ Chicago Region Permanent # _____
 Member/Family Member/Guest* Phone Number _____

Driver 2 _____ Chicago Region Permanent # _____
 Member/Family Member/Guest* Phone Number _____

Car/Year/Model _____

Checks, please _____ Total Enclosed \$ _____

*Guest of _____ Member MUST be present

IN OUR OWN BACK YARD: FULL CIRCLE

John Miller [Boxster_S@veryspeedy.net]

Note: Tthe Midship Report is back! But I've got so many leads on great local cars, I'll keep cranking out the 'backyard' stories until I run out of cars or time.

The ironies are endless. This car wasn't just in Our Own BackYard, it was in MY backyard. Or perhaps, more accurately, I was in ITS backyard. And it's THE original MidShip Porsche. And it's Orange - a color for which I've already professed both a weakness and a critical element that my next Porsche will have. And this car is a KILLER ... just ask some of SCCA Autocrossers.

I've known these guys for years. But we've never actually met. At the every-other-Thursday-night-more-or-less gathering of Renn-Listers and Chicago area Porsche people, they were always 'The 914 guys' at one end of the table. Until now. Now, they're Matt, Gary and Steve. And I live in their backyard. Not literally of course, But I can see their houses from mine (if I stand on the roof). And it's not as if I don't notice things ... like Porsches in the neighborhood. And especially not Orange mid-engined Porsches. So how is it that I've been in this neighborhood for almost 12 years and not seen this car? ... For chrisakes, for 2 years, I lived close enough to throw a rock through Steve's window, But enough about temporary insanity. Let me tell you about this 914. And to tell you about the car, I have to tell about the people.

This Porsche came into the hands of Gary Regan brand new in 1973. A 2.0 liter, 5 speed, Signal Orange, 914 S. As Gary tells it, the 'S' was for 'Stripped' ... no radio, no chrome, no options ... the 'fun-to-drive' feature was standard equipment. And Gary verified that the fun-o-meter went all the way to 135 mph in that car during the 20,000 miles that he drove/owned it. Which turned out to be just about 1 year.

In 1974, the US experienced its first oil embargo. Gas prices tripled, gas lines formed, and the US government instituted a gloomy national speed limit of 55mph. This bothered Gary enough to sell the 914. Gary sold the barely broken in 914 to Steve Regan's dad. The irony here is that Gary's last name is Regan. This isn't ironic to them, as they are cousins.

From 1978 to 1982, Steve had use of his dad's 914. And then, for reasons that aren't exactly clear, the car sat unused for 20 some years in a heated garage. Enter Matt. As in Matt Regan ... also known as Gary Regan's son.

Matt and Gary decided to reclaim the 914. They found it exactly as it had been left - with a brand new 1982 vintage Anza exhaust system sitting in the front seat, precisely where Steve had left it 20 years before. Matt and Gary replaced some rotted rubber vacuum lines and reset the points and the 914 fired right up - Gary relates that it was around midnight and attracted some unwanted attention as the car had no exhaust system (or even headers) in place at the time.

And so Matt and Gary, with little knowledge of the actual 'how-to', began an odyssey of restoring and improving the 914, learning as they went along. Some of the changes included moving the front brake systems to the rear and replacing the front end (including steering, suspension) with the parts from a 1981 911SC, and adding chassis reinforcement (from noted 914 specialist Brad Mayeur/ 914 Limited in east Peoria, IL).

And then, in 2004, they went one step further than most would attempt and turned the standard midship powerplant into a true rubber burner: They added a Martin Schneider (MSDS) turbocharger to

the 2.0 liter motor. This wasn't just any turbo unit. This was a brand-new-in-the-box turbo from 1978. And (ironically), it was in the hands of another Chicago PCA member who no longer had the Porsche that he had intended to install it on and sold it to Matt and Gary for a fraction of its original cost. Matt estimated that it took less than 2 days to install the turbo. They figure it runs about 7 pounds of boost at 3500 RPM and boosts the horsepower of the 914 from about 90 to 130.

A few extra touches that were added include Bilstein shocks all the way around and Revolution RFX pressure cast 5 bolt 15x7 wheels (wearing incredibly large, but still just fit 205-70 Kumho Victo-racers tires). Matt has tracked the car at GingerMan and Blackhawk, and while it doesn't have the legs to chase down some of the bigger cars in the straights, he's snuck up on more than a few 911's and 911 turbo's through the twisty parts of the tracks.

And speaking of twisty tracks, Matt took the 914 out to some SCCA Autocross events over the past 2 years and managed to kick enough tails (Porsche and otherwise) to win the Regional championship in S-mod (SM2) in 2004 and C-Street class in 2003.

I'll be watching for this 914 at PCA Autocrosses in 2005. Actually, I find myself cruising THEIR streets now and again. And PAYING ATTENTION. This little orange number isn't as hot as the sun, but it can disappear in a blink.



BLACKHAWK III DRIVERS' EDUCATION

FRIDAY, JUNE 10TH

Event Info

Blackhawk Farms Raceway is a great road course close to home in Rockton, Illinois. **This June 10th event is open to all drivers from Novice to Experienced veterans.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

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

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. **Review the NEW Updated Year 2005 Tech and Safety Requirements** - there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

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

General Event Schedule:

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

Contact Event Chairman:

Pete Hackenson (630) 655-4661
p.hackenson@comcast.net

For more information on Track Events, Schedules, Tech & Safety Requirements use the WEB at www.PCA-Chicago.org

Directions From Chicago: Take I-90 west to the Rockton Road exit (about 15 miles north of Rockford.) Go west (left turn) on Rockton Road, approximately 5.5 miles and through town of Rockton to Prairie Avenue. Go north (right turn) on Prairie Avenue, approximately 1.5 miles to the track, which will be on your left.

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

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group

A/Black] [B1/White] [B2/Yellow] [C/Green]

Prior Experience: _____

Second Driver (same car)

Phone

E-mail

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

Run Group

A/Black] [B1/White] [B2/Yellow] [C/Green]

Prior Experience: _____

Pre-registered Entrance Fees received by June 6, 2005:

Member First Driver - \$160	\$ _____
Family Member-2nd Driver - \$80*	\$ _____
Non-Member - \$170	\$ _____
Registration received after June 6th or On Site registration, add \$10	\$ _____
Total	\$ _____

* The \$80 fee only applies to 2nd family member who drives the same car as the first driver.

Make check payable to: PCA-Chicago Region

PLEASE - ONLY ONE EVENT PER CHECK

Mail to:

Todd Conforti - Blackhawk Drivers' ED Registrar
553 West Carboy Road
Mount Prospect, IL 60056
(847) 382-9656 home (847) 952-0070 work
e-mail: tlcontrols@aol.com

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MEMBERSHIP NEWS

Mike Haas, Membership Coordinator and Debby and Ed Leed, Membership Database

APRIL 2005 NEW MEMBERS *Welcome! We hope to see you at an event soon!*

Adam Goldwater Michael Goldwater Highland Park, IL 1985 944	Kirk Phariss Jennifer Phariss Grayslake, IL 1969 912 Coupe	John Rusch Mark Rusch Naperville, IL 1988 944 S	Jim Waldman Lynn Waldman Inverness, IL 2003 996 Turbo Coupe
Karl Foster Lisa Foster Glencoe, IL 1986 944	Paul Resnick Kelly Miller Resnick Evanston, IL 1997 993 4S	David Samyn Mary Samyn Lake Forest, IL 2005 996 Coupe	Raymond Wiltgen Gail Wiltgen Deerfield, IL 2002 996 Cab
Tom Goulding Claire Goulding Wilmette, IL 2001 Boxster	Michael Reuther Lanee Reuther Naperville, IL 1989 911 Targa	Jay Shmikler Jodi Shmikler Riverwoods, IL 2001 996 Cab	Martin Yohanen Annmarie Yohanen Elgin, IL 2004 996 Coupe
Glen Moore Wendy Moore Geneva, IL 2003 Boxster S	Russell Rodriguez McHenry, IL 1983 911 SC	Blain Stine Christy Stine Evanston, IL 1997 993	Tony Zamudio Rene Zamudio Chicago, IL 2002 996

MAY ANNIVERSARIES

1961 (Harold Beach)	Lois Beach	1986 Robert L. Drewry	June Drewry
1961 Bernice E. Koglin	Norman Koglin	1987 Richard J. Holland	
1967 Robert W. Hindman	Lois Hindman	1988 L. Stuart Gordon	Joan B. Gordon
1967 Bruce Janecek	Jean Janecek	1988 Robert D. Payne Jr.	
1969 Tyrone T. Andrews	Diane M. Andrews	1989 Edward J. Duffy	Rhonda Duffy
1969 Larry Sjoblom	Ruth Sjoblom	1989 Stuart Acker	Susan Acker
1969 Daniel A. Gallagher	Peggy Gallagher	1989 George Mueller	Ilona Mueller
1975 Tom Harwood	Phyllis Harwood	1990 Michael T. Mullins	Jane Mullins
1977 Edward A. Raymond Jr.	Marcie Raymond	1990 Willard A. Brown Jr.	
1978 Nick Brenkus	Susan Brenkus	1990 Kerry E. Kohn	Helene Kohn
1978 John L. Meek	Mary E. Meek	1991 Patrick D. McCrystal	Patricia McCrystal
1979 Ronald O. Neurauter	Elizabeth S. Neurauter	1992 Joseph R. Swanson	Valerie J. Swanson
1979 Robert L. Cook	Shirley Cook	1992 Richard R. Grotemeyer	Richard Grotemeyer Jr
1979 Michael C. Dogan	Maureen Dogan	1992 James Murray	Mary Cay Murray
1979 James J. Meyer	Mike Meyer	1992 Keith A. Clark	Karen Clark
1980 John G. Dare		1992 Stephen C. Carlson	Sharon Carlson
1981 Charles D. Deets	David Deets	1992 Brian L. Allendorfer Jr.	Isabella M. Allendorfer

MEMBERSHIP ...

1992	Phyllis Goodman	Mitch Goodman	1998	Rebecca Garces	Victor Garces
1992	Gary S. Collins	LaVerne Collins	1998	Bob Noorian	
1992	Brian J. Stevens	Joy Stevens	1998	Steven R. Brown	Debbie Brown
1993	Joseph Hish	Melissa Hish	1998	William H. Wann Jr	
1994	Edward R. Jack	Rosemary Jack	1998	Timothy C. Hanson	Carole J. Hanson
1995	Rodney S. Buss	Scott Buss	1998	Michael T. Origer	Scott Origer
1995	Andrew I. Johnson		1998	James R. Paul	Mary Paul
1995	Robert A. DeSalvo Jr.	Nancy DeSalvo	1998	Robert Dirks	Deborah Dirks
1995	Ronald P. Sorce	Nancy Sorce	1999	Scott R. Sargent	Jeanne Sargent
1995	Gary L. Knoblauch	Myra Knoblauch	1999	William H. Economos	Donna Economos
1996	Daniel L. Bettcher	Larry G. Bettcher	1999	Guido C. Neri	
1996	Michael A. Marschall	Stephanie Marschall	1999	Mark D. Palmer	Kathy Palmer
1996	James R. Sanger	Marjorie Sanger	1999	Herman J. Rajcevac	Chris Nelson
1996	Dr. Matthew J. Gryzlo	Jayne Gryzlo	1999	Mark Kiwior	Trisha Kiwior
1996	Anthony Neczet	Deborah Neczet	1999	Clifton M. Horn	Ericka Horn
1996	Jay T. Pearson	Carmel Marie Pearson	1999	Randy Neubauer	Connie Neubauer
1996	Frank C. Carr	Beth Carr	1999	Robert F. Follmer	Deanna Follmer
1996	Michael D. Donaldson	Debbie Donaldson	1999	Henry Mundt	Elizabeth Mundt
1996	R. Mark Lindman	Lisa Lindman	2000	Paul P. Spanier	Mark Spanier
1996	Douglas L. Campbell		2000	Phillip E. Battin	Britta L. Battin
1996	Dean N. Gatziolis	Susan Gatziolis	2000	Troy Monthye	Kristin Monthye
1997	Roger T. Beck	Jennifer Beck	2000	James Billy	Todd Billy
1997	Dennis Hall	Lisa Hall	2000	Richard Kray	Deborah Kray
1997	John C. Crane	Tom Crane	2000	Ian A. Stone	David Stone
1997	Anthony M. Hegarty	Genevieve Hegarty	2000	Harris H. Jackson	Scott Jackson
1997	Michael Miller	Kathy Miller	2001	Robert Ziino	Ronald Smith
1997	Scott McDonald	Jane E. McDonald	2001	John A. White	Terry White
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1997	Joseph Ornelas Jr.	Del Ornelas	2001	Thomas M. Uebele	Lois Uebele
1998	Christopher Johnson	Bridget Johnson	2001	Mark S. Ruther	Barbara Ruther
1998	Joseph R. Crane	Cynthia Crane	2001	Patrick J. Roche	Terrence Roche
1998	Timothy J. Dugan	Melissa Dugan	2001	Richard Sheiner	Sheryl Sheiner
1998	Daniel C. Meenan		2001	Eric E. Cyranski	Gabriella Cyranski
1998	Tom Grooms	Zilpha W. Grooms	2001	Aloysius A. Wild	David A. Wild
1998	John G. Mauk	Veronica Mauk	2001	Nancy J. Fellows	Michael B. Burbank
1998	Michael Maron	Alex Starovoitova	2002	William A. Reising	Barbara Reising
1998	Todd A. Buckton	Jean Eichenberger	2002	Steven A. Gunderson	Tina Gunderson
			2002	John W. Johnsen	Carol A. Johnsen
			2002	Chick Sanford	

2002	Richard C. Carlson	Chris Carlson	2004	Kevin Dwyer	
2002	David L. Douglas		2004	Chuck Blomgren	
2002	John S. Worwa	Christine Worwa	2004	Ron Kaplan	
2002	Nelson M. McLemore, III	Anna Marie Martinez	2004	Christopher Greene	
2002	Dana Thorne	Mary Thorne	2004	David Brawley	Jennifer Brawley
2002	Charles H. Reed	Pamela Reed	2004	Roy Kruse	
2002	John Palmieri	Michelle Palmieri	2004	Bruce Scott	
2002	Jimmie Beach		2004	John B. Sheridan	Carol Sheridan
2002	Michael Mech	Karen Mech	2004	Todd Stockton	
2002	Douglas W. Spaniol	Candy Liston	2004	David N. Horowitz	Marci Horowitz
2002	Tom O'Reilly	Mary Ann O'Reilly	2004	Tom Williford	
2002	Richard C. Goodman	Lesley P. Goodman	2004	Jeffrey Wagner	
2002	Craig R. Carberry	Gail Carberry	2004	Edward Hattersley	Linda Hattersley
2002	Martin A. Kaski	Anthony Kaski	2004	Bob Bernardi	
2002	Rick H Gunderson	Sarah Gunderson	2004	Gary Graves	
2002	Ronald J. Clapham		2004	Stacy L. Ferguson	
2003	James T. Lee	Lara Lee	2004	Richard M. Kohn	Michele J. Kohn
2003	Charles C. Thorpe	Teresa Thorpe	2004	Juan Bonilla	
2003	Michael W. Revell		2004	Sherri Morissette	
2003	Arek Szawlowski		2004	Gregg L. Tipple	Janice A. Tipple
2003	Kevin L. Baldwin	Paul Sularz	2004	George M. Murray	Nora Murray
2003	Anthony V. Mistretta	Nancy Mistretta	2004	Bill Daugherty	
2003	Kristian Allcroft	Dawn Allcroft	2004	Susan Sills	Dan Sills
2003	Eric J. Phillips	Shon Lo	2004	James Faircloth	Heather Faircloth
2003	Judson C. Lawrence	John Dienner	2004	Jason P. Vasilakos	
2003	Michael D. Webb		2004	Mark W. Kilgore	Patricia Kilgore
2003	Stephen F. Roach	Lee Roach	2004	Lawrence Mascia	Patricia Mascia
2003	Gerald D. Fox		2004	Benjamin Greazel	
2003	Mark Herman	Ivy Gracie	2004	Allen T. Skillcorn	
2003	Marek R. Kalinowski	Anna Olsson			
2003	Wayland B. Joe	Julianne W. Joe			
2003	Mike Herrmann	Susan Herrmann			
2003	Raymond Gallagher	Kathleen Gallagher			
2003	Ben R. Bashline	Brent Jester			
2003	Robert Sieja	Joann Sieja			
2003	Kenneth W. Nelson	Douglas Nelson			
2003	Patrick E. Garrett	Karen Garrett			
2004	James Bohlander	Susan Bohlander			
2004	Richard R. Taylor	Elizabeth Taylor			



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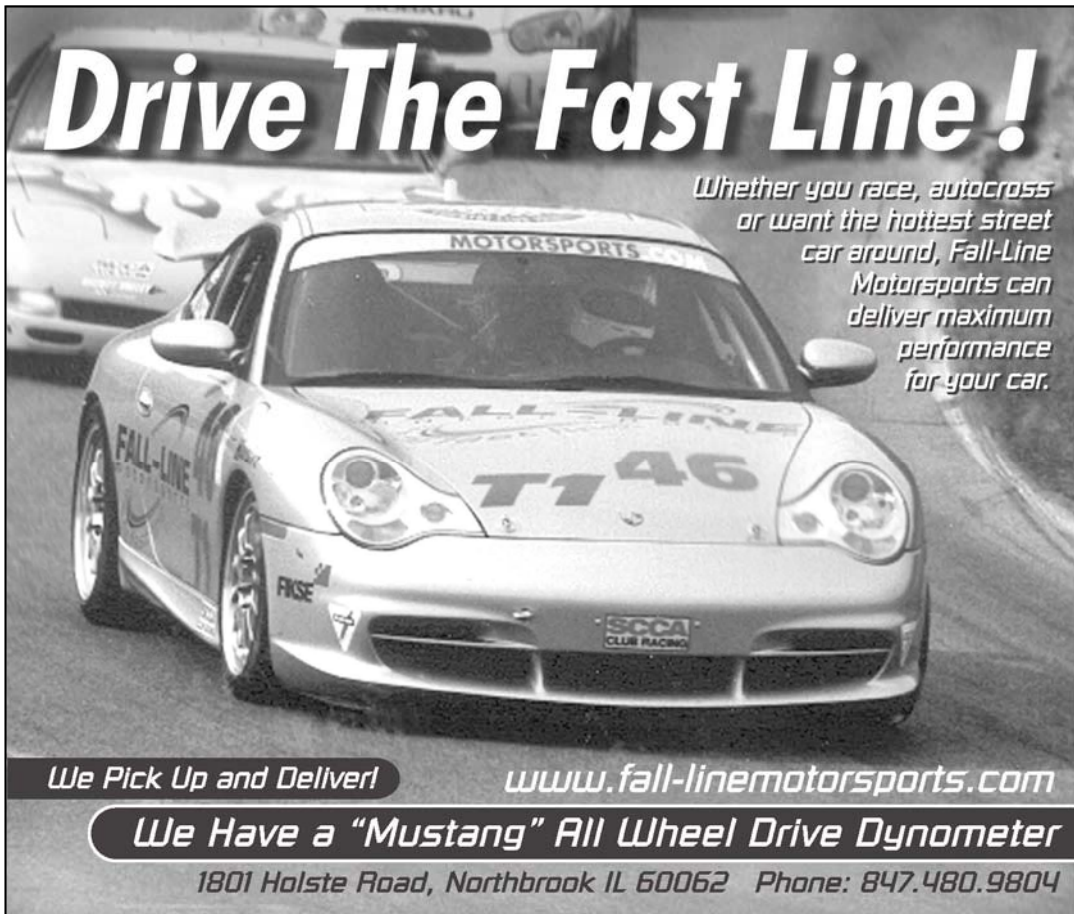
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PRIORITY - IMPROVING ENTRY SPEED

Patti Mascone, CLUB RACING NEWS, January/February 2005

Drivers tend to point to horsepower as the reason one car seems to be faster on track than another. And that may be true, if one car seems particularly good no matter the changes in conditions. But, more often than not, it's the "run" one driver gets into and out of the turns than makes the difference.

The question is: How can you improve your entry speed into corners?

For one thing, judging whether your entry speed is too slow is hard to do—based on subtle feedback from the car, done at moments when looking at the speedometer or tach is impossible. Secondly, many of us misread the feedback our cars give us to begin with, as the bodies have been stiffened and the tires have become lighter and less treaded.

So the first area, and the most difficult to work on, is feel. One famous trick is to attempt to drive as much of the track as you can in the same gear without using the brakes. You can do this in third gear, on a warm-up or cool-down lap. This exercise helps break up the "pat" rhythm that comes from the go/stop/turn/go sequence. By breaking this almost unconscious habit we all have, you can get a better feel for momentum—at a controlled speed. You can then begin to stop relying on braking to give you the confidence to turn in. You can feel your hands and feet as distinct tools, sometimes used together, sometimes in order or sometimes, each set goes solo.

If your car is set-up well, the less you have to rely on precision with your hands, of course, but handling is a fickle friend indeed. So that's why the second area to work on is precision. In this exercise, you would concentrate on selecting and hitting the proper apex, using visual markers. Instead of just driving into a turn in a rote manner,

you consciously select turn-in points and apex points. By varying your apex in small deliberate amounts, you can learn which apex is just right. The way to gauge success is by noting the corrections you make with the steering wheel. Once you find the ideal apex, your aim is to hit the same spot every time and make no corrections at all. (This exercise can also help you adjust your line to alleviate understeering or oversteering conditions.)

The third area is to modulate or lighten your braking. Notice this does not mean "brake later." Late braking has its place, but it can be a real momentum killer. Most of us have the habit of stabbing the brakes as late as possible, throwing the car into the turn and sawing the wheel. At some point, we hit the gas and then hold on for dear life, hoping that all wheels remain on the pavement at track-out. Let's try a different approach. Pick a third- or fourth-gear turn that you can take without downshifting - one with ample run-off, like Turn 10 at Summit Point - just the type of important turn (leading onto a long straight) where your braking can work with your momentum.

Even if you can't left-foot brake, try to brake a few feet earlier and get on the gas sooner. Think about brushing the brake, then driving through the turn under acceleration. (911 drivers should know exactly what this means.) In heavy braking turns, you can try a variation - hit the brakes hard early and then release them smoothly as you near the turn. This calms the car and keeps the potential for tire lock-up more safely away from your turn-in.

As a fourth exercise, you can drive through a turn you select using one gear higher than you normally would. In order to come out of the turn without lugging your car, you are forced to enter the turn faster

and come out without the comfort of torque. For example, try third gear in #13 at Carolinas - you may even prefer the higher gear.

Lastly, you can work on smoothness, which is especially useful to navigate those dastardly bends or "kinks" you find in many a long straight. Often times, because your car's weight is shifted to the rear, anxiety makes you over-lift or over-brake. Many of us simply drive too wide of the bend, giving up valuable real estate and speed. The exercises already mentioned work well in kinks: Lift early and drive through the kink to build confidence. Or you can adjust your turn-in, taking advantage of the sight line, for a more precise, and, hence, more comfortable ride. Lastly, depending on elevation, you can place your lift where it hurts momentum the least, use a "half-lift" or left-foot brake. (Left-foot brake should only be attempted where run-off is sufficient or you have time to make second attempts at braking if you miss the pedal.)

Your car's equilibrium is easily upset by abrupt changes in steering, braking or acceleration, so another way to improve smoothness is to meld your braking, downshifting, cornering, and acceleration into one continuous ebb and flow. This can be done in any type of turn. There should be no "squareness" to the entry line, no jerkiness or sudden lunging to stop or to accelerate.

It can't be stated enough that any and all changes be made in very small amounts—we're talking feet not yards. You'll often be amazed how much better a car behaves when it's not tossed around like a salad or slopped back and forth like a yo-yo. The improvements in your lap times won't go unnoticed. And your tires will thank you.

Q-TIP CORNER

Ron Bean, Concour Co-coordinator

Doing Your Windows OR Are Your Windows Doing You?

Cleaning your windshield and glass surfaces can be a bit tricky. We will not mention cabriolet rear windows here as that's a complete topic unto itself, plastic.

The first step taken in glass cleaning is when washing your Porsche, Q-tip or soft bristle brush around the window vinyl/rubber to better clean the seam where glass meets weather seals. This will remove any grime or dirt that has settled in these seams. Finish the washing and drying process and prop up the wiper arms to their upright position.

If your glass has imbedded water spots, or seemingly irremovable stains there are commercial glass polishes that will work for you. Careful, as these polishes are not to be used on tinted mirrors, or tinted interior glass, only uncoated glass. Follow directions to the letter for these stains and spots. These polishes will not remove scratches though.

Now is a good time to treat your vinyl/rubber weather stripping that touches glass, as these treatment products are more easily removed from glass than glass cleaner you will smear on these vinyl/rubber trim pieces.

Use any high grade commercial glass cleaner, Windex, Sparkle, etc, and several, CLEAN, SOFT, COTTON, LINT-FREE cloths. Old T-shirts or towels are perfect, and keep these glass cleaning tools only for this purpose. Old *Grateful Dead* tie-dyes are not recommended for this purpose. When laundering these glass only cloths do not use a fabric softener as these chemicals will inhibit the absorption rate of these precious rags.

Apply glass cleaner to the cloth, to prevent overspray on the car paint/trim, and use a vertical motion on the exterior glass and horizontal motion on the interior glass. Later on, this process will reveal which side of the glass you have streaked up. Do an area about half a windshield in size, first clean, and then buff the streaks out with a clean dry cloth.

Now that you have done the interior/exterior glass go back to those wiper arms standing straight up and clean off the blades with one of your Windex/Sparkle laden cloths. These blades pick up grime, and cleaner wiper blades will perform better and streak less.

Think you're done? Not quite. The morning of your Concour event will bring you surprises. Look at the glass in the morning light and you'll see more streaks and spots. Humidity and morning light will cause this, and simply buff out the streaks with a clean, dry cloth. Also, you'll have to re-inspect the windshield once at the event for the road grime, dust and bugs and there's a 95% chance that you'll have re-do the exterior windshield.

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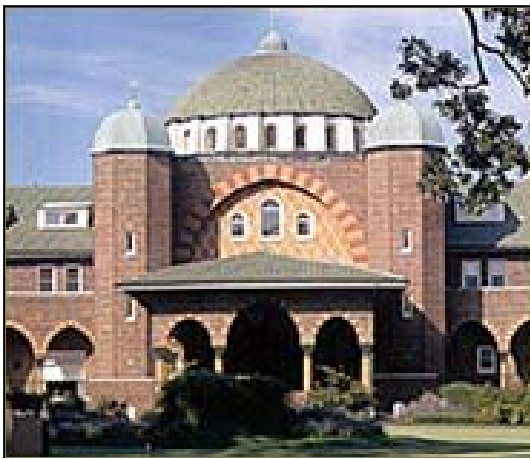
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Social

Lunch 11:30 am - 1:30 pm

Medinah Country Club

6 N 001 Medinah Road, Medinah, IL
(1/2 mile north of Lake St on Medinah Road)

June 12, 2005

Event Info

10:00 am Concours participants may arrive & do final prep
 11:00 am Everyone else may arrive ... Family, friends, and
 non-participating members are encouraged to attend!
 11:30 am - 1:30 pm Lunch and CASH BAR
 Noon Judging begins
 2:00 pm Trophy presentation

Medinah Dress Code

*NO Jeans, Denim
or Tee Shirts*

*Dockers or equivalent
Collared or Button
Polo shirts*

Concours Fee*

Pre-registered \$30.00
 On-site registration \$35.00

Lunch

Pre-registered \$25.00 per person
 On-site cost \$30.00 per person

- 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

R.S.V.P. with registration form and check to: Mike and April Milhouse (708.922.9623)
 2514 Spruce Road
 Homewood, IL 60430
 miketennis7@comcast.net

Concours Entrant _____ phone _____ e-mail _____

PORSCHE Model _____ Body Style _____ Year _____

Class (circle) A B C D E Novice

***Concours registration includes one (1) lunch. Extra pre-registered lunches available at \$25.00 each**

Concours fee \$ _____

Concours Entrant Lunch _____ \$ _____

Additional Lunches @ \$25.00 each _____ \$ _____

Totals Lunches ordered _____ Enclosed \$ _____

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- '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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- '03 911 Cabrio Tip - 800 Miles \$69,900
- '02 911 Coupe - 16K Miles \$58,900
- '01 911 Cabrio C4 Tip - 19K Miles INQUIRE!
- '01 911 Coupe Tip - 19K Miles \$53,900
- '01 911 Coupe Tip - 32K Miles \$52,500
- '01 Boxster "S" - 19K Miles - Aerokit \$37,900
- '01 Boxster - 19K Miles \$31,900
- '00 911 C4 Coupe 6spd - 37K Miles \$45,900
- '00 Boxster 5spd - 22K Miles \$28,900
- '95 911 C4 6spd - 53K Miles \$37,900
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THE SOUND OF A PORSCHE

John Kuhn Bleimaier, PORSCHEFORUS, March 2005

The young woman seemed to be at one with the magnificent Porsche under her control. She appeared to intuitively sense the depth of its strength and to be able to fully exploit its prodigious potential. As she sat at the controls her hands and feet extracted the full measure of the power at her command. Her small, delicate form moved in sympathy with the deep, rich sound of the great machine. Her mind and spirit fulfilled the promise of the inspired engineers and dedicated craftsmen who had built this mighty thing. I could not help musing about what a privilege it was to witness such a unique performance ...

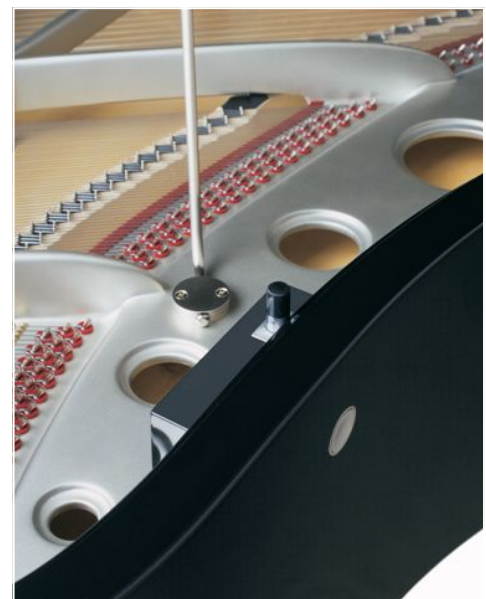
No, dear fellow Porsche enthusiasts, I was not at the track watching the debut of a promising young rookie in the PCA Club Race series. I was at the PCA Zone One banquet, last year, in Saratoga, New York listening to the pianist, Mariam Nazarian, perform Robert Schumann's celebrated "Carnival" (opus 9) at the keyboard of a Bosendorfer-Porsche piano! Does it come as a shock that the name Porsche is associated with a musical instrument? It should not.

Is there not an enormous spiritual kinship between the creation of satisfying music on a finely crafted instrument and the fulfillment of the dream of locomotion using the fruits of technological genius? Indeed have we not all experienced the inspiration derived from hearing a well sorted out racing engine? Conversely who can look under the lid of a grand piano and not marvel at the mechanical wizardry of its creators? Both the mighty conveyance and the mighty musical instrument help man reach from the wellspring of his inner being to the attainment of his destiny. The aural joy which we feel upon hearing the competition Porsche automobile is aesthetically related to that which we experience from the Bosendorfer-Porsche grand piano.

The relationship between classic pianos and classic automobiles does not only exist at a philosophical level. At the beginning of the 20th century mighty Mercedes automobiles were assembled in Long Island City, New York by the Steinway piano company. Not a marriage of convenience, this was the natural union of two classic creative forces. History repeats itself.

The Bosendorfer-Porsche has been designed by Ferdinand Alexander "Butzi" Porsche the same design genius who penned the form of the original 911 back in the early '60s. As all Porschephiles know, Ferdinand Alexander Porsche is the grandson of Professor Ferdinand Porsche, the Founder, and the son of the legendary Ferry Porsche. Ferdinand Alexander Porsche has been a free lance industrial designer for years and the products of his drawing board have won numerous awards and accolades. The piano project was a natural.

The Bosendorfer firm has just celebrated its 175th anniversary. They have been constructing Europe's premiere concert instruments in Vienna Austria since the days when Brahms, Liszt and Strauss sat at the keyboard. Bosendorfer pianos have traditionally not only been famous for their deep and rich tonality. They have also always been objects of physical beauty. Master cabinetmakers have created the opulent cases for these outstanding musical instruments. These are not just testimonials to the abilities of anonymous artisans.



Over the years, the Bosendorfer company has commissioned prominent designers to exercise their creative abilities in presenting visually pleasing pianos for successive generations of musicians. The result has been a succession of cherished museum pieces. The Bosendorfer-Porsche is the current reigning masterpiece.

The instrument which made its North American debut at Saratoga is easily recognizable as a product of the pen of Ferdinand Alexander Porsche. The lines are clean and spare. The use of aluminum castings for the legs is innovative. The hydraulic strut for the piano lid represents a stroke of genius. The piano is available in a choice of colors, including metallic tints to match a Porsche automobile. It would be crass to call the Bosendorfer-Porsche a collectors item. But it certainly would represent a wise investment for any Porsche enthusiast. Bosendorfer pianos usually appreciate in value. The factory has a total annual production of 500 instruments. So far 5 Bosendorfer-Porsches have been built for inventory. Additional pianos will be constructed as ordered.

If I was a marketing man for Bosendorfer I can think of several slogans for use in advertising the Bosendorfer-Porsche to Porsche car enthusiasts .

"The Porsche you can keep in the living room!"

"The Porsche you will want your kids to play with."

"This is the Porsche you can enjoy all year round!"

I also had a controversial idea:
"Every real Porsche has three pedals."

All these thoughts cascaded through my mind as I listened to young Ms. Nazarian give expression to Schumann's monumental composition. As her slender yet powerful fingers developed the leitmotiv I began to travel an intellectual journey in the



company of the master. I have never heard this demanding piece played with as much feeling and insight as was demonstrated by this 19 year old girl. Her keyboard technique is flawless. Her command of the work itself bespeaks enormous innate ability alloyed with tireless scholarship. At the PCA unveiling the audience was spellbound. I find that this piano composition is dedicated to intellectualism in its purest form. The great 19th century Viennese musicologist, Eduard Hanslick, said that Beethoven released the harmonies of nature. I believe that classical piano compositions, such as Schumann's, unlock the secrets of systematic reasoning.

It has long been my belief that great music clarifies our thinking processes. If we must decide an important question or must engage in a mental exercise I think we should do

so while following the pattern of a piece of classical music. Historians tell us that great leaders have turned to works of eminent composers during times of crisis. Sherlock Holmes would uncase his violin when faced with a seemingly insoluble crime. I have a close friend who will only attempt to unravel the Lucas wiring harness of his Jaguar after several concentrated doses of the minute waltz.

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Concour Two

has been changed to

Father's Day!!!!

11:00 am - 2:30 pm

Historic Long Grove, IL

June 19, 2005



This will be an exceptional event to enjoy historic Long Grove IL and its great restaurants, taverns and unique stores. A fun day for all.

Go to www.longgroveonline.com for directions, shopping, Fathers Day lunch & dinner reservations, and everything else Long Grove has to offer. Discount Coupon books will be free to all Concour participants.

10:00 Cars arrive at center of town and for final preparation

11:30 Judging begins, lunch at Long Grove restaurant of your choice.

2:15 Awards Presentation

- 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

R.S.V.P. with registration form and \$10 entry fee to Ron Bean
786 Vernon Ave
Glencoe, Ill. 60022

Check Payable to PCA- Chicago Region

Questions, 847-835-5265, before 10Ppm, or rbean@stagnito.com

Concours Entrant _____ phone _____ e-mail _____

PORSCHE Model _____ Body Style _____ Year _____

Class (circle) A B C D E Novice

Enclosed \$ _____



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PORSCHE



BLACKHAWK III DRIVERS' EDUCATION

FRIDAY, JULY 22, 2005

Event Info

Blackhawk Farms Raceway is a great road course close to home in Rockton, Illinois. **This July 22nd event is open to all drivers from Novice to Experienced veterans.** Since most Blackhawk events are sell-outs, pre-register as early as possible to assure a spot. Waiting lists will be used to fill any open spots. Cancellations & refunds will be honored until 9 p.m. on the Monday prior to the event.

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

You can save time at the track by bringing your car to a recognized Porsche Dealer or Porsche Specialty Shop for mechanical inspection and having them complete, sign and stamp the Chicago Region Tech Inspection Sheet. **Review the NEW Updated Year 2005 Tech and Safety Requirements** - there are changes from the prior year! Pay particular attention to specifics concerning brake pads and fluid, since Blackhawk Farms is very hard on the brake system!

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

General Event Schedule:

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

Contact Event Chairman:

Pete Hackenson (630) 655-4661
p.hackenson@comcast.net

For more information on Track Events, Schedules, Tech & Safety Requirements use the WEB at www.PCA-Chicago.org

Directions From Chicago: Take I-90 west to the Rockton Road exit (about 15 miles north of Rockford.) Go west (left turn) on Rockton Road, approximately 5.5 miles and through town of Rockton to Prairie Avenue. Go north (right turn) on Prairie Avenue, approximately 1.5 miles to the track, which will be on your left.

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

First Driver

Year/Car Make/ Model/ Permanent Car Number

Phone

E-mail

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

Run Group

A/Black] [B1/White] [B2/Yellow] [C/Green]

Prior Experience: _____

Second Driver (same car)

Phone

E-mail

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

Run Group

A/Black] [B1/White] [B2/Yellow] [C/Green]

Prior Experience: _____

Pre-registered Entrance Fees received by July 18, 2005:

Member First Driver - \$160 \$ _____

Family Member-2nd Driver - \$80* \$ _____

Non-Member - \$170 \$ _____

Registration received after July 18th
or On Site registration, add \$10 \$ _____

Total \$ _____

* The \$80 fee only applies to 2nd family member who drives the same car as the first driver.

Make check payable to: PCA-Chicago Region

PLEASE - ONLY ONE EVENT PER CHECK

Mail to:

Todd Conforti - Blackhawk Drivers' ED Registrar
553 West Carboy Road
Mount Prospect, IL 60056
(847) 382-9656 home (847) 952-0070 work
e-mail: tlcontrols@aol.com

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

New Porsche Prototype Racing Program Announced

ATLANTA, GA, April 15, 2005 - Penske Motorsports to Partner in Campaigning New Factory-Built Porsche Racecar

In response to increasing customer demand and to raise the excitement level in American sports cars racing, Porsche Cars North America, Inc. (PCNA), and Porsche Motorsport North America (PMNA), today revealed they will embark on a new racing program created for customers in the American Le Mans Series (ALMS). The two organizations have commissioned their parent company, Porsche AG, to design and construct a racecar that will be eligible to compete in the LMP2 (Le Mans Prototype 2) class of the ALMS. It will be the first Porsche-built prototype racecar since the 1998 Porsche 911 GT1.

Penske Motorsports, Inc., a wholly owned subsidiary of Penske Racing, Inc., will field the new Porsche prototype in its first full season of competition exclusively in 2006. One of the world's most successful racing organizations, Penske Motorsports has a rich racing history with Porsche highlighted by winning championships in the 1972 and 1973 SCCA Can-Am series campaigning the legendary Porsche 917/10 and 917/30 race cars. It is anticipated Penske Motorsports will debut the new Porsche prototype at the final two races of the 2005 ALMS season, the Oct. 1st Petit Le Mans at Road Atlanta and the Oct. 16th season finale at Laguna Seca, as test events before entering the entire 2006 season.

"Our American racing customers have made it clear to us that they would like to move up several levels in ALMS competition, as would we," said Peter Schwarzenbauer, PCNA President and CEO. "We believe this new Porsche prototype program

will provide the perfect means to do so and will generate added enthusiasm for sports car racing in America, especially with Penske Motorsports as our partner and initial entrant."

Porsche's current ALMS customer program, administered by PMNA, is confined to the GT2 (formerly GT) Class, where Porsche customer teams have captured a record 47 victories resulting in Manufacturers Championships in five of the past six seasons primarily racing variants of the production-based Porsche 911 GT3. It is the latest in more than 30 years of highly successful North American Porsche customer racing programs that have featured such famed Porsche racecars as the 934, 935 and 962.

"PMNA is fully committed to provide the same level of customer support for this new ALMS prototype program once it reaches fruition," commented PMNA President, Uwe Brettel. "Indications are there is real interest in a racecar such as this for the LMP2 class."

Psst! Wanna Buy A Racetrack?

Ever wish you had had the opportunity to race at one of the great old race tracks like Bridgehampton or Riverside before they were shutdown? Does video of Dan Gurney swinging the back end of that old Ford Fairlane through the esses at Riverside leave a little hollow spot in the pit of your stomach?

This year's Loonacy Club Race may be your last chance to race at historic Brainerd International Raceway, arguably the fastest track in North America. The current owners of the track, Sports Resorts International, have put the track up for sale. They are honoring their commitments through the 2005 season, but after that, it's anyone's guess what will happen. Since the track has lost

money for many years, it continuing as a race track is very much up-in-the-air.

The track opened in 1968 and still retains the configuration from that era. It hosted races in the early days of both the Trans-am and Can-Am series. Mark Donohue held the track record for many years in the 917-30. BIR prospered in the hey-day of IMSA with Peter Gregg being dominate in his various 935's. The list of drivers who have raced at Brainerd is impressive. Shouldn't it include you?



Nord Stern's Loonacy Club Race
August 5 - 7, 2005

Roger Johnson
Race Chairman
763.557.9578
Rsamerica93@comcast.net
www.nordstern.org

Andy Busche
Race Registrar
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Potter's Picnic

Concours III

July 24, 2005

*The Summer Tradition
Continues At ...*



**Peter and Janice Fischer's
24075 Chardon Road, Grayslake, IL**

For over 35 years families, friends, and their beautiful Porsches gathered at the Potter's lovely farm for this summer family classic. The Potter farm is gone but we continue the tradition at Peter and Janice Fischer's. AJ and Barb Tiller are our Concours hosts and Rip and Linda Patterson will host the best-ever children's games for kids of all ages!. Join us for brats, games, and Chicago Region Porsche camaraderie.

11:00 am Cars may arrive for final prep
12:00 pm First brat off the grill
1:00 pm Concours Judging begins
1:30 pm Let the games begin!
3:00 pm Trophy presentation

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

Questions?

708.957.8262 (before 9:00 pm, please)

Send RSVP and concour fee to A J Tiller, 1828 Idlewild Lane, Homewood, IL 60430

**Potter's Picnic Registration POTTER'S PICNIC CONCOURS IS FREE TO ALL CLUB MEMBERS
Yes! I want to toss water balloons, eat brats, see beautiful Porsches, and visit with my friends!**

Contact Name _____	phone _____	e-mail _____
_____ Number of Adults (over 65)	Pre-registered @ \$ 5.00 each	On-site Registration @ \$ 5.00 each
_____ Number of Adults (between 18 and 64)	@ \$ 10.00 each	@ \$ 15.00 each
_____ Number of Major Kids (between 13 and 17)	@ \$ 5.00 each	@ \$ 5.00 each
_____ Number of Mini Kids (under 13)	FREE	still FREE
_____ Not eating, but drinking beer	@ \$ 5.00	@ \$10.00 each
_____ Total Picnicers	Total enclosed \$ _____	checks payable to PCA-Chicago Region

Concours Entrant _____ phone _____ e-mail _____

PORSCHE Model _____ Body Style _____ Year _____

Class (circle) A B C D E Novice

SPRING DRIVING TOUR

Jim Drury, Event Chair

Had you attended the Spring Driving Tour you would have seen a PCA member praying to a representative of the State of Illinois.

You would have been at the base of the highest point in Illinois (1235 feet above sea level).

You would have seen a German Shepard eat an ice cream cone at Lena's Drive-in.

You would have attended a wine tasting.

Plus, if you would have spent the evening at an Irish pub you would have been singing "When Irish Eyes are Smiling" and "The Unicorn Song" in between sips of Guinness. And the night at The Irish Cottage

Nine cars met at 10:00 on April 9th at the Huntley Outlet Mall to take a drive to Galena via the Stagecoach Trail. Everyone received a packet of directions and was informed that unless everyone signed the insurance waivers, Keith Clark would not be a happy man. Also I informed everyone that I had not pre-driven the route in order to make the day more interesting. The Porsche drivers were also informed that we *should* observe the traffic signs as a pop quiz may occur at the conclusion of the event.

Our merry band took off with Mark Markese and his wife Susan leading the parade. A beautiful sunny morning and 9 shined up Porsches zipping along 90, that's I-90 and not 90 MPH, on our way to Lena's Drive-In for lunch.

Within 2 miles of Lena's a representative of the State of Illinois noticed, as he was passing by, that someone forgot to put on his seat belt ... as there were flashing lights and such, we all pulled over as a sign of solidarity with our comrade.

We must say that the representative of the State was of good nature and after about 30 minutes we were all on our way ... all wearing seats belts, of course.

Next stop was Lena's Drive In where Dave Wahl met up with us in his 356. Lena's Drive In - where the person comes to the car, takes your order and brings it back to the car, WOW what a concept! I only see that on reruns of Happy Days. While there we chatted with the locals, a fellow pulled in just to get an ice cream cone for his German Shepard. We all had a bite to eat and took off for Scales Mound.

The plan was to go to the highest point in Illinois for cocktails and a cigar. Unfortunately it is Private Property and, as we already had met a representative of the State, we did not want to push our luck.

All along the route we enjoyed some of the best roads in the state. Ending up at The Irish Cottage in Galena, we took a quick break then drove into town for some shopping/wine tasting/dinner. Jim Jacisin

called me as we were leaving the restaurant wanting to know how the day went. I told him we were still in Huntley waiting for he and Patty to show up. I assured him we all missed their company and we would party without them.

3 couples spent the night at The Irish Cottage and spent some time at Frank O'Dowd's Pub. The Irish Dancers were tremendous and put on a great show. Then Chicago's own Katie Sullivan regaled the crowd with great Irish songs. Not a dry eye was in the place when she sang "When Irish Eyes are Smiling" and later, when she sang "The Unicorn Song", we all were crying with laughter.

The next day Lisa said to me that she could not get that song out of her head. "*green alligators and long neck geese, a humpty back camel and some chimpanzes, etc, etc.*" If you thought about attending and did not ... you missed a great day! However, I am planning a second driving tour in the fall. Hope to see you then.



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Kane County Cougars vs. Quad City Cardinals

Saturday, July 30, 2005 Game time 6:00pm

All you can eat picnic starts 4:00pm

Special Parking ... GREAT for the Porsche's

That right ... we are going to return for the second year in a row to Elfstrom Stadium in Geneva, Illinois to take in baseball at its best ... the **Kane County Cougars**.

As with last years sold out event we have 50 tickets available for sale.

The price will be **\$30 for adults** **\$20 for kids 0 to 15**.

The price includes a great box seat ticket and entrance to the pre-game picnic. The picnic is bbq style with all you can eat sandwiches and non alcoholic beverages. In addition, a selection of ice cream treats will be available and included in the picnic price! A variety of alcoholic beverages will be available for sale. *The picnic and benefits end when the game begins.*

Special reserved parking is available for an additional \$2.00 per vehicle. This is well worth the money as this is on a paved surface and significantly closer than general parking. As our club president can attest, Cougar games can frequently have attendance greater than some White Sox games and parking can be a challenge (at the Cougar games).

The post game plans include a great fireworks display as well as the opportunity to run (or walk) the bases.

For additional information please contact Chuck LaMantia at 847-417-6685 or e-mail claman1022@msn.com.

Please include the following when mailing your payment made out to: Chicago Region PCA.

Contact Name: _____

Address: _____

City, State, Zip: _____

E-mail: _____

Telephone: _____

_____ # of Adult tickets (16yr or older) at \$30.00	X \$30.00 = _____
_____ # of Children tickets (0 to 15yr or older) at \$20.00	X \$20.00 = _____
_____ # of parking passes at \$2.00	X \$2.00 = _____

Total Amount _____

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Autocross III

Sunday July 31, 2005



Event Info

Rockford, IL

9:00 - 10:00 am Registration and Tech
 10:15 am Tech closed
 10:15 am Driver's Meeting
 10:30 am First car off
 3:30 pm Trophy Presentation

Questions: *Mike Hill*
 708.415.0769
 michael@mphproductions.com

Driver #1 \$35.00 Member \$40.00 Non-Member Guest - Member MUST be present
 Driver #2 \$15.00 Family Member \$40.00 Non-Member Guest - Member MUST be present
 \$35.00 Member sharing car with other Member

Directions to Rockford Speedway:

- From the West: Hwy 20 (bypass) East to Meridian Rd. North 8 miles to Latham Rd. East 8.1 miles to Rockford Speedway.
- From the South: I-39 North to Hwy 20 (bypass)/I-90 West (Madison). Then follow "From the East."
- From the East: I-90 West/North to Riverside Blvd (Exit 66). West 1 mile to Perryville Rd. North 5 miles to Hwy 173. West 1/2 mile to Rockford Speedway.
- From the North: I-90 South to Rockton Rd. West 1 mile to Hwy 251 South. South 6.6 miles to Hwy 173. East 1 mile to Rockford Speedway.

GENERAL RULES: Required - Snell 1990 helmet, full-length pants, long-sleeved shirts, socks and full shoes. Member may bring one guest. Guest may drive member's Porsche or a two door sports car. Associate Member driving a non-Porsche is considered a Guest. Maximum two drivers per car. Member MUST be present with Guest. Only first car driven will trophy. Valid driver's license at Registration.

REGISTER ON-SITE please bring this completed registration form

Driver 1 _____ Chicago Region Permanent # _____
 Member/Family Member/Guest* Phone Number _____

Driver 2 _____ Chicago Region Permanent # _____
 Member/Family Member/Guest* Phone Number _____

Car/Year/Model _____

Checks, please (made out to PCA-Chicago Region)

Total Enclosed \$ _____

*Guest of _____

Member MUST be present



August 6 - 7, 2005 South Haven, MI

**I
n
f
o** The time is here again for our annual trek to South Haven, MI, home of GingerMan Raceway. GingerMan Raceway is a very challenging 1.88 mile road course with 11 turns, elevation changes, and LOTS of run off area. It is one of the safest track you can run.

Drivers will grouped based on experience, ability, type of car, and willingness to play nicely with others. Novices are welcome and will be assigned an instructor for the weekend. Novices should register early as their run groups always fill first.

It is the driver's responsibility to meet the requirements on the 2005 Chicago Region Technical Inspection form. All cars **MUST** pass tech inspection to be allowed on the track. Mandatory requirements for helmet and non-synthetic apparel are: a SNELL approved SA '95 or later helmet (date will be checked at the track), long sleeved shirt, full length pants, socks, and closed-toe shoes. Recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher.

Registration and tech will be open at the track on Friday, August 5th from 4:00 p.m. - 7:00 p.m. EDT and on Saturday

August 6th from 8:00 a.m. - 11 a.m. EDT. All drivers will be required to present a valid driver's license and current PCA membership card at registration.

Race/track cars, trailers and support vehicles may be securely left at the track beginning Friday August 5th through the conclusion of the event.

There will a **MANDATORY** drivers' meeting regarding safety and policy issues for the event at the track, beginning promptly at 8:00 a.m. EDT on both Saturday and Sunday mornings. Failure to attend either meeting forfeits participation in the event with no refund.

Bring your non-driving friends and family as the South Haven resort area has shopping, beaches, family entertainment, and night life.

Registration fees include Saturday evening at the track featuring, dinner and music. Extra dinner tickets may be purchased at the event.

Directions to GingerMan Raceway: From I-94 and I-196 near Benton Harbor, Michigan, go north on I-196 for 20 miles to Exit 20 (Phoenix Road). Turn right (east) on Phoenix Road 5.5 miles to GingerMan Raceway on your left.

Year/Car Make/Model _____ Chicago Region Permanent Car Number or if none, number requested _____

First Driver
Name: _____
Address: _____
City, State, Zip: _____
Phone: _____
e-mail or Fax: _____
PCA Member _____ Region _____
Applicant _____ Guest of _____
Run Group: Fastest Intermediate Slow
Prior Experience: _____

Second Driver (same car)
Name: _____
Address: _____
City, State, Zip: _____
Phone: _____
e-mail or Fax: _____
PCA Member _____ Region _____
Applicant _____ Guest of _____
Run Group: Fastest Intermediate Slow
Prior Experience: _____

Please include number of track days per year, professional driving schools attended, and tracks driven with typical lap times.

Questions: **Jeff Girard** 815.838.3000 dukiemaxgirard@aol.com

Mail Registration with check to: **Jeff Girard** Checks payable to: **PCA Chicago Region**
17439 Woodbrook Lane
Lockport, IL 60441-7416

Pre-registration Fees: Registrations received after August 2nd or on-site, add \$10.00 per entrant
1st Driver \$260.00
2 Driver (same car) \$300.00 (must be family/affiliated member)

2 drivers/2 cars - complete separate registration forms (\$260.00 each)

Places To Stay While Visiting The GingerMan Raceway Area

This list will be updated in the June Scene

The Chicago Region has blocks of rooms at: Old Harbor Inn, Guesthouse Inn, Hampton Inn, and Lake Bluff Hotel. You must mention that you are with PCA to secure a room in the reserved blocks.

Old Harbor Inn, Inc.
515 Williams St.
South Haven, MI 49090
269.637.8480

Guesthouse Inn - South Haven
72320 Phoenix Rd.
South Haven, MI 49090
269.639.9900

Hampton Inn
04299 Cecelia Drive
South Haven, MI 49090
269.639.8550

Lake Bluff Motel Inc.
76648 11th Ave.
South Haven, MI 49090
269.637.8531

Yelton Manor Bed & Breakfast
140 North Shore Drive
South Haven, MI 49090
269.637.5220

Carriage House Bed & Breakfast
at the Park - 233 Dyckman
269.639.1776
at the Harbor - 118 Woodman
269.639. 2161
South Haven, MI 49090

Budget Lodge
09817 M-140
South Haven, MI
800.955.1831 or 269.637.5141

A Country Place Bed and Breakfast
79 North Shore Drive N
South Haven, MI 49090
269.637.5523

The Inn At HawksHead
6959 105th Ave.
South Haven, MI 49090
269.639.2146

Last Resort Bed & Breakfast
86 North Shore Drive
South Haven, MI 49090
269.637.8943

Sleepy Hollow Resort
7400 North Shore Drive
South Haven, MI 49090
269.637.1127

Victoria Resort B&B
241 Oak Street
South Haven, MI 49090
269.637.6414 or 800.473.7376

Southview Bed & Breakfast
7019 109th at I-196
South Haven, MI 49090
269.637.2552

Arundel House
56 North Shore Drive
South Haven, MI 49090
269.637.4790

Michi-Mona-Mac-Cottages
337 N. Shore Drive
South Haven, MI
269.637.3003 or 847.332.1443

Oak Cove Resort
58881 48th Street
Lawrence, MI
269.674.8228 or 630.9838025

Pigozzi's North Beach Inn
51 N. Shore Drive
South Haven, MI
269.637.6738

Sun 'N' Sand Motel
176 N. Blue Star Hwy
South Haven, MI
(269.637.2007)

Sunnybrook
68300 C.R. 388, (Phoenix Road)
South Haven, MI
269.637.796

Vacation Place, Ltd.
410 Phoenix,
South Haven, MI
269.637.6537

Americinn Inn of Douglas/Saugatuck
2905 Blue Star Highway
Douglas, MI
269.857.8581

(Editor's note: This is, by no means, a complete listing of the accommodations in the South Haven, MI area. Other area accommodations are listed on the Gingerman Raceway and the South Haven, MI web pages.)

THE MIDSHIP REPORT: CLOSE CALLS

John Miller [Boxster_S@veryspeedy.net]

Close Calls and German Cars

The winter has been harsh. Not necessarily weather wise (as I've come to accept that), but car-wise. But that is the past and the future... is here. And the Midship Report is here with a ton of stuff.

Spring Tune-up I

To some the term spring tune-up might mean changing the oil in the car, perhaps a look at the sparkplugs and maybe replacing some of the filters. I need/mean some *Road Time*. The Boxster wasn't going anywhere during much of the winter (for reasons that I'll get to) so my first trip of the season was an easy 800 mile dash from Winston, NC to Chicago a few Saturday's ago. An 11 hour run, more or less, but I had to dog it - I was behind the wheel of a new car. A new German car. A new Supercharged German car. OK, it was *only* a Mercedes C230 coupe and it wasn't mine, but an interesting car, no less. It has more glass overhead than (the last version of) the Porsche 911 Targa. A very competent ride, in my assessment ... but never to be a replacement for the Boxster.

And then, illness set in

I don't recall if it started shortly before the Mercedes ride or after, but I took ill sometime around late February. I contracted what I might refer to as a 'social disease' ... I might just as easily dismiss it as a case of spring fever. My medical dictionary identifies it (in Latin?) as "*carlustmustbuy fever*". OH, THE SHAME!

I found myself seriously shopping rear-engined sportscars. Yes, German rear-engined sportscars. Convertible, German, rear-engined sports cars. Old, convertible, German, rear-engined sports cars. And (you may sigh in disgust, if you wish) not even Porsches...at least, not at first. And then things REALLY turned ugly.

The first sign of this illness was a shortness of breath incident. I was in a Washington, DC bookstore killing some time flipping through a well know car-classified magazine when I spotted a picture ad for a 1974 VW Karmann Ghia. My late father owned one of these in the mid-60's and it may be my earliest memory of a sportscar. And this particular car for sale was situated in ... UGHHH, the far western suburbs of Chicago. I agonized over the car for a few days after returning home, calling friends in hopes they would talk me out of it. I even thought I had it beat - my insightful (PCA-Chicago) pal Skiff Frey brought me back to reality with this: "John, if you go out in to the garage late at night, you can actually hear it RUST". It WORKED! ... for a week or so. And then I found myself on eBay and browsing VW classified. Just browsing, I told myself.

Eventually, inevitably, the sickness progressed: "I'll bid on that car, but only a 'lowball' bid". Apparently my 'lowball' threshold was not set in stone. Fortunately, as is often the case on eBay, I was sniped (outbid at the last second) on a gorgeous Red, 1-owner 1967 Karmann Convertible. I was astonished and appalled that I was willing to 'lowball' as much as \$8000 on an old VW. And that's when the voice of UNREASON (aka PCA member Karl Urban) kicked in.

It's not that Karl is a bad person ... just a bad influence on me. Don't get me wrong, I like Karl. We've rallied together, drank together, and if he ever manages to finish his project car, you see it spread across these pages. But there was that bad influence ... "Why not a 914?" says Karl. "Yeah, why not?" says my rapidly wasting-away brain. Yes, a 914. It's a cool car. Sort of a cabrio with the targa off. And it's a mid-engine ... the original Midship ... yeah, why not.

[A short sidebar: Although I've written fondly about my first Porsche - the '86 944 Turbo, it wasn't actually my *first* Porsche. Excepting the 917 model my aunt gave me before I even knew the Porsche name, my first Porsche drive belonged to 'Gill down the block' - that was his name - he never had a last name. He did have a Porsche 914. An orange over black 914 2.0 litre. One day, it needed a push-start. Since I was the smallest and lightest, I was the designated driver. "Just pop the clutch when we get it moving". BIG STUFF for a 13 yr old. In modern terms, you would call that a 'gateway drug experience'.]

It would be a cruel irony that later that same evening, after Karl's outburst of brilliance, I would strike up a conversation with THE 914 guys. Take a look at this month's "In Our Own BackYard" feature and you'll understand. Or, you could look up the word TORMENTED in the dictionary and get the same idea.

So I started looking. And I've looked at plenty of spectacular cars in this schizoid state. One day I'm positive I don't want the added burden of another car, and the next, I'm thinking, it would be a great investment. To make matters 'worse', I sold my albatross platform lift. I had a huge hydraulic lift taking up nearly a full car space in my garage (don't ask why I bought the darned thing, it still grates on me). So I'm thinking ... now that I have all this extra gage space, what would be the harm of another car? AND, I could take a 30 yr old VW or 914 places that I might be apprehensive driving the Boxster. Old Cars ... Someone help me stop this madness ...

Early Re-tirement

He giveth with one hand and taketh away with the other. (Let me apologize for butchering scripture, it just

seemed like the appropriate description of a PCA-Chicago member and good friend of mine that (this time) requested anonymity. He gave me an outstanding bit of information in the form of a printed manual produced by Porsche AG that specifies all the details of the new Boxster (987) and even provides a side by side comparison of the 987 to the 986 which I'll dig into in next month's Midship Report. How he happened on this bit of confidential information will remain a mystery. But while he was 'giving' he also 'cost' me an extra \$150.

As I noted above, the Boxster wasn't going anywhere over most of the winter. There were few days good enough to take the car out ... even fewer than usual as the rear tires were once again, SHOT. They were shot about 500 miles earlier and neither Santa (nor the Easter Bunny) saw fit to put a new set of Bridgestone S-03's under my pillow, so driving the car, even on clear days, was an exercise in caution.

The replacement process was initially an automatic decision. The Kumho® Ecsta Supra 712 tires I put on were fabulous. I rolled up 30,000 miles on them in the 2 years they were on and, at casual glance, the fronts had at least another 5000 miles left in them. I've recommended these to other Boxster drivers and was prepared to order another set. And then my friend cost me \$150. "Have you thought about the Yokohama AVS ES100's?" Whuhhh? ... "ES100's. That's what just put on my car (Porsche)".

So I looked. I looked hard. They get excellent ratings and reviews. They won't outperform the Bridgestones or the Michelins, but they may outrun the Khumos. And for an extra \$150 (over the Kumhos) I'm willing to experiment. So I bought them. I ordered online again from TireRack®, but this time, instead of driving to Indiana to get them mounted, I had them drop-shipped to a local installer. If the installer was anything other than extraordinary, I'd omit this part, but these guys deserve the

mention (and I have no affiliation or involvement with them).

KO Tire in Elk Grove did the mount and balance. They only do tires. No brakes, no shocks, no alignment. Tires, period. And they do it right. They run an open shop and encouraged me to look around. When I asked about getting new valve stems, Kevin, the owner, waved me off, "We DON'T put a new tire on a rim without installing a new valve stem. It's included." They use Hunter equipment and had two guys working on the car. And then they did the exceptional. The guy doing the balancing called me into the shop. He showed me one of the wheels on the balancing machine and had me watch it in slow rotation. The wheel had a slight, almost undetectable wobble. The wheel was bent. Not so bad that it needed straightening, but something he wanted me to be aware of. He checked the other wheel from the same side of the car and found the same thing and concluded: Pothole. Both wheels with same slight wobble was likely due to hitting a pothole at speed (one tire after the other). He went on to perfectly balance the wheels and even rechecked them to make sure the 'bend' was not affecting them.

But WAIT, there's more. The other guy rolls out my Kumho front tires (which I elected to discard). As I mentioned, the fronts, at a casual glance had a few thousand miles left in the tread. Or so I thought. The inside ¼ of the tire was completely smooth - all the tread had worn off. "Maybe a bit too much Camber ... unless you're tracking it all the time" he said. You may want to get the alignment checked. And so I will ... but that's a story for next month. And I will use these guys for any tire service I need in the future ... maybe if I find a set off those Porsche 10-spokes. Which leads me to a nice transition...

Chocolate Wheels

Hershey. By the time you read this the annual Hershey-Porsche Swap meet will have come and gone without me. My vacation will have taken me



to the other side of the world and will have kept me from my annual spring tune-up run to Hershey (as well as our own Autocross school). Which is NOT to say I won't attend a Hershey-Porsche swap meet this year. Ordinarily, I'd start the year by recommending events (in addition to all the PCA - Chicago events) such as Hershey and Parade. This year, Parade is being held IN Hershey, Pennsylvania. And it is too late to recommend it. Registration was oversubscribed by 100% on the first day. Random selection of registrants was held and I was fortunate to be one of the 800 or so that will attend. And, as luck would have it, one of the events at this year's Parade is ... a Porsche Swap meet! I'll be filing a full report on Parade (with photo's and video) DURING the event. Watch for details here and at www.pca-chicago.org.

Next Month: The Caymans are coming, the Caymans are coming. The Boxster Coupe (tentatively named Cayman) is a reality. I've seen it ... actually two, the base and the S version. I recently had the opportunity to get up close, sit in it, slam the doors, hood, and hatch... everything but drive it. I'll relate all that I know next month.

In the mean time, I'm not entirely sure where my Boxster season opener will kick off, but rest assured, I WILL be at the May Rallye. And if I can scare up a navigator, I'm predicting I'll finish 'in the money'. And I'll expect to see many of you there as well.

Coming Attractions

In the June Issue ...

Event Information for:

- Rallye III
- Golf Outing
- TRAC 2005 DE, Concours, Club Races, Golf, Outing, Party, and more!!
- Autocross V

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PCA Golf Is Now Twice As Much Fun



**NEWS
FLASH!!!!**

Submitted by Chicago Scene Golf Staff Chief Correspondent, Ed Barnicle

In November of each year, the PCA Board of Directors, along with the Coordinators appointed by the President, meet to plan the calendar for the following year. Also present are those who have volunteered to be an Event Chair for one or more events. For the past eight years, in addition to my other duties as a Coordinator and Board Member, I have served as the Event Chair for a nine-hole PCA Golf Outing; and those that have attended have always had a great time. I make the rules, then encourage those that play to "cheat only if you're sure that you won't get caught". It's been designed to encourage those who don't play very often to come out, and find out how much fun the game can be; especially when you are playing with friends, and know that you will have the chance to socialize with them afterwards.

When it came time to schedule this year's golf outing at the Planning Meeting, many of those who had played last year and in previous years felt it was time to play a full 18-hole round in 2005. Hence, "PCA Golf Is Now Twice As Much Fun". Since we will be playing a full round, it was necessary to move the event from the 9-hole Flagg Creek Golf Course; and this year's outing (our 9th) will be held at the **White Pines Golf Club** in **Bensenville** on **Saturday, August 13, 2005**. We have reserved eight tee times **beginning at 1:00 pm**; and have dinner planned for around 6:30pm in their restaurant. Any member wishing to bring a guest(s) will be able to play with them. The **registration fee of \$62.00** includes greens fees, a riding cart, and a \$10.00 donation to this year's PCA Charity. Dinner is on your own, and a cash bar will be available. So, mark your calendars, clean your clubs, get out to practice, and get excited. Then all you will have to do is complete the entry form below; and get it, along with your check, to me before the deadline. If you can't make it for golf, but would like to join us for dinner, please let me know that you will be attending.

Please note that our 32 openings will fill up fast, that pre-registration is mandatory; and that it closes on August 3rd. This mandatory pre-registration is necessary because White Pines requires a guaranteed number of players no later than one week prior to the event.



Questions? Contact me at ebarnicle@dolphincartage.com or, in the evening, by phone at 1-630-323-2963.

Make your check payable to PCA Chicago Region, and mail it to Ed Barnicle, 3 Hanover Court, Burr Ridge, IL. 60527-8307.

Please circle a symbol indicating how often each registrant plays or give us your handicap: N=Never Before S=Sometimes O=Often H=Handicap

Name #1: _____ N S O H _____

Address: _____ City, State Zip: _____

e-mail: _____ Phone: _____

Name #2: _____ N S O H _____

Address: _____ City, State Zip: _____

e-mail: _____ Phone: _____

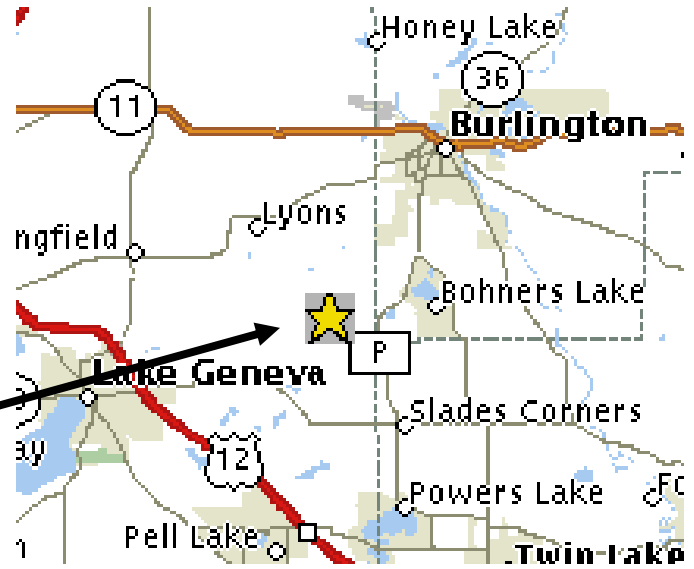
_____ # of Registrants @ \$62.00 each \$ _____ Amount enclosed

Autocross IV

Sunday August 14, 2005

MGA Proving Grounds

5000 Warren Road
Burlington, WI



Directions to MGA Proving Grounds

- From Chicago (O'Hare International Airport)
- Start out going East on I-190 E. (1.3 miles)
- Merge onto I-294 N via exit number 1C toward MILWAUKEE/I-90 W/ROCKFORD (Portions toll). (13.1 miles).
- I-294 N becomes I-94 W (Portions toll). (29.6 miles)
- Take the WI-50 exit- exit number 344- toward KENOSHA/LAKE GENEVA. (0.3 miles)
- Turn LEFT onto 75TH ST/WI-50 W. Continue to follow WI-50 W. (17.7 miles)
- Turn RIGHT onto CR-P/DYER LAKE RD. Continue to follow CR-P. (2.4 miles)
- Turn LEFT onto WARREN RD. (0.1 miles)

- 9:00 - 10:00 am Registration and Tech
- 10:15 am Tech closed
- 10:15 am Driver's Meeting
- 10:30 am First car off
- 3:30 pm Trophy Presentation

Questions: *Mike Hill*
708.415.0769
michael@mphproductions.com

Driver #1	\$35.00 Member	\$40.00 Non-Member Guest - Member MUST be present
Driver #2	\$15.00 Family Member	\$40.00 Non-Member Guest - Member MUST be present
	\$35.00 Member sharing car with other Member	

GENERAL RULES: Required - Snell 1990 helmet, full-length pants, long-sleeved shirts, socks and full shoes. Member may bring one guest. Guest may drive member's Porsche or a two door sports car. Associate Member driving a non-Porsche is considered a Guest. Maximum two drivers per car. Member MUST be present with Guest. Only first car driven will trophy. Valid driver's license at Registration.

REGISTER ON-SITE please bring this completed registration form

Driver 1 _____ Chicago Region Permanent # _____

Member/Family Member/Guest* Phone Number _____

Driver 2 _____ Chicago Region Permanent # _____

Member/Family Member/Guest* Phone Number _____

Car/Year/Model _____

Checks, please (made out to PCA-Chicago Region) Total Enclosed \$ _____

*Guest of _____ Member MUST be present

PCA Chicago Region 2005 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

Outside

Engine

1. **HELMET, SNELL SA 95** or later required for all **Track Events** including Blackhawk, Road America, and GingerMan. **(Snell SA sticker must be attached inside)**
- 1A. **HELMET, SNELL SA or M 90** or later required for all **Autocross** events **(Snell SA or M sticker must be attached inside)**.
2. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials. Arm restraints required for All Open Cars.
3. **SEAT BELTS** - Original factory installed belts for Novice, Green and Yellow. Required for all other Classes (and all Yellow/White Classes at Road America); Stock Seat = 6-point, "H" Harnesses without Harness Bar & no "H" with Bar or Race Seat = 5/6-Point. All securely anchored, Metal-to-metal, with large diameter washers on both sides of floor mounting holes. Tunnel side belt mounting only on factory seats. Harness and Seats must be equipped the "same" for Driver and Passenger side (Instructor).
4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. AFFF or Halon recommended.
5. **ROLL PROTECTION** - Roll Bar, Cage or Extender using "broomstick rule" Required for 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.

Helmet Requirements!

In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car or its occupants as a result of any such failures. I acknowledge that at all times, I remain solely responsible for the safety and roadworthiness of my car. I hereby certify that I have no physical or mental problems, which could jeopardize any others or myself if I participate in this event.

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

DRIVER'S SIGNATURE: _____ DATE: _____

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

Revised January 20, 2005

Oversteer

Gripe Sheet

from the Internet via Bruce Janecek

After every flight, Qantas pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft.

The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humor. What follows are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, Qantas is the only major airline that has never had an accident.

- P: Left inside main tire almost needs replacement.
- S: Almost replaced left inside main tire.
- P: Test flight OK, except auto-land very rough.
- S: Auto-land not installed on this aircraft.
- P: Something loose in cockpit.
- S: Something tightened in cockpit.
- P: Dead bugs on windshield.
- S: Live bugs on back-order.
- P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.
- S: Cannot reproduce problem on ground.
- P: Evidence of leak on right main landing gear.
- S: Evidence removed.
- P: DME volume unbelievably loud.
- S: DME volume set to more believable level.
- P: Friction locks cause throttle levers to stick.
- S: That's what they're for.
- P: IFF inoperative.
- S: IFF always inoperative in OFF mode.
- P: Suspected crack in windshield.
- S: Suspect you're right.
- P: Number 3 engine missing.
- S: Engine found on right wing after brief search.
- P: Aircraft handles funny.
- S: Aircraft warned to straighten up, fly right, and be serious.
- P: Target radar hums.
- S: Reprogrammed target radar with lyrics.
- P: Mouse in cockpit.
- S: Cat installed.

And the best one for last ...

- P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
- S: Took hammer away from the midget.

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 15th 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. Digital photos will be accepted. No photos to be scanned, please. Please see page 1 for submission information.

The Mart/Chicago Scene
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Northbrook, IL 60062

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Fax: 847.272.7785
e-mail: ChiScene@aol.com

For Sale



PORSCHE



1967 912 Bahama Yellow/Black interior; all numbers match; 5 speed; Fuchs wheels; 5 instruments/wooden steering wheel; Owned since 1986/ Summers only/125K mi; Some new paint/8.5 out of 10 condition/*not a garage queen*/I can't believe I'm doing this. \$10,000 Todd 630-545-9344 todd@inluminus.com (MJJ)



1979 911 SC Targa: Black/Black, turbo tail/lowered/new paint, top and tires; many interior upgrades; strong runner/beautiful entry level car. \$11,500/OBO. WMI PCA member. 269-345-2488, cblick@iserv.net (MJJ)

1979 911 SC Coupe Bronze/tan; 68K mi; well maintained/garaged; updated chains tens; pop off valve; short shifter; recent upper engine rebuild; looks/runs great. \$14,000 Tom Boswell (h) 815.633.2631, (w) 815.490.4911 (AMJ)

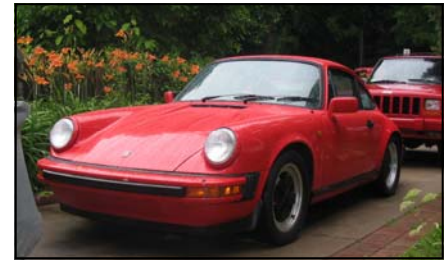


1979 911 3.0 White; fresh rebuild on motor/suspension upgrades; full cage/Sparco seats; 3 free evening practices at GingerMan with instruction. \$33,000/OBO contact JR_Marchand@yahoo.com or 269.788.2570 (MJJ)



1980 911SC PCA G class winning race car built by Bob Johnson/JohnsonAutosport; custom everything/2:42 at Road America/too much to list/contact for full info.

\$35,000 w/ multiple sets of wheels.
Bruce Boeder 952.475.7040
Bboeder@boederlaw.com (MAM)



1981 911 SC Coupe Red/Tan & Blk; Euro model/engine upgrades; very nice car/well maintained. \$13,000/OBO. WMI PCA member. 269.345.2488 or cblick@iserv.net (MJJ)



1984 911 (Euro) Cab Read the Scene?/you've seen this car!/first year factory Cabriolet: 43K mi; garaged/covered; aftermarket Alpine stereo/Infinity speakers & alarm system (added by previous owner); otherwise "as delivered" condition; inc/full leather Burgundy int/16" Fuchs/AC/PW/PL/short shift/etc/even a lighted ign key; new OEM top (boot w/ slight sewn tear); proper maintenance w/records/orig owner's manuals (both German & English/orig Blaupunkt stereo manual/new car everything else except compressor; Concours car - winner with a little work; Instructor misses the track/sell/trade for good DE capable sunroof/hardtop 911; PCNA value letter; insured for \$29.5K; \$28,000/trade. Russ Pesko 630 759-2099 (AMJ)

1986 944 Turbo Black; ready for the track; mechanically perfect!/under the hood completely redone by Fischer Motor Works; new cross-drilled rotors w/Pagid pads/tie rods/3" SS exhaust; corbeau Forza racing seats w/all harness hardware;

THE MART ...

All service receipts available;
\$11,500. Steve 847.812.3953 (AMJ)



1986 Carrera Cab Guards red/Black; 75k mi; leather power seats; new carpet set-pro installed/battery/clutch/synchro/R134 air cond (fully charged/sound mat in eng comp; garaged; no winters/leaks; Sony 10 disk CD changer; smells like new/runs and looks great/paint very good cond; must sell due to persistent back trouble.(Car is too low!!) \$22,000. Case 630.668.3714 cboonman@yahoo.com (MAM)



1988 911 Targa Cassis Red/Maroon Leather; exc cond; 85K mi; 2nd owner/purchased July 1999 w/75K mi; always garaged/non-smoker/stored winters; 16" Fuchs/like new Pirelli P7000 Sports-225 fr/245 rear; new Optima battery conversion/new alternator; recent brakes; axle boots; K&N filter; dual exhaust; engine is dry; will include car cover/bra; This 911 stands out from the others. \$21,000!! Keith Jahn (cell) 847-778-9555, keith.w.jahn@saintgobain.com, pics available. (MJJ)

1988 928 S-4 Coupe Diamond blue metallic/maroon; all maint records; sunroof; 5 spd; new bra & cover/Potenza; orig wheels chromed/enhanced w/handpainted cap crests by California Wheel; 34K+ mi; 2nd owner; no smoking/accidents; heated garage/exc cond; \$21,900

George LaCross 708.772.8910 or
708.233.6000 (MAM)



1989 911 Coupe 3.2, Guards Red/tan leather; sunroof/spoilers/heated power seats/limited slip; 62K mi; mint; records; \$23,800 Rich (days) 219.406.7564, (eve) 773.238.1898 (MJJ)



1990 944 S2 Cabriolet Alpine white/new navy blue top and interior; all orig; 89K mi; always garaged; newer brakes/rotors/ tires; all receipts available; exc cond. e-mail for more pictures. \$13,500/OBO Scott Jackson 847.826.4657 Lzdkng99@aol.com (MJJ)



2000 Boxster Arctic Silver w/Black top/interior; traction control/VERY RARE M030 SUSPENSION; auto-crossed some/never tracked; 17" wheels/Sport package/Wind blocker; Option to buy 2nd set 18" turbo-look wheels as package; nearly new Boxster/reasonable used price. Asking \$29,500 Shawn Folkes 847.362.1271 (AMJ)

2000 986 Boxster Artic Silver/Red Interior; 5-speed; 17K mi; 17" wheels; sports package/leather seats/power

windows & door locks/wind screen/ABS/airbags; AM radio/single CD; exc cond/garaged on lift. \$32,000 Dennis Ofenloch 847.825.5339 dr1loch@aol.com (MJJ)

2002 Targa Arctic/Graphite (full) w/heat/crest seats; 4.8K mi; Adv Technic/Bose/Xenon/M030/B&M; Carrera skirts; 3M, RUF pedals/quad exhaust; Gemballa; 40th Ann. wheels/Boothe crests; Traffic Pro Nav/CD changer/ much more/MINT; Good home only. \$63,995/OBO. Van Larson 630.471.6714 or Valyr9090@aol.com (MJJ)

2002 911 TT Coupe Seal Gray/Black Full Leather; Tip (best trans), 7.5K mi; wheel caps w/colored crest; lumbar/mats/metal door sills/cover; 3M Stone Guard; upgrade/remap Ecu to 1 Bar; warranty until 10/23/05; Great Car ! \$89,500; www.jr3.us for more pics, jr@jr3.us, 847-899-3230 (MJJ)

2003 X-50 Turbo Coupe Arctic Silver Metallic/Black Full Leather; 6 speed; 11.8K mi; one owner/exc cond. \$108,000 Jim 630-730-3223 (MJJ)

2005 Boxster S Midnight Blue Metallic/stone gray full leather; Xenons; 19" Carrera wheels; heated seats; Bose; windstop; auto climate control; 6 spd; 500 mi; \$60,000/OBO Henry 708.256.4222 (MAM)

TIRES/PARTS/MISC

Tires Two (2) Michelin Pilot Sport Cups 205/50ZR17 (never used); Two (2) Michelien Pilot Sport Cups 255/40ZR17 (1 session/RA); \$550/OBO. Jack Stephensen (h) 708.492.0160 (w) 847.647.1131 (AMJ)

Tires Two (2) Michelin Pilot SX Tires 225/50 ZR16 (retail \$394); Two (2) Michelin Pilot SX Tires 205/55 ZR16 (retail \$356) \$400 for all four. Jim Drury 708.354.8121 (MMJ)

Wheels/Tires Porsche BBS Sport Classic II 18" wheel & tire set - new car/takeoffs (fits Boxster, 993,

996, 968, 928) w/Pirelli PZero Asimmetrico 265/35 ZR18N3 & 225/40 ZR18N3. Perfect cond. \$2100/OBO for 4. **Tires** (7 to 8/32nds): Pirelli PZero Asimmetrico 265/35ZR18N3 & 225/40ZR18N3. 4 for one: \$245/OBO for 4. **Inserts:** 4 color crest wheel inserts - \$100. edmond.russ@gt.com. (w) 312.602.8004, (h) 847.914.9116 *Operators are standing by* (JJA)



Wheels/tires Factory rims for C4 1990-94 (954 362 11601/8J x 16 ET523/6KA1S 12 MG) w/ two (2) Pirelli Cinturato P205/55 ZR 16 MS and two (2) Pirelli Cinturato P7 P225/50 ZR 16 MS. Will consider any fair offer. (eve) 847.673.2695 challiburton@comcast.net (MJJ)

BBS Racing Wheels 17"x9" & 17"x11" (no centers/half's only) for 911; exc cond; 2 seasons; \$100.00 each. George Mueller (day) 708.331.8707 gmueller@greatline.net (MAM)

Wheels One (1) OEM Forged Slot Dish wheel 16 x 8.5 good cond; \$60.00 Tom Kowalski 847.909.8460 (MJJ)

Wheels Borbet C2T style alloys Two (2) 71/2" x 17" 52mm offset and two 9" x 17" 47mm offset; German made/fair condition \$560 for all four/nice for track use - 944. **Four steel trailer wheels** 6" x 14" white 5 bolt pattern on 4.5" diameter 3.19" pilot hole; fair condition \$65 for four. Deliver in Chicagoland for an additional \$50. John Mueller, FoltzMueller@sbcglobal.net, 708.354.5325 (MJJ)

Tires BFG Comp TA 2-205/50/ZR17 & 2-255/40/ZR17; Michelin XZX 3-165/SR/15; All very good cond/free to a good home/you pick up. Rod Gustafson (day) 815.654.9700 (MJJ)

Parts 915 shifter w/Robotek sure shift, boot & shifter knob \$ 450.00. solid motor mounts \$ 50.00. Turbo 1/2 shafts (good cond) - 24 MM sway bar - 3.2 balance connecting rods - 3.2 pistons - 3.2 distributor & 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 to fit SC or Carrera and other items. George Mueller (day) 708.331.8707 gmueller@greatline.net (MAM)

Parts GT2 strut brace (993); New gray Porsche mats (993); Speedster (boxster) humps (Arctic Silver) and two 100-watt Xtant mono amps \$250. Bill (h) 773.506.2711 or wer@acgme.org. (MJJ)

OTHER

For Sale

1967 Jaguar XKE comp restoration/new car . \$79,000 inc free Evening Practices at GingerMan Raceway w/ purchase. Dan 269.227.3534 (AMJ)

1970 Super Vee Zink Z 14; ready to race/2nd place 1971 U S Gran Prix inc Ron Fingers the Pilot. \$11,000/free Evening Practices at GingerMan Raceway w/purchase. Dan 269.227.3534 (AMJ)

1987 BMW L Coupe Cirris blue/champagne white leather; only 287 made/very rare & clean; sunroof; 3 power settings; 182K mi; \$8,500 Tom Kincaid (Lake Geneva, WI) 262.249.0577 (MAM)

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

BMW X5 Wheels/Tires (4) 18x8.5 cast-alloy wheels, Star Spoke design #58 (standard equipment on X5 4.4i) w/ (4) Bridgestone Turanza ER30

255/55YR-18 grand touring summer tires; wheels like new/perfect, tires less than 3K miles (new \$235 per at the Tire Rack)/fit all X5 models; mounted/balanced. \$1500/OBO John Neis jneis@rwbaird.com or (h) 773-244-0142 (MAM)

Wheels R3 Borbet 17x8; 5 spoke E36M3 \$400. Dan 269.227.3534 (AMJ)

For Rent

Galena/Eagle Ridge Getaway 4 Bd 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) (MJJ)

Wanted

2005 Porsche Parade Rallye Navigator; will accept anyone with pulse/young attractive females need not apply (*you want I should get drawn and quartered?*). Bruce Janecek janecezmate@aol.com or 630.654.1150 (MJ)

Trailer for Race Car -open or enclosed. edmond.russ@gt.com. (w) 312.602.8004, (h) 847.914.9116 *Operators are standing by* (MJJ)

1 issue Feb/Mar 2005 Christophorus magazine 312; price negotiable. Jean Janecek 630.654.1150 jmjbekind@aol.com (AMJ)

944 Turbo Interior Parts/interior restoration in progress. Need in black/exc cond: OEM floor mats & rear hatch carpet (no speaker holes) Michael Webb 630.605.4973 m-webb@kellogg.northwestern.edu (MAM)

Pair Recaro SRD/Speed seats w/ sub opening, **5 or 6 point harness set** for 944 Turbo/track conversion/DE preparation in progress. Michael Webb 630.605.4973 m-webb@kellogg.northwestern.edu (MAM)

Aungahh!

A point of clarification regarding Chicago Scene cover photos. The orientation of the Chicago Scene cover is portrait (taller than wide/#1). The 'usual' picture orientation used by most of us is landscape (wider than tall/#2). A 'landscape' orientation does not crop well to a portrait orientation.



Unfortunately I have not been able to use many of the good pictures received on the cover because of the orientation.

As I noted above, there are lots of event announcements in this issue - all of the events from now until the middle of August. Please note that several event dates and locations have changed.

Concour II is now on Father's Day, Sunday June 19th. Our cars will be displayed in lovely, historic, downtown Long Grove.

The **Golf Outing** date has been changed to Saturday, August 13th

and this year's *driving* (and putting) challenge has been expanded to an 18 hole event at the White Plains Golf Club in Bensenville.

An event that is not included in this issue that has changed is **Rallye IV** ... it is now a two day rallye - Sept 24th - 25th ... more details next month.

We pre-ran the Beans and Books Rallye and it's a very nice rallye over some great *Porsche* roads. We like rallyes ... good exercise for the car and the brain!

Cross your fingers, sacrifice a chicken, stick pins in a voodoo doll ... do whatever it takes to ensure that RADE will be a rain free event this year.

There's lots to do in our cars and with our Porsche friends in the next several months. We'll 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.

For an issue without many pictures, it's a very full issues with lots of event applications/news of things to do! Hopefully there's something that looks interesting to everyone!

We have some new advertisers - C & D Towing and Diamond Tech Advisors. Welcome and thank you for your support of the PCA Chicago Region. Also please note that there is a correction to the Tim's Suds Work ad (new phone number).

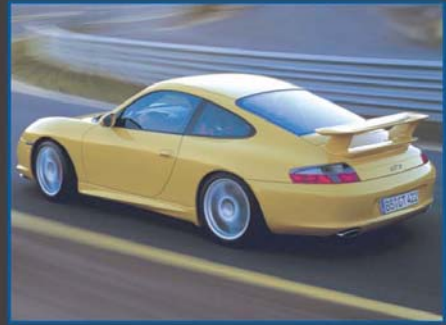
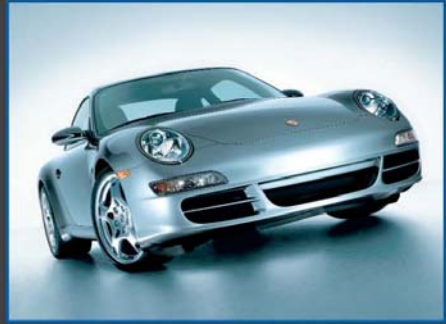
Check out The Mart ... 3 pages!

A quick reminder that I am always looking for articles and pictures of your experiences in this club. Only digital pictures will be used.

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