

Chicago Scene

The Official Publication of
The Porsche Club of America,
Chicago Region

April 2001

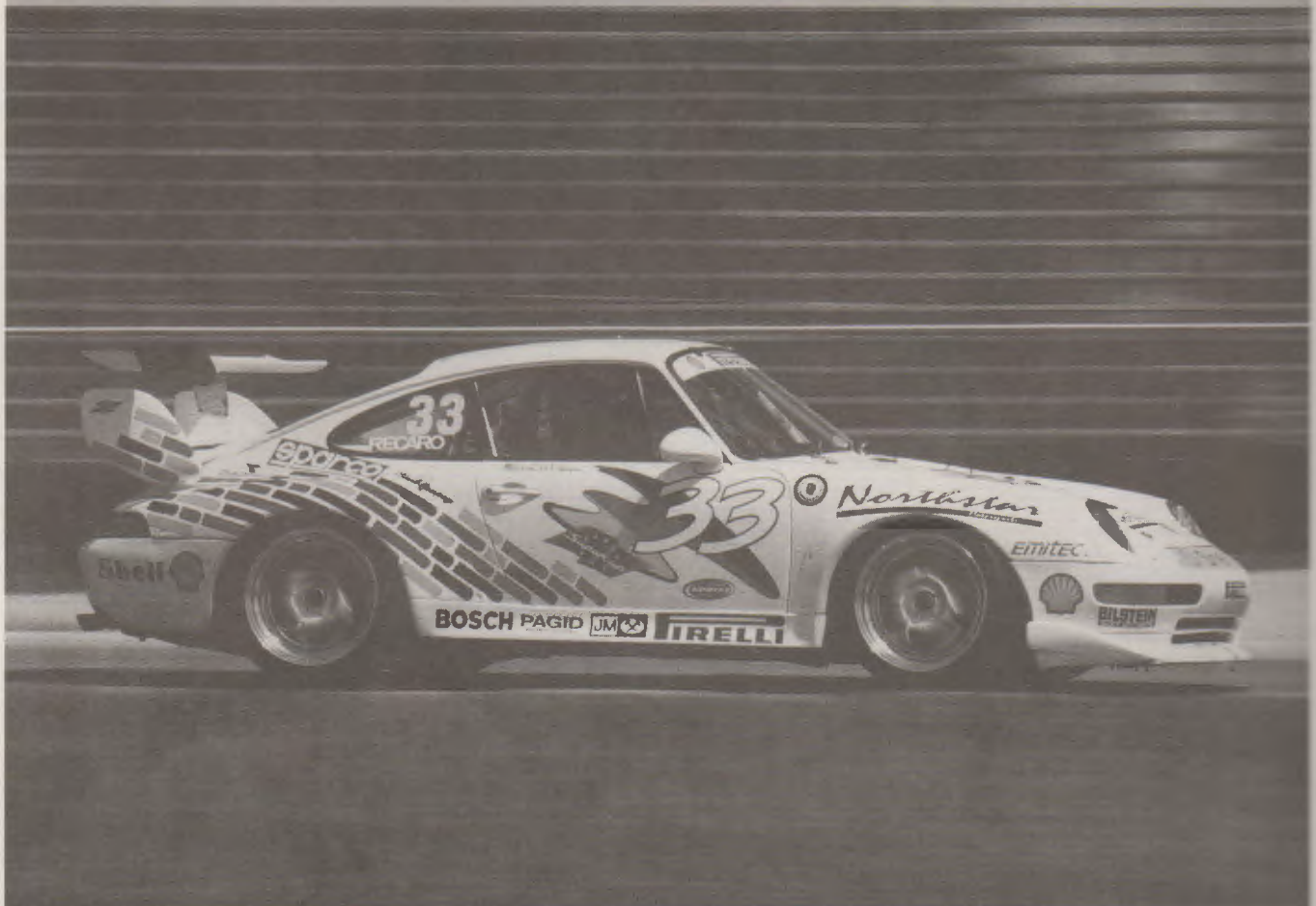
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Chicago Scene

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

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DEADLINE: Material must be received by the 10th of the month for inclusion in the following month's issue and will be published on a space available basis.

ADVERTISING RATES: Please call, fax, or e-mail for rates. Susan Shire, 847-674-2285, 847-679-8973 fax, ChiScene@aol.com

Cover Photo: This is what happens when your son takes over your car. George LaCross, Jr. has made a few minor changes to dad's old 912. Photo by George Jr.

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2001 PCA Chicago Region Calendar

Sunday	January 21	Annual General Membership Meeting	Bacino's/Noon
Friday	February 2	Board Meeting	Park Ridge VFW/8:00 pm
Sunday	February 4	Chili Tasting/Concours School	Napleton/
Saturday	February 24	Indy Go-Kart Charity Event	
Friday	March 2	Board Meeting	Park Ridge VFW/8:00 pm
Sunday	March 4	Spring Tech Session	Northstar/
Sunday	March 18	St. Patrick's Day Party	McNally's
Sunday	April 1	Rallye School	Gallagher's
Friday	April 6	Board Meeting	Park Ridge VFW/8:00 pm
Sunday	<u>April 22</u>	Autocross Drivers' School	Maywood
Sunday	<u>April 29</u>	Rallye I	
Friday	May 4	Board Meeting	Park Ridge VFW/8:00 pm
Wednesday	<u>May 9</u>	Blackhawk DE/Experienced Drivers Only	Blackhawk
Wednesday	<u>May 16</u>	Blackhawk DE/Novice Drivers	Blackhawk
Sunday	May 20	Autocross I	Rockford
Friday	<u>May 25</u>	Road America DE/Novices & Instructors	Elkhart Lake, WI
	Sat. - Sun. May 26 - 27	Road America DE	
Friday	June 1	Board Meeting	Park Ridge VFW/8:00 pm
Sunday	<u>June 3</u>	Concours I	Air Classics Museum of Aviation
Sunday	June 10	Autocross II	Maywood
Wednesday	June 13	Blackhawk DE	Blackhawk
Saturday	<u>June 16</u>	Rally II	
Saturday	<u>June 23</u>	Spring Fling Dinner	Anvil Club
	Sat. - Friday June 30 - July 6	Porsche Parade/Milwaukee	Milwaukee, WI
Sunday	July 8	Autocross III	MGA
Friday	July 13	Board Meeting	Park Ridge VFW/8:00 pm
Saturday	July 14	Arlington Day At The Races	Arlington Race Course
Sat. - Sunday	July 21 - 22	GingerMan DE	South Haven, MI
Sunday	July 29	Potter's Picnic/Concours II	Fischer's/
Sunday	August 5	Concours III	Arlington Heights
Friday	August 10	Board Meeting	Park Ridge VFW/8:00 pm
Saturday	August 11	Swap Meet	Fischer's/Barrington
Sunday	August 12	Autocross IV	Maywood
Wednesday	August 15	Blackhawk DE	Blackhawk
Saturday	August 18	Golf Outing	
Sunday	August 19	Rallye III	
Friday	August 31	Road America DE	Elkhart Lake, WI
	Saturday September 1	Road America DE/Club Race/Concours IV/Party	
	Sunday September 2	Road America DE/Club Race	
	Monday September 3	Road America Club Race	
Friday	September 7	Board Meeting	Park Ridge VFW/8:00 pm
Sunday	September 9	Concours V	
Wednesday	September 12	Blackhawk DE	Blackhawk
Sunday	September 16	Rally IV	
Sunday	September 23	Autocross V	Hawthorne
Sat. - Sunday	October 6 - 7	Blackhawk Octoberfest	Blackhawk
Friday	October 12	Board Meeting	Park Ridge VFW/8:00 pm
Sunday	October 14	Rally V	
Sunday	October 28	Gimmick Rally	
Friday	November 2	Board Meeting	Park Ridge VFW/8:00 pm
Saturday	November 3	Concours Judges' School	Yanahan's
Sunday	November 4	Tech Session	
Sunday	November 11	Café 36	Café 36
Saturday	December 15	Dinner Dance	Union League Club

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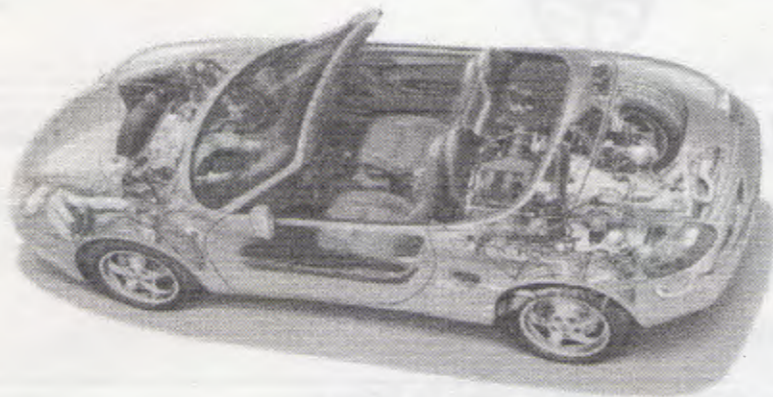
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Behind the Scene

So, is everyone ready? Had your Porsche(s) out? Vroomm is enjoying the commute to work lately. I guess it beats being wrapped up all winter long. Now if we could just keep the pedals (gas and brake) down hard for 30 minutes at a time. Oh, I guess that's what Blackhawk is for. One more month...

Last month, we published an article that was particularly flattering to one of the Porsche dealers in our region. We would like to point out that similar stories can be told about all of the other dealers within the boundaries of the Chicago Region, and that the club doesn't favor one dealer over another. We think that they are all great!

Has anyone seen a strange looking Viper Green Boxster on the road yet? I might have been dreaming, because who has ever heard of Viper Green being a color for a Boxster?

Please send us pictures of your car that we could use for the cover. So, roll your car out of the garage, open up that digital camera you received at Christmas or for Valentine's and e-mail those pictures. The higher the resolution, the better. Try and turn the camera sideways so we won't have to turn the picture sideways to fit the orientation of the magazine. We can't wait to see your car on the cover. You can also mail prints to us or bring them to events and hand 'em over. I'm sure you would rather see your cars instead of Vroomm for the next 10 months. Thank you for your help.

As a constant reminder, if you have anything to submit for the *Scene*, please send an e-mail to chicagoscene@pca-chicago.org. This helps a great deal because we can just copy and paste. However, if you must, we do have an antique device call a fax machine and that number is 708-588-1785.

Thanks and happy high revving. - David and Heather



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Blarney From Barnicle's Briefcase

Saturday, February 24th started off with light rain as Dan Gallagher and I started toward Indianapolis. We were on our way to attend Doug Coup's Karting For A Cause Charity Event, and hoped for an uneventful trip. That hope was quickly dashed as the light rain turned into a downpour, and the driving became very hazardous. We saw three cars in the ditch, and one that went through the ditch and then through a fence; but we made it safely to the Stefan Johansson Karting Center just a few minutes after the bus carrying the forty participants arrived. The event got quickly underway, and everyone was having a great time racing and banging into each other. It looked like bumper cars without the bumpers; and, after the second hour-long race, the drivers were already talking about being tired and sore. Soon after the third race began, Dan and I headed back into the rain for the drive back. By the board meeting on the following Friday, Doug was able to report that the event had raised more than \$6000.00 for the Big Brothers Big Sisters of America. Thanks to everyone who made it possible.

Two days later, the Spring Tech Session was held at Northstar Motorsports; and the record crowd was able to enjoy beer and pizza while listening to two very interesting presentations, one on helmets and their construction, and the other on systems to get cool air into the helmet while you are on the track. Many thanks to Pete Hackenson for making it happen. It was here that I got a chance to talk to some of those who had participated in the karting event; and, to a man, they all reported waking up on Sunday to realize that they not only were sore, but black and blue as well! It was the price they paid for having so much fun.

By the time that you read this, we will have had a great time at the St. Patrick's Day Party. Check next month to see if Keith Clark, club VP and resident Dutchman, was there. I promised him that I would embarrass him in the Scene if he wasn't. Dan Gallagher will have taught his rally school as well. I hope that you attended both, and

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Alternatively, print and send to: Debby Leed

Mail: 37 Lakeview Drive, Barrington, IL 60010-1949 Fax: 847.382.3562 (8:00 am - 8:00 p.m. only please!)

E-mail: Leedlast@hotmail.com

are now ready for the driving season to begin later this month.

First up will be the Autocross School on April 22nd. Ed Leed, Mike Gallagher, and Shawn Young, along with their crew of instructors, are ready to teach the fundamentals of autocrossing at the Maywood Park Race Track (Horses, that is). You will get excellent classroom instruction, and the opportunity to practice the skills needed for this event. In the afternoon, you will get to see what you have learned when crew members set up an actual autocross course. It's a great way for you and your car to get to know each other. For more experienced drivers, it's a way to shake off the rust caused by the winter layoff; and to get ready to do it for real on May 20th at the Rockford Speedway. If you've done this many times, and don't want to drive, please call Ed, Mike or Shawn to volunteer to instruct. I'm sure that they will welcome your help.

On the following Sunday, Jack Stephensen will send us off on the Cross The Border Rallye, and Gayle and I are anxious to get the season started as preparation for Susan Shire's rallye at the Porsche Parade in Milwaukee. We just love to rallye, and you will also.

We are then into May, and things begin to heat up. We go to Blackhawk twice, and then to Road America. Get your entry forms in early as these events fill up really fast. Please don't forget to get your car ready; and, if you can, get it teched in advance by your favorite Porsche mechanic. If you don't already have one, check the ads elsewhere in this issue. Questions? Call Kevin Schilling.

Conversations with many members of our club have led me to believe that it's time to take a look at our by-laws with the idea of bringing them up to date. I will be appointing a committee to examine our current by-laws, which are approximately 25 years old, and to report their findings to the Board of Directors. If they recommend making changes, which I am sure they will, we will publish their findings; and submit them to you for your approval in accordance with the current by-laws.

Look for me at the next event you attend. I'll probably be there. For those anxiously awaiting the accounting on how much Gallagher has cost me, you will have to wait. I began to cry when I started to add it up.

Ed

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2001 Chicago Region Drivers Ed Tech Procedure

The Chicago region tech team will be implementing a slight modification to the routine this season. You will now see 2 tech lines at the DE events.

The line to the right as you approach will be for drivers who have had their car pre-teched at a PCA recognized service center. To enter this tech line you **MUST** have a completed tech sheet that has been signed by the service center, along with your helmet, proper apparel, and loose items removed.

The line on the left will be for all others. Drivers or mechanics are required to be with the car in the tech line. As you can probably tell, the pre-teched line will move rapidly, and it is worth the extra effort for you to have your car pre-teched before the event. It may also save a heartache. I know of more than one instance when someone was refused a tech sticker due to an infraction that would have been easily spotted and remedied prior to the day of the event. They then spend hours searching the paddock for the proper parts and tools to correct the problem, missing half the day of driving.

This system will allow the tech crew more time to spend with the cars that require full tech at the event for an even higher level of safety for everyone. Here is a short list of the recognized facilities for pre-tech. Contact them in regards to their charges for this service, if any. Please contact me at tech@pca-chicago.org or (630) 761-1111 if you have a shop that is not mentioned.

Fischer Motors Barrington, IL (847) 304-8822

H & M Autohaus Westchester, IL (708) 344-9311

Kanna Motorsports Batavia, IL (630) 761-1111

Kelly Moss Madison, WI (608) 274-5054

Lynch Porsche Chicago, IL (773) 794-7979

Midwest Eurosport Bensenville, IL (630) 595-5577

Napleton Porsche Westmont, IL (630) 725-0911

Perfect Power Libertyville, IL (847) 367-8837

The Exchange Highland Park, IL (847) 432-5020

We are looking for 2 volunteers for drivers Ed tech.

If you are interested contact Kevin Schilling at tech@PCA-chicago.org or (630) 761-1111

Tech Time

Kevin Schilling

Chicago winters are not the worst I know of, but I'm always happier when they are a memory verses a reality. So, get ready....it's just about time to wake that Porsche from it's deep winter sleep. That means more than just simply checking the tire pressure and getting a fresh tank of gas. Get it ready for the tech crew also. What we are doing is trying to add some needed assurance that everyone is safe while on the track. We check over many cars in the tech area, and we see lots and lots of cars that have so much crud on the undercarriage and engine that it is practically impossible to see any loose or broke items.

So here is a simple way to make our job easier, and everyone safer. Take some time and get that bad boy cleaned up. Start by making a trip to your local K-Mart, Target, Wal-Mart or any auto parts store, and pick up 3 things... a gallon of Castrol Super Clean, rubber gloves, and a sprayer bottle. I've seen all kind of engine degreasers in my life, but this is the best!

Next, get the car up on stands, or just get one end up at a time. Start with the rear, since it is usually the worst. Fill the spayer bottle with cleaner and start spraying everything you can see....except your paint job or wheels! Wear the rubber gloves you manly man, this stuff will wreak havoc on your skin. Super Clean is not like that Gunk stuff, no letting it sit for 5 or 10 minutes, it works almost instantly. Get the hose hooked up to a HOT water tap and start blasting away. I guarantee you will be impressed. Do the same to the front end. It is a great asset if you have an air compressor to blow off the standing water to help dry everything. It is a commonly known FACT that a clean engine runs cooler.

I've been absolutely shocked over the last couple of years at the number of pre-fabricated roll bars and cages that are mounted to a floorboard. For ANYONE who drives thier car on the race track, be it DE or racing, please read this.

Roll bars and cages are supposed to be designed to accomplish 2 things. The first, and most important is protection for roof collapse in the event the car goes shiny side down! And the second is added rigidity to the chassis. The second is more to roll cages than bars.

Simple common sense will dictate that a safety device of any kind simply bolted to a piece of 20 guage steel is not sufficient. In the event of a roll-over, the chances of the bar or cage tearing thru the floor is dependant on the severety of the impact. Sure the flooring may hold, but it also may not. I DON'T take chances with my life. Also, mounting to a floor does little to keep the car from flexing.

The solution is simple. If you already have a bolt in cage or bar, have some supports added so as to attach it to a "stress member", that is, an area of the car that is designed to be an integral part of the overall rigidity of it's chassis. I accomplish this by gusseting from the vertical tubes of the bar about an inch or two from the floor, to the side and adding an additional steel plate surface area to spread the stress. If you don't yet have a bar or cage, get one! They do not have to be permanently attached, but they should be professionally installed. Have the pre fabricated ones modified to attach to the proper areas.

Hello everyone...

Here is the latest & last version of our **Concours Schedule**. Please update your calendars

Sunday June 03, Air Classics Museum of Aviation
Chair: Van Larson

Sunday July 29, Potters Picnic @ Peter Fisher's Estate
Chair: Van Miller

Sunday August 05, Trackside @ Arlington International
Chair: Jim Jacisin

Saturday September 01, Road America @ Elkhart Lake, WI
Chair: Cindy Jacisin

Sunday Sept. 09, Cuneo Estate
Chair: Pat Yanahan

Thanks ...
Jacisin

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Autocross Driver's School

Sunday April 22, Maywood Park

8600 W. North Avenue in Maywood

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

If you plan to participate in our autocrosses or in our driver's education events at Blackhawk Farms Raceway, Elkhart Lake and GingerMan, you should attend this first driving event of the real millennium. You know, 2001 not Y2K. This is a must event for anyone who just bought his or her first Porsche!

What is an autocross? An autocross is a competition event requiring precision and skill negotiating a tight course marked by rubber pylon cones. From tight, low speed slalom sections to short bursts up to 60 to 70 MPH, the action is fast and furious. Quick reflexes and finesse are more important than high horsepower. An autocross abuses your nerves more than your Porsche, so it will not destroy your budget or your Porsche. Beware that autocrossing is habit forming and may lead to an addiction to speed. This is a good thing.

We offer a ninety-minute class discussing the fundamentals of high performance driving. Following the classroom session, you will receive personal instruction at the skid pad, braking practice, slalom and ninety degree turn exercises. Finally, we will coach you as you drive an autocross course at your own speed.

Time	8:30 AM	Registration and Technical Inspection Opens
	9:30 AM	Classroom Session (Tech Inspection of entrants' cars will continue)
	11:30 AM	Lunch
	12:00 PM	Driver Instruction at skid pad, slalom, turn and braking areas
	3:00 PM	Autocross Course on-track instruction

Pre-registration is required because lunch is included in registration fee and must be ordered in advance.

Late Registration: Entrants registering after **Wednesday, April 18** or registering at the event site **may not have lunch available.** Entrants must be at least 18 years old. **Snell 1990 helmets are required;** a few loaner helmets may be available. Northstar Motorsports, a Scene advertiser, can provide you with the properly sized new helmet you need.

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

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

To: Ed Leed

37 Lakeview Dr.

Barrington, IL 60010

Email Leedlast@hotmail.com

Questions? call 847-382-6911 before 10:00 PM please

Driver 1 _____ Member/Guest _____ Phone Number _____

Driver 2 _____ Member/Guest _____ Phone Number _____

Total Enclosed _____ Please be prepared to display a valid driver's license

Cross the Border Rallye

April 29, 2001

It's time to wash the winter dust off the Porsche and come practice what you have learned at Dan Gallagher's Rallye School. It's time for the first Rallye of the season. It's time to Cross the Border to Rallye. Come join us for a ride around the rustic roads of southern Wisconsin.

When: April 29, 2001
Registration opens at 10:00 am
Drivers meeting at 11:00
First car off at 11:30

Where: Wal-Mart Parking Lot
Grand Ave & Hunt Club Road
Gurnee, IL
(Just West of Gurnee Mills Shopping Center)

Cost: \$20.00

Dinner will be at a stop to be determined!

Please make checks payable to : PCA - Chicago Region

If you need a partner, please visit the Rallye Forum at www.PCA-Chicago.org to get connected up with a fellow rallyist.

Mail Registration to:
Jack Stephensen
914 Norfolk Ave.
Westchester, IL 60154

Please direct your questions to Jack at:
708-865-1465 (Evenings), 847-541-6100 (Daytime),
or Jstephensen@Aol.com

Registration Form

Driver _____ Phone _____

Member _____ Applicant _____ Guest of _____

Navigator _____ Phone _____

Member _____ Applicant _____ Guest of _____

Car information:

Model _____ Color _____

Classification: SOP (seat of pants) _____ Touring _____

Road America Drivers' Education 2001

May 25–27, 2001

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 consists of fourteen turns, three long straights, and four total miles of winding track cut through the Kettle Moraine area of Southern Wisconsin. Not only is it the longest road course in North America, but one of the most exciting and picturesque racetracks in the world.

Registration for this event is open to all Porsche drivers *including novices*. If you are a novice driver however, we strongly recommend that you first attend the Autocross Driver's School on Sunday, April 22 as well as the Novice Driver's School at Blackhawk Farms Raceway on Wednesday, May 16 in preparation for driving this challenging track.

Our three-day format this year will be very similar to the one we began in 2000 with Friday, May 25th being devoted **EXCLUSIVELY** to novice drivers and instructors, which will allow us to offer a very high level of instruction. If you are a novice driver and wish to participate in this event, please return your completed registration form today as space is limited to 50 novices and this event is traditionally a sell out!

Novice drivers will begin their weekend by attending a mandatory **Novice Orientation Meeting** at Siebkens Resort on Thursday evening, May 24th at 8:00 pm sharp. Then on Friday morning, they will participate in a classroom training session led by the professionals from Skip Barber followed by controlled car handling exercises. Each novice will also be assigned a PCA Instructor who will work with them throughout the weekend to help improve their driving skills.

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

- Group 1 Our most experienced drivers with usually, but not always, the fastest cars
- Groups 2 & 3 Our next most experienced drivers who are somewhat slower than Group 1
- Group 4 Novice drivers and others who are 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 competent mechanic who is 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.

For Groups 1, 2, and 3, a five or six point harness is mandatory for the driver. If you wish to have an instructor to ride with you, the same type of harness is also required on the passenger side. Mandatory clothing for this event includes a SNELL approved SA 1995 helmet, long sleeve cotton shirt, long pants, and socks, all 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!

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. 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 are not able to 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 limit in advance as there are residential areas near the track and monitoring equipment will be used throughout the weekend.

Confirmed drivers will receive (by e-mail or snail mail) a confirmation packet that includes a copy of the *Rules of Road America*. We ask that you take the time to review them in detail before you arrive at the track. These rules are set by Road America and not the Chicago Region, so please help to ensure that you and all of your guests are in full compliance.

In addition to the mandatory Novice Orientation Meeting on Thursday evening, there will also be **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 are once again asking 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. There is a service that can provide this medical information in confidentiality, Trak Med. Marian McCarthy of Trak Med has offered our members a special price for their service, \$99 instead of \$124.99. You must mention that you are a Chicago Region PCA member. They can be reached at 571.434.6758 or register on line at www.trakmed.com.

Spaces for this event are 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 drivers on a first-come, first-served basis and notification (by e-mail or snail-mail) of acceptance will be provided by the registrar. If you are planning to attend this event, this would also be a good time to make your room accommodations 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 on the next page. Please note that we have a block of rooms reserved for the Chicago Region Porsche Club at the Osthoff Resort.

Track registration for Novices and Instructors will take place at Siebkens Resort in Elkhart Lake on Thursday, May 24th from 4:00 pm until 7:00 pm. Registration for all other drivers will be at the Registration Building at Road America from 4:00 pm - 7:00 pm on Friday,

May 25th. Please remember that 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!

Siebkens will once again be the headquarters for Thursday registration as well as the Novice Orientation Meeting. In addition to lodging, they offer a continental breakfast starting at 6:00 am and a full service breakfast starting at 9:00 am. Someone from Siebkens will also be on hand during Thursday evening's registration hours and at the track during the lunch hour on Saturday to sell tickets for a dinner in their dining room on Saturday evening after the track closes.

If you are looking for an easy way to get around the pits and track viewing areas, consider a golf cart rental that Road America will offer once again this year. Reservations must be made at least four weeks in advance of the event. Please note that you will be responsible for any damage and a minimum age of 16 years is required to operate the carts.

The registration fee includes a R.A.D.E. 2001 shirt. Please indicate your shirt size on the pre-registration form. Extra shirts, at \$15 each, may be ordered 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 regarding this event, we have established a 24-hour Information Hotline at 847. 604.4795. Please leave a message and the appropriate committee member will return your call. Committee members may also be reached at the phone numbers and e-mail addresses listed below.

We think you will find this to be one of the best track events of the season and hope to see you there!

Chris Ingot and Scott Lynn
Road America Drivers' Education 2001 Co-chairs

Road America Drivers' Education 2001 Committee Members

Chris Ingot	Event Co-Chairman	847.604.4795	Cinglot@aol.com
Scott Lynn	Event Co-Chairman	847.604.4795	ChicagoPCA@aol.com
Keith Clark	Event Coordinator	630.690.3381	ClarkFNFlying@aol.com
Susan Shire	Registrar	847.604.4795	ChiScene@aol.com
John Ruther	Chief Driving Instructor	847.304.5515	John@nortstarmotorsports.com
Pete Hackenson	Tech Coordinator	630.655.1629	Phackenson@hotmail.com
Todd Conforti	Safety Co-Coordinator	847.382.9653	TLControls@aol.com
Greg Turek	Safety Co-Coordinator	630.904.0800	Gregturek@att.net

**PCA Chicago Region
Road America Drivers' Education 2001
May 25 - 27, 2001**

Event Co-chairs: Chris Ingot and Scott Lynn

No refunds or cancellations after May 17, 2001

REGISTRAR USE ONLY									
#1				#2					
N	1	2	3	N	1	2	3		
I	1	2	3	I	1	2	3		
E	1	2	3	E	1	2	3		
Group _____					Group _____				
# _____					# _____				

First Driver Name _____				Second Driver Name (must be in same car) _____							
Address _____				Address _____							
City _____		State _____		Zip _____		City _____		State _____		Zip _____	
Eve Phone with AREA CODE _____			Day Phone with AREA CODE _____			Eve Phone with AREA CODE _____			Day Phone with AREA CODE _____		
Fax and/or e-mail address _____						Fax and/or e-mail address _____					
Shirt size: S M L XL XXL XXXL						Shirt size: S M L XL XXL XXXL					
PCA Member Region _____ N/A						PCA Member Region _____ N/A					
Current PCA Membership # _____						Current PCA Membership # _____					

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. (<i>Exemption must be approved by Event Chair or Event Chief Driving Instructor John Ruther.</i>)	Yes	No

Please circle one: Novice driver	Please circle one: Novice driver
Experienced driver	Experienced driver
Instructor <i>Must be approved by Chief Driving Instructor John Ruther</i>	Instructor

Requested Run Group					Requested Run Group						
<Fastest	1	2	3	4	Slowest>	<Fastest	1	2	3	4	Slowest>

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:

Chicago Region (previously assigned) Permanent Car # _____	Chicago Region (previously assigned) Permanent Car # _____		
If none, Requested # _____	If none, Requested # _____		
Porsche Year/Model _____	Color _____	# of Cylinders _____	Displacement _____

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

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

DRIVER MEDICAL INFORMATION

For second driver, please photocopy, complete, and submit with pre-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.

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. 2001 FEE SCHEDULE

	EARLY REGISTRATION <i>Postmarked by 4/28/01</i>	LATE REGISTRATION <i>Postmarked after 4/28/01</i>
First Driver		
<input type="checkbox"/> Novice	Friday, Saturday & Sunday \$ 360.00	\$ 390.00
<input type="checkbox"/> Instructor	Friday, Saturday & Sunday \$ 285.00	\$ 315.00
<input type="checkbox"/> Other First Driver	Saturday & Sunday \$ 285.00	\$ 315.00
Second Driver (family or affiliated PCA member only)		
<input type="checkbox"/> Novice	Friday, Saturday & Sunday \$ 180.00	
<input type="checkbox"/> Other Second Driver	Saturday & Sunday \$ 140.00	
Second Driver (non-family/non-affiliated PCA member, non-PCA member)		
<input type="checkbox"/> Novice	Friday, Saturday & Sunday \$ 360.00	
<input type="checkbox"/> Other Second Driver	Saturday & Sunday \$ 285.00	

**NO REFUNDS OR
CANCELLATIONS
AFTER MAY 17, 2001**

Driver(s) Fees \$ _____

Extra shirt(s) S M L XL XXL XXXL # _____ @ \$ 15.00 EACH \$ _____

Golf Cart Rental # _____ @ \$ 250.00 EACH \$ _____

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

Mail pre-registration form and check to: **Susan Shire, R.A.D.E. 2001 Registrar**
9507 North Central Park Avenue
Evanston, IL 60203-1103

PCA Chicago Region 2001 Tech Inspection Sheet

NAME: _____ CAR COLOR: _____ RUN CLASS: _____

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

Pass Fail **!! TO BE INSPECTED BY ENTRANT PRIOR TO EVENT !!!**

- _____ 1. **HELMET, SNELL SA 95 or later required for all TRACK EVENTS** including Blackhawk, Road America, and GingerMan (sticker must be attached inside).
- _____ 1A. **HELMET, SNELL SA or M 90 or later required for all AUTOCROSS EVENTS** (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 installation; or five or six point harnesses required for Any Class except Novice at all high-speed Tracks securely anchored metal-to-metal for both driver and passenger, with large diameter washers on both sides of floor mounting holes; Tunnel side seat belt mounting approved only on Factory Seats.
- _____ 4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. CEA-614 or Halon recommended.
- _____ 5. **ROLL BAR** - Required for All open cars except 914's, and Targa's. A Class "Cab" & Boxter cars require a roll bar or Cage using the "broomstick rule". A roll bar or cage is highly recommended for any high-speed Track Event.
- _____ 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, etc. Glove compartment locked.
- _____ 8. **AIR BAG EQUIPPED CARS** - No obstruction in front of Air Bag (s).
- _____ 8. **WINDSHIELD** - No cracks. Functional wipers with good blades.
- _____ 9. **MIRRORS** - At least one (two highly recommended) securely mounted rear view mirror (s).
- _____ 10. **GAS CAP** - Gasket intact and cap tightened.
- _____ 11. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
- _____ 12. **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.
- _____ 13. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber on any car.
- _____ 14. **WHEEL BEARINGS** - Correct adjustment, check for play and proper lubrication, no damaged or burnt bearings.
- _____ 15. **BRAKES** - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will 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.
- _____ 16. **WHEELS** - No cracks. No bends. All lug nuts must have 90 - 96 lbs. torque. Valve stem must have airtight cap. Hubcaps must be removed.
- _____ 17. **TIRES** - Good condition. No cracks or bulges. ZR or better recommended. Factory recommended tire pressure. Minimum tread depth 3/32" on contact patch area (race tires or shaved performance tires must have as least 1/16" tread ware marker depth and No Cord Showing.) Spare removed or secured.
- _____ 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.
- _____ 19. **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.
- _____ 20. **ENGINE** - Check for odd sounds and satisfactory exhaust. (Remember 108db sound limit at Road America.)
- _____ 21. **DRIVE BELTS** - Tight and in good condition.
- _____ 22. **LEAKS** - No leaks of any fluid - oil, gas, brake, or coolant.
- _____ 23. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
- _____ 24. **BRAKE LIGHTS** - All bulbs on both sides must be functional.

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

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

DRIVER'S SIGNATURE: _____ DATE: _____

WITNESS TO DRIVER'S SIGNATURE: _____ DATE: _____

Revised Feb. 20, 2001

Air Classics

CONCOURS ONE & RC CAR RACES

Concours One **June 3** @ Air Classics, Aurora Municipal Airport in Sugar Grove Illinois
 It has been a long time coming, but this years first concours is at last finally here. Picture, literally, your Porsche parked under the wing of a Classic World War II T-28 Navy Carrier Trainer. Perhaps a B-25. Need something in a water cooled model? Try a P-51. How about an F-15, a F-4 Phantom, a Russian MiG 21 or a A-7 Corsair just back from Desert Storm? The ultimate in aero ad ons! So come out and see how our Ground Classics look alongside Air Classics. And ... **NEW** this year ... Remote Control Car Races! For the young and the young at heart, we will be setting up an autocross track (for the RC Cars) on the expansive ramp space at the airport. So get a bucket of water, wash off the Porsche, pack up the toys that Santa left you, and come out to Aurora Municipal Airport in Sugar Grove.

10:00 am: Cars may begin arriving at the airport gate

12:00 pm: Judging begins & Guided tours

2:30 pm: Trophy presentations & Photo sessions

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

Class B: Exterior, Interior, Trunk & Engine

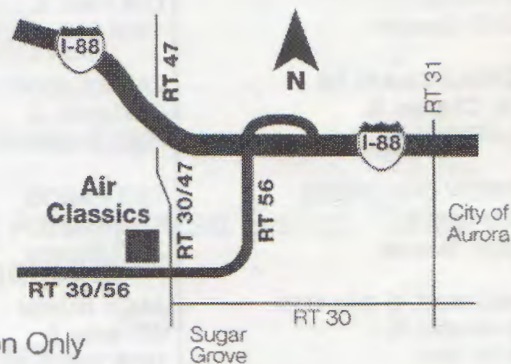
Class C: Exterior, Interior & Trunk

Class D: Exterior & Interior

Class E: Exhibition Style of Exterior & Interior. Visual Inspection Only

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

Questions? Call Van Larson @ 630-377-4686



Fee \$20 per car, additional guests \$5

Please make checks payable to: **PCA Chicago Region**
 c/o Van Larson 39W910 Cutwood Lane, St. Charles, IL 60175

Name _____

Address _____

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

Phone () _____ **email** _____

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

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



Welcome New PCA Members - February

CARINA BIGGS
Chicago, IL
2000 Boxster

JOHN BURTON
Chicago, IL
2001 996 Turbo S

JOSEPH F. CAPUTO
WestChester, IL
1999 Boxster

BILL CARLSON
Hoffman Estates, IL
1997 Boxster

JAY CARLSON
Wheaton, IL
2001 Boxster

BRIAN CHARLES
St. Charles, IL
1990 944 S2

DREW CHILDRESS
Dundee, IL
2001 Boxster

MICHAEL J. DALTON
Evanston, IL
1986 944

GRANT A GALLINGER
Park Ridge, IL
1985 911

ROBERT P. HARDER
Naperville, IL
1986 911

BILL HENSGE
Wheaton, IL
1999 Boxster

CLIFFORD HOLLE
Evergreen Park, IL
1957 356

BRENT HUNTER
Chicago, IL
1983 911 SC

DAVID KIEFER
Rockford, IL
1997 911

WAYNE KUBASAK
Macomb, IL
1971 911T

DALE J. LAMOS
Arlington Heights, IL
1984 911

KENT LARSON
Elgin, IL
1982 911 SC

MELINDA MALECKI
Oak Park, IL
1988 911

JAMES JOSEPH NASH
Oakbrook, IL
2001 Boxster S

TED PAROS
Plainfield, IL
2000 Boxster

JACK RUBIN
Wilmette, IL
1965 356C

CHRIS SCHWARZ
Palatine, IL
1989 944 S2

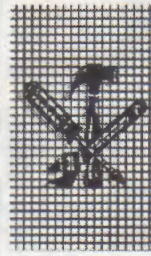
THOMAS STEPHENS
Downers Grove, IL
1991 964 C2

WILLIAM P. TURNER
Willowbrook, IL
2000 Boxster S

JOHN WEISS
Kenosha, WI
2000 996

ROBERT WHITEHEAD
St. Charles, IL
1973 911RS

Dnh Construction



DOUG COUP

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Naprapath
Nutrition Counselor

Amy McManaway
AMTA Certified Massage Therapist
Peter Lundberg
Certified Acupuncturist



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**CHICAGO REGION PORSCHE CLUB OF AMERICA
ANNOUNCES ITS SUMMER DINNER ! ! ! ! !**

SATURDAY, JUNE 23, 2001 7:00 P.M.

**THE ANVIL CLUB
309 MEIER STREET
DUNDEE, ILLINOIS
(847) 426-4544**

The Evenings Fare will Consist of the Following Selections

FIRST COURSE

Sautéed Portabello Mushroom
Escargot Encroute

SECOND COURSE

Filet Mignon
Char Broiled Sea Bass
The Anvil Prime Strip Steak

THIRD COURSE

Cheesecake with Strawberries
Brandy Ice
Seasonal Berries in a Chocolate Cup

All Entree Selections will be served with The Anvil House Salad, Twice
Baked Potato & Chefs Vegetable

PRICE FOR THE EVENT

**\$49.00 Including tax & gratuity
Cash Bar**

**Make Checks Payable to: Chicago PCA
Send Checks to: Nikki Kroll
2 South 430 Canterbury Court, Glen Ellyn, IL 60137
(630) 469-1546**

**Please indicate selections for each course when sending check.
Deadline for registration is June 18th, 2001. There is a 60 person
limit, so please register early.**

1 9 9 9

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Fax: 847.824.4775 • e-mail presstech@mc.net

PAPA'S ABEND RALLYE II

SATURDAY, JUNE 16, 2001

REGISTRATION OPENS 10:00 a.m.
DRIVER'S MEETING 10:30 a.m.
FIRST CAR OFF 11:01 a.m.

Rallye Registration Fee \$20.00

LOCATION: COLEMAN HOSPITALITY CAMPUS, 2555 Bunker Hill Road, Algonquin, IL. This is a new project just being built. It at the present time is comprised only of the Holiday Inn Express and (by the time you read this) the newly opened Coleman Restaurant. A Conference Center will be built later. It is located just west of Randall Road on the south side of Bunker Hill Road, just west of the Sherman Family Healthcare Center. Take the exit NORTH for Randall Road off of I90 and follow Randall Road north for approximately 6 miles. It is 1/4 mile south of Algonquin Road that is the extension of Rt. 62 as it leaves Algonquin, if you are coming from that way. When approaching the area, there is a traffic light at this intersection. Watch for signs for Sherman Healthcare Center and for Holiday Inn Express. Bunker Hill goes west and Huntington Drive goes east at this light. Go west. There is also a tall Algonquin Water Tower across the street. The Rallye will begin and end at this location.

This Rallye got its name from a Rallye we presented on Father's Day evening June 17, 1978. It was our first time as Rallye Masters. We decided to use the same name and call it Papa's Abend Rallye II. It is not over the same roads and almost none of the people that are active today were on that rallye. Ed and Debbie Leed placed first in equipped class; and Harold Beach was second and Bob and Wendy White were fourth in Seat of the Pants.

This will be the last rallye before the Parade Rallye in Milwaukee. We have tried to make this rallye mimic what we think Susan Shire will have on that Rallye. So if you are participating in the Milwaukee Rallye come out and learn a few tricks we think she might have for you in Milwaukee. It will be over some of the roads you have been over before and a few new ones.

Non-rallyists are welcome to join us at the end point at approximately 4 - 5 p.m. Dinner will be off the menu. If you are a non-rallyist and wish to work, give us a call or email us at trh911sc@aol.com.

Coleman's Restaurant is also open for breakfast, if you care to arrive early for breakfast and registration. If you want to spend the night at Holiday Inn Express, the rooms are \$89.00 for a standard room and \$119.00 for a suite.

Holiday Inn Express - 1-847-458-6000; Coleman's Restaurant 1-847-458-6600.

Mail to: Tom and Phyllis Harwood, 1142 Florimond Drive, Elgin, IL. 60123

E-mail: trh911sc@aol.com and we will email you a registration form.

Driver _____ Navigator _____
Member _____ Guest _____ Applicant _____ Member _____ Guest _____ Applicant _____

Car Model _____ Car Color _____

Check the following that apply:

_____ SOP CLASS _____ EQUIPPED CLASS _____ TOURING CLASS

RALLYE REGISTRATION \$20.00 (PLEASE MAKE CHECK PAYABLE TO PCA/CHICAGO REGION).

DINNER WILL BE OFF THE MENU

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Bob Galen
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Reflections

By "Uncle" Frank

Road America has always been a favorite road course of mine. I have had the privilege of driving that track on many occasions over the past twenty eight years with PCA. In later years, I've been called an to provide driving instruction there, not only in PCA but also Track Time, and once with the Mercedes Benz Club of America. That's what I'll be writing about today.

PCA was contacted by MBCA and asked if we could provide driving instructors for their club. It was a sweet deal. We got free lunch and dinner, plus free track time in our Porsches. Who could say no to that?

Personally, I had experience with instructing the MBCA at Grattan Raceway, and the Ford Proving Grounds in Ionia, Michigan, outside of Detroit. So this assignment wouldn't hold any surprises for me, or so I thought.

It was one of those truly beautiful weekends, weather wise. Clear blue skies, not overly hot and no rain in the forecast all weekend. I checked into Siebkens Resort, unpacked, and got settled in. I wanted to be on my toes the next morning so the Benz drivers got their money's worth.

Naturally, Saturday morning involved a lot of riding shotgun and talking drivers through the various corners and braking points. For the most part, the Benz isn't as fast as a Porsche, so you had a decent amount of time to talk students through the course. One of the things I did notice was that the brake systems (at that time) didn't hold up well to aggressive treatment. So you needed to allow extra room to slow these puppies down.

We set up a deal that the instructors would be at the start line, helmet in hand to assist each driver as they pulled up. This system worked well, well almost. At one point, a drop dead, gorgeous, 300SL Gullwing coupe failed up to the starting line. Harold Teter (Michigan-Indiana Region), Bob Ostoloff (a future Chicago Region president) and myself were all at the line. The only thing I could see was huge dollars -sitting there, I begged off. Harold Teter must have had the same vision. He also passed on this opportunity. As I'm sure we'll all agree, it takes a brave soul to be a Chicago Region president, so Bob stated he'd go. Thank you, Bob.

Not far behind came a 300SL Roadster, not so drop dead gorgeous, but still it is a 300SL. I volunteered to ride shotgun with this complete novice driver to Road America. After a quick look over, tires, seatbelts, etc., in I went. As we briskly motored down to turn one, I instructed our new arrival on our approach and braking point. Now don't get me wrong, I'm sure this guy was a nice guy, but I became concerned as he told me he had just completed a lot of major mechanical work on this roadster, and this was a maiden shakedown. 'You can imagine my surprise when we went for the brakes, and the passenger side wiper arm and blade detached themselves from the wiper pivot and slid down the hood and disappeared over the front of the 300. The driver never noticed (hope he was concentrating on his apex), At least the brakes worked. I informed the driver of our loss once we got straightened out. We completed our lap and he thanked me for bringing the wiper loss to his attention. He mentioned that the wiper arm and blade were expensive, and he would retrieve his ASAP.

Back to the starting line I went, ready for my next experience. I didn't have to wait long, Up pulls a beautiful 600 Pullman. Now I have to ask you, how much trouble could I get into in a limo, with a lady driver? So in I jumped, buckled up, and off we go. Over the years, I have found that lady drivers make much better students. No bad habits, no large egos, they just want to learn it right, so they are open to suggestions. As we enter turn one, I can hear an unusual noise from the rear of the vehicle some place. Now through turn three, I hear it again. By turn five, I start getting concerned and asked the driver if she. also hears the noise.? "Oh yes, it's the bottles in the back seat bar," she replies. I think, "Oh please break down. I could use a drink." Anyway, we completed our lap and

I manly suggested that she and her husband remove the bottles before taking the limo on the track again. Could you just see the insurance issue?

Other than that, Saturday ran smooth. The instructors got our trick time and provided rides for those daring enough (read foolish enough) to jump into our passenger sides. But Sunday would prove to be another interesting and educational day in the life of a PCA driving instructor.

Another beautiful day at one of the best road courses in America. By now, most of the Benz drivers had circulated enough to get things down. Please note, I stated "most". Again, I'm up at the start line with Harold Teter when this older gentleman pulls up with his 300E sedan. Harold states he needs a break, could I go with this driver. "Sure, I stated, we're on the downhill side by now.

Intros done, off we go. Say, this guy is pretty smooth. Good, not over doing the brakes, nice apex at five. We're moving right along. He seems positive and is hitting the right spots. Here comes coner twelve, nice braking, good turn, motors up under the bridge at thirteen, still on it, still on it. "You can brake any time now you can brake any time now! Okay, BRAKE!! The old boy totally forgot about fourteen and thought he was heading up the main straight. After I detached my feet from his floor boards. we had a little talk about brake marks always mean a corner is coming. "Oh, okay," states the gentleman. "I always forget about that last turn."

I got back to the start line again to see Harold Teter leaning against the guard rail, helmet in hand. Harold states, "Did he forget turn fourteen again?" I think Harold is still running, thinking I'm behind him.

The day is just about over when this dark blue, four-door sedan pulls up with a lady driver. No problem, I have recovered from my experience in fourteen earlier, so I'm ready. As I stated before women make the best students, and this lady didn't break the mold. We motored off, slow but firm in our convictions. After a while, I was getting a little bored. Once we cleared the 'kink", I advised her to go for it. She said, "Okay". I waited -- and waited. I advised her again, 'We can go for it here. She looked at me and said, "I have my foot to the floor! This is a 240D" (D as in diesel). You couldn't make this thing go fast if you dropped it out of an airplane. And I thought she was just being smooth and considerate to me. It was a fun weekend. I had a great time. None of the instructors damaged or broke their cars. The MB people had a blast learning how to drive faster, with control and safety. They walked (drove) away with an even higher respect for their prestigious vehicles. I really miss those days at times. Reflecting on my experience with PCA always brings a smile to my face. Thanks, PCA!

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Part No. 000.043.202.56.

By Jim Jacisin

Every once in a while you come across a really good product that makes your Porsche life easier.

Until this year, I have pretty much resigned myself to the fact that each Spring I will need to replace the Porsche battery in the car I use for Concours. It seems that no matter what I do, what temperature the garage, no matter where I store the battery, when I turn the key in Spring ... the sickening sound of clickclickclick ... no start.

The reason that I keep supporting the dealership by purchasing these \$100 wonders is strictly esthetics. In Concours, even having the correct battery, no matter how unreliable, is a plus. And, to tell the truth, the Porsche that I use for daily transportation with an InterState battery has its' late night, after work in-the parking-lot-all-alone moments.

In the past, I've tried battery and even trickle chargers. Besides looking like some contraption from "Lost-In-Space" I have not had good luck.

My last attempt went something like this:

I remove the battery, bring it into the house, set it on a wood block on the ceramic tile floor next to the washer. Some days later my wife Patty tells me she has some bad news, the washer is leaking water onto the floor. Not alot, but could I take a look at it before the next load? Sure ... Well I tell her I have some good news and some bad news. The good news, the washer is fine. The bad news it's not water on the ceramic tile but instead battery acid. This has lead to breakthrough in our relationship. I no longer bring car parts into our home, and in return, the only thing in our 3 car garage are 3 cars.

So much for a charger until now. I received an amazing trickle charger from Porsche that actually looks and performs like something from Porsche. The charger is about the size of a credit card, and about an inch thick. A very nice piece with a LED indicator that lights when the Cabrio needs a little juice. Finally a product that doesn't make your electric meter spin like a CD player and end up using the power equivalent of a new battery. Another nice feature is that it does not generate enough heat to make toast or heat a small apartment. I really enjoy the cars, but even I draw the line at burning the house down. This tiny unit plugs directly into a standard wall socket. No need for an extension cord to trip over or to test the GFI 's when you bathe the cars in the garage. It comes with about 15 feet of thin 2 wire that then conveniently plugs into the cigar lighter of the car. Easy. It works on any Porsche that has the lighter socket active without the key in the ignition. If yours is dead without the key, the dealership can retrofit the car to accept this unit.

Now ... the 64 dollar question. How much is this space age marvel?

About \$64 at your Porsche dealer. The "Porsche Charge O Mat" Part No. 000.043.202.56.

Even though the Cabrio doesn't go out in the snow, at least now I can lower the top and pretend its Spring.

Blackhawk XXXII

May 16th is a NOVICE INSTRUCTION event. May 9th is for EXPERIENCED BLACKHAWK drivers only.

Mandatory clothing for all drivers at this event include a Snell approved SA 1995 helmet, long sleeve shirt, long pants, and socks, all made of non-synthetic material, and closed toe shoes. Recommended, but not necessary items include driving suits, driving gloves, driving shoes, and protective neck brace all made of Nomex or similar fire-resistant materials. Please check the dates on your helmets now. There will NOT be loaner helmets available. If your helmet does not pass inspection, you will not drive.

To save time at the track, you may bring a completed Chicago region Tech sheet signed by a recognized Porsche dealer or mechanic. Be certain to pay close attention to the specifics concerning brake fluid and pads. Please find a tech sheet in this issue.

Every Blackhawk event is a sell out. Please pre-register (with payment) to ensure a spot in these events. Waiting lists will be used to fill open spots.

Directions: Northwest Tollway (I-90) North to IL 75 (just before WI border). West on IL 75 to T (Blackhawk Road). Right to Shirland. Left on Shirland to Fischer. Left on Fisher to T (Prairie). Left at T—track entrance on right.

Alternate directions: Northwest Tollway (I-90) North to Rockton Road exit. West on Rockton Road to Prairie Avenue (after the Rock River and S. Bluff Road). Right on Prairie. Track entrance on left about 8/10 mile from intersection.

Please note that I-90 may be under construction. Please plan ahead and consider other routes or allow ample time.

For more Blackhawk info, check out:

<http://www.na-motorsports.com/Tracks/Blackhawk.html>

Wednesday, May 16th, 2001

Novice Event

- 7:45-9:30 Registration
- 8:00-10:00 Tech Inspection
- 9:00-9:30 Instructor's track time
- 9:30-10:00 Driver's meeting MANDATORY for all novice
- 10:00-11:00 Instruction—Men
- 10:00-11:00 Classroom—Women
- 11:00-12:00 Instruction—Women
- 11:00-12:00 Classroom—Men
- 12:00-1:00 Instructor's track time
- 12:00-1:00 Corner observation—Novice
- 1:00-2:00 Instruction—Men
- 2:00-3:00 Instruction—Women
- 3:00-3:45 Instructor's track time
- 3:45-4:30 Open circulation—Men and Women
- 5:00— Dinner site to be announced

Wednesday, May 9th, 2001

Experienced Event

- 8:00-10:00 Registration
- 8:00-10:00 Tech Inspection
- 9:00-9:30 Driver's meeting MANDATORY for all
- 9:30-10:00 C
- 10:00-10:30 B1
- 10:30-11:00 B2
- 11:00-11:30 C
- 11:30-12:00 B1
- 12:00-1:00 Lunch
- 1:00-1:30 B2
- 1:30-2:00 C
- 2:00-2:30 B1
- 2:30-3:00 B2
- 3:00-3:30 C
- 3:30-4:00 B1
- 4:00-4:30 B2
- 5:30-8:00 Dinner at Prime Spot

Registration form for Blackhawk May events

Car Make/Year: _____ Car Model: _____

First Driver Name _____ Phone number _____ e-mail _____

Member Applicant Guest of _____

B1 B2 C Instructor Novice Women's Permanent Car Number _____

Previous Experience _____

Second Driver Name _____ Phone number _____ e-mail _____

Member Applicant Guest of _____

B1 B2 C Instructor Novice Women's Permanent Car Number _____

Previous Experience _____

Fees:

Wednesday, May 9, 2001 B1, B2, C First driver: \$145 Pre-registered. Second driver, same car: \$70.
EXPERIENCED DRIVERS ONLY AT THIS EVENT!

Wednesday, May 16, 2001 Novice and Ladies: \$145 Pre-registered. Second driver, same car: \$70.
Instructors: \$0 Pre-registered only. Contact John Ruther and send written registration to Peggy.

Please make check payable to PCA—Chicago Region Total: \$ _____

Wednesday, May 9, 2001 registration forms with payment to: Karen Hackenson
3613 Fairview Avenue
Oak Brook, IL 60523-2687

Questions, call Pete Hackenson at 630-655-1629

Wednesday, May 16, 2001 registration forms with payment to: Peggy Gallagher
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions, call Dan Gallagher at 708-784-0784

Please photocopy if you need to register for both events.

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**Porsche Club of America
Chicago Region
Board meeting minutes
February 2, 2001**

Voting members present: Barnicle, Bittman, Clark, Gallagher, P. Hackenson, Inglot, Jacisin, Pesavento, Yanahan.

Coordinators present: Clark, Conforti, D. Gallagher, P. Hackenson, Holler, Inglot, Jacisin, Leed, Nowakowski, Schilling, Young.

Meeting called to order: By Barnicle at 8:11 p.m. at the V.F.W., Park Ridge, IL.

Secretary - Chuck Bittman

- Bittman presented the minutes from the November '00 Board meeting. Bittman moved, Gallagher seconded to approve the minutes as presented. Approved unanimously.
 - Bittman presented the minutes from the January '01 general membership meeting, taken by Clark.
- Bittman moved, Barnicle seconded to approve the minutes as presented. Motion approved 8 for, 1 against.

Treasurer - Ken Pesavento

- Pesavento presented a report including the following: A balance sheet as of 1/31/01 showing total assets of \$275,165.98; an income and expense report for the period from 11/4/00 to 1/31/01 showing a net deficit of \$49,686.70; a pre-paid expense report totaling \$51,490.00; Interest income since 1/1/00 totaling \$1,349.24; a report from the tech session showing a net deficit of \$720.20; a report from rallye 4 showing a net deficit of \$35.58; a report from rallye 5 showing a net surplus of \$103.56; a report from concours 5 showing a net surplus of \$303.10; a report from the Café 36 social event showing a net deficit of \$130.00; a report from the '00 dinner dance showing a net deficit of \$15,644.54. Inglot moved, Gallagher seconded to approve the Treasurer's report as presented. Approved unanimously.

Vice President - Keith Clark

- No report.

Autocross - Mike Gallagher & Shawn Young

- Young reported that all dates have been confirmed. There will be an ad in the *Scene* showing the dates. The locations are as follows: School, Maywood; Autocross 1, Rockford Speedway; Autocross 2, Maywood; Autocross 3, MGA; Autocross 4, Lake Geneva; Autocross 5, Hawthorne.
- Track rental for the autocross school at Maywood will be \$900.00.

Drivers' Education/Club Race - Road America Drivers - Chris Inglot

- Inglot reported that Scott Lynn will co-chair the event.
- Track fees are up approximately 10%.
- Volunteers are needed for the events.

Drivers' Education - Blackhawk Farms - Dan Gallagher

- Gallagher reported that there will be 6 dates for '01.
- Fees have not been increased for Blackhawk in 4 years. Currently fees are \$130.00, with a fee of \$145.00 the breakeven point would be about 44 cars. Hackenson moved, Barnicle seconded to increase the fee for Blackhawk to \$145.00. Approved unanimously.
- For the May Blackhawk novice event it will require 15 women to justify a women only class.

Drivers' Education - Blackhawk Farms - Jeff Girard

- No report.

Chief Driving Instructor - John Ruther

- No report.

Novice Driving Instructor - Ed Leed

- No report.

Insurance Coordinator - Keith Clark

- No report.

Concours - Jim Jacisin

- Jacisin reported that Air Classics will be June 3, replacing Navy

Pier.

- There will be a concours at Arlington Park on August 5, and Cuneo Estate on September 9.

Rallye - Jack Stephensen

- Stephensen e-mailed Barnicle that he had no report.
- Gallagher reported that he might need to cancel a loop rallye due to Wacker Drive construction.
- The 6 old rallye clocks will be lent to Susan Shire to be checked and calibrated for backup for Parade, at Milwaukee Region's expense.

Social - Nikki Kroll & Ilene Wostoupal

- Pesavento reported for Kroll that the St. Patrick's Day party will be \$35.00 per person.

Membership - Mary Anne Nowakowski

- Nowakowski presented 17 applicants for membership to the Chicago Region. Clark moved, Hackenson seconded to accept the applicants as members. Approved unanimously.

Safety - Conforti

- Conforti reported that there will be an SCCA safety school on March 25. He is working on a group of 4-5 people to go.

Technical - Kevin Schilling & Todd Conforti

- Ruther's safety tech session will be on March 4 at Northstar.

Goodie Store - Karen Hackenson

- P. Hackenson displayed some new goodies.

Charity - Doug Coup

- Barnicle reported for Coup that the go-kart event is sold-out

Chicago Scene - David & Heather O'Bryan

- No report.

Scene Advertising - Susan Shire

- Yanahan resigned and Susan Shire was appointed.
- Barnicle reported for Shire that some previous advertisers may not renew.

Publicity - Susan Shire

- No report.

Member Database - Debbie Leed

- Leed reported that there are currently 1,506 members in the Chicago Region.

Property - Ed Leed

- Leed reported that the trailer is in need of repair. Barnicle will have his mechanics check it and report back.

Archive Historian - John O'Keefe

- No report.

Timing & Scoring - Chuck Bittman

- No report.

President - Ed Barnicle

- Barnicle presented copies of recent National correspondences.
- Barnicle read an e-mail received from Ruther about a instruction committee. After some discussion it was decided to let Ruther move forward, as he sees fit.

Webpage - Joe Holler

- Holler reported that the classified ad software was about \$200.00.
- There was much discussion about potential security and privacy issues. Problems will be addressed as they are encountered.
- Holler will research "pay-pal" about on-line credit card payments.
- Holler requested additional content, especially pictures.
- Yanahan moved, Bittman seconded for the Region to purchase up to 2 digital cameras for up to \$1,200.00. Motion approved 8 for, 1 against.

Old Business:

- No old business.

New Business:

- No new business.

Adjournment:

- Clark moved, Bittman seconded to adjourn. Approved unanimously.

SHARKFEST '01



PORSCHE @ PUTNAM

Hello All *Drivers*,

A school of sharks (some 928 guys) would like to invite you to join us at Putnam Park Road Course. Porsches @ Putnam (Thursday, June 21) is an opportunity for you to enjoy the superior engineering of your car as you can enjoy it nowhere else - ON TRACK !

Putnam Park Road Course is a joy to drive with it's wide, sweeping turns, modest yet noticeable elevation changes, and fun to learn on camber -off camber corners. A pleasant setting in the central Indiana countryside, Putnam Park offers professional level amenities on one of the safest tracks around. With in-your-car instruction (yes, he/she sits in the passenger seat guiding you along) and classroom sessions, this is Driver Education at it's best.

Stay the weekend, if you'd like, to experience the spectacle of Porsche Club Racing at Putnam (hosted by Ohio Valley Region PCA).

Or, if you brought your superior piece of technological roadworthiness (aka 'Shark'), join your 928 colleagues for the 2nd annual convention of 928's - SharkFest Indianapolis (Friday, June 22 - Sunday, June 24). (What a *great* primer for Parade . . .)

Shark or no Shark, Porsche or no Porsche, you're welcome to be among those lucky few to develop the 'unwipeable smile' of on-track driving.

See you there,

Randy Faunce, event chair

10 year member CIR PCA

10 year track hound

'88 928 S4 5-speed / 245 k miles

317-861-6977

sharkfest@mac.com

<http://homepage.mac.com/sharkfest/porschesatputnam.htm>

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Luxury Car Raffle Order Form

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Winner selects one of the following:

- 2001 Mercedes SUV-ML 430 Retail \$47,100
- 2001 Mercedes Convertible-SLK 320 Retail \$47,040
- 2001 Mercedes Sedan-CLK 320 Retail \$45,480
- Cash..... \$35,000

Cars provided by Napleton's Auto Werks of Rockford

Count me in on a 1 in 999 chance to win a 2001 Mercedes or \$35,000 in cash!

- Yes! I would like to order _____ TICKETS TO RIDE @ \$100 each. TOTAL: \$ _____
- My check is enclosed. Make check payable to Keith School TICKETS TO RIDE.
- Charge to my VISA / MasterCard (circle one)

Charge Card # _____ Exp. Date _____ / _____
 Name _____
 Street Address _____
 City _____ State _____ Zip _____
 Day Phone _____ Evening Phone _____

Mail order to: TICKETS TO RIDE, Keith School, 1 Jacoby Place, Rockford, IL 61107 Phone: (815) 399-8823

RML/PCA

Raffle Drawing: Sunday, April 22, 2001 at 2:30 pm, Indoor Sports Center, 8800 E. Riverside, Loves Park, IL. Winner not be present to win.

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T R A C
The Road America Challenge

Drivers'



The Chicago Region's **TRAC 2001** event at Elkhart Lake's (WI) Road America will be bigger and better than ever. The **TRAC 2001** dates are Friday, August 30th - Monday, September 3rd - Labor Day Weekend. Drivers' Education participants will drive Friday, Saturday, and Sunday. Club Racers will drive Saturday, Sunday and Monday, with the **TRAC 2001** feature races on Monday. Club Racers will be able to sign up for a 'test & tune' on Friday for an additional fee. The **TRAC 2001** Concours and Dinner will be Saturday evening at Siebkens in Elkhart Lake, WI. We highly recommend making your hotel reservations as soon as possible as the hotels fill up early due to the holiday weekend. See you at **T.R.A.C. 2001!!**

The web site is ready! The web site is ready! The web site is ready!

Have you been to the new web site yet? Check it out at www.pca-chicago.org as soon as you can.

You'll find a copy of this entire newsletter there and many more features. Joe Holler has done a great job with it. Be sure to drop by and join the conversations in the Forum section. You will also find easy links to directions to all the events in the Calendar section. There is also an on-line classified section called The Mart. The Mart from this Chicago Scene is also there. Please keep in mind that they are different. If you send an ad in for one, it will not auto-magically appear in the other.

Joe is constantly updating our web page so stop by often.

BIG REDUCTION in insurance costs for many high performance cars

(See lists below)

PREMIUM REDUCTION

NO LONGER RATED AS HIGH PERFORMANCE

- | | |
|-----------------------|---------------------------------|
| Acura Legend Coupe | Lincoln Mark VII |
| Audi Quattro | Mazda 323 GT |
| BMW (all models) | Mazda 626 Turbo |
| Cadillac Allante | Mazda MX-6 |
| Chevy Beretta GTZ | Mercedes - all models |
| Chevy Lumina Z34 | Merkur XR4Ti |
| Chrysler LeBaron GTC | Mitsubishi Eclipse |
| Chrysler TC Turbo | Mitsubishi Mirage Turbo |
| Dodge Lancer Shelby Z | Olds Cutlass (Quad-4 HD) |
| Dodge Shadow Turbo | Plymouth RS Sundance |
| Dodge Spirit R/T | Pontiac Grand AM Quad 4 |
| Eagle Talon | Pontiac Grand Prix Turbo |
| Ford T-Bird SC | Pontiac Grand Prix Turbo STE |
| Ford Taurus SHO | Pontiac Sunbird GT |
| Infiniti Q45 | Saab 900 |
| Isuzu Impulse | Toyota Celica Turbo - all types |
| Jaguar XJS | Volkswagen Corrado |

STILL RATED HIGH PERFORMANCE

- | | |
|---------------------------|--------------------------|
| Acura NSX | Mazda RX-7 Turbo |
| Buick Grand National GNX | Mazda RX-7 GTUS |
| Chevy Camaro IROC-Z | Mazda RX-7 GTU |
| Chevy Camaro IROC-Z Conv. | Mazda RX-7 GXI |
| Chevy Corvette | Maserati-all models |
| Chevy Corvette ZR-1 | Mitsubishi 3000GT |
| Chevy Corvette L98 Coupe | Nissan 300ZX |
| Dodge Stealth RT Turbo | Plymouth Laser RS Turbo |
| Ferrari-all models | Pontiac Firebird Formula |
| Ford Mustang 5.0 | Pontiac Trans Am GTA |
| Ford Mustang GT | Porsche-all models |
| Ford Probe GT | Toyota MR2 Turbo |
| GMC Sycamore | Toyota MR2 Supercharged |
| Lotus-all models | Toyota Supra |



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Permanent Car Number Required for Autocross and Track Events

To facilitate event registration and to identify the drivers involved in on-track activities and emergencies, you must display a car number on the doors and hood of your Porsche. Numbers are required to be displayed at autocrosses and track events. For road rallies, car numbers are assigned by the event chair, not through this program.

A unique number is required for each driver sharing a car. The list below details the numbers that you may choose from.

If you do not already have a permanent car number, please send your 5 choices in priority order plus the year and model of your Porsche to Ed Leed at email Leedlast@Hotmail.com or fax to 847-382-3562.

Available Numbers:

<u>200-299:</u>	<u>400-499:</u>	<u>700-799:</u>	<u>900-999:</u>
240	400-403	701-703	903
243	405-410	705-706	905
247-249	412	709-710	907
252	414	718-720	920-921
254	418	722-726	923-927
257-261	423	728	929
263	426	730	933-934
265-266	428-430	732-735	936-940
268	433-441	737-745	943
271	445-448	748-756	945-947
273	451-453	758-763	949-950
275-280	455-456	765-766	952-954
283-288	459	769	956-959
290-292	463	771	961
294	465-470	772	964-965
297-298	473-475	775	967
	477-488	784-785	970-985
<u>300-399:</u>	491-493	789-794	987-989
302-303	495-498	796	994-995
305-307		798-799	997-998
309	<u>500-599:</u>		
313	503-509	<u>800-899:</u>	
322-324	520-523	801-807	
326	527-548	809	
330	552-553	813	
335-336	558-566	815-816	
338	568-578	819	
341-343	580-588	823-827	
347	591-599	829	
353-354		831-838	
359	<u>600-699:</u>	840	
362-363	650-654	842-844	
365-368	656-661	846-847	
370-372	663-672	849	
374-380	674-685	852-866	
382-388	687-690	868-869	
390	692	873-874	
392-393	694-695	876-879	
395	697-699	881	
397-399		883-887	
		889	
		892	
		894-899	

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Carting for a Cause Recap

On a Cold and Icy Saturday Morning in February, 40 of Chicago PCA's finest headed out on an excellent road trip that will be remembered and felt for some time. 3 ½ hour bus trip to race go cart for 4 hours and then back on the bus for a return 3 ½ hour bus trip. Everybody seemed to have fun, as the passing and dicing stories were many on the return trip. A few bruises from edging out another in the turn or hitting (glancing) the wall at the 1st turn made everyone a bit respectful of how much work the little go carts could demand of them

We chartered a bus from Woodfield to Indianapolis IN, to hold a Go Carting Enduro Race Series for Charity. All of the participants solicited pledges for their team and raised over \$6200 for Big Brothers and Big Sisters of Chicago a organization that helps single parent households with role models. The club matched monies for winning teams and driver with fastest lap for each lap.

Overall everyone had a ball, and there was some very spirited racing competition going on. Lots of new members that we had not seen out at events before.

The Carts were 9hp Briggs & Stratton Go Karts with full side protection cages to protect from wheel to wheel contact. There top end speed reaching 35-38mph down the front straight, and average lap speeds of approximately 25mph during our event.

We ran 4 races, each required pit stops for driver changes and as each driver would agree, the tires and brake temp/heat management became a factor in the Karts performance. It was not only the job of driving the line, and out maneuvering the kart in front of you for the pass but also managing not overheating your tires from oversteering the cars around the corners and saving the brakes for when you really needed them.

There were a few "T" bones and aggressive contact as the teams sorted out the tight turns or the high-speed front straight. For those overly aggressive drivers (myself included) there was the "Sin Bin" a time out corner if you will for black flagged drivers..... Bill Shaw felt that actually the best line through that last turn would be to go through the Sin Bin in as a stop and go and you can still pass the other drivers.

Race Winners:

Race	1 st Place	2 nd Place	3 rd Place	4 th Place
1	Stand On It	Bite Me	Rip It	Rockford Road Rangers
2	Stand On It	Team G Force	Rip It	TLC
3	Team G Force	Stuttgart Studs	Tracy's Team	Rip It
4	Stand On it	Littlefield	Stuttgart Studs	TLC

ROCKFORD ROAD RANGERS	
1	Mark Lundstrom
2	Jeff Wagner
3	Brent Johnson
4	Carl Valenti
Z TEAM	
1	John Lloyd
2	Ralf Seilfe
3	Nick Wong
4	Carl Raglin
RIP IT	
1	Chris Portele
2	Dan Cyr
3	Eric Roderich
4	Jon Levy
STUTT GART STUDS	
1	Dennis Costis
2	Kurt Konrath
3	Dave Swanson
4	John Maher
STAND ON IT	
1	Rick Angelica
2	Ken Brom
3	John Brom
4	Bob Giammanco
TRACY'S TEAM	
1	Jeffrey Edgar
2	Art Koengsberger
3	Michael Koenigsberger
4	Brandon Hackenson
TEAM G FORCE	
1	Stan Bernacki
2	Chris Ciolek
3	Daren Seim
4	Van Miller
BITE ME	
1	Kevin Schilling
2	Bill Shaw
4	Jason Choulochas
4	Sharif Nijim
LITTLEFIELD	
1	Tom Littlefield
2	William Joely
3	Jay Villan
4	Rob Buychanan
TLC	
1	Todd Conforti
2	Pete Hackenson
3	Jerry Matta
4	Wes Nowakowski

Fastest Laps

Ken Brom 23.9 23.83 23.31

Fastest Lap for Race, #1, #2, & #3, even in the slowest cart from the prior race.

Dan Cyr 23.02

Fastest Lap Race # 4 and for the Day.

Track Record 21.6

Team Monies Raised

Stand On It (with 3 wins)	\$1450.00	Stuttgart Studs	\$552.15
Bite Me	\$907.27	Rockford Road Rangers	\$545.68
Team G Force	\$780.64	Littlefield	\$500.00
TLC	\$741.20	Z Team	\$493.03
Rip It	\$604.04	Tracy's Team	\$343.40

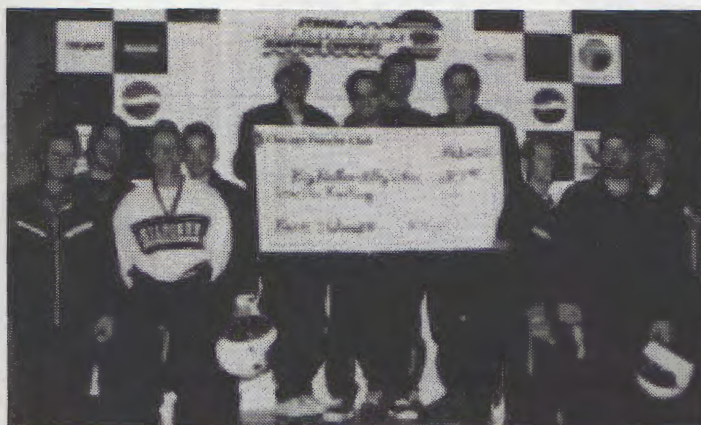
Scenes from the day



Race One Winners



Race Two Winners



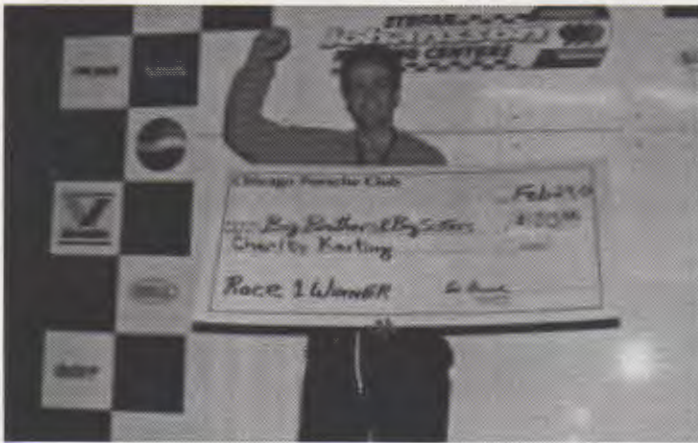
Race Three Winners



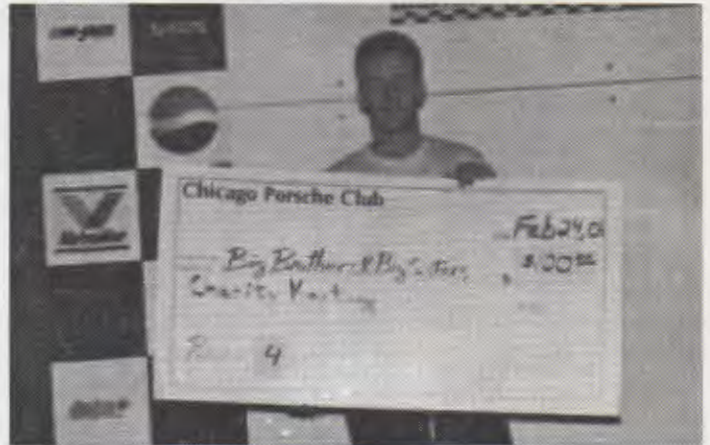
Race Four Winners

Carting For A Cause Highlights

Fastest Lap Drivers: John Brom Race 1



Dan Cyr Race 4 with Fastest Lap of Day



Cut of the last turn before the longest straight away. RPM management is key, Passing opportunities always available and some sore ribs if you go into turn 1 too hot and find you don't have any brakes.

Pit strategies playing out as each team was required 4 stops with or without drivers changes. Catch one under yellow and the whole race changes shape, as it did several times



Sweepers before front straight away. Pedal to the Metal, and let the rear break loose just like a 911. Manage it well as there were a couple of full 360 spins and T-bones here.

Turn 5, where most position changes occurred was fast wide, but if you have someone on your tail you better take it tight to protect your position. A race 3 pile up of 4+ carts allowed the back of the grid to quickly move up in position.



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- Come in **Black, Tan or Grey** to compliment virtually any interior color.
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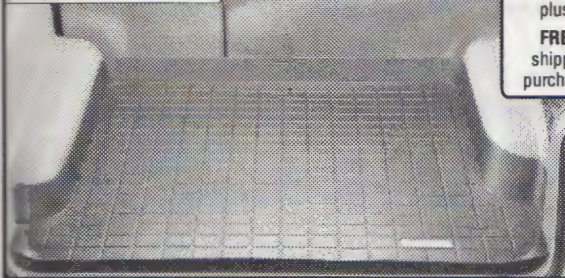
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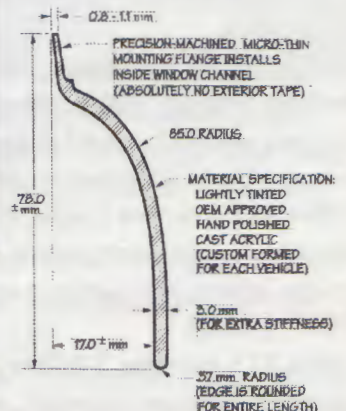
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1962 356B Karmann Hardtop, 201699, Polyantha Red (maroon)/Beige, rare restored car (I of 699 in 2nd year), long PCA concours history 1990-99, Pebble Beach in 1998, history and records, wheels/tires for concours and street, solid, stunning for show or drive, \$27,000. C. C. Ling, 2815 Polo Rd., Bloomington, IL 61704, 309-663-7472. [AMJ]

911

1966 911 Race Car. GT3R class car in excellent condition, ready to race. 3.3L motor built and maintained by Bob Johnson Autosport. IMSA body work is eligible for PCA and vintage racing events. Great race history (prior owner Owen Johnson), light car, very good suspension and well maintained. \$70,000 - contact Tony (630)513-2990 x10 or AGShaneen@oasvas.com [AMJ]

1969 911T Tangerine w/black int. 2.2 liter engine, rebuilt weber carbs, newer clutch, Boge shocks, brakes and alternator. This car looks good and runs well. Ideal for the 1st time Porsche owner. \$5,900. Don Bethel, Rockford, IL 815-962-6938. [MAM]

PCA GT class 1972 911 roller. Coil over suspension. 928S4 front and big red rear brakes. Fresh turbo gearbox and sport clutch. Roll cage tied to suspension and has NASCAR door bars. Recaro driver's seat with head restraints. Quick release Momo steering wheel. 1973 style RSR body painted white with blue Carrera graphics. IROC tail on car with 3.8RSR tail and 60 inch high mounted wing available. Two sets of 17-inch Forgeline wheels with one mounted set of new Hoosiers. Car can be seen at Midwest Eurosport in Chicago. \$24,000. John Kramer (312) 904-9690 or john.kramer@abnamro.com [MAM]

1980 911SC Coupe: White/navy, 65k, very perfect (9+/10), 2nd owner, sunroof, full leather, sport seats, factory spoilers (rear updated to '84), 7/8" Fuchs (white), '74 stainless exhaust, euro trim (US car), H4, Blaupunkt CD, Alpine speakers, new Yokos, all updates (spring clutch, chain tensioners, pop valve, etc). Always TLC, no salt, rarely rain; concours quality. Mid \$20s. Craig Williams 312.424.5420 (day), 847.606.6347 (other), craigwilliams@att.net [AMJ]

1983 911 SC Coupe. Very well kept Platinum Metallic beauty with color matched alloy wheels and brown partial leather interior. 93K problem-free miles (90K major maintenance performed by MW Eurosport last Fall). Every factory option except full leather. Always covered and garaged - no snow or rain. P-Zero's, oil cooler, Alpine Stereo and Borla SS exhaust. Strong runner with all records. \$ 15,000. Tom Kalina (630) 420-0216 evenings. [MAM]

1984 911 Carrera Coupe, WPOABO916ES122240, 48,000 mi., slate blue metallic w/blue leather interior. Factory options include: sport seats, sunroof, front & rear spoilers, 16" wheels, sport shocks, limited slip differential, cruise, alarm, a/c. Car is in original mint condition. 2nd owner for 12 years. \$23,000. Aris Liakouras 708-660-9560. [MAM]

1986 911 Carrera 3.2 liter coupe 64k, Grand Prix white, navy blue inter. No winters, kept in heated garage, all records, concours, flawless, very very nice car. \$25,000. Fred Howard 815-389-1966, Joe Battista 815-885-1058.

[MAM]

1987 911 Carrera coupe very rare casio red w burg int, full spoilers, hre 3 piece wheels, full b&b exhaust, chip, mass flow sensor, new tires, brakes, clutch, too much to list, concour condition, complete records, 58,000 miles \$27,900 mark 630-231-1150 bass911@ameritech.net [JFM]

1987 911 Turbo Coupe #WPOJB0934HS051092 Marine blue with grey leather 22,000 miles Lowered and corner balanced, Kokeln/Sanders suspension, B & B muffler, 928 brakes, Andial fuel, 1 bar spring, New K27 Turbo and new Ruf clutch, Mechanically perfect, fully loaded, garaged and pampered since new, Pictures and receipts available, \$42,900 Call Mell at 847-564-7799 [MAM]

1988 911 Turbo Coupe Black/silver-gray leather, Ruf steering wheel, Ruf 17" wheels, short shifter, B&B muffler, Garretson intercooler, remote entry, new Yokohama A008P tires, new clutch, rebuilt trans, 3000 miles on complete engine rebuild. Clean and fast. \$38,500. Call Bob Grabowski 630-734-0818. [FMA]

1988 Turbo Cabriolet Custom Built by NBA Superstar Scottie Pippen Custom bodywork, custom-blended red paint, custom red and black leather interior, Custom steering wheel, dash, etc. O.Z. racing wheels. Upgraded brakes and suspension. Tri-Flo stainless exhaust. Custom stereo with removable face plate, remote control, CD changer and subwoofer system. Engine is STOCK! and awaiting your modifications. 39k miles. See on line in color at www.volocars.com or call Brien at 815-385-3644 [MAM]



1988 911 Targa 42k miles, Excellent Condition, Loaded, White with Black Leather Interior, factory spoilers front and rear. Always garaged all records included. \$28,200 Hugh Palmer hughpalmer@incontech.com [AMJ]

1990 911 C2 Coupe Silver with black leather 63k miles Brand new clutch, dual mass flywheel, belts and engine gaskets, 60k service Performance chip Beautiful condition with all maintenance records \$29,500 Troy 708-366-4500 x27 [JFM]

1990 911 C2 Cabriolet Midnight-blue/Platinum leather. 52,000 miles. Upgrade 17" turbo lk wheels w/painted crests and SO2 tires 1 Yr. Power: seats, wnds, mirrs, lcks, and top. Factory alarm. Built-in radar/laser, sound pkg. No winters-Heated garage. More opts. and upgrades. \$33,800 Call for web site picture. Mike Corrao 630-282-0215 / 847-842-0704 mj@gingiss.com [AMJ]

1991 911 C4 Cabriolet. #WPOCB296XMS462070. Guards Red with Black interior. 17033 miles. All original. Most records. Stored in the winter. This car is perfect. \$39,500. 630-499-8468. Leave message for Rob [AMJ]

1994 911 Carrera 4 Widebody #WPOAB2962RS420393. Polar Silver/Black, 53,000 miles. New Potenza SO2, new clutch, and 50k service. Never raced. Porsche 6CD changer, Zymol finished twice each year, always garaged, non-smoker - excellent condition. \$43,250. James Levine, Addison, IL 60101. 630/543-9955 (day). jamesplevine@aol.com [MAM]

1995 C2 Cabriolet "Fly Yellow" with black top and interior. My wife's garage queen that she never drives is going to the first person with \$54,500 in hand. Kevin Schilling (630) 761-1111 [MAM]



1995 993 Carrera coupe- sharp Midnight Blue (metallic paint) w/ gray full leather interior. XD4-wheel crests, 17" alloys, limited slip diff, ABS, 6 speed-short shift, premium stereo with cassette and 6-CD changer, rear wiper, dual power seats, air, cruise control, sunroof, 37,000 miles (no winters), beautiful condition, \$48,500 Call Bill at 847-937-7080 or 847-283-9262 or gnaius@home.com [MAM]

1996 Twin Turbo, Arena Red, Tan. 9,400 miles. \$20k in aftermarket items inc. 499 hp Autothority chip, Andial enlarged intercooler, lowered 2" sport muffler, "S" oil cooler, Nokia stero CD booster. \$104,500. 914-6 3-liter track/street car considered in trade. Ken Malo h 847-381-3675 w 847-381-4405. [MAM]

1997 993 Carrera C2S factory aerokit wide body coupe, blk/blk, 6 speed , full power, full leather, alpine stereo cd, 18" Porsche turbo hollow wheels, Pirelli P-zero n-3's, 2 Bra's, 2 covers, New Porsche battery, Extended B to B

warranty to 5/27/04 or 85K miles, current 21K \$68,500 Frank 708-449-3328 fsmith@biu-inc.com [JFM]

914

1970 914-6 GT adapted from kits. S/N 4702910739. Blue/black mild 2.7 liter; race ready but streetable \$15,900 OR 1976 Ferrari 308GTB clear red/black restored by Bloomington Gold winner Kelley Morris; Europeanized engine \$49,500. Moving sale-must sell one! John and Pat Kissinger 312-393-6592 [FMA]

924/944/928/968

1984 944 Coupe anthracite (custom factory color) / tan leather interior. 111k mi. great condition. manual trans. wide gold BBS rims wrapped in Bridgestones. K&N filter. AC. moonroof. CD Player. Serviced by EUROcare. maint RECORDS available. garaged in winters. See photos at <http://pages.about.com/porscheman/944Porsche4sale.html> \$5500. Greg. (815) 464-9176 or ghags944@ameritech.net & ghaglund@frontrunnerglass.com [MAM]

1986 944 Turbo Coupe WPOAA0950GN156388 Blk/tan-grey part. lea., power driver seat, mirrors, windows. Sun roof, rear wiper, side moldings. 3 pc. 7&8 16" BBS with pilots, K&N cone filter, LSD, stage 1-chips, books, records, compressor, 103,000 mi. \$7,500.00 Jay Riley Hobart, IN 219-942-4109 [MAM]

Boxster

1999 1/2 Boxster Metallic Silver, guards red full supple leather interior. Garage queen with cover. Never seen rain or snow. 5k miles 5-speed with Turbo crested wheels. Custom K&N airbox, B&B headers, Tri-flow exhaust. Boxster S quikness for \$15k less. Unbelievable sound. In-dash CD, dual trunk mats. Top-of-the-line Porsche child seat with airbag cut-off. Stainless-steel radiator guards. \$44,500. Mitchell Dulin 847-501-5448 (Please, no calls after 8:30 p.m. -little children) [MAM]

2000 Boxster S WPOCB2982YU664784, black/black leather, 6-speed, spt pkg, power seat pkg, litronic headlights w/ washers, wheels caps w/colored crest, CD shelf, 17" dyno wheels, 2,100 miles, new condition, \$54,500. Contact Anthony at (815) 623-1510 or email jdivers@earthlink.net [FMA]

Others/Parts

Parts 911: 1983-86 U.S. Spec 160 speedometer, dual scale w/circles \$150; 2 new Dunlop SP 8000 P225/50 ZR16 tires \$120; Magnesium lug nuts (83-89 911 alloy wheels) \$1/nut; 993 Porsche bra and mirror covers (used once) \$65. Bill Rodak 773-506-2711 or wrodak@iopener.net. [JFM]

1996 Jamar 18' open trailer - low mi's - elec brakes - tire rack - includes all tie downs and 10'X20' canopy. Ordered new to tow 911SC (2550#s) - easily pulled by a Blazer Bill Van Meter - days 773-637-0402 or e-mail IS-TARTEM@aol.com [JFM]

Parts: 944 S2 Parting out 46,000 miles 3.0 Liter Engine Etc. Call with needs. Also 993 factory aluminum gauges-non turbo no TRIP computer, and aluminum, carbon fiber gear shifter and brake handle, aluminum door sills. 993 leather CD holder, 86 944T phone dial wheels, 3 17 inch C-2 Turbo wheels-(Days) 630 654 5400 (Eve) 847 317 0571 Lee Brownstein [AMJ]

996/986 Parts: Red Hardtop, Springs, FOB. Nadeen Koepke, Mequon, WI 262-243-9012 [FMA]

911/930 Parts: 16" Fuchs \$ BBS, A/C, bumpers, intake, diff., R&P, gears, exhaust, a-arms, oil cooler, Tb's, camber bar, swing plates, new OE oil tank, helmet, suit, glass, FOB, Phil Koepke, Mequon, WI 262-243-9012 [FMA]

911 Carrera & SC parts: '85 headlights (assembly & silver trim rings), stock computer chip, 6x16 Fuchs w/ Dunlop D40's, factory radio. SC window regulators and motors, oil gauge. All for \$400 * will separate. John Walton (630) 406-6755 or 430-8481- jwalton@niu.edu [FMA]

Pirelli P700Z tires Tire Rack classifies them Ultra-High Performance. Specified as Porsche original equipment. Very low mileage. Two 235/45 ZR 17 and two 255/40 ZR 17. \$300 for all four. Comparable new tires cost 2 to 3 times as much. I'll deliver in Chicagoland for an additional \$40. Contact John Mueller 708/354-5325 or Patricia.Foltz@abandpartners.com [FMA]

Porsche Panorama issues from July 1991 to December 2000—complete less two recent issues. Mint condition. Price negotiable. Don O'Brien 847-888-1404, fax 847-888-4447 [FMA]

1995 Chevrolet Suburban 2500 ($\frac{3}{4}$ ton). 7.4 liter (454), 2WD set up to tow, rides like a $\frac{1}{2}$ ton Suburban. LT pkg, loaded. Blue/Silver, Blue Leather. Excellent condition, Mobil 1, asking \$18,000. Ed Leed eves. 847-382-6911 email at Leedlast@hotmail.com [FMA]

1983-87 911 Turbo or Carrera Whale Tail with rubber lip. Paul Mangless, 630-637-9296 [FMA]

Miscellaneous 911 and 944 parts, race tires/new, turbos, electronics, chassis, 608-258-5880. [MAM]
930 PARTS Black OEM air dam with lip and fog lights from 1986 930. One fog light lens is broken. Air dam was removed when an after-market air dam was mounted. \$150. Buyer pays shipping. John Kramer (312) 904-9690 or john.kramer@abnamro.com. [MAM]

911 Carrera, Bentley Service Manual. Recently published (Sept 2000) "Porsche 911 Carrera Service Manual" Coupe, Targa, Cabriolet, 1984 through 1989. New in wrapper, 690 pages, retail at \$119.95. \$75.00 price includes shipping. Email Bill Bradley, BILLLBRAD@aol.com or phone 630-858-0627 (before 9 PM). [MAM]

Tires: Bridgestone SO 2's. Two 205/50 ZR17 and two 255/40 ZR17. \$575.00 for all four. Interested parties can e-mail me at Edbarnicl@aol.com or call me in the evening from 7:00PM-9:00PM at 630-323-2963. [MAM]

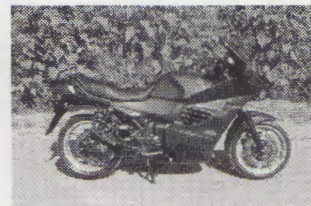
TRAILER Unique enclosed Trailex, 4 years old, all aluminum with heavy sail cloth enclosure; 4 zippered openings (2 front, 1 door side, 1 full rear); full floor; 8' ramps (store below on rollers); 4 D rings (recessed); surge brakes; spare tire & wheel; full exterior running lights; 1350 lbs., towable with V-6, Dimensions: exterior L 20', W 8' 4", H 6" 7"; interior L 13' 9" + V, W 6' 3". \$6200.00. Cy Ling, Bloomington, IL 309-663-7472. [AMJ]

Car trailer. 16' custom open trailer with new Goodyear 6 ply's and spare. \$1500 Kevin Schilling (630) 761-1111 [MAM]

1998 Harley Davidson Sportster 883. 4000 miles, screaming eagle, HD sissy bar/luggage rack/bags, extra chrome, helmets, sinister blue. Like NEW! \$6900. Doug 708-494-3684, doug911w@aol.com for pic. [AMJ]

Misc: 6 TON BENDPACK HYDRAULIC SCISSOR LIFT RAISES CAR 48" OFF GROUND 110VOLT, NO BOLTING TO FLOOR REQUIRED \$1300, CAN DELIVER AND SET UP. INTERCOMP SCALES WITH DIGITAL DISPLAY FOR CORNER BALANCING CARS \$1100 FLAT BED OPEN TRAILER, FULL STEEL DIAMOND PLATE DECK, RAMPS AND TILTED REAR SECTION FOR LOW CLEARANCE CARS. \$750 DOUG COUP 847-426-8093[AMJ]

1992 K100RS, w/factory update K1100RS bodywork. Royal Blue, 30k, very sharp, excellent cosmetics/mechanics, hard bags, Sargent seat, throttle lock, headlight switch, luggage rack, \$6.950. 312-424-5420 (day) 847.606.6347 (other) craigwilliams@att.net. Oak Park [AMJ]



Pirelli P700Z tires. Tire Rack classifies them Ultra-High Performance. Specified as Porsche original equipment. Very low mileage. Two 235/45 ZR 17 and two 255/40 ZR 17. \$300 for all four. Comparable new tires cost 2 to 3 times as much. I'll deliver in Chicagoland for an additional \$40. Contact John Mueller 708/354-5325

JohnMueller@telocity.com [AMJ]

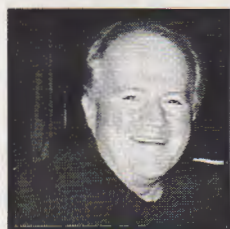
Hoosier R3S03 tires, 315/35/17 No track time, \$360 for pair, 847-4288038 Glen Spiegler [AMJ]

Wanted

911 Parts: Dark blue rugs for 1984 Carrera Cab. R. Grant, 815-234-4220 granta@mwci.net [MAM]

993 C2 Black on tan, White on tan or grey, Silver on black Low miles - 25K or less Willing to pay for lower mileage. Manual Transmission, No Aero kit. Range for right car - \$40K - \$59K Jeff DeVore, 972-405-7590 Voice, 972-405-1463 Fax [MAM]

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