

Chicago Scene

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

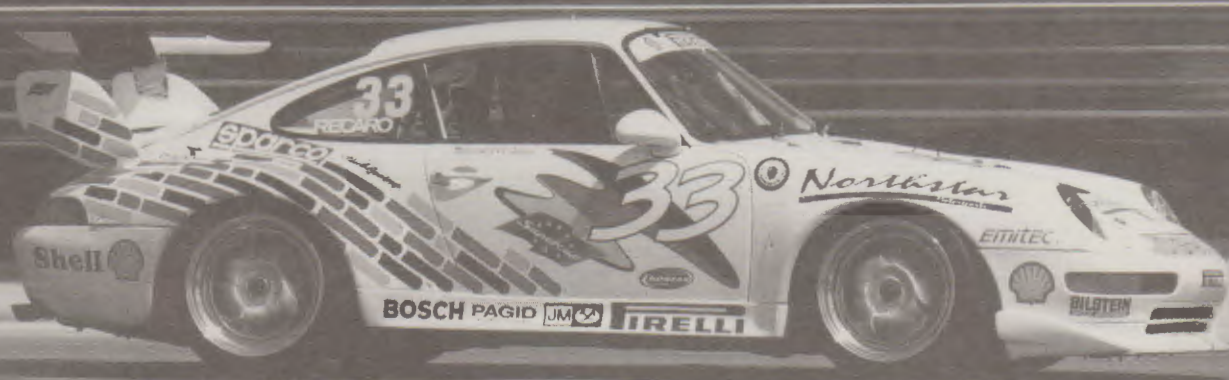
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Chicago Scene

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

Inside this Issue

Calendar of Events	2	Permanent Car Numbers	16
Drop Throttle Oversteer (a letter from the prez.)	3	Income Tax Party April 14th	17
Behind the Scene (Editors' column)	4	Blackhawk May events	18-21
Harold's Half Hour	4	Blackhawk June event	22-23
Rallye 'Round the Region	6	Tech Sheet	26
Reflection by "Uncle" Frank	7	Gingerman '00	28
Autocross 2000	8	Sebring by Jim Hopp	29
Autocross Driver's School	9	Road America May event	30-34
Come Out and Play by Mary Anne Nowakoski	11, 13	The Mart	35
Concours 1 registration	12	Fischer Nuptial Fest	40
Amendment to bylaws ballot	14	Sebring by Tony Alberts	41
Welcome New Members	15	Board and Coordinators	48

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A photo taken in 1961 by a very young man (at the time) of a 1962 356 against the Chicago skyline. That man is honored in this issue on Page 4.

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2000 Calendar of Events

January

23 Members meeting Bacino's

February

12 Social event Harry Caray's
House of Blues

March

12 Chili tasting/
Rallye & Concours schools
18 St. Patrick Social event
26 Tech session

April

2 Rallye 1
14 Social event
15 Autocross/Drivers school

May

7 Concours 1, Air Classics
18 Blackhawk Drivers Ed.,
Groups B&C
19 Blackhawk Drivers Ed.,
Women & Novices
21 Autocross/GYMKHANA 1
26-28 Road America Drivers' Education
Novices and Instructors

June

4 Rallye 2
10-11 Gingerman Drivers' Education
18 Concours 2, Navy Pier
21 Blackhawk
25 Autocross/GYMKHANA 2

July

2-8 Porsche Parade (Sacramento, California)
12 Blackhawk Drivers' Education
15 Golf & Dinner
16 Autocross/GYMKHANA 3

August

5 Concours 3 Potters Picnic
11 Rockford Under the Lights: Just for fun
Autocross
13 Rallye 3
16 Blackhawk Drivers' Education
20 Autocross/GYMKHANA 4

September

1-4 Labor Day Weekend, Road America Drivers
Ed, Club Race, Concours, Dinner Party
13 Blackhawk Drivers' Education
17 Autocross/GYMKHANA 5
23 Gimmick Rallye

October

1 Concours 5
7-8 Blackhawk Oktoberfest
Drivers' Education
28 Rallye 4
29 Rallye 5

November

5 Tech session
11 Social event, Wine tasting

December

9 Dinner Dance
31 Siebkens' New Year's Eve Party.

Drop Throttle Oversteer

(Hey! Headlights first.)

In March I attended the PCA Zone 4 presidents meeting in Fort Wayne, Indiana. Let me explain a bit. PCA National has the United States carved in to twelve zones with a national zone representative in each. Chicago is in Zone 4 along with eighteen other regions from Illinois, Wisconsin, Michigan, Indiana, Ohio, and Kentucky. Chicago is the largest region in Zone 4 with 1376 active members. The next largest region in Zone 4, Northern Ohio, has 726. The smallest region is Southern Indiana which is new with 54 members. In the last five years the Chicago region has grown by 55% adding 491 cars and families to our directory. These numbers are amazing and are a credit to the fine people in our region. The past membership chairmen (as well as the new

one) should take a bow.

Membership retention In Chicago was very good, however the national average of non renewal is 35% after the first year of joining, 20% in the second year, and then tapering off to 2% or less after 9 years. So to you new members, if you stay with us for a few years, we have got you hooked.

At this meeting the presidents sat in a large circle and gave reports and discussed what was going to happen in 2000. I seem to remember that the most events scheduled by any one of the other regions was ten or so. Many had less. It seemed that almost none of the other zone regions have a road rallye.

By chance, I gave the last report. "The Chicago Region has Thirty nine events planned for the year 2000. Five rallyes, five autocrosses, five concours, a club race, fifteen days of drivers education----etc, etc, ending with a New Years Eve party at Road America." The room went silent, and I was stared at with looks of disbelief. It was then that I realized that the Chicago Region was pretty special. Like Chicago itself, it is large and complex and strong and

vital.

Because there are not any rallyes in the other regions, I have asked the rallye coordinators, Tom and Phyllis Harwood, if we could make one of our scheduled rallyes a multi-region event, inviting all the rallyists from Zone 4 that don't have a rallye to drive to come to one of ours.

Our driving season kick starts itself this month with a rallye on April 2nd and our autocross driving school in the middle of the month. For beginners the driving school is (performance wise) your first chance to see what that Porsche of yours can do in a legal and safe setting. I will guarantee you it will be at east twice what you expected. Don't worry about owning a helmet yet, we will try to have loaners available. I hope to see you all there.

Please try to not to run over the Easter Bunny, and don't lift in the corners.

-Bill

Here are some PCA people that you should meet.

(Continued on page 15)

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(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 HO)
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



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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 GXL
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

Auto, Home, Life, Commercial, Renters, Condo-Owners, Cycles, Boat, Etc...

Harold's Half-Hour

By Bruce Janeczek



Harold Beach. World class commercial photographer. Bon vivant. Porscheophile for almost 40 years.

Harold's "15 minutes of Fame" came about during our regional "Love-in" of 1997, also known as the annual dinner dance. He was honored for his years of service with the first "Wayne Potter Lifetime Achievement" award. Well earned and richly deserved. Recently, Harold added another "15 minutes of Fame" to his time clock as he was awarded another lifetime achievement award. This by the Professional Photographers of Illinois Association. A more prestigious gathering of these folk is difficult to imagine.

Everyone knew Harold and Harold knew them all.

Only a select few are fortunate to garner one such award in a lifetime. Well done, Mr. Beach! Three cheers and a hip-hip-hooray!

Behind the Scene

Please note: The Drivers School Date has **changed** from April 30th to **April 15th**. Please mark your calendar.

If you have anything to submit for the Scene, the preferred method is definitely via an e-mail to us at chicagoscene@pca-chicago.org.

This also helps a great deal because we can just copy and paste. However, if you must, the fax number is 708-588-1785. Please feel free to call us at 708-482-0502 as well (before 9P please).

We are still in need of photos for the cover. If you have a nice portrait of your car that you'd like to see on the cover, please send it to us. We also need photos from events. If you have taken pictures and would like to submit them, please do! You can get reimbursed for your costs.

Please note that we do this on a volunteer, on-our-own time basis. If you are a business and need to contact us for advertising or whatever, you will have to do so 'after hours' as we have jobs too. Jobs that we unfortunately cannot afford to put aside during the day in order to perform PCA duties.

The best way to stay up-to-date with events is to check out the web page www.pca-chicago.org —try it out today!

-David and Heather

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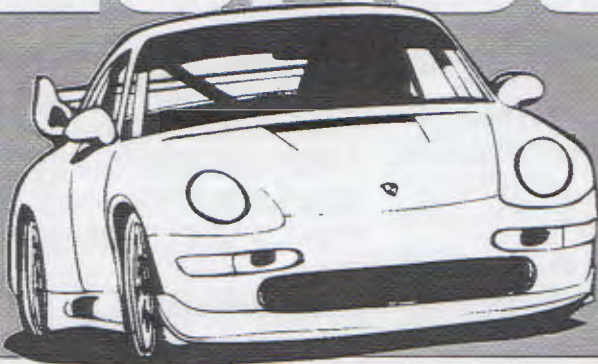
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Rallye 'Round the Region

In this article we are going to discuss aspects of the checkpoint/control and describe the types commonly used in the Chicago Region. A Checkpoint (CP), also called Control, is used to separate the legs of a rallye. Each leg is scored separately so if you are not on time at a CP, you cannot make it up on the next leg!

Checkpoints may be of various types. We will attempt to familiarize you with the different ones, how they are used and marked, and what you can expect and do at each one.

a) Open (manned) and most common. Checkpoints referred to as manned open controls are identified by a sign showing the symbols for a check and a point (checkpoint, get it?). Adjacent to the sign maybe a car, a table under an umbrella, or someplace where folks can sit with clocks, paper etc. to measure the time your car arrived. Usually instructions are in the *Generals* which will tell you about your expected activity at the checkpoint; that is, whether you are to stay in car or get out and go to control table to get your CP slip. The slip will have a critique on it for the leg just completed, your time in and your time out from this control and any special instructions that you should follow closely.

At this time, I think it is a good idea to discuss courtesy at the checkpoint. Rallyists who enter the

checkpoint having been lost on the leg should not get upset with CP workers. In all likelihood the CP crew has not been on the rallye and has no idea where you have been, you should have been, or where you should be going. So do not take out your frustrations on the CP workers. You can receive a penalty for your actions if you are out of line.

b) Unmanned do-it-yourself control (DIYC). No folks are present at this type of CP. Your Route Instruction will describe the location of this Control, such as a particular street sign, land-

is checked to be sure you are in the right class). You may be given a short pause at this type of Control. It is used on PCA National Rallyes regularly.

d) Off-course checkpoint (common but not used too often). A penalty is given for entering this type of checkpoint. The CP crew will direct you back to the correct rallye route.

e) Blackjack. This is a control where you are lured into a checkpoint instead of following the instructions that would take you in a different direction, and most likely a loop, so that you arrive correctly and later at this CP.

There are other types of checkpoints but not ones used commonly by the Chicago Region. Anyone interested in further information about other types of checkpoints can find this information in books such as the *Road Rally Handbook* by Clint Goss published by Rally America 1993.

A rallye cannot be run without Checkpoint Crews. It is their responsibility to open the checkpoint on time, accurately

clock cars in recording car numbers and time, prepare the CP slips and hand them out to rallyists. They cannot answer questions about the rallye. Any questions you have must be directed to the Rallymaster.

-Tom and Phyllis Harwood



mark or even a regular Checkpoint Control Sign. At this point you are to give yourself your in-time, which you should have accurately figured by the mileage and speeds you have been going in the last leg and give yourself an out-time (usually 3 to 5 minutes after your in-time), to begin your next leg. If you have accurately calculated your mileage and speed, you should be able to get a zero on this leg.

c) Observation checkpoint/control (you stop and your equipment

Reflections

By "Uncle" Frank Wagner

Sometimes things just naturally go together...football, pretzels, beer, or sun, beaches, hard bodies. Then there's BIG horsepower, big brakes, Brainerd International Raceway and insanity. These all come to mind as natural.

Somewhere around '78 or '79, several Chicago and Michigan-indiana region autocrossers decided to pull a "raid" on Nord Stern Region's event at BIR. We had heard it was fast, and several of their members had competed at Road America.

The players, as I recall, were Dan "Hotshoe" Williams with his ever faithful 914 2.0, Jim (from LAD) Sovik, another 914 2.0, Larry (Give 'em Hell) Grover with his life long friend, his '67 911S Coupe, Nick Brenkus with his pre-racecar 911SC, Terry (the Bomber) Baumhardt with a beautiful '71 911S silver coupe and myself with SIXER.

We caravanned up, and it was a fast trip. At one point, one of the Indiana guys passed on a double yellow. Honestly he had plenty of room but managed to scare the 'bugeeves' out of some lady driving a van. She evidently didn't appreciate the tactful pass and called the local authorities.

Several miles later, just outside St. Cloud, a local officer made a Broderick Crawford U-turn, hit the lights and came after us. Well, good luck... ya never saw six Porsches split up so fast in your life. The officer did manage to single out the '67 911S that did the diabolical deed. No ticket, he didn't see it himself. "Just tell your buddies, we'll be watching." "Sir, does that mean we gotta do the speed limit?"

At this time, we all ran stock cars. Once we arrived at the track, we knew we were in trouble. Out of the first twenty or so cars to arrive, we were the only stock cars to be seen. These guys are really serious!

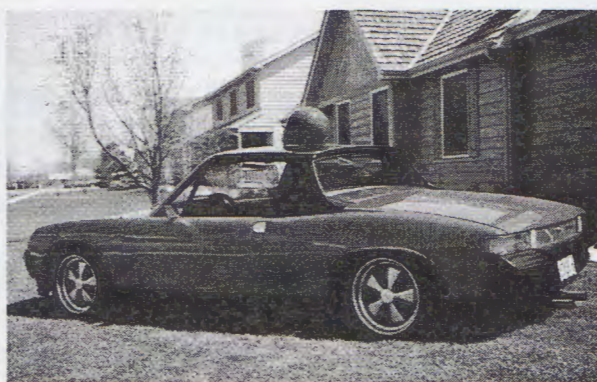
Ever see a windshield washer pump used to spray water on brake calipers top cool them off? Real trick stuff.

Saturday morning dawned gloomy.

Practise was open by class. In other words, no one started you. If you wanted to go and there was an opening, you went. During my practise, it really started to rain. I'm not talking a Texas drizzle here. Think more along the lines of big, huge, very large rain. You couldn't see where the track went. "Give 'em Hell" and I had been running nose to tail. My car was leading when we got hit. I have never been on a track since that had conditions like this. You actually followed the tire tracks in the water from the car in front of you. The only lights you could see were brake lights when someone (thankfully) stepped on them. I remember driving past the starter's bridge and thinking "What? No black flag?" Hell, if they were not going to bring us in, I'll keep going. I guess Grover felt the same. Neither of us would give an inch.

Somewhere out there was turn one. The starter's bridge was about halfway down the mile long, four lane wide main straight. Turn one was six lanes wide, banked, setting you onto a much shorter, three lane wide straight that took you to turn two, a 90 degree right hander.

By the time you got to the brake area for two, you were really flying. I remember out of the corner of my eye seeing Grover trying to put the moves on me from the outside, on the straight, while we were looking



for corner one. I couldn't believe it. I knew he was a little crazy, but this? Kept watching the tire

markings left in the water from the car somewhere ahead of me. Larry finally let up when he realized he had no idea where turn on was. Next lap the black flag was out so we called it.

Saturday afternoon turned beautiful. It had been one of those heavy cloud burst type things happen. Practise continued and the things were getting fast, real fast. Lynn Mezner was there from Toledo. In a nutshell, he had no interest in first place. He only ran for FTD in his '72 911 RSR clone. Some cowboy from Colorado or Nebraska had a 914 V8 that really cranked. It was going to be an interesting Sunday.

Saturday Night we all camped out at the track. Campfires, beers and brag—you know how it goes. You're always faster bench racing after a couple. Anyway, this cowboy starts bragging about how he beats 930's "no problem." Well, the bomber isn't buying into this guy's brag. He goes and finds Lynn, then they go to this guy's campfire. They let him shoot his mouth off for some time, then drop two hundred buck on

(Continued on page 4)

Autocross 2000—Don't hit the pylons

By Jeff Girard and Keith Clark

Last month we told you that our autocross driving school would be at Hawthorn in Cicero. This has been changed to the Route 66 raceway in Joliet. Please see the advertisement in this issue for date and times.

We said last month, "This driving school is a must for first timers to learn some basic skills of car

handling. We will teach you how to brake, circle a skid pad, corner, and slalom. All you need is a helmet. If you don't have one we now ask the veteran members that have extra helmets to bring them along."

This is the place to test your cars skills, and learn some for yourself. There will be a classroom session taught by our driving instructor Ed Leed and then out to the cars for an afternoon of speeding, braking, and sliding.

Our first behind the wheel class will be braking. We will have you accelerate to about 60 mph at a wall of pylons, going as close as you can without hitting them. The second exercise is driving or weaving through a slalom. A slalom course is just spaced pylons in a straight line. It looks easy, but at speed it becomes tricky. Our last exercise is the skid pad. A skid pad is just a

circle of pylons that you drive around. On the skid pad you will learn how to steer your car with the throttle. Your car will have a tendency to push (or plow) out to a larger circle. The key to going fast on the skid pad is driving the smallest circle as fast as you can. You will understand terms like g-force and slip angles when you are done.

At the end of the day we hook the three exercises together so you can run them like an autocross.

This driving school will get you acquainted with the way your car handles before our first autocross in May.

So get your car out, pump up the tires and come to school. You will find there the three best things about a Porsche---Speed---Handling---Braking.

We will see you there!

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Autocross Driver's School

Sat. April 15

Route 66 Raceway

3200 South Chicago Street, Joliet, IL 60436
4 miles south of I-80 on Route 53 (historic route 66)

If you autocross or plan to, you should attend. If you just want to test your limits and have a real blast, that's cool too! A must for anyone who just bought their first Porsche!

Time- 8:30 Registration Opens
9:15 Class room
11:30 Lunch
12:00 Driver instruction
3:00 Autocross Instruction

Fees:

First driver - \$25.00 member / \$30.00 non-member guest-member must be present
Second driver - \$10.00 Family / \$25.00 member / \$30.00 non-member guest—member must be present

Mail registration to (Checks payable to PCA-Chicago Region):

Jeff Girard
8630 Lemont Road
Darien, IL 60561
Ph/Fx: 630-985-6739

Driver 1 _____ Phone Number _____

Driver 2 _____ Phone Number _____

Total Enclosed _____

(Continued from page 7)

the camp table. It's a "put up or shut up" and he's in too deep to bail. So, he's in.

Sunday dawns beautiful. One of those truly great track days. Timed runs start and the Chicago-Michigan/Indian boys hold our own. Not first place mind you, but Dan, Nick and Firm get some hardware. Now we're down to the really fast guys. Lynn with his 2.8 liter twin plug RSR, the cowboy with his V*, plus a small army of six cylinder modified Porsches. The cowboy and Lynn trade

off FTD's. First run to Lynn, second to the cowboy, down to the last run, always famous.

Lynn goes out next to last, turns an absolutely great run. So far, FTD is his. Now the cowboy goes out. It's two laps per one timed run. After completing one lap the cowboy is in the hunt. He started his second lap, but never breaks the timing light again. Instead of collecting two hundred bucks from Bomber and Lynn, he collects a concrete wall with the left side of his modified, just before the last turn. Sorry to see it. I guess

you shouldn't try to run with the dogs if you only pee with the pups.

No, Lynn didn't take his money. Something about "insult to injury" or something like that. We helped cowboy with his damaged car, wished him luck. Lynn told him he would beat him straight up next time.

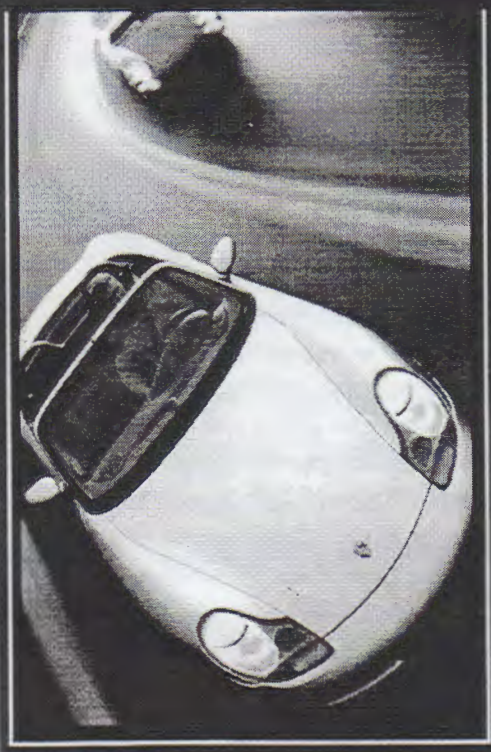
Both Lynn and cowboy never had a next time. Don't know where they're at. But at times I reflect on the old times. They were really great. Two hundred buck would have bought a lot of beer.



Lynch

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COME OUT AND PLAY

By Mary Anne Nowakowski

This is part one of a two-part series with the purpose of helping members become more familiar with the terms and jargon used in the Porsche Club.

I have grouped the terms under headings that correspond to the PCA Chicago Region venues where they are used, but many if not all of the words, apply to all venues. This is far from being an all-inclusive list. Any suggestions or inquiries are welcome, and I will be happy to add them to next month's edition.

E-mail your additions to nowakowskim@permapipe.com

AUTOCROSS

Autocross: The fine art of driving through a closed course of pylons, against a clock. Also called "Gymkhana". You compete against other cars similar to yours, but you are alone on the track.

Contact Patch: The small area of each tire in contact with the ground.

Skidpad: Any piece of asphalt large enough to contain a circle of at least 200' in diameter. It is used to test a car's limit in cornering capabilities. It is also used to develop drivers' ability to handle the car's cornering at the limit of tire adhesion.

Slalom: To weave between a series of designated markers or pylons.

Traction: The ability of a tire to adhere to a road surface.

CONCOURS

Concours: Inspection and judging of vehicles based on cleanliness and condition of vehicle. No points are awarded for authenticity, and no penalty imposed for lack of authenticity.

Car Cover: Plastic or fabric cover, used to protect your car while parked outdoors or indoors from UV radiation, acid rain, bird droppings and dirt.

Carnauba Wax: The protective coating of the leaves of the tropical carnauba tree. Quality carnauba car wax produces a deep durable shine and protects against harmful elements.

PCA Concours Classes: Categories of judging within the PCA. Judges will examine and award points based on the following concours classes:

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

Class B: Exterior, Interior, Trunk, and Engine

Class C: Exterior, Interior and Trunk

Class D: Exterior, and Interior

Class E: Visual inspection of Exterior and Interior

Novice: First time participants only, Judged to Class C

PCA Judging Standards: Based on the best preparation and maintenance of the Porsche, as the car was originally manufactured or properly modified. Non-factory modifications or after-marked parts (such as wheels, seats, etc.) will be judged for best preparation and

(Continued on page 13)

Air Classics

CONCOURS ONE

Concours One **May 7** @ 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! Feel a little ground bound, feel the need for an altitude adjustment? For a small additional fee, a vintage Bi-Wing Stearman *could* be giving club members rides to experience the difference between ground speed and air speed. So come out and see how our Ground Classics look alongside Air Classics.

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

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

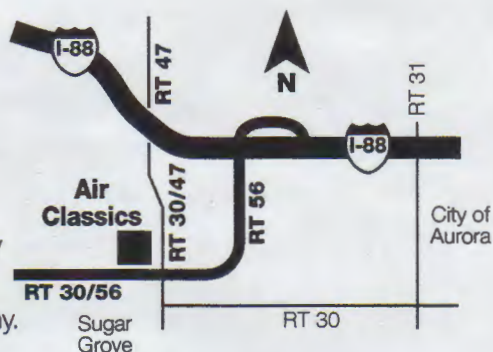
Class E: Exhibition Style of Exterior & Interior. Visual Inspection Only

Novice: For fun & first time participants only.

Judged to Class C standards, novice class winner is edgible to trophy.

Questions? Call Van Larson @ 630-377-4686 or

Jim Jacisin @ 630-279-4835



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 _____

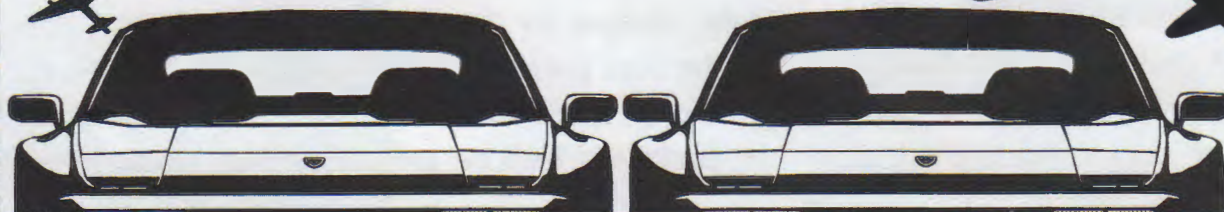
Address _____

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

Phone () _____ **Region** _____

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

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



maintenance, and will not be penalized. Originality shall not be judged.

Zymol: Brand name for a family of fine car care products.

DRIVERS' EDUCATION:

Drivers' Education: Opportunity to learn and practice fundamental skills and techniques of navigating your vehicle on a closed road course. Skills practiced include choosing the optimal path around a road course, controlling a vehicle at its cornering limits, slowing a vehicle, and utilizing controlled situations to improve understanding of vehicle dynamics.

Blackhawk Farms Raceway: 1.8 mile road course with 7 turns, located in South Beloit, IL

Gingerman Raceway: 1.88 mile road course with 11 turns, located in South Haven, Michigan

Road America: 4 mile road course with 14 turns, located in Elkhart Lake, Wisconsin

Apex: The point within a turn or corner, where the car comes closest to the inside edge of the road.

Brake-Markers: Track signs placed at one-hundred foot intervals indicating the distance to the turn-in point of an approaching corner. Used to judge brake application, and distance to the turn-in point of the corner.

Oversteer: Having turned into a corner, the car turns more sharply than desired, and the rear wheels tend to lose grip and slide outward. Also described as "Loose".

Track-Out: The point at the exit of a corner at which the car touches the outside edge of the road.

Turn-In: The point at the start of a corner at which the driver first turns the steering wheel, transitioning the car from straight to corner.

Understeer: Understeer occurs when you turn the car into a corner, but it still has a tendency to go straight. Also described as "Pushing".

RALLYE:

Rallye: A timed driving event on public roads with a navigator, following a set of directions and instructions to reach specified checkpoints. Rallye participants are expected to obey all local traffic regulations.

CAST: Abbreviation for: Change Average Speed To

Leg: The part of a Rallye route extending from one timing control to the next.

Mileage Approximate: The distance from the start of a section to a point along the rallye route given to within 0.1 mile.

Mileage Official: The distance from the start of a section to a point along the rallye route given to within 0.01 mile.

Odometer Check: That portion of the Rallye route used to calibrate the odometer correction factor. Either a stated time for passage, or an average speed is given. Used to correlate the rallye vehicles' odometer with the Rallye Master's odometer.

GREATFUL ACKNOWLEDGEMENTS:

"Going Faster! Mastering the Art of Race Driving", The Skip Barber Racing School

"Porsche High-Performance Driving HandBook", Vic Elford

"Road Course Techniques", PCA Chicago Region Publication

Various PCA Chicago Region Sources

AMENDMENT TO BYLAWS

This petition to Amend the Bylaws of PCA/Chicago Region was presented to the Board meeting on March 3, 2000, signed by 18 members. This was presented because questions have arisen in the Region about the use of proxies. It is now presented to the membership for vote. A ballot is included with this mailing. Please respond promptly to this ballot. Ballots will be accepted and counted with postmarks of April 28th or before. The results of the count will be presented at the May 5, 2000 Board Meeting. A simple majority of the votes cast is necessary to amend the bylaws (Article VIII. Amendment of Bylaws. Page 18 in 2000 Directory).

AMENDMENT TO BYLAWS

Proxies may be given to any officer, director or to regular members in good standing but not more than one proxy to any individual, said proxy can constitute a quorum.

=====

BALLOT:

I VOTE:

() FOR THE PROPOSED AMENDMENT TO THE BYLAWS.

() AGAINST THE PROPOSED AMENDMENT TO THE BYLAWS.

(PCA/CHICAGO REGION MEMBER - Print name).

(PCA/CHICAGO REGION MEMBER - Signature)

I VOTE:

() FOR THE PROPOSED AMENDMENT TO THE BYLAWS.

() AGAINST THE PROPOSED AMENDMENT TO THE BYLAWS.

(PCA/CHICAGO REGION ASSOCIATE MEMBER -- Print name).

(PCA/CHICAGO REGION ASSOCIATE MEMBER - Signature).

RETURN BALLOT WITH POSTMARK NO LATER THAN APRIL 28, 2000 TO:

KEITH A. CLARK, SECRETARY
733 Medford Drive
Carol Stream, Illinois 60188

Welcome New PCA Members

Grant Buttitta
Hawthorne Woods, IL
1990 911

Don Nadick
Northbrook, IL
2000 996 Carrera

Darrin Schellin
Long Grove, IL
2000 Boxster

Mario Cairo
West Chicago, IL
1999 996 Cabriolet

John Nelson
Chicago, IL
1983 944

William Siegfriedt
Evanston, IL
1970 911

Mark Carlson
Chicago, IL
1991 911

Frederic Renold
Northbrook, IL
1999 996 C2

David Stone
Wooddale, IL
1997 Boxster

Jeff Gruener
Chicago, IL
1971 911S

James Russell
Glencoe, IL
1983 911 SC Targa

Jeffrey Valle
Winnetka, IL
1989 911 Targa

Ted Lazakis
Long Grove, IL
2000 Boxster S

Douglas Sandner
Chicago, IL
1995 993

Michael Wilson
Algonquin, IL
1999 Boxster

Mark Linton
Naperville, IL
1989 928 S4

Tim Scanlan
Barrington, IL
1997 993 2S

ADDRESS CHANGE FORM

Name(s): _____

Old Address: _____

New Address: _____

Phones: (H) _____ (W) _____

(Area Code)

(New ?)

(Area Code)

(New ?)

e-mail: _____

Send to: Debby Leed, 37 Lakeview Drive, Barrington, IL 60010-1949 fax 847.382.3562 (8:00 am - 8:00 p.m. only please!) or e-mail: Leedlast@hotmail.com

(Continued from page 3)

John O'Keefe is our club's historian, the keeper of the records. He is an unforgettable character with a heart of gold. John lives in Westchester.

Todd Conforti is always tearing around Blackhawk in his silver RS

America and is our assistant tech coordinator (he checks to make sure that your car is safe). Todd lives in South Barrington with his wife Ann, their brand new in 2000 daughter Tess, and their three other terrific children.

Reinhart Barthel, Chef, recently re-

ceived his U S citizenship, and is the proprietor of Cafe 36 in La Grange. He has more hair on his chin than he has on his head. He made me eat my first and only mushroom. Reinhart lives in Lake Villa.

Permanent Car Numbers

By Ed Leed

As you prepare for the upcoming autocross and drivers education season you may decide to get a permanent number for your Porsche. Since we have banned shoe polish numbers because they are virtually unreadable by corner workers and timing and scoring you have the choice of vinyl adhesive numbers, static cling numbers, magnetic numbers or painted numbers. Painted numbers seem to have a rather serious commitment attached to them that many Porsche owners are fearful of making, so that leaves the others. Porsche owners who are afraid to attract attention (what?) may want to remove their numbers after an event

and either magnetic, vinyl adhesive or static cling ones may be the answer. Static cling numbers have a habit of blowing off at speeds that are really fun, so now we are left with magnetic or vinyl adhesive numbers. Either of these choices have their positive and negative features. Magnetic numbers are the ultimate in flexibility but can cause microscopic scratches and occasionally may blow off. Vinyl numbers won't blow off and can be removed after an event. They nevertheless are expensive mistakes if you tear them when you take them off. Numbers made from contact paper are cheap alternatives, by the way. So now you know which media are available. The list below will tell you which numbers are available.

RULES: Let me know your First, Second, Third, Fourth and Fifth choices for your three digit car num-

ber. Zero through 225 are no longer available and neither are the cool, easy numbers like 911 or 777. If you have an emotional attachment to a number that is available let me know. For example, your son's birthday, or better yet, your grandmother's dirt track number. If your favorite number is not on the list, forget it. It's taken. As for two digit numbers, forget it. They're taken. Have been for years. To earn a two digit number you must perform superhuman feats of dedicated servitude to the Chicago Region which will make your wife begin to wonder if you still love her. Call me if you think you qualify. Check with your wife first, though.

Email your five car number choices to me, Ed Leed, at Leedlast@hotmail.com or fax them to 847-382-3562. I will then email or fax your permanent number to you.

Available Permanent Car Numbers	318-320	451-453	701-703	849
	322-324	455-456	705-706	852-870
	326	459	709-710	873-881
Available 200-299:	329	463-470	718-720	883-887
226-227	330	472-475	722-726	889
229-230	335-336	477-489	728	892
233	338	491-493	730-735	894-899
235-237	341-344	495-499	737-745	
239-240	347		748-756	Available 900-999:
242-244	351	Available 500-599:	758-763	902
247-249	353-354	503-509	765-766	905
252	359	517	769	907
254-255	362-363	519-549	772	912
257-263	365-368	552-553	775	913
265-266	370-380	558-566	778	920-927
268	382-388	568-580	785	929
270-273	390-393	582-588	789-794	932-940
275	395	590-599	796	942-943
277-280	397-398		798-799	945-950
283-288		Available 600-699:		952-954
290-294	Available 400-499:	Note: 603-650 are Reserved for Temporary Autocross, RA & BFR use	Available 800-899:	956-961
297-298	400-410		801-807	963
	412-414		809	965-967
Available 300-399:	416-420	650-672	813-816	970-985
302-303	423	674-676	818-819	987-989
305-307	425-426	678-690	822-827	991
309-310	428-430	692-698	829-838	993-995
312	434-442		840	997-998
313	445-448	Available 700-799:	842-847	

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MEDINAH, ILLINOIS

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ENTERTAINMENT
CASH BAR

DRESS :

ELEGANT/CASUAL
RED OR BLACK (DEPENDING ON YOUR TAX STATUS)
NO JEANS OR GYM SHOES
SHIRTS WITH COLLARS A MUST

PLEASE RSVP BY APRIL 1ST:

NIKKI KROLL

(630) 469-1546

MAIL CHECKS PAYABLE TO PCA-CHICAGO REGION TO:

NIKKI KROLL 2 SOUTH 430 CANTERBURY COURT GLEN ELLYN, IL 60137

NAME _____ PHONE NUMBER _____

E-MAIL ADDRESS _____

NUMBER ATTENDING _____ TOTAL ENCLOSED _____

Blackhawk XXXI

Blackhawk Farms Raceway, South Beloit, IL

Thursday May 18, 2000—Experienced Blackhawk drivers ONLY.

Friday, May 19, 2000—Novices, Women, & Instructors* ONLY.

Blackhawk Farms Raceway is a nine turn 1.8 mile enclosed high speed track located in South Beloit, just outside of Rockton, Illinois close to the Northwest Tollway.

Mandatory clothing for all drivers at this event include a Snell approved SA 1990 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.

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.

Thursday is for experienced Blackhawk drivers only!

Friday is for novices, women, and instructors only! Novices will be divided into groups for classroom sessions, track observation sessions at various turns, and on-track sessions with instructors. The groups will alternate between the classroom, observation and critique of other driving groups, and in-car instruction. This day is planned as a low-key driving education experience for first time drivers. Instructors* will be assigned to each novice.

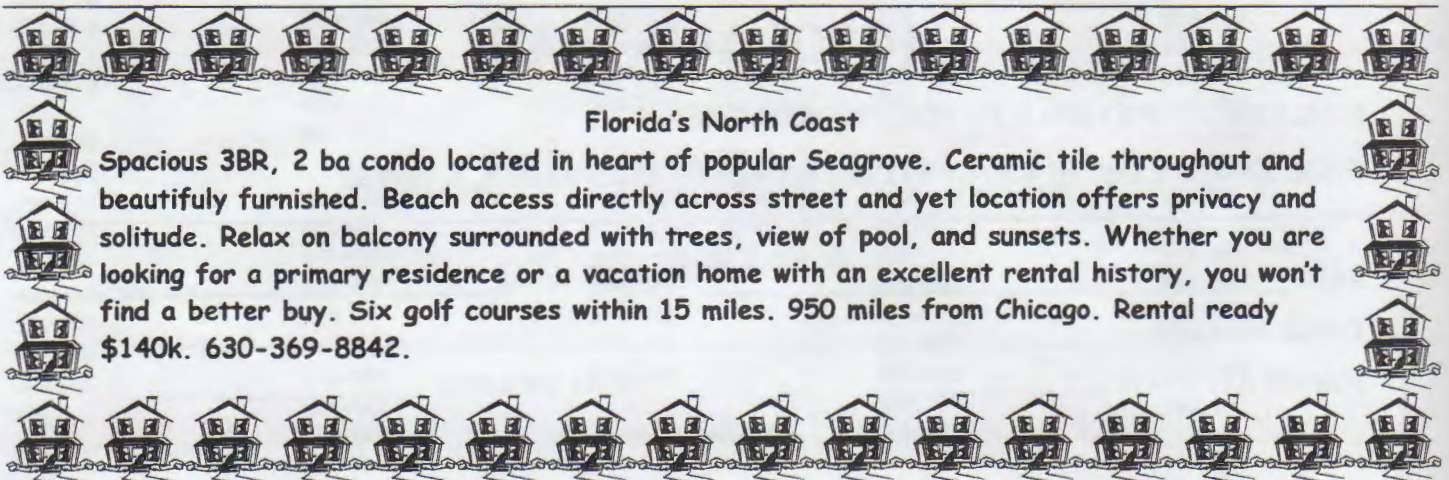
There will be a dinner following each day's event at The Prime Spot (near the track and I-90).

Questions??? Dan Gallagher 708-784-0784
Pete Hackenson 630-655-1629

Instructors must be approved by John Ruther. Please call 847-304-5515 for instructor information only.

For more Blackhawk info, check out:

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



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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:

☐ Thursday, May 18, 2000 B1, B2, C \$130 Pre-registered, \$145 at the gate.

☐ Friday, May 19, 2000 Novice and Ladies \$130 Pre-registered, \$145 at the gate.

Instructors \$25 Pre-registered only

Two day for Instructors \$155 Pre-registered only

Please make check payable to PCA—Chicago Region

Total: \$ _____

Thursday or Two day registration forms with payment to:

Karen Hackenson
3613 Fairview Avenue
Oak Brook, IL 60523-2687

Friday only registration forms with payment to:

Peggy Gallagher
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions, call Dan Gallagher at 708-784-0784

Blackhawk XXXI

Thursday, May 18, 2000

This event is for experienced drivers only! Class B1, B2 and C only!

8:00-10:00	Registration
8:00-10:00	Tech Open
9:00-9:30	Drivers Meeting
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
5:30-8PM	Dinner at Prime Spot

ST. VALENTINE'S DAY DINNER AND BOWLING PARTY.

If you weren't there, you missed a great dinner and party at Harry Caray's and the Marina City Bowling Lanes. For those who had not been to Harry Caray's before, it was a rewarding experience. Two separate groups got the information off of the Internet and signed up because they thought it sounded like it would be a great event. I don't think they were disappointed.

For those of us who have not bowled in many, many???? years, we had a great time and now have a few sore muscles for the penalty. There were trophies for highest men and women scores and for lowest men and women scores. We all had a great evening of camaraderie.

Phyllis and Tom Harwood

Blackhawk XXXI

Friday, May 19, 2000

This event is for **novices, ladies** and **instructors** only!

8:00-10:00	Registration	
8:00-10:00	Tech Open	
	Track Time	School & Corners
9:00-9:30	All Drivers Meeting	
9:30-10:30	Novice Men	Novice Ladies - School
10:30-11:00	A & B1	
11:00-12:00	Novice Ladies	Novice Men - School
12:00-1:00	Lunch	
1:00-1:45	A & B1	Corner Observe - Ladies & Men
1:45-2:15	Novice Men	
2:15-2:45	Novice Ladies	
2:45-3:30	A & B1	Corner Observe - Ladies & Men
3:30-4:00	Novice Men	
4:00-4:30	Novice Ladies	
4:30-5:00	Track Refreshments	
5:30-8PM	Dinner at Prime Spot	

Uniglobe ad

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Wheeling, IL 60090
(847) 541-6648

Richard A.
Schaefer
Chiropractor

Amy McManaway
AMTA Certified Massage Therapist
Peter Lundberg
Certified Acupuncturist

Blackhawk XXXI

Blackhawk Farms Raceway, South Beloit, IL

Wednesday, June 21, 2000

Mandatory clothing for all drivers at this event include a Snell approved SA 1990 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.

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.

8:00—9:30 a.m.	Registration
8:00—10:00	Tech
9:00—9:30	Open circulation for groups A&B
9:35—9:50	Driver's meeting—Mandatory
9:50—10:00	Instructors' and Students' meeting
10:00—10:30	Instruction
10:30—11:00	Group C + Instruction
11:00—11:30	A
11:30—12:00	B
12:00—12:30	C
12:30—1:00	A
1:00—1:30	B
1:30—2:00	C
2:00—2:30	A
2:30—3:00	B
3:00—3:30	A
3:30—4:00	B
4:00—4:30	C
4:30—5:00	Refreshments at track
5:30—7:30	Dinner at Prime Spot (Hwy 75 in South Beloit)

Registration form for Blackhawk June event

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, June 21, 2000 B1, B2, C \$130 Pre-registered, \$145 at the gate.

Please make check payable to PCA—Chicago Region

Total: \$ _____

Registration forms with payment to:

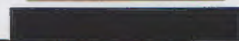
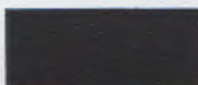
Peggy Gallagher
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions, call Dan Gallagher at 708-784-0784

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auto body

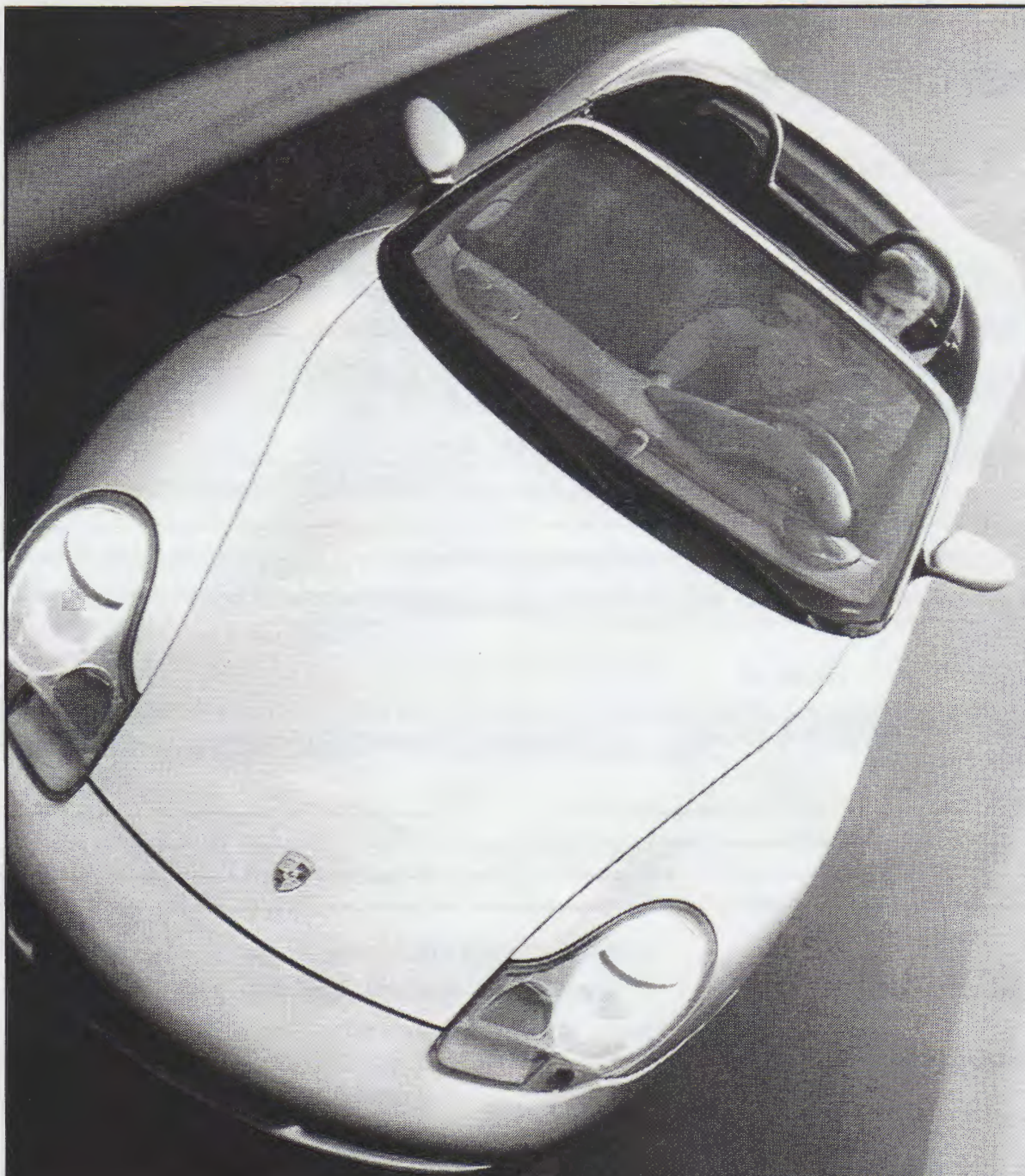
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Nive Pors

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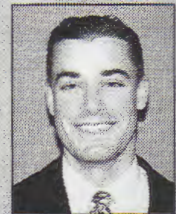
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PROFESSION



Aaron Zelinski
Porsche Sales Mgr.



Anthony
Porsche



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- Giant Porsche Parts Inventory
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George Serritella
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Porsche Sales



Tim Craft
Porsche Sales



Bob Galen
Porsche Service


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PCA Chicago Region Technical 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). *SA 95 for Yr. 2000*
- _____ 1A. **HELMET, SNELL SA or M 90** or later required for all **autocross** or **gymkhana** events (sticker must be attached inside). *M 90 for Yr. 2000*
- _____ 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
- _____ 3. **SEAT BELTS** - Original factory installation; or securely anchored metal-to-metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five or six point harnesses required for Any Class except Novice at Road America and highly recommended for all events.
- _____ 4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended.
- _____ 5. **ROLL BAR** - All open cars except 914's, Targas, and cars in the Production class.
- _____ 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.
- _____ 8. **WINDSHIELD** - No cracks. Functional wipers with good blades.
- _____ 9. **MIRRORS** - At least one securely mounted rear view mirror.
- _____ 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. **WHEEL BEARINGS** - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.
- _____ 14. **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.
- _____ 15. **WHEELS** - No cracks. No bends. All lug nuts torqued to 90 - 96 lbs. Valve stem must have airtight cap. Hubcaps removed.
- _____ 16. **TIRES** - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured.
- _____ 17. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber.
- _____ 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 an other 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.
- _____ 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** - Functional.

Helmet Requirements!

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

6/99



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June 9 and 10th

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5-11-00

CANCELLATION

(616) 637-8800

HOLIDAY INN EXPRESS

Gingerman '00

We will be returning to that summer getaway town of South Haven, MI and the famous Gingerman Raceway for the weekend of **June 10th and 11th.**

Don't miss this event! South Haven is a wonderful community comprised of quaint shops, the beach, and restaurants—much to see and do!

The driving event will be similar in structure to our other track events. Drivers will be divided into groups based on ability, type of car, and the willingness to play (nice) with others. Novices are welcome and will be assigned an instructor for the weekend. Registration begins at the track on Friday, June 9th from 4:00 p.m. to 7:00 p.m. EST, and on Saturday from 8:00 a.m. until 11:00 a.m. EST. We have tentatively planned an open practise on Friday, June 9th available at a separate cost. The open practise is run solely by the track management, not the PCA-Chicago Region.

In Order To Participate, You Must Have:

- A valid drivers license
- Snell-Approved Helmet, 90 or newer
- Long-sleeved shirt, long pants, socks, and closed-toe shoes—all of non synthetic material
- A relaxed attitude

There will be a mandatory drivers' meeting at the track both Saturday and Sunday mornings, beginning promptly at 8:00 a.m. If you wish to drive, you must attend.

Technical safety inspection of your car is your responsibility. You will find the Chicago Region Tech Sheet in this issue of the Scene. Please carefully inspect your car, or bring a note from your mechanic (A signed tech sheet is preferred). Any questions concerning tech should be addressed to Pete Hackenson at 630-655-1629.

Due to the lack of in-town parking, the track premises will be open Friday, June 9th for trailers, cars, or support vehicles to be parked and locked in the secure confines of the track.

Feel free to call us with your questions. See you in June!

Jeff, Jill, and Max Girard

First Driver:

Name: _____

Address: _____

City, State, Zip: _____

Day/Eve Phone: _____

Member Y__ N__ Region ____

Fastest-Run Group Req.-Slowest

Porsche Yr/Model/Type Eng. Size:

PCR Class: Production__ Improved__ Modified__

Permanent Chicago Region Car No.: _____

Second Driver (family member):

Name: _____

Address: _____

City, State, Zip: _____

Day/Eve Phone: _____

Member Y__ N__ Region ____

Fastest-Run Group Req.-Slowest

Requested Car No.: _____

To help us better classify car/driver combo, please specify your driving experience. Include number of track days per year, professional driving scholls attended, and typical lap times:

Fee: 1 Driver \$190, 2 Drivers (same car) \$230, 2 Drivers (separate cars) \$380

Mail to: Jeff Girard

8630 Lemont Road

Darien, IL 60561

Ph/Fx: 630-985-6739

12 HOURS AT SEBRING...1 HOUR OF CELEBRATION

By Jim Hopp

It was much more than a pleasant winter break to balmy (77 degrees) Florida for the *48 Hours at Sebring* hosted by the Gold and Sun Coast Regions February 11, 12, and 13, 2000.

Sebring International Raceway is one of the oldest, constantly used tracks in the country. Set on the unused runways and support roads adjacent to the Sebring regional airport, the first races were held in the early 1950s with the famous 12 hours of Sebring sports car race. Originally over 5 miles in length, this track is presently set as a 3.7 mile course. It is generally thought to be a rather rough track with quite a few surface material transitions.

Don Panoz and his Panoz Motorsports is responsible for many of the recent and on-going improvements. Construction of new pit structures and roof-top boxes moved the PCA event paddock to the interior green park and adjacent spectator parking area. The start/finish was also relocated near turn 9. Neither change affected the event, as the whole weekend ran very smoothly and little track time was lost.

The new simplified race tech procedures made registration a breeze. The availability of Derek Bell for autographs and discussion probably would have been the high-

light of the event, if it were not for the unusual celebration occurring on the track on race day, just under the bridge and before the hairpin turn.

Congratulations go to Claude

Reed and Rachel (Schmidt) Reed on their marriage in that unusual spot. A "great cloud of witnesses" experienced their special expression of love that people normally exhibit on and about their wedding day. The resulting "high" from being part of this event was every bit as exciting as the "rush" one feels when driving their Porsche on race day.

From Claude and Rachel's point of view, their wedding day may become the most rewarding and memorable time at Sebring, probably topping their experience at this same track two years ago when Midwest Eurosport worked through most of the night replacing a transmission on his kelly green car, thus allowing Claude to drive his first PCA race.

The *48 Hours* program listed 20 Chicago members participating, 2 in drivers ed and 18 in the race groups. Twenty-one people from the Chicago area (7 from Eurosport) joined Claude and Rachel, dressed in their racing suits and adorned with roses, for their on-track ceremony. Friends joined in the celebration, with little spontaneous surprises for the couple - a bottle of champagne, congratulatory cards, even a decorated wedding cake. My wife and I were honored to be their official witnesses.

Personally, as an aside, I

thoroughly enjoyed my second successful PCA race with my 944 Turbo S. I'm even happy with my back-of-the-pack E Class finish. Since so many drivers have been involved in



Sealed with a kiss, Claude and Rachel "practice" the joyful life ahead of them.

racing activity longer than I have, I realize I have a lot to learn and much to look forward to. I did, however, improve by 18 seconds the time I clocked at Sebring in 1998.

As challenging as the driving was at Sebring, so was my delivery of a short wedding prayer in honor of Claude and Rachel. It went like this...

Holy God!

Thank you for bringing us together today, in this wonderful setting, to witness the official pairing of our friends, Rachel and Claude.

We pray that you will make their road through life a happy one, smooth from bumps and always heading in the right direction. Please make their journey one that is free from breakdowns, with no missing parts.

May their memories of this bright beginning always remind them of their winning relationship. Give them your green flag and bless their new union. Amen.



Road America I Drivers' Education

May 26–28, 2000

We're pleased to announce the Chicago Region's first event of the new century at historic Road America in Elkhart Lake, Wisconsin. This will be the first of our two events at Road America this year, which is open to all Porsche drivers including novices. If you are a novice, we strongly suggest that you attend the Spring Drivers' School on April 30th as well as the Drivers' School at Blackhawk Farms Raceway on May 19th before participating in this event.

Road America is made up of fourteen turns, three long straights, and four total miles of winding track through the Kettle Moraine area of central Wisconsin making it one of the most scenic and exciting racetracks in North America. Our format this year is slightly different than in years past as we were able to add a third day to the schedule. The first day of the event, Friday, May 26th, will be open **EXCLUSIVELY** to Novice drivers and Instructors allowing us to offer a very high level of instruction for up to 50 novices. If you are a novice driver and want to participate in this event, please send in your registration today as this event is traditionally a sell out!

All novice drivers will receive classroom instruction provided by the Skip Barber team on Friday, along with controlled car handling exercises. Each novice will be assigned a PCA Instructor for the event who will help guide you safely through the weekend and help you to improve your driving skills. All novice drivers will also be required to attend a *Novice Orientation Meeting* on Thursday evening, May 25th at Siebkens at 8:00 PM.

There will be four run groups on Saturday and Sunday. 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; and Group 4 – our novice drivers and others who are still fairly new to Road America.

Using the Chicago Region Tech Sheet (found in this issue of the Chicago Scene), it is your responsibility to thoroughly check your car yourself, or better yet, have it checked by a competent mechanic prior to the event. Be sure to pay close attention to the specifics detailed on the tech sheet concerning brake fluid and brake pads.

For Groups 1, 2, and 3, a five or six point harness is mandatory for the driver, and if you wish to have an instructor ride with you, the same type of harness is required on the passenger's side. Mandatory clothing for this event include: a SNELL approved SA 1995 helmet, long sleeve cotton shirt, long pants, 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 mounted fire extinguisher. 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 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" tall on the sides and at least 8" tall on the hood. Shoe polish is not acceptable! If the corner workers cannot read your numbers, you will be black-flagged and will not be allowed 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 participating in this event must not exceed the Road America noise restriction of **108 dB**. Please ensure that your car is in compliance with this limit. There are residential areas near the track, and Road America personnel will be monitoring our cars throughout the weekend. Included in your packets will be a copy of the *Rules of Road America*. Please take a few moments to read them before the start of the weekend so you can ensure that you the driver, your family, crew, and friends will comply with these rules. These rules are the landlord's, not ours. So, please help us comply.

In addition to the mandatory Novice Orientation Meeting on Thursday evening, there will be a **Mandatory Drivers' Meeting** on Friday for Novices and Instructors, and Saturday & Sunday mornings for **ALL** drivers to be held at the track at 7:45 AM sharp. Any driver who misses any of these meetings that address safety issues and policy for the weekend will not be allowed to drive.

Speaking of safety, as part of the registration form this year we are asking all participants to provide some personal medical information. We, as a Region, are taking a proactive approach to your personal well-being and this information will be provided to the track physician in the remote possibility it is needed.

Spaces for the event are limited, so we highly recommend that you **pre-register early!** Prior to April 1st, we will only accept pre-registrations from Chicago Region members. After that date pre-registration will be opened

to all Porsche drivers on a first-come, first-served basis. You will be notified of your acceptance by mail by the registrar. Now would also be an excellent time to call one of the listed hotels for weekend accommodations. Being a holiday weekend, they tend to book quickly. Please note that we do have a block of rooms reserved for the Porsche Club at the Osthoff.

Track registration for Novices and Instructors will be open at Siebkens on Thursday, May 25th from 4:00 - 7:00 PM. Registration for all other drivers will be at the Registration building at Road America from 4:00 - 7:00 PM on Friday, May 26th. Please remember that you must present a valid driver's license and your PCA membership card at registration. The tech crew will also be on hand to scrutinize your car and your helmet. If your car is not teched on Thursday or Friday afternoon, it must be teched at the track in the morning following the drivers' meeting. No car will be allowed to run without a tech approval sticker.

Siebkens will be the headquarters for the Thursday registration and the Novice Orientation Meeting. In addition to lodging, they also offer continental breakfast

starting at 6:00 AM and a full service breakfast starting at 9:00 AM. Siebkens will also be on hand during Thursday evening's registration to sell tickets to a dinner that will be available in their dining room on Saturday evening after the track closes.

New this year, Road America is offering golf cart rentals to our participants. If you are interested, please make your reservations at least four weeks prior to the event. Please note that you will be responsible for any damage to the cart and Road America requires a minimum age of 16 to operate the golf carts.

The Registrar has established a 24-hour Registration Information line at 847.604.4795. If you have any questions, please feel free to call any of the Road America Memorial Day Weekend committee listed below between 6:00 PM and 9:00 PM CST.

We think you will find this Road America event to be one of the best track events of the year and hope to see you there!

Chris Ingot and Gary Knoblauch
Road America I Co-chairs

Road America I Committee Members

Chris Ingot	Event Co-Chairman	847.559.1126	cinglot@aol.com
Gary Knoblauch	Event Co-Chairman	630.325.1086	glkmkk@aol.com
Scott Lynn	Event Coordinator	630.513.0091	ChicagoPCA@aol.com
Susan Shire	Registrar	847.604.4795 (24-hour info)	ChiScene@aol.com
John Ruther	Chief Driving Instructor	847.639.1094	john@nortstarmotorsports.com
Pete Hackenson	Tech Coordinator	630.655.1629	Pete.hackenson@compaq.com

We need your help to make the Road America I Drivers' Education, May 27th - 29th, the best it can be. Your help in the past has done just that. Please help out again this year. If you are interested, please send your work assignment preferences, name, address, and phone and/or fax number to:

Scott Lynn
1605 Keim Trail
St. Charles, IL 60174

Fax 630.513.0092
e-mail ChicagoPCA@aol.com
Phone 630.513.0091

**VOLUNTEER
FORM**

Name: _____ Phone: _____

Address: _____ Fax: _____

_____ e-mail: _____

Scott, I'd be glad to help out! Sign me up for the area circled below.

Tech / Registration / Anywhere you need me

Thursday pm / Friday am / Friday pm / Saturday am / Saturday pm / Sunday am / Sunday pm

Places To Stay While Visiting Road America

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

AmericInn Motel - Plymouth
Plymouth, WI — 920.892.2669

AmericInn Motel/Suites of Sheboygan
Sheboygan, WI — 920.208.8130

Best Western Harborside
Port Washington, WI — 414.284.9461

B.L. Butt Bed & Breakfast
Plymouth, WI — 920.892.8566

Boarding House Bed & Breakfast
Elkhart Lake, WI — 920.876.3616

Breeze Inn to the Chalet Motel
Mequon, WI — 414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI — 920.451.0644

Comfort Suites — Comfort Dome
Appleton, WI — 920.730.3800

East Shore Inn
Chilton, WI — 920.849.4230

Holiday Inn Express
Sheboygan, WI — 920.451.8700

Holiday Inn - Holidome
Fond du Lac, WI — 920.923.1440

Holiday Inn
Manitowoc, WI — 920.682.6000

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

Lakeland College
Howards Grove, WI — 920.565.1248

Lighthouse Inn on Lake Michigan
Two Rivers, WI — 920.793.4524

Marian College
Fond du Lac, WI — 800.262.7426

Microtel Inn & Suites
Fond du Lac — 920.929.4000

Park Plaza Hotel & Conference Center
Oshkosh, WI — 800.365.4458

The Osthoff
Elkhart Lake, WI — 800.876.3399

Pinehurst Inn
Sheboygan Falls, WI — 920.467.4314

Pioneer Inn & Marina
Oshkosh, WI — 800.683.1980

Plymouth Inn
Plymouth, WI — 920.893.5623

Ramada Plaza Hotel
Fond du Lac, WI — 920.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI — 920.793.1794

Saukville Super 8 Motel
Saukville, WI — 414.284.9399

Sheboygan Super 8 Motel
Sheboygan, WI — 920.458.8080

Siebkens Resort
Elkhart Lake, WI — 920.876.2600

Sippel House
Elkhart Lake, WI — 920.876.3110

Starlite Motel
New Holstein, WI — 920.898.4265

Victorian Village (formerly Barefoot Bay)
Elkhart Lake, WI — 920.876.3323

Village Inn - Motel
Two Rivers, WI — 920.794.8818

Windy Mare
Kiel, WI — 920.894.2284

Wisconsin Aire Motel
Random Lake, WI — 920.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI — 920.892.2222

Campgrounds

Cedar View Camper Rentals
Kiel, WI — 920.894.7884

Hoelt's Resort Campground
Cascade, WI — 920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI — 920.892.4252

Mark & Dean's Camper Rental
Kiel, WI — 800.894.7181

Westward Ho Camp Resort
Glenbeulah, WI — 920.526.3407

A Very Limited Offer ...

The staff of The Osthoff Resort is pleased to have the opportunity of hosting the Chicago Region PCA. We will hold the following block of rooms until April 26, 2000 at the quoted prices. Any rooms left in the block that have not been reserved will be released on April 26, 2000.

Arrival: Friday, May 26, 2000 ≈ Departure: Sunday, May 28, 2000

<u>Room Type</u>	<u>Quantity</u>	<u>Nights</u>	<u>Rate (tax not included)</u>
1 Bedroom Woodland Suite	15	2	\$ 160.00
2 Bedroom Woodland Suite	25	2	\$ 180.00

Individuals requesting rooms from this block need to identify "Chicago Region Porsche Club" to reserve a room. Subject to availability on a first come, first serve basis. A deposit of one night's stay is required at the time of reservation.

Check-out time at The Osthoff Resort is 11:00 am and check-in time is after 3:00 pm. If the rooms are not ready for occupancy upon arrival, all recreational, dining, and beverage facilities will be at the guest's disposal at guest rates.



PCA Chicago Region
Road America I Drivers' Education
May 26 - 28, 2000
Event Co-chairs: Chris Inglot and Gary Knoblauch

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 _____

PCA Member Yes ☐ Region _____ No ☐

PCA Member Yes ☐ Region _____ No ☐

Current PCA Membership # _____

Current PCA Membership # _____

Please circle one: Novice driver
Experienced driver
Instructor

Please circle one: Novice driver
Experienced driver
Instructor

Requested Run Group

<Fastest 1 2 3 4 Slowest>

Requested Run Group

<Fastest 1 2 3 4 Slowest>

Chicago Region (previously assigned) Permanent Car # _____

Chicago Region (previously assigned) Permanent Car # _____

If none, Requested # _____

If none, Requested Car # _____

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

Yes ☐ No ☐

Did you receive Skip Barber instruction at a previous PCA Chicago Region Road America event?

Yes ☐ No ☐

Yes ☐ No ☐

If "No" above, check the "Yes" box indicating you will attend the Saturday morning Skip Barber session, or check "No" indicating you wish to be exempted.

Yes ☐ No ☐

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:

Porsche Model _____ Year _____ # 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 _____

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) _____

FEE SCHEDULE

		EARLY REGISTRATION Postmarked by 4/28/00	LATE REGISTRATION Postmarked <u>after</u> 4/28/00
Novices	Friday, Saturday & Sunday	\$ 350.00	\$ 375.00
Instructors	Friday, Saturday & Sunday	\$ 275.00	\$ 300.00
Other First Drivers	Saturday & Sunday	\$ 275.00	\$ 300.00
Second Driver (family or affiliated PCA member only)			
Novices	Friday, Saturday & Sunday	\$ 175.00	
Other Second Drivers	Saturday & Sunday	\$ 125.00	
Second Driver (non-family/non-affiliated PCA member, non-PCA member)			
Novices	Friday, Saturday & Sunday	\$ 350.00	
Other Second Drivers	Saturday & Sunday	\$ 275.00	
Golf Cart Rental	\$ 250.00		

**NO REFUNDS OR
CANCELLATIONS
AFTER MAY 19, 2000**

Total enclosed: \$ _____ Make checks payable to PCA Chicago Region

Mail pre-registration form and check to:

Susan Shire, Registrar
Road America I Drivers' Education
9507 North Central Park Avenue
Evanston, IL 60203-1103

Phone: 847.604.4795 (24 hour info)

Fax: 847.679.8973

e-mail: ChiScene@aol.com

The Mart

The Mart is intended for non-commercial use. Material should be sent to the editor in accordance with the deadline (10th of the month for the following month's issue). Ads are subject to editing (limit 75 words). Ads are free for Porsche Club of America—Chicago Region members or \$15.00 for non-members. Ads will run for three months and should be re-submitted after this period to be run again. E-mail is highly preferred to eliminate spelling errors (and it makes our lives easier).

The Mart/Chicago Scene
c/o David and Heather O'Bryan
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La Grange Park, IL 60526
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Fax: 708-588-1785
Email: chicagoscene@pca-chicago.org

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1955 1600 SPEEDSTER #81105, ENGINE #80106. Black/black. Rare, late 1955 production interim Pre-A car with "A" mechanicals original from the factory. 17,500 miles (believed true but cannot document), owned since 1973, in storage 25 years. Full, no-expense spared restoration completed between 1993 -- 1996. Engine by Steve Schmidt to Super specs, including orig. alloy cylinders and HIRTH RB Crankshaft (by Bill Doyle). Complete concours tool kit, jack, and owners & workshop manuals. 1st place and/or peoples choice in every concours entered. Fully sorted, drives perfectly. Details numerous, call for spec sheet & pictures. \$75,000., interesting trades? Rollin Polonitza, Evanston, II. (312) 408-3130 ext. 214 days, (847) 475-7544 eves till 9pm, fax (312) 408-3136.

(Continued on page 37)

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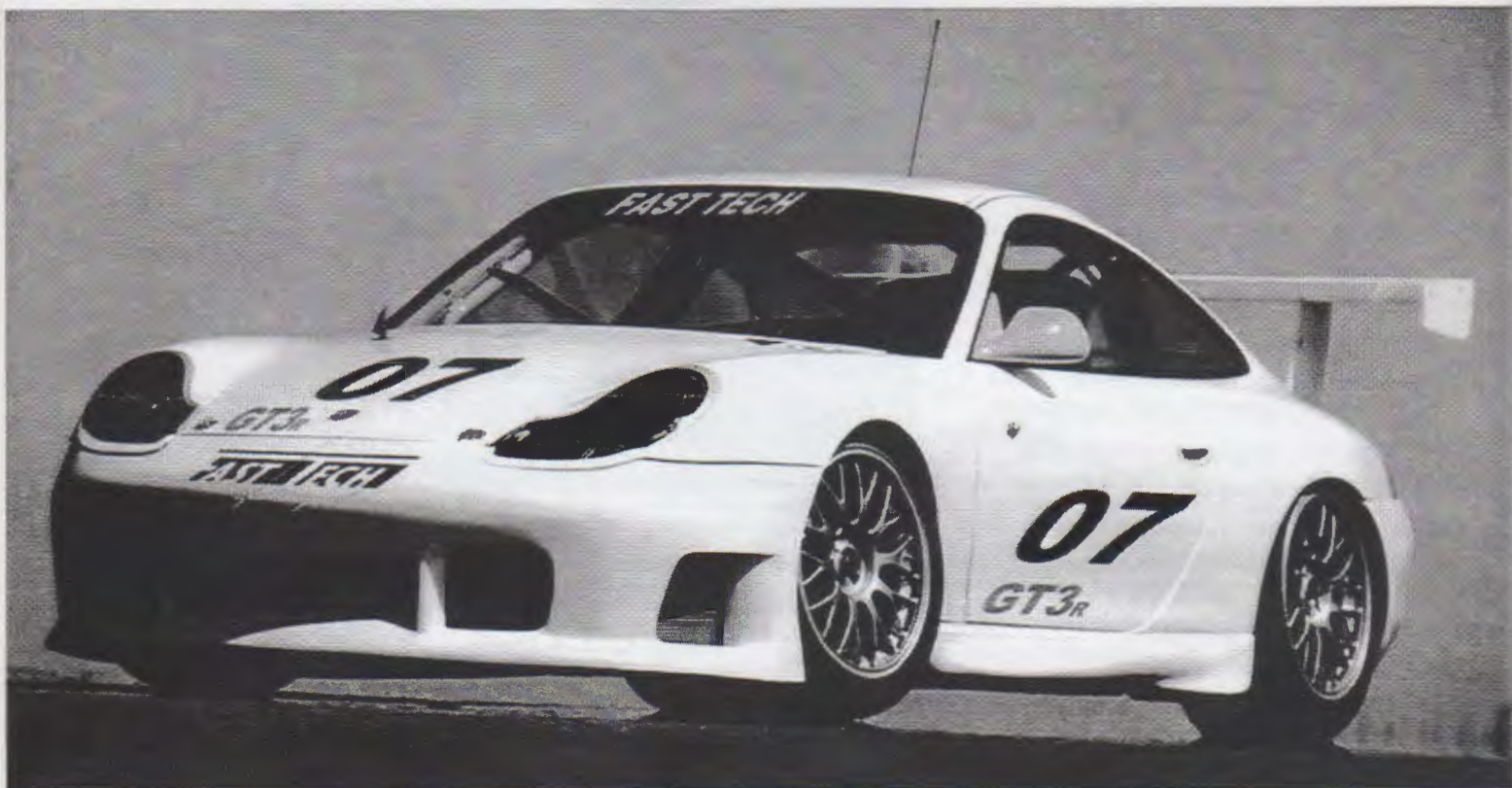
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www.fasttechmotorsports.com

(Continued from page 35)

1962 356B Karmann Hardtop

201699, Polyantha Red (maroon)/Beige, rare restored car, long PCA concours history 1990-99, Pebble Beach in 1998, history and records, solid throughout, ready to show/drive, stunning! \$27,000, C.C. Ling, 2815 Polo Rd., Bloomington, IL 61704, 309-663-7472. [MAM]

1972 911 PCA GT3 Zero time 3.4-liter twin plug motor; Midwest Euro-sport dyno showed 300 hp. Coil over suspension. 92854 front and big red rear brakes. Recently freshened turbo gearbox/new sport clutch by Kelly-Moss. 1973 RSR body style and paint. Car weighs approx. 2,200 lbs. Roll cage tied into suspension. NAS-CAR style door bars. (2) sets Forge-Line wheels & (1) set new Hoosiers. Great for drivers' ed/vintage racing/starter car for GT class PCA racing. 1:18 at Putnam, 1:44 at Mid-Ohio, 1:43 at Road Atlanta this year. \$43,000 or \$47,000 with 18' enclosed Pace trailer. John Kramer 312.855.6232 or e-mail: john.kramer@abnamro.com. [MAM]

1973 911 Race/Street Blue pro built. Fresh, RSR body, 3.8 RS wing. Auto pwr, RSR suspension, coilovers. 285 hp, MFI, turbo pump. Big reds. Tilton duel master, Quaife, short gears. RS cooling, Fuel safe. Recaros. No accidents. Momo, BBS. Best Offer. Phil Koepke, 12700 Lakeshore, Mequon WI 53092, 414.243.9012. [AMJ]

1983 911 SC Cabriolet Burgundy Black Top Tan Interior. Exc. Cond. Summer driven only 68,000 miles. Doug Graffagna \$22,500 Elgin, 847-464-5222. [MAM]

1965 356 SC Coupe 221710 Signal Red Black interior Family owned 30 yrs. All numbers match 86,000 miles. Engine rebuilt 56,000. New paint, tires, rubber, some new chrome. Orig. interior except front seat. Garage kept. \$18,500 Doug Graffagna Elgin, 847-464-5222 [MAM]

1970 914-6 Roadster

#9140431593 50,000 original miles, same owner 19 years, Orange/Blk. '83 SC 3.0, oil cooler, SC front

brakes, chassis stiffener, 7" polished mags. No winters, solid, extras, receipts. \$16,000 firm. FOB Jim Sovik, Naperville, IL 630-904-6222. [MAM]

1988 Ruf 911 Turbo 500+ hp. Rated world's fastest production car. Available at fraction of original cost - best of everything. \$75,000/OBO. Doug Turnbull 608.240.0660.

1975 914-6 Conversion White/black. 2.7. Street/track car. Club Race ready. Call for spec. \$9,000/OBO. Shawn Young (h) 630.941.9336, (pgr) 708.999.9135.

1994 968 Race Car Pristine. Purchased new, disassembled, rebuilt. EFI carbon BBS Recaro. Spares. Thousands below cost. \$75,000. Trades considered. Randy Alexander 608.240.0660.

1997 993 C2S Arena red/black. Tiptronic. 18" sport classic wheels. Motor sound. Eclipse CD w/ HiFi, 10 speaker sound package. Power seats. 10K service. As new. \$62,500. Private sale. Mike 847.359.5559.

[MAM]

911 Racecar Want to go PCA racing? - 911 racecar for sale - Super lightweight composite RSR body - Full custom roll cage with NASCAR bars - 3.6 Turbo brakes - Fikse wheels - Fabcar dual cockpit adj. Brake masters - Full race coil-over susp. & sway bars - Recaro seat - Lightweight composite dash G50 transmission. Sport clutch. GT4 2.7 or 3.2 race engine. All new. Call Brian for more details. Midwest Eurosport, 630-595-5577

1988 944 Turbo S Race Car. PCA Class 'E' Silverose, 1 race in log book, Cust. Cage, seat brace, fire system, race seat, Double adjust. Koni's/2.5" coil over, adjust. rear Koni's, hollow t-bars, adjust. sw. bars frt. and rr., camber plates, Club sport clutch, cool brake kit, Hot Lap, straight pipe, short shift & much more. Fresh & strong. \$25,970. Serious inq. please, specs and pict. avail. Contact Mike Maron (847)774-6677 or mlrecycling@megsinet.net [MAM]

1980 911SC Weissach Ltd ed, less than 400 made, plat gold color (200

made). Car is legal PCA Club Racing class F with log book but street legal and licensed. Autopower roll bar, Sparco racing seat. RSR front bumper, 3.2 with stock chip, SS headers and Triflow performance exhaust by B&B plus factory sport muffler for quieter street driving. B&B front spoiler cooler, Bilstein sport shocks, new gun drilled torsion bars, Weltmeister Cambermeister, Turbo tie rods, Short shift, 2 sets 16" wheels- BBS with BFG RI's (tires need replacing) and Euromeister Fuchs look-alikes with Yoko street tires. Hot Lap and Auto Meter shift lite included. Fast and Fun plus ALL original parts for easy resoration \$25,000. 1996 Jamar Trailer, elec brakes, tire rack. Includes all tie downs and 10'x20' canopy. Tows above 911 like a dream. \$2100 or \$26,500 for both. Bill Van Meter 773-637-0402 or

ISTARTEM@AOL.COM [MAM]

Race modified 911, clean, fast, street-legal; 1975 911S modified for PCA track events, with 3.2L Carrera motor, lightened flywheel, sport muffler, 915 transmission with short gears, limited slip diff., Bilstein struts, adjustable sway bar, turbo tie rods, shock tower brace, Willwood front brakes, stainless steel brake lines, IROC style body work with turbo flares, Epsilon modular wheels, front oil cooler, Porsche racing seat, full harness, steel roll bar, etc. \$15,500.

Landgrebe tow dolly also available. Heber MacMahon 773-702-1604 (days), 773-871-6822 (evenings), macm@midway.uchicago.edu

1960 356 Roadster Vintage Race Car GT6. PCA, SVRA and FIA log books. Three races since complete mechanical rebuild. Rust free steel body with aluminum doors and hoods. Weight 1510 lbs dry. Professionally built, always very reliable and currently in "turn key" condition for 2000 season. Many spares included. US\$32K OBO or trades. For

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(Continued from page 37)

portfolio/pictures/build sheet contact Bruce Farrow 905 509-4940 or farrowbc@aol.com. [AMJ]

1971 911 GT4 Race Car: 935 wide-body 2075lbs. 2.7l 240hp engine by Rennsport Systems. Ported / flowed. Twinplug, 11.5:1 JE pistons, Pauter Rods, PMO Carbs, GE60 cams, dual electromotive ignition, Aeroquip plumbing, full cage with nascar side protection, RSR Coilovers / Springs, Weltmeister swaybars, 9" & 10" BBS wheels, 928/930 brake upgrade, fiberglass; hood, bumpers, tail. Lexan windows \$28,000 Doug Coup 847-426-8093 dcoup@dnhmarketing.com [AMJ]

1978 911SC - White /w full Brown Leather. Front/Rear spoilers, PW, PD, Factory AC, Sunroof. 82,000 miles. Always garaged. \$12,000. Contact Steve @773/551-2085 or email mcw_sp@ameritech.net [AMJ]

1998 Carrera S Black Black Interior, Remote CD, Motor Sound Package, 18" Wheels w/Technology Rims. Full Power Seat-left, Wheel Caps with Colored Crest, Porsche Floor Mats-Black, Stainless Steel Exhaust, Metal Door Sill Model Insignia. 11k Miles \$70,000.00 Mike Ryan 847-884-8949 847-382-6227. [AMJ]

1999 Boxster Arctic Silver metallic/black leather; Sport Touring Package incl on board computer, cruise, remote 6 disc changer; hard top; other options. Excellent throughout. 4,500 miles, \$52,500. Orderes new S. Dennis Kostic, 2508 Swandyke Court, Naperville, IL 60565, 630-357-0843, wimednk@aol.com [AMJ]

OTHERS/PARTS

1988 M3 Vin BSAK0302J2195382, White/red, 37,xxxmiles, well cared for Southern car, 5 spd., keyless entry, security, M3 mats, new Bridgestones, no race or smoke, garaged and pampered, \$19,000,

309-663-7472 [MAM]

HRE Racing Wheels 2 sets: (4) 8.50x16 & (4) 10x17. Used 2 seasons. 50% NEW PRICE. John Bonnett (work) 847.670.8000, (fax) 847.670.8100, e-mail Jbonay@aol.com.

1993 C2 Cup Wheels 16" Porsche Crest Hubs included. Tires 50% tread life. Exc. Cond. \$1000 OBO + shipping. Lou Morabito, Long Grove, IL, 847-917-4968 [MAM]

944/968 Parts Randy Alexander or Doug Turnbull 608.240.0660.

'99 Boxster Factory Springs \$200 set. Steve 847.673.5218.

'78 911SC Original dashboard, all leather, no cracks, \$150. Tim Milani, 773-477-1154.

356 4 Cam Carrera Engines (2) *90787* 400 & *90902* 541. Engines disassembled. Both roller bearing cranks, one crank damaged. One engine 95% complete, other 60%. Buyer pays shipping. 815.495.9227 Phil. [FMA]

911/964 Stealth Bra (\$500 new) \$125. 911 car cover, new w/bag \$75. 964 exhaust complete—offers, cheap buffer \$10, K&N filter (for 911?) \$1, Paul Wible 847.534.0103, paul@broadcast.com [FMA]

Early 911/912 parts: USED—excellent condition: steel lug nuts (25), Marelli distributor cap, Windshield washer pump, Interior dash gauges, switches and knobs, 911E owner's manual. New Old Stock: Torsion bar bracket (front), Solid chain tensioners, Cibie 45 driving lights (pair). Chet Szerlag, 630.910.0597 evenings. Ctszerlag@aol.com [FMA]

911 Parts: 9" & 10" BBS Wheels w/ Yokohama 008 245/45 & 255/50 \$1500 & extra set of same tires \$250 will fit widebody 911/930 or 944. Weber/PMO flow meter \$60, Facet Fuel pump NEW \$50, Heater Blower \$50, Baby Tornado Mirror Drivers \$15. Off 2.7ltr; engine shroud, sheet metal, crank pully, pully cover, rods, S-pistons, Chain Tower Covers. Black and Tan door

pockets, lids, handles and top rails. Lower door trim chrome - early 911, black - late models, off 76 911; glovebox, & cover, emergency brake, interior trim, all glass, manual window regulators, 69-73 911 headlights New seals: early targa vent window, front fender/body, 76-83 Front & Rear Bumpers complete with Bel-lows., AIR 935-3502 Front bumper with square Headlights for car 911/930 with 9" flares, complete windsheild wiper / washer system. Bill Shaw 847-426-8093 dnhmktng@aol.com [AMJ]

OEM Turbo Wing and OEM Engine lid, off of a non-turbo '86 - 911, will fit any 911 74-89. Original Porsche equipment. Guards red and in excellent condition. \$750 OBO. Tony Giannini at 312/795-1523 or a_giannini@hotmail.com [AMJ]

Simpson Voyager Six helmet with fleece bag. Size 7 3/8. Rated SA90. Bought in '96, used 3 events, in perfect condition. \$140 or b/o. Panorama's from 6/94 - Present, mint condition, \$20/year. Vinyl Colgan bra from '89 911, will fit other years, \$30. Donn York. 630-654-6723. dyork@megsinet.net [AMJ]

TOW VEHICLE. 1994 Chevrolet C3500 Silverado. 1 ton dually. 454, auto, 2wd, extended cab, 54,000 miles, cruise, tilt, PW, PL, Power driver seat, bedliner, Am/FM cassette, dual batteries. Set up for fifth wheel or weight distributing hitch. Burgundy/Silver. Excellent condition. Has been stored the past three winters. \$14,995. Honda Spree. Excellent condition. Black. Perfect pit vehicle. Free with purchase of truck. Jack DeBaal, Plymouth, WI 920-892-8317. [AMJ] **Trailex aluminum open trailer**, tire rack, surge brakes, winch, weighs only 850 pounds, \$3300. Dudley

(Continued on page 40)

(Continued from page 39)

Wass in Saline, Michigan @ 734-944-4608 or dcwass@aol.com

Racing Dollies - (set of 4) place one of these under each tire and roll your car where you need it. Were \$300 new, used one season, \$200 OBO. Eric (847) 705-1159.

Misc stuff: Pair of heavy duty metal ramps with 9" lift. No delivery. \$0 (Free). Carrera 2/4 necessary parts ('89-'94) OEM oil & air filters \$2 each. New fuel pump relay \$25. Black alloy lug nuts (20) \$40. Factory shop manual (almost complete) \$100. Factory spec book, pocket size, \$10. Badge bar (fits rear bumper) \$20. 5-point harness (Simpson, black, 3") \$25. Bruce Janecek, Post \$ Rail Farms, Palos Park, IL 60464. Wkdys:

708-354-1901. Other: 708-361-8421 [AMJ]

Tires: 4 Goodyear Eagle NCT 195/65R14 BMW takeoffs, not bald. 2 Pirelli P4000 195/60R15, not bald. \$10 each / all for \$50. Bruce Janecek, Post \$ Rail Farms, Palos Park, IL 60464. Wkdys: 708-354-1901.

Other: 708-361-8421 [AMJ]

911 Racing parts for '67-'73 911: rollbar, Recaro touring seat, black cloth, weighs 35 pounds (not fixed back), quick release belts. Package deal, \$350. Other new/used parts such as front brake rotors for 911S cheap, call. Get ready for 2000 motorsport season now. Call "Uncle" Frank, 847-543-1843 even/wknds. [AMJ]

1986 Mercedes Benz 190 2.3-16

valve. Smoke Silver with Black leather. Factory style AMG with 5-speed, fcty headers, ltd slip, BBS with Yoko performance all season tires. Euro lamps, sunroof. Many new or recent parts replaced, such as chain and tensioner, f and r brakes (pads, rotors, fluid), complete exhaust system w/cat, battery, tie rods, tune-up and alignment. Other stuff like newer deluxe floor mats and top-of-the-line car cover included. Vehicle just turned 95k, very clean, fun to drive. This is an "Uncle" Frank vehicle that needs a good home. Best offer over \$12,000 takes this piece of Benz history. 847-543-1843 home, wknds, eves. [AMJ]

Fischer Nuptial Fest

Peter Fischer of Fischer Motorsports and Janice tied the knot on February 20th. Here are a few stolen moments from the event held at the new Café 36 in La Grange.



Janice and Peter receiving the guests



Peggy, Dan, Peter and Keith



Café 36's Reinhard getting down



Peter struts his stuff on the dancefloor

Sebring 2000

By Tony Alberts
Eurosport Racing Mechanic

This is the second time I've been to Sebring for the Goldcoast Region's Drivers Education and Club Race. Thursday, George, Matt, Berto, and I arrived to find Brian and Bob getting our trailer and pit set up. We were all surprised to see WSC cars testing.

After we got set up and made some final adjustments to the cars, it was time to see the WSC cat testing at night. Their brake rotors glowing in the dark was a sight to see!

This year there was limited access to the full track, but there was still a lot of good places to spectate from.

Friday morning was cool and damp. The afternoon warmed up and

it was a beautiful day for the drivers to get out there and have fun. All of the run groups seemed to get a lot of track time.

There were twenty Chicago region members entered according to the entry book. All were getting used to the track and lowering their lap times. I hope they all had fun.

Saturday morning was cool and damp again. It seemed to warm up quickly and turned into a Florida sunshiny day. The drivers were anxious to get out there and throttle down!

Watching the practice flying starts and fun races was awesome along with the WSC cars at night.

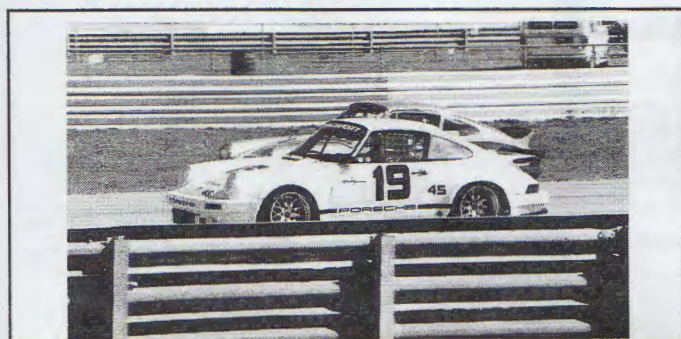
Sunday morning was not as cool or damp, but Florida weather warmed up very fast. This was qualifying, race day, and the day that Claude Reed and Rachel Shmidt were going to be married. After some qualifying, their wedding took place on the track, under a walkover bridge leading to the hairpin. It was a great setting for the two racers to be wed. Berto was the ring bearer

and the prayer was read by James Hopp, which was worded perfectly. There was some racing humor in it, yet it was serious and beautiful. Claude and Rachel were dressed in their driving suits and when they were pronounced married, everyone cheered. Congrats to Mr. and Mrs. Reed.

Now was the time to watch the races, the Chicago members made a good showing of the quality of our regions' cars. I personally felt bad for the Chicago guys who did not get to finish the race. Then again, that's the way racing is. Sorry guys!

I think this year's club race and driver's ed was great. I hope to return next year to see our Chicago region do better, and to see more members make the trip to Florida to compete. Do it! It's exciting, fun, and warm!

Thanks to George and Brian Weathered, Bo Kroczeck, Chris Inglot, Mr. and Mrs. Reed, Gary Knoblauch, Andrew Heard, Dan and Tim Daly, Mike Ryan and Bob "The Chief" Neal for making my trip possible.



Gary Knoblauch fight to stay in front



Quiet time under the Eurosport canopy



Chris Inglot showing the correct line



Bo Kroczeck turns a 2:20 lap time

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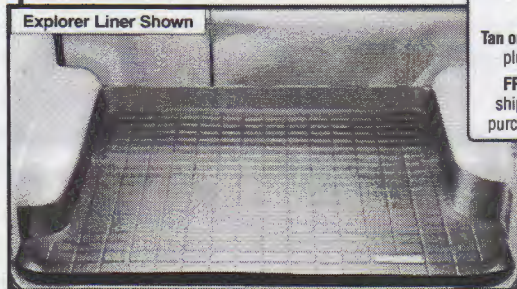
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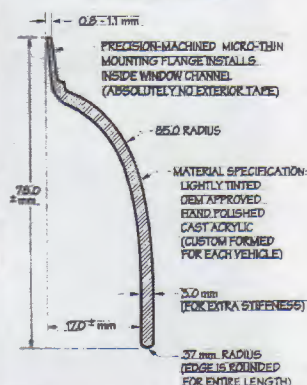
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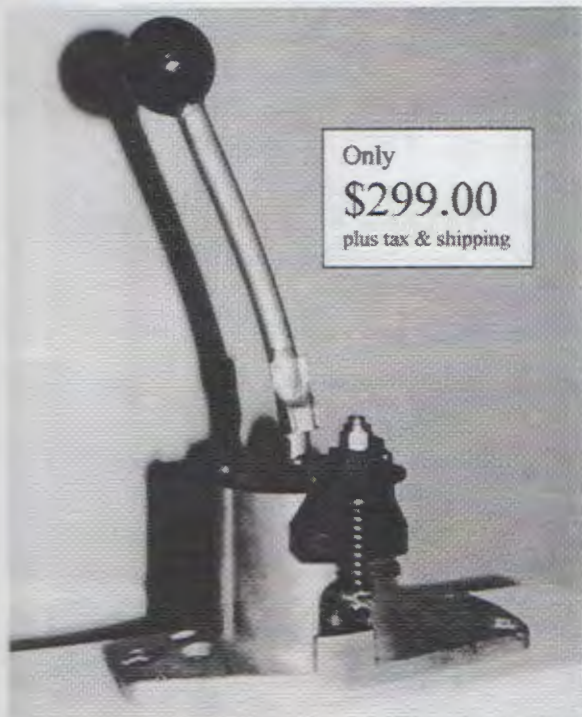


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