

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



Chicago Scene

APRIL 1997



CELEBRATING OUR 40TH ANNIVERSARY, 1957-1997

IT'S HERE!



The All New '97 Boxster
Ready For Immediate Delivery!



Bill Jacobs Motorsport
Because it's more than just the car.

1564 W. Ogden Ave.
Naperville, IL 60540
630-357-1200

Chicago Scene

Contents

Monthly Features/Columns:

- 46 Advertiser Index
- 5 Aungahh!
- 8 Board Meeting Minutes
- 1 Chicago Region 1997 Calendar
- 26 Coordinator's Clipboard
- 3 In Gallagher's Gear
- 27 Letters and e-mail
- 42 Membership, PCA Chicago Region
- 2 1997 Board of Directors and Coordinators
- 48 Oversteer
- 19 Tech Tips
- 45 The Mart
- 4 2 Month Calendar of Events

Special Features/Columns:

- 6 40th Anniversary Bulletin Board
- 31 From Our Members
- 35 Help Drive Cystic Fibrosis Away!
- 22 Then and Now
- 37 Go Get Teched!
- 12 Go-Kart Racing!!! Are We Crazy About This or What?
- 44 Racers' Alert! The Blueberries Are Coming!
- 38 Tech, Concours, Chili, Dessert Tasting

Event Announcements/Registration Forms:

- 21 Autocross I, Lake Geneva
- 43 Autocross II, Tres Chic Racing Present Rockford
- 17 Blackhawk I, May 14th
- 40 Blackhawk II, June 18th
- 29 Concours 1, Elmhurst
- 15 Drivers' School
- 7 40th Anniversary Dinner Dance
- 14 Hoosier Porsche Classic
- 41 Kane County Cougars
- 36 PCA/Chicago Region Tech Inspection Sheet
- 18 Porsche Swap Meet
- 10 Rallye I, Gallagher's National Heritage Corridor
- 33 Rallye II, Apple Blossom
- 23 Road America I

Cover Photo: Dan Gallagher in his early PCA years.

Chicago Region 1997 Calendar

- January 5 Tobogganing/Hackney's
- January 19 Annual Meeting
- February 1 "Rock 'N' Bowl Bop"
- February 16 Go-Kart Racing
- March 2 Tech Session/Concours School
- Chili & Edible Art Tasting
- March 16 Rallye School
- March 23 Cafe 36 Restaurant Tour
- April 12 40th Anniversary Dance
- April 20 Rallye 1
- May 4 Drivers' School
- May 14 Blackhawk 1
- May 18 Autocross 1 - Lake Geneva
- May 24, 25 Road America 1
- June 1 Concours 1
- June 8 Rallye 2
- June 15 - 21 Texas Porsche Parade
- June 18 Blackhawk 2
- June 21 Kane County Cougars
- June 29 Autocross 2 - Rockford
- July 5 Golf/Dinner
- July 13 Autocross 3 - Rockford
- July 16 Blackhawk 3
- July 27 Potter's Picnic - Concours 2
- August 3 Autocross 4 - Hawthorne
- August 9, 10 Gingerman Raceway
- Aug. 30 - Sept. 1 Road America/Concours 3
- September 14 Rallye 3
- September 17 Blackhawk 4
- September 21 Autocross 5 - Utica
- September 28 Concours 4
- October 4, 5 Two Day Rallye 4
- October 11, 12 Blackhawk Octoberfest
- October 19 Rallye 5
- October 26 Bill Jacob's Concours 5
- November 16 Tech Session
- December 6 Dinner Dance
- December 31 New Year's Eve Party

Susan Shire and Steve Rashbaum, Editors

Chicago Scene, 9507 Central Park Ave, Evanston, IL 60203-1103

Phone: 847.674.2285 Fax: 847.679.8973 e-mail: SSHIRE9066@AOL.COM

April, 1997

Volume 41, Number 3

The Chicago Scene is the monthly publication of the Porsche Club of America, Chicago Region, published at CopyCo, 959 Lee Street, Des Plaines, IL 60016. Second class postage paid at Aurora, IL. USPS 006-381 ISSN 10564195. Subscription is limited to members of the Porsche Club of America, Chicago Region. Porsche Club of America. Dues are \$36.00 annually, of which \$12.00 is for the subscription to Chicago Scene. Subscription rate for non-members is \$18.00 per year. Permission to reprint any material published herein is granted provided full credit given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein.

POSTMASTER: Send address changes to: Deborah Leed, 37 Lakeview Drive, Barrington, IL 60010-1949

DEADLINE: Material must be received no later than the 5th of each month for publication in the next month's issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in the Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

MART: Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA, Chicago Region members, no charge; non-PCA, Chicago Region members, \$5.00 per ad.

ADVERTISING RATES: Eighth page: \$20 per month/monthly, \$15 per month/annually; Quarter page: \$35 per month/monthly, \$25 per month/annually; Half page: \$55 per month/monthly, \$45 per month/annually; Three-quarters page: \$75 per month/monthly, \$65 per month/annually; Full page: \$100 per month/monthly, \$85 per month/annually; Back cover, inside front cover, inside back cover: \$110 per month/monthly, \$95 per month/annually. All requests for ad space must be made through the editor.

1997 Board of Directors



PRESIDENT

Dan Gallagher
708.784.0784
fax: 708.784.0785
e-mail: porschedan@aol.com



DIRECTOR

Keith Clark
630.690.3381



VICE PRESIDENT

Bruce Janecek
708.361.8421



DIRECTOR

Chris Ingot
847.559.1126



SECRETARY

Chuck Bittman
708.352.9505
e-mail: bman@mcs.net



DIRECTOR

Bill Murrin
708.352.5719



TREASURER

Susan Brenkus
630.766.4734



DIRECTOR

David O'Bryan
773.929.1943



PAST PRESIDENT

Arnold Zann
708.366.9064



DIRECTOR

John Ruther
847.639.1094

1997 Coordinators

MEMBERSHIP

Bill Murrin 708.352.5719
24 Hour Member Info. 312.769.8193

AUTOCROSS

Jeff Girard 630.985.6739

AUTOCROSS TIMING & SCORING

Susan Brenkus 630.766.4734

CONCOURS

Patrick Yanahan 630.887.7605

Jim Jacisin 630.279.4835

RALLYE

Stephan Rashbaum 847.673.5218

Susan Shire 847.674.2285

SOCIAL

Peggy Gallagher 708.784.0784

ROAD AMERICA/PCA CLUB RACING

Arnold Zann 708.366.9064

Chris Ingot 847.559.1926

PCA CLUB RACE SPONSORSHIP

Hari Matsuda (H) 847.475.4356
(W) 847.677.3777

CHIEF DRIVING INSTRUCTOR

John Ruther 847.639.1094

RACE TIMING & SCORING

Ed Leed 847.382.6911

ROAD AMERICA/PCA CLUB RACING

REGISTRATION

Chuck Bittman/24 Hour Registration Info.
708.482.4401

SAFETY

Jeff Girard 630.985.6739

TECH

George Weathered 630.357.4033

Mike Gray 630.420.2329

GOODIE STORE

Linda Patterson 847.740.3562

CHARITY

Tom Burke 312.443.0223

CHICAGO SCENE EDITORS

Susan Shire 847.674.2285

Stephan Rashbaum 847.673.5218

ADVERTISING MANAGER

Nick Brenkus 630.766.4734

CHIEF PHOTOGRAPHER

Steve Rashbaum 847.673.5218

PRINTER

Bob Soske, CopyCo Printing 847.824.4425

DATABASE MANAGER

Debby Leed 847.382.6911

HISTORIAN

John O'Keefe 708.344.0911

PCA - CHICAGO REGION HOME PAGE

<http://www.mcs.net/~bman/pca.html>

Chuck Bittman, WebMaster

Board Member and Coordinator addresses are available in the 1997 Membership Directory or directly from the Board Member. or Coordinator

In Gallagher's Gear

I am writing this the evening of the great Chili Tasting, Edible Art, Concours School and Tech Session. I did survive the Go-Kart Racing, but as of this moment, I'm not so sure about surviving today as it appears that the gas problem is developing and I don't mean the lack of it.

Again this year I was very pleasantly surprised at the success of this event. I really don't know if so many members, many of them new members, came out to try the excellent chili, eat the beautiful Porsche desserts, learn more about their car, or how to clean it. Whatever the reason(s), a really good time was had by all! Many thanks to Nick and Sue Brenkus, Pat and Bonnie Yanahan, Myron Walthers, Mike Gray and Brian Weathered. Also a special thanks to all the guys who brought out their cars to use as concours training grounds and tech specimens. I also want to thank the staff at Napleton for their hospitality and the use of their beautiful facility. This brave group also had the courage to act as chili judges.

Two weeks have passed since the fantastic Go-Kart Race at Indoor Grand Prix Racing. Some of those little beasts, especially my specially equipped Beanie Baby/Heineken race kart, required muscles that I have not used since the last time we were there. I was sore for the better part of a week but what a great time! The sixty plus entrants were in dire need of a "driving fix". They got it. Many thanks to Nick Brenkus (again!) and Jeff Girard for giving us a great time.

The day before the Go-Kart Racing Steve Rashbaum, Susan Shire, Nick and Sue Brenkus, and I attended the annual Zone 4 President's Meeting in Fort Wayne, IN. It was nice to see friends from the Zone 4 Regions, and visit with PCA Presi-

dent, Judy Boles, and Zone 4 Representative, Paul Jones. Several things of interest were discussed:

- The most important, for us, is that the Milwaukee Region has put in a bid for the 2001 Parade. They plan to use the old Playboy Club in Lake Geneva as the headquarters. It would be nice to see a Parade in the mid-west.

- The date for 1998 Parade in Steamboat Springs, CO has been changed to avoid conflict with the 1998 Monterey Historics. Next year is the fiftieth anniversary of Porsche AG and, in honor of this, Porsche will be the featured marque at the Pebble Beach festivities. The factory plans to bring their entire museum to California for this event. As the original 1998 Parade dates were in conflict with the Monterey Historics, it was decided to move the Parade dates to July 19 - 26, 1998. Please mark your calendars.

- PCA National has established a web site at www.PCA.ORG. It is planned that all regional web sites will be integrated into it.

- New automobile insurance is available that specifically includes drivers' education events for limited mileage cars. This is not an endorsement by National, the Chicago Region, or me, but for information you can call Chase & Heckman, Inc. at 215.248.4445.

I do not need to tell you that the biggest event of the year is almost here. That's right folks, our black tie optional 40th Anniversary Dinner Dance. This will be THE EVENT of 1997! We will return to the beautiful facilities of the Skokie County Club, site of the 1995 Dinner Dance. Just perfect, with a large dance area, the beautiful dining room, a separate bar area for cigar smoking (no cigars in the dining area), and outside, as you enter the grounds of the Club,

the large, lovely lawn area for the Concours de Elegance in its true form - a presentation of forty years of fabulous Porsches! As of this writing, early March, the Dinner Dance is 50% sold out so don't delay your registration any longer.

It appears that Peggy and I will be very busy this month. Just a week after the 40th Anniversary Dinner Dance is my Illinois and Michigan Canal National Heritage Corridor Rallye and Tour on April 20th. I have designed this rallye to be similar to my Loop Rallye in that it will be fun, informative, and easy. It will be damn near impossible to get lost on this rallye. I have added a Touring Class so you can bring the family minivan, the kids, and even the dog and have a great time while you learn a little bit of our Illinois history and heritage.

I am not sure that the May newsletter will reach you before our Annual Drivers' School, Sunday, May 4th. This will be, once again, held at the huge, paved facility of the Arena Auto Auction. A straight will be set up to teach you proper braking as well as a skidpad to teach you the limits of your Porsche's ability to defy the laws of Physics.

This morning I saw the first Red Winged Blackbird of the season. This means only two things: Spring is here and so is the driving season at Blackhawk, Road America and, later in the year, Gingerman! If you are as tired of dodging potholes and driving your "winter car" as I am, now is the time to break out the "summer car"! All of these events will sell out quickly, so be sure to register early.

Well, if I don't eat too much Roasted Rabbit Sausage at Cafe 36, you will hear from me again next month.

Gallagher

April 1997

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Reservation Deadline for 40th Anni- versary Dinner Dance	2	3	4 Board Meeting	5 Scene Deadline
6	7	8	9	10	11	12 40TH ANNIVERSARY DINNER DANCE <u>Club Race - Road Atlanta</u>
13 <u>Club Race - Road Atlanta</u>	14	15	16	17	18	19
20 RALLYE - GALLAGHE- R'S NATIONAL HERIT- AGE CORRIDOR	21	22	23	24	25 <u>Club Race - Lime Rock</u>	26
27	28	29	30			

May 1997

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2 Board Meeting	3
4 DRIVERS' SCHOOL - ARENA	5 Scene Deadline	6	7	8	9	10
11	12	13	14 BLACK- HAWK I	15	16	17 <u>Club Race - Mid Ohio</u>
18 AUTOCROSS I - LAKE GENEVA <u>Club Race - Mid Ohio</u>	19	20	21	22	23	24 ROAD AMERICA
25 ROAD AMERICA	26	27	28	29	30	31 <u>Club Race - Putnam Park ...</u>

Aungahh!

The 951 came back from the mechanic last weekend. It was wonderful to see a collection of Porsches getting ready for Spring; having fluids changed, mechanicals checked and updated and prepped for the track. The weather even cooperated, though only slightly. It rained earlier in the week and washed salt off the roads; it was dry and barely warm enough to wash the 951. It now has a new clutch, 6-point harnesses on both seats, new brake fluid, new brake pads and a compete safety check. All of us (the car and both of us) are ready for the tracks and the parking lots.

It may sound as if we are only excited about fast driving but this is hardly the case. As you know about us by now, if we had to pick our favorite event, we are rallyists first. This is not to say, however, that we do not enjoy fast driving. We love driving really fast! But, even before the first track event we will teach the Rallye School, have dinner at Cafe 36 (both of which will have been completed by the time you read this), dance and dine at our Region's 40th Anniversary Dinner Dance, and drive the first rallye

What we have discovered in the past 10 years as members of the Chicago Region is that we enjoy doing many things in the Porsche (it is surprising how many things you can really do in a Porsche if you put your mind to it) and that we would be limiting our enjoyment of the car were we not to participate in the different aspects of the club. While we do admit that the 'q-tips' aspect is not on the very top of our priority list, particularly when the 951 does multiple duties, we take pride in our Porsche and enjoy having a clean one.

By a very circuitous route (which

you understand if you attended the Rallye School - rallyists rarely get from one place to another in a straight line), we are again suggesting that pure Porsche enjoyment should be attained in a variety of ways. Why limit yourself? You don't just eat one kind of fruit, wear the same shirt all the time or ..., well you know. Why not enjoy your car in a variety of ways and make some new friends at the same time?

When we joined PCA 10 years ago, becoming a member of the Chicago Region was not as automatic or as easy as it is now. Applicants were required to attend three events, one of which they were required to work, before they were accepted as members. As we always test drive a new car before we buy it, we 'test drove' the Club. The process, we found, was one of "inclusion" and not "exclusion". We drove (and were hopelessly, helplessly lost) John and Jeanne Ruther's infamous "Fooled Again Rallye", attended a concours/tech school (lots of controversy about engine cleaning with solvents or water; chamois versus towels) and worked another rallye. The process caused us to meet George and Linda Gutmann and Lee Lichtenstein, to become rallye addicts (and learn to communicate better), and to clean our car better than we would have otherwise. It also caused us to go to Blackhawk where we met Dan Gallagher (and allowed Susan to experience, first hand, Dan's Rule #1) and begin to feel part of the Chicago Region. By the fourth or fifth event, we were beginning to recognize people and they to recognize us.

This very circuitous route brings us to our point. (We really can't help it, we're rallyists!) It is our intention to propose reinstallation of this application process at the next Board meeting. We also intend to make the suggestion that at each event the event chairperson welcome and introduce the applicants and new

members.

For those of you who are applicants or new members now, consider attending a variety of events, especially ones that are not on your list of reasons for joining the club. Even consider attending the same type of event more than once, particularly if you did not have a great first outing. And, especially consider attending the social events as we are, as a club, a very social group. For those of you who are 'experienced members' (we hate the phrase 'old members') please make our applicants and new members feel welcome. We, as a club, all gain from this process. Good membership, like good driving, takes time and practice.

PCA Chicago Region has a lot to offer in terms of Porsche pleasure and good comradery. The club has 37 scheduled events this year. Check the calendars on pages one and four for the dates. April offers the Dinner Dance on the 12th and, on the 20th Gallagher's National Heritage Corridor Rallye. As the first rallye, as well as first outdoor 'driving' event of 1997, this is a chance to drive your car at reasonable speeds, on good roads, with someone (we presume) whose company you enjoy while solving an intellectual puzzle.

May brings the Drivers' School on the 4th; the beginning of the track season at Blackhawk on the 14th, the first autocross at Lake Geneva on the 18th, and Road America on May 24th and 25th. It's Spring at last!

In closing, we wish the Chicago Region a Happy 40th Anniversary! Even if we can't Steve into a "black tie optional" outfit, we will eat and dance the night away at the Dinner Dance on the 12th!

Steve and Susan

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

40TH ANNIVERSARY BULLETIN BOARD

- The **Skokie Country Club** (847.835.0600) is located at **500 Washington Avenue** in **Glencoe, IL**, just east of the Edens Expressway, between Tower Road and Dundee Road Exits. The Clubhouse Parking Lot is on the corner of Washington Avenue and Grove, with the entrance on Washington Avenue.

From the North, take Rt. 41 (which becomes the Edens Expressway, I-94) and exit at Tower Road. At the Exit ramp stop sign turn right. At the next stop sign (Tower Road) turn right (East). Take Tower Road to Vernon. Turn left (North) on Vernon to Washington Avenue. Turn left on Washington Avenue to Grove.

From the West, take either Dundee Road (East) to Grove. Turn Right on Grove to Washington Avenue.

or

Willow Road (East) to Green Bay Road. (Willow is an Exit off I-294.) Turn left (North) on Green Bay Road (through Winnetka and Hubbard Woods) into Glencoe (where the street name will change to Glencoe Road). Turn left on Washington Avenue to Grove.

From the South, take the Eden Expressway (I-94) and exit at Dundee Road East. Turn right on Grove to Washington Avenue.

The Chicago Region will commemorate our 40th anniversary on April 12th, 1997 with a spectacular **black tie optional** Dinner Dance to be held at the Skokie Country Club in Gencoe, Il.

40 PORSCHEs NEEDED IN APRIL

We need one Porsche from each model year, 1957 through 1997 inclusive, for the Chicago Region 40th Anniversary Party on April 12th. This is a **DISPLAY-ONLY** show which will celebrate the forty years of the Chicago Region - one of the oldest and undoubtedly the best region in the Porsche Club of America. All Porsches will be displayed and photographed in a beautiful setting at the Skokie Country Club in Glencoe. No judging - just show and tell the fellow guests about your love. You can also talk about your significant other, if you want.

Please call me at work, home or e-mail with the year and model. Only one per year, so call early.

Pat & Bonnie Yanahan
Work: 312.444.9570
Home: 630.920.1929
e-mail: pyanahan@mcs.com

PCA - CHICAGO REGION 40TH ANNIVERSARY DINNER DANCE

APRIL 12, 1997

SKOKIE COUNTRY CLUB
500 WASHINGTON AVENUE
GLENCOE, IL

6:00 PM - MIDNIGHT

BLACK TIE OPTIONAL

COCKTAILS

DINNER

DANCING

6:00 PM - 7:00 PM
OPEN BAR

7:00 PM - 8:30 PM

9:00 PM - MIDNIGHT
CASH BAR

BILL OF FARE

WHITEHALL SALAD
COMBINATION PLATE OF PETT FILET MIGNON AND GRILLED SALMON
CHEF'S VEGETABLE PRESENTATION
CHATEAU POTATO
BERRIES ROMANOFF
COFFEE

BOTTLES OF FINE WINE WILL BE AVAILABLE FOR PURCHASE FOR YOUR TABLE

CIGAR SMOKING IN THE LOUNGE ONLY, PLEASE

\$55.00 PER PERSON (TAX AND GRATUITY INCLUDED)

RSVP BY MARCH 25, 1997 TO RECEIVE A 40TH ANNIVERSARY NAME TAG.
(PLEASE PRINT FIRST AND LAST NAMES ON THE RESPONSE CARD.)

RESERVATION DEADLINE APRIL 1, 1997

Board Meeting Minutes

**Porsche Club of America
Chicago Region
February 7, 1997**

Voting members present: Bittman, S. Brenkus, Clark, D. Gallagher, Inglot, Murrin, Zann.

Voting members absent: Janecek, O'Bryan, Ruther.

Votes by Proxy: Janecek to Nick Brenkus, Ruther to Greg Turek.

Coordinators present: Bittman, N. Brenkus, S. Brenkus, P. Gallagher, Inglot, Jacisin, Murrin, O'Keefe, Rashbaum, Shire, Zann.

Meeting called to order by D. Gallagher at 8:07p.m. at the Park Ridge V.F.W.

Vice President - Bruce Janecek (absent). No report.

Secretary - Chuck Bittman

Bittman presented the minutes from the January board meeting. Corrections to the minutes were noted. Jim Jacisin was listed as chief photographer, which should have been Steve Rashbaum. There will be a concours school at the chili tasting event, not a concours.

Gallagher moved, Murrin seconded, to accept the January minutes as corrected. Approved unanimously.

Treasurer - Susan Brenkus

S. Brenkus presented the balance sheet for the region as of 2/5/97 showing a checking account balance of \$80,230.82 and \$37,750.00 in pre-paid expenses for 1997 events.

S. Brenkus presented the dinner dance profit and loss statement showing a net deficit for the event of \$16,384.53. Expenses for the event included \$12,925.26 for dinner, \$1,550.00 for the band, \$2,044.52 for favors, and \$4,124.42 for the door prizes.

President - Dan Gallagher

D. Gallagher reported that there

was a \$10,000 surplus for the region for 1996.

Lee Lichtenstein will be attending the auto show to encourage Porsche-owning attendees to join our club. The region will pay his parking expenses of approximately \$40.00.

Autocross - Jeff Girard (absent) No report.

Concours - Pat Yanahan (absent) & **Jim Jacisin**

Jacisin reported that he is working on the concours event for 6/1. The event will take place in the parking lot of the Lizzadro Museum of Lapidary Arts in Elmhurst. He plans to include lunch at the event.

Jacisin reported for the 3/2 concours school, they have lined-up people to discuss various concours elements such as engine, interior, exterior and under-carriage.

Rallye - Susan Shire & Steve Rashbaum

Shire reported that the 3/16 rallye will have to be moved to a different date later in the summer.

Shire reported that the rallye school will be held on 3/16 at the Porsche Exchange in Highland Park and will charge \$5.00 per person to cover expenses.

Shire asked if we could get new checkpoint signs for this year. Clark volunteered to make new ones.

Gallagher reported that his rallye will be the Illinois-Michigan Corridor Rallye following the Illinois canal. The rallye will start at Wolf's Head Inn in Indian Head Park and end in Lockport. Gallagher will present 20 trophies and will have dinner planned at the end-point.

Social - Peggy Gallagher

N. Brenkus reported have 22 pre-registered for the go-kart racing event on 2/16. Catering will be provided by Rosatti's.

P. Gallagher reported that there

P. Gallagher reported that there are 6 pre-registered for the Cafe 36 restaurant tour on 3/23.

P. Gallagher reported that for the 40th anniversary dinner she will be ordering 300 wine glasses for favors, 200 will go to attendees and the other 100 will be sold by Myra Knoblauch. Also, we will be presenting name badges to the participants with the year that they joined PCA and colored corresponding to anniversaries.

Membership - Bill Murrin

Murrin presented 11 new applicants for membership.

Bittman moved, Murrin seconded, to accept the 11 new members. Approved unanimously.

Road America Club Race - Arnie Zann & Chris Inglot

Zann reported on the progress of the Memorial Day driving event. There was much discussion as to what would be a fair fee for participants.

Gallagher moved, Bittman seconded, to charge \$250.00 for the first driver and \$75.00 for a family member second driver for the Memorial Day driving event at Road America. Approved 7 for, 1 against, 1 abstention.

Zann discussed current plans for the Labor Day Club Race event at Road America. Zann presented a letter from Road America detailing questions that need resolution before the event. Zann discussed plans for the number of run groups, the number of run sessions, and the fees to charge.

Zann moved, Gallagher seconded, to have 4 race groups and 2 lapping groups each of approximately 60 cars; each group will get 8 run sessions with any extra going to the driver's education participants; racer's fee of \$350.00 for the first driver and \$200.00 for a family

Minutes

member second race driver; driver's education fees of \$250.00 for the first driver and \$75.00 for a family member second driver for the Labor Day Road America club race and driver's education event. Approved 8 for, 1 against.

Road America Registration - Chuck Bittman

Bittman reported that he has installed a new telephone number for the Road America pre-registration. The number is 708.482.4401 and has 24 hour voice-mail. Also, he purchased an external hard drive for his computer to handle the database for Road America at a cost of approximately \$400.00.

Road America Sponsorship - Hari Matsuda (absent) No report.

Chief Driving Instructor - John Ruther (absent) No report.

Blackhawk Farms Driver's Education - Dan Gallagher

D. Gallagher reported that this year fees will increase due to increases in charges from the track.

S. Brenkus moved, Bittman seconded, to charge \$125.00 per driver for early pre-registration and

\$140.00 for late registration for the one-day Blackhawk events. Approved unanimously.

Safety - Greg Turek No report.

Technical - George Weather (absent) & Mike Gray (absent).

For the tech event on 3/2 Mike Gray has arranged for a number of interesting cars to be on display.

Goodie Store - Linda Patterson (absent) No report.

Charity - T.J. Burke (absent)

Ken Pesavento reported that the 1996 raffle has been finalized. The winner picked up his car and pictures were taken with a representative from the Cystic Fibrosis Foundation. Pesavento provided a summary of expenses showing total receipts of \$125,250.00 and a net donation to CF of \$51,900.00 after expenses and the purchase of the 993. **Chicago Scene - Susan Shire & Steve Rashbaum.**

Shire reported purchasing an upgrade to her Microsoft Publisher.

Advertising - Nick Brenkus

N. Brenkus reported that we have 2 new advertisers, Eurocare and Porsche Exchange.

Chief Photographer - Steve Rash-

baum

Rashbaum reported that he will take "lots of pictures."

Property - Ed Leed (absent) No report.

Timing & Scoring - S. Brenkus No report.

Webpage - Chuck Bittman

Bittman reported that he has made some upgrades to the region's webpage.

Old Business

Bob Ostholthoff presented his argument as to why the region should consider classifying the numerous "R" compound tires as race tires as defined in the PCR's.

Inglot moved, Gallagher seconded, to have the various "R" compound tires be considered "race tires" when applying classifications and bumping as defined in the PCR's. Motion failed 0 for, 8 against, 1 abstention.

New Business: None.

Adjournment

Clark moved, Inglot seconded, to adjourn. Approved unanimously.

Respectfully submitted,
Charles Bittman, Secretary.

Burkhardt Automotive

- ◆ Specializing in Porsche® Autos
- ◆ Engine/Trans Repair & Rebuilding
- ◆ Popular Modifications
- ◆ Pre Purchase Inspections
- ◆ Post Purchase Inspections (oops!)
- ◆ Powder Coating Services Available also Exhaust Coatings - Call for Details
- ◆ Personalized Service
- ◆ Other Makes by Request

Daniel A. Burkhardt

Factory Certified Technician

9 N. Hickory, Arlington Hts., IL 60004

1/2 mile east of A.H. train station

(847) 670-7280



USED & NEW PORSCHE PARTS

30 Day Money Back Warrantee on Used Parts* Largest Used Parts Inventory in the Midwest. Everything for your 914, 924/944, 928, 911/912, 930 & 956 - No Part too Small!

OTHER NEW GERMAN PARTS ALSO AVAILABLE

FREE PORSCHE® KEYCHAIN WITH ALL ORDERS

SPECIAL: Rebuilt Torque Tubes, 944 A-Arms/Ball-joints & Remanufactured Dashboards!

914 CONSERVATION SERIES™ Exclusive! Protect Your Investment!

The 914 Conservation Series consists of a new line of quality products designed to protect, conserve, and prolong the life of your 914. Researched, developed and tested over several years, the 914 Conservation Series is designed for the serious 914 owner and collector who wishes to maintain and preserve his car and investment.

- Part Werks' exclusive Rearguard/Stiffening Panels protects your car by reducing and increasing its structural integrity which was lost to the 914's corrosion "cancer". Heavy Duty \$195 per set, Super Heavy Duty: \$245 per set (call and see separately)
- Part Werks' exclusive Reardeck Covers protect your 914 from the corrosive effects of moisture retaining dirt trapped by conventional rear covers. \$45 per side
- Part Werks' exclusive Porsche® Wing Center Cap Trim Set prevents damage to your original Porsche® 914 wing center caps when they are being removed and reinstalled. \$19.95 per set
- Part Werks' exclusive Battery Tray Liner protects your 914 from the corrosive effects of leaking battery acid. Made of the highest quality Lexan plastic at \$39.95 per kit

PART WERKS OF CHICAGO

1-800-366-9147 (Order Line) 815-462-3000 (In Illinois) 815-462-3004 (Customer Service)

Porsche is a registered trademark of Dr. Ing. h.c.f. Porsche AG. Part Werks is a registered trademark of Part Werks, Inc. © 1997 Part Werks, Inc. All rights reserved. No part returns subject to restocking fee and for in-house credit only. No returns on new electrical parts or customized parts. All returns are for purchase price only.

Gallagher's Illinois & Michigan Canal National Heritage Corridor Rallye

Sunday, April 20, 1997

• Here's your opportunity to practice what you learned at the rallye school and learn a little history at the same time.

• The rallye will be short and easy. I have designed this rallye to take you down part of the National Heritage Corridor with points of interest along the way. You are encouraged to bring the entire family as there will be a touring class with easy directions. Points of interest along the way will be the earliest Protestant and Catholic churches in Cook County, the Little Red School House, Swallow Cliff Toboggan Run, Argonne National Laboratories, Lewis University, the Joliet Penitentiary, and the Pioneer Settlement and Landings at Lockport where we will have dinner in the historic Gaylord Building.

• For the serious rallyists there will be seat of the pants (SOP) and equipped classes.

• The rallye registration fee of \$20.00 per car includes a continental breakfast before the rallye at one of my favorite watering holes. (Not included, but also available, is an excellent brunch for \$8.95.) The post rallye festivities and dinner (adults @ \$15.00 each/children @ \$10.00 each) will be held in a private room. Next to the Gaylord Building (built in 1838) is the restored Pioneer Settlement consisting of a dozen restored log cabins and buildings. Both the touring class and the serious rallyists should have an hour to tour this historic spot before dinner is served at 5:00 pm.

• I hope you and your family will come out and enjoy our history plus a damn good rallye. You are, of course, welcome to just come to dinner.

START: Wolf's Head Inn, Indian Head Park, IL
11:00 am Registration & Continental Breakfast or Brunch
11:30 am Drivers' Meeting
12:00 noon First car off

FINISH: The Public Landings Restaurant, Lockport, IL 815.838.6500
4:00 pm Tour of Pioneer Settlement
5:00 pm Cash bar and Dinner
Choice of soup or salad
Meatloaf or Chicken and Dumplings
Bread pudding or Peach Cobbler
Coffee or Tea

Directions to WOLF'S HEAD INN
6937 Joliet Road (Wolf and Joliet Rds.),
Indian Head Park, IL, 708.246.0400

From the north:

294 South. Follow St. Louis exit. Pay \$.15 toll. Take middle fork - Joliet Road. (Do not go to St. Louis.) WOLF'S HEAD INN is ¼ mile on right.

From the city:

Take Stevenson (I-55) West. Exit LaGrange Road North. Left (West) at first major intersection (Joliet Road). Cross Wolf Rd. WOLF'S HEAD INN is ¼ mile on left.

From the south:

294 North. Exit Wolf Road. Right ¼ mile to Joliet Road. WOLF'S HEAD INN is in shopping center on left.

From the west:

I-55 East. Exit Joliet Road on left (exit 276c). WOLF'S HEAD INN is ¼ mile on right.

YES, I AM INTERESTED IN RALLYING AND HISTORY!!!!!!

DRIVER: _____
Member__Guest__Applicant__

NAVIGATOR: _____
Member__Guest__Applicant__

PHONE NUMBER#: _____

Car Model _____ / Car Color _____ SOP __ Equipped __ Touring __

Dinners: Adult _____ @ \$15.00 each \$ _____
Children _____ @ \$10.00 each \$ _____
Rallye Registration fee \$ 20.00

Please make checks payable to: **PCA-CHICAGO REGION**

QUESTIONS? Call Dan Gallagher 708.784.0784

Amount enclosed: \$ _____

MAIL TO: DAN GALLAGHER, 11156 INDIAN WOODS DR., INDIAN HEAD PARK, IL 60525

Illinois & Michigan Canal National Heritage Corridor

A Corridor of Historic Travel

By connecting the Great Lakes to the Illinois River, the Illinois and Michigan Canal provided a link between the East Coast and mid-America. The waterway is also a link between the past and the world of today.

The earliest recorded inhabitants of this region were the Native Americans. In 1673, they met the first Europeans to venture into the area. Louis Joliet and Father Jacques Marquette. These two explorers and their company were returning to Canada from their explorations down the Mississippi River.

Marquette and Joliet traveled north from the Mississippi via the Illinois and Des Plaines rivers. At what we now call the Chicago Portage, the party encountered a low divide that separated them from the Chicago River and Lake Michigan.

Joliet saw an opportunity to connect the Chicago and Des Plaines rivers, providing an uninterrupted route to the sea. He wrote that if a short canal of but "half a league of prairie" were dug through the portage, one could travel from Lake Michigan to the Gulf of Mexico entirely by boat. Marquette and Joliet's party portaged over the divide and

returned to French Canada. The French retained control of our region until their defeat by the British in the French and Indian War. The British, like the French, were primarily concerned with the fur trade, and the construction of a canal seemed a frivolous expense.

When the Americans won the region after the American Revolution, priorities changed. The American government wanted to establish military control over the region. They started by negotiating a treaty with the Potawatomi tribe, in which the Potawatomi ceded six square miles of land at the mouth of the Chicago River. Fort Dearborn was built at this site.

Trade rapidly increased after the erection of Fort Dearborn, but the idea of a canal did not re-emerge until 1810, when a New York Congressman told Congress "...the most inconsiderable expense would open a canal between the waters of the lake and the Illinois River."

The Canal was 60 feet wide at water level, 36 feet wide at the bottom, and six feet deep along the entire route of 96 miles. The Canal connected to Lake Michigan

via 5.5 miles of the Chicago River. In the northeastern portion of the Canal, pumps were needed to keep it filled with water from the lake.

A total of 15 locks on the I & M were needed to lift or lower boats along the course of the Canal as water levels changed. Other construction along the Canal included aqueducts (which carried the Canal over rivers and streams), bridges, dams, lock-keepers' houses and the towpath along which mules pulled the motorless canal boats.

If we were to be transported back to the heyday of the I & M Canal, we would be astonished at its quiet character. The modern, harsh sounds of jet engines, trucks and trains would be replaced by the soft sounds of the mules' hooves on the towpath and the conversations of the boatmen.

The Canal and Its Impact

In April 1848, a cargo of sugar and other goods from New Orleans reached the docks of Buffalo. On the surface, this event was barely noteworthy, yet it had never happened before. It signaled a new era in the growth of the United States.

The trickle of commerce between east and west

swelled into a continuous flow of people and goods. The Midwest's hub became Chicago, and the city's population soared 600% in the decade after the opening of the Canal.

The growing prosperity was not limited to Chicago; communities along the Canal route flourished. Illinois underwent a tremendous change in population and immigrants poured into the northern part of the state.

The intense use of the Canal was not to last. By 1854, railroads offered faster travel, rendering passenger boats obsolete. Rail transportation of freight became increasingly competitive, and the I & M Canal responded by reducing tolls. Canal traffic and income declined; service also declined and the Canal began to deteriorate.

Increasingly, the Canal was used to carry wastes away from Chicago. In 1900, the larger Sanitary and Ship Canal went into operation, carrying both wastes and larger, more modern barges. Six years later, the traffic on the I & M consisted mostly of small, local barges and pleasure crafts. All use of the I & M ended in 1993, with the opening of the Canal's successor - the Illinois Waterway.

The Gaylord Building

A National Historic Landmark, the Gaylord building, restored in 1987, once again occupies a prominent place on the Illinois and Michigan Canal at Lockport. Erected in 1838 as a depot for material used to construct the canal, with an Italianate addition in 1869, the structure is built of native dolomite limestone from nearby quarries. This same stone was sent by

mule-towed barges to Chicago to build the historic Water Tower, churches and houses.

Large arched portals were cut into the walls to allow wagons to enter, as boat cargoes were loaded and unloaded on the area reserved as the Public Landing. Today, located along the banks of the canal are the early structures comprising the Pi-

oneer Settlement, a 2-mile historical trail with markers, and the Norton Building, now under restoration. During its over 150-year history the Gaylord Building was used for various purposes. Original plaster sections, dating from the 1840s that recall that era of grain shipments to the warehouse, can still be found on the walls of the public Landings

restaurant. In 1878 George Gaylord became the owner, and the building retains the name today. His descendants made possible the restoration.

The Public Landings restaurant occupies two floors of this historic building, with long porches overlooking the canal. Banquets and party facilities are on the second floor.

Go-Kart Racing!!! Are We Crazy About This or What?

by Glenn Sapa

On an average Sunday in February (at least for Chicago) over 60 of PCA's finest trudged out to Rolling Meadows for the Fifth Annual Nick & Jeff's Great Adventure at the Indoor Go Kart track. Teams were organized and two elimination heats were held. Each heat consisted of eight teams of four drivers. Just about everyone had some time for practice which was a blast. The karts this year were safer and faster as suspensions were changed since last year. These karts actually turned when you asked them.

The top four teams from each heat went on to the finals. Since we were so well organized, we even had time for a consolidation match.

While I cannot describe the titillations (what did he say?) you feel

when sliding thru the turns and passing a slower kart, but this is about as much fun you can have with your clothes on (other than the real thing).

I won't say that the race was fixed but when the establishment allowed the Nick & Jeff team to exit the pits well ahead of their appointed time well, maybe I will say it was a fix.

The jubilant teams, supporters and spectators retired to TGI Fridays to bend their elbows and lie about who was faster than who. Another terrific time was had by all.

Next year the Indoor Go Kart Track will be moving and promises to have even faster karts and a better track and exhaust system. I know for me, I CAN'T WAIT!

SEE YOU AT THE TRACK !!!

1st Place team

Brenkus, Brenkus, Girard, Bucek

2nd Place team

Turek, Turek, Sapa, Seminetta

3rd Place team

Medo, Sebek, Hansen, Jasinski

The Field

- ◆ Cook, Cook, Gallagher, Gallagher
- ◆ Rashbaum, Shire, Shire, Ralph
- ◆ Gray, Vesely, Duffy, Soussana
- ◆ Zahn, Zahn, Pinkerton, Bittman
- ◆ Mueller, Haas, Squitieri, Squitieri
- ◆ Snipes, Ostroga, Ostroga, Ostroga, Newkirk
- ◆ Lange, Lange, Lange, Koenig
- ◆ Gehm, Harte, Gibson, Gibson
- ◆ Lloyd, Huss, Magnifico, Julius
- ◆ Kenaga, Knoblauch, Knoblauch, Rohrer, Koenig
- ◆ Andrea, Banicki, Koob, Dantzig
- ◆ Dodd, Dodd, Drake, Lannin
- ◆ Dantzig, Frehnrich, Frehnrich



As always, the drivers were intense ...



and competitive.

Photos by Steve Rashbaum



Greg Turek describes the "cookie" technique to Marla.



Low downforce aerodynamics.



The Gallaghers' "Gearhead" Garcia is ever-present.



Racing was fast and tight.



Nick Brenkus explained the track and the rules...



while Mike "Mr. Tech" Gray took the day off.

Photos by Steve Rashbaum

EMMONS

COACHWORKS

Fine Motoring Accessories

"A candy store for anyone who loves cars"

Call for information on our full line of car care products and accessories. We also carry a complete line of quality embroidered clothing.



1-708-832-1411

100 E. ROOSEVELT ROAD • VILLA PARK, IL 60181
10 to 6 Mon.-Fri. / 10 to 4 Sat. / 12 to 4 Sun.

Central Indiana Region and
TWEEKS present...



CLUB RACING & DRIVER EDUCATION

July 11, 12, 13, 1997

Putnam Park Road Course
Mount Meridian, Indiana

Registration:

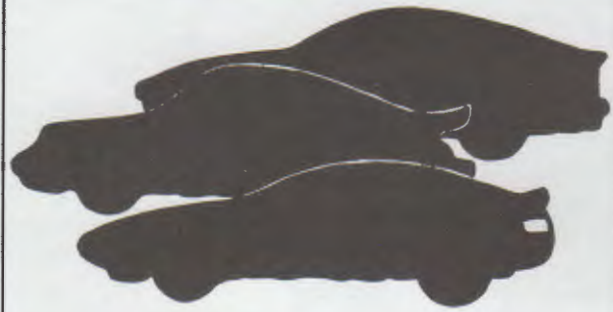
Hank Feeser (317) 579-5200
Fax (317) 579-6279

Chairman:

Jim Brillhart (317) 841-0028
Fax (317) 841-2871



Rev it Up



midwest EUROSPORT

- AUTHORIZED RECARO DEALER
- AFFORDABLE, ACCURATE, PERFORMANCE ENGINEERING
- RACE CAR PREP. & EQUIPMENT
- AUTOTHORITY DISTRIBUTOR
- BOSCH 4-WHEEL ALIGNMENTS
- YOKOHAMA TIRES
- SUSPENSION TUNING
- WINDWARD PERFORMANCE HEADERS & MUFFLERS

Committed to excellence, MIDWEST EUROSPORT specializes in the maintenance, repair and performance tuning of fine European automobiles. With emphasis on Porsche and Mercedes-Benz cars, our professional mechanics have been expertly trained by the European manufacturers. Using only state-of-the-art diagnostic equipment and genuine parts, our work is satisfaction guaranteed. And, as a Bosch Service Center we will provide reliable service on your car's advanced fuel injection, ignition and brake system. Whether it's minor maintenance or an engine overhaul, MIDWEST EUROSPORT is your best source for quality, service and value.



Bosch
Authorized
Service

RECARO®

104 W. Irving Park Road, Bensenville
708/595-5577

(Just 1 block west of York Road on the SW corner of Irving Park and Center Street.)

CHICAGO REGION 1997 DRIVERS' SCHOOL

Date: Sunday, May 4, 1997

Place: Arena Auto Auction (formerly "Old Chicago")
200 W. Old Chicago Drive, Bolingbrook, IL
(Take I-55 and exit Route 53 South)

Time: 08:30 am Registration & Tech Inspection
09:15 am Classroom Education
11:30 am Lunch *
12:00 pm Driving Instruction
03:00 pm Autocross Instruction

• Blow the dust off your Porsche and come out for the first driving event of the year! The format will be half classroom and half driving instruction. The morning will start with classroom instruction by Ed Leed. Ed will discuss the finer points of autocrossing along with track driving tips. Next the driving instruction will begin. This will include a braking zone, a skid pad, and a road course slalom. Here's the perfect opportunity to learn to drive your Porsche in a controlled environment and see what it can really do! Upon completion of the driving instruction, a practice course will be set up incorporating what

you learned earlier in the day. This is an ideal way to get revved up for the Chicago Region autocrossing and road course season.

• Novices are strongly encouraged to attend this event as well as experienced drivers who want to freshen up their skills after a long cold winter in Chicago. This school is the time and the place to learn about your car, meet club members and generally become a better driver.

• Please borrow or purchase a helmet prior to the event as our insurance does not permit you to drive without one.

DRIVING SCHOOL REQUIREMENTS

Helmets with a 1985 or newer Snell rating sticker
Long pants and long sleeves
Socks made up of non-synthetic materials
Closed toe shoes
Driver's license

Event Co-Chairs

Chris Ingot 847.559.1126 (evenings) Ed Leed 847.382.6911 (evenings)

Mail your registration to: Chris Ingot, 591 Greenwood Road, Northbrook, IL 60062-2624

1st Driver: _____ \$25.00 (\$30.00 for guests/non-members)

2nd Driver: _____ \$10.00 (same car-family member)

Total Amount Enclosed: \$ _____ (Make checks payable to PCA - Chicago Region)

Home Phone: _____

*Hot lunch will be available at the event for a nominal fee. For planning purposes, # of persons eating hot buffet lunch - include all adult non-drivers. _____

Take an additional
5% off PPE retail.
All orders over \$250.
Offer extended through
April 30th.

Porsche Factory Parts At Aftermarket Prices.

Exclusive Member of Porsche Parts Express (PPE).

Average savings
of 40% on the 500
fastest moving
Porsche parts



2 Year unlimited
mileage warranty
on all parts

The Most Popular Parts...The Biggest Discounts...Here's A Sampling!

			Was	PPE Retail	% Savings
994	944 116 91100	Clutch Kit	\$1,110.00	\$542.00	51%
944 Turbo	951 116 91100	Clutch Kit	\$1,100.27	\$625.00	43%
944	944 573 01105	A/C Condenser	\$621.72	\$383.00	38%
911/ 928/ 944	928 110 25300	Fuel Filter	\$27.68	\$15.00	46%
944/ 924	944 105 15704	Timing Belt	\$18.00	\$13.00	28%

Call Bill Jacobs Motorsport at
1-888-357-8288 to order today.

Bill Jacobs Motorsport

Because it's more than just the car.

1564 W. Ogden Ave. • Naperville, IL 60540

Blackhawk XXVIII

May 14, 1997

Here is your opportunity to practice all that you learned at the drivers' school in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track located in South Beloit, just outside Rockton, IL, close to the Northwest Tollway. Learn to drive your Porsche or other sporty vehicle at high speed in complete safety. At these events we allow lesser cars to participate. We are not suggesting that you bring the family minivan, but sports cars that pass tech inspection will be permitted.

The entrants will be divided into three classes so that slower cars and/or novice drivers will not be on the track

at the same time as the faster cars. Please remember that the club's insurance requires that all drivers wear long sleeved non-flammable shirts, long pants, socks made of non-synthetic materials, closed toe shoes, and a Snell 85 (or newer) rated helmet while on the track. Driving suits are recommended.

To save time at the track, you may bring a letter or completed PCA CHICAGO REGION TECH INSPECTION SHEET signed by a recognized Porsche dealer or mechanic stating your car has been prepared for the track

Change your oil, brake fluid, and brake pads and come out and have a great time!

8:30 am Registration and Tech open.
10:00 am Mandatory Drivers meeting for all entrants who have not run this event previously.
11:00 am Registration closes.
5:00 pm Track closes.

*** Dinner will be immediately following at a site to be announced at the track. ***

Directions: Northwest Tollway (I-190) North to IL 75 (just south of Wisconsin border). West on IL 75 to T (Blackhawk Road). Right to Shirland. Left on Shirland to Fischer. Left on Fischer to T (Prairie). Left at T and then about 1/4 mile to track entrance on right.

May 14th Blackhawk XXVIII Registration

Mail to: Peggy Gallagher, Registrar
11156 Indian Woods Drive
Indian Head Park, IL 60525

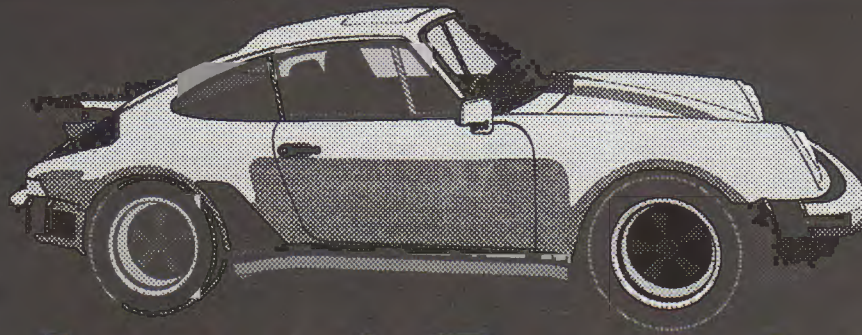
Questions: 708.784.0784
Fax: 708.784.0785

Driver #1 Name: _____ Phone #: _____
Member: _____ Applicant: _____ Guest: _____ of _____
Experienced: _____ Novice: _____ List Experience: _____
Permanent Car #: _____

Driver #2 Name: _____ Phone #: _____
Member: _____ Applicant: _____ Guest: _____ of _____
Experienced: _____ Novice: _____ List Experience: _____
Permanent Car #: _____

Car Make: _____ Model: _____

Fee: \$125.00 Pre-registered Make checks payable to PCA - CHICAGO REGION
\$140.00 At the gate
Second driver free if family member



2nd Annual Great Lakes PORSCHE SWAP MEET

Saturday, May 10, 1997 • 6 am - 2 pm
(EAA) Experimental Aircraft Association
Exhibit Hangar A
Oshkosh, Wisconsin

40,000 sq. ft. indoor swap meet at EAA

- *Cars, parts, literature, books, models, memorabilia...*
- *Largest indoor Porsche only swap meet in the U.S.*
- *New 40,000 sq. ft. facility*
- *PCA multi-region sponsored*
- *Porsche parking area*

Hours / Admission:

Vendor setup	6 - 7:30 am	
Early admission	6 - 8 am	\$10
General admission	8 am - 2 pm	\$ 4

Children under 12 free with parent. No children under 12 admitted without parent.

Vendor rates:

Literature/models	4x8 ft. table=1 space	\$15
Parts for sale	10x20 ft. space	\$20
Cars for sale		\$25

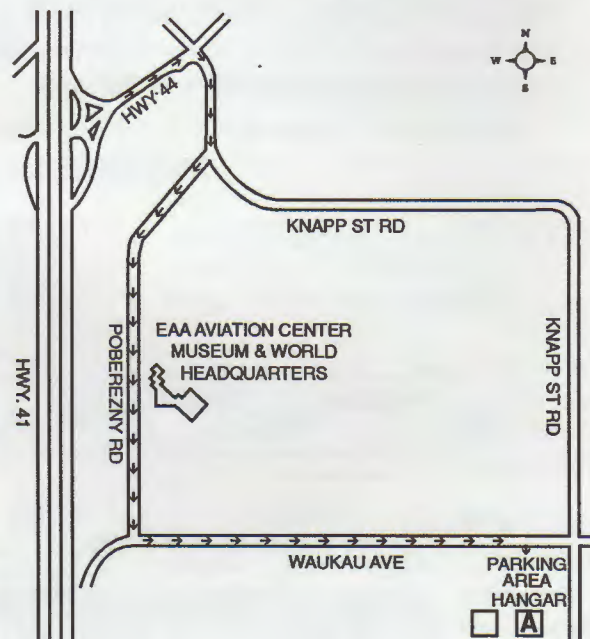
For more information contact:

Jim Stephenson
 414-738-1500 day
 414-738-0094 eve.
 Fax 414-738-1515

Jan Scott
 414-467-2400 eve.

Chuck Schmeling
 608-252-3175 day
 608-273-3903 eve.
 carrera@execpc.com

Oshkosh Tourism Bureau
 1-800-876-5250
 Call for free visitor
 and hotel packet



Tech Tips

Tire Talk

by David McLean

(from VOICE FROM THE TRUNK)

Your tires are the most important factor in setting up a winning autocross car. Alignment, shocks, springs, and swaybars serve to enhance the tire's performance by optimizing the contact to the road.

What kind of tire should you buy? Don't ask. Tire manufacturers are constantly improving their products, and for most of us the easiest thing to do is see what the fast cars in your class run. Then shop around. Keep in mind that what works on a highly modified race car may not be the best setup for your car.

No matter what kind of car or tires used, proper inflation is the first consideration for getting the most out of your tires. Tire pressure doesn't affect the grip of the rubber molecules in a tire; it affects how many of these molecules are in contact with the road. You can adjust oversteer and understeer by adjusting air pressures on either end of the car. But ideally you want maximum grip out of all four tires. If possible, it is better to adjust alignment, swaybars, or shocks to correct handling, rather than lessen the tires' grip.

Myth: The practice of chalking sidewalls to tune inflation settings is deceptive. The idea is to mark the edge of the tread and shoulders (hmm. . . sounds like a shampoo) to check tire rollover. While increasing tire pressure will reduce or eliminate tire rollover, it is unlikely that the problem is being solved. The real reasons for sidewall rollover usually do not relate to tire pressure. Wheel width and camber settings are usually the real causes. Many of the new generation competition tires show nearly no rollover down to very low inflation pressures, due to the design

of the casing. So sidewall rollover isn't always a gauge of proper inflation. Most tire company competition departments will give you a good starting point for setting inflation for the tires on your car.

Tip: Where are your autocross tires spending the winter? While you may prefer a sunny beach, your competition tires will appreciate a cool dark place to spend the off-season. Black heavy-duty garbage bags will protect your tires from ozone (created from fluorescent lights and electric motors) and damaging ultraviolet rays.

Care and Feeding of Your Wheels

by Larry Reynolds

(from PORSCHEFORUS)

One of the questions I am most often asked is, "What do I use to clean my wheels?" The correct answer is use the least aggressive cleaning method possible. If you keep up with the accumulation of brake dust, a simple car wash solution may be enough. If you allow the brake dust to build up, then you will have to resort to stronger cleaning agents. To discuss cleaning methods/chemicals, we should first discuss the agents that attack your wheels.

The main culprit is brake dust. Brake pads are made from several components, including mono-filament carbon fibers, metal filings, Kevlar fibers and polymer-based adhesives. The brake pad adhesive is the root of most of our problems. When the adhesive residue (a component of brake dust) becomes wet, it turns acidic and may etch your wheels. The metal filings, during braking, will become red hot and tend to "burn" tiny holes in the finish of your wheels. If you have small

droplets that look like road tar on your wheels, this may not be road tar, but may in fact be repolymerized brake pad adhesive. These polymer adhesives flocculate and form droplets that wind up on the wheels where they adhere with a vengeance. The only sure way to stop all this etching/burning/flocculating (sounds kind of kinky) is to refrain from using your brakes. Such a course of action is not usually desirable, even though some drivers are proponents.

One of the keys to maintaining your wheels is a coat of wax. The wax acts as a sacrificial protectant. The damaging effects of red hot brake dust, brake dust acids, pollution and ozone are unleashed upon the wax and not your wheel. There are several ways to clean your wheels --choose the least aggressive method that will get the job done. A quality car wash/water solution is the least aggressive and will probably remove most of the dirt/brake dust from the wheel. My favorite is Sonax Gloss Shampoo at a dilution of two capfuls per gallon of water to clean wheels. If car wash does not do the trick, then try a quality wheel cleaner. My two favorite wheel cleaners are both made in Germany, P21S and Sonax.

Be careful when choosing a wheel cleaner, as most of the popular brands are highly acidic and may damage the finish on your wheels. The active ingredient in many wheel cleaners is hydrofluoric acid (the same stuff they use to etch glass). A current class-action law suit in California alleges that a popular advertised brand is damaging to almost all wheel finishes. I get 2-3 calls a week from people who have stripped the finish off their wheels with this or other highly acidic products. P21S and Sonax are pH balanced for the German wheel finishes. They may

Techn

not be as aggressive as other brands, but neither will they strip the finish off your wheel.

Most wheel cleaners work best on a dry wheel. Spray the cleaner on the wheel and work evenly into all areas of the wheel with a soft cloth, soft sponge or wash mitt. Try to smooth out any drips or runs so there is an even coating over the entire wheel. Allow the wheel cleaner some time to work (3-5 minutes) and gently scrub the wheel with your cloth/sponge/mitt. Some areas of a dirty wheel may require gentle brushing with a soft brush to dislodge the dirt. If areas need additional cleaning, respray with wheel cleaner and gently brush. I repeat the warning, the keywords here are "soft" and "gently."

The finish on many German wheels is an acrylic enamel or a high temperature lacquer that is relatively soft and may scratch. Once the dirt/brake dust is loosened, rinse thoroughly with water and dry with lots of 100% cotton towels. Try not to use your wife's towels that are hanging in the bathroom, as this can lead to sudden marital discontent (voice of experience!). If some areas of the wheel are still dirty, you may have to resort to a stronger solvent, such as Oil Flo Safety Solvent to spot clean these ar-

reas. Test all solvents on a section of the wheel that does not show, to ensure that the finish will not be damaged. Spray the solvent on a cloth and spot clean the dirty area. Again, gentle brushing may help. Rinse thoroughly, wash with a car wash/water solution and dry completely.

Give your wheels a coat of a quality carnauba wax to help protect them. If they are slightly faded or dull looking, 3M Imperial Hand Glaze may help clean the faded clear-coat paint. Apply the glaze to a soft cloth and gently rub out the clouding and buff out. If this does not do the trick, put a generous amount of 3M on your cloth and add a small amount of P21S Metal Finish Restorer Metal Polish (about the size of your pinkie nail). Polish out the clouding with this combination. The P21S/3M combination will usually get the job done. When it has, follow up with a coat of quality carnauba wax. If you don't want to use a paste wax on your wheels, or want a quick way to apply wax, use Sonax Spray Motorcycle Wax on the wheels. It is a pump spray hard wax that goes on easily and doesn't chalk and requires only light buffing.

If your wheels are anodized, the

manufacturer may recommend a protective coating of petroleum jelly. I have tried this and have chosen to use a carnauba wax instead. I found that the petroleum jelly attracted every dust particle within a half-mile. Anodized wheels that have stain marks are difficult to restore. Most manufacturers do NOT recommend the use of any metal polish on anodized wheels. It will remove some of the anodization and change the appearance slightly. If you can live with the removal of some of the anodization and the appearance change, a mild metal polish such as P21S Metal Finish Restorer Polish may help remove some of the stains. Test any metal polish on the back of the wheel before using. Once the wheel is done, apply a coat of carnauba wax.

How do you determine if your wheels are painted, clear-coated or anodized? The painted/clear-coated finish is smooth to the touch and the anodized finish feels slightly rough. If you have any doubts, one method of testing the finish is to touch the tip of your tongue to the wheel. If you taste metal, it is usually anodized. If you taste almost nothing, it is usually clear coat. (I have a \$1.00 bet I can get you to lick your wheel!)

Are You Moving? Has Your Area Code Changed?

Name(s): _____

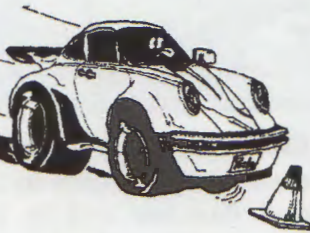
Old Address: _____ New Address: _____

Phones: (H) _____ (W) _____

Area Code (New ?) (Area Code) (New ?)

Send to: Debby Leed fax 847.382.3562(8:00 am - 8:00 pm only please!)
37 Lakeview Drive
Barrington, IL 60010-1949

The Autocross



at Lake Geneva

Sunday, May 18, 1997

Lake Geneva Speedway

1015 Bloomfield Road
Lake Geneva, WI 53147

Registration & Tech: 9:30-10:30 am
Drivers Meeting: 10:30 am
First Car Off: 11:00 am

Directions to Lake Geneva Speedway:

Route 12 North to Route 50 west,
Route 50 west to County H (Burger King on corner),
Left on County H to Bloomfield Rd.,
Left on Bloomfield Rd to track.

Come on out and join us at our first short-track banked oval event of the year. This is our third year at this track and we promise it will be both challenging and fun. We will be utilizing both the banked oval and the level infield to provide a challenging autocross for all drivers. We will lay out the track to allow you to experience the thrill of the banked oval in a safe fashion.

Concession stands and restrooms will be available at the track.

Please remember that you will need a Snell 1985 or later helmet to drive.

Autocross Classes and Bumping Schedule

Class P1: 356, 914 (except 914/6), 912, 924 (except S & T)
Class P2: 924S, 924T, 944 (except S2 & T)
Class I1: Improved 4 Cylinders
Class P3: 2.0, 2.2, 2.4, 911, 914/6, 928
Class P4: 944 S2, 944T, 968, 930
Class P5: 2.7 & 3.0 911

Class P6: 3.2 & 3.6 911
Class P7: Boxster
Class I2: Improved 6 & 8 Cylinders
Class M1: Modified 4, 6 & 8 Cylinders

P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Mail to: **Nick Brenkus, 822 2nd Court, Bensenville, IL 60106**

First Driver:
Name _____
Phone _____
Member __ Applicant __ Guest __

Second Driver:
Name _____
Member __ Applicant __ Guest __

Fees: \$20.00 First Driver \$10.00 Second Driver \$30.00 Non - PCA member

Please make checks payable to PCA-Chicago Region Amount enclosed \$ _____

Autocross Class (see above) _____ Permanent Car Number (previously assigned) _____

Any questions, please call **Nick Brenkus** at **630.766.4734** (evenings before 9:00 please)

Then and Now

by Jim Gladish
(from Chicago Scene, April 1982)

Were the "Good Ol' Days" of the late 50's really better than what we have now? Have the Chicago Region PCA and its members changed? Since Porsches have improved so much, how good were the 356's of 25 years ago?

These are interesting and fun questions. I feel the Chicago Region PCA club itself has not really changed much over the last almost quarter of a century. It has successfully continued to provide gatherings of friendly competitive people from varied backgrounds with the common interest in the Porsche automobile. The events then and now have used much the same format - a planned variety during the year of rallye, concours, autocross, gymkhana, social and technical programs to educate and provide fun and competition for the members.

The club newsletter has become larger and more professional. It continues to be more professional. It continues to be the main communication to the members and their good write-ups and captioned pictures of past events provide enthusiasm for upcoming activities. It is a most valuable asset to the club.

The club's directors have kept the Chicago Region PCA financially solvent, allowing the purchase of equipment necessary to operate events as demanding as 100 plus car fields with triple runs on the four mile Road America course.

The Regional club has accepted it's responsibility to the National organization providing now, as in the past, National Committee heads and officers and hosting the National Porsche Parade in 1959, 1964, 1972. Plans for the bid for the 1984 Parade are well underway.

The Club membership locally has not increased proportionally to the number of Porsches sold in the Chicago area. A broader interest group apparently now buys Porsches. When I bought my 1957 Coupe the club dues were added directly to the bill of sale. (I think the salesman may have been the PCA membership chairman that year.) The average age of the PCA member I believe is now lower, possibly due to the mid 1970's 914 models. It seems to me the affluence of club members has increased, although I think the average amount of money spent now on an "average" Porsche compared to one's wages is not greatly different from the ration of that 25 years ago.

Back in the "Good Ol' Days" a greater closeness between Porsche drivers existed, partially out of necessity. Due to the uncommonness of a Porsche, any Porsche on the side of the road was never passed without an offer of help. (Once I found the driver was only relieving himself - Porsches go farther than humans.) Another change over the years is simply due to the increased number of Porsches on the roads today - the headlite blink "hello" has all but disappeared. In the past, every encounter of another Porsche prompted a "hello". Some Porsche owners would even blink at an oncoming Porsche from their Buick. Everyone understood. Well, almost everyone.

A newer PCA'er may ask how can one possibly compare the tremendous acceleration of a turbo with any Porsche of the 1950's? Was there anything in the "older days" to compare with the riding comfort and safety of a 928? I feel the answer is simply "yes" - everything is relative. We were impressed by the performance and comfort then, just as

we are now.

Too many of the earlier Porsche's remain more fun to drive. You could 'wish' them around curves easier (not necessarily faster) than the current heavier models. While all cars have their idiosyncrasies, I think the 356 models had more 'personality' with resultant 'attachment' to their owners. This may be because the 356's were much simpler. They evoked the desire to be understood and many were successfully repaired by do-it-yourselfers. If a failure did occur on a trip literally a thousand miles from a dealer, most often the Porsche was repaired by available, functional, obviously non-authorized means in an old Shelly station with a tall glass-topped pump. Now, dealers are closer but the 'pioneer' spirit is diminished due to a variety of reasons, not the least of which is the vast increase in the complexity of the electronics of the current Porsche.

The comparison between 25 years ago and today: The Porsche automobiles are today, as before, the excellent example of craftsmanship and engineering providing performance, dependability, comfort and safety/ The PCA people are just as much dedicated to sharing a good time with their Porsche/ The Chicago Region PCA club has not changed a great deal. The type and caliber of events are standing the test of time. They were and are successful. Good things last. Thankfully.

Visit the
PCA - Chicago Region Home Page on
the WorldWideWeb
<http://www.mcs.net/~bman/pca.html>

Updated Region Calendar
Electronic Board Directory
Recent Event Results
Region Point Standings

*****Rules Of Road America*****

1. ALL PERSONS ENTERING THE ROAD AMERICA RACE TRACK WILL HAVE ONE OF THE FOLLOWING:
 - a. A VALID credential:
 - i. Road America CREDENTIAL
 - ii. Event sponsoring CLUB CREDENTIAL, PROPERLY VALIDATED.
 - iii. Appropriate weekend WRIST BAND.
 - b. Signed the insurance waiver release as witnessed by a R/A or Club Staff Personnel (PARTICIPANTS ONLY).
2. UNLICENSED VEHICLES ARE NOT ALLOWED TO BE OPERATED ON ROAD AMERICA PROPERTY, WITH THE FOLLOWING EXCEPTION:
 - a. RACE VEHICLES being used in the race events.
 - b. AUTHORIZED ROAD AMERICA VEHICLES with a current year sticker.
 - c. Participants may use light vehicles and equipped carts in the PADDOCK areas, but must have a current event stickers for use outside of these areas.
 - i. Furnish proof of vehicle insurance, if requested.
 - ii. WISCONSIN STATE LAW REQUIRES that all ATV's must be licensed by the State of Wisconsin or by another State, in order to be operated within the State.
 - d. ROLLERBLADES are not permitted on Road America property.
 - e. Riding BICYCLES in the COMPETITION PADDOCK AREA is PROHIBITED with the exception of race crews and race officials.
3. ALL OPERATORS OF ANY MOTOR VEHICLE (including golf carts) on the Road America property must possess a VALID state issued drivers license.
4. THERE IS TO BE NO CONSUMPTION OF ALCOHOLIC BEVERAGES UNTIL AFTER ALL RACE EVENTS ARE CONCLUDED FOR THE DAY.
 - a. Spectators may only consume alcoholic beverages in the North Paddock, and other spectator areas.
 - b. RACE ENGINES MAY NOT BE RUN WITHOUT ROAD AMERICA PERMISSION.
 - c. Before 8:00 a.m. or After 5:00 p.m. on Weekdays and Before 8:00 a.m. and After 6:00 p.m. on weekends.
 - d. On Track Activities Only Between the Hours of 8:30 a.m. to 5:00 p.m. on Weekdays and 8:00 a.m. to 6:00 p.m. on Weekends.
 - e. Car Clubs - 7:00 p.m. curfew (OFF PROPERTY).
5. ALL OCCUPIED VEHICLES REMAINING OVERNIGHT ON ROAD AMERICA PROPERTY MUST BE SELF-CONTAINED, AND HAVE:
 - a. A valid Road America overnight camping permit, or
 - b. WRITTEN permission from Road America to remain on the property.
6. NO PETS ARE ALLOWED ON THE ROAD AMERICA PROPERTY WITHOUT ROAD AMERICA PERMISSION. PETS ALLOWED ON THE PROPERTY MUST BE EITHER:
 - a. Kept within the vehicle with adequate ventilation and fresh drinking water, or Kept Under Control of a Leash.
7. FIRES, WHEN CONDITIONS PERMIT, MUST:
 - a. Be used for cooking only, and be contained within a device designed for containing a fire.
 - b. Be completely extinguished before the coals, ashes, and remains are discarded.
 - c. Not be built within 10 feet of spectator containment fences.
 - d. Not be built by a spectator within 100 feet of an occupied Road America concession stand.
8. BACK 1/2 OF FACILITY CLOSED TO PARTICIPANTS.
 - a. No people permitted beyond the VIP Tower, the entrance to South Paddock, or the Chain-Link Fence below Marlboro Hill.
 - b. Violators will be removed from the premise.
9. NO PARKING WILL BE ALLOWED AT ANY TIME:
 - a. In any area specifically marked No Parking.
 - b. In any fire lane.
 - c. Violators will be removed from the premise.
10. GARBAGE MUST BE DEPOSITED IN GARBAGE CANS ONLY.
 - a. No garbage is to be deposited in the white barrels.
 - b. Participants are requested to dispose of their garbage and leave their site clean at the end of each day.

Road America I ~ May 24 & 25, 1997 ~

It's time again for Road America I, the first of our two major track events of the year. This event is open to all drivers, including novices. There will be four run groups: Group A - our most experienced drivers with usually, but not always, the fastest cars; Groups B1 and B2 - our next most experienced drivers who may just be a tick slower than A; Group C - our novice drivers and others who are still fairly new at our Road America track events. One thing we can guarantee is that all of you will have a *great time!*

All novice drivers will be required to attend the Skip Barber class on Saturday morning and will be assigned a PCA instructor for the weekend. That instructor is there to help guide you safely through the weekend and answer any questions you may have. Novice or experienced driver, all are welcome to attend the Skip Barber class as it is a great opportunity for all. There will be a limit of 40 spaces for novice drivers, so please pre-register *now*.

Using your Chicago Region Tech Sheet, it is your responsibility to thoroughly check your car yourself or have it checked by a competent mechanic prior to the event. Be sure to pay close attention to the specifics on the tech sheet concerning brake fluids and brake pads. Also for Classes A, B1, and B2, a five-point driver's harness is mandatory; and if you wish an instructor to ride with you in those same groups, a five-point harness is also required on the passenger side.

Mandatory clothing requirements remain a 1985 Snell approved helmet, long sleeved cotton shirt, long pants, socks, all of a non-synthetic material, and closed-toe shoes. Recommended, but not mandatory, are drivers suits and driving gloves made of non-flammable materials and a fire extinguisher. Remember, if you do not pass tech, you may not drive, so these points are very important.

All cars must display their numbers on each side of the car and on the front. Numbers must be at least 6-8" tall. Shoe polish is not acceptable. If the corner workers cannot read your numbers in all three locations, you will be black flagged and will not be allowed out again until the deficiency is corrected.

All cars running at Road America must meet a noise restriction of 108 db. It is the responsibility of each driver to ensure that his/her car does not exceed this noise restriction. There are residential areas near the track, and Road America is strict about the noise levels.

All PCA and Road America Rules must be followed. The Road America Rules are printed in this issue of the Chicago Scene as well as on the pre-registration form. When you sign the pre-registration form, it means you have read the rules and agree to abide by them as well as to maintain proper etiquette on and off the track. Please remember that you, the driver, are responsible for not only your activities, but those of your family, crew, friends,

etc. When you register at the track, you will have to sign off on these rules once again as a reminder of how seriously Road America and PCA enforce these rules.

There will be **Mandatory Drivers Meetings** both Saturday and Sunday mornings at the track at 7:30 a.m. Anyone missing the mandatory drivers' meetings will not drive.

Spaces are limited, and we highly recommend that you pre-register early. You will be notified of your acceptance by mail. Please remember that you must present a valid driver's license and your PCA membership card at track registration.

Track registration opens at Siebken's on Friday, May 23rd, at 4:00 p.m. The tech crew will be on hand to scrutinize your car. If your car is not teched at Siebkin's on Friday, it must be teched at the track on Saturday morning starting at 7:30 a.m. No car will be allowed to run without a tech sticker.

This year, as in years before, Siebken's will be the headquarters for the non-track meetings. In addition to lodging, they will also offer Continental breakfast at 6:00 a.m., with full-service breakfast starting at 9:00 a.m.

A 24 hour Registration Information Line has been established at 708.482.4401.

Questions? Please feel free to call any of the Road America I committee members listed below.

See you out there!

Arnie Zann and Margo Pinkerton

Event Chairs

Arnie Zann & Margo Pinkerton
708.366.9064

Event Coordinator

Chris Ingot
847.559.1126

Registrar

Chuck Bittman
708.482.4401

PLEASE PLAN AHEAD TO AVOID LAST-MINUTE PANIC. The Road America I Committee has to deal with many, many drivers, and we would appreciate

NO CALLS ACCEPTED AFTER 9:00 P.M. CENTRAL STANDARD TIME. The Committee does has a life outside of Road America I ... we think!

**PCA Chicago Region
Road America Drivers School
May 24 & 25, 1997
Event Co-Chairmen: Arnie Zann & Chris Inglot**

First Driver Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Eve Phone: _____ Day Phone: _____ () () Member: _____ Region: _____ Yes No <Fastest Requested Run Group Slowest> A B1 B2 C	Second Driver (Must be Family Member) Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Eve Phone: _____ Day Phone: _____ () () Member: _____ Region: _____ Yes No <Fastest Requested Run Group Slowest> A B1 B2 C
--	---

Porsche Model _____ Year _____ # of Cylinders _____ Displacement _____
 Please list other performance enhancing modifications to help us classify your car:

 Chicago Region Permanent (previously assigned)
 Car Number: _____ Requested Car Number: _____

Drivers must attend the Skip Barber classroom instruction unless they attended at a previous event, or have very strong driving credentials and receive approval from the Event Chairman or Chief Driving Instructor.

First Driver	Second Driver	
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Did you receive Skip Barber instruction at a previous Chicago Region PCA Road America event? 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 <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	

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:

Fee:	First Driver \$250.00	
	Second Driver \$75.00 (family or affiliated member)	No refunds or cancellations after May 17, 1997
	Second Driver \$250.00 (not fam. or affil. with PCA)	Make checks payable to "PCA Chicago Region"
	Total enclosed: \$ _____	Mail pre-registration form and check to:
Chuck Bitman, 450 S. Park Road, LaGrange, IL 60525-6111		
Questions: Phone: 708.482.4401 (24 hour voice-mail) OR E-mail: bman@mcs.net		

I have read and understand the "Rule of Road America" and indicate so by signing below:

Driver: _____ Date: _____

Coordinators' Clipboard



PLACES TO STAY WHILE VISITING ROAD AMERICA

Hotels/Motels/B & B's

AmericInn Motel - Belgium
Belgium, WI
414.285.3566

AmericInn Motel - Plymouth
Plymouth, WI
414.892.2669

AmericInn Motel - West Bend
West Bend, WI
414.334.0307

Barefoot Bay
Elkhart Lake, WI
414.345.7784

Best Western Harborside Motor Inn
Port Washington, WI
414.284.9461

Boarding House Bed & Breakfast
Elkhart Lake, WI
414.876.3616

Brownstone Bed & Breakfast
Sheboygan
414.451.0644

Budgetel Inn
Sheboygan, WI
414.457.2321

Comfort Suites - Comfort Dome
Appleton, WI
414.730.3800

Crest Hotel
Plymouth, WI
414.893.6111

Eastlake Bed & Breakfast / Rentals
Elkhart Lake, WI
414.876.2272

Elkhart Lake Chamber of Commerce
(Referrals)
Elkhart Lake, WI
414.876.2922

Holiday Inn Express - Sheboygan
Sheboygan
414.451.8700

Holiday Inn - Holidome
Fond du Lac
414.923.1440

Holiday Inn
Manitowoc, WI
414.682.6000

B.L. Nutt Bed & Breakfast
Plymouth, WI
414.892.8566

The Osthoff
Elkhart Lake, WI
414.876.3399

Pinehurst Inn
Sheboygan Falls
414.467.4314

Plymouth Inn
Plymouth, WI
414.893.5623

Ramada Plaza Hotel - Fond du Lac
Fond du Lac
414.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI
414.793.1794

Select Inn Fountain Park
Sheboygan, WI
414.458.4641

Sheboygan Super 8 Motel
Sheboygan, WI
800.800.8000

Siebken's +++
Elkhart Lake, WI
414.876.2600

Starlite Motel
New Holstein, WI
414.898.4265

West Bend Inn
West Bend, WI
8000727-9727

Wisconsin Aire Motel
Random Lake, WI
414.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI
414.892.2222

Campgrounds

Hoeft's Resort Campground
Cascade, WI
414.626.2221

Plymouth Rock Camping Resort
Plymouth, WI
414.892.4252

Marsh Lodge Campground
Elkhart Lake, WI
414.876.2535

Westward Ho Camp Resort
Glenbeulah, WI
414.526.3407

*Not recommendations, just suggestions
from the folks at Road America.*

+++Siebken's will be the headquarters for all non-track meetings.
In addition to lodging, they offer Continental breakfast at 6:00 a.m.,
with full-service breakfast starting at 9:00 a.m.

Letters & e-mail

Porsche 911 GT1 to Race in U.S.

PCA Editors News Service, February 24, 1997 --Confirmation that the new Porsche 911 GT1 race car will be seen in action this year in the United States came yesterday with the press release from Team Scandia announcing Team Scandia C.E.O. and International Motorsports Speedway Group (IMSG) principal Andrew Evans will co-drive a Porsche 911 GT1 with Germany's Porsche Kremer Racing team at LeMans and in the two Federation Internationale de l'Automobile (FIA) GT races to be held in the United States this fall in conjunction with IMSA events.

According to Evans, "Our relationship with FIA has created a fantastic opportunity for American fans to see the best of the World GT series. As a driver, I'm thrilled to go back to LeMans and it means a lot to me to be able to compete in the first combined FIA-IMSA races here in the States."

IMSG, parent company of International Motor Sports Association (IMSA), announced in January that the FIA World Grand Touring Championship (previously known as the BPR Global Endurance GT Series) would conclude its 1997 season in conjunction with the final two rounds of the 1997 IMSA schedule --races to be held at Sebring International Raceway (Sebring, Fla.), October 18 and Laguna Seca Raceway (Monterey, Calif.), October 26. The weekend race schedules will be structured so that FIA GT teams, featuring exotic GT supercars from Porsche, Lotus, Dodge Viper, Ferrari, Lamborghini and McLaren, and IMSA GT teams will be able to participate in both races, provided eligibility requirements are met.

It was not clear at that time, however, whether the FIA would approve the Porsche 911 GT1 for eligi-

bility in their GT Championship series, and thus the two races in the U.S., because of controversy over the car's spectacular performance in BPR GT races late in the 1996 season. Although the FIA has yet to issue a formal announcement, Team Scandia's latest press release would indicate the FIA will allow Porsche's new race car to participate in the 1997 GT season.

HEX SIGN? The Prancing Marquee Where Does The Emblem Come From?

Chicago Scene, March 1972

Often people are asking us for the origin of the Porsche emblem. Some suppose that it is an imitation of "Ferrari's jumping horse", well-known emblem of the Modena Sports and Gran Prix Car Company. This similarity is a pure coincidence. In order to bring some light to the legend, here is the explanation:

Soon after the first 356 models had left the new Porsche mini-factory in Stuttgart-Zuffenhausen around 1950, the clients cried for an emblem of their favorite car. Dr. Porsche had different designs and plans made, but at the end they did not please him too much, so the emblem affair was left undecided for quite some time. One day, however, an American friend of Dr. Porsche asked again for it. So, Dr. Porsche in his leisure time, took a pencil himself and made a little drawing, in which he mixed up the emblem of the country of Baden Wurttemberg (antlers) and the emblem of its capital Stuttgart (horse). Result: the beautiful, and world famous Porsche emblem which decorates Porsche hoods, Steering wheels, letterheads and PCA Jack-ets...it's as nice and simple as that.

Not Quite Out of the Box(ster) by Doug Wiersema

Anyone with an ounce of Castrol running through their veins ought to have at least sat in a new Boxster by now. If you haven't, get yourself over to your local Porsche outlet and sample the Guards Red demo given them by the good folks out in Reno. (And if the short-sighted dunderheads have sold the car, you might want to voice your displeasure to PCNA and reconsider your allegiance to that dealer.)

The first time I drove the Boxster, I was transformed! The frontage road I was on had become the Mulsanne Straight and I was ... I was experiencing the sound track to the movie "LeMans". No kidding. Wait until you get that 24 valve engine up to full song. It had me grinning from ear to ear. (I wonder if those engineers did that on purpose?) The second time out, I began to appreciate just how well-balanced the car is. This thing may be the ultimate auto-croser right out of the Box(ster). I haven't handled anything this good since the last time our ten year old spent the night at a friend's house, leaving my bride and I to fend for ourselves. (The Boxster is far more forgiving, by the way.)

There's only one drawback to the latest toy from Zuffenhausen: Yep, you can't find one for love or money, at least at the kind of money that Porsche suggests that one should pay for the car. Granted, the MSRP on the window is only the "Suggested" by the manufacturer, and nobody sheds crocodile tears when dealers find themselves selling cars for numbers far below the "sticker", but I suspect that the more aware dealers will remember that buyers have long memories for the ones who take advantage of a market like this.

The automotive press would have you believe that there are some alternatives to the Boxster, and if you happen to have around forty large burning a hole in your pocket right now you may find yourselves considering some of them. My dealership happens to carry BMW, so I can comment on the Z3, especially the 2.8, which offers 189 hp and plenty of low-end grunt. I like the car a lot. I call the handling "point-and-shoot", 'cause that's what happens when you stab the throttle. (Thank God for BMW's traction control to keep the power-on oversteer in check.) Bottom line: The Boxster will eat it for lunch.

The folks at Mercedes feel that their new SLK will make a significant dent in the sports car market. I haven't had the pleasure of thrashing one yet, but from what I've read and seen, their biggest claim to fame is the retractable hardtop, a tribute, I assume, to the '59 Ford.

That leaves the new Corvette. I saw the one at the Chicago AutoShow, and I made a point of standing there for awhile so I could listen to the comments and watch the people. Very positive, all told, and I don't think a single face admiring the new 'Vette made its way over to the Porsche display. The point is this: The folks that want to 'wrap their ass in fiberglass" (a Corvette owners' saying, not mine) are very seldom going to cross over to look at a Porsche, and vice versa. I'm not saying that either the car or the people who like them are bad, just different.

So now what do you do? First I suggest that the Boxster's the best thing since sliced bread, then I tell you they're unobtainable, that you shouldn't pay the premium some dealers will inevitably ask, and finally, I destroy (or at least damage) the notion of getting something else. Do we call Dr. Kevorkian or what?

Well, there's always the 993. Sure, it's still the Main Man in Porsche's line-up, and if you look closely, you'll find some good values out there, especially in the C2 Coupes, where the

MSRP is sometimes in the mid-sixties. Otherwise, I suggest getting on your dealer's list and begin the wait ... patiently. It'll be worth it, I promise you. Just wait until you hear that engine behind you!

Woman to Woman

by Julie Quebe

Excerpted from *Chicago Scene*,
March, 1982

Our club has too few women competing in gymkhanas and autocrosses. I have heard a number of reasons for this, most of which aren't very sound.

First, I hear women say "It's my husband's car." I think if a wife is at the event supporting her husband's enthusiasm over his car, the least he could do is let her drive it and enjoy the car with him.

Second, we have women who don't know how to use the clutch, don't drive the car any other time, or don't feel comfortable driving at events. Talk to your husband, ask him to teach you how to use the clutch (you may have to drive the car in an emergency sometime). On those long trips or driving to an event, share the driving. Once you are familiar with the car, you will find that in driving in autocrosses and gymkhanas, you will learn more about the proper handling of the car and techniques that are applicable to every day driving.

A third reason that I hear is "Everyone is watching me!" Nobody is watching you to make fun of you. People watching you may be envious of your skills or just pulling for you.

On the other hand, they can see what you are doing wrong. From my personal experience with our club, they will bend over backwards to help you correct your mistakes and improve your driving skills. Even if you do pull a biggy and run into the woods, you'll live through it.

Last, but not least is the lack of

competitive spirit that keeps women from entering events. Well ladies, look at the women who are entered, do you see any hard core - teeth grinding - give you a bloody nose if I lose - competitors out there? Of our women competitors, the best and most experienced are out to enjoy driving the car and share a good time with fellow club members. These ladies are also willing to share their knowledge and experience with us that are new at the game.

1997 Porsche Boxster Named MotorWeek's Best Sports Car

CHICAGO, ILLINOIS, Feb., 1997 Porsche's new entry level model, the Boxster, is the winner of the 1997 MotorWeek Drivers' Choice Award for Best Sports Car.

The staff of "MotorWeek", television's nationally syndicated automotive program, selects the winners after evaluating more than 150 vehicles per year. Recipients are chosen in each of 16 individual classes based on a compilation of criteria such as product integrity, performance, pricing, value and purpose. Only one vehicle is picked as the benchmark for each class.

"MotorWeek's" prize is the second North American award earned by the Porsche Boxster. The editors of Popular Science magazine earlier presented the model with its "Best of What's New" medallion for 1996.

Introduced at North American Porsche dealerships in January of 1997, the Boxster is the first completely new Porsche sports car in 19 years. It derives its name from its horizontally-opposed, six-cylinder 'boxer' engine and its roadster or speedster body style. Priced beginning at \$39,980, the two-seat mid-engine car is also the least expensive open-cockpit model Porsche has offered for sale in America in a decade.

Elmhurst CONCOURS ONE

Concours One June 1 @ Wilder Park Conservatory and Gardens. It has been a long time coming, but this years first concours is finally here. The first stop on this years calendar is beautiful Wilder Park Conservatory & Gardens. Located in the center of the city of Elmhurst, just **North of St. Charles Road & just West of York Road.** The Conservatory and Gardens are located on the Southern end of the park.

9:00 am: Cars may begin arriving at the park.

9:30 am: Breakfast by Cafe A'roma

12:00 pm: Judging begins

1:30 pm: Trophy presentations

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

Class B: Exterior, Interior, Trunk & Engine

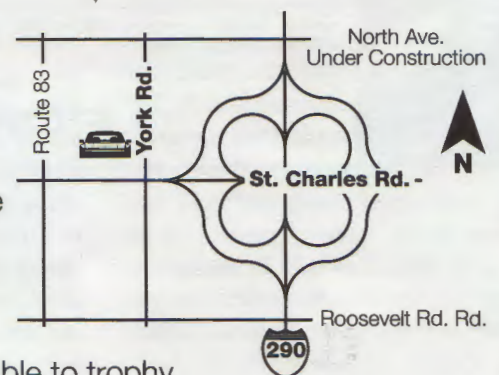
Class C: Exterior, Interior & Trunk

Class D: Exterior & Interior

Novice: For fun & first time participants only.

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

Questions? Call Jim Jacisin @ 630-279-4835



Fee \$20 per car. Please make checks payable to: **PCA Chicago Region**
c/o Jim Jacisin 508 Rex Blvd., Elmhurst, IL 60126

Name _____

Region _____

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

Phone () _____

PORSCHE Model _____ **Body Style** _____

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



These days, \$100 sure goes fast. (And far)

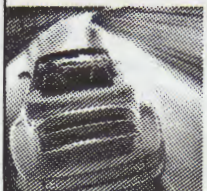


Win-A-Porsche '97 is your chance to win a Porsche 911 Carrera Cabriolet, donated by Porsche Cars North America. The \$100 raffle ticket includes admission for two to the Gala Drawing on Friday, June 13, 1997 at the Reno Hilton Ballroom, where vintage

Porsches will be on display. With only 1,997 tickets being sold, you better act fast.

For tickets call (702) 784-4831. For event information call Paul Christensen of Porsche Club of America, Sierra Nevada Region, (702) 747-1404.

Note that the purchase price of a raffle ticket is not deductible as a charitable contribution, as outlined in the Internal Revenue Code. Must be 21 years of age or older to win. Winner is responsible for all taxes and registration. Need not be present to win the Porsche. Winner consents to be photographed, and for name and likeness to be used for publicity.



SPORTS CAR DONATED BY

PORSCHE

Vintage, Salvaged and New Parts for Porsches



- One of the U.S.'s largest inventories of top-quality parts for Porsches
- All years, all models: 356, 911, 912, 914, 924, 944, 928, 930
- All used parts come from clean, rust-free California cars
- Used parts are tested and guaranteed for 90 days
- Friendly, knowledgeable staff
- We ship UPS daily
- Monday to Friday: 8 am - 5 pm, Saturday: 9 am - 3 pm Pacific Time

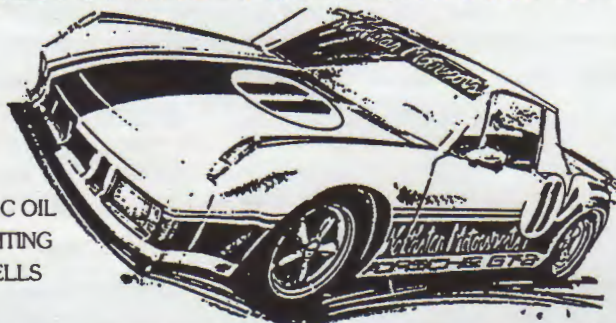
800-767-7250

Tel 510.782.0354 Fax 510.782.0358

NOVICE OR VETERAN RACER, Northstar Motorsports

IS YOUR BEST SOURCE FOR THE PRODUCTS YOU NEED MOST.

ROLL BARS AND
WINDOW NETS
EXTINGUISHERS
INSTRUMENTS PADDING
SHOCK ABSORBERS
ANTI-SWAY BARS SYNTHETIC OIL
GEAR LUBE CLUTCHES LIGHTING
EXHAUST SYSTEMS FUEL CELLS
FILTERS AND PUMPS



HIGH PERFORMANCE SPRINGS
ROLL CAGES CAMERA MOUNTS
OIL FILTERS MIRRORS
HARNESSES PERFORMANCE CHIPS
SUSPENSION KITS ENGINE PARTS
BRAKE PADS AIR FILTERS
RACER'S TAPE SEATS
HIGH TEMP BRAKE FLUID

... AND DON'T FORGET ABOUT PERSONAL SAFETY ITEMS, TOO. NOMEX DRIVING SUITS, GLOVES, SHOES, UNDERWEAR, BALACLAVAS. WE'VE ALSO GOT SNELL 95 HELMETS!

Service. Selection. Convenience. Serving PCA for Over 20 Years.



momo



Northstar Motorsports Ltd.

"Your Complete Racer Safety Store"

1-800-356-2080

PCA'ers Since 1974

1099 Brown Street, Bldg. No. 206 • Wauconda, IL 60084 • Mon - Fri: 9-5, Sat: 9-1

eparco



SCHROTH

stand21

From Our Members

ODE TO JOY

With all deference to Ludwig van
Beethoven
Howard Yefsky

1972

Where the hell is this Elkhart Lake?
Where the hell is this Siebkens
Resort?
What the hell is this Road America?

Talk about a novice. There I was, my first PCA event. The first of three out of the next four events that I would have to attend, participate in, work at and eat dinner at if I wanted to join this Club of people as silly over their cars as I was over mine. Those were the requirements back then. It took me until 1979 (some things I did slowly - even then) before I got three events in a row signed off by existing members. That's what you had to do if you wanted to join the Chicago Region and increase your Porsche paranoia (park there?...are you nuts? - in the rain?...you've got to be kidding! - to a parking attendant?...yeah, right!). But I digress (an acceptable, or at least excusable, condition for long term members Bob Gummow tells me).

So, there I was in my brand new 1972 Silver 911E...spiffy clean, or so I thought...I hadn't met the Concours Craziest yet. My car was properly "teched" and ready to run. I was finally going to enter my "World of Walter Mitty" and drive my Porsche the way the builders of these land missiles intended...FAAAAST!!! Finally a place where the long arm of the law did not extend. But I'm getting ahead of myself.

I finally found Siebkens on Friday afternoon and almost made my grand entrance over the front lawn. Don't ask me how or why, I was just a novice. Anyway, it looked like the

driveway to me. Was I hyped up, or what. Luckily I stopped short of the curb. I backed up, did a quick check to see if anybody saw that exquisite move (no one did, thankfully), and proceeded to the proper entrance. As I entered, I came across some yotz buried half-way in the engine compartment of a beautiful silver 911S soft-window Targa. Doing what??? I hadn't a clue. He apparently heard my car pulling in and jumped up, banging his head on the rear deck lid, never losing the cigarette dangling from his lips, and said SOFTLY enough for the entire town to hear, "NICE BLEEPING CAR". Now that's not exactly a direct quote but I'm sure you can fill in the blanks. I'll give you one guess who that demur member was...Yep, none other than our current esteemed President Gallagher. In case any of you wondered, he was just as soft spoken then as he is now.

Taken under Gallagher's wing, I was, for the first time exposed to a bunch of very strange people. You have to admit, Gallagher's elevator goes about two floors short of the top - no offense Dan; of course... I'm still around, so I guess they won me over to their way of thinking. If you can't beat 'em, join 'em. Anyway there they were, doing all sorts of unimaginable things with toothbrushes and Q-tips. And I thought my car was clean. I should mention that back then, the Elkhart weekend was a multi-faceted event that consisted of a Concours, a gimmick rallye and the driving event. It was a time where all three disciplines would come together to try and convince each other why their respective favorite events were the only ones worth attending. True to the typical flexibility of a Porsche owner, everyone always came away unmoved.

Next on the agenda was to check out my accommodations. Now you must understand that Siebkens has always been charming and quaint. But back then it was even a little more charming and a little more quaint in that some of the rooms were not tarnished by the modern conveniences of today; you know, like private bathrooms. But they were within striking distance...if you planned ahead. It was nice though...you got to know your neighbor, or his significant other, at a 3:00 am meeting in the hall, if nature called - a frequent occurrence back then since everyone, it seemed, drank beer until at least 2:00 am. The "designer" bedclothes (read as underwear) worn by your close encounter of the hall kind, if in fact any were worn, were memorable. But that's another story in the "Naked City". Perhaps more detail some other time.

Friday night - a gimmick rallye through the streets and country roads of Elkhart Lake. If you think rallying during the day is tough, nightfall makes it a real adventure, especially for a novice in unfamiliar surroundings. Sooner or later though, everyone wound up at the Go-kart track to practice for the next day's driving event. After some grueling laps, a return to Siebkens' bar for some serious bar stool late apexing.

What happened the next morning still sends a chill down my spine and I break out in a cold sweat. At precisely 6:00 am an enormous explosion rocked the town of Elkhart Lake and nearly blew me right out of bed. At the time, the Cold War with the then USSR was going strong and I couldn't believe that the Soviet Union just picked Elkhart Lake as a strike target. And then, just as I was about to dive for cover under the bed, more puzzlement...someone started playing the Bugle...at 6:00 AM. First Reveille,

Member

then something like "Oh What a Beautiful Morning". This was bizarre. I was really confused.

The modern conveniences in my room did not include a radio. What was going on?

In a few words...Rip Patterson and Jerry Meyers. It seems that these two concerned and inventive members realized that since there were no alarm clocks in the rooms, and since they didn't want anyone to be late for breakfast - they used to be gigantic at Siebkin's - they would be kind enough to provide the Chicago Region with a wake up call (whether you were in Elkhart Lake or Plymouth or where ever) using Rip's miniature cannon and Jerry's bugle. Some time later I learned that this was a Chicago Region ritual and if you listened carefully, Jerry and his bugle would even tell you how to dress for the day. For example, if you heard "Stormy Weather", bring your umbrella because it was raining. Incidentally, if you are wondering how loud that cannon was, its the same one that Rip uses to end the prep work and begin the Concours judging at Potter's Picnic. At the picnic, it causes some diapers to be changed - young and old; can you imagine what it was like in the serene, quiet countryside of Elkhart Lake AT 6:00 am. It was a Pisser. I don't know for sure, but rumor has it that the cannon was outlawed at Elkhart Lake by the volunteer Air Raid Marshall.

The track event was an experience that is memorable even today. I was lucky to have as my instructor a

member that subsequently went on to do some professional racing. Mike Vanderwerf, also known as Black Bart, was Mr. Smooth. He took me around in my car and didn't try to impress me with how fast he could go. (He also told me that he would appreciate it if I didn't try to impress him how fast I could go.) Mike pointed out that he never exceeded 5,000 RPM while instructing me; he still got through the entire course very quickly. Talk about smooth. Years later when I "instructed" novices, I tried to pass this message along. I would also tell my "students" that I had only two rules; Rule #1: "Don't scare your instructor"; Rule #2: "Never, violate Rule #1".

Back then the driving event was run with pylons positioned throughout the track. Enough has been written and said about that event, so I won't go into detail except to say that there was usually a waiting line to circulate one lap at a time. The Concours judging took place on Saturday morning, so if you were a Concours participant, you might lose some track time. To accommodate the Concours people, once the judging was over, they were allowed to go to the front of the line. It became clear, while waiting in line, why some hard core autocrossers entered one Concours a year.

Back to my first time drive. This event was a timed event. Having practiced all of the things that my instructor showed me, I was still too nervous to go for a timed run. As a

matter of fact, it took a couple of visits to Road America before I got the courage to compete against the clock. But I continued to work on technique and being smooth. Eventually, it all came together in some respectable timed runs at Road America and elsewhere.

I should mention one other part of the weekend that brings back fond memories. Saturday night - an organized dinner in Siebken's dining room reserved for PCA only. The fashion show was eclectic; everything from shorts to tuxedos. Concours award presentation, a song or two from the late, great Dean Bangert and the anticipation grew for the timed runs the next day - a great night for all.

That was the weekend then. Different from now, but still a great time

To this day I still remember driving home after the weekend and my first drive at Road America. I remember driving home, absolutely content at the legal speed limit. Whatever that speed was, I had the feeling that the wheels never touched the pavement. What a High

So, for all of you out there that haven't yet experienced the JOY that the Gutn Dr. intended when he made these funny little cars, DO IT. You'll have the time of your life. Don't be embarrassed, and don't be intimidated. And don't worry about being scared - it's probably a good signal to keep you from doing something foolish. As they say, We've all Been there... Done that.!

BIG REDUCTION in insurance costs for many high performance cars (See lists below)

PREMIUM REDUCTION

NO LONGER RATED AS HIGH PERFORMANCE

Acura Legend Coupe	Lincoln Mark VII
Audi Quattro	Mazda 323 GT
BMW (all models)	Mazda 328 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 9C	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

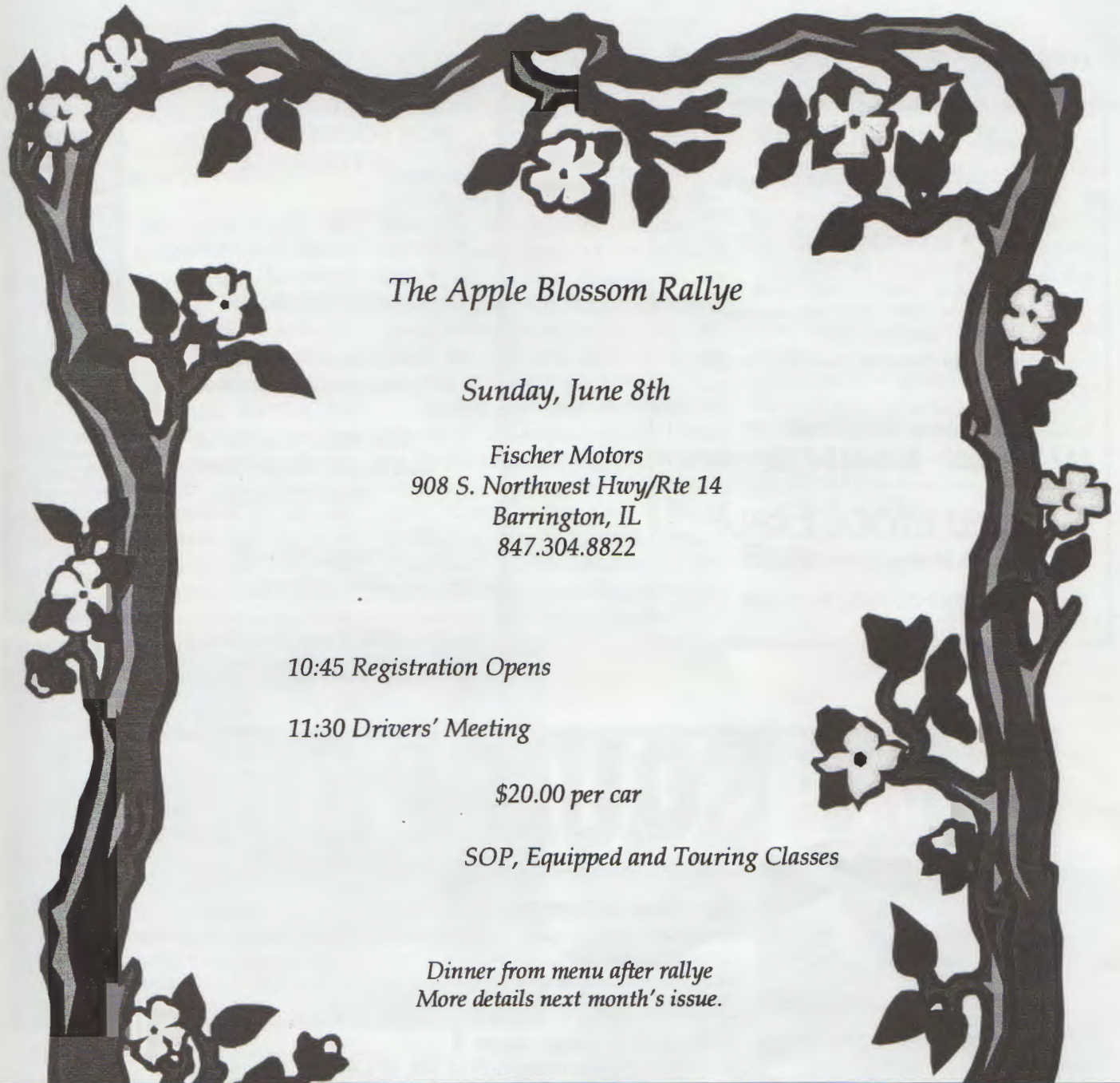


JAMES CADY AGENCY
525 W. Higgins (at Golf)
Hoffman Estates, IL 60195
490-1200

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

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 Cyclone	Toyota MR2 Supercharged
Lotus-all models	Toyota Supra



The Apple Blossom Rallye

Sunday, June 8th

*Fischer Motors
908 S. Northwest Hwy/Rte 14
Barrington, IL
847.304.8822*

10:45 Registration Opens

11:30 Drivers' Meeting

\$20.00 per car

SOP, Equipped and Touring Classes

*Dinner from menu after rallye
More details next month's issue.*

Mail registration to: Susan Shire, 9507 Central Park Ave., Evanston, IL 60203-1103

*Driver : _____ Phone # _____
Member__ Applicant__ Guest of _____*

*Navigator: _____ Phone # _____
Member__ Applicant__ Guest of _____*

Car Model _____ Color _____

Please make checks payable to: PCA Chicago Region \$20.00

Questions ??? Susan Shire 847.674.2285

Join the
"SUPERCHARGERS"
 at Barefoot Bay


Give your next Road America weekend a real boost.

- Up to four adults for one low room rate including continental breakfasts for all
 - Relax at our lakeside bar
 - Dine at Taverna Bella Luna
 - Across the street from race-famous Siebkin's Bar
- Just half a lap down the road from the track

Call our racetrack desk
 and ask for the "SUPERCHARGERS" rate

847-816-7800 or **800-345-7784** (outside 847)

Barefoot Bay

Resort & Meeting Center 

On beautiful Elkhart Lake, Wisconsin 53020

EURO CARE

**PERSONALIZED CARE
 FOR YOUR EUROPEAN
 AUTOMOBILE**

- *Guaranteed Service
- * Factory Trained Technicians
 Porsche, Audi, VW,
 Mercedes Benz, BMW

Operating With The Latest
 Diagnostic Equipment Available

6130 West 159th Street
 Oak Forest, Illinois 60452
 (708) 687-5258

Courtesy Pick-Up
 And Delivery

No One Will Treat You Better!

EURO CARE

GET EQUIPPED...

with Brey-Krause stainless steel equipment for Porsches.



HARNES GUIDE BARS

Brace yourself !

Brey-Krause harness guides keep you where you belong during hard cornering and braking. Our harness guides allow full range seat movement and are adjustable to fit your car because each car is different. Install or remove in 10 minutes. Will not mar car.



STRUT TOWER BRACES

Brace your car !

We have strut tower braces to fit all 944, 924, 911 C2, C4 and 993s. Simple designs that look right and do the job. Securing both strut towers together improves handling, while strut tower fatigue and excessive tire wear is reduced.



FIRE EXTINGUISHER MOUNTS

Where there's smoke ...

PCA driving events require cars to be equipped with a 2.5lb. fire extinguisher. Brey-Krause has solved your problem with a simple reliable mount that keeps your fire extinguisher out of the way, but within easy reach.

Order through your performance parts dealer.

- > Easy to install.
- > No Holes To Drill!

Available at Kelly Moss Motorsports:
 Phone:(608)274-5054 Fax:(608)274-6252

Technical questions contact:
 Brey-Krause Mfg. Co.
 Phone (610) 867-1401 Fax (610)866-1433
 Internet WEB Address: <http://www.enter.net/~breykrause>



Help Drive Cystic Fibrosis Away!

by Ken Pesavento
1996 Charity Co-ordinator

I am very pleased to report that our Charity Raffle for 1996 was a 100% success. Our goal was to sell 2,500 \$50.00 tickets, to raise \$125,000. The demand for our raffle tickets surprised everyone. More advertising and better odds than our competition were the determining factors. We were completely sold out by November 29th, one week before the dinner dance. Mark Blount, our winner of the 1997 4S, is needless to say, extremely happy. Mark and his wife live in Asheville, North Carolina, where he is a member of the PCA Tar

Heel Region and has recently restored a 912. He will fly to Chicago, pick up the car from Bill Jacobs Motorsports, and drive the car home.

The real winner of the raffle is the Cystic Fibrosis Foundation. By the time you read this article, I will have given them a check for \$51,900. They are *extremely* grateful to our club for this generous donation.

Raising this kind of money for charity is not a one-man job. I want to thank the following people who helped make our raffle a great success: Chris Ingot, Dan & Peggy Gallagher, Bruce Janecek, Sue & Nick Brenkus, Pat Yanahan, Ed Barnicle, Bob Soske, and Bill Jacobs Mo-

torsports. Finally, I would like to thank all of you who bought tickets supporting this worthy cause. To those of you who never got around to buying tickets, I would like to leave you with the procrastinator's pledge.

I will not do tomorrow what I can do today.

I will not do it later, I'll do it now, OK?

I won't delay and dawdle, I will not stall and wait.

I'll fill out this darn coupon before it's too darn late.



Michelle Blount, Ken Pesavento, Linda Higham, and Mark Blount with the PCA Chicago Region's check for the Cystic Fibrosis Foundation

Congratulations Mark and Michelle Blount!



Raffle winners Michelle and Mark Blount getting ready to drive their new car back to North Carolina.

Thank you Ken for your tireless efforts and unflinching good humor during our 1996 charity drive. A job well done!

Photos by Steve Rashbaum

PCA/CHICAGO REGION TECH INSPECTION SHEET

NAME _____ COLOR _____ CLASS _____
 MODEL/YEAR _____ ENG. DISP. _____ ENTRY NO. _____

Passed Failed

TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- | | | | |
|-------|-------|-----|--|
| _____ | _____ | 1. | WINDSHIELD - No cracks. Functional wipers with good blades. |
| _____ | _____ | 2. | MIRRORS - At least one securely mounted rear view mirror. |
| _____ | _____ | 3. | BRAKE LIGHTS - Functional. |
| _____ | _____ | 4. | PEDALS - Free return & in good operating condition. Firm brake pedal. |
| _____ | _____ | 5. | SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five point harnesses recommended. |
| _____ | _____ | 6. | ROLL BAR - All open cars except 914's, Targas, and cars in the Production class. |
| _____ | _____ | 7. | HELMET - 1985 SNELL or later required (sticker <u>must</u> be attached inside). |
| _____ | _____ | 8. | BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| _____ | _____ | 9. | BATTERY(IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| _____ | _____ | 10. | DRIVE BELTS - Tight & in good condition. |
| _____ | _____ | 11. | THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars. |
| _____ | _____ | 12. | LEAKS - No leaks of any fluid - oil, gas, brake, or coolant. |
| _____ | _____ | 13. | RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes. |
| _____ | _____ | 14. | FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition. |
| _____ | _____ | 15. | REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber. |
| _____ | _____ | 16. | WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings. |
| _____ | _____ | 17. | ENGINE - Check for odd sounds and satisfactory exhaust. |
| _____ | _____ | 18. | 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 pads properly bedded in. |
| _____ | _____ | 19. | WHEELS - No cracks. No bends. All lug nuts torqued to 90-92 lbs. Valve stem must have airtight cap. Hubcaps removed. |
| _____ | _____ | 20. | 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. |
| _____ | _____ | 21. | FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| _____ | _____ | 22. | GAS CAP - Gasket intact & cap tightened. |
| _____ | _____ | 23. | LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc. |
| _____ | _____ | 24. | APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended. |

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 _____

WITNESS TO DRIVER'S SIGNATURE _____

DATE _____

Go Get Teched!

by Mike Gray, Chicago Region Tech Coordinator, and Bill Murrin

Exactly what is a tech inspection? Where can I get one? How much will it cost me? What's my reward?

OK, so you're new to the club. Now what? When you come to your first autocross or track event someone will ask you if you have had your car teched yet. Most first timers reply, "No its perfectly stock except for the exhaust." The proper answer is "Where's the tech line?"

So, find the tech line. Also find, fill out, and sign the PCA/Chicago Region Tech Inspection Sheet. There is a copy of the tech sheet in each issue of the **Chicago Scene** during the driving season. (If you fill it out before you get to the event, but after you have inspected your car, you can save some time.) If your car has been recently serviced by your mechanic, have him stamp and date your sheet..

OK, now it's time for your FREE tech inspection by your friendly, hardworking, volunteer tech inspection crew. Here is what we are looking for from you:

- Engine turned off.
- Your attention.
- Lid or lids open.
- Everything out of the car.

Yes, everything out of the trunk, the glove compartment and from un-

der the seats. Even your mats have to come out. If something slides out from under your seats while you're driving it could interfere with your pedals. Loose objects can become projectiles in crashes or could make noises that distract your concentration while braking or cornering. Take everything out and stack it somewhere. (We're a friendly and honest group.) Then, just before you get to the front of the line, we will hand you a torque wrench. Torque your lug nuts. We will have the wrench set at the proper torque setting for your Porsche.

- Next, we will inspect the following:
- Brake pads for wear, 2mm minimum thickness.
- Throttle cable while you are in the car pushing pedal. It must snap back.
- Brake lights while you are in the car pushing pedal.
- Brake fluid in reservoir. Level up, fresh, and clean. On 911's the reservoir is under the trunk carpeting. Unsnap your carpeting.
- Battery which must be securely fastened down. No corrosion.
- Wheel bearings by pulling on the wheels.
- Helmet which you have to show us. It must have a '85 or later Snell sticker which is inside un-

der the padding.

(We have found cars with loose lug nuts, sometimes on all four wheels, almost no brake pads, bad bearings, missing oil caps, low brake fluid, and no brake lights. Not safe on the street, and definitely not safe in our event!)

Finally, it's time for your reward. When you pass our tech inspection you win a sticker that we put on your windshield's upper left hand corner. With this sticker on your windshield the starter at the autocross or drivers' ed will let you on the track. You've got to have one or you don't drive in the event!.

This procedure is repeated at every autocross and track event. As with every other club event, we always need help. So, volunteer for the tech crew. Teching cars is interesting. You get to meet each driver and see every car. If you would like to assist during the year, please call Mike Gray at 630.420.2329, or come to the event a little early and volunteer. Everyone is guaranteed a job! Remember no one starts until everyone has been teched. No one gets teched without workers. Please do you share and help out.

So, come to the event, get teched, and have fun!

DOUBLE YOUR GARAGE SPACE



Harding-AFG CAR LIFT has an exclusive feature that allows us to stack two cars totaling in height more than the ceiling height.

NO FOUNDATION OR FLOOR PREPARATION REQUIRED!!

All Car-LIFTS are of galvanized steel construction. Call us for a demonstration.

We can help with all car parking problems, with "above ground" or "below ground" systems.

CIRCLE AFFILIATED SYSTEMS, INC.

A Harding-AFG Dealer

P.O. Box 1729 • Palatine, IL 60078-1729
1-800-447-7410 • FAX (708)359-9218

Tech Session, Concours School, Chili Tasting, & Edible Art Contest!

by Chris Ingot

This was one of those events, that, if you couldn't find something that interested you, then why be a member? It was a cool but beautiful Sunday in March that brought many cars out of their winter hibernation including mine.

Those who wanted to learn the finer details of concours could do just that with Pat Yanahan and his crew. For those who wanted more tech details, Mike Gray had several models of the Porsche family on display by members who have 'tweaked' their cars a bit; up through a club racer. Questions and hints were in the air as members were trying to prepare for the upcoming concours and driving season.

If someone went hungry, it was purely accidental. There were fifteen different types of chili which included, but were not limited to: beaniest, tomatoiest, meatiest, vegetarian, beanless, etc. The grand finale, the Porsche-theme Edible Art Contest, drew nine entrants. There was a

powder blue pound cake in the shape of a 356 that looked like a porcelain statue. My wife, Vanessa, entered a sheet cake that resembled a "Winter Autocross Fantasy" that won First Place for Originality.

A special thanks go to Nick and Susan Brenkus, Pat and Bonnie Yanahan and Mike Gray for organizing such a great event and to Todd Wilkins and Napleton Porsche for being our gracious hosts.

While every entrant in the Chili Tasting was a winner, the ribbons were awarded to:

BEST OVERALL

1st Place: Bob Ostroga
2nd Place: Dan Gallagher

HOTTEST

1st Place: Peter Faehnrich
2nd Place: Bob & Ginny Gummow

MEATIEST

1st Place: Nick Brenkus
2nd Place: John Mueller

TOMATOIEST

1st Place: Judy Matthews
2nd Place: Amy Murrin

BEANIEST

1st Place: Susan Shire
2nd Place: Jill Girard

The Porsche-theme Edible Art Contest drew entries of both desserts and appetizers. Again, each was a winner, but the ribbons were awarded to:

CREATIVITY

"Beautiful 1961 356"
The Bitterman Family

ORIGINALITY

"Winter Autocrossing Fantasy"
Vanessa Ingot

BEST TASTING

"Porsche Cheese Dip Appetizer"
Bonnie Yanahan



The chili was great and the line was always long.



It's a tough job, but Edible Art judges Lee Lichtenstein, Margo Pinkerton and Pete Hackenson don't seem to mind.

Photos by Steve Rashbaum



The tech cars arrived...



and were inspected from below...



and above.



Pat Yanahan explains the proper cleaning techniques...



and provides hands on assistance.



The Edible Art and Chili Tasting winners!

Blackhawk XXVIII ~ June 18, 1997 ~

8:30 am Registration and Tech open.
10:00 am Mandatory Drivers meeting for all entrants
who have not run this event previously.
11:00 am Registration closes.
5:00 pm Track closes.

***** Dinner will be immediately following at a site to be announced at the track. *****

Directions: Northwest Tollway (I-190) North to IL 75 (just south of Wisconsin border). West on IL 75 to T (Blackhawk Road). Right to Shirland. Left on Shirland to Fischer. Left on Fischer to T (Prairie). Left at T and then about 1/4 mile to track entrance on right.

Blackhawk is an eight turn 1.8 mile track located in South Beloit, just outside Rockton, IL, close to the Northwest Tollway. Learn to drive your Porsche or other sporty vehicle at high speed in complete safety. At these events we allow lesser cars to participate. We are not suggesting that you bring the family mini-van, but sports cars that pass tech inspection will be permitted.

The entrants will be divided into three classes so that slower cars and/or novice drivers will not be on the track at the same time as the faster cars. Please remember that the club's insurance requires that all drivers wear long

sleeved non-flammable shirts, long pants, socks made of non-synthetic materials, closed toe shoes, and a Snell 85 (or newer) rated helmet while on the track. Driving suits are recommended.

To save time at the track, you may bring a letter or completed PCA CHICAGO REGION TECH INSPECTION SHEET signed by a recognized Porsche dealer or mechanic stating your car has been prepared for the track. Change your oil, brake fluid, and brake pads and come out and have a great time!

June 18th Blackhawk XXVIII Registration

Mail to: Peggy Gallagher, Registrar
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions: 708.784.0784
Fax: 708.784.0785

Drive #1 Name: _____ Phone # _____

Member: ___ Applicant: ___ Guest: ___ of _____

Experienced: ___ Novice: ___ List Experience: ___ Permanent Car # _____

Driver #2 Name: _____ Phone # _____

Member: ___ Applicant: ___ Guest: ___ of _____

Experienced: ___ Novice: ___ List Experience: ___ Permanent Car #: _____

Car Make: _____ Model: _____

Fee: \$125.00 Pre-registered Make checks payable to PCA - CHICAGO REGION
\$140.00 At the gate
Second driver free if family member

Kane County Cougars

vs

Peoria Chiefs

~

Game Time: 6:00 p.m.

~

June 21, 1997

\$15.00 per person

Picnic Dinner begins at 4:00 p.m.
Cheeseburger, Bratwurst, or Chicken
Breast Sandwich
Pasta Salad, Potato Chips,
Malt Cup

Guest enter Gate 1

50 reserved Bleacher Seats for our group

FIREWORKS NIGHT

Kane County Cougars
34W002 Cherry Lane
Geneva, IL 60134
630.232.8811

Directions to the ball park in the next
month's issue of the **Chicago Scene**

Member/Applicant/Guest Name: _____

Phone Number: _____

Make checks payable to PCA Chicago Region

Total Number of People Attending: _____ x 15.00 = \$ _____ Amount enclosed

Please the mail registration form to: Peggy Gallagher
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions? 708.784.0784

PCA Chicago Region Welcomes It's New Members

March 1997

Robert Nicolazzi
Winnetka, IL
1997 993 Cabriolet

George Binder
Prospect Heights, IL
1982 911

Robert Boxall
Evanston, IL
1987 944S

Jon Burgis
Park Ridge, IL
1978 911 SC

James Smith
Palatine, IL
1996 993 C4S

Marty Hahnfeld
Bartlett, IL
1997 993 Turbo

Michael Liebovitz
Naperville, IL
1990 C4 Cabriolet

Rex Covington
Elgin, IL
1986 944 Turbo

Robert Follmer
Crystal Lake, IL
1959 356 Coupe

Carey Buxbaum
Tinley Park, IL
1974 911

Anthony Shaneen
Wayne, IL
1996 993 C2

We look forward to
meeting you at the events
and seeing your car.

Scott McLaughlin
Evanston, IL
1971 911T

Mike Haas
Algonquin, IL
1987 911

Rod Trautvetter
Glen Ellyn, IL
1997 C4 Cabriolet

Bill Murrin,
Memebership Chair

Terry Neer
Port Byron, IL
1977 911S

Len Quartetti
LaGrange Park, IL
1997 Boxster

Mark Hampton
Cary, IL
1997 911 C2

Body Werks of Barrington

For the Finest in
PORSCHE, MERCEDES and BMW
Work and Painting

DESI VINCZEN • 126 Cook Street • Barrington, IL
381-9144



TRES CHIC RACING PRESENTS

ROCKFORD SPEEDWAY AUTOCROSS

June 29, 1997

Registration/Tech: 10:00-11:00 am
Drivers Meeting: 11:00 am
First Car Off: 11:30 am

Jeff Girard (in his infinite wisdom) decided it was time to ask some of the ladies of the club to put on an autocross. Hence, "Tres Chic Racing" (think about it). We promise one of the most exciting events of the year: high banked oval turns, high-speed use of the straights, and a challenging autocross through the figure 8. Over the last few years, we have been able to provide drivers with 5-7 runs, and depending on the numbers of drivers, we hope to do the same this year. Concession stands and restrooms are available at the track. A local establishment will be chosen at the end of the day for all to congregate and swap stories.

We would like to encourage women who have not driven at previous events to come on out and participate. We plan on parade laps to familiarize you with the track (we

will also provide lots of support and encouragement). Ladies, here's your opportunity to put the Porsche on the track!!

Please remember that you will need a Snell 1985 or later helmet to drive. You will also need a valid driver's license at registration.

Any questions? Please call:

Event Chairhotshoewomen:

Susan Brenkus 630-766-4734
Jill Girard 630-985-6739
Marla Turek 630-961-2439

Directions:

I-90 to Riverside Blvd exit, go west 2.5 miles to Forest Hills Road, turn right, 3 miles to track.

First Driver: _____ \$25.00 (\$30.00 non-PCA member)

Phone #: _____ Member ___ Applicant ___ Guest ___ of _____

Second Driver: _____ \$5.00 (Ladies, you can't pass up that price!)

Phone #: _____ Member ___ Applicant ___ Guest ___ of _____

Please make checks payable to PCA-Chicago Region Amount enclosed \$ _____

Autocross Class: _____ Permanent Car Number (previously assigned): _____

Mail to: Jill Girard, 8630 Lemont Road, Darien, IL 60561

Racers' Alert! The Blueberries Are Coming!

By Gary Knoblauch

Time is running out and the sky is falling!

Actually it is March and it's snowing outside; but the beginning of our racing season is just a few short months away. For those of us planning on an exciting weekend at Gingerman Raceway in South Haven, MI in August DO NOT DELAY MAKING YOUR HOTEL RESERVATIONS. Even though August 9 - 10 is months away, that very weekend is the 34th Annual Blueberry Festival. ACT NOW; most hotel, motel and B&B rooms are already booked. South Haven usually has overflow crowds for this 4 day event. There is an art show, petting zoo, entertainment, beach volleyball tournament, offshore power boat races and an air show at the South Haven airport.

Aside from the lodging problems

be aware that dinner in the evenings will also be a trying time. Most restaurants do not take reservations and the wait can be up to two hours. Breakfast should not be so bad as most of us will want to be at the track early.

The following is a listing of some of the hotel, motel and B&Bs that you may want to try. If you are having trouble finding accommodations call us at 630.325.1086. Myra and I will try to help you with alternatives.

Don't forget that Michigan time is one hour ahead of Chicago.

Econo Lodge
09817 M-140 Highway
800.955.1831 or 616.637.5141

Old Harbor Inn
515 Williams St.
800.433.9210 or 616.637.8480

Victoria Resort B&B
241 Oak St.
616.637.6414

Arundel House B&B
56 North Shore Dr.
616.637.4790

Carriage House B&B
233 Dyckman Ave.
616.639.1776

North Beach Inn B&B
51 North Shore Dr.
616.637.6738

Ross House B&B
229 Michigan Ave.
616.637.2256

Yelton Manor B&B
140 North Shore Dr.
616.637.5220



R. Fischer Motors, Inc.

Specializing In Repair of

Porsche ■ Mercedes Benz ■ BMW ■ Volkswagen ■ Audi

30 Year Factory - Trained Technicians

Competition Performance Service

Modifications on Suspension and Engines
Featuring Hunter Wheel Alignments

908 S. Northwest Highway (Rte. 14)
Between Lake Cook Road & Dundee Road
Barrington, Illinois 60010
(708) 304-8822 - 8823

Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM

The Mart

Members of the Chicago Region PCA are welcome to place ads of a non-commercial nature at no charge in "The Mart." Non-members fee for this service is \$5.00, payable to PCA Chicago Region. Ad material must be received by the 5th of the month for inclusion in the next month's issue, are subject to editing, and will run for one month. Please limit ads to 75 words or less.

Susan Shire and Steve Rashbaum,
Editors
Chicago Scene
9507 N. Central Park Avenue
Evanston, IL 60203-1103
Phone: 847.674.2285
E-mail: SShire9066@AOL.COM
FAX: 847.679.8973

FOR SALE

PORSCHEs

1966 912 #453934. White/black interior. Solid car. Engine re-built at 87K, remaining mechanical parts either replaced or re-built. Garage kept, never driven in rain or snow. Two sets of wheels; Fuchs W/R1's and Blk steel w/radials. 100K miles. Call for list of improvements. \$8800. Marc Gerke 630.654.3761.

1971 Porsche 911 Race Car 3.4/340 or 2.8/245 motors, 5 sp with Quaife and shortened gears. 2150 lbs. Full cage, cell, huge brakes, BBS, fire system, coilovers, dual masters, RSR clutch, flywheel, struts & bodywork. Vintage legal. 2:28 at Road America. \$50000/35,000. Glenn Sapa, 27W506 Wallace Rd., Wheaton, IL 60187. (eves) 630.690.0667.

1978 911 Targa SC Guards red/black leather. 83K miles, 3.0 liter eng, 5 sp., A/C. No accidents, garaged winters, good gas mileage. Exc. cond., all maint. current, Motor Works, Barrington - mechanic will discuss car's condition and recent maint. "Car could be driven for another 90K mile before any major engine work is required." Car cover, front bra, 2 rear

seats with seat belts. NAK stereo with cassette deck. \$15,995 Firm. Joe, Algonquin, IL 847.854.1940
1979 928 Coupe Red/tan leather. #9289200351. New rear brake pads & disc. Newer B.F.G. comp T/A tires, clutch package, steering rack, catalytic converter. Good condition. 80K miles. No track, garaged, summer car, non-smoker. \$10,000/obo. Matt Nielsen 847.604.9828.

1981 911 SC Coupe Silver/black leather. 49K miles, 22mm adj. Sway-bars, 22mm front & 27mm rear torsion bars, sport shocks, SSI w/sport muffler, 6x7 with rear wheel spacers, solid clutch, lightweight pressure plate, shock tower brace, SS brake lines, cool-brake kit. Carrera tail, front valance oil cooler w/brake vents and SS oil lines. 5 point harness. No winters, accidents, dings or A/C. \$21,000. Vic Harris 8847.382.3217 (eves) or e-mail <pawrus@ibm.net>.

1984 911 Carrera Coupe Guards red/black interior, Exc. performer. WPOAB0914ES121295. Sunroof, power windows, A/C., Blaupunkt AM/FM stereo cassette. BF Goodrich TA comp R1 (frt 205 55 15, rr 225 65 15). Incl twin 5 pt harness w/ Weltmeister harness guide. SS brake lines. Slotted rotors. Performance friction brake pads. \$14,000. Paul Jarabek, 815.728.1188.

1986 911 Carrera Black/saddle. Factory Fuchs, whale tail and front spoiler with driving lamps. 77K, 5 sp. Beautiful orgl cond! New tires (less than 200 miles), new B&B sport exhaust, short shift, Momo Corse wheel, in-dash CD player. Recent Eurosport tune-up. New 993 arrived! Must Sell! \$25,000. Paul 708.445.2304.

1986 911 Carrera Targa White/red leather. 53K miles, front spoiler, mint inside and out. 7&8x16" polished rims with matching paint and

Porsche wheel rests, 930 leather console, loaded, never raced, stored winters, all records, maintained by Perfect Power. \$23,000. Paul, 847.949.8540 (eves).

1986 911 Coupe Silver/black leather. Consistent Concours Winner. 1st place in Class B (street) last two times entered. Cover of Chicago Scene June, 1996. 37,000 pampered miles and garage stored. 37.5K service done. Spoiler F/R. Robert Wood painted and polished 16" factory wheels with enameled Porsche crest center caps. Factory short shifter. Never raced. Non-smoker. Standard power items. Nakamichi stereo cassette and speakers (8) with 2 amps. #WPOAB0914GS22000. Illinois plates "ENDORFN". Myron Walters 630.690.3134.

1986 911 Turbo Coupe Dark blue/gray interior, #WPOJB0930GS051055, 34K miles, Ruf intercooler, K27 turbo, adjustable boost, front oil cooler, SS exhaust headers, Borla SS exhaust, Ruf front spoiler, \$34,000. (eves) 630.887.7480, Stuart Acker, 10 South 533 Glenn Dr., Burr Ridge, IL 60521.
1986 911 Targa A/C., cruise, p.w., p. Seat, leather, Blaupunkt AM/FM stereo cassette, 48K miles. Beautiful car thruout and needs nothing. \$21,900. Call Jerry Kowalczyk 630.377.2251.

1987 911 Carrera Cabriolet Red/tan leather. #WPOEB0913HS171465. Garage kept, non-smoker, 10 play CD changer, Alpine alarm, teletrac, D40M2 tires, Porsche crest wheels, pw seats, Tonneau covers, front & rear spoilers. Flawless Concours car. All records. 28,087 miles. Serious inquires only. \$33,500. 847.516.7941 Walt Koblenz, 1305 Cougar Tr., Cary, IL 60013.

1987 928 S4 Silver/blue interior. #WPOJBO924HS860714. 10K original miles, automatic transmission, Yokohama tires, new timing belt and

Mark

hoses. Non-smoker, no winners. This car is perfect. \$28,000. Mark Weiler, PO Box 1224, Wayne IL 60184-1224 (home) 630.497.9890, (work) 630.766.8410. 1988 930 Turbo Guards red/black. Dealer maintained, records. Exc condition. A/C, sunroof, pw, Blaupunkt, factory alarm. 39K miles. 35K done. New Potenza Z's. \$35,000. 414.683.9577 (11 - 7 pm only). Jim Laughlin.

1989 944 S2 Black/burgundy leather sport seats, 62K miles, new clutch, Quaife, competition suspension (bars, shocks, springs, the whole ball of wax), lowered/chassis balance, chip, 2 sets (Turbo S and S2) of wheels and tires w/R1's. Car is well sorted out. Parade winner 1994, 2nd place 1996. Offered at \$17,500. Cal Nick Brenkus (days) 847.540.2258 (eves) 630.766.4734.

1989 944 Turbo S Red/black leather. Exc. cond., very clean, all maint. up to date: new timing belt and all belts, full tune-up. Needs nothing except a new owner. Rare factory "turbo" fender graphic & other options. Factory stock. Never raced or chipped. Great handling, low maintenance, seriously fast! \$18,750/obo. Motivated seller. Guy Gardner 773.779.1023 or fax: 773.779.4624.

1992 3.6L Carrera 2 Coupe Polar silver/black full leather. Power seats. Always garaged and covered. #WPOAB2963NS420347. Standard factory options. 6K miles. Absolutely perfect. \$43,000. Nicholas Rhodelhamel, 301 East Sunset Court., Madison, WI 53705. e-mail nrhodelhamel@agronomy.org. (days) 608.273.8090, ext 317, (eves) 608.233.2230.

1992 911 C2 Coupe Red w/tan interior. Seats have red piping and Porsche crest. Car has all the extras (ie hand painted wheel crests). New SuperCup flywheel and clutch system (less than 500 miles). K&N filter, B & B sport exhaust, aftermarket cd/stereo. Very fast. Exc condition. Harness bar and 5-point seat belts available at additional cost.

\$37,500/obo. Robert Trahan (H) 773.883.0901, (W) 847.590.7519, (V/Mail) 630.612.5024.

1992 968 Coupe Black/tan leather. 6 spd. Exc condition. New Dunlop Sport RT 8000 tires. 36,500 miles. Matt (wk) 847.706.4223.

1993 911 C2 Targa Red/tan, 18K miles. Never driven in rain or snow. Garage kept and covered. Beautiful car. Must sell. Bill Meyer e-mail: wmyer@uic.edu, (days) 312.996.3204,

OTHERS/PARTS

1995 Mercedes-Benz E300 Diesel Imperial red/Beige interior, 38,500 miles. All service done at M-B dealership. All records and receipts since new. \$30,000 or tempt me with a late model 911 in trade. Dave 847.680.5329.

911 Wheels/tires original Fuchs alloy wheels (2) 7 x 16 & (2) 6 x 16 used only for 1000 miles. 4 Goodyear comp T/A R1s mounted on & used only 1 day @ Blackhawk last summer. \$1850 for set. Jim Mansfield (work) 847.695.6000 (home) 847.304.0369.

914 parts 2.0L engine/trans \$1,100, exhaust, locks, brake calipers, doors, center console and one of everything else. Turbo Bob Turner (eves.) 847.458.0965 or ILXLR8@aol.com

914-4 Parts Set of Mahle alloys, in exc condition, with lugbolts; complete 73-74 interior; sideshifter trans

& linkage; 75-76 bumpers, front with driving lights; electrical brake; suspension; steering; lids; early and late doors; door handles; glass; many other parts. SASE for list. Lance Trusty, 8236 Hawthorne, Munster, IN 46321; 219.838.7275 or Trustyl@aol.com.

944 Turbo Parts S-4 brake calipers, \$500 per pair; Gas slotted rotors, brand new, \$350 per pair; Turbo cup springs, \$300; Club sport forged wheels, 8"x16", \$475 each; Manual steering rack, \$175; Electric seats out of Turbo S, partial leather(non-sport), blk, adjustable, mint, \$599; Complete interior w/ air bags. Buyer pays shipping. Andy Mandell, 2441 Leavitt, Chicago, IL 60647; 847.433.8622 or 312.901.3649.

Bell Vortex Kevlar Pro Series helmet. Size 7.5. Includes both smoke and clear shields. SA90. \$350. Pyroprotect 2 layer PBI/Kevlar driving suit. Fits 6' - 180-190#. \$300. OMP gloves. Size XL. \$40. OMP neck brace. \$40. Pyroprotect high top shoes. Size 11.5-12. \$30. Gene Pish, Bloomington IL. (H) 309.827.4795, (W) 800.766.4640.

Valentine One Radar Locator with Laser detection and optional concealed display module. "Better than diplomatic immunity". Works well. Cost new: \$468, your cost: \$200. Bruce Janecek, (weekdays) 708.354-1901, (other times) 708.361.8421, (fax) 708.354.1903.

A	Bacino's Restaurant	Back Cover
D	Barefoot Bay	34
V	Body Werks of Barrington	42
E	Brey-Krause Mfg. Co.	34
R	Burkhardt Automotive	9
T	James Cady Agency	32
I	Emmons Coachworks	14
S	EuroCare	34
E	R. Fischer Motors, Inc.	44
R	Garage-Doubler	37
	Bill Jacobs Motorsport	Inside Front Cover, 16
I	Midwest Eurosport	14
N	Ed Napleton Porsche	Inside Back Cover
D	Northstar Motorsports Ltd.	30
E	PartsHeaven	30
X	Part Werks	9

suspecting guests sit in darkened living rooms and look at photographs of statues until their eyeballs turn to marble.

No, these weren't just snapshots of Jerry and Helga and Jim and Bonnie touring the Continent in another banal amateur travelogue. The vacation-trip slides had been organized into a fiendishly clever approximation of a genuine rallye, which is, according to the dictionary, "*a competitive long-distance automobile run, esp. of sport cars over public roads and under ordinary traffic rules with the object of maintaining a specified exact average speed between checkpoints over a route unknown to the participants until the start of the run.*"

This is a sport recognized by Webster's Third International, and even that permissive reference work contains no parallel word legitimatizing whatever it is that big cars do: Despite those breathless trafficoppter reports on rush-hour radio, "commute" has no status as a noun.

The printed rallye instructions distributed by Gladish resembled housewarming invitations that a couple might send out if they had just moved to an obscure dead-end street in an isolated suburb. Contestants were faced with a bewildering checklist of landmarks, road signs, turns, and crossings. Miles-per-hour figures were stipulated. Club members were required to match these data with the slides they saw—tho not all the information was useful—and compute the number of miles traveled from start to finish. In a *genuine* rallye, they would try to complete the course while maintaining the stipulated average speed. A perfect score would be given to those who completed the rallye with zero deviation from the average speed (on the road) or total miles traveled (in the Glenview Country House).

It would be pointless to describe the action in detail, because it consisted mostly of tedious calculations, relieved only by some remarkably beautiful slides and scattered curses from veteran rallyists who longed for

the growl of engines and the joy of precise driving over a network of mysterious byways in a finely tuned automobile. Gallagher had intended to bring a tape recording of his model 911, purely for nostalgia, but he forgot. It probably wouldn't have helped much, anyway. Gallagher did find this indoor rallye more challenging than he'd thought it would be, however; he was forced to work feverishly over his clipboard and stop watches. The directions were tricky, and a careless (not to mention carless) navigator could easily veer against the grain on a one-way street or mistake a parking lot (in a picturesque Bavarian village) for a left-turn opportunity."

"This is really screwy," Gallagher said at one point. "It keeps you confused." On the road, he could compensate for speed errors and retrace his route if he misinterpreted directions, but the slide projector was unforgiving. His pride was shattered early in the game when a slide popped up with a picture of an expressway exit sign. The instructions ordered a change in average speed to 120 miles per hour (a velocity allowed only in restaurant meeting rooms) if the drivers happened upon "James Street"—and here it was! Gallagher grunted and hit the button on a stopwatch.

He was embarrassed to learn that this had been a goof. Meyer announced during the next checkpoint stop that it hadn't been "James Street" at all.

"Why *wasn't* it 'James Street'?" Gallagher yelled from the rear of the hall. "Aha!" squealed Bonnie Gladish. "Gallagher fell for it!" Rallyemasters rarely fool Dan, and they were as proud of themselves as Dan was mortified when they backed up the slides and pointed out that the sign had said "Jamet," not "James." Gallagher looked wounded. "S—, we just couldn't read it from back here, that's all!"

It was a lot of fun, if you happened to like doing rapid arithmetic in a stuffy banquet facility. "I deliber-

ately came late," one member said as she watched the contestants rubbing their eyes and heading for the bar and some post-rallye socializing. "I like to drive," she said, "and just sitting here in this, uh, *classroom* setting struck me as an incredibly dull idea."

Mike VanderWerff, a young architect known to club members as Black Bart because he drives a black 911 and dresses like a mod clergyman, also chose to sit this one out, altho he conceded that a slide rallye was okay for a change of pace. "With this energy crisis," said Black Bart, "you really should make some accommodation."

If anything, the slide rallye did prove that the game could be played without the cars, even if it wasn't much more satisfying than a rousing set of Zen tennis. And the members certainly saved fuel. "To go 100 miles—the length of a regular rallye—would burn up about four gallons," Jerry Meyer figured. "So if we have 60 cars represented here, that's 240 gallons of gas that weren't used."

Members of the Porsche Club of Chicago are terribly afraid that their hobby may be legislated out of existence because it's such a conspicuous consumer of gasoline. How do you persuade the uninitiated that other sports *inhale* fuel, relatively speaking? Just look at the jammed parking lots surrounding the stadiums and race tracks! They had shown their sincerity today; but seriously, folks, must they be reduced to *this* forever?

During a big lull amid the smaller lulls that had filled the afternoon, a shopwindow full of German sausages appeared on screen. A woman looked at it for a moment and remarked, before returning to her equations, "This is the *wurst* rallye you've ever run." Everyone laughed at her pun, but the truth behind the casual statement did not amuse anyone in the slightest.

(The Editors are extremely grateful to Bruce Janeczek for sharing this article from his personal archives.)

Oversteer

Rallye 'round the relish tray

by Robert Cross
Chicago Tribune Magazine,
April 14, 1974

What with the energy shortage throwing people out of work, crippling vital transportation, shutting down industries, and driving prices to the limits of economic sanity, it's difficult to empty your tear ducts for an organization like the Porsche Club of Chicago.

These are, after all, upper-middle income sports-car owners, and if they choose to devote their leisure time to an expensive automobile, that's their tough luck. Still, the really mind-snapping aspect of any austere period is the depressing effect it has on our nonessential pleasures. We can cheerfully cut the corners off a few necessities if we must, but bleak periods like this are much easier to bear when we're allowed to keep a cherished vice or two.

Sports-car owners must comprise more than gin-rummy players, bar files, and other sportsmen, however; and so, on a recent Sunday afternoon, about 60 members of the Porsche Club gathered in the Glenview Country House restaurant and tried to salvage some fun out of a grim situation. Just to show what responsible citizens they could be, the Porsche owners staged an indoor "slide rallye," using a projector and screen instead of bucket seats, and burning psychic energy instead of fossil fuels. "Rallye" would retain its silent *e*, with its faintly British suggestion of rolling countryside, but these motorists would try to navigate around a filmic itinerary, one concocted of Kodachrome by **Jim Gladish** and **Jerry**

Meyer, the rallye-masters" for the occasion.

"It's a Porsche event without the Porsche." Gladish said brightly. "Everything you do in a normal rallye, you'll do here-except burn gas." Meyer added with an optimistic lilt.

Everything was as close to normal as anyone could make it, even the costuming, which ranged from the elegant paisley sportshirts and trim slacks of the rallyemasters to the scruffy denims and leathers of the most hardened rallye freaks-the ones who arrived with clipboards, twin stopwatches, electronic calculators, and permanently etched frowns of deep concentration. (And at least one T-shirt emblazoned, "Porsche Is a Two-Syllable Word," which everyone there already knew.) Meyer describes this breed as 'rabidly fanatic-the guy who's going to kill the rallye-master at the last checkpoint."

Dan Gallagher is representative of the type. The 32-year-old lawyer and editor of the club newsletter admits, "I'm good, I'm really good. I won overall club champ three years in a row." Gallagher tried hard to keep his spirits up. His booming voice crashed across the meeting room during the registration period, and his camera's strobe unit kept exploding as he captured the scene for his readers. He wore spirited scarlet slacks and festooned his T-shirt with buttons that said "Porsche Uber Alles" and "I'm an Irish Lover," but his dark hair looked frenzied, as if he had been swiping at it like a yapping basset hound trapped in the bottom of an empty oil drum. He just couldn't get his heart into it.

"I've got a \$10,500 car sitting home in the garage," Gallagher moaned. "With my Porsche, I get 21 miles to the gallon on the highway; why should I suffer because every-

one else wants to drive Cadillacs and Buicks? It makes no sense."

He wasn't the only one. Conversation near the cash bar or the registration table (the event, including dinner, would cost \$11.50 each, \$18 a couple-without a single, satisfying shift of the gears) sometimes sounded dangerously bitter, altho a few of the wives were relieved that, for once, they wouldn't be imprisoned in a Porsche cockpit with an obsessed husband and taking vile abuse for some addle-headed misinterpretation of the general instructions. "I'm glad we're doing it this way," one woman whispered. "They can't yell at you here."

But this whole business was unfair, went the general tenor of the comments, because the car around which these people had built most of their social life is a superbly designed machine-light in weight, fast, but economical. It was ingeniously crafted to handle the limitless speeds of the Autobahn in its native Germany and yet get around the severe taxes that Germany imposes on big engines. It's a car that beats the high cost of driving without sacrificing speed, luxury, or nimbleness.

And-as the slides would soon demonstrate-Porsches aren't *prohibitively* tiny. **Bonnie** and **Jim Gladish** joined **Helga** and **Jerry Meyer** on a motor tour of Europe last summer, and all of them managed to survive for three weeks in the Meyers' brand new Porsche Targa.

Bonnie did confide that sitting in the vestigial rear seat with Helga had made her carsick, but she wouldn't have missed that vacation for anything. "It was great," Bonnie said. "The other night, when we were choosing scenes for this rallye, we got all hung up looking at those silly slides again."

As it turned out, the Meyer-Gladish team had every right to ignore the member who complained that the club had become a "captive audience" for that familiar and dreaded entertainment in which un-

(Continued on page 47)



Witness... Whats New and Exciting in the World of Porsche



In an effort to serve you better Ed Napleton offers a State-of-the-Art Service facility and quality service technicians with years of experience. When you make an appointment for service, Ed Napleton Porsche has Free Loaner Cars or if you would rather wait there is a convenient waiting area with private cubicles to conduct your business uninterrupted.

All service includes at No Charge:

- SHUTTLE SERVICE TO & FROM WORK
- SERVICE CASHIER OPEN UNTIL 8:30 PM
- 21 POINT FREE SAFETY INSPECTION
- HAND WASH & VACUUM
- FREE DELIVERY & PICK-UP WITH APPOINTMENT

The Napleton legacy dates back to the 1930's. Selling quality automobiles and providing unprecedented service. We hope that you will give us an opportunity to service you.

The All New Boxster

*204HP, 2.5 Liter Mid-Mounted Watercooled Engine,
9.1 Cubic Feet of Trunk Space in Rear and
Plenty of Storage Space in Front.*

It's New and It's Exciting at...

ED NAPLETON
PORSCHE

745 W. LAKE ST • ELMHURST
708-941-4300

SERVICE HOURS: MON - FRI: 7:30AM to 6:00PM, SAT: 8:00AM to 3:00PM

HOT, FRESH AND...FAST!



AMERICA'S 1ST HEART-HEALTHY PIZZA!

FRANCHISE OPPORTUNITIES AVAILABLE 1 708/655-1982

"Best stuffed spinach in town."

Crain's Chicago Business

"Mouthwatering, to say the least!"

The Boston Globe

"One of the nation's top independents"

Pizza Today

Featured in the New York Times, USA Today, Bon Appetite, ELLE and others.



2204 NORTH LINCOLN AVE.. CHICAGO
1504 NORTH NAPER BLVD. NAPERVILLE

75 EAST WACKER DR. CHICAGO
1001 WEST BELMONT AVE. CHICAGO

CHICAGO SCENE
9507 CENTRAL PARK AVENUE
EVANSTON, IL 60203

SECOND CLASS
POSTAGE PAID
AT AURORA, IL

DATED MATERIAL

