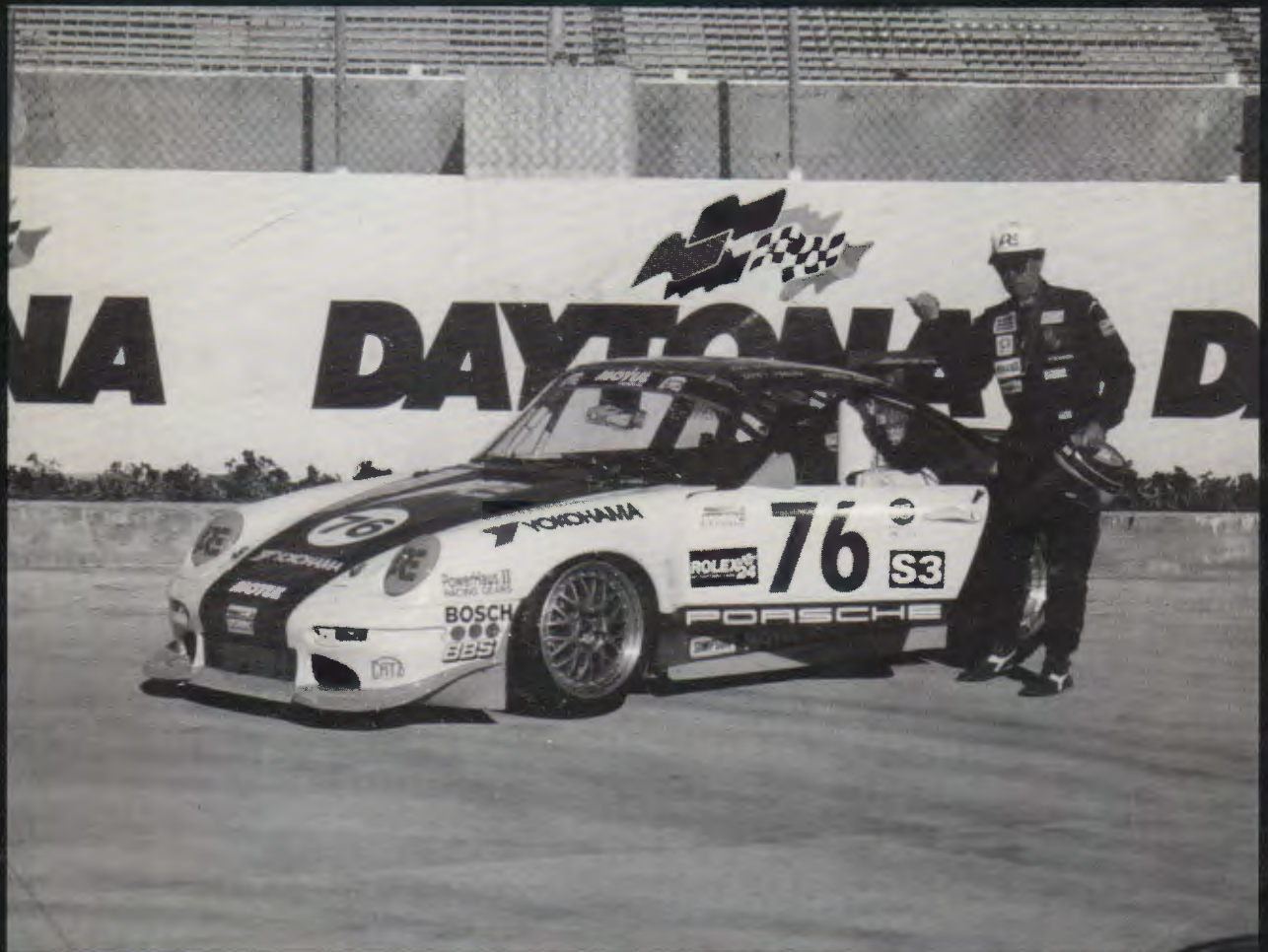


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Chicago Scene

APRIL 1998



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Chicago Scene

April 1998 Volume 42 Number 4

Chicago Region 1998 Calendar of Events

- January 11 Tobogganing & Hackney's
January 18 General Membership Annual Meeting
February 8 Restaurant Tour - Cafe 36
February 28 Bowling & Dinner
March 8 Concours School
• Chili Tasting • Edible Art Contest
March 15 St. Patrick's Day Party
March 22 Rallye School
April 5 Safety Tech Session
April 19 Rallye I
May 3 Drivers' School
May 13 Blackhawk I Drivers' Ed
May 17 Concours I
May 23-24 Road America Drivers' Ed
May 31 Autocross I
June 7 Rallye II
June 17 Blackhawk II Drivers' Ed
June 20 Concours II • Zone 4 Concours
• Gimmick Rallye
June 28 Autocross II
July 18 - 19 GingerMan Drivers' Ed
July 25 Kane County Cougars
August 2 Potter's Picnic • Concours III
August 9 Autocross III
August 12 Blackhawk III Drivers' Ed
August 22 Golf & Dinner
August 30 Autocross IV
September 5-7 Concours IV (at Road America)
• Drivers' Ed • Trac 98 Club Race
September 16 Blackhawk IV
September 20 Autocross V
September 27 Rallye III
October 10-11 Blackhawk Octoberfest
October 18 Concours V
October 24 Rallye IV
October 25 Rallye V
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Cover Photo: John Ruther at The Rolex 24 Hours Of Daytona

Photo by Greg Turek

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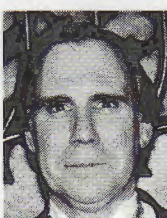
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Aungahh!

In this issue please note the new directions to get to Blackhawk Farms Race Track as the ramp at IL 75 and I-90 is closed for summer repairs. Ginny Gummow has provided us with alternative directions that not only take us easily to the track, but route us by two gas stations in downtown Rockton.

"March Madness" had a different meaning for us as the month was full of gross insanity. We finally decided upon and mailed to the Newsletter Committee our entries for the Newsletter Competition. After much deliberation and consultation with many PCA friends, we decided to enter the October and November issues. Almost simultaneously with dropping the box in the mail we received our confirmation from the Parade Committee and are looking forward to that adventure.

In the past several weeks we've gone bowling with this wonderful club. We've also eaten chili and consumed edible art while watching the 'clean car nuts' show us how to do it right. And we've pretended to be Irish and played pool at the St. Patrick's Day Party. Each was a really terrific event!

In April and early May we're looking forward to helping at the Drivers' School and learning at the Safety Tech Session. We're itchy to get the 951 on the track at GingerMan and Blackhawk. But most of all, we are ready to rallye on the Kane County Cool Car Classic Caravan! It's Spring and we're ready to Porsche partake! As always, we hope to see all of you at these events.

In the middle of all of these activities, our jobs, our kids and families,

editing the Scene, etc., we've come to realize that the more time-deprived and age-challenged we become, the more life seems to take odd twists and turns. Sometimes it seems like 'Brownian Motion', at other times destiny. In this case, it is best described by a biochemical phenomenon: The Cascade Effect. Political scientists might call it The Domino Effect. In any event, all of this gross insanity began with the simple observation that we knew very little about Club Racing and wanted to help educate the Region at the same time we were learning. Our racing friends were very helpful but we still had no official connection to the Club Race program. We learned from Monte Smith that Region newsletter editors can get a faux license just so they can get the Club Racing Newsletter and be 'up-to-date' on the racing news.

Step One: Susan suggested to Steve that he apply for the faux license to get on the mail list. Steve had been thinking about Club Racing for the past year and even planned to Club Race in two years as he got more seat time and gradually made some modifications to the 951. The plan for 1998 was a second set of wheels and tires (Susan's Christmas present) and a Nomex suit (Steve's Christmas present) - and perhaps race seats. A Torque wrench and a hydraulic jack were already purchased in anticipation.

Step Two: Stephan fills out the application, reads the rules and begins to rationalize "Why don't I get a real license? I can get seat time racing as there is not much more that I need to do to the car that I wasn't going to do this year anyway. I can just run in Stock Class as the 951 is stock right now. I can just put in a roll bar and race. Since the car will not be heavily modified, we can still do all of the other events we enjoy: concouring and rallying."

Step Three: We begin to get opinions about possible modifications to

the car vs. what really needs to be done. First, Club Racing allows roll bars but everyone recommended a roll cage. We looked at several 951's with cages. We climbed in them. We climbed out of them. We tried the seats all the way back and all the way forward. Then we visited the chiropractor. Can we rallye with a roll cage installed? Nice effect if we get stopped by the police. Second, some suspension changes should be made to give the driver confidence in the car so that worries about loss of control will be minimized and the focus can be on driving a safe race. "Well, the car will be in Stock Class so there can't be much to do." Upon further investigation, this statement is not quite true. Springs, shocks, sway bars and torsion bars can be changed. Since we still want to rallye, what will be the feel of the car on the road? Everyone agreed: not nearly as comfortable as it is now. It will range from teeth rattling to kidney transplantation. Any thoughts of a simple Sunday cruise are becoming faint.

Step Four: Last year we got to the track by filling the 951 to the roof and driving. We will now own 4 additional wheels and tires: they won't fit. We will have to distort our bodies to get in and out of the seats. (Susan keeps muttering something about 'not her best angle'. What do we do about belts when rallying: use the 5-point harnesses or try to keep the 3-point belts? With the new suspension, how will we feel when we arrive at the track? How will we feel about driving home in the car after the event? Maybe our friends with trailers would have room for the wheels. If not, we'll have to drive on the race rubber. We looked at the rules again. Two races a year to get and maintain a license. Add GingerMan to the list. Do we want to do this twice? What about Blackhawk?

Step Five: We wonder if we could purchase a trailer and rent a tow vehicle as needed? It is, after all, only two race weekends that we're thinking about ... and Blackhawk ... and

Aungahh ...

Road America I ... and five autocrosses? And then, if we get a trailer, where do we store it? There is no space in the condo garage: perhaps around in back of the condo? It's paved and no one parks there. Steve will have to petition the Condo Board. If not, maybe Susan will let Steve rip up the rose bush, bulbs, and shrubs in front of her backyard fence and put in a large gate? We begin to call around to see if a tow vehicle can be rented. Not much luck.

Step Six: Maybe we should buy/lease a tow vehicle. It would be nice to have more space than the three series BMW. Susan wants to add a pop-up tent and chairs to the "I want comfort at the track" list. We thought about an Explorer until we drove the BMW and were reminded how much fun it is. Steve wonders how much it will cost to buy out the BMW lease.

Step Seven: We ask friends about tow vehicles. Most of our friends are getting enclosed trailers and Ford

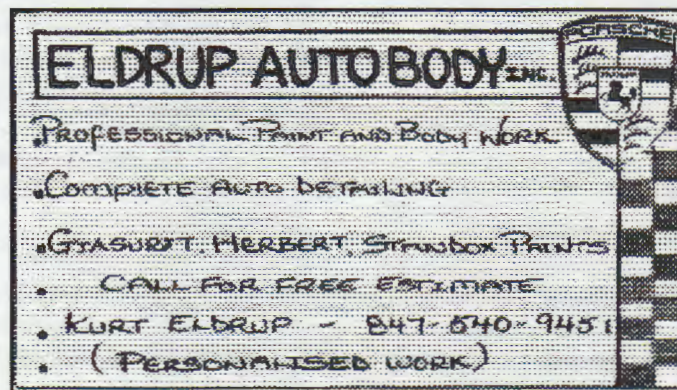
Expeditions. An enclosed trailer is out of the question as there really will not be enough use to justify the cost. However, we learn that even with an open trailer, an Explorer may be too small to safely tow a car on a trailer. The Expedition looks pretty cool and just might work. What about a Suburban? What about the condo garage. 6'4" vertical clearance? The Expedition is out. The Suburban may fit under the garage door but it may be too big to fit into the parking space. We will have to test drive one to the condo.

There is no step eight yet. There are just a lot of questions for which

we have no answers. The 951 is still stock and still in the garage. We still have the BMW. We are still learning from our friends. We're still trying to figure 'it' out. We're having a ball! Funny how things go sometimes.

Steve and Susan

Aungahh (a-úun-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.*



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Briefly Brenkus

I've just returned from our 3rd Chili Tasting/Edible Art/Concours School. This event has become a tradition in the Chicago Region. We had 19 chili contestants, 3 edible art participants, and approximately 150 members show up to learn from the *really serious* clean-car aficionados: how to remove dents, restore, clean and polish our Porsches. I'd like to thank Todd Wilkins of Ed Napleton Porsche and his crew for again hosting this event for us. Thanks also go to the Event Chair Jim Jacisin, the many club members who volunteered their cars and their time, Stan Chewing and crew from Dentbusters, Larry Emmons from Emmons CoachWorks, and Steve Kuchuris.

Many members got the chance to meet and chat with our PCNA Rep. Judd Blunk and his family. Judd, who has a Boxster and plans on spending some time at Blackhawk this year, is very supportive of the region. We look forward to working closely with him, PCNA, and the area dealerships.

At the March Board Meeting, we came to agreement on the details of this year's charity raffle to benefit Lincoln Park Zoo Children's Programs. Co-chairs Tray and Danita Anderson will tell you all about it in due time, but I'm very excited about what they have come up with. (Remember, this is the 50th anniversary of Porsche so you know it will be special!)

Well, we survived the Bowling event without any of our members ending up in traction, although afterwards Nick and John Ruther spent quite a bit of time discussing particular muscles in their posteriors that were sore for a few days. Myra and Gary Knoblauch planned an evening that was a lot of fun for the 50 or so members that showed up for dinner and bowling. Even though I didn't bowl (I didn't want to take away Peggy Gallagher's best effort award!) it was a terrific evening spent with Porsche friends.

By the time this issue gets to you,

our first St. Patrick's Day Party, the Rallye School at Rosati's, and the Safety Tech Session at Northstar Motorsports will be history. I'm sure we had fun, and I'll report in detail next month. However, I don't want to miss this opportunity to put in a good word for the first rallye of the year - the Kane County Cool Car Classic Caravan. Every rallyemaster always promises that his or her rallye can be finished by everyone. In that tradition, we guarantee that the Kane County Cool Car Classic Caravan is finishable. For those that are hesitant, we'll be running a touring class to show you that this can be a lot of fun. The event info is in this issue.

May 3rd is our Drivers' School to be held at Hawthorne Race Course. In the classroom session Ed Leed will provide thought-provoking ways to drive your car, and then Greg and Marla Turek will provide the opportunity for hands-on application of what you learned. This is a wonderful opportunity to see what you and your car can do in a very safe, controlled setting while getting geared up for the first Blackhawk event just a week and half later. Come on out and learn from some of our seasoned veterans! I encourage new and old members alike to come out and

participate in this event. If you don't plan on driving, I'm sure Greg and Marla could use some extra volunteers to marshal and instruct.

Speaking of Blackhawk, the event info and new directions to the track (due to road construction) are in this issue. Dan Gallagher has promised "Gallagher weather" and has even made arrangements to have the concession stand open on the 13th. It should be a perfect way to start the 'track season'.

One other thing I would like to mention as we start the busy part of the year is that Susan Shire and Steve Rashbaum put a lot of hard work into this magazine. One of the things I know that they enjoy is when members cheerfully agree to write articles about the good time they had at an event. We get tired of hearing from the same old people, and would love to hear from someone we either haven't heard from in a long time or a newer member with a fresh perspective on things. Believe me, Susan and Steve would love the problem of having to pick between numerous articles to print. This is one of the many ways you can volunteer your time to help the club. We'd love to hear from you!!!

Susan




Nick and Susan Brenkus with Todd Wilkins (center) of Ed Napleton Porsche, our host for the Concours School, Chili Tasting, and Edible Art Contest.

Photo by Steve Rashbaum

April 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3 Board Meeting	4 GingerMan Open Track Days
5 Safety Tech Session at Northstar Motorsports	6	7	8	9	10 Scene Copy Deadline	11
12	13	14	15 Deadline for Cruise Reservations	16	17	18 CR - Road Atlanta
19 Kane County Cool Car Classic Caravan Rallye I CR - Road Atlanta	20	21	22	23	24	25 GingerMan Open Track Days - Race Cars Only
26	27	28	29	30		

May 1998

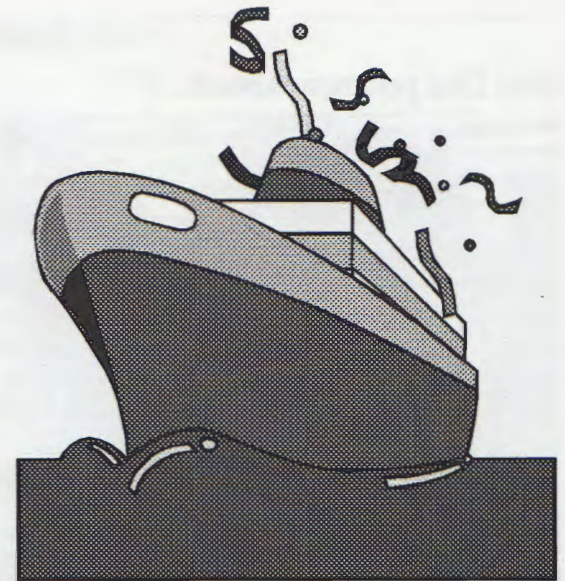
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Board Meeting GingerMan Open Track	2 CR - Las Vegas NSR DE/Brainerd
3 Drivers' School CR - Las Vegas NSR DE/Brainerd	4	5	6	7	8	9 CR - Lime Rock
10 Mother's Day Scene Copy Deadline	11	12	13 Blackhawk Farms I	14	15	16 CR - Mid Ohio
17 Air Classics Concours I CR - Mid Ohio	18	19	20	21	22 Registration & Tech at Siebkens begins 4:00 pm	23 Road America Drivers' Ed
24 Road America Drivers' Ed	25  Memorial Day	26	27	28	29	30 CR - Putnam Park
31 Tres Chic Autocross I CR - Putnam Park						

We will leave from historic **San Juan, Puerto Rico** on Saturday, January 9th, 1999 and sail to **Barbados**, with its British flavor, and then on to **St. Kitts** which is very West Indian. From there we cruise to **St. Lucia** which is definitely French and then on to **St. Maarten** whose unique atmosphere is half Dutch and half French. Last, but certainly not least, is **St. Thomas** with its American culture - duty-free shopping. You will enjoy a different island culture every day of the seven day trip.

Our ship will be the one year old **Dawn Princess**: 77,000 tons and 900 feet in length. Because we are going as a group (eight or more rooms), we will save approximately 20% off the regular rate. If we get 16 or more rooms, the price will drop approximately \$50 more each. A terrific time for Chicago Region PCA members and their friends at a price that can't be beat!

All prices are based on double occupancy and include: Air Fare from O'Hare, tax, ground transportation, food, room, and transfer fees. Only alcoholic beverages and tips are extra.

If you need to cancel, you may do so at no charge until 60 days before sailing. After that time, a sliding refund scale will apply.



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Psst! Did you hear about ... ?

Trailer Load Of Porsches

Time is running out to get info regarding the availability and cost of shipping a Porsche by (truck) trailer to Parade in Steamboat Springs, CO. Call 630.920.1929 (before 9:00 p.m. please).

Pat Yanahan

1998 Parade at Steamboat Springs Info Website

Information about the 1998 Parade at Steamboat Springs, CO, July 19 - 25, 1998 is available at the Parade website: <http://www.pca.org/parade>.

Monterey Bay Region PCA 1998 Historics, Aug. 14th - 16th

For event information contact David or Laura Kuhlmann at 408.626.3306, fax 408.755.1765, e mail Kuhl912@aol or the January issue of Pano. For help with lodging call Room Finders 800.847.8066 or Resort II Me 800.757.5646.

Las Vegas Weekend Getaway, November 1998


The PCA Chicago Region is considering a "Las Vegas Weekend Getaway" in November, 1998. The weekend getaway package would include: two (2) night stay, Friday

and Saturday, returning on Sunday; round trip air fare; airport transfers to and from the hotel; and hotel accommodations.

I need an indication of interest from the membership to pursue the matter further and some idea of the number of members and their guests who would go in order to receive the best rates for the weekend getaway package. Rate quotes should be available by the beginning of April. If interested or if you have questions, please contact me at 630.325.1086 (before 9:00 p.m. please) or fax 630.325.2286.

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The Rolex 24 Hours Of Daytona With Chicago Region's John Ruther

Photos by Greg Turek



The Chicago Region contingent present to cheer John Ruther: Marla Turek (far left in hat and sunglasses), Susan Brenkus, Nick Brenkus (in hat behind Susan), Bill Murrin, and Jeannie Ruther.



Martin Snow (left), John Ruther, and Mike Doolin discuss car setup.



John Ruther in Team A.R.E.'s #76 is ready for his turn during practice.



John Ruther hands #76 over to Martin Snow after completing his stint as the pit crew readies the car.

Thanks, CHICAGO REGION For A Great 1997!

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Question: Do you have your car insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? *Reply:* "Whadya mean I can't drive my Porsche to work once in a while?!" *The Answer:* No drivers under age 21. No racing. No other restrictions.

Question: Have you attempted applying for one of those other policies but were turned off by all the paperwork? *Reply:* "What am I, a circus animal jumping through all these hoops?" *The Answer:* Simple, one page application.

We think we've got what you need: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy. It's priced like the others, is easy to apply for, AND it allows you to enjoy driving your vehicle, even in Drivers' Education Events! We at CHASE & HECKMAN, INC. call it the O.T.C. Policy. We think you'll call it *The Answer*. Call us today for a quote.

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Sunday, April 19, 1998

Kane County Cool Car Classic Caravan (Kane County Rallye)



Carson Pirie Scott parking lot
Spring Hill Mall
West Dundee, IL

Registration Opens 11:00 a.m.
Drivers' Meeting 12:00 noon
First Car Off: 1:01 p.m.

\$ 20.00 per car Rallye Fee



Directions to Spring Hill Mall

Take I-90 to Route 31 North
approximately 1½ miles to the mall.

Dinner, awards, Chicago Region
comraderie and a rallye
wrap-up will take place after
the final checkpoint. Dinner
will be ordered off the menu.

Questions: 630.529.0911
(before 9:00 p.m. please)

Come join us for a leisurely drive through Kane County which will also double as the first rallye of the year. Every rallyemaster promises that everyone will finish their rallye, but **Rallyemasters Nick and Susan Brenkus** really mean it!

In addition to the usual **S. O. P. class**, Nick and Susan plan on having a **"touring" class** that will provide additional instructions for novice rallyists. If you run in touring class, you will not receive points for year-end, however, their hope is to teach you what you may or may not be doing right at the point you are executing the rallye instructions. So if you've been avoiding running rallyes because you've heard all those horror stories about arguing with your navigator or driver and getting hopelessly lost, come on out and give the touring class a try. This will be a great opportunity to apply what you learned at Gallagher's Rallye School.



**We can hardly wait to drive the Kane County Cool Car Classic Caravan.
Sign us up!!**

Kane County Driver:

Name _____

Phone (eve) _____

Cool Car Type: _____

Kane County Navigator:

Name _____

Classic Caravan Class: SOP _____

Touring _____

Fee: \$20.00 per car

Please make checks payable to "PCA Chicago Region"



Mail registration & check to: Susan Brenkus
408 Cardinal Drive
Bloomington, IL 60108

Rallye Scene

Nine Rallye Lessons

by Susan Shire and Steve Rashbaum

The Generals

Lesson One, the most important lesson, is to always read and reread the General Instructions: the outline, the rules, the 'bible' of the event. Rallyemasters can not do anything that is not discussed, defined or hinted at in the General Instructions. It is in that document that you 'discover' if spelling is important, which road signs to use, how an ONTO instruction is applied/canceled, what roads or counties exist/do not exist, the definition and application of the "Main Road Rules" (if used), etc. And, you have to do this for each and every rallye because each rallye's set of General Instructions is as different as the Rallyemasters who design it. While some Rallyemasters use very detailed General Instructions and others use just 'bare bones' General Instructions, it is the understanding and application of the General Instructions to the Route Instructions that gets the rallyist 'on down the road' from checkpoint to checkpoint and home again.

Arrive Early

Lesson Two is to arrive at the Registration/Start point early enough to allow enough time to read and reread the General Instructions. While it is often difficult to leave or separate ourselves from the socialization at the Start point, we always go off by ourselves for a time to read and reread the General Instructions, to discuss what we think that they mean, and frame any questions that we might have for the Rallyemasters at the Drivers' meeting.

Discuss and Ask Questions

Lesson Three is to discuss the General Instructions with your partner and **Lesson Four** is to ask questions at the Drivers' Meeting. The Drivers' Meeting is the time to

ask, and if necessary, ask a second time, what something means or about what you don't understand. Clarification is extremely important, whether it be about a definition, when you'll receive your Route Instructions, any last minute changes that the Rallyemaster might have, or where is the official clock. Listen to the questions that other participants ask as well as the answers given. (This really is not the best time to find the restroom even though there is a good chance that there won't be a line. But do 'go' before you start the rallye.)

Strategy

After the Drivers' Meeting and before we get our Route Instructions, we agree to be a team and go over our strategy: **Lesson Five**. We agree on interpretations of definitions, conventions, etc. We also agree that if we disagree we will pull over to the side of the road and reach a mutual decision on the issue in question. Then, just as Jerry Seinfeld calls 'make up sex' some of the best, at least one of us thinks that 'make up speed' is often the best fun of a rallye. And, late into a checkpoint is always better than lost and no checkpoint at all.

Have Fun

Lesson Six is really applied at all times during the rallye (and is maybe a life lesson): relax and enjoy what you're doing. Enjoy the intellectual challenge, even if it's frustrating and you make mistakes. Enjoy the roads, the car, each other, the day, the scenery (but not at the expense of your concentration), the effort that went into putting the rallye together, and the other club members who are doing the same thing you are. Admittedly, we often have to take several big deep breaths to remember that we are 'enjoying' what we're doing. But really, in the grand scheme of things, if you aren't

there to have fun, stay home!

More Reading

Lesson Seven has three parts and is right up there in importance with Lesson One (to read and reread the General Instructions). You must read very carefully each Route Instruction and execute it completely before you consider/begin the next Route Instruction. You must read, reread, and apply/execute each Special Instruction which will either be in the Route Instructions or in the Checkpoint Slips which you will receive at the Checkpoints. You must read, reread and apply the Checkpoint Slips. Application of the Route Instructions, Checkpoint Slips, and the Special Instruction will be explained and defined in the General Instructions as well as, if used, any changes to 'Main Road Rules'.

More Discussion and Questions

Okay, now you've done all of the above and you've arrived at the finish. You're be tired and you need to find a restroom and a beverage. **Lesson Eight**: ask questions, exchange stories, listen to the other rallyists, thank the Rallyemasters for a nice day, and listen to the critique. At some point in the post rallye activities, Rallyemasters should have a critique of the rallye. Pay attention to the critique. Try to figure out what you did right and why, as well as what you did wrong and didn't understand. Ask questions of the Rallyemasters and of the rallyists who did well. Learn from what you did wrong as well as from what you did right. More often than not, it's in 'the details', the nuances, the one small item you didn't notice in the General Instructions that causes even the best rallyists to fall for a trap or make a mistake that causes them to 'max a leg' or to get off course.

Do It Again

And finally, **Lesson 9**: do it again. Try

it one more time and then one more time after that. You didn't learn to drive your car in one sitting. You didn't win 'fair maiden/brave warrior' on one date. You gave those another chance, give rallyes another chance. Sign up for the next rallye and we'll see you there!

Helpful Hints for Novice Rallyists
by Ted Ohland,
Metro New York Region

In the first place, remember that be being on time on the wrong road does not help you win a rally. It makes sense to place your first priority on finding your way through the route. Follow instructions explicitly. Don't try to outguess the rallyemaster. Do no more or less than the instructions require and assume nothing you don't have to assume. Rallying is a sport in which ability to follow instructions (or lack of such ability) separates winners from losers. Do each instruction at the place described, not some place that looks almost like the place described; and if mileage is given, do nothing at any other place except notice that the mileage is wrong. Mileage must be right.

In the second section of the rally (or the first, if there is no tire warm-up section) you should establish the relationship between your odometer and the official odometer used to measure the rally. You can

find a linear relationship (graphically) unless one of your tires has a slow leak. Mathematically, you can discover a factor by which to multiply your odometer mileage and determine the official mileage by the following method: Take careful measurements in the odometer calibration section (up to the end of the Free Zone) and compare them with the official mileages. By dividing official mileage into your mileage at several references, you should be able to notice a consistent ratio, which, with a little multiplication, will enable you to make predictions and perform other notable feats of navigation. (Example: If at official mileage 10.000 your odometer reads 10.500, your factor is 1.050, which means that at official mileage 20.000 your odometer will read 20.000×1.050 or 21.000 miles, etc.)

Rally navigation often includes the solving of the time-speed-distance problem. This means that the navigator will calculate the car's due time at various points along the route, compare the time the car actually reaches the points (assuming calculating ahead) with the calculated time, and tell the driver something like, "Hey! Slow down! We're a half minute early and I smell a checkpoint around the bend!" This can be accomplished by the use of any of several methods: Factoring the average speeds or factoring the official mileage. Since a detailed account is beyond the scope

of this essay, we leave it to novice navigators to enter into discussion with experienced ones usually recognizable by their haggard appearance.

Those who hope to luck-in on the trophy presentation without going through the pain are referred to the first paragraph above. Many a trophy has been won by a team that barely navigated mathematically, if at all. This is usually accomplished by the driver's good sense of speed in the seat of his pants and the navigator's ability to give a reasonably accurate time check every now and then. What wins rallyes is being somewhere near on time on the right road. Not getting lost works, especially if most of the competition has been sucked down the wrong road by anxiety, carelessness, or any of a hundred other reasons.

Most of all relax and have fun and enjoy the scenery. Rallyemasters have the knack of finding pretty places that most people haven't had the ambition to discover. The route will usually avoid main highways and built-up areas, concentrating on roads that offer something other than traffic to capture your attention. If you want to stay on course though, you'll have to notice what the rallyemaster noticed about that misspelled road sign, or the way that the street with the strange name turned right instead of continuing straight ahead.

Go get 'em!

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Are You Getting "Everything" Out of Your Porsche?

You have the car. Why aren't you enjoying it to its fullest?

This is your opportunity to learn what it takes to get the most from your Porsche. The 1998 Chicago Region Drivers' School is for the novice who wants to learn how it's done as well as the experienced driver who wants to clean out the cobwebs of a long winter. The event is designed to make it easy to learn the skills that you'll use at autocrosses and track events during the rest of the year.

To start, Ed Leed will present the theory of performance driving during the classroom session. Then you'll have the opportunity to try each skill individually: skid pad, slalom, and braking; and then to put it all together on the autocross course, all with the help of Chicago Region's best drivers.

This is what you'll need:

- Your car in good mechanical condition.
- A helmet with a 1985 or newer Snell rating. Sorry, no loaners will be available.
- Closed toe shoes. Gym/Tennis shoes work well.
- A valid drivers license.
- A valid PCA membership card or verification of membership (in 1998 Membership Directory).

General Notes:

No consumption of alcoholic beverages is allowed before or during the event. (This includes guests and non-participants.)

EVERYONE present at the event must sign the insurance waiver. Parents must sign for a child who cannot write.

Vehicle occupants at the drivers' school must be at least 18 years old.

Passengers are only allowed during formal driving instruction.

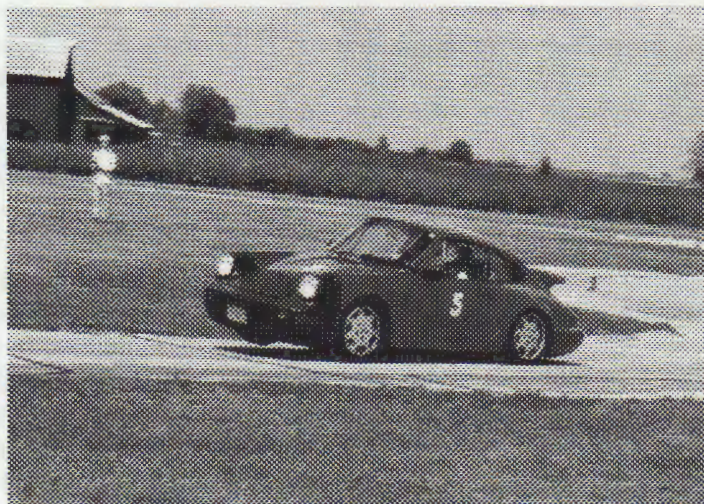
NO 4-DOOR SEDANS are permitted at any autocross, gymkhana, or track event.

All drivers (members, applicants, and guests) must show a valid driver's license at registration.

For any gymkhana, autocross, or drivers' school event a 1985 or newer SA or M approved helmets

is required. Closed toe shoes are required. Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.

Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.



Interested? Great! This is what you do:

1. Complete the registration form and mail it to the registrar with your check.
2. Before leaving for the school, remove anything from the car that you won't need that day.
3. Bring your helmet and at least one large garbage bag. Dress appropriately for the weather, you'll be outside for much of the day.
4. Since you sent in your registration by mail, just check-in with the registrar when you arrive.
5. Find an empty space in the pits. Empty your car (including the trunk, glove compartment, map pockets, cup holders, floor mats, sun visors) of any remaining loose items and put them in the garbage bag. It will keep them together and dry in case of rain.
6. Get your car teched. Return your car to your 'pit'.
7. Go to the classroom and have a great time!

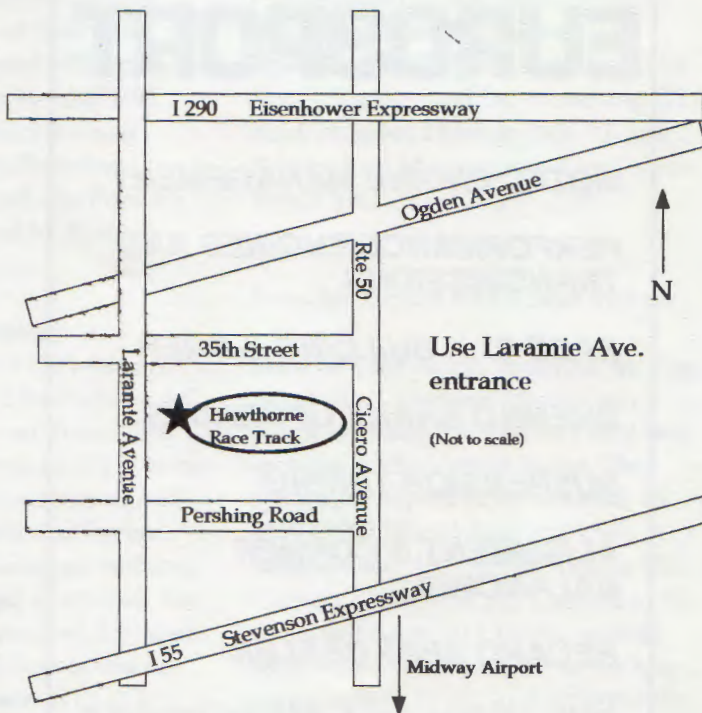
1998 Chicago Region Drivers' School

Sunday, May 3, 1998

Hawthorne Race Track

Cicero, IL

8:30 am Registration Opens
 9:15 am Classroom
 11:30 am Lunch
 12:00 pm Driving Instruction
 3:00 pm Autocross Instruction



YOU ARE WANTED!

You know who you are. You are a regular at every Autocross. You've been autocrossing for years. You can drive Utica from memory. You've probably trophied at least once last year. We need your help! We need every experienced driver to come to the autocross school to pitch in and share your experience to "Show'em how it's done." Bring your hot rod to Hawthorne, have some fun, and give a new member THE BUG.

QUESTIONS? Marla or Greg Turek
630.904.0800
 (before 9:00 pm please)

Mail to: Marla & Greg Turek, 4231 Colton Circle, Naperville, IL 60564

Chicago Region PCA 1998 Driver's School Registration

Driver #1: _____ Home Phone: _____
 Member Applicant Guest of _____

Driver #2 (same car): _____
 Member Applicant Guest of _____

1st Driver \$25.00 Members / \$30.00 for non-member guest (Member must be present.)
 2nd Driver (same car) \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest
 (Member must be present.)

Total Amount Enclosed: \$ _____ Make checks payable to **PCA Chicago Region**

Lunch will be provided at the event for a nominal fee.

For planning purposes, how many adults (including non-drivers) will be having lunch? _____

midwest EUROSPORT

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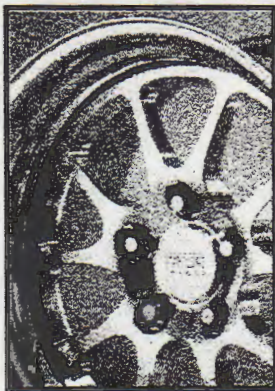
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Umbrella Found After Chili Tasting

If you left an umbrella at Napleton Porsche after the Chili Tasting, please call Nick or Susan Brenkus at 630.529.0911.

Stunning Field For Le Mans (PCA Editors News Service)

The ACO (Automobile Club de l'Ouest) announced their official entry list of 74 cars for the 66th Le Mans 24 Hour Race, June 6 and 7, 1998 and it is, perhaps the best ever, with factory entries from Porsche, Mercedes, BMW, Toyota, Nissan, and Panoz along with quasi-factory and private teams with other racing marqueses such as Ferrari, McLaren, Kremer, Courage, Chrysler Viper, and Lister.

The pre-qualifying weekend is May 2/3 which will reduce the field to 48 cars, approximately 16 in each of the three classes; Prototype, GT1, and GT2. It's going to be very tough to get in the starting field. Pre-qualifying will tell whether ACO's technical regulations will accomplish their stated goal to maintain a balance between the Prototype and GT1 categories so as to give each one an equal chance of victory.

Prototype Class – 24 Entries

The color is red with no fewer than 8 Ferrari 333SP cars entered by private teams including the 1998 Daytona 24 Hour winning Moretti Racing Team.

BMW Motorsport will debut 2 of their new V12 prototypes as will Porsche AG with 2 of their re-designed and renamed WSC cars, now called the Porsche LMP1-98. Other entries include 2 Kremer Porsches, 2 Courage Porsches, 2 Courage Nissans, and one Porsche Spider K8-07 entered by Konrad Motorsport.

GT1 Class – 24 Entries

Four all-new Porsche GT1-98 cars have been entered, 2 by Porsche AG and 2 by the Zakspeed Team. The name of the new Porsche GT1 car no longer bears the 911 reference. Millennium Motorsports and Larbre Competition each have entered one Porsche 911 GT1, last year's car. The Nissan factory has entered 5 of their R390 GT1 cars, and Toyota has entered 3 of their all-new GT ONE cars. Mercedes, who won the 1997 FIA GT championship, has entered 2 Mercedes CLK-LM cars, and the Gulf and Parabolica teams each have entered 2 McLaren BMW F1 GTRs. Panoz Motorsports has entered 2 Panoz GT-R1 cars and one Panoz Hybrid GT-R1, the latter having a mixed electric and gasoline power plant. The soccer club, Newcastle United, has entered a lone Lister Storm GTL.

GT2 Class – 26 Entries

This class will be a Viper/Porsche war. Chrysler is even more serious this year with 7 Vipers entered

between the ORECA, Orion, and Chamberlain racing teams. Porsche customer teams will present 14 Porsche 911 GT2 cars, including 3 by Rook Racing, and the remaining GT2 field includes 2 Helem PRV V6 and 2 Saleen Ford Mustangs and one Lotus Esprit V8.

Porsche Recalls Child Seat System

Porsche Cars North America, Inc. has initiated a Customer Recall Campaign affecting 32 Porsche Child Seat systems in the United States. The system, designed to be installed on 1997/1998 Model Year Porsche Boxsters and 1997/1998 Porsche 911 Carrera, Carrera S, 911 Carrera 4, 911 Carrera 4 S and 911 Turbo models, features a Child Seat and an air bag deactivation device to deactivate the passenger side air bag and (where applicable) the side air bag on the passenger side. The deactivation device deactivates the air bag(s) when a belt tongue attached to the Porsche Child Seat is inserted into a contact buckle fitted to the car.

Due to a supplier manufacturing problem, the contact buckle may not properly deactivate the passenger side air bag(s). In the event of a crash, this can result in the deployment of the passenger side air bag(s) which may, in turn, result in severe injury or death to a child situated in a front passenger child seat. Porsche discovered the defect during routine product testing and is not aware of any accidents or deaths due to the potential defect.

Owners of any of these 32 systems are urged to make prompt arrangements with their nearest authorized Porsche dealer to perform necessary repairs to the system and are encouraged not to put their children in the Porsche Child Seat restraint system.

(courtesy Porsche Cars North America, Inc.)

Custom Design Helmets Race Car Graphics



Michael J. Spahr

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Spahr Graphics!

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From Our Members

PorscheGirl

by Darlene Gray

Overview

Racing, Porsches, going fast, etc. has always been a "guy" thing. Guys refer to and think of their cars as "girls". I, on the other hand think that a car that is sexy, fast, aggressive, confident, with gorgeous muscular lines and growls like it means business —is obviously a "MALE", (unless of course you are dating a Russian shot putter named Hildegard.)

How did I come to love cars so much?

I have no clue! I have been a car nut all my life. I'm not exactly sure HOW it began. As a young girl, my favorite cartoon was Speed Racer. I would hang out with the boys and we'd discuss the previous day's episode. How I wanted to be like Speed Racer! I painted a big "M" on my Barbie's car and pretended it was the Mach 5 (Speed Racer's car). Barbie would wear her helmet (created carefully from part of an egg shell) and race to the boutique and go shopping. I would watch Batman and wish I had a Batmobile. I learned to drive in a '67 Barracuda. I worked as a new car showroom hostess at an Oldsmobile dealership while I was going to school. I found myself hanging out in the garage during my lunch hour, watching and learning the various mechanics of auto repair. It was fun! But, it wasn't until I met my significant other (Russ) that I was enlightened to all the magical things that existed in the special world of Porsche.

Have I always loved Porsches?

No, at first, I didn't think too much of Porsches. (I know, I know, I was clueless). The first exposure I had to Porsche was an attorney I worked for at one time. (Who was totally arrogant). I can't remember what year Porsche he had, only that it was an older 911, and he ranted and raved

about how fast it was. One time we happen to "race on some California back roads. I smoked him in my lowly Trans Am. So I thought "what's so special?"

Then one day, a good friend of mine (who drove an older 944 thought of "upgrading" to a turbo. I accompanied him to the local Porsche dealer and test drove the 944 Turbo. WHAT A CAR!!! I could not believe how smooth, how quick, responsive, beautiful, (not to mention sexy) the 944 Turbo was. Smoothly cruisin' at 130 mph and he wasn't even breathing hard (the Turbo —NOT my friend!) Never in my life had I driven ANYTHING like this. I was now in love and ready to learn more about this wonderful car.

What was my first Porsche?

I bought my first Porsche as I was going through a divorce, I was not exactly rolling in dough. I needed to get rid of my gas hog Trans Am. I was lucky enough to find a very pristine little 914 2.0. It was very affordable, VERY economical and not to mention fun to drive. I still have it — its such a fun little car.

What was my first experience at a track?

Russ had autocrossed for years and had me try it. It was fun but I didn't become obsessed. I do believe it helped me become a smoother driver. Then we tried drivers' ed at a race track (totally unaware that we would soon become "track junkies"!). I can honestly say that I was very, very intimidated the first time out at the drivers' ed track event. I was one of just a few girls in a very male dominated room. I could just feel the testosterone in the air! I kept reminding myself why I was here. I loved cars, I loved to drive fast, and this was a place that I could speed and learn to drive to the car's potential, SAFELY.

Though I was nervous, I was excited. I couldn't even sleep the night before. I thought to myself that THIS is WHAT I've been WAITING to do!!!! This was Putnam Park. A very "simple" course, 10 turns, nowhere to really get into trouble, except turn 10 (where I would be very careful). I felt it would be a good place to learn. Unfortunately I was paired off with an instructor who was not the right fit for me. Don't misunderstand me, he was an outstanding driver, but way too aggressive, caustic, and was not right for a very rookie, (sensitive) driver as myself. (He would have been perfect for a seasoned driver who wanted to "fine tune"). I found myself regressing all weekend. I went slower and slower. I told Russ I wanted to go home and I skipped my last session. It wasn't fun. I didn't say a word all the way home. I felt crushed. I'm not a girl who really cries easily, but when I got home, I was so disappointed and sad, I cried.

I had already signed up for Drivers' Ed at Mid Ohio. I thought, if I can't get Putnam Park, how in the world will I get something as technically challenging as Mid Ohio. Russ encouraged me to give it a second chance, he was very supportive and that helped tremendously. I shared my concerns and problems with the PCA people that were running the upcoming driver's ed. They promised to match me with the perfect teacher and that they did!

My instructor was a PCA club racer. He was also an OB-Gyn Physician. (Great combination! You could talk to him about apexing and yeast!) He was so kind, so encouraging, and every time I apologized for going so slow and not "getting" it, he would smile and reply "don't worry, we are just here to learn the lines and have fun. OK?" As the weekend went on I relaxed more and more. On Saturday it seemed like everyone in my run group passed me. I was very discouraged but again my instructor

emphasized how well I was "learning the lines" and told me to just go at my own pace and speed would come naturally. Was he ever correct! On Sunday, my lap times improved so much. I was all over everyone in the corners. Bigger turbo cars that stormed past me previously seemed to hobble through the corners with me closing in on their rear! Car after car motioned me to pass them. I was ecstatic! My instructor was soooooo happy and was so proud of me!

The time came to solo. I did not want my instructor to leave my car and let me solo. But during the last session he tricked me. He had me pit. I thought it was to let the slower cars by so we'd have some open track. But no, HE GOT OUT OF THE CAR!!! I begged him not to leave me but he said "I didn't say a word the last 3 laps, you've got this track. Try it one lap, if you don't like it, I'll be right here and you can pick me back up." I took a deep breath, and hesitantly drove out onto the track. By the time I was going through Thunder Valley (closing in on a 911 Turbo). I was so excited! I could hear my instructors direction inside my head, encouraging me, directing me. I completed the session and before I

knew it the checkered flag was out. I was sooooo happy! I'll never forget my instructor for what he did for me.

How did all that lead to "Rex"?

After several more track events, I was more than hooked! Russ was converting a pristine 914 (that he had since it was brand new) to a 914-6. But, I wanted my very own track car. I have a 911 Carrera that Russ bought me for my birthday one year. I didn't want to track that car - too pristine. Russ' 944 Turbo was also too pristine. My 914, I thought, would be too slow. I wanted a very forgiving, yet fast car. I had narrowed it down to either a 944 Turbo or a 944S2. I did realize that the 944S2 was a few thousand more expensive than the Turbo and for the dollar difference, I could really do a lot to the 944 Turbo to make it something awesome. So I decided on the 944 Turbo. I was lucky to have a very good friend that had one that he originally bought for the purpose of turning it into a track car but never did. We drove up one weekend to pick him up. I fell in love with him. He had low mileage and he was absolutely gorgeous. I named him

"Rex". "Rex, my red racer".

Rex was a pretty stock 944 Turbo. He had low mileage, fiberglass front end, pinned hood (which I thought looked pretty cool). But after a few track events, I wanted a few things done. His twin brother (Russ' car that I learned to drive in) had the M030 suspension, was lowered, had bigger tires, and a very large turbo charger. I could tell the difference. I decided that I wanted to "improve" Rex.

It's scary when you want to take your "baby" to "someone". You want to make sure that "someone" knows what they are doing and care enough to do it right. After some horrific experience with others in the past, we decided the one and only place to take Rex was Kelly Moss Motorsports (KMR). Being closely involved with KMR we knew first hand that KMR are true Porsche racing specialists who KNOW what they were doing and CARE about the work they do. So off Rex went.

A lot of "tweaking ideas" went through my head. Of course, as in most of us, I thought "MORE HORSEPOWER!" But then logically, I thought there is still much more car there than I yet know how to drive, why not learn to drive the car I have



PorscheGirl Darlene Gray



With an instructor in the car, Darlene (driving), in her beloved Rex, 'takes a turn' at Mid-Ohio.

Porshegirl photos courtesy of Darlene Gray

Members ...

and when I max that out, then take that horsepower step?. So KMR is going to add safety equipment: roll cage, racing seats, 5 point harness and do some suspension work. The better handling Rex is, the faster I'll be able to go through corners and the better driver I will become. Besides, KMR does some awesome suspension work.

As silly as this sounds, I miss Rex, and feel sad when I see his little space in the garage empty. But its very reassuring to know he is in very good hands. It's like he is at a Five Star Health Spa Resort that caters to only exclusive clientele (PORSCHE)! Rex will come home sometime in the spring. I'm so excited! I'll have to tell you all about his "makeover" and exactly what neat things KMR did, and what Rex is like the first time we get to go out and play this spring!

All this Pleasure but at what Price? Falling in love with driving on the track can be quite a costly thing. The ¾ ton Suburban, will no longer do as a tow vehicle. It has now led to a 1 ton crew cab dually, 40' gooseneck trailer, as well as a track car for each of us. But would I change anything? NO WAY!

Summary

I find it's not easy being both a girl and a boy in the same body. The girl inside of me passes by a Liz Clai-borne clearance rack and says "Oh, look 50% off!" but then the boy takes over and says "no, you don't need that? you need shocks, sway bars, etc. etc. etc. Right now I guess the boy is winning. I spend more time in the garage than I do the house. I'm not good at keeping the house clean but the Porsches are always immaculate '(cause I truly enjoy taking care of them? They are like my little children). I was fortunate to end up with a partner who over looks my shortcomings in the cooking and house-cleaning department in exchange for a companion that shares his passion for Porsches and driving. He's taught

me so much from adjusting valves to repacking CV joints. I really have fun working on the cars!

I hope more women will try to give driving on the track a shot.. It's a lot of fun. I'm basically a chicken about most things. I don't like roller coasters, bungee jumping, even Ferris wheels scare me! But driving on the track is such a rush. Don't let the guys intimidate you. We all have to learn sometime. I've seen some pretty awesome women driver's out there. I know I have a long way to go, but with Rex, the journey to becoming a very good track driver should be lots of fun!

Who Is This PorscheGirl?

Darlene, a brand new Chicago Region member, currently resides in Centerville, OH. Her love of Porsches has taken her in many different directions: one is to PCA drivers' ed. "I've completed 9 drivers' ed sessions now. But not all of them were full 2 days. Some were cut in half because of terrible weather." "The best time I ever had on the track was on a private track day with Kelly Moss. I was very worried that I was going to be just a huge moving pylon. I was worried for nothing. The other drivers' were not bothered in the least with my 'novice' driving level." After another year or

two of drivers' ed, she looks forward to Club Racing.

Darlene is involved in several different careers: Events Coordinator for Kelly Moss Motorsports; an on-camera actress, print model and voice over talent; and part-time computer programmer. With her 'spare' time she enjoys working on Porsches at home with her significant other and is writing a romance novel.

Truly a 'Porsche junkie' she annually attends the 24 Hours of Daytona, several PCA Club Races (working for KMR or just spectating) and is looking forward to our Labor Day Road America weekend. "That event is so awesome. It is incredible! It's like being at the perfect 3 day world. Fantastic cars combined with wonderful friends who share that special Porsche 'bonding' with you."

What is her advice to women drivers? She really encourages more women to go out and try it. "I know its intimidating at first. We are a minority in our love for Porsches, but don't let that stop you. Don't get frustrated if you don't get it as fast as the other person (who is most likely a guy since there are mostly guys in this). We all have to learn at our OWN pace. If you take you time, take it slow, learn to TRULY drive a corner, then your speed will indeed come naturally. Before you know it, those guys who used to smoke past you will be motioning YOU to pass.

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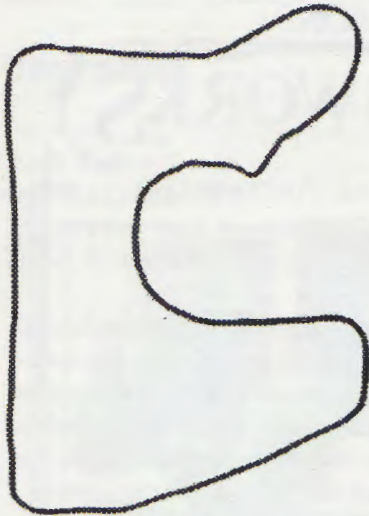
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Here is the opportunity to learn to drive your Porsche or other sporty vehicle at high speed in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track located in South Beloit, just outside Rockton, IL close to the Northwest Tollway.

While we allow lesser cars to participate, we are not suggesting that you bring the family mini-van. 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.

The club's insurance requires that all cars pass tech and that all drivers wear long sleeved non-flammable shirts, long pants, socks made of non-synthetic materials, closed toe shoes, and a Snell 90 (or later) helmet while on the track.

Recommended, but not required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher. Please remember that you must present a valid driver's license and proof of PCA membership at registration.

To save time at the track, you may bring a completed Chicago Region Tech Inspection Sheet (found in this issue of the Scene) signed by a recognized Porsche dealer or mechanic. Be sure to pay close attention to the specifics concerning brake fluid and brake pads.

On the 13th, the concession stand WILL be open and there will be "Gallagher weather"! So, change your oil, brake fluid and pads, and come out to the first track event of '98. You'll have a great time!

Blackhawk Drivers' Education

- 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 p.m. Track closes. Dinner will be immediately following at a site to be announced at the track.

Due to road construction at IL 75, follow these directions to Blackhawk Farms Raceway

From Chicago: North on Northwest Tollway (I-90) to Rockton Road exit. West on Rockton Road (through Rockton) to Prairie Road (after the Rock River and S. Bluff Road). Right onto Prairie Road. Continue north about 8/10 mile to the sign on the left reading 'Blackhawk Farms Raceway'.

There are gas stations in Rockton, IL at the intersection of Rtes. 2 & 75: Phillips 66 and Mobil. At the intersection, to the right is Phillips 66 and to the left is Mobil.

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

Questions: Phone: 708.784.0784
Fax: 708.784.0785

Blackhawk XXIX Drivers' Education Registration Form

Wednesday, May 13th Wednesday, June 17th

First Driver Name: _____
Member: _____ Applicant: _____ Guest: _____ of _____

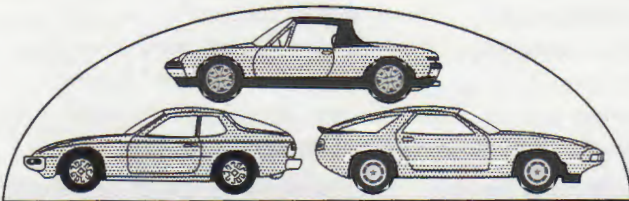
PCA Membership # _____
Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

Second Driver (same car) Name: _____
Member: _____ Applicant: _____ Guest: _____ of _____

PCA Membership # _____
Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

Fees: \$125.00 Pre-registered
\$140.00 At the gate
Second driver free if family member

Make checks Payable to PCA - Chicago Region



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- Part Werks' new Parvex® Heavy Center Cap Tool Set prevents damage to your original Porsche® 914 mag 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 of \$39.95 per kit

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Tech Scene

Tech Talk – Tools

by Paul Gagliardi,
Metro New York Region
(from PORSCHE POST)

I am often asked about tools and which are the best brands to buy. My advice for everyday wrenches and sockets is to buy the best quality you can afford. Make sure the tools have a lifetime warranty and that you can return/replace them conveniently. Avoid cheap sets that give you many tools for not much money. If sockets break or wear out with a minimum of use, you can't finish a job after you've started it. Also, if a socket or ratchet shatters, you might "bust a few knuckles" and really hurt yourself.

Because their walls are thicker and less metal has been machined out, six-point sockets are stronger than twelve-point. For heavier work, you might wish to sacrifice the convenience of a 12-point tool for the strength of a six-point. There isn't much difference between top of the line and middle of the road, when it comes to tools. Save your money for the various specialty tools you will need and buy good basic tools from Craftsman (Sears), SK, Proto, Matco or Mac, when you start out. You can always go back and splurge for that Snap-On set you always wanted, after you get the special tools your model Porsche needs.

The first special tool I recommend you invest in is a good torque wrench. Good ones are not cheap. Get the best you can afford to ensure precise tightening of all fasteners. This will prevent loosening or damage to threads because of over-tightening. Work on a Porsche demands your purchase of the appropriate factory "Spec Book" as a reference to proper tightening sequences and torque settings.

Porsches do require a certain number of special tools, including big metric sizes and model-specific ones. Big metric sizes are used for such

things as 911 oil line fittings (27mm, 30mm, 36mm); the steering wheel nut on most models (27mm); the spring plate ride height adjustment (a special thin 36mm); the rear axle nut on 356 models (36mm); one of the tools to remove 911 heat exchangers (long 8mm Allen key wrench); and the 12-point Allen used for the axle bolts on the later 911/944 series.

The larger sizes may be subjected to enormous torque. You don't want a cheap socket to crack while you are tightening the rear axle nut on your 356A, or a cheap torque wrench to give less than the 360 lbs.ft. spec., which is what's needed to prevent the splines on the axle shaft from working against the brake drum slots for the splines. That would ruin both and require you to spend much more money for parts, plus whatever it costs to take apart the transmission to put in the new half-shaft.

Next month, I will comment on specialty tools and suggest several that you might wish to buy.

Tail Light Troubles

by John Rogers,
San Diego Region
(from WINDBLOWN WITNESS)

I like to do most of the maintenance on our 1987 930, unless I don't have the time. It is one of the best examples of mechanical engineering I've ever seen.

As a retired Navy nuclear engineer I have worked on lots of things, but the thing I hate the most are stripped/rusted/jammed bolts and nuts, and I recently had a run-in with 4 of them on our car. Let me explain as it may help others.

A couple of months ago, a tail light bulb burned out and when removing the plastic lens it broke since the neoprene gasket had decided to bond itself to the plastic and metal

housing. As a fix, I glued the lens together and reinstalled it as I would get a new set of gaskets and lenses as soon as possible.

I got the lenses and gaskets this week and set about the replacement procedure. I feared the worst, and as soon as I tried the machine screws holding the lamp housing, the screws just spun!! A closer (as close as possible) inspection revealed the nuts had corroded to the screw and the nut had ripped loose in the U-fixture that normally holds them.

There was no easy way to get a tool inside the rear corner to hold the nut so I was stumped for a while. I wanted to remove the housing to get rid of the dirt and stone buildup and clean off the old rubber gasket pieces.

In the past I have used nutbusters, hacksaws and even chisels, but here there was no room for these drastic measures so I tried drilling off the head of the screw.

I got a NEW 5mm drill bit (same size as the screw body), used a small, but very long screw driver wedged against the screw head/housing, and then with very moderate force on the drill (let the bit do the work) I drilled through the head. When the bit got to the body of the screw, the head just popped right off. I repeated this to get the other screws out as all four were in the same shape.

I cleaned out all the dirt and stuff and then reassembled the housings with new gaskets and European lenses. To replace the u-nuts and screws, I bought Allen head screws 5mm x 25mm and a ONE-PIECE u-nut at Pep Boys which should prevent the recurrence of this problem. I also used a very liberal amount of moly grease as it stands up to my high pressure washer pretty well.

I know, I know, I used parts that are not genuine Porsche, but they still have the same type of two-piece u-nut and it will surely fail again as they start to corrode.

Bowling And Dinner At NuVision Entertainment Center

2nd Annual Bowling Party Is A Smashing Success!

by Myra Knoblauch,
Event Chair

It was a little after 7:00 pm on the 28th of February when Chicago Region members began arriving at the NuVision Entertainment in Woodridge. The dinner buffet for members and their guests was available immediately in a private room.

Following dinner, members formed their own teams, found shoes and balls, and were ready to 'rock and bowl!' There was time enough

for each team to bowl at least two games. Yummy dessert was served at the mid-point of the evening as an energy picker-upper amid comments such as "my arm is getting sore", "my back aches", "I'm gonna regret this in the morning", and "I didn't know that you used those muscles for bowling". A presentation of trophies ended the evening along with the observation by more than one member that we are better drivers than we are bowlers! It was a fun evening for all who attended.

I'd like to thank everyone who helped: Lee Lichtenstein for scoring;

Bonnie Yanahan for her assistance wherever it was needed; and Gary for his good humor and help at all times.

Rock and Bowl Trophy Winners:

- Ed Barnicle - Highest Men's Score
- Erin - Highest Women's Score
- John O'Keefe - Best effort - Men
- Peggy Gallagher - Best effort - Women

Congratulations to all of the 'Rock and Bowl' winners!

Same place, same time, next year!



Ed Barnicle (left), Erin, Myra Knoblauch, Peggy Gallagher, and John O'Keefe.



Max Girard enjoys his first Chicago Region event secure in the arms of his dad Jeff.



Sandy Harte gets a strike!



Chuck Bittman (left), Pat Foltz (seated), Ed Barnicle, Gayle Timbers, John Mueller, Bob Ostroga (looking down) and Jen Ostroga patiently wait for their turn on the alley.

Photos by Steve Rashbaum

Air Classics

CONCOURS ONE

Concours One **May 17** @ Air Classics, Aurora Municipal Airport in Sugar Grove Illinois

It has been a long time coming, but this years first concours is at last finally here. Picture, literally, your Porsche parked under the wing of a Classic World War II T-28 Navy Carrier Trainer. Perhaps a B-25. Need something in a water cooled model? Try a P-51. How about an F-15, a F-4 Phantom, a Russian MiG 21 or a A-7 Corsair just back from Desert Storm? The ultimate in aero ad ons! Feel a little ground bound, feel the need for an altitude adjustment? For a small additional fee, a vintage Bi-Wing Stearman *could* be giving club members rides to experience the difference between ground speed and air speed. So come out and see how our Ground Classics look alongside Air Classics.

- 9:30 am:** Cars may begin arriving at the airport
- 10:00 am:** Continental breakfast
- 12:00 pm:** Judging begins & Guided tours
- 1:30 pm:** Trophy presentations & Photo sessions

- Class A:** Exterior, Interior, Trunk, Engine & Undercarriage
 - Class B:** Exterior, Interior, Trunk & Engine
 - Class C:** Exterior, Interior & Trunk
 - Class D:** Exterior & Interior
 - Class E:** Exhibition Style of Exterior & Interior. Visual Inspection Only
 - Novice:** For fun & first time participants only.
- Judged to Class C standards, novice class winner is edgible to trophy.



Questions? Call Jim Jacisin @ 630-279-4835

Fee \$20 per car, includes guided tour. Guided tours for each additional guest \$5

Please make checks payable to: **PCA Chicago Region**
c/o Jim Jacisin 508 Rex Blvd., Elmhurst, IL 60126

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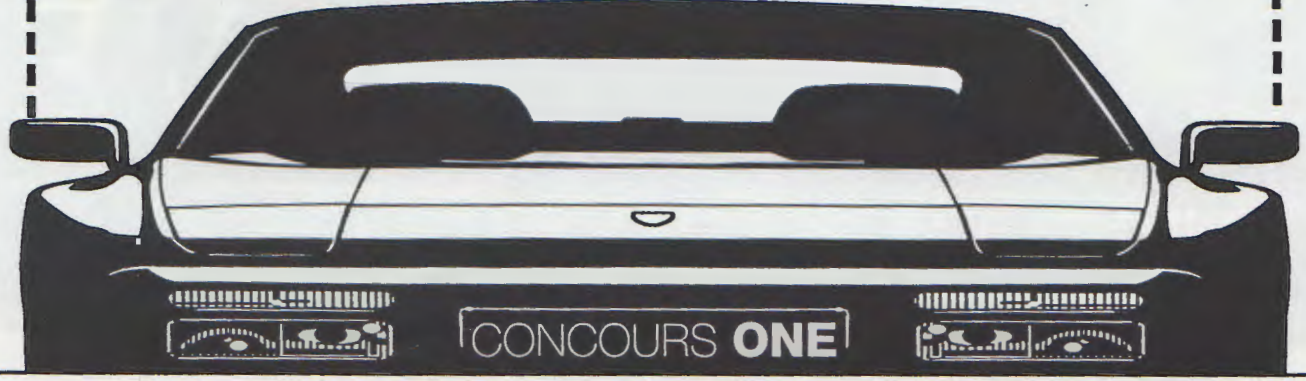
Address _____

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Phone () _____ **Region** _____

PORSCHE Model _____ **Body Style** _____

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



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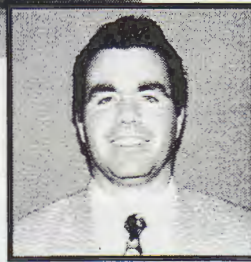
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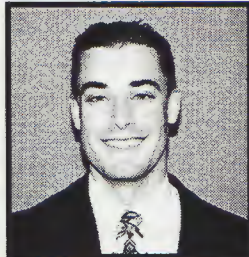
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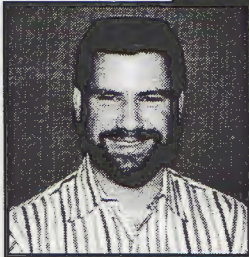
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Road America I Drivers' Education May 23 & 24, 1998

It's time again for Road America I, the first of our two events at Elkhart Lake this year. This event is open to all Porsche drivers, including novices. It is highly recommended, if you are a novice, to attend the Blackhawk Farms Drivers' Education event on Wednesday May 13th before participating in this event at Road America.

There will be four run groups: Group I - our most experienced drivers with usually, but not always, the fastest cars; Groups 2 and 3 - our next most experienced drivers who are somewhat slower than Group 1; Group 4 - our novice drivers and others who are still fairly new to Road America. 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 to help you improve your driving skills. All novice drivers will also be required to attend a Novice Orientation Meeting on

Friday evening, May 22 at Siebkens at 8:00 p.m. There will be a limit of 40 spaces for novice drivers, so please pre-register NOW.

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

For Groups 1, 2 and 3, a five or six point harness is mandatory for the driver, and if you wish to have an instructor ride with you, the same type of harness is required on the passenger's side.

Mandatory clothing requirements have changed for this event. Now required are a SNELL approved SA 1990 helmet, long sleeved cotton shirt, long pants, socks, all of non-synthetic material, and closed-toe shoes. Recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher. Please check the date on your helmet NOW: it will be checked at tech inspection. Remember, if you do not pass tech inspection, you may not drive: so these points are very important.

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

All cars running at Road America must not exceed the 108db noise restriction. It is the responsibility of each driver to ensure that his/her car does not violate this limit. There

are residential areas near the track, and Road America personnel will be monitoring our cars throughout the weekend.

In addition to the mandatory Novice Orientation Meeting on Friday evening, there will be Mandatory Drivers Meetings both Saturday and Sunday mornings for ALL drivers at the track at 7:30 a.m. Anyone missing any of these meetings will not be allowed to drive.

Spaces for the event are limited so we highly recommend that you pre-register early. You will be notified of your acceptance by mail. Included in your acceptance packet will be a copy of the Rules of Road America. Please read these prior to coming to the event so you can ensure that you the driver, your family, crew, friends, etc. will comply with these rules. Please remember that you must present a valid driver's license and your PCA membership card at registration.

Track registration opens at Siebkens on Friday, May 22nd at 4:00 p.m. The tech crew will be on hand to scrutinize your car and helmet. If your car is not teched at Siebkens on Friday, it must be teched at the track on Saturday morning following the drivers' meeting. No car will be allowed to run without a tech sticker.

This year, as in the past, Siebkens will be the headquarters for the Friday registration and all non-track meetings. In addition to lodging, they also offer a continental breakfast at 6:00 a.m. and a full-service breakfast starting at 9:00 a.m.

The Registrars have established a 24 hour Registration Information line at 847.622.4483.

If you have any questions, please feel free to call any of the Road America committee listed below.

Chris Ingot & John Ruther

Event Chairs	Event Coordinator	Registrars	Chief Driving Instructor	Safety Coordinator
Chris Ingot 847.559.1126	Gary Knoblauch 630.325.1086	Scott & Sharon Lynn 847.622.4483 24 Hour Info	Greg Turek 630.904.0800	Jeff Girard 630.985.6739
John Ruther 847.639.1094				



**PCA Chicago Region
Road America Drivers' Education
May 23 & 24, 1998
Event Co-Chairs: Chris Inglot & John Ruther**

First Driver Name _____
 Address _____
 City _____ State _____ Zip _____
 Eve Phone _____ Day Phone _____
 PCA Member Yes Region _____ No
 Current PCA Membership # _____

Second Driver Name (same car)* _____
 Address _____
 City _____ State _____ Zip _____
 Eve Phone _____ Day Phone _____
 PCA Member Yes Region _____ No
 Current PCA Membership # _____

Requested Run Group
 <Fastest 1 2 3 4 Slowest>

Requested Run Group
 <Fastest 1 2 3 4 Slowest>

Chicago Region (previously assigned) Permanent Car # _____
 If none, Requested Car # _____

Chicago Region (previously assigned) Permanent Car # _____
 If none, Requested Car # _____

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

Yes No Did you receive Skip Barber instruction at a previous PCA Chicago Region Road America event? Yes No
 Yes No If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted. Yes No

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

Porsche Model _____ Year _____ # of Cylinders _____ Displacement _____

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

Fee Schedule:: First Driver \$250.00
 *Second Driver \$75.00 (family or affiliated PCA member only)
 *Second Driver \$250.00 (non-related PCA member, non-family, non-affiliated, or non-PCA member)

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

NO REFUNDS OR CANCELLATIONS AFTER MAY 16, 1998

Mail pre-registration form and check to:
Scott & Sharon Lynn
 Registrars
 Road America I Drivers' Education
 1605 Keim Trail
 St. Charles, IL 60174

Questions:
 Phone: 847.622.4483 (24 hour info)
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Oshkosh, WI
800.683.1980

Plymouth Inn
Plymouth, WI
920.893.5623

Ramada Plaza Hotel
Fond du Lac, WI
920.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI
920.793.1794

Rochester Inn Bed & Breakfast
Sheboygan, WI
920.467.3123

Select Inn Fountain Park
Sheboygan, WI
920.458.4641

Sheboygan Super 8 Motel
Sheboygan, WI
920.458.4265

Siebkens
Elkhart Lake, WI
920.876.2600

Starlite Motel
New Holstein, WI
920.898.4265

Village Inn - Motel
Two Rivers, WI
920.794.8818

West Bend Inn
West Bend, WI
800.727-9727

Wisconsin Aire Motel
Random Lake, WI
920.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI
920.892.2222

Campgrounds

Hoelt's Resort Campground
Cascade, WI
920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI
920.892.4252

Mark & Dean's Camper Rental
Kiel, WI
800.894.7181

Marsh Lodge Campground
Elkhart Lake, WI
920.876.2535

Westward Ho Camp Resort
Glenbeulah, WI
920.526.3407

(Ed. note: This list of accommodations in the Elkhart Lake area is drawn from several sources as a service to our members.. It does not constitute recommendations.)



We need your help to make the **Chicago Region's Memorial Day Drivers' Ed weekend - May 22nd - 24th** - the best it can be. Your help in the past has done just that. Please help out again this year. If you are interested, please send your work assignment preferences, name, address, and phone and/or fax number to:

Gary Knoblauch
Event Coordinator
10 S 060 Thurlow Street
Hinsdale, IL 60521 or Fax: 630.325.2286

Name: _____ Phone: _____
Address: _____ Fax: _____
e-mail: _____

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

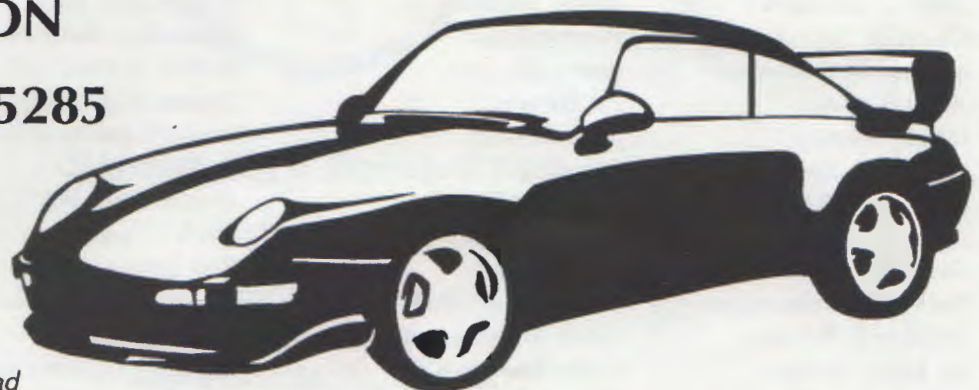
Timing / Grid / Start / Tech / Registration / Anywhere you need me
Friday pm / Saturday am / Saturday pm / Sunday am / Sunday pm



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Chicago Region Membership

April Membership Anniversaries

1971	M. W. Schrepfer	Robert Schrepfer		Michael S. Mostacci	
1972	Richard A. Patterson Larry J. Smith	Linda Patterson Sheri Smith	1994	Charles Hutchinson James Levine	Bonnie Hutchinson Roger Levine
1974	Chester T. Szerlag	Judy Szerlag		Robert A. Benziger	Marla K. Benziger
1975	Petr G. Chadraba Richard M. Ward	Petr Chadraba Bryan R. Ward		Christopher L. Pedersen Scott Varwig	Kim Pedersen Harry Varwig
1977	George Rudawsky	Julie G. Rudawsky		Anthony P. Morelli	
1978	Eric Henderson Bernhard M. Kottler	Sue Henderson Maryanna Kottler		Gerald Owens Steven J. Andersen	Annetta T. Owens Adam Andersen
1979	Richard McCord	Karen L. McCord		John Hart	Monika Hart
1981	Frank E. Chadde Hester J. Hursh MD Thomas G. Larson Everette F. Morgan	Betty Chadde Cindy Dyrda Susan Larson Helen Morgan	1995	R. Richard Brown Dennis F. McGregor Frank A. Rubino Ton J. DeBoer	Donna M. Brown Jennifer L. McGregor Donna Rubino Peter DeBoer
1982	Stanley A. Crane Dennis Hiffman	Tricia Crane Barbara J. Hiffman		David Jenkins Bill Schutz	Cyndi Jenkins Karen Schutz
1983	Arthur N. Nystrom Jr. Joseph M. Fagan	Carol Nystrom Iris Fagan		Hobart E. Crosby Jr. Markian B. Lewun	Drew Crosby Daria B. Lewun
1984	Ronald L. Goldstein Timothy M. Green Thomas F. Kerrigan	Anita Goldstein Gerlinde Green Peg Kerrigan		Scott Forbes Robert F. Reusche Joachim H. Ferstl	Gregory Darrough Mary W. Reusche Heidi Ferstl
1985	Mark Dragovan Stephen Kozerowitz John M. Damas James E. Barzyk	Barbara Kozerowitz Nancy Ann Damas		Louis Morabito Larry A. Allison Hans Bachoefer Mark R. Janis	Terry Morabito Patricia J. Allison Barbara Bachoefer David Janis
1986	Russell L. Melton Thomas W. Beihoffer Bernard Tameling	Berni Melton Denise B. Beihoffer Gretta Tameling		Peter W. Rooney MD Kiffin E. Gilbert Jr	Jeanne E. Gilbert Russ Bartmess
1987	Brian Gollaher	Denise Gollaher	1996	R. Scott Bartmess George Moreno	James Demetriou Opal Shadlow
1989	Rob Larson Rudy Vilkutaitis Steve Heim Nicholson J. Hirzel Louis C. Serpico John A. Takehara	Ann Larson Marsha K. Morgan Debbie Heim Andrew D. Hirzel Suzanne Serpico Renee Takehara		Merriel Shadlow Robert A. Ostroga Kenneth F. Lindgren Donald O. Meyers Brian P. Gibbert	Steve Lindgren Art Meyers
1990	Glenn M. Stazak Michael B. Gallagher	Warren Ellis June Gallagher		Frederick R. Jolly Edward J. Olinger MD Patrick E. Pozzi MD	Elaine Fleming Barbara Olinger Carleen Pozzi
1991	Allen Barrow	Pat Barrow		Donald R. Michalek Louis Natenshon Carl Harris	Karen L. Michalek Adam Natenshon Karen Michelle Harris
1992	John L. Winter Charles E. Reiter III Gordon R. Roth James R. Starai Dr. Martin Bour	Jonne Winter Catherine C. Reiter Madeline Roth Kimberly Starai Cheryl Bour	1997	Dennis Drescher Mark J. Hampton Rod Trautvetter	Donna Drescher Mary Hampton Carol Trautvetter
1993	Robert A. Habermann William F. Fortuna W. James Fischer Vito A. Castelli Dr. Bruce A. Rohner G. Jeffrey Provol David Poston	Charlie Habermann Gayle M. Meadors Cathy Fischer Donna Castelli Mary Ellen Rohner Diane Poston		Michael J. Leibovitz James G. Hanson Anthony G. Shaneen Jonathan W. Burgis Rex C. Covington George Schaefer III Wayne R. Simon	James W. Thielman Carol Hanson Tim Clancy Bill Burgis Muriel R. Covington Heidi Simon

Welcome to our New Members for March 1998!

Jeff Arthur
Naperville, IL
1986 944 Turbo

Craig C. Davies
Woodridge, IL
1975 9115

Nick Leftakes
Lincolnwood, IL
1997 933

Richard Proszowski
Prairie View, IL
1998 Boxster

Jim Bachner
Wilmette, IL
1998 993C2S

Richard Fitzherbert
Merrillville, IN
1987 944

Michael Lewis
Wilmette, IL
1998 Boxster

Dennis Tobin
Elgin, IL
1962 356

David Benson
Highland Park, IL
1998 Boxster

Peter Froelich
Evanston, IL
1980 911 SC

Trevor Merrick
Buffalo Grove, IL
1998 911 Turbo

Glenn Watamanik
Chicago, IL
1978 930

Joseph Castrogiovanni
Rockford, IL
1998 993C2

Bruce Gracz
St. Charles, IL
1988 930

Sharif Nijim
Chicago, IL
1993 911C2

Michael Stelle
Geneva, IL
1962 356B & 1998 Boxster

Ted Chilcoat
Wheaton, IL
1994 RS America

Adam Koller
Chicago, IL
1983 944

David Ostrom
Rock Island, IL
1955 356

Members News for April 1998

Condolences to Chris Inglot and his family on the death of his father Peter Inglot on March 12th. Our thoughts, our love, and our prayers are with you

We look forward to seeing all of our members, old and new, at the events.

Ed Barnicle, Membership Chair



Street and Race Prep

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Libertyville, IL 60048
(847) 367-8837**

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- Engine/transmission building and upgrades

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Call FastTech today for discount prices on hundreds of 911 & 944 parts --- Including: competition solid Engine mounts, Adjustable upper strut mounts, spherical bearings, & suspension kits, brake & wheel/tire packages, carbonfiber - fiberglass & O.E.M. steel body panels.

Cars

- 911 Twin Turbo GT1-Track - World Cup Winner
- 911 Ruf Turbo-Street/Track - Bi-Turbo Nemesis
- 944 Escort Series Turbo-Street/Track (1 of 11) Never Raced
- 968 Track - Very Trick
- 97 Boxster - Street Special suspension, wheel & tire package

Parts Special

- 944 Club Sport Control Arm \$813
- 944 Club Sport Caster Mount \$171
- 944 Club Sport Strut Mounts \$137
- 944 Club Sport Transmission Mount \$388
- 944 Fiberglass Hood \$595
- S2 Club Sport Rear Shocks \$779
- S2 Clutch Disc \$244
- Stainless Steel Brake Line Kits \$49
- Solid Motor Mounts - 915/901 \$95
- C2/993 \$195

Engines

- **930**
3.3ltr -400hp-
3.4ltr Twin Plug -490hp-
- **968**
3.0ltr -310hp-
3.0ltr -330hp-
- **944**
Turbo Motor -Stock
3.0ltr Short block

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TODAY!**

PORSCHE

Now taking reservations for Arrive & Drive race packages (your car or ours) for the '98 race season including professional driver tutoring and chassis setup.

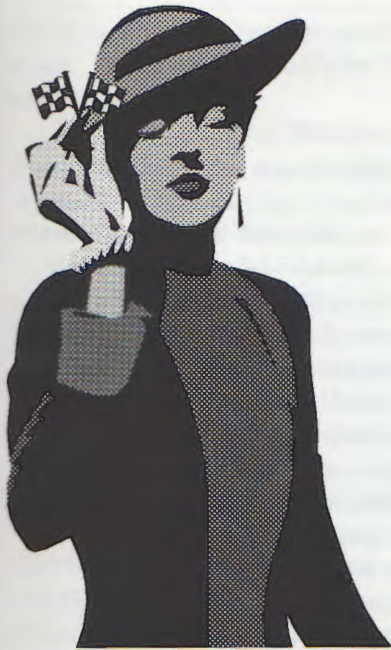
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Tres Chic Racing

presents

The "Not For Ladies Only" Autocross

Rockford Speedway, Rockford, IL

May 31, 1998

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

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

Tres Chic Racing has been asked to encore their Rockford Speedway Autocross of last year. Again, we promise one of the most exciting events of this (or any) year: high banked oval turns, high-speed use of the straights, and challenging autocross through the figure 8. Last year, we were able to provide drivers with 5-7 runs and hope to do the same this year, depending on the numbers of drivers. The concession stands and restrooms will be available at the track. A local establishment will be chosen for dinner at the end of the day.

Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

Questions? Please call (before 9:00 pm) the Event Chair 'hot shoe' women:

Susan Brenkus 630.529.0911
 Jill Girard 630.985.6739
 Marla Turek 630.904.0800

P1 356, 914 (except 914/6), 912, 924 (except S & T)	P4 944 S2, 944T, 968, 930	M1 Modified 4, 6 & 8 Cylinders
P2 924S, 924T, 944 (except S2 & T)	P5 2.7, 3.0, & 3.2 911	Masters Production Class only (Elective class. Driver must be at least 55 years old.)
I1 Improved 4 Cylinders	P6 3.6 911	
P3 2.0, 2.2, 2.4, 911, 914/6, 928	P7 Boxster	
	I2 Improved 6 & 8 Cylinders	P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

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

Driver #1: _____ Home Phone: _____
 Member Applicant Guest of _____

Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$25.00 Members / \$30.00 for non-member guest

Driver #2 (same car): _____
 Member Applicant Guest of _____

Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

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

Board Meeting Minutes

Porsche Club of America Chicago Region Board Meeting Minutes February 6, 1998

Voting members present: Bittman, S. Brenkus, Clark, D. Gallagher, P. Gallagher, Inglot, Janecek, Murrin, and Rashbaum.

Voting members absent: Ruther.

Vote by Proxy: One (Shire for Ruther)

Coordinators present: T. Anderson, Barnicle, Bittman, N. Brenkus, S. Brenkus, D. Gallagher, P. Gallagher, Hackenson, Inglot, Janecek, G. Knoblauch, M. Knoblauch, Patterson, Rashbaum, Shire.

Meeting called to order by S. Brenkus at 8:07 pm. at the Park Ridge V.F.W.
Secretary - Chuck Bittman.

Bittman presented the minutes from the November and January board meetings. S. Brenkus noted that she was not in attendance at the November board meeting but was listed as present. Murrin moved, D. Gallagher seconded, to approve the November '97 and January '98 minutes as corrected. Approved unanimously.

Treasurer - Chris Inglot.

Inglot presented a report containing the following: A balance sheet as of 1/31/98 showing account deposits of \$131,255.59 and total assets of \$169,581.33; a cash flow statement for January, 1998 showing a deficit of \$17,219.66; a cash flow report for the dinner dance showing a deficit of \$16,453.58. Rashbaum moved, Janecek seconded, to approve the treasurer's report as presented. Approved unanimously.

Vice President - Bill Murrin.

No report.

President - Susan Brenkus.

S. Brenkus stated that the July board meeting would be on July 10.

The Zone 4 presidents meeting will be on March 14 in Fort Wayne, Indiana. The Brenkus' and Shire-Rashbaum will attend.

Autocross - Jeff Girard.

S. Brenkus reported for Girard that Girard is checking into an indoor location for the classroom portion of the drivers' school.

Arena Auto Auction has been canceled for the first autocross. Girard is looking for replacement location.

Clark and Girard will coordinate an effort to secure an event at the new Route 66 Racetrack in Joliet.
Road America Drivers' Education and Club Race - Chris Inglot & John Ruther.

Inglot reported that the track fees would not be increase significantly for 1998.

Inglot proposed fees for Memorial Day weekend of \$250.00 for the first driver and \$75.00 for a second driver if it is the family member driving the same car.

Inglot proposed the same fees as Memorial Day for the drivers' education portion of the Labor Day weekend event. Fees for the club race portion will be \$350.00 for the first driver and \$200.00 for the second driver if it is the family member driving the same car.

The current Road America fees are \$9,000 per day for club racing and \$4,500 per day for drivers' education.

The chairmen are looking for an alternative to the usual T-shirts for the Labor Day weekend event.

S. Brenkus moved, Clark seconded, to give Arnie Zann 5 free Road America events for his service at previous events. Approved unanimously.

Road America Drivers' Education Registration - Scott & Sharon Lynn.

S. Brenkus introduced Scott and Sharon Lynn. No report.

Road America Club Race Registration - Nick & Susan Brenkus.

No report.

Road America Sponsorship - Steve Rashbaum.

Rashbaum reported that Bill

Jacobs Motorsports would no longer be the primary sponsor for the Club Race as the franchise was recently sold. Rashbaum will approach other Chicago area Porsche dealers regarding sponsorship.

Road America Volunteers - Gary Knoblauch.

G. Knoblauch reported that a contract would be signed with the Milwaukee area SCCA for corner workers prior to the signing of the contract with Road America.

Blackhawk Farms - Dan & Peggy Gallagher.

D. Gallagher reported that the track rental fees have not changed much for 1998. There is a new track manager. The concession stands will be open for our May 13th event. D. Gallagher proposed leaving the fees the same as last year unless insurance increases significantly.

Chief Driving Instructor - John Ruther.

No report.

Insurance Coordinator - Bruce Janecek.

Janecek asked that all voting members give their proxy to someone on the board in the event that they can not attend a meeting.

Concours - Jim Jacisin & Pat Yanahan.

Bonnie Yanahan reported that the first concours would be at Air Classics in Sugar Grove. Breakfast will be provided and a fee of \$5.00 will be changed for non-entrants to attend.

Rallye - Dan & Peggy Gallagher.

D. Gallagher reported that the Rallye School would be at Rosati's in Schaumburg on March 22.

Social - Myra Knoblauch.

M. Knoblauch reported that there would be a restaurant tour at Cafe 36 this weekend.

There will be a bowling social event at NuVision Entertainment center on February 28.

M. Knoblauch is also working on a trip to Las Vegas.

Keith and Karen Clark will chair

Gallagher's Drive Me To Drink Rallye

Sunday, June 7th

Countryside Pub

Countryside, IL



10:00 a.m. Registration Opens
 11:00 a.m. Drivers' Meeting
 11:31 noon First Car Off

Complimentary Coffee
 and Pastries

S.O.P., Equipped and Touring Classes

Directions to Countryside Pub
 Joliet Road & Brainard Avenue
 Countryside, IL, 708.482.7330

\$20.00 Rallye Fee per car

From the north: 294 South. Follow St. Louis exit. Pay \$.15 toll. Take middle fork/Joliet Road. (Do not go to St. Louis.). East to Brainard Ave. On the right (across from The Flame).

From the city: Take Stevenson (I-55) West. Exit LaGrange Road North. Left (West) at first major intersection (Joliet Road) to Brainard Ave. On the left (across from The Flame).

From the south: 294 North. Exit Wolf Road. Right ¼ mile to Joliet Road. Right on Joliet Road to Brainard Ave. On the right (across from The Flame).

From the west: I-55 East. Exit Joliet Road on left (exit 276c). East to Brainard Ave. On the right (across from The Flame).

Rallyists, join us for the second rallye of the year. Rallyemasters Dan and Peggy Gallagher have planned a wonderful route through southern Cook and northern Will counties. Upon completion of the rallye we will compare scores, award prizes, share stories, and dine festively at Die Bier Stube (in Frankfort, IL) where we will enjoy the outdoor patio, fine German food and beer, and a German band.

Non-rallyists are welcome to join us at 5:00 p.m. for the festivities. Frankfort is a 'neat little town' with many antique and curio shops and would be a fun destination for a Sunday drive in the country! (Please let Dan or Peggy know that you'll be there!)

Die Bier Stube

42 Kansas Street, Frankfort, IL
 815.469.6660

Family-style Dinner includes: Wiener and Jager Schnitzel, Schnitzel Florentine, Bavarian Pork Roast, Rouladen, Smoked Kassler, soup, salad bar, vegetables, choice of potato, dumplings, and homemade breads and butters.

Dinner \$21.00 per person (includes tax & tips) **Cash Bar**

Questions ? Dan or Peggy
 708.784.0784

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

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

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

Car Model _____ Color _____ SOP ___ Equipped ___ Touring ___

Rally Car Fee: \$ 20.00 Class: S. O. P. _____
 Equipped _____
 Touring _____
 # of Dinners @ \$21.00 \$ _____

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

Track Scene

Create Your Own Unfair Advantage: Develop And Use A Log Book!

by John Ruther

Have you ever wondered what your lap times were or what tire pressures or suspension settings you used the last time you were at a particular race track?

All of this guesswork can be eliminated if you will take the time to create and maintain your own Log Book. I did this seven years ago and today I have a complete record of every lap I have turned at every racetrack I have been on in the last seven years. In addition, I have developed for each track I have been to my own track notes which gives me all the reference markers that I use, what gear I use in every corner etc. Included with these notes is the official map of the track. I have also developed over the years a video library of most of the road courses in North America.

Before I go to a track that I haven't been to in a year I will spend an evening reviewing my track notes, the map and studying the video. Then I will practice visualizing driving the track. If I have difficulty with a corner in my visualization I will go back to my notes, the map and the video. If you get really good at this visualization technique try it with a stop watch to see how close you are to your actual lap times.

Before we go to the track I will review the suspension settings section of my Log Book to see what sway bar settings, shock absorber compression and rebound settings and spring rates we used the last time we were at this particular race track. By putting these adjustments on the car before we ever leave home we should be very close to a good set-up when we arrive at the track. This assumes, of course, that we were happy with the handling of the car the last time we were at the track. If not we can review our notes and make whatever corrections we thought we needed to make.

The Log Book I use is a small three-ring binder (5½" x 8½"). I have tabs for Tire Temps/Pressures, Suspension Settings, Lap Times, Track Notes, Track Maps, and Miscellaneous Information. If you use a Hot Lap in-car timing system every time you go out on the track it makes it very easy to record your lap times. You just have to be disciplined enough to do it all the time. The off-season is a great time to begin the process of putting a Log Book together for use this coming season.

(Ed. Note: John Ruther is the Chicago Region's Chief Driving Instructor, the 1998 Road America Co-coordinator, as well as a PCA, USRRC, and SportsCar Racer. When not on the track, he can be found at Northstar Motorsports in Barrington, IL.)

So I Signed Up For My First Drivers' Ed Event - Now What?

by Bill Hawe, Northeast Region
(from NOR'EASTER)

We can all remember our first Porsche Club of America driver's education event. I remember every detail of mine. They say that adrenaline helps burn things into your memory. I guess so! What a mosaic of sights, sounds, smells and feelings. Of course I came completely unprepared. Sure, I remembered my helmet, my Tech Form, and of course my car. But I wish someone had given me some advice on the other stuff to bring.

Remember your feelings at your first driver's ed. event? Why was it that everyone else knew exactly what they were doing and I was the only one who didn't have a clue? How could I look somewhat clued-in so as not to look like a total loser? Everyone else seemed to have stuff I didn't. How did they know to bring that stuff? How do you learn this stuff?

Well, here are a few thoughts on getting ready for your first driver's ed event. Hopefully, they will reduce stress and increase the fun. First of all, this is supposed to be fun. The purpose is to learn how to safely control your car in a safe, learning environment. This is not racing or race preparation! This is not an event to show off how great you can drive. The purpose is not to go fast. The purpose is to learn how to properly drive your Porsche and to enjoy it!

Getting Ready

You need to get your car ready ahead of time. Get this inspection out of the way early and freshen up the car as needed. Then you will feel that everything is in working order. A few things to think about:

- When was the last time the brake fluid was flushed?
- Do the brake pads have at least 1/2 or more wear left in them?
- Does everything work?
- Do the tires have tread to meet the event rules?
- Is everything in proper working order?
- Does the event require a fire extinguisher installed in the car?
- Do you have a helmet? Seems strange to ask that. But often this is overlooked until the last minute. Get a good helmet such as Shoei, Bell, or Simpson. Don't buy a used helmet. It may have been dropped (this can permanently damage them). Who knows what's happened to it. Helmets must fit properly. There are guides for measuring your head to assure proper fitment. If you are buying a new helmet now, it should be rated Snell SA95. SA means special application. This is designed for use in cars.

Packing for the Event

So, your car is inspected and is A-OK. You have your helmet. You even looked at a map to see how to

get to the track more than one day in advance. (Don't laugh.) Now, what should I bring with me so I'm prepared? On the one hand you don't want to bring everything in the garage. On the other hand, it would be nice to have what you need.

First and foremost - pack a friend! What you say? Pack a friend? Yup. Basically, everything will go much better if you know someone else in the club who is doing this and you can hook up with them beforehand. Chances are, it was someone else in PCA who got you to overcome your apprehension and sign up in the first place. Ask them to show you the ropes. They will be thrilled to do it. Really! Trust me on this one. They really will want to help. Someone helped them their first time and they still remember. Ask them what they bring with them, how they prepare their cars, where they have them teched, what time to leave to get there on time, etc., etc.

Pack Early

Don't make the mistake that I have by leaving the packing until the morning of the event. Pack the day before. Try not to pack the night before because before you know it, it's 1:00 am in the morning and you are supposed to leave for the track at 5:30 am. Been there. Done that.

So, what to bring with you? Here are some thoughts:

For Your Car

- Paper towels and window cleaner
- Tire air pressure gauge
- Wrench to tighten wheel lug nuts, preferably a torque wrench. By the way, those soft sockets which you use not to mar the finish on the alloy lug nuts will melt, literally, if you attempt to loosen/tighten lugs after having been on the track. Also, if you use a steel socket it won't melt. However, it will break off the alloy lugs nuts on the first turn. Then you will have your wheel stuck on your car. The broken lug can be removed without damaging the wheel. But it is major surgery. So, if you have alloy lug

nuts on your car then let them cool completely before attempting to loosen them. Or, you can put on open ended steel lugs and have no problem. This is what most people do. You can purchase these through aftermarket Porsche suppliers.

- Your car tool kit, jack, etc.
- A cotton towel or two
- Car numbers
- Gasoline! It sounds funny, but make sure your car has a full tank of gas when you arrive at the track. I will admit publicly that I almost ran out of gas on the track at my first event!
- 1 or 2 quarts of oil
- Optional. Racer's tape or duct tape to cover headlights
- Optional. 12v air pump (someone will probably have one at the track or the track will have an air pump in case you need air)
- A canvas bag or duffel bag or milk crate or box, etc. to hold all this stuff

For You

- Completed Tech Inspection Form
- Directions to the track
- Your PCA membership card and driver's license
- Money!!
- Helmet
- Your watch
- Hat
- Sunscreen
- Umbrella (not red or yellow)
- Rain coat or jacket you could wear in the rain (not red or yellow). Always bring this. You will be glad you did when that summer thunder storm comes through on what was otherwise supposed to be a sunny day.
- Long sleeve cotton shirt T-shirt, sweatshirt, etc. as the weather demands
- Long cotton pants (like blue jeans)
- Tennis shoes (not jogging shoes with their big, wide bulky soles)
- Small cooler with ice, and plenty of drinks. Drink lots while at the track. You don't want to get dehydrated.
- Light lunch. There may be some

place to get lunch at the track. Some have it. Some don't. Know this ahead of time!

- Optional. A tarp to put over your stuff in case it rains
- Optional. A small folding chair
- A canvas bag or duffel bag or milk crate or box, etc. to hold this stuff
- Finally, don't forget to leave your ego at home. You're there to be safe and to learn, not to impress anyone.

When you Arrive

- Get there early. Talk to people. Find out what's going on. You will need to do the following:
- Sign in. You will be required to sign an insurance waiver for the track and for PCA. There may be a small track entry fee to be paid (more taxes). Remember to collect all the forms they have for you. This will probably include the schedule for your run groups.
- Park. Find a place to park your car which is not in the way of every thing.
- Empty your car. Take everything out of your car. This means every thing! Empty the glove compartment, the trunk or trunks, the door pockets, remove the radar detector, the cellular phone (If it's permanently installed turn it off!). Remove the floor mats.
- Get in line for Tech Inspection. There will be a final tech inspection of your car and equipment. Bring your car, your helmet, your completed Tech Inspection Form. Get there early! Remember to have your car numbers on your car before you get into line. Put the car numbers on both sides of the car.
- Get set for Driver's Meeting. There will be a driver's meeting prior to the event. This will take place after all the cars are inspected. Go to the driver's meeting and pay attention. Don't be late. They will tell you about the track, any special considerations, how the flags are to be used, etc.
- Meet Your Instructor. You will be assigned an instructor. You will probably be introduced to him/her at the driver's meeting. Get to

Track ...

- know this person. Find out where they are parked.
- Novice Meeting. Usually, beginners and novices attend a classroom session prior to driving. You will be told about this at the driver's meeting. Ask questions!
 - Get in line. Make sure you know when your group starts. Go to the bathroom (really). Get to the grid on time. Make sure your instructor finds you or you find him/her. Arrange where/when to meet ahead of time. Have fun.
 - Get to work. Chances are, you will have to work in some capacity while at the event. Usually this consists of duty at one of the corner stations. Make sure you go to the bathroom before heading out there.

(Sorry to nag about this but you'll be there for a while and you cannot leave your post at all.) Bring stuff to drink, your hat, jacket, etc. Remember to close the sun roof (and perhaps windows) in your car before you leave for your assignment unless you are 110% sure that there will be no rain. Of course at my first event, a brilliant sunny summer day, I left my sun-roof open and it rained in my car. Of course I had taken my keys with me so no one could close it for me, even though many people looked in the car to see if they could! Some nice soul finally put a tarp over the roof.

- Keys. Many people just leave their keys in their car while parked for eventualities such as I just described. I won't tell you to leave

your keys in your car. It's probably all right though. But it's your choice. Sometimes I take mine. Sometimes I don't.

Well, that's enough to get you thinking about what to bring. I hope this helps and doesn't cause your trunk to fill up with too much junk. But don't worry. If you forget something, there's always one of those 'over the top' people who trailer their cars at the event. They bring all sorts of junk with them. They love to lend it to you because they feel so guilty for bringing too much useless hardware that they never use. (Been there. Still doing it.) So, don't feel shy about asking to borrow something! Most of all have fun, be safe, and learn what Porsches are really like.

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Audi Quattro	Mazda 320 GT
BMW (all models)	Mazda 626 Turbo
Cadillac Allante	Mazda MX-6
Chevy Beretta GTZ	Mercedes - all models
Chevy Lumina Z34	Merkur XR4TI
Chrysler LeBaron GTC	Mitsubishi Eclipse
Chrysler TC Turbo	Mitsubishi Mirage Turbo
Dodge Lancer Shelby Z	Olds Cutlass (Quad-4 HO)
Dodge Shadow Turbo	Plymouth RS Sundance
Dodge Spirit R/T	Pontiac Grand AM Quad 4
Eagle Talon	Pontiac Grand Prix Turbo
Ford T-Bird SC	Pontiac Grand Prix Turbo STE
Ford Taurus SHO	Pontiac Sunbird GT
Infiniti Q45	Saab 900
Isuzu Impulse	Toyota Celica Turbo - all types
Jaguar XJS	Volkswagen Corrado



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



The Lincoln Park Zoo
 in association with
Porsche Club of America, Chicago Region
 cordially presents

A Golden Concours

Saturday, June 20, 1998

Lincoln Park Zoo, Chicago, Illinois

In June 1948 the first car with the Porsche name was manufactured in the small village of Gmünd Austria. That unprecedented event started a love affair with a car which has endured for 50 years. In celebration of Porsche's *Golden Anniversary*, on Saturday June 20th, the Lincoln Park Zoo will close its doors to the public and provide exclusive use of the zoo facilities to the Chicago Region for a Zone 4 Concours, a "Walk-in-the-Park" Gimmick Rallye, a Childrens Zoo animal display, Dinner, and Awards Presentation.

Schedule of Events

<i>Cars arrive, final concours preparations</i>	3:30 pm - 5:30 pm
<i>Cars on display in the Lincoln Park Zoo</i>	5:30 pm - 6:30 pm
<i>A "Walk-in the Park" Gimmick Rallye</i>	6:15 pm - 7:30 pm
<i>Children's Zoo animal display for the kids</i>	6:30 pm - 7:30 pm
<i>Judging of Porsches on display</i>	6:30 pm - 7:30 pm
<i>Dinner</i>	7:30 pm - 8:30 pm
<i>Awards Presentation & American Club Gift Certificate Drawing*</i>	8:30 pm - 9:00 pm

The standard four classes of judging- A, B, C, & D - will occur in addition to the Chicago Region's new class - the "E" class. In "E" class the exterior and interior will be judged by visual inspection only. No interior or exterior will be touched. The entrant may show each car with windows up or down, convertible top up or down, how ever the entrant believes the car is the most presentable! The "E" class is to encourage a wider participation in concours events.

A Judges Choice Award will be selected. In addition, an Honorary Judges Award and a Peoples Choice Award will be selected.

Concours Fee **\$10.00 per car** (One entry in American Club Gift Certificate Drawing.*)
 Dinner Fee **\$20.00 per Entrant and/or Adult Guest**
\$15.00 per Child 15 and under

Fees include private entrance to Lincoln Park Zoo.

Net proceeds will be donated to the Lincoln Park Zoo Childrens Program

Location:

The Lincoln Park Zoo
 2001 N Clark Street
 Chicago, Illinois, 60614
 312.742.2000

Directions:

90/94 to Chicago exit Fullerton Ave.
 East on Fullerton to Cannon Drive,
 Right on Cannon Drive.

or

Lake Shore Drive to Fullerton Exit,
 West on Fullerton to Cannon Drive,
 Left on Cannon Drive.

Questions? Tray Anderson
 630.325.1327
 (6:00 - 9:00 pm, please)

***Win a \$1,000 gift certificate for the American Club in Kohler, WI. The only 5 Star Resort in Zone 4, the American Club is located just 15 minutes from Road America. All Golden Concours entrants will be eligible. The winner will be determined by random drawing during the Awards Presentation.**



A Golden Concours

Fees: \$10.00 per car
\$20.00 per person for dinner (\$15 for kids 15 and under).

Mail this completed form and check prior to 6/15/98 to:

WaterSoft Development Company
2211 York Road, Suite 205
Oak Brook, IL, 60523
Attention: A Golden Concours

Name: _____ Phone Number: _____

Region: _____

Address: _____ City/State/Zip Code: _____

Porsche Entry #1: _____ Year: _____ *Class: _____

Porsche Entry #2: _____ Year: _____ *Class: _____

Porsche Entry #3: _____ Year: _____ *Class: _____

of Porsches: _____ x \$10 = _____

of Entrant and/or Adult Guest(s): _____ x \$20 = _____

of Child Guest(s): _____ x \$15 = _____

Total amount of check = _____

Please make checks payable to PCA Chicago Region

- *Judging Classes:
- A - Interior, Exterior, Trunk, Engine, and undercarriage (Cleanliness & Condition)
 - B - Interior, Exterior, Trunk, Engine (Cleanliness & Condition)
 - C - Interior, Exterior, Trunk (Cleanliness & Condition)
 - D - Interior, Exterior (Cleanliness & Condition)
 - E - Interior, Exterior (Visual inspection only)

____ Check here to request by fax/e-mail complete event details including the *Do's and Don'ts of a Concours*

Fax Number: _____

e-mail address: _____

Concours School • Chili Tasting • Edible Art Contest

The El Niño Day

By Jim Jacisin
Event Chair

This year's Concours School began the way that the last concours of '97 ended: with frightening weather. It seems that in the Chicago Region a concours and rain go together as well as ...well, a concours and rain!

Despite the conditions, 175 Porsche people made the annual trek to Napleton Porsche in Elmhurst to learn prep tips, new techniques, sample new (and old) products, and, of course, eat chili and edible art.

The day began with the Chicago Region's own concours guru and national judge, Pat Yanahan, laying down the basics: a how to get started and what to recognize before, during, and after cleaning and waxing. Then, everyone broke into smaller groups to address specific topics and problems with the assembled experts who, in many instances, demonstrated solutions as well as answered questions.

Thanks to Pat Yanahan who tirelessly polished, glazed, and waxed my car again and again for anyone who wished a demo. Thanks to John Takehara, another of the Chicago

Region's own concours experts, as well as a national concours judge and parade winner, who shared tips and advice unselfishly. I hope everyone had the opportunity to meet and talk with Bob Cook and Andy Discher, more of our Region's best, who, for anyone who had a question, would find the corresponding part on one of our cars to show the correct way to restore it to better than new condition. And thanks to racers Bruce Janecek and Gary Knoblauch, who, despite every excuse to stay home warm and dry, proved again that clean race cars go faster.

A round of applause in appreciation goes to Larry Emmons of CoachWorks (630.832.1411) and Stan Chewning and Chuck Dinklenburg of Dentbusters (630.543.1880) who gave up their day off to share their expertise with us. Larry not only showed off his skills with Zymol on Lee Lichtenstein's Midnight Blue 968, he generously, once again, donated prizes for our raffle. Stan and Chuck pulled, pushed, and gently massaged the dents and dings out of Bill Murrin's 914 as fast as we could put them in!

Larry Reynolds (whose articles

are often reprinted in the Scene) of Car Care Specialties (201.796.8300) donated well over \$200 of products and samples. His product catalog and applications tips alone were worth coming out in the rain. The feeling at the end of the day was that if this group of practitioners, with their advice, applications, and products couldn't help you restore your car, then maybe it's time for that 996!

A 'job well done' (as always) to Nick and Susan Brenkus who organized the chili and edible art contest again to the immense enjoyment of the assembled PCAers.

Thanks to Todd Wilkins and his staff at the dealership who made every Porsche member feel warm and welcome. Their judging skills, along with those of Judd Blunk, our PCNA Rep, assured impartially in the 'blind tasting'. (Nick still won!)

And, last, but certainly not least, thanks to everyone who brought all the wonderful chili and edible art - the real stars of the show - and to everyone who came out on such a wicked El Niño day to help make this the most successful concours kick-off ever. We'll see you at the Air Classics Concours One in Aurora on Sunday May 17th!

Chili Contest

<i>Hottest</i>	First Place	Dave & Judy Matthews
	Second Place	Scott Lynn
<i>Beaniest</i>	First Place	Nick Brenkus
	Second Place	Kristy Kosinski
<i>Meatiest</i>	First Place	Guests of the Lakemakers
	Second Place	Bob & Shirley Cook
<i>Tomatoiest</i>	First Place	Amy Murrin
	Second Place	Dan Gallagher
<i>Best Overall</i>	First Place	Bob & Shirley Cook
	Second Place	Nick Brenkus

Edible Art

<i>Originality</i>	Barb Tiller
	<i>Brownie Classic</i>
<i>Best Tasting</i>	Vanessa Inglot
	<i>PCA Club Racing</i>
<i>Creativity</i>	Jean Janecek
	<i>Porsche Eggs</i>



The winners of the Chili Tasting, the Edible Art Contest, and the Raffle drawing with a real winner!



Thanks to Chuck Dinklenburg of Dentbusters Bill Murrin's 914 has never looked better.



Keefer Blunk helps her dad Judd (left) and Todd Wilkins 'blind taste' the chili entries.



Were Larry Emmon's efforts on Lee Lichtenstein's 968 the inspiration for the Shakespearean line "Out out dammed spot"?



Jim Jacisin's 944S2 shone like the sun thanks to Pat Yanahan's continually polishing, glazing and waxing.



Thanks to the experts who tirelessly gave of their time and expertise and Event Chair Jim Jacisin (far right).

PCA Chicago Region Tech Inspection Sheet

Name: _____ Color: _____ Class: _____

Model/Year: _____ Eng. Disp.: _____ Perm. Car #: _____

Pass Fail 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 and in good operating condition. Firm brake pedal.
- _____ 5. **SEAT BELTS** - Original factory installation; or securely anchored metal-to-metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five or six point harnesses required for Classes 1 - 3 at Road America and highly recommended for all other events.
- _____ 6. **ROLL BAR** - All open cars except 914's, Targas, and cars in the Production class.
- _____ 7. **HELMET, SNELL SA 1990 or later required for all track events** including Blackhawk, Road America, and GingerMan (sticker must be attached inside) and **HELMET, SNELL SA or M 1985 or later required for all autocross or gymkhana events** (sticker must 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 an other 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 and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.
- _____ 10. **DRIVE BELTS** - Tight and in good condition.
- _____ 11. **THROTTLE RETURN** - Freely operating and 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 and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition.
- _____ 15. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and 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. (Remember 108db sound limit at Road America.)
- _____ 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 competition 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 and cap tightened.
- _____ 23. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc.
- _____ 24. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials

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

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

DRIVER'S SIGNATURE: _____ DATE: _____

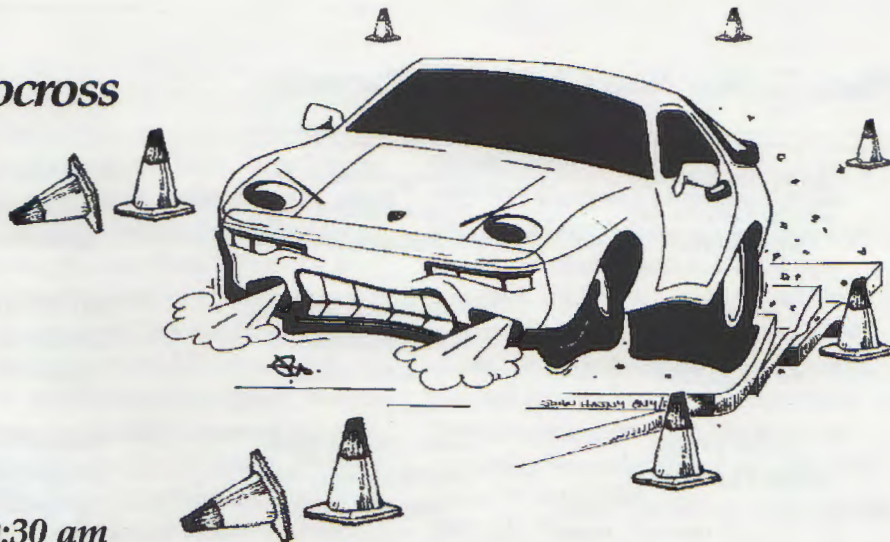
WITNESS TO DRIVER'S SIGNATURE: _____ DATE: _____

The Riot In Rockford Autocross

Sunday, June 28, 1998

Rockford Speedway

Rockford, IL



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

We will return to the Rockford Speedway with its high banked oval turns, high-speed straights, and challenging autocross through the infield for our second autocross of the season.

The concession stands and restrooms will be available at the track.

A local establishment will be chosen for dinner at the end of the day.

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

Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

Questions ? Mike Gray 630.836.0422 (before 7:30 pm please)

P1 356, 914 (except 914/6), 912, 924 (except S & T)	P4 944 S2, 944T, 968, 930	M1 Modified 4, 6 & 8 Cylinders
P2 924S, 924T, 944 (except S2 & T)	P5 2.7, 3.0, & 3.2 911	Masters Production Class only (Elective class. Driver must be at least 55 years old.)
I1 Improved 4 Cylinders	P6 3.6 911	
P3 2.0, 2.2, 2.4, 911, 914/6, 928	P7 Boxster	
	I2 Improved 6 & 8 Cylinders	P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Mail to: Mike Gray, 29 W 425 Crabtree Lane, Warrenville, IL 60555

Driver #1: _____ Home Phone: _____
 Member Applicant Guest of _____

Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$25.00 Members / \$30.00 for non-member guest

Driver #2 (same car): _____
 Member Applicant Guest of _____

Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

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



Places To Stay Near GingerMan Raceway

Lake Bluff Motel South Haven, MI 616.637.8531	Carriage House B&B South Haven, MI 616.639.1776	South Haven Motel South Haven, MI (616-637-3808)	The Seymour House South Haven, MI (616-227-3918)
Quality Inn St. Joseph, MI 616.925.3234	North Beach Inn B&B South Haven, MI 616.637.6738	Sun 'N Sand Motel South Haven, MI (616-637-2007)	Michi-Mona-Mac Lakeshore Cottage South Haven, MI (616-637-3003)
Econo Lodge South Haven, MI 800.955.1831 or 616.637.5141	Ross House B&B South Haven, MI 616.637.2256	Sunset Cottages South Haven, MI (616-637-2727)	South Haven Inn/ Best Western South Haven, MI 219.462.6265
Old Harbor Inn South Haven, MI 800.433.9210 or 616.637.8480	Yelton Manor B&B South Haven, MI 616.637.5220	The Colonial South Haven, MI (616-637-2887)	A Country Place Bed & Breakfast South Haven, MI (616-637-5523)
Victoria Resort B&B South Haven, MI 616.637.6414	Sunny Brook South Haven, MI (616-637-4796)	Last Resort- Bed & Breakfast Inn South Haven, MI (616-637-8943)	
Arundel House B&B South Haven, MI 616.637.4790	Hotel Nichols South Haven, MI (616-637-8725)		

(Ed. note: This list of accommodations in the South Haven area is drawn from several sources as a service to our members.. It does not constitute recommendations.)

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Web: www.bestracing.com

The Mart

PCA members are welcome to place ads of a non-commercial nature at no charge in **The Mart**. The non-member, non-refundable fee for this service is \$15.00 for three months, and checks should be made payable to PCA Chicago Region. Ad material must be received by the 10th of the month for publication in the next month's issue, is subject to editing, and will run for three months. To be run again after the initial three month period, ads must be resubmitted. Please advise the editors should your ad no longer be necessary. Please limit ads to 75 words or less.

The Mart/Chicago Scene
Susan Shire
9507 North Central Park Avenue
Evanston, IL 60203

Phone: 847.674.2285
Fax: 847.679-8973
e-mail: Sshire9066@aol.com

FOR SALE

PORSCHEs

1967 911 S 86K km. Red. Org. Sport Recaros. 5 sp. Fair shape. \$6,300.00. Brendan Connors (w) 312.886.0311 #250

1969 911 Soft window Targa 67K mi. Total restoration, excellent fun car. \$18,500. Buy a car/get 5 free open track days at GingerMan Raceway. Dan Schnitta 616.253.4445

1970 911 Soft window Targa 114K mi. Good original car. \$7500. Buy a car/get 5 free open track days at GingerMan Raceway. Dan Schnitta 616.253.4445

1973 T Club racer GT-3 class RS narrow body look w/ducktail. Johnson Autosport turn key prepared. 3.3 liter twin plug direct fire, headers, 46IDA webbers, 320+ hp, 2120 lbs., lexan, 6pt cage & fuel cell. 7.5x16 & 10x17 Youngblood rims, S4f & 930r brakes w/bias control, 915 gearbox, RSR clutch. All new - 2 races, 2 class wins! \$60,000. John Waterbury (h) 612.429.0242 (w)612.944.9101 St. Paul, MN.

1973 911T Tangerine/blk leather. 40K mi. MFI. New '96: Comp TA/ZR's,

koni adjustables, 21mm frt & 26mm rear torsion bars, turbo tie rods, sport muffler, Robt Wood 7x15" Fuchs, master cylinder. New '97: H-4's & batteries. Carrera upgrade tensioners. "S" instruments, recent tune-up, F/R alignment, lowered & corner balanced at Midwest Eurosport. Beautiful org. cond. Must be seen. No winters/accidents/dings. No A/C.

\$20,000. Mike Southard 847.294.3689.

1978 911SC Alpine White w/full brown leather. 80K mi. All records. New clutch, power windows, doors and sun roof. A/C & Clifford alarm. Garaged/covered. No winters/smokers/accidents. \$15,000. Steve (w) 773.935.3977 (h) 847 566 1362.

1979 911SC Targa Guards red/blk. Beaut. "new" cond. 20K original mi. A/C, w/Carrera tensioners. \$20,900.00. 847.283.9262.

1982 911SC Coupe Prussian blue/blue leather. 93K mi. 16x7&8 Fuchs. Sport seats, power sunroof. Bra & car cover. Over \$6K worth of mech. work done recently: new clutch/rotors(frt)/brakes/suspension (lowered)/shocks. Comp T/A w/less than 10K mi. All service records/current history available. Runs great/looks great. \$14,750. Pat McCrystal (h) 815.728.1593, (w) 815.385.9233.

1982 911SC Targa Red/tan. 63K mi. Whale tail. Complete service. New tires/brakes. Looks new/needs nothing. \$16,500. Bob 708.771.9316.

1983 911SC Euro Widebody. Anthracite gray/champagne leather. 27K mi. Bolster recently dyed/looks immaculate. Power win. A/C. Sunroof. Many new additions. Alpine CD. OZ 3-piece rims, 17x9, 17x10. Bilsteins, Bursch exhaust, turbo tie rods, many others. Great daily driver. \$28,500/OBO. Must sell! Larry 847.940.7346.

1987 911 Turbo Coupe Red/Cashmere leather. 26K mi. Pwr. seats. sunroof, H4's, K27, 1 bar W.G., euro exhaust, lmt. slip, street/no track. All records/garaged/non-smoker. Perfect. \$38,000. Don Larson

630.595.8660.

1990 911 Carrera Cabriolet Metallic Midnight blue/platinum leather. Upgrades: leather, paint & sound system. 38K mi. Power seats/windows, mirrors/locks/top. Factory installed alarm. Built-in radar & laser diffuser. Heated garage/covered/pampered. Driven weekends only. No winters/smoking. Beautiful/must see. \$41,500. Mike 847.842.0704.

1992 911 Turbo Custom factory yellow/Black supple leather. Org. & GT2 rear wing. Serious (yet bullet proof) modifications. Adj. boost, fuel injection, 450+ HP/500 lbs+ torque. Very fast. Lowered suspension/big red brakes. Ruf 18" wheels/frt. Air dam. 400 watt Nakamichi sound system. \$68,500. Leo 847.970.9474.

1993 RS America Alpine white/blk. A/C. Lmt. slip/lowered/no sunroof/otherwise completely stock. No chips/dings/scratches/racing/abused. Looks showroom new! Cover/bra/extra set wheels. 17K mi. \$40,000. Guy (w) 507.284.3584, (h) 507.285.9414.

1974 914/2.0 Roadster Phoenix red/blk int. Exc. org. cond./fuel inj. Always garaged. Driven 3 mos. per year. Strong & straight. #4742903158. New tranny & paint, plus much more. \$8500. Patrick Clerkin 505 S. Randolph, Macomb, IL 61455, e-mail: ppclerkin@wiu.edu or 309.837.1934.

1982 928S White/brown leather. 5 spd, 45K mi. Sun roof, chrome wheels. #WPOJAO927CS822244. Full concours condition: 1st Place Chicago Region. No winters, garaged, cardex & brochures, bra & cover. New battery/tires/brakes/water pump & extras. \$15,500/OBO. John Brandt (e) 847.397.7238.

1979 930 Turbo Blk/blk leather. Tail, intercooler. 46K mi. #9309800680. In '96 turbo charger & chain tensioners replaced. Garaged/polished/babied. Beautiful car/awesome performance. \$29,900 Tom 630.305.8507.

1985 944 Red/blk. 5 spd. 80K mi. Power sunroof/windows/hatch re-

The Mart ...

lease/brakes/steering. New timing/balance belts/water pump/power steering pump/shift boot/shift lever/fog lights. Sharp/solid car.

\$6100.00/OBO. Michael Kenaga (h) 708.246.2123 (w) 312.368.8937.

1989 944 S2 Black/burgundy leather sport seats. 62K mi. New clutch.

Quaife, competition suspension (bars, shocks, springs, the whole ball of wax), lowered/chassis balance, chip.

Car is well sorted out. Parade winner 1994, 2nd place 1996. Offered at

\$15,995. Nick Brenkus (w)

847.540.2258 (h) 630.529.0911.

1991 944 Super Firehawk Only 7 of these cars were built to race for Firestone Firehawk Series. MO30 suspension/big brake package. Ltwt sun-roof/radio delete. Cars shipped w/o body caulk & undercoating. Factory "Matder" roll cage. Best conditioned, least used limited production Porsche ever made. Competitive & collectible. \$39,500. Deena 9a.m.-5p.m. M-F CST 630.232.7487.

1996 993 Twin Turbo Blk/blk. 33K mi., all dealer maintained. \$154K invested. Factory carbon leather seats/ss door sills. \$10K+ stereo system, Eibachs, chrome wheels, new tires, strut brace, B&B ss exhaust system, TechArt pedals. Amber rear lens imported from Milano. Priced to sell at \$100,000. Rob (w) 630.548.9295, (vm) 630.305.4391, (pager) 630.658.2055.

OTHERS • PARTS • MISC

Tow Vehicle 1983 Chev. Suburban, Silverado, 3/4 ton, 454, 9 pass., heavy duty towing package, A/C, cruise, locking differential, pwr windows/door locks, no winters, previous 2 owners used summers only for towing boat. 144K mi. w/very good service history. 2 tone bronze met/almond w/tan interior. Exc. exterior, exceptionally clean interior. Mech. strong. \$6,000. 937 436.1930, e-mail: Racing911@worldnet.att.net.

Enclosed Auto Trailer 6'8" wide x 14'0" bed, canvas covered, dual axel, internal brake, alum ramps, new tires

& spare. 6' overall ht. will fit in residential garage door. All tie downs and wheel chocks inc. for Porsche. I hauled by Speedster in this trailer for years, but it's time to retire from Concouring. \$1500.00 complete OR trade for for enclosed motorcycle trailer. Rod Gustafson, Rockford. (w) 815.654.9700 or (h) 815.633.1929.

1972 Datsun 240Z Orange/blk. Low mi., 4 spd., AM/FM, A/C, driving lights, rear window louvers. \$5,500. Jack Brodiske 815.485.8950.

1981 Lancia Zagato Targa Blk/blk leather. Special edition w/gold stripe. Low mi., 2.0L DOHC, 5 spd., tilt wheel, AM/FM stereo, A/C. \$4,500. Jack Brodiske 815.485.8950.

1986 Panther Kallista Brooklands green/blk & tan. Alum. body. 1 of 150. 3500 mi. 2.3L OHC, 4 spd, AM/FM stereo, A/C, chrome wire wheels. \$32,000. Jack Brodiske 815.485.8950.

1995 Viper RT-10 Red/gray. Like new/2800 mi. All stock, (rare factory A/C delete). No rain/abuse. \$49,900. Erik C. Zeier, 4934 N. Laramie Ave., Chicago, IL 60630. 773.777.2124.

Bell Helmet, Sport II SA95, Size M. White. Full Face. Retail \$275, will sell for \$190. Like new, used only 4 times before I realized it's too big. 937.436.1930 or e-mail: On-Boost@aol.com.

Bell Vortex Helmet Size 7½. Includes both Smoke & Clear shields, Bell lined bag & OMP neck brace. \$220. Gene Pish (h) 309.827.4795 or (w) 800.766.4640.

Parts Wheels 15x7 and 15x8 w/Dunlop tires from '76 930. Injection system from 2.7 motor. Heat exchangers from 2.7 motor. 356 chrome wheels. Dan Schnitta 616.253.4445

911 Motor Parts 3.2 crank 74.4mm std good condition \$1600; Six turbo connecting rods \$75/Rod; Six 3.2 P/C 95mm pistons moly coated sides cyls cut nirosist rings \$700; 24 Dilavar case studs \$300; 3.0 case (requires matching) \$700; 3.0 oil pump \$200; 6 Euro 3.0 light weight wrist pins (CMW) \$200. E-mail: Racing911@worldnet.att.net or call 937.436.1930.

Parts 911/912 '65-'73 Factory shop manuals. Boxes of misc. 911/912

parts \$1 lb. Inner fenders, LR quarter, doors, lids, ore. 2.0, 2.2, & 2.4 engine & parts. Escort radar detector. Engine, transaxle, body, interior suspension, electric, etc. SASE for list & pricing or see WEB SITE at <http://members.aol.com/porschelvw>. Ricardo Gonzales, 8037 Lake Shore Drive, Gary, IN 46403-1339. 219.939.9946.

911 Fuchs alloy wheels/tires (2) 7x16 & (2) 6x16. Used only 1K mi. (4) Goodyear Comp T/A RI's mounted on & used 1 day only at Blackhawk.

\$1250.00 for set. Jim Mansfield (w) 847.695.6000 or (h) 847.304.0396

1986-'89 928/928S4 BBS Wheels

Silver 3-piece. (2) 8.5x16, (2) 9.5x16 H-2. Like new. \$1000. Mell Wostoupal, 5 Court of Harbinger Falls, Northbrook, IL 60062. 847.564.7799.

BBS Wheels 3-piece alloys. Silver. 7x16, 8x16. Used 1 season. \$1200. U. Karl 847.426.3623.

944 Turbo Bodywork Bumper cover \$500. Hood \$500. Fenders \$350 each. Complete doors w/glass wiring harness window motors, header panel \$150. Headlights \$200 each. Headlight motor \$150. Rear hatch glass w/spoiler \$350. Rear lower valance \$300. Rear bumper \$250. Black interior w/electric non-sport seats. Buyer pays shipping. Andy Mandell 847.433.8622 or e-mail: trba951@aol.com.

Parts 7x17, 9x17 '96 993 Factory Cup wheels \$1400. 911 Brey-Krause harness bar \$220. Simpson Cam-Lock belt \$220. Tony Shaneen (w) 630.513.2990 (h) 630.377.3126.

Classical Vehicle Storage For Rent Heated, dehumidified, sonic, fire & burglary alarmed. Building fully insured. Cement floor raised 3' off ground, 45m S.F. formerly Al Capone Brewery. Walls average 18" thick. Reserve your space today. \$150 @ month rent. \$150 space deposit. Poss. 11/1. 150 spaces, Billed by MC. Warehouse loc., Chicago/Little Village, 15 min. so. of Loop. For more info (days) 773.277.4410, (eves) 847.673.9065.

Garage Doublor same as advertised in the Scene. \$2000.00. Stuart Acker (h) 630.887.7480 or (w) 708.865.2727.

Land You say that you really enjoy being in your Porsche? You say that you could almost live in your

Oversteer ...

(Continued from page 52)

- phone, brick on accelerator: California.
- NOTE: with gun in lap: L.A.
- Both hands on wheel, eyes shut, both feet on brake, quivering in terror: Ohio, but driving in California.
- One hand on latte. One knee on wheel, cradling cell phone, foot on brake, mind on game: Seattle.
- One hand on wheel, one hand on hunting rifle, alternating between both feet being on accelerator and both on brake, throwing a McDonalds bag out of window: Texas urban male
- One hand on wheel, one hand hanging out the window, keeping speed steadily at 70 mph, driving down

the center of the road unless coming around a blind curve, in which case they are on the left side of the road: Texas rural male.

- One hand constantly refocusing the rearview mirror to show different angles of the BIG hair, one hand going between mousse, brush, and rattail comb to keep the helmet hair going, both feet on the accelerator, poodle steering the car, chrome .38 revolver with mother of pearl inlaid handle in the glove compartment: Texas female
- Both hands on steering wheel in a relaxed posture, eyes constantly checking the rearview mirror to watch for visible emissions from their own or another's car: Colorado or Vermont

- One hand on steering wheel, yelling obscenities, the other waving gun out of window and firing repeatedly, keeping a careful eye out for landmarks along the way so as to be able to come back and pick up bullets that didn't hit other motorists so as not to litter: Colorado resident on spotting a car with Texas plate ... or Vermont resident on spotting a car with Canadian plates
- Junker, driven by someone who previously had a nice car and is now wearing a barrel: Las Vegas
- Two hands gripping wheel, blue hair barely visible above window level, driving 35 on the interstate in the left lane with the left blinker on: Florida "seasoned citizen" driver, also known as "no-see-um".

The Mart ...

Porsche? Perhaps, someday, (not soon, we hope) you could be buried in your Porsche. 10 plots adjoining Mt. Emblen Cemetery, Elmhurst, IL. Dirt cheap at \$5000. Serious inquiries only. Fax: 708.354.1903.

WANTED

1978-'80 911SC Targa Red/tan or red/blk. 5 spd, low mi. Jack Brodiske 815.485.8950.

1989 911 Turbo Coupe. Black or dark blue exterior. All records/service history. Clean/good condition. Paul (w) 847.821.2686 or (h) 847.949.8540.

1986 944 Turbo for track & street. Must be solid/priced right. Tim Wiese 847.223.1221.

MF seeking roommate for cruise. Fax 630.325.2286

PCA Members to wear their name tags at events. It's hard to remember all the names and faces that we meet at events, but a name tag makes it easier and certainly helps to make everyone feel more welcome. Old and new members who need name tags should call Linda Patterson at 847.740.3562.

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Oversteer

A Collection Of Bumper Stickers (from the Internet)

- Horn broken. Watch for finger.
- Your kid may be an honors student, but you're still an idiot.
- All generalizations are false.
- Cover me. I'm changing lanes.
- I brake for no apparent reason.
- Learn from your parents' mistakes - use birth control.
- I'm not as think as you drunk I am.
- Forget about World Peace ... Visualize using your turn signal.
- We have enough youth, how about a fountain of Smart?
- He who laughs last thinks slowest.
- Lottery: A tax on people who are bad at math.
- It IS as bad as you think, and they ARE out to get you.
- Auntie Em, Hate you, hate Kansas, taking the dog. Dorothy.
- Change is inevitable, except from a vending machine.
- Time is what keeps everything from happening at once.
- I love cats ... they taste just like chicken.
- Out of my mind. Back in five minutes.
- Forget the Joneses, I keep us up with the Simpsons.
- Born free ... Taxed to death.
- The more people I meet, the more I like my dog.
- Laugh alone and the world thinks you're an idiot.
- Rehab is for quitters.
- I get enough exercise just pushing my luck.
- Sometimes I wake up grumpy; other times I let him sleep.
- All men are idiots, and I married their King.
- Jack Kevorkian for White House Physician.
- Work is for people who don't know how to fish.
- Montana - At least our cows are sane!
- I didn't fight my way to the top of the food chain to be a vegetarian.
 - Women who seek to be equal to men lack ambition.
 - If you don't like the news, go out and make some.
 - When you do a good deed, get a receipt - in case heaven is like the IRS..
 - Sorry, I don't date outside my species.
- No radio - Already stolen.
- Reality is a crutch for people who can't handle drugs.
- Real women don't have hot flashes; they have power surges.
- I took an IQ test, and the results were negative.
- Where there's a will, I want to be in it.
- OK, who stopped payment on my reality check?
- Few women admit their age; fewer men act theirs.
- I don't suffer from insanity; I enjoy every minute of it.
- Hard work has a future payoff. Laziness pays off NOW.
- Tell me to 'stuff it' - I'm a taxidermist.
- IRS: We've got what it takes to take what you've got.
- Time is the best teacher; unfortunately it kills all its students.
- It's lonely at the top, but you eat better.
- According to my calculations, the problem doesn't exist.
- Some people are only alive because it is illegal to kill.
- Pride is what we have. Vanity is what others have.
- A bartender is just a pharmacist with a limited inventory.
- Reality? Is that where the pizza delivery guy comes from?
- How can I miss you if you won't go away?
- Warning: Dates in Calendar are closer than they appear.
- Give me ambiguity or give me that other thing.
- We are born naked, wet, and hungry. Then things get worse.
- Make it idiot proof and someone will make a better idiot.
- Always remember you're unique, just like everyone else.
- Friends help you move. Real friends help you move bodies.
- Very funny, Scotty, now beam down my clothes.
- Puritanism: The haunting fear that someone, somewhere, may be happy.
- Consciousness: That annoying time between naps.
- I souport publik edekashun.
- Be nice to your kids. They'll choose your nursing home.
- Beauty is in the eye of the beer holder...
- There are 3 kinds of people: those who can count & those who can't.
- Why is 'abbreviation' such a long word?
- Ever stop to think and forget to start again?
- A bartender is just a pharmacist with a limited inventory.
- If at first you do succeed, try not to look astonished.
- Help wanted telepath: you know where to apply
- Keep honking, I'm reloading.
- Hang up and drive.
- Guns don't kill people, postal workers do.
- Ask me about microwaving cats for fun and profit.
- Friends don't let Friends drive Naked.
- If we aren't supposed to eat animals, why are they made of meat?
- Diplomacy is the art of saying 'Nice doggie!'... 'til you can find a rock.

How To Identify Where A Driver Is From (from Nord Stern)

- One hand on wheel, one hand on horn: New York
- One hand on wheel, one finger out window: Chicago
- One hand on wheel, one hand on newspaper, foot solidly on accelerator: Boston
- One hand on wheel, cradling cell

(Continued on page 51)



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